



Port Alfred and Alexandria Master and Precinct Plans: Draft Master Plan

04 August 2023



the
markewicz
redman
partnership
urban planners and designers

DEVELOPMENT OF PORT ALFRED & ALEXANDRIA MASTER AND PRECINCT PLAN

Phase 2: Draft Master Plan Report

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Prepared for: **COOPERATIVE GOVERNANCE & TRADITIONAL AFFS**
Project Manager: Mr Luthando Plaatjie
Cell: +27 71 689 6165
E-mail: luthando.plaatjie@eccogta.gov.za



Prepared by: **THE MARKEWICZ REDMAN PARTNERSHIP**
Project Manager: Miss Toni Redman
Cell: +27 82 745 4101
E-mail: toni@tmrp.co.za/admin@tmrp.co.za



In Partnership with: **NDLAMBE LOCAL MUNICIPALITY**
Project Manager: Ms Qawe Mampana
Cell: +27 824182552
E-mail: qmampana@ndlambe.gov.za

In Association with: Andrew Fraser Architect, ENSync Engineers and Andrew Schultz Consulting

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PART 01 | PROJECT OVERVIEW



Port Alfred

Alexandria

1 INTRODUCTION

1.1 Project Background

The Eastern Cape Provincial Department of Cooperative Governance and Traditional Affairs (hereinafter referred to as EC COGTA) appointed The Markewicz Redman Partnership to assist the Ndlambe Local Municipality (Ndlambe) to develop the **Port Alfred and Alexandria Master and Precinct Plans** for the regeneration of the two Central Business Districts (CBDs).

The project is a second pilot of the EC COGTA Small Towns Development Framework which was approved by the Provincial Executive Committee at end August 2020.

This report represents a draft report for Phase 2 of the Project. **Phase 2 (the Draft Master Plan Report)** will be circulated to the Client, the Project Management Steering Committee (PMSC) and other stakeholders for comment.

This draft report does reflect some of the feedback received from initial visits to the towns and engagements with the PSC and some municipal and community stakeholders.

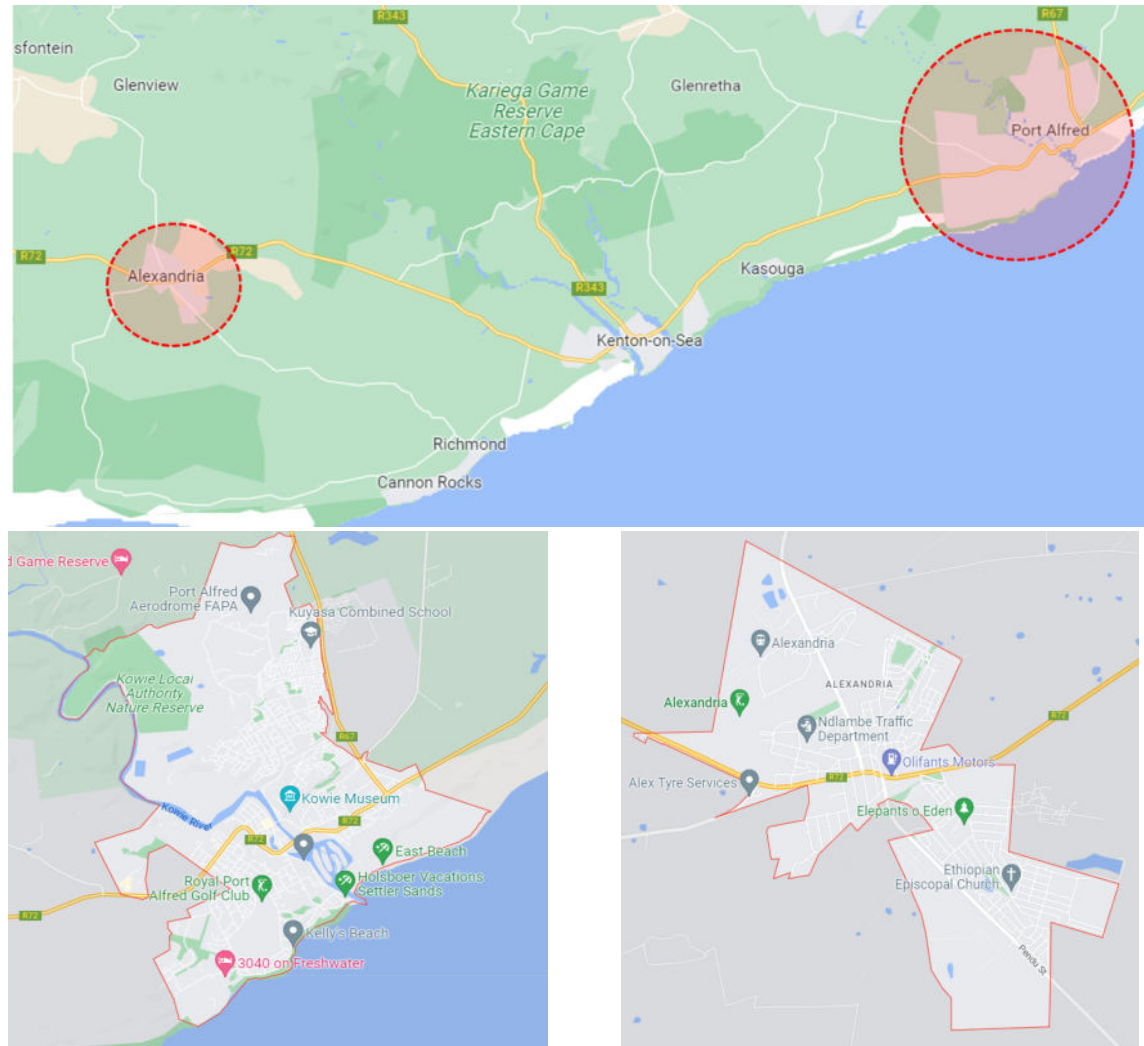


FIGURE 1-1: GREATER PORT ALFRED AND ALEXANDRIA STUDY AREAS

1.2 Purpose of the Master Plans

The primary focus of the Master Plans is to provide a spatial strategy for managing the growth and development of the towns of Port Alfred and Alexandria as described above in line with the socio-economic, environmental and sustainability policy framework set out in the current Ndlambe Integrated Development Plan (IDP) and Spatial Development.

It provides a spatial planning framework to accommodate the anticipated growth trajectories of population and economic development and it will identify the land and associated infrastructure requirements to accommodate these trajectories in an efficient and sustainable manner.

In addition, the Master Plans articulate a set of strategic urban design directives and node and district development controls that will assist in achieving a spatial structure and form for both Port Alfred and Alexandria that will provide a functional, convenient, comfortable, meaningful and supportive environment for people and communities to work, live, learn and play.

The Master Plans are a “decision making tool” for the Municipality, in concert with governmental, private sector and community partners, to be used to assist in the management of uncertain, uneven, incremental and unpredictable spatial growth and development in the context of an economy under pressure, poverty and inequality and scarce public and private sector financial resources.

The Master Plans need to be supported by a program ensuring the construction, operation, maintenance and repair of basic services and the establishment of a permanent stakeholder forum against which development needs and priorities can be continually assessed.

In the next phases of the project, Precinct Plans will be developed for an area within each town that provide more design detail associated with the identification of a catalytic tourism and/or mixed use commercial and residential precincts and provides guidance on how these areas can be developed.

Each precinct plan will be support by a Business Plan that will provide a roadmap for how the Precincts can be realised.

The major deliverables of the project for each town include:.



FIGURE 1-2: PROJECT DELIVERABLES

2 APPROACH TO SMALL TOWN REVITALISATION

Small Towns are inextricably linked to the region within which they are located, and from which receive revenues and to which they provide services and support. Their economic health, or sustainability, is tied directly to that of the region's economic health and to the way the towns themselves are managed.

'Revitalisation' as a spatial planning concept is primarily aimed at regaining and improving the performance and sustainability of a specific "place" (i.e. neighbourhood, precinct, village, town or city) for all its people and communities to effectively and equitably access land, infrastructure, economic opportunities and/or commercial and social resources to live their lives in a dignified, meaningful, productive, affordable and sustainable manner.

It is also about balancing the capital and operating expenditure required to achieve and maintain the sustainable performance of a "place" with the resources available in a "place" and the revenue that it is able to generate i.e. **if revenue generated by a "place" is not reinvested back into a "place" its sustainability and vitality will be under threat.**

'Revitalisation' initiatives in this sense require the continual planning, management, enhancement and/or development of both natural and man-made assets and resources which make up the "place". It includes repairing, eradicating and/or mitigating the effects of 'backlogs' in, or the underperformance of, community facilities and infrastructure, service delivery, availability of land and environmental quality of a "place" to meet at least basic needs, whilst simultaneously, building sustainable spatial, land, infrastructure, and service delivery 'platforms' to accommodate and/or promote the future growth and development of the "place".

Furthermore, the 'Revitalisation' of a "place" is affected directly by the uncertain and unpredictable context of 'global' and/or regional spatial economic and development policies and trends which are outside the direct control of the communities living in a specific "place".

'Revitalisation' is the outcome of the willingness, ability and capacity of local public, private and community stakeholders and investors to individually, and

collectively, utilize their local resources, skills and competitive advantages to access, add value to, and benefit from, this unpredictable context.

'Revitalisation' also includes ensuring that the character and performance as a "place" is "owned" by, and controlled by, members of the local community and that its cultural heritage, meaning and 'sense of place' is retained, protected, nurtured and enhanced over time.

Finally, small towns are all very different from one another and their 'revitalisation' is not a 'one size fits all' solution, but rather a nuanced set of specific local level interventions undertaken by local public and private stakeholders. These interventions may be small or large depending on resources available and may not always occur in a predictable or efficient manner, but they **should always be targeted at making an improvement to the performance of the town so that it uplifts the people who live, work, play or learn in them!**



3 CONTEXTUAL INFORMANTS

3.1 Global Trends and Drivers of Change

The primary objective of this section is to summarize key contextual informants for the planning of Port Alfred and guide interventions and proposals to address critical development issues that it faces effectively.

The condition of a town at any given point in its life cycle reflects the state of political, economic, social, technological, and environmental dynamics both within and surrounding it.

More particularly at this time small towns are subject to rapidly changing and fluid global forces and trends that change the way the world works and the way people live. Consequently, the towns of Port Alfred and Alexandria, like other small South African towns, experience the combined effects of changing dynamics brought about by transformation in South Africa and global disruptions impacting the environment, economies, and society.

Some implications of these dynamics that will have an impact on Port Alfred and Alexandria are presented below.



3.1.1 Environment

Climate change impacts in South Africa, such as droughts, flooding, and fires, are on the rise.

This presents two fundamental challenges for cities and towns:

- **Ensuring provisions for protecting the population, economy, infrastructure, and ecological resources by enhancing resilience against environmentally driven disruptions.**
- **Encouraging residents to change their habits regarding resource use, waste management, and overall environmental responsibility.**

For Ndlambe Municipality responsible for managing Port Alfred and Alexandria, it is crucial to proactively plan for and mitigate environmental disasters and risks through best practice methods in environmental asset and system management, natural resource utilisation, and infrastructure development and protection. Additionally, the Municipality must play a leadership role in educating communities about avoiding and mitigating impacts, promoting a culture of "reduce, reuse, and recycle."

Responses:

- Ensure development does not impact natural resources and that it will not be impacted by natural events such as flooding and fires.
- Enhance understanding of, and capacity of, Municipality Staff and Community to proactive sustainable use of all resources i.e. "reduce, re-use and recycle" resources.



3.1.2 Economic

Port Alfred and Alexandria have been primarily supported the economic drivers of the region, namely agriculture and tourism, by providing government and commercial services. This role is reinforced in the provincial and municipal SDFs (Spatial Development Frameworks) applicable to these towns. The local economy heavily relies on government and commercial services, agriculture, tourism, and some manufacturing, generating a significant portion of employment opportunities for both towns and Ndlambe Municipality.

However, increasing regional economic fluctuations, global competition, and challenges in local service delivery have resulted in private investment and consumption spending shifting towards areas perceived as economically stable, safe, secure, and well-managed. Additionally, increasing urbanization, driven by population migration to urban centres in search of job opportunities, has disrupted the population-employment balance in the towns and increased pressure on them as employment and opportunity generators.

Responses:

- Protect current investments through proactive management i.e. repair, maintain and ensure operation of basic municipal services.
- Promote and support initiatives and activities that ensure the “circulation of the rand” within the towns economy i.e. establish local supply chains and support SMME's and informal sector.
- Tap into government funded programmes related to environmental management, recycling and waste management and infrastructure provision.



3.1.3 Social

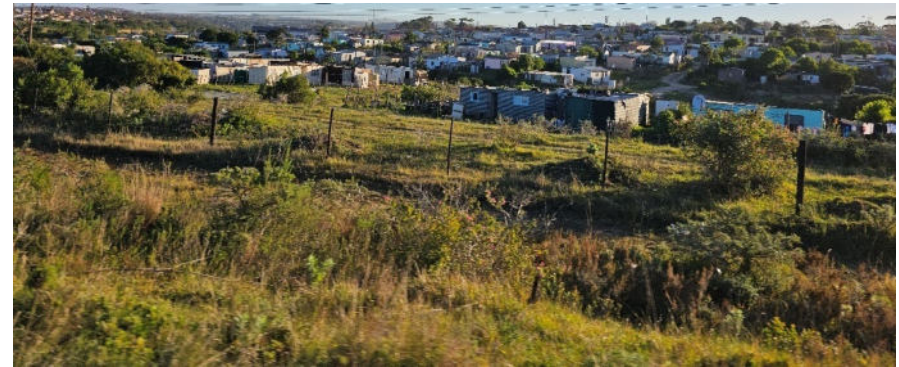
Long-term trends in urbanization in South Africa predict an ongoing rural-urban migration to places perceived to offer better opportunities, employment, and amenities, particularly metropolitan cities and larger towns. Conversely, there is evidence of some population returning from metropolitan areas to smaller rural towns due to retirement, lower living costs, or unmet expectations for jobs and opportunities in the larger centres.

Population growth within Port Alfred and Alexandria has fluctuated over the last decade due to economic and pandemic-related factors, currently estimated at around 1,2%. This growth is primarily being absorbed by informal settlements on the outskirts of the towns, putting pressure on their infrastructure and facilities.

The increasing inability of the formal economy to generate sufficient jobs, particularly among the youth, underscores the urgent need for enhanced efforts in education, skills development, investment in small and micro-business development, and improved access to socio-economic support and upliftment systems and initiatives. Unemployment and the subsequent challenges for families to support themselves can lead to decreased motivation and productivity, increasing the potential for crime and social instability.

Responses:

- Enhance the performance of the towns infrastructure bases to provide access to education, skills development and development-oriented welfare support i.e. improved transportation infrastructure, improved and increased education and training facilities.
- Increase partnerships with private sector and non-governmental organisations to provide leadership, guidance and technical support and resources.



3.1.4 Technology and Infrastructure

Global technological development has brought disruptions to economies and changes in employment types and patterns i.e. remote working, increasing mechanisation and automation. It has transformed the way people shop, conduct business, communicate, and access resources, knowledge, and opportunities.

Ensuring affordable access to digital skills and related technology to use them has become fundamental for human development and survival strategies for governments, individuals, and households, especially for youth and economically disadvantaged segments of society.

Discussions with the business community in Port Alfred and Alexandria reveal that intermittent supply of water and electricity remains a primary concern for potential investors, and this highlights the need to explore new opportunities for providing and managing basic services such as energy, water, waste removal, transportation safety and security.

Responses:

- Provide guidelines for accommodating the impacts of remote working in terms of providing infrastructure and managing land use changes.
- Consider introducing "smart town" management systems for municipal billing, traffic management, water, sanitation and waste management.
- Provide facilities and training for digital skills particularly in schools and amongst the poorer sections of community who do not have access to digital resources.
- Investigate the access to and or generation of renewable or alternative energy sources and the management of existing modes of supply



3.1.5 Governance

The struggles that Municipalities are facing in keeping up with the impacts of urbanisation and transformation has been recognised at National Government levels and there are increasing calls for improved performance of the local sphere of government. Issues range between lack of alignment of budgets between different spheres of government, lack of technical capacity and leadership, corruption, and the motivation and or performance of local government staff have all been cited as possible causes for local government challenges.

In addition to the above transformation in South Africa has restructured local government (“wall to wall” government system) which has impacted directly on the planning, management, and financing of small towns and settlements. One of the indirect impacts of the well-intended prioritisation of investment in previously disadvantaged areas has been that budget provisions for operating, repairing, and maintaining existing services, facilities, and infrastructure in economically significant nodes has been reduced causing increasing business operating costs. A second impact, caused by the establishment of larger local authorities containing many small towns all administered by through a centralized decision-making and budgeting system, has been reduced local control for small towns and settlements i.e. they do not have local champions that can effectively direct investment and interventions that affect them directly).

Responses:

- Municipality Leadership in establishing practical and shared visions, motivated municipal staff and ensuring meaningful stakeholder partnerships and support.
- Improving and ensuring improved alignment of planning and budgeting between different spheres of government.
- Prioritised reinvestment and effective management. prioritising expenditure in areas that will generate optimum impact.



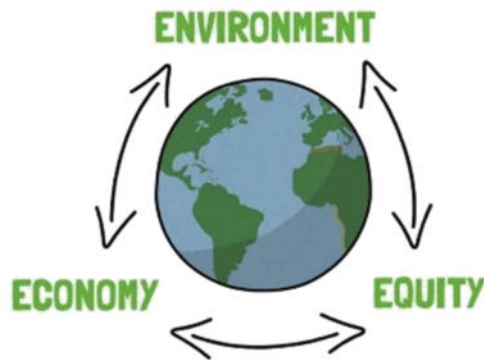
3.2 Sustainability Goals

The introduction to this Master Plan identifies that “revitalization” is not a linear or simplistic process and it needs to be pursued continually on a number of fronts.

The context of Port Alfred and Alexandria and the assumptions described above indicate that the functionality of the development “platform” of Port Alfred is being eroded and that its future sustainability is being threatened.

Four goals are identified for the Ndlambe Municipality and its public, private sector and community partners to collaborate around in tackling the revitalization and future sustainability of Port Alfred.

The goals and interventions presented below are interdependent and cross cutting and each goal requires reasonable levels of progress and achievement in the other goals in order to make meaningful and sustainable impacts in the town.



Goal 1: Social Sustainability

Improving the liveability of neighbourhoods and increasing the access of poorer communities to employment, education and livelihood opportunities is a primary objective of any small-town revitalization strategy.

People and communities who have to spend a large percentage of their time collecting water, traveling long distances, sourcing food etc. cannot be expected to be productive and or satisfied with their lives and they will be predisposed to protest against poor living conditions and lack of access to economic or livelihood opportunities.

Interventions that can respond to these issues include:

- Continual improvement of access to nodes of opportunity
- Incremental but ongoing improvement of basic service delivery to, and liveability of, poorer and or underserved neighbourhoods
- Support and exposure to markets for informal business and SMME's
- Support for the establishment of individual and community food gardens, small scale agriculture
- Improved access to basic education and skills training and in particular digital skills



Goal 2: Economic Sustainability

Every effort should be made to retain existing businesses across sectors, both large and small, in the town thereby protecting and enhancing the revenue base and retaining cash circulation within Port Alfred. In addition interventions that will attract additional businesses and industries to build on this base need to be prioritised.

Primary interventions that the Municipality must prioritise are **provision of services and investment in infrastructure repair, operation, maintenance and elimination of infrastructure capacity backlogs** that will assist in:

- Protecting and enhancing the functionality, “liveability” and attractiveness of the town’s existing business, industrial and residential sectors.
- Protecting and improving physical accessibility to and within the town and to the town’s markets.
- Supporting opportunities that support higher order economic development plans
- Enhancing the town’s offering of retail, commercial and recreational services and middle- and upper-income housing to attract business owners and municipality employees to stay in the town.
- Promoting the town as a retirement destination for metropolitan retirees through cost competitive housing and supporting facilities.
- Leveraging the provision of lower income housing and services to establish small businesses in production and in provision of building materials and services.
- Utilising the town’s skills base for projects located within the town.

Goal 3: Environmental Sustainability

Revitalisation and sustainability directly implies that resources are protected and used wisely so that high levels of efficiency can be achieved, and resources are focused on development and not on unnecessary repair and or replacement of investments.

- Identifying protecting, rehabilitating, enhancing and expanding the ecological asset base of the town so that water, air, soils and natural assets are protected.
- Identifying and employing more sustainable use of resources within businesses, industries, households and government
- Management of waste and encouragement of a culture of “reduce use of, reuse and recycle” resources.
- Protect, rehabilitate, enhance and expand heritage and cultural assets as part of the identity and tourism attraction of the town.



Goal 4: Sustainability In Governance

Whilst sustainable governance is not the focus of the Master Plan, but rather a Municipality wide issue, it is unequivocally linked to the success of any revitalisation initiative since the governance sector comprises the agencies that need to provide, and sustainably operate, the “platform” of services (i.e. water, sanitation, electricity, roads and storm water, waste management and law and order) required for Port Alfred to function productively, competitively and sustainably.

Key foci for the Ndlambe Local Municipality as lead agency in this regard include:

- Facilitating the alignment of planning and budgeting between government spheres and between Ndlambe departments,
- Improving financial stability and capacity to deliver the basic services “platform” that it is responsible for,
- Improving maintenance of law and order.
- Setting an example with respect to achieving sustainability through employment of the “reduce, reuse, recycle” philosophy in the management of the Municipality’s assets and resources.
- Regularly communicating the Municipality’s intentions and progress about the turnaround of the Municipality and the implications this has for the Town.



Goal 5: Spatial Integration and Capacity

To achieve the sustainability goals and interventions successfully, it is imperative to establish a well-organized and efficient spatial “platform” (i.e. town spatial structure and form) encompassing land use, activities, public spaces, transportation, infrastructure, and services that enable communities to flourish.

This platform should protect natural resources, ensure efficient accessibility, mobility, and circulation, and create safe, healthy, and comfortable human habitats that cater to fundamental needs of living, working, learning, and playing.

The spatial development of Port Alfred and Alexandria has undergone incremental changes driven by changing global, national, regional and local dynamics and the ability or inability of its current structure and form to support its inhabitants has become apparent.

This Master Plan aims to address these inefficiencies and weaknesses. It proposes spatial planning and development interventions to tackle the current situation’s challenges effectively, facilitate the town’s sustainable expansion, and serve as a foundation for integrating the social, economic, and environmental goals and interventions discussed earlier.

The incremental implementation of the Master Plan can assist Port Alfred and Alexandria move towards a more balanced, equitable, efficient and sustainable town that meets the needs of its residents and fosters harmonious growth and progress.



PART 02 | DRAFT PORT ALFRED MASTERPLAN



4 SPATIAL OVERVIEW AND ASSESSMENT OF PORT ALFRED

4.1 Port Alfred Master Plan Study Area

The study area of Port Alfred is the area delineated by the town's urban edge as identified in the Ndlambe Municipality Spatial Development Framework (Figure 4-1).

Port Alfred is home to approximately **25 859 people** and is expected to grow to **42 424 by 2036** (at a 2% annual growth rate).

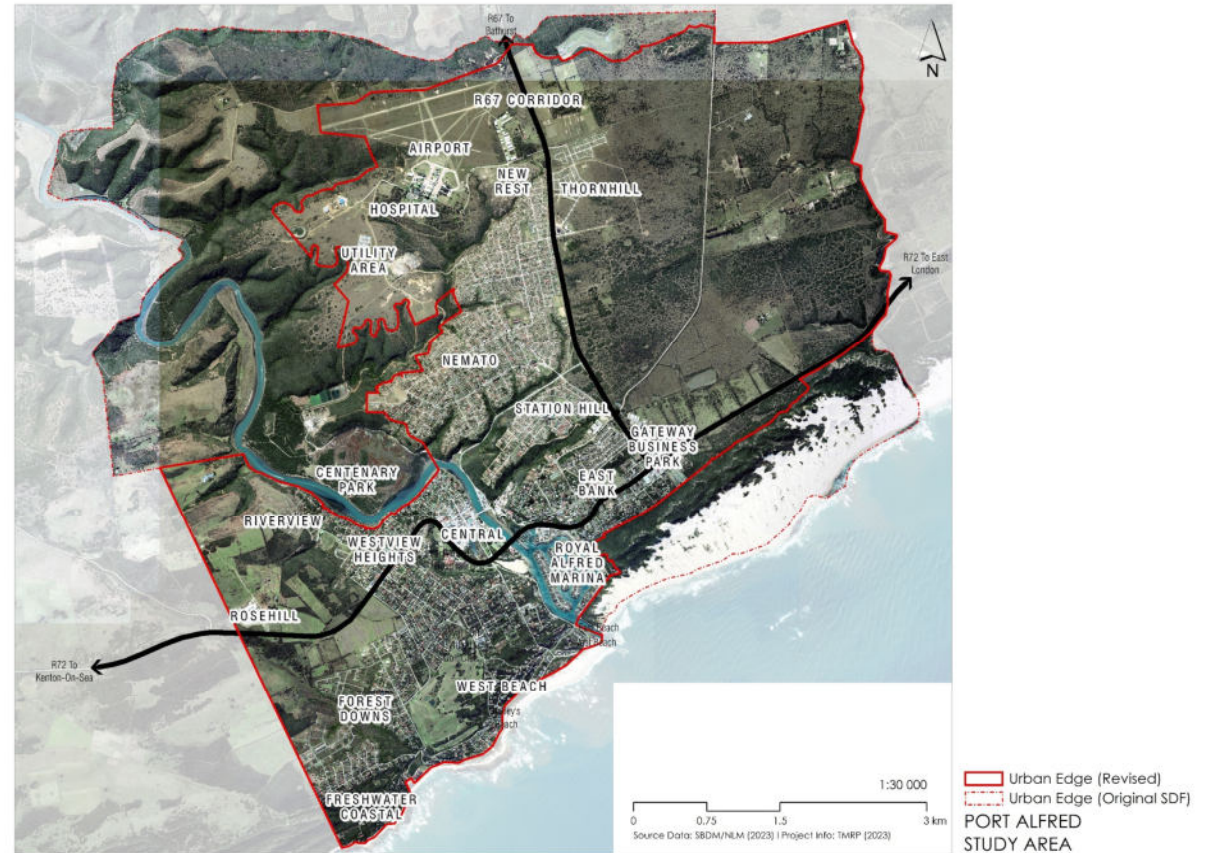


FIGURE 4-1: PORT ALFRED STUDY AREA

4.2 Spatial Structure of Port Alfred

Port Alfred as a coastal town can only develop in a 180-degree arc and its expansion will be directed by the opportunities and constraints set up by the “double T” shape formed by the main road pattern and the Kowie River which dissects the town – north east to south west. The current spatial structure and form of the town that has responded to these key features over time is described below.

- The steep topography, the Kowie River and associated natural areas create an extensive natural feature between the West and East banks of the town.
- The steep slopes and high value natural areas related to the Kowie and surrounding the town prevent it from expanding efficiently to the northwest and south east but provided expansion possibilities to the east and north east.
- Each side river is further dissected by the streams and rivers feeding the Kowie River which further dissects the town into discernible nodes and districts each with their own landscape and density characteristics and growth dynamics.
- The main roads are strong growth enablers and have shaped settlement and movement patterns accordingly.
- Three activity nodes are prevalent on the town. The Central Business District, the Gateway Mixed Use node at the East entrance to the town and Rosehill Mall node along the western approaches to the town.
- Important landmarks are the Kowie River, The Kowie Bridge, The Thornhill Reservoir Tower, the Harbour Mouth and the Rosehill Mall.

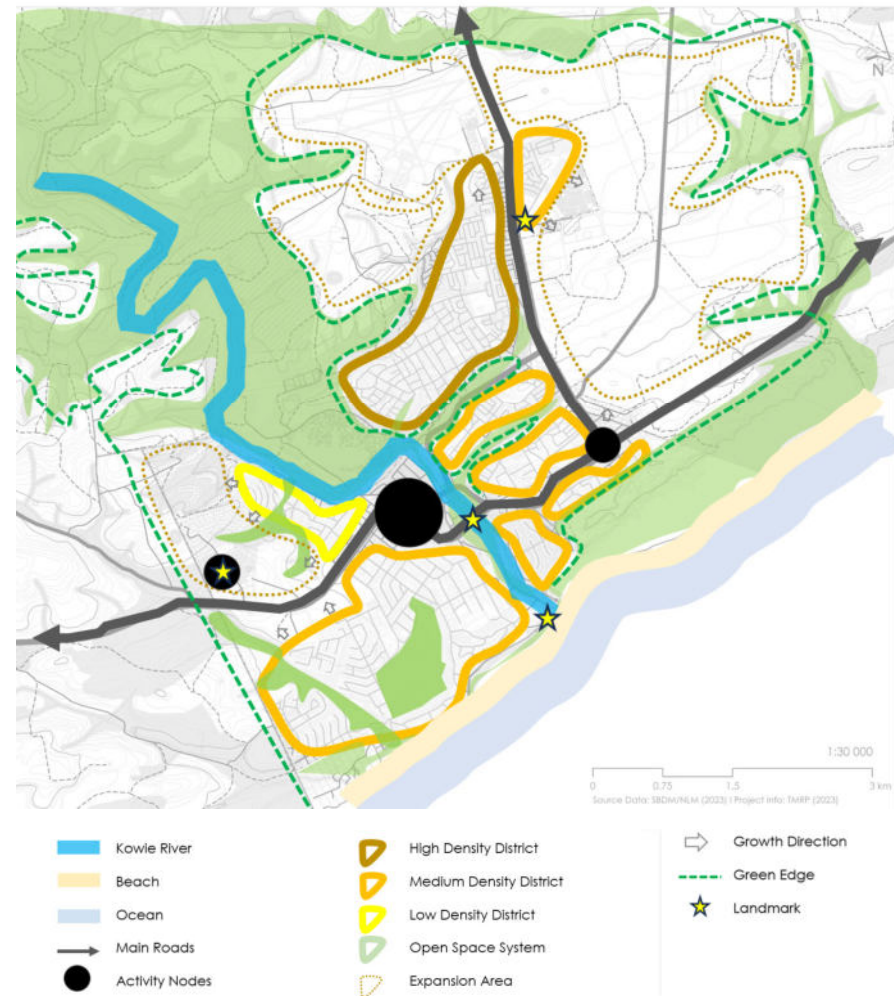


FIGURE 4-2: PORT ALFRED SPATIAL STRUCTURE

Spatial planning and design responses to the current spatial pattern include:

- Protecting the Kowie River system and estuary and respecting the natural edge to development.
- Improving connectivity between districts on the east and west banks.
- Building efficiently on the activity generated by the existing nodes and in particular the CBD.
- Capitalising on the accessibility and connectivity of the main road system in the town and to surrounding regions.
- Linking the various nodes and districts more effectively to districts.
- Managing growth and directing it to the most suitable areas for development to keep the town compact and efficient.
- Capitalising on landmarks as orienting and identity features of the town.



4.3 Assessment of the Town

4.3.1 Assessment Methodology

Port Alfred comprises a number of different Mixed-Use Nodes and Residential Districts each playing a role both individually and collectively in the Town.

The current condition and performance of each of the nodes and districts within Port Alfred varies significantly. As stated in earlier sections meaningful revitalisation requires that continual and incremental improvement to all community living conditions be undertaken.

The nodes and districts have been assessed using urban performance dimensions developed by Kevin Lynch in his book "Good City Form". Lynch's work revolves around the articulation of a set of performance dimensions that can be used to structure the evaluation of the performance of a city or town, or part of a city or town, in terms of its ability to support inhabitants as they go about their daily lives.

Lynch's seven dimensions are explained in Figure 4-3.

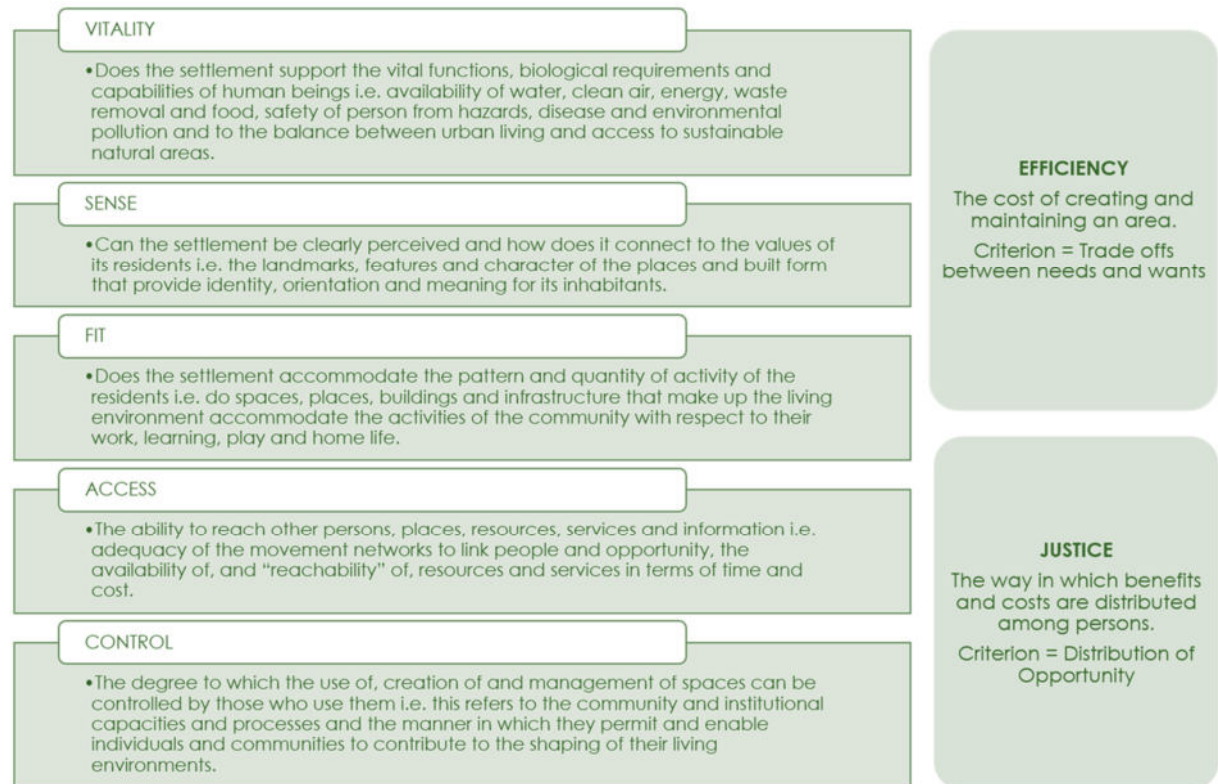


FIGURE 4-3 : PERFORMANCE DIMENSIONS (KEVIN LYNCH)

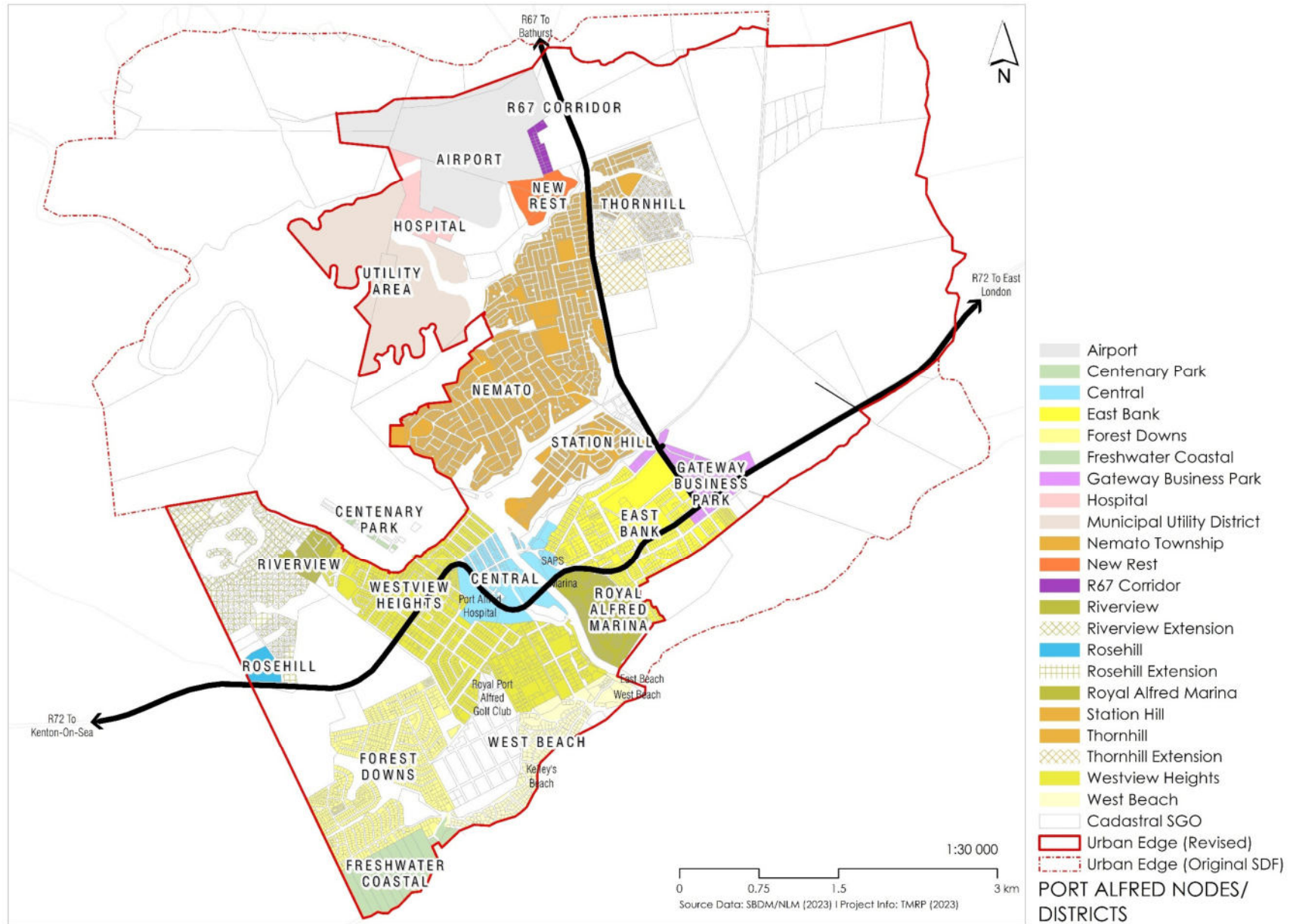


FIGURE 4-4: PORT ALFRED NODES AND DISTRICTS

TABLE 4-1: PERFORMANCE ASSESSMENT OF PORT ALFRED NODES AND DISTRICTS

NODE/DISTRICT Overall Performance	Central	Westview Heights	West Beach	Forest Downs	Freshwater Coastal	Riverview	Rosehill	Royal Alfred Marina	East Bank
	●●	●●●	●●●	●●●	●●	●●	●●	●●●	●●●
VITALITY									
The degree to which the form of the node/district supports the vital functions and biological requirements of inhabitants.									
Access to natural resources	●	●	●	●	●	●	●	●	●
Safety, Security, Climate Resilience	●	●	●	●	●	●	●	●	●
Balance between Man and Nature	●	●	●	●	●	●	●	●	●
Vitality Overall	●	●	●	●	●	●	●	●	●
ACCESS									
The ability to reach other persons, places, resources, services and information.									
Road Access to Town/Region	●	●	●	●	●	●	●	●	●
NMT Access to Town Region	●	●	●	●	●	●	●	●	●
Internal Networks	●	●	●	●	●	●	●	●	●
Access Overall	●	●	●	●	●	●	●	●	●
SENSE									
The degree to which the node/district can be clearly perceived and to which it connects to the values of its inhabitants.									
Legibility and Identity	●	●	●	●	●	●	●	●	●
Settlement Structure and Quality	●	●	●	●	●	●	●	●	●
Heritage/Cultural Attributes	●	●	●	●	●	●	●	●	●
Sense Overall	●	●	●	●	●	●	●	●	●
FIT									
The degree to which the form and capacity of the node/district matches the pattern and quantity of activity of inhabitants.									
No. and Condition of Community Facilities	●	●	●	●	●	●	●	●	●
Condition of Basic Infrastructure	●	●	●	●	●	●	●	●	●
Condition of Public Space	●	●	●	●	●	●	●	●	●
Fit Overall	●	●	●	●	●	●	●	●	●
CONTROL									
The degree to which the use of, creation of, and management of space can be influenced by those who use it.									
Stakeholder Representation in NLM	●	●	●	●	●	●	●	●	●
Stakeholder Capacity	●	●	●	●	●	●	●	●	●
Control Overall	●	●	●	●	●	●	●	●	●

● Good ● Fair ● Poor

TABLE 4-2: PERFORMANCE ASSESSMENT OF PORT ALFRED NODES AND DISTRICTS (CONTINUED)

NODE/DISTRICT Overall Performance	Station Hill	NeMaTo	Thornhill	New Rest	Centenary Park	Gateway Business Park	Aerodrome	R67 Corridor	Hospital	Utility Area
	●●	●●	●●	●	●●	●●	●●	●●	●	●
VITALITY										
The degree to which the form of the node/district supports the vital functions and biological requirements of inhabitants.										
Access to natural resources	●	●	●	●	●	●	●	●	●	●
Safety, Security, Climate Resilience	●	●	●	●	●	●	●	●	●	●
Balance between Man and Nature	●	●	●	●	●	●	●	●	●	●
Vitality Overall	●	●	●	●	●	●	●	●	●	●
ACCESS										
The ability to reach other persons, places, resources, services and information.										
Road Access to Town/Region	●	●	●	●	●	●	●	●	●	●
NMT Access to Town Region	●	●	●	●	●	●	●	●	●	●
Internal Networks	●	●	●	●	●	●	●	●	●	●
Access Overall	●	●	●	●	●	●	●	●	●	●
SENSE										
The degree to which the node/district can be clearly perceived and to which it connects to the values of its inhabitants.										
Legibility and Identity	●	●	●	●	●	●	●	●	●	●
Settlement Structure and Quality	●	●	●	●	●	●	●	●	●	●
Heritage/Cultural Attributes	●	●	●	●	●	●	●	●	●	●
Sense Overall	●	●	●	●	●	●	●	●	●	●
FIT										
The degree to which the form and capacity of the node/district matches the pattern and quantity of activity of inhabitants.										
No. and Condition of Community Facilities	●	●	●	●	●	●	●	●	●	●
Condition of Basic Infrastructure	●	●	●	●	●	●	●	●	●	●
Condition of Public Space	●	●	●	●	●	●	●	●	●	●
Fit Overall	●	●	●	●	●	●	●	●	●	●
CONTROL										
The degree to which the use of, creation of, and management of space can be influenced by those who use it.										
Stakeholder Representation in NLM	●	●	●	●	●	●	●	●	●	●
Stakeholder Capacity	●	●	●	●	●	●	●	●	●	●
Control Overall	●	●	●	●	●	●	●	●	●	●

● Good ● Fair ● Poor

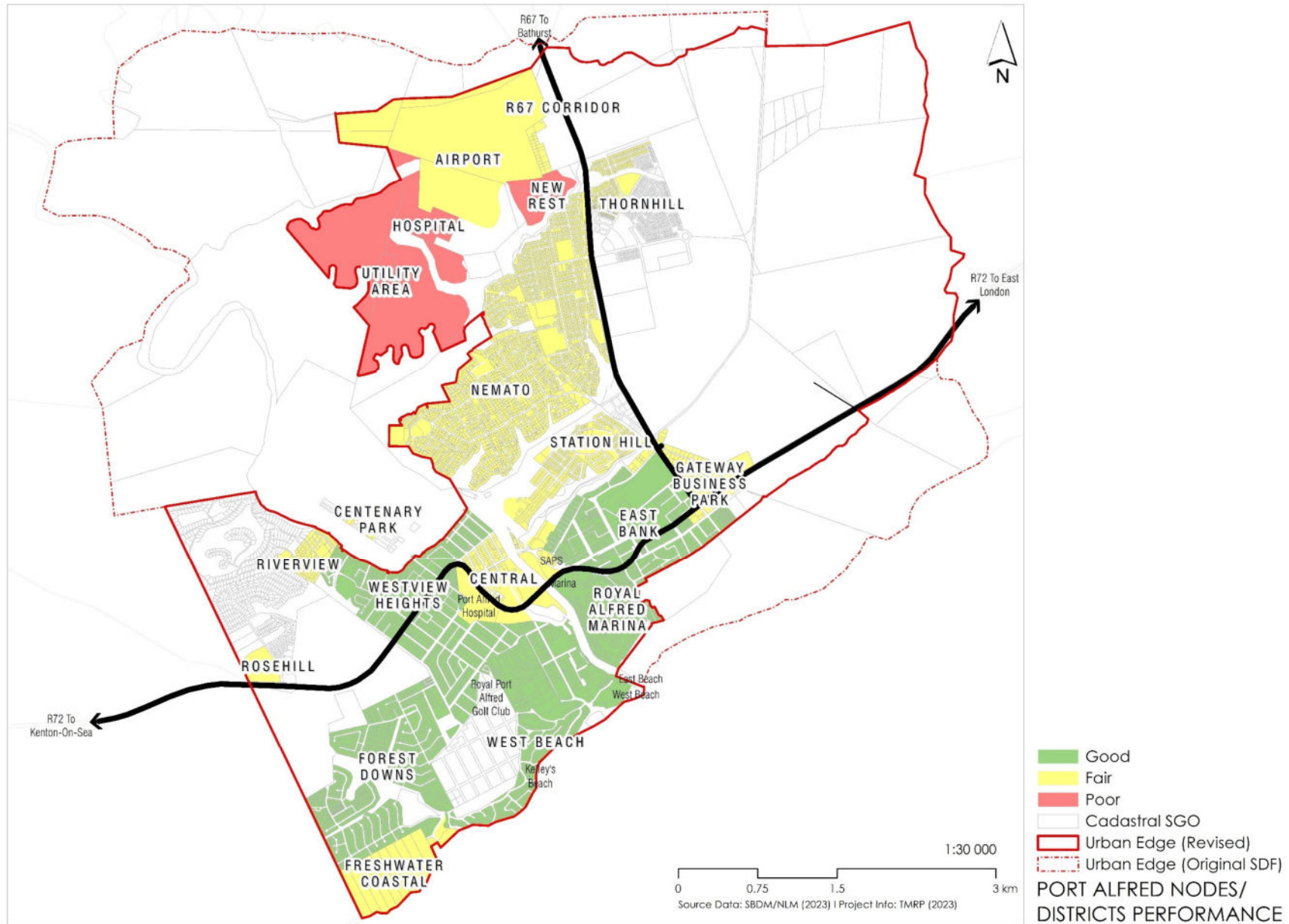


FIGURE 4-5: PORT ALFRED PERFORMANCE ASSESSMENT

4.3.2 Identification of Vacant and Underutilised Land

With the proposed revision of the “urban edge” the bulk of the towns expansion areas lies north east of the R67. These flatter areas and significant portions are partly owned by the municipality providing opportunity for efficient structuring of future development.

As greenfield areas they include vacant, underutilised and or agricultural land located inside the “urban” edge of the town, but outside of the existing formal registered neighbourhoods that make up the town and which are unencumbered by development and/or environmental constraints, steep land, agricultural potential and major utility servitudes. These developable blocks located within the “urban” edge could be more easily served by the strategic and incremental expansion of existing services networks.

They would be the most easily developed areas next to vacant serviced subdivisions contained within each of the registered neighbourhoods (i.e. brownfield sites) and would be the most suitable areas for achieving medium to long term spatial expansion of the town.

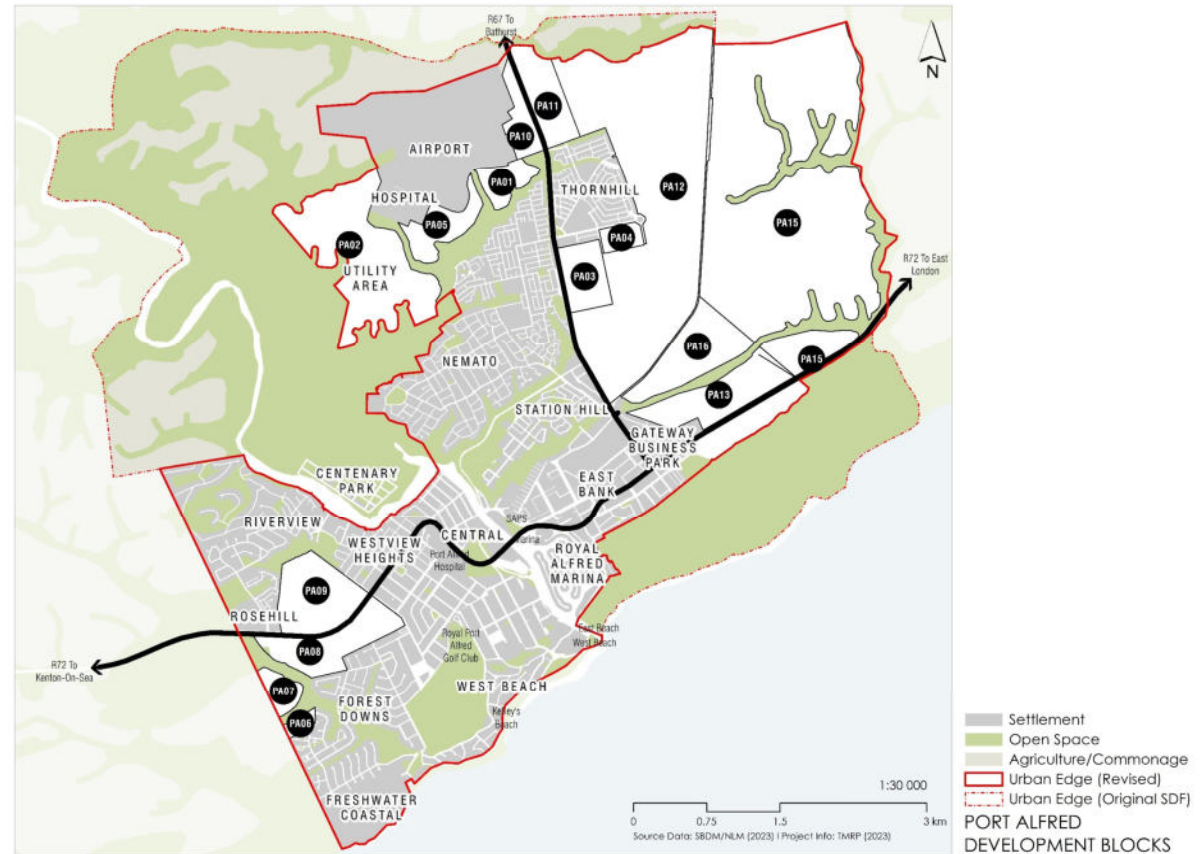


FIGURE 4-6: POTENTIAL DEVELOPMENT BLOCKS

4.3.3 Conclusions To Port Alfred Town Assessment

The town's nodes and districts vary significantly in their character and performance. The process of improving each neighbourhood will be varied and time consuming but strategic interventions for the integration of the nodes and districts and their basic functioning can be identified to assist in dealing with some of the more undesirable qualities and conditions that constrain communities from living a productive, more sustainable and dignified life.

The conditions that need to be targeted within the neighbourhoods include:

- Access to town and / or regional opportunities that can provide livelihood support (i.e. natural areas, agriculture, small businesses, community gardens, markets etc).
- Linkages and connections between the nodes and districts for access to, circulation in, and "walkability" between and within the neighbourhoods.
- Providing local and regional road infrastructure that improves accessibility of neighbourhoods to the central business area, tourist zones, industrial nodes and agricultural areas.
- Number of, and access to, social facilities that are functional i.e. health, education, recreation, welfare etc.
- Basic service levels for water, sanitation, waste removal and energy, ICT connectivity and safety and security
- Landscape character and quality of "place" of, and within each node and district in terms of their identity, mix of uses, protection from climatic conditions, useability of public space (i.e. for markets, parks, recreation, public transport etc) and attractiveness and competitiveness as either business, residential or tourism destinations.
- Development densities that improve thresholds for services and economic activity.



5 BUILDING A VISION FOR PORT ALFRED

5.1 Why a Town needs a Vision?

The form and condition of **a Town is a direct reflection of how people and communities relate to one another and how they “live, work, play and learn” together** and how they prepare themselves for change and future challenges!

Towns provide “platforms” for people and communities both living in the town and visitors to it to engage freely with one another in pursuit of both their individual and collective dreams.

Towns need identity, status and functionality as a “place” that its people can look up to and rely on to collectively meet their needs.

It needs to work for its people and communities in the best way that it can for as much of the time as it can.

Towns should be a “place” that its people and communities are proud of, work hard to protect and grow and that visitors want to return to and experience.

Towns need a collective vision to continually work on to be socially, economically and environmentally relevant and sustainable!

5.2 The Port Alfred Vision

Port Alfred is a picturesque coastal tourism destination in the Eastern Cape, where people live, work, learn, and have fun. It has a unique and charming character, featuring beautiful ocean, riverine, estuarine and terrestrial landscapes and diverse cultures and it is a gateway to the regions attractions and attributes.

The town's buildings, streets, and public spaces reflect a well-organized and competitive business and government hub which offers excellent and sought after tourism experiences. The heart of the town, including the residential, commercial, and civic areas along the riverfront, is clean, safe, and inviting.

It provides all the necessary services and facilities to support and grow the local economy, businesses, and the well-being of its communities. The various residential neighbourhoods in Port Alfred have their own unique identities, making them special and meaningful to the people who live there.

The town's public spaces, like streets, parks, and squares, are safe, clean, and easy to navigate on foot. This encourages everyone, including residents and visitors, to access the town's opportunities and grow together. While honouring its history, the communities embrace change, growth, and expansion of their collective cultural heritage.

Port Alfred is a place that its people are proud of, and where visitors are eager to explore and be a part of its vibrant community.

The residents of Port Alfred believe in fairness, justice and working hard toward an increasingly more sustainable future!

5.3 Changing Roles for The Town

Understanding the different roles that Port Alfred plays at local, district and regional levels informs the activities and functions need to be catered for and highlights its importance in the wider regional context.

The roles presented here underline the critical importance of alignment between, and the support that is required by, all spheres of government for the town to retain its functionality and sustainability and to make a contribution to the development objectives of the other spheres of government and the socio-economic performance of the wider region.

Port Alfred needs to continue its service centre and tourism functions as alluded to in higher order planning policy, but it needs to transform its role to include an educational and developmental focus that prioritises more sustainable economic development and living patterns / lifestyles for urbanising and poor families and communities.

TABLE 5-1: THE ROLE OF PORT ALFRED

ROLE	NATIONAL	PROVINCIAL	LOCAL
ENVIRONMENT	Ecological linkages between key national assets (i.e. Coast, shoreline, forests, river, estuary) located in the town.	Ecological linkages between key national assets (i.e. Coast, shoreline, forests, river, estuary) located in the town.	Ecological systems providing ecosystem services within the town to enhance its resilience to environmental disruptions.
ECONOMIC	Commercial / Business, Services and Marine Based Tourism Node at junction of the R72 and R67 International Aviation Training Centre International Hospitality Training Centre	Commercial / Business, Government Services. Marine Based Tourism Node. Gateway Provincial and District marine and eco-tourism.	Capital Town of Ndlambe Municipality. Government Services centre. Commercial, Business Development Services centre. Gateway to Ndlambe Municipality Tourism.
SOCIAL	-	Urban housing and residential settlement node forming part of the urbanisation strategy for the Province.	Family and Community Sustainable Development Services Centre. Residential districts for town-based workforce and urbanising rural population.

5.4 The “Gateway” Concept

Port Alfred, like many small towns, is a “gateway” to the resources and opportunity that its surrounding regional hinterland offers. Invariably these include agricultural and agro-processing activities, natural areas that underpin eco-tourism activity, mining and more recently renewable energy activities. In the case of Port Alfred, a coastal town, it is “gateway” to agricultural and ecotourism opportunities but also the Ocean Economy. It has heritage economic opportunity tied to its historical port function and an untapped opportunity related the indigenous cultures and history of the region.

So, as a “gateway”, Port Alfred should be planned and designed to be reflective of these inherent opportunities making it attractive to the tourists or to through traffic and it should encourage further exploration of the town's and its regions attributes. It should reflect the attributes of its region and coastal position and provide multi-faceted access to them through its linkage systems, built form, place making and landscape character.

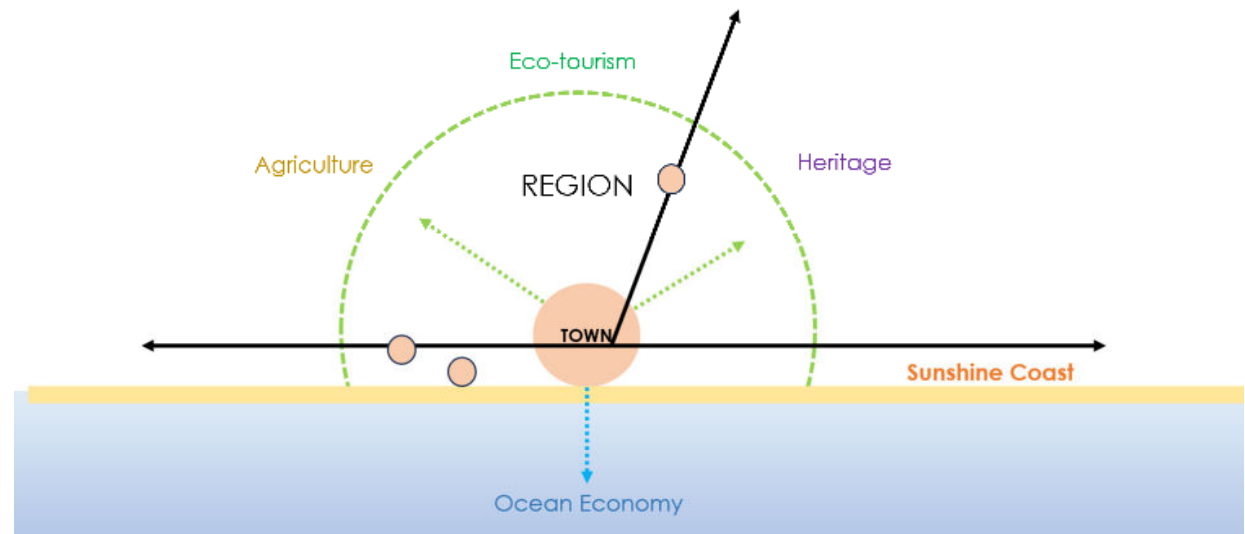


FIGURE 5-1 THE PORT ALFRED GATEWAY CONCEPT

6 PORT ALFRED SPATIAL DEVELOPMENT FRAMEWORK

6.1 Port Alfred Spatial Development Strategies

The contextual informants presented in previous sections suggest that Port Alfred needs to be restructured or reorganised to accommodate new realities. The following spatial strategies are aimed at redressing some of the imbalances in the town as well as provide an improved “platform” for future growth and development. Each of these strategies are further explained in the sections that follow.

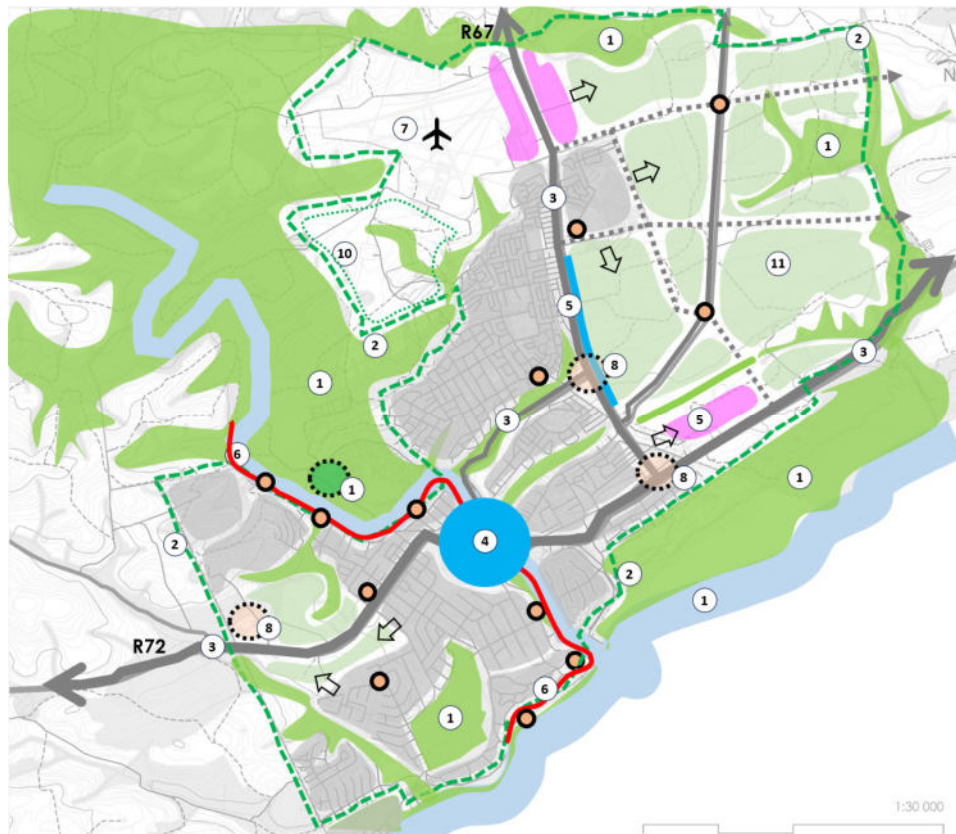


FIGURE 6-1: PORT ALFRED SPATIAL DEVELOPMENT STRATEGIES

1. Protect, rehabilitate, enhance, expand, and integrate all ecological assets into a multifunctional open space system to provide climate change resilience, expanded tourism and recreational offerings, retain the natural landscape character of the town and provide for the protection of the Kowie River System and Coastal Dune System.
2. Revise and enforce the urban edge to protect and encourage densification and a more compact and efficient urban form.
3. Consolidate, expand and transform the existing road network into a multi modal system to enhance access, spatial linkage and walkability.
4. Consolidate and upgrade the central business district, civic precinct the central riverfront and the Small Craft Harbour precinct as primary service and tourism node.
5. Develop the R67 as a mixed-use development corridor within the urban edge.
6. Enhance accessibility to the River and Sea fronts through well located access points, walkways, and promenade.
7. Consolidate and improve the Airport Precinct functionality and Identity commensurate with its international status.
8. Transform existing and design new mixed-use nodes into high quality people friendly places.
9. Consolidate and improve performance of residential districts and manage densification and expansion to ensure a compact town form.
10. Upgrade access to and landscaping around the utilities on the periphery of the town and integrate them with into the open space system.
11. Utilise vacant land within the urban edge for intensive agriculture until required for town expansion.

6.2 Encourage a Sustainable Urban Form

6.2.1 The Urban Edge

The role of the Urban Edge of the town is to protect the adjacent agricultural hinterland, natural habitat and associated ecosystem services and the towns immediate eco-tourism asset base from being eroded.

It is a key tool for establishing a compact urban form, a more efficient transportation and infrastructure network and for protecting and enhancing the quality of the Kowie River system which defines the town and the climate change resilience capacity of the town.

The Urban Edge of the town, as identified in the Ndlambe SDF 2012 and SDF 2022, should be revised as indicated in Figure 6-2 to exclude urban development from the north western quadrant of the towns current boundary and set up the possibility of establishing an expanded protected area and/or nature reserve associated with the Kowie River on the doorstep of the town.

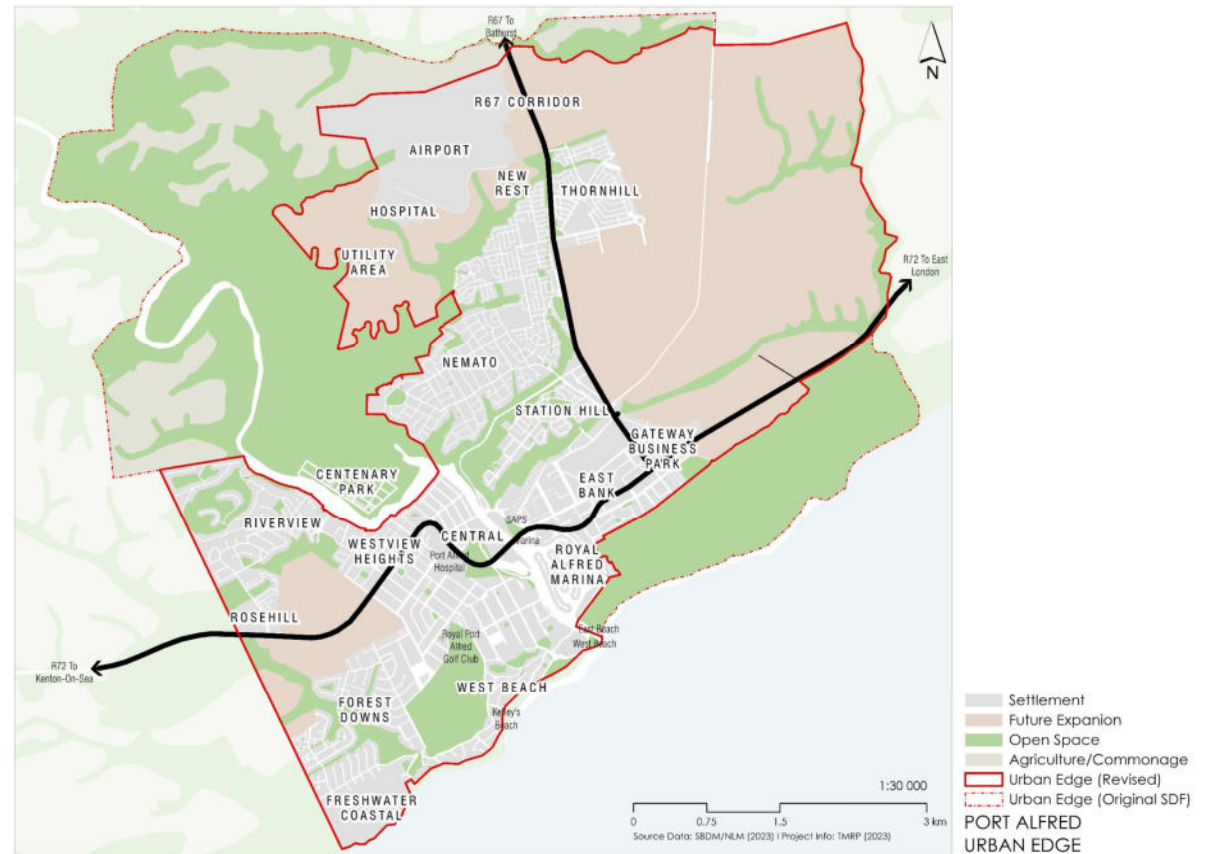


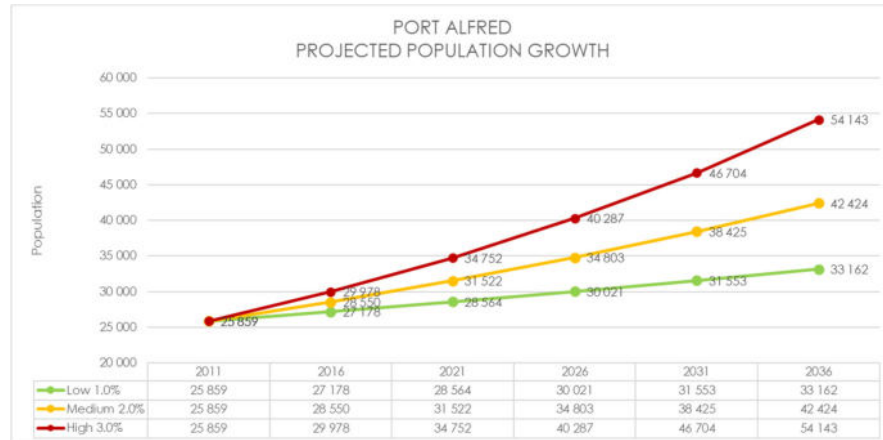
FIGURE 6-2: REVISED URBAN EDGE

6.2.2 Providing for Port Alfred's Future Growth

All “greenfield” land (i.e. vacant or underutilised land) was identified and broadly assessed in terms of its developability. This process excluded all land that is undevelopable by virtue of environmental sensitivity, steep slopes and flood plains.

The developable land is configured into potential new town “blocks” (i.e. a potential new development footprint) that can be released and developed according to the pace of future growth. The blocks can be used to “knit” together the existing fragmented settlement pattern of the town into a cohesive and connected spatial form and make more efficient use of existing infrastructure as well as ensure an efficient spatial form for the town's expansion.

At a conservative growth rate of 2% per annum, it is anticipated that Port Alfred will grow to a population size of **42,424 people i.e. an additional 16,565 people**. This translates into approximately **5,344 additional households** and at a target density of at least 20du/ha, the demand for 267ha of land for residential development.



(Note: The shape, size and developability of new “blocks” will need to be refined when detailed slope, environmental and hydrological information becomes available at the time the new “blocks” are designed and developed).

TABLE 6-1 : POTENTIAL DEVELOPMENT BLOCKS

OWNERSHIP / BLOCK	AREA (HA)
NLM	523
PA02	132
PA11	39
PA12	352
NLM/EC/Private	28
PA05	28
NLM/EC/RSA	17
PA01	17
Private	746
PA03	30
PA06	5
PA07	13
PA08	49
PA09	55
PA10	20
PA13	53
PA15	466
PA16	56
Unknown	10
PA04	10
Grand Total (Blocks)	1 324

**Excludes vacant land in existing districts

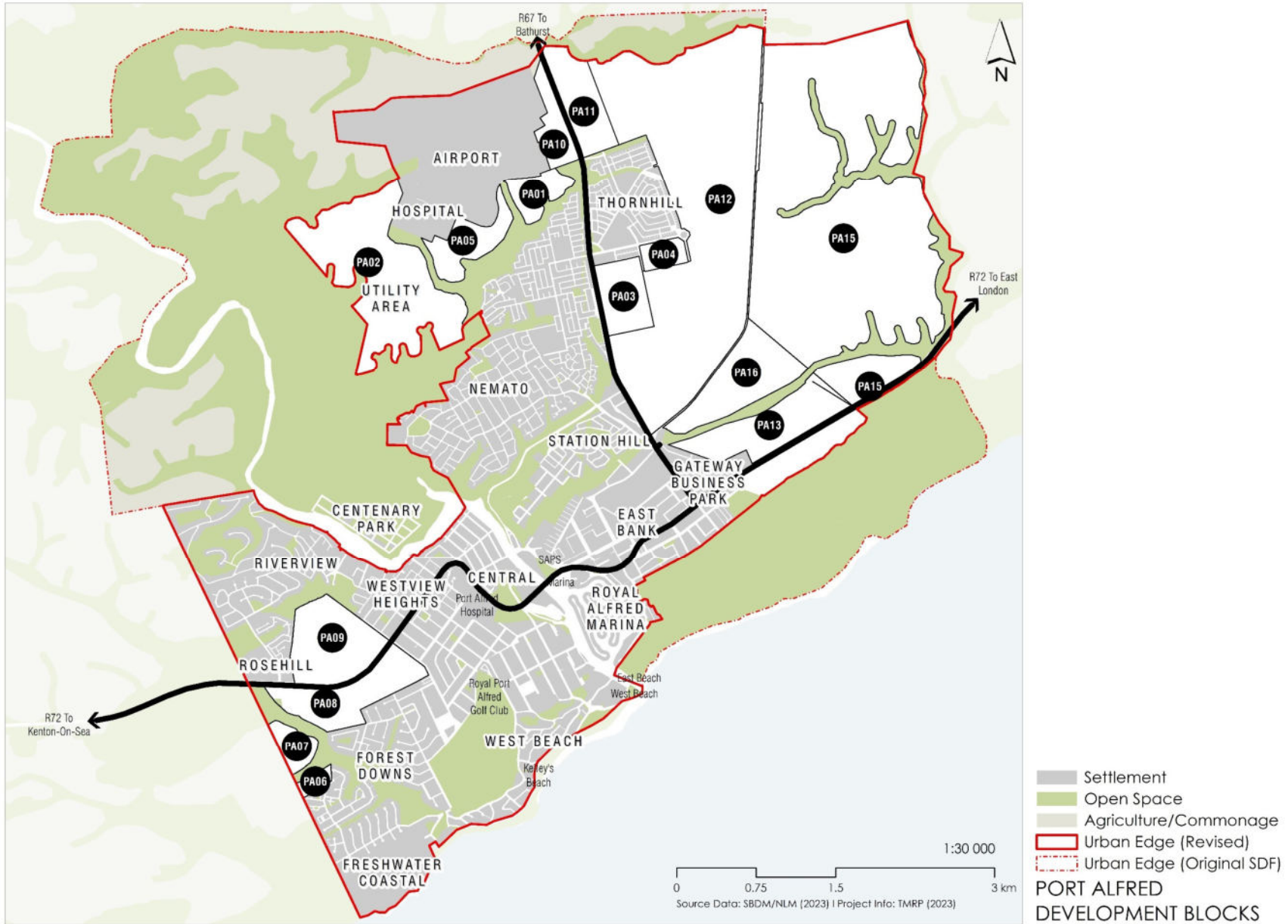


FIGURE 6-3: POTENTIAL DEVELOPMENT BLOCKS

6.3 Land Use Guidelines for Port Alfred

6.3.1 Planning and Design Principles for Port Alfred

Port Alfred's identity character and brand as well as its sustainability and liveability is, and will be, shaped by the performance of the type, mix and intensity of land use and activity in its various Nodes and Districts, the efficiency of its connectivity, circulation and linkage systems and by the functionality and quality of its public realm, landscape and built form.

Planning and Design principles for these features are proposed below to protect existing, and guide future, development quality and performance of the town.

They align with the town's vision for sustainable development and are intended to complement the existing Land Use Zoning Scheme.

The application of these principles to the neighbourhoods of Port Alfred are contained in Table 6-2 which outlines how each Node and District should be developed.

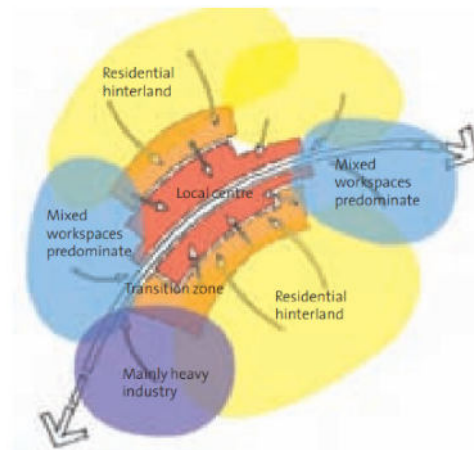
Mixed Use and Activity Intensity

Mixed land use, either in a node, district, precinct, on an individual site or in an individual building, is proposed to create and enhance town structure, support efficient use of infrastructure, create more viable economic thresholds and vibrant neighbourhoods.

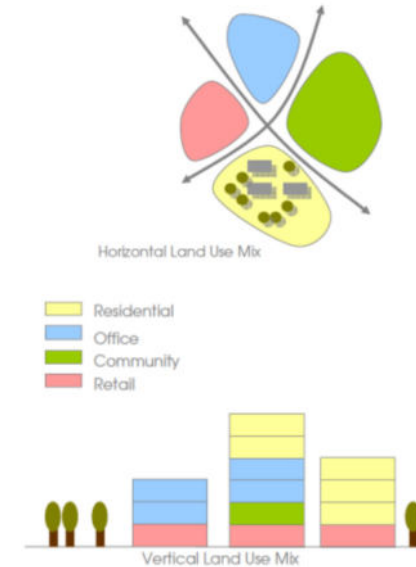
Mixed Use nodes, districts or precincts should be centrally located and incorporate mixes of retail, offices, businesses, community facilities, government services and multi-level residential buildings that are appropriate to their location and role in the town (e.g. CBD or local neighbourhood service centre etc.).

On-site mixed use on residential properties should be allowed to enable employment generation, provided it does not compromise the residential character in terms of safety, health, noise, privacy, aesthetics, or significantly increased traffic.

Intensity of activity plays a crucial role in maintaining economic sustainability and efficiency of infrastructure and services. Higher activity intensity should be concentrated in centrally located, mixed-use precincts, nodes or activity corridors / streets at levels appropriate to their location and role within the town.



A more vibrant and sustainable form results from blurring the distinction between uses and designing places that make walking to the local centre, and bus stop or railway station, as convenient and comfortable as possible



Layout Pattern of Streets and Town Blocks (Connectivity, Circulation and Linkage).

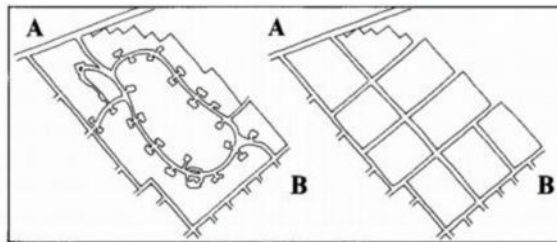
Layout patterns should integrate development within the town and with its immediately surrounding areas. Street and block layout pattern should provide for efficient and direct cross town linkage and connectivity. Patterns should be open ended where possible and should link blocks in shapes and sizes that create a sense of "order", scale, grain or "walkability" adding character to the town. Layouts may be organic or informal in pattern to accommodate existing development or may be regular and formal e.g. grid-like pattern.



Consider how best the site can be connected with nearby main routes and public transport facilities

A more pedestrian-friendly approach that integrates with the surrounding community links existing and proposed streets, and provides direct links to bus stops

This street pattern then forms the basis for perimeter blocks, which ensure that buildings contribute positively to the public realm



Public Realm and Landscape

The identity, attractiveness and brand of a town is strongly determined by its public realm (i.e. streets, spaces, parks and public buildings) and their landscape quality. Each of the neighbourhoods within Port Alfred have their own public realm which collectively contributes to the overall impression of the town.

The Public Realm must be clearly identified, protected, rehabilitated and / or enhanced in line with its role in a neighbourhood (i.e. CBD, residential area, tourism node etc.) where it already exists and it must be established / reestablished in those neighbourhoods where its quality is either very poor or absent.

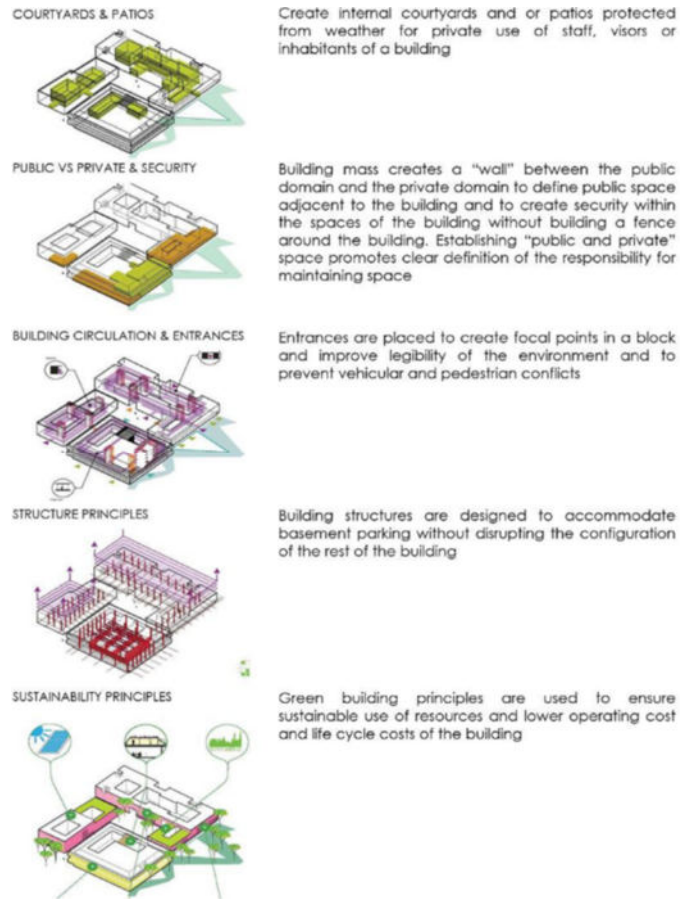
Important interventions should include confirming role of the public realm element, determining appropriate landscaping treatment for its functionality and encouraging surrounding built form to provide interactive interfaces or edges to the public realm element.



Built Form

Built form (i.e. height, massing, shape, size, interfaces of buildings with streets and public space) determines the overall feel, character, and scale of a precinct, neighbourhood or street.

The placement of buildings on a site, the nature of their setbacks and interfaces with streets and public spaces, heights and massing should reflect the role and character of the node, precinct, street or public space that a building(s) is/are located in/on (i.e. urban, suburban or rural – commercial, residential, civic etc.).



Special Attributes and Heritage

Port Alfred possesses unique and distinctive features that contribute to its identity, character and brand, especially as a tourist destination linked to water sports, the Marina and Blue Flag Beaches. These special attributes may include its landform and views, unique natural landscapes and landform, public spaces like streets, parks and squares, historically or architecturally significant buildings and cultural landmarks.

These elements should be identified, protected, expanded to include elements not acknowledged, enhanced and celebrated to reinforce and grow the identity and character of the area they are located in as well as that of the town as a whole.



6.3.2 Land Use Guidelines for Nodes and Districts in Port Alfred

TABLE 6-2: PLANNING AND DESIGN GUIDELINES FOR EXISTING AND OR FUTURE NODES AND DISTRICTS IN PORT ALFRED

SPATIAL CATEGORY	PLANNING DIRECTIVES			DESIGN DIRECTIVES			
	Node District	Primary Land Uses	Secondary Land Uses	Intensity FAR=Non-Res. Use. Units/ha=Res. Use	Layout Pattern	Built Form	Public Realm and Landscape
Central Business and Civic Node	Mixed Regional and Town Retail. Regional and Town Wholesale. Commercial Offices. Regional and Town Government Civic Centre Social Services.	Medium to High Density Residential in detached, attached buildings or apartment blocks above commercial use or on periphery of CBD.	High intensity and diversity of use and high levels of pedestrian and vehicular traffic. FAR 1,5 Density > 30 units / ha.	Fine "grain" grid type street pattern created by small size blocks and subdivisions. Physical and visual access to surrounding water bodies and open spaces. Layout to create new squares and parks.	Maximum four storey mixed use buildings with active street Interfaces fronting onto streets and public spaces. Buildings set on edge of site to define street – zero building line. Colonnades/Arcades along street edges particularly on main shopping streets. Retain or add landmark buildings.	"Urban" townscape with wide multi-functional pedestrian priority streets, generous sidewalks, tree planting and landscape furniture. On street parking + loading permitted but off-street parking preferred. Retain / create Views and Vistas of the River, associated open spaces and surrounding hills.	Commercial High Street. Market Square. Public Transport Terminal. Landmark Buildings. Civic Square. Heritage Buildings and spaces. Public Art.
Rosehill Mixed Use Village Node	Mixed Retail and Commercial.	High, Medium and Low Residential in low to medium rise attached forms immediately adjacent to shopping centre. Additional small-scale retail around parking area fringes to integrate with the surrounding residential village.	FAR 1,5 Density range between 10 units/ha to 30 units / ha.	Fine "grain" open ended village type street pattern of small size blocks and subdivisions to surround the centre and create a village character.	Maximum three storey walk up buildings with active street Interfaces fronting onto streets and public spaces. Mix of single detached, attached and courtyard type buildings integrated with streets. zero to maximum 3m building lines.	"Village" townscape, tree planting and landscape furniture. Shopping Centre parking area landscaped to mitigate "sea of cars" effect and break up heat island. Village parking integrated with street and residential development. Retain / create Views and Vistas of the River and sea, Town Centre, surrounding open landscape.	Market Square / Commonage Area. Public Transport Terminal. Landmark Buildings. Public Art.
R72 "High Street"	Mixed Regional and Town Retail.	Medium to High Density Residential in detached, attached buildings or apartment blocks	FAR 1,5 Density > 30 units / ha.	Fine "grain" grid type street pattern created by small size blocks and subdivisions.	Maximum three storey mixed use buildings with active street Interfaces fronting	"Urban" townscape with wide multi-functional pedestrian priority streets, generous sidewalks,	Commercial High Street. Market Square.

SPATIAL CATEGORY	PLANNING DIRECTIVES			DESIGN DIRECTIVES			
	<p>Regional and Town Wholesale. Commercial Offices.</p> <p>Regional and Town Government</p> <p>Civic Centre</p> <p>Social Services.</p>	<p>above commercial use.</p>		<p>Create new squares and parks.</p>	<p>onto streets and public spaces.</p> <p>Buildings set on edge of site to define street – zero building line.</p> <p>Colonnades/Arcades along street edges particularly on main shopping streets.</p> <p>Retain or add landmark buildings.</p>	<p>tree planting and landscape furniture.</p> <p>On street parking + loading permitted but off-street parking preferred.</p>	<p>Public Transport Terminal.</p> <p>Landmark Buildings.</p> <p>Civic Square.</p> <p>Heritage Buildings and spaces.</p> <p>Public Art.</p>
Station Hill Node	<p>Mixed retail, commercial and offices and social services.</p> <p>Local government and social services.</p>	<p>Medium / High Residential Density surrounding mixed commercial / admin uses</p>	<p>FAR 1,0</p> <p>Residential Density 30 units / ha.</p>	<p>Fine "grain" grid street pattern created by small and medium size blocks surrounding the commercial uses and tying in with adjacent residential area.</p>	<p>Maximum three storey commercial, community or government buildings with active street interfaces built on, or close to (zero to 3m) property lines and streets and public spaces.</p>	<p>"District centre" scale townscape. Multifunctional and pedestrian priority streets and sidewalks and generous tree planting and landscape furniture.</p>	<p>Landmark Building with Local multi-functional Community Square.</p> <p>Public Transport Terminal/ Stop.</p> <p>Public Art.</p>
Thornhill NeMato Residential and Future Expansion Districts along the R72.	<p>Medium / High Density Residential including mix of single detached and attached one to three storey housing forms.</p>	<p><u>District Level Uses.</u> Shops, Local social services, Offices in accessible clusters.</p> <p><u>On Site.</u> Home offices, home workshops, Day Care. Local Shop/taverns.</p> <p>On site uses with permission of surrounding home owners.</p> <p>Mixed Use to serve existing and future residential districts along the R 67 but accessed off parallel road system.</p>	<p>FAR 0,50</p> <p>Density 20-30 units / ha.</p> <p>Min. Plot size 350m²</p>	<p>Fine to Medium "grain" grid pattern created by small and medium sized blocks.</p> <p>(Existing neighbourhoods may have curvilinear streets).</p>	<p>One to three storey residential buildings.</p> <p>Preferred building line of <3m to create street definition and to create space at rear for private use.</p> <p>Parking provision preferred on site.</p>	<p>"Village" scale townscape. Tree planting and sidewalks on main streets + multi modal pedestrian priority + extensively planted local access streets.</p> <p>Private Property Planting + Gardens.</p> <p>Landscape District and Neighbourhood Activity Parks.</p>	<p>Neighbourhood High Streets.</p> <p>Public Transport Stops along collector routes.</p> <p>Land mark Public Buildings</p>
Station Hill, East Bank, West Bank	<p>Medium Density Residential including detached and attached housing</p>	<p><u>District Level Uses.</u></p>	<p>FAR 0,5</p> <p>Density 15 units / ha.</p>	<p>Fine and Medium "grain" grid street pattern created by</p>	<p>One to three storey residential buildings.</p>	<p>"Village" scale townscape. Tree planting and sidewalks on main</p>	<p>Public Transport Stops along collector routes.</p>

SPATIAL CATEGORY	PLANNING DIRECTIVES			DESIGN DIRECTIVES			
Residential Districts	forms + extended or second dwellings.	Shops, Local social services, Offices in accessible clusters. <u>On Site.</u> Home offices, home workshops, Day Care. Local Shop/taverns. On site uses with permission of surrounding home owners.	Min. Plot size 650m ²	small and medium sized blocks.	Preferred building line of <3m to create street definition and to create space at rear for private use. Parking provision preferred on site.	streets + multi modal pedestrian priority + extensively planted local access streets. Private Property Planting + Gardens. Landscape District and Neighbourhood Activity Parks.	Heritage Buildings + Public Spaces.
Forest Downs, Westview and Rosehill Extension	Low to Medium Density Residential including attached housing forms	Low impact mixed use adjacent to the R72 but access off parallel road system. Special social services (e.g. clinic). Recreation. Restaurant.	Low diversity of use and low intensity pedestrian and vehicular activity. FAR 0,25 Density 15 units / ha Plot size 650m ²	Fine to medium "grain" grid or curvilinear street pattern created by small to medium blocks. Parallel Road System to service mixed use alongside of R72	One and two storey residential buildings either set back or fronting onto streets depending on theme of estate.	Character landscape with extensive planting on streets, public spaces and private sites.	Estate character based on activity or natural attribute i.e. golf, equestrian, ecological (e.g. forest, wetland) or retirement.
Waterfront Residential Districts (West Beach, Freshwater Coastal, Centary Park, Riverview Extension)	Low Density Rural Residential including detached and extended or second dwellings.	<u>District Level Uses.</u> Shops, Local social services, Offices in accessible clusters. <u>On Site.</u> Home offices, home workshops, Day Care. Local Shop/taverns. On site uses with permission of surrounding home owners.	FAR 0,5 Density <5 units / ha Min. Plot size 2000m ²	Medium or coarse "grain" grid or curvilinear street pattern created by medium and large blocks.	One and two storey residential buildings. Preferred building line of <5m from the street for privacy and to create space at rear for private use. Parking provision preferred on side or rear of dwelling unit.	Rural / Suburban townscape with tree lined streets. On site planting or agriculture.	Local Streams +dams. Heritage Buildings or Public Spaces.
Industrial Nodes and Districts	Light and service industrial uses including manufacturing, workshops, storage and logistics	Limited Retail and Wholesale. Truck Stop Facility Open Space.	FAR 1,0	Fine and Medium "grain" grid or irregular street pattern created by varying sized blocks.	One to three storey buildings fronting onto streets.	"Industrial Park" townscape with wide streets, on street parking and street planting. Landscaped local Parks. Perimeter landscaping to screen unsightly	Landscaping Theme. Public transport facilities

SPATIAL CATEGORY	PLANNING DIRECTIVES	DESIGN DIRECTIVES
		industrial infrastructure.
Small Craft Harbour and Marina	As per Port Control Legislation and provisions of the Ndlambe Town Planning Zoning Scheme. Upgrade and enhance accessibility to the SMH and upgrade landscape infrastructure i.e. planting, seating, signage, lighting, paving etc..	
Hospital	As per provisions of the Ndlambe Town Planning Zoning Scheme	
Municipal Utility District	This is a district which accommodates several utility services the future of which is unknown, but which all fall under the jurisdiction of the Ndlambe Town Planning Scheme. Consideration should be given to consolidating and reorganising the activities and access to them and possibly incorporating them into the open space system.	
Airport	As per Aviation Control Legislation and provisions of the Ndlambe Town Planning Zoning Scheme	
Agriculture and Expansion Districts	These are areas within the urban edge, and which will accommodate the incremental growth of the town. Interim uses to provide for small scale and or intensive agricultural activities should be considered	

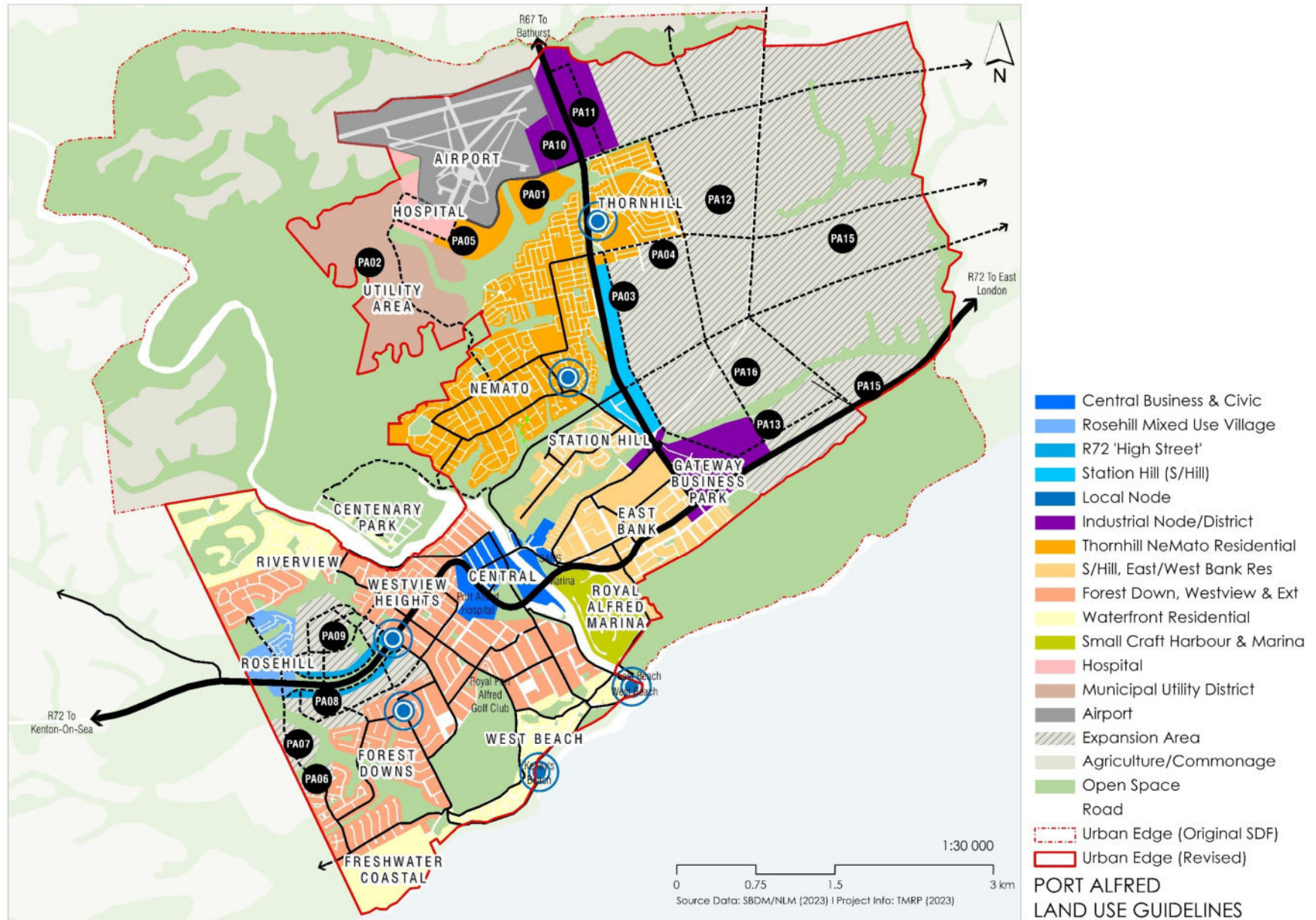


FIGURE 6-4: LAND USE GUIDELINES FOR PORT ALFRED

6.4 Regional Access and Connectivity

Port Alfred is an important coastal town situated at the intersection of the R 72 and R 67 which are important links to its rural markets in the surrounding region and those in the major cities of Buffalo City, Gqeberha and Makhanda.

The efficiency and functionality of the regional roads connecting Port Alfred with the agricultural, agro-processing, tourism and ocean economy sectors, as well as the rural areas that it serves are critical for its economic and service delivery sustainability.

These routes are not the direct responsibility of the Ndlambe Municipality but every effort should be made to align planning and budgets with the responsible Provincial Roads Department to maintain their current levels of functionality.

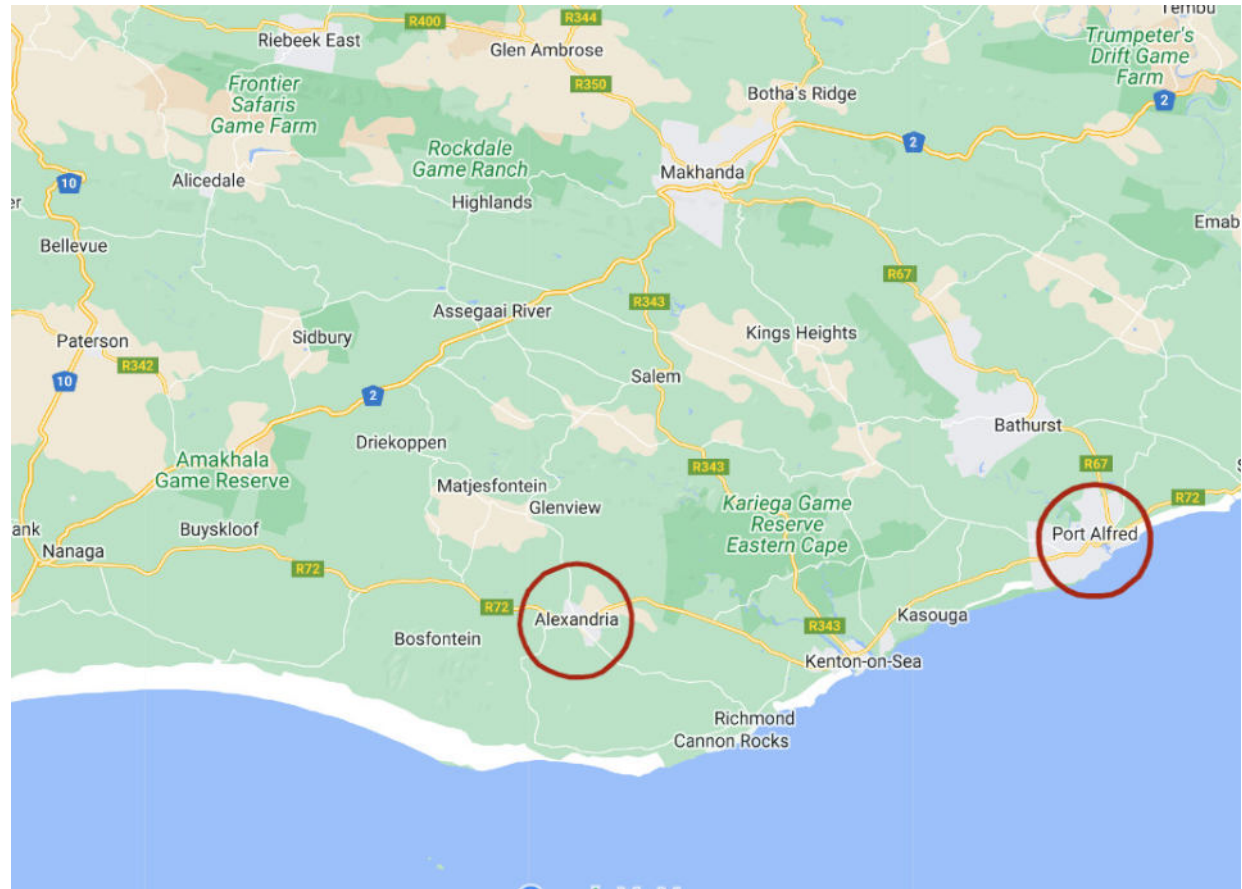


FIGURE 6-5: REGIONAL ACCESS AND CONNECTIVITY

6.5 Spatially Integrating Port Alfred

Connectivity and linkage across travel modes (i.e. road, Non-Motorised Transport (NMT) and Public Transport) between and within Nodes, Precincts and Districts is critical for the town's spatial integration. Integrated linkage networks and functional transport infrastructure reduce travel times, improve travel comfort levels and enhance opportunities for engagement and interaction between individuals, communities and businesses.

6.5.1 Proposed New Link Roads

Existing town roads and streets need to be upgraded to reflect their role in the town as collectors /connectors or local access roads.

Town collector system to be extended into expansion areas as and when expansion occurs. Figure 6-6 indicates conceptually how the collector system could be expanded to ensure linkage to existing systems and simultaneously create an efficient linkage and circulation system in the new areas.

As part of the effort to meet climate change objectives and manage storm water in an efficient manner all road and street upgrading or new design should employ Sustainable Urban Drainage Systems (SUDS) principles.

6.5.2 Non-Motorised Transport (NMT)

Collector route networks linking nodes and districts should be upgraded and designed as the primary NMT system to incorporate pedestrian and cycling activity. These routes should be fitted with pedestrian / cycle infrastructure and landscaped to ensure comfort, convenience and safety for pedestrians and cyclists.

Additional pedestrian / cycle routes should be identified within each node and district along lower order roads and streets to improve "walkability" and cycle circulation within a node or district.

6.5.3 Public Transport

Public transport networks should be identified and fitted with appropriate infrastructure (pedestrian shelters, signage, road crossings, lighting etc).

The current taxi terminal can be upgraded to reflect the image of the town and to ensure that it is convenient and safe for commuters. Trading stalls / space needs to be demarcated, network and route signage upgraded, lighting installed, tree planting and seating and litter bins provided.



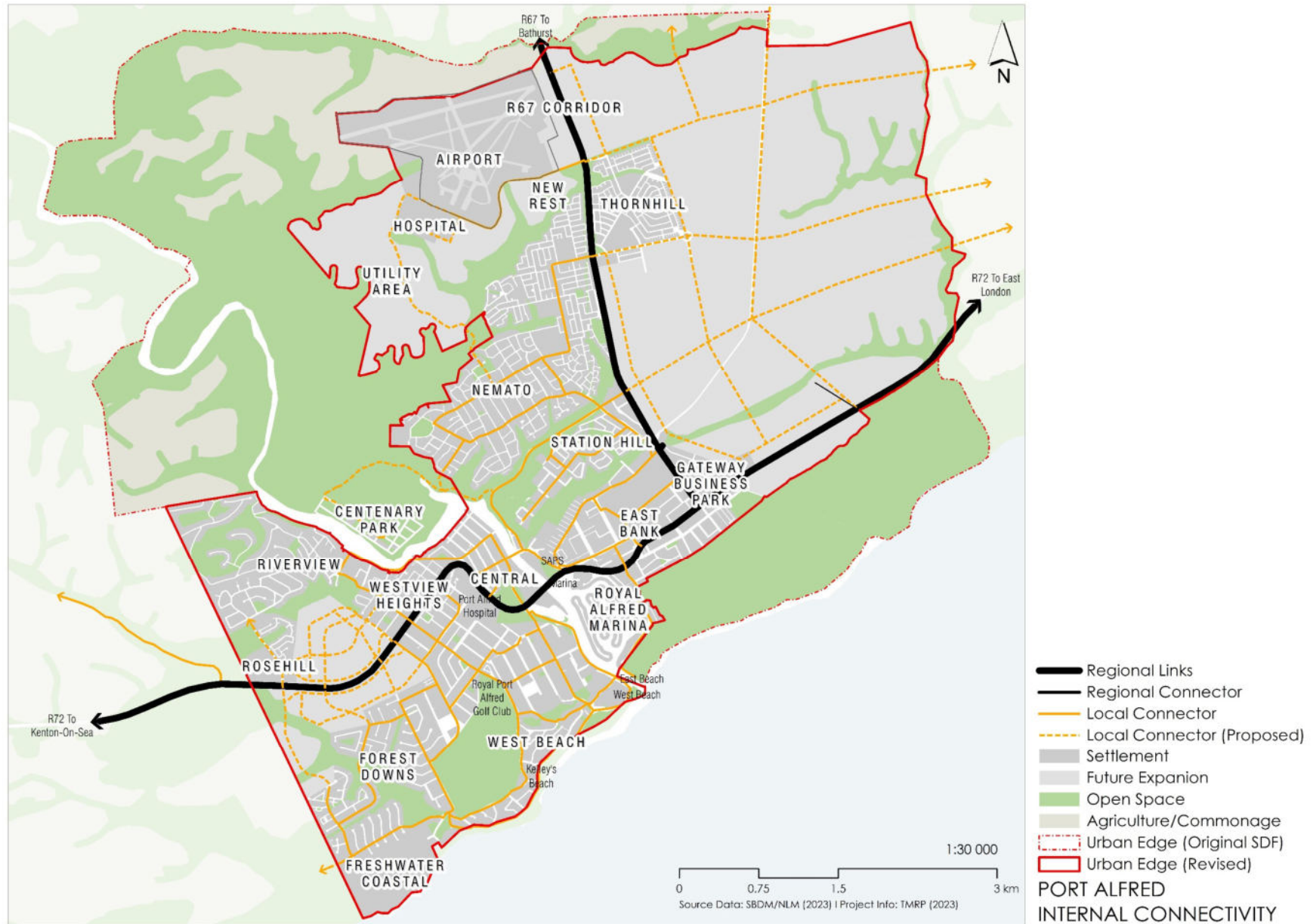


FIGURE 6-6: INTERNAL CONNECTIVITY

6.6 Port Alfred Development Corridor

6.6.1 R67 Mixed Use Corridor

Integrate existing and future industrial and mixed-use nodes and districts along the R67 into a mixed-use development corridor within the urban edge to capitalize on regional accessibility and movement from Port Alfred to Makhanda. Anchor the corridor with the industrial node at the intersection of R72 and R67 and the industrial node adjacent to the Airfield close to the urban edge. Mixed use nodes that serve existing and future adjacent residential districts can be established at the intersections with collector roads connecting these districts to the R67.

Access should not be permitted directly off the R67 but through the through use of parallel road systems running parallel to the R67 and accessed through limited access points provided off the collectors connecting into the R67.

6.6.2 R72 Mixed Use Corridor

The portion of the R72 west of the Van Riebeeck Street in Westbank District could form a limited mixed use "corridor" to serve the future expansion of the western bank residential districts. The extent of the "corridor" will stretch from Rosehill Mixed Use Node to the corner of R72 and Van Riebeeck Street.

Access should not be permitted directly off the R72 but through the through use of parallel road systems running parallel to the R72 and accessed through limited access points provided off the collectors connecting into the R72. This system will allow incremental growth of the mixed use as the adjacent residential development expands.

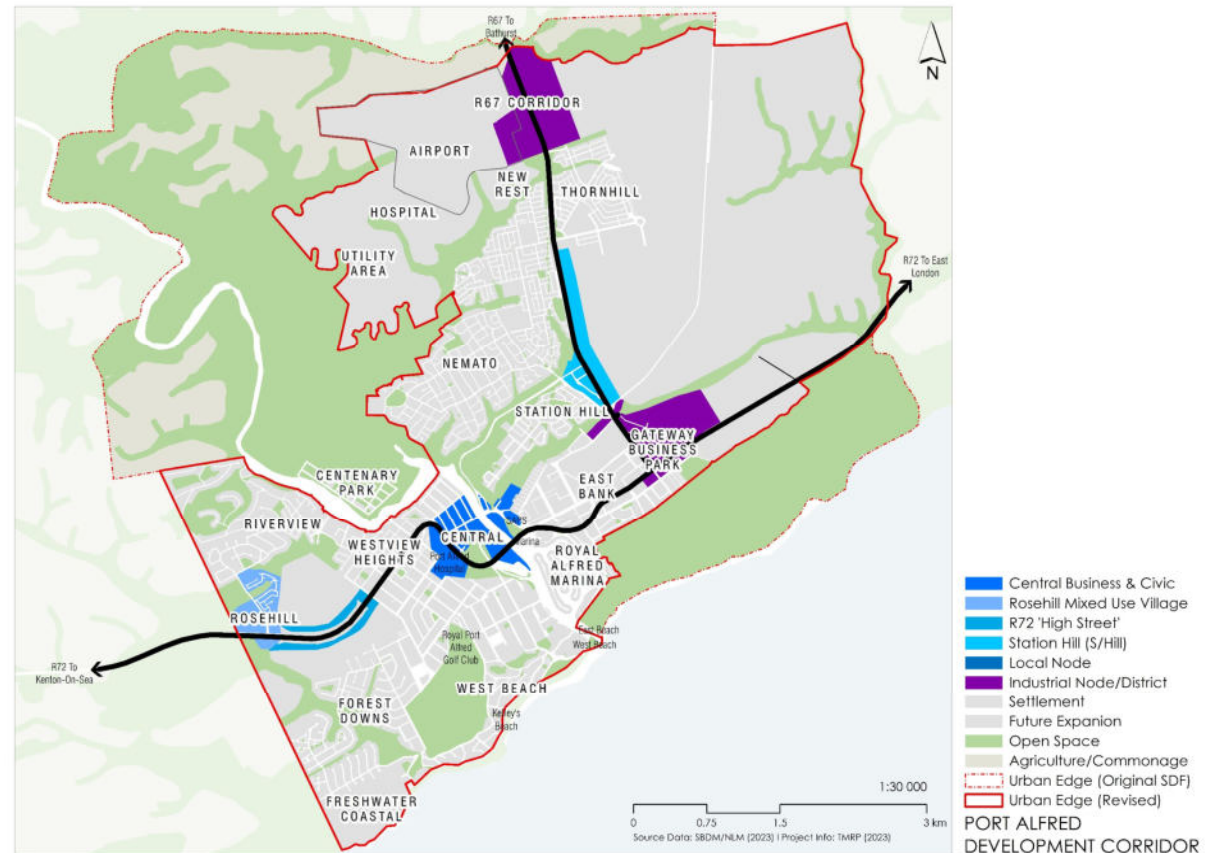


FIGURE 6-7: PORT ALFRED DEVELOPMENT CORRIDOR

6.7 Improving Performance of the Port Alfred

The Strategic Assessment Tables in Section 4.3 identified the short comings and priorities in each Node and District of the Town.

Upgrading of these will be an incremental process and the priority interventions that could be used to enhance or improve the performance of each are as follows:

- Upgrade, repair or maintain water, sanitation, roads and electricity irrespective of the level of service currently provided.
- Upgrade, repair or maintain critical access roads linking the area with the regional access network and associated employment and service opportunities irrespective of the level of service currently provided.
- Upgrade, repair or maintain critical local health, education and welfare facility points to meet needs of the respective community.
- Develop a programme of public realm upgrading and or maintenance to improve functionality of each neighbourhood for its residents and or visitors i.e. roads, squares, parks, landscaping infrastructure.

The appropriateness and priorities for these interventions should be tested and decided in consultation with communities and Ndlambe Municipality partners as part of the implementation process.

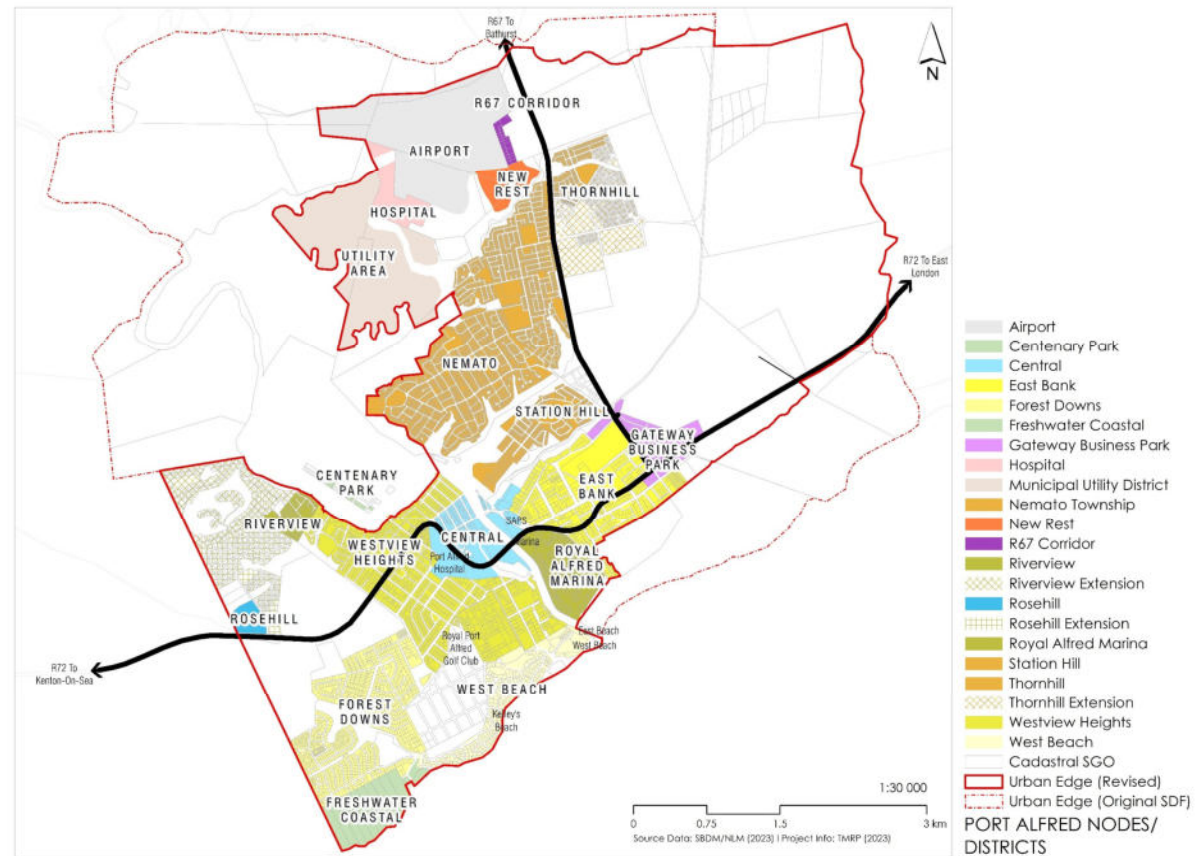


FIGURE 6-8: NEIGHBOURHOODS

6.8 Port Alfred Open Space System

Ecosystems, made up of natural and transformed environmental assets, deliver numerous services and benefits (eco-system services) to human communities (i.e. vital services of food, clean air, oxygen, water, pollination, flood protection, tourism, recreation, resources etc. (Figure 6-9) and they provide vital buffers to increasing climate change impacts (i.e. flooding, droughts, fires etc.). These assets are contained within, and dependant on, the individual and collective functionality of different habitats within an area.



FIGURE 6-9: ECOSYSTEM SERVICES CONCEPT¹

The network of habitats within the town of Port Alfred is made up of both **natural untransformed habitats** (i.e. Beaches, rivers, forests, wetlands, grass lands, woodlands, etc.) and **transformed habitats** (e.g. sports fields, agricultural fields, small holdings, residential properties, school fields, public space etc.). The habitats are contained in “Cores” and “Corridors” (Table 9-3 below) and collectively operate as the town’s open space system.

The habitats fall on land that is either publicly or privately owned and if managed appropriately as “ecological infrastructure” they are able to form an integrated and robust “green infrastructure” system that will deliver the ecosystem services and benefits that the town needs.

The quality of the services and benefits of the “green infrastructure” system is directly dependent on the functionality of the habitats and accordingly each element of the system needs to operate efficiently and effectively as a part of the bigger system within and surrounding the town.

This system must be continually protected, rehabilitated, enhanced, expanded and maintained wherever possible.

Key objectives of establishing the system are:

- Protect and Enhance Biodiversity resources and capacity.
- Build Resilience to Climate Change / Environmental Impacts and sea-level rise.
- Provide for Sustainable Livelihoods.
- Create an integrated Cultural, Recreational and Tourism Asset
- Maintain the character of the town and Ndlambe Municipality as an extension of the Eastern Cape Coastal Corridor.

Figure 6-10 that follows indicates a long-term open space system that should be built into the town’s SDF and referred to as an informant to any detailed planning for new developments.

¹ <https://ecology.fnal.gov/ecosystem-services/>

TABLE 6-3: PORT ALFRED OPEN SPACE ELEMENTS

HABITAT GROUP	OPEN SPACE ELEMENTS		ROLE OF ASSET
	Cores	Corridors	
NATURAL HABITATS	Large Untransformed Habitats i.e. grasslands, wetlands, woodlands, forests, water bodies, ocean etc.	Linear assets such as Beaches , Rivers, Streams	Protect and Enhance Biodiversity resources and capacity. Build Resilience to Climate Change Environmental Shocks. Provide for Sustainable Livelihoods. Create an integrated Cultural, Recreational and Tourism Asset
AGRICULTURAL HABITATS	Large and Small Farms that are used for extensive agriculture practices and that contain various habitats and soil resources or provide tourism attractions through sale of food, animal farms etc..		
PUBLIC SPACE HABITATS	Public Sports Fields and Large Parks, Large portions of undeveloped land	Rail Lines, Electricity Servitudes	
	Squares and small parks	Linear parks, Public Roads, Streets, Lanes, Pedestrian Ways,	
	Large Utility Installations	Linear Utility Servitudes	
PRIVATE SPACE HABITATS	Institutions, Schools, Undeveloped Land, Private Sports Fields	Private Roads and Streets, golf courses	
	Individual even although transformed land and not classified as either environmental asset or open space do have either gardens and/or small open spaces which can function as part of the ecological habitat asset base. If they can be managed in terms of planting, storm water and alien control they will support the other major public and private assets listed above.		



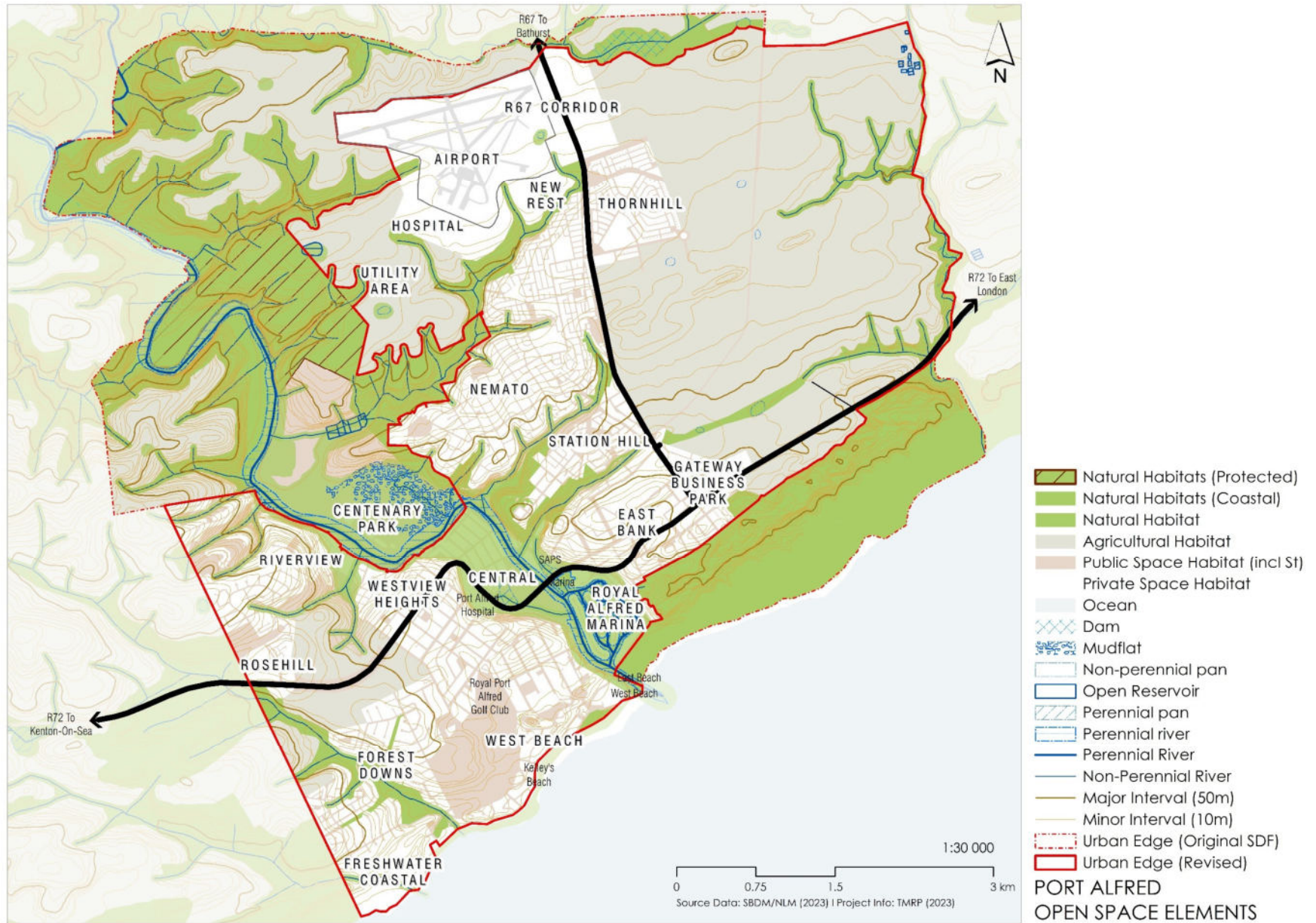


FIGURE 6-10: OPEN SPACE ELEMENTS

PART 03 | DRAFT ALEXANDRIA MASTERPLAN



7 SPATIAL OVERVIEW AND ASSESSMENT OF ALEXANDRIA

7.1 Alexandria Master Plan Study Area

The study area of Alexandria is the area delineated by the town's urban edge as identified in the Ndlambe Municipality Spatial Development Framework (Figure 7-1).

Alexandria is home to approximately **10 085 people** and is expected to grow to **16 546 by 2033** (at a 2% annual growth rate)..



FIGURE 7-1: ALEXANDRIA STUDY AREA

7.2 Spatial Structure of Alexandria

Alexandria is an inland town, and its expansion will be directed by the opportunities and constraints set up by the crossroads formed by the main road R72 intersection with the Salem and Boknes Roads and the “splitting of the town by the Boknes River. The roads and river set up four quadrants” for the town and the current spatial structure and form of the town has responded to these elements.

- The steep topography, the Boknes River and associated natural areas create a clearly identifiable natural core between the quadrants of the town.
- The town can expand efficiently in all directions if need be and is not constrained except by the urban edge.
- Development on each of side river is further dissected by the streams and rivers feeding into the Boknes River into discernible nodes and districts each with their own landscape and density characteristics and growth dynamics.
- The “cross” of roads are strong growth enablers and have shaped settlement and movement patterns accordingly and connected the town to its immediate hinterland.
- The High Street is the main activity node / street of the town and integrates the districts on either side of it.
- The most prominent landmarks in the town are the church in the High Street and the Chicory factory.

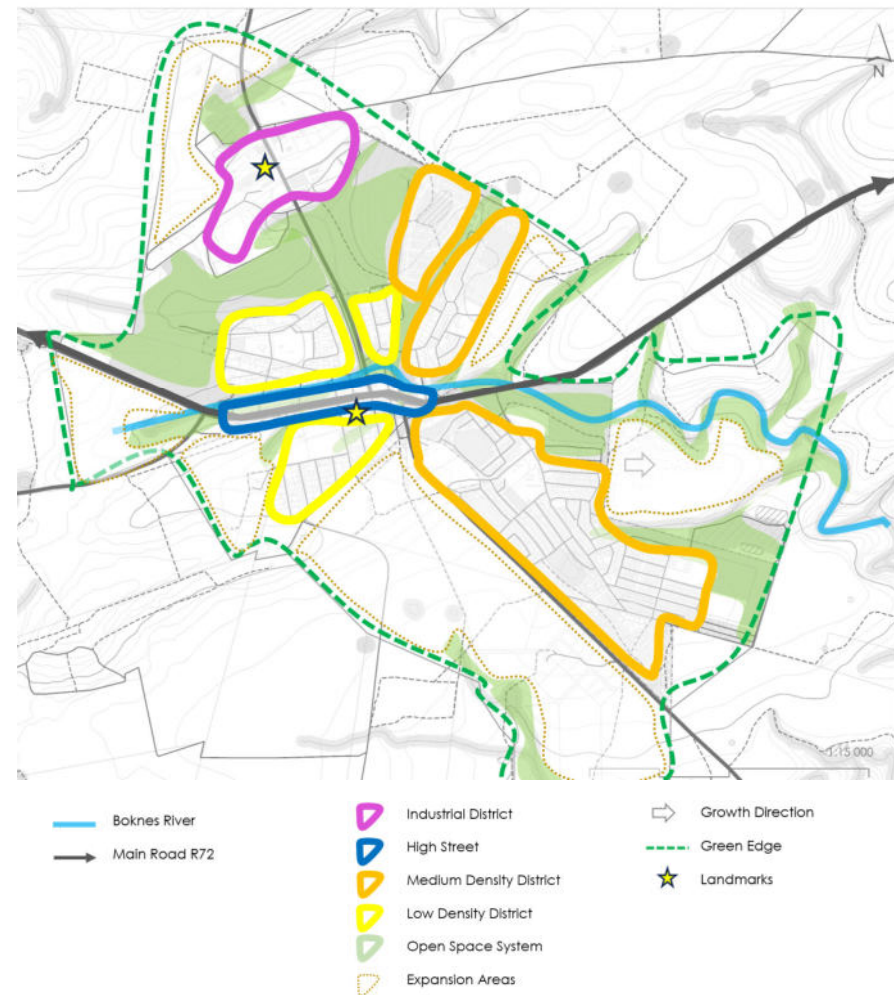


FIGURE 7-2: PORT ALFRED SPATIAL STRUCTURE

Spatial planning and design responses to the current spatial pattern include:

- Protecting the Boknes River system and respecting the urban edge to development to keep the town compact and efficient.
- Improving connectivity between districts on the east and west banks.
- Building efficiently on the activity generated by the existing nodes and in particular the High Street.
- Capitalising on the accessibility and connectivity of the main road system through the town and to surrounding regions.
- Integrating the residential districts ore effectively with the “High Street” and development opportunities associated with it.
- Managing growth and directing it to the most suitable areas for development to keep the town compact and efficient.
- Capitalising on landmarks as orienting and branding features of the town.



7.3 Assessment of the Town

7.3.1 Assessment Methodology

Alexandria comprises a number of different Mixed-Use Nodes and Residential Districts each playing a role both individually and collectively in the Town.

The current condition and performance of each of Alexandria's Nodes and Districts varies significantly. As stated in earlier sections meaningful revitalisation requires that continual and incremental improvement to all community living conditions be undertaken.

The nodes and districts have been assessed using urban performance dimensions developed by Kevin Lynch in his book "Good City Form". Lynch's work revolves around the articulation of a set of performance dimensions that can be used to structure the evaluation of the performance of a city or town, or part of a city or town, in terms of its ability to support its inhabitants as they go about their daily lives.

Lynch's seven dimensions are explained in Figure 4-3.



FIGURE 7-3 : PERFORMANCE DIMENSIONS (KEVIN LYNCH)

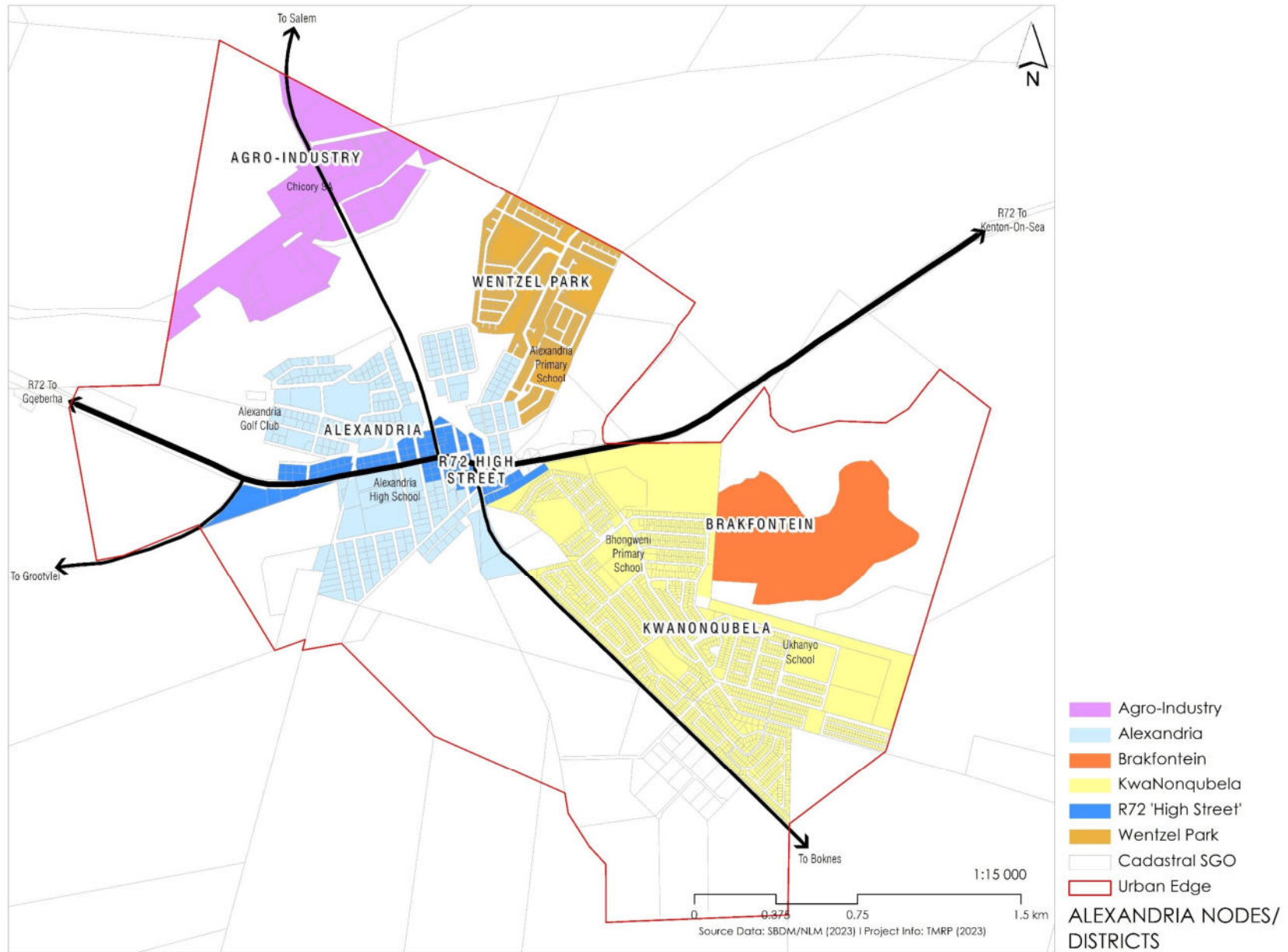


FIGURE 7-4: ALEXANDRIA NODES AND DISTRICTS

TABLE 7-1: PERFORMANCE ASSESSMENT OF ALEXANDRIA NODES AND DISTRICTS

NODES/DISTRICTS Overall Performance	R72 "High Street"	Alexandria	Wentzel Park	Kwa-Nonkqubela	Brakfontein	Agro-Industry
	●●●	●●●	●●	●	●	●●
VITALITY						
The degree to which the form of the node/district supports the vital functions and biological requirements of inhabitants.						
Access to natural resources	●	●	●	●	●	●
Safety, Security, Climate Resilience	●	●	●	●	●	●
Balance between Man and Nature	●	●	●	●	●	●
Vitality Overall	●	●	●	●	●	●
ACCESS						
The ability to reach other persons, places, resources, services and information.						
Road Access to Town/Region	●	●	●	●	●	●
NMT Access to Town Region	●	●	●	●	●	●
Internal Networks	●	●	●	●	●	●
Access Overall	●	●	●	●	●	●
SENSE						
The degree to which the node/district can be clearly perceived and to which it connects to the values of its inhabitants.						
Legibility and Identity	●	●	●	●	●	●
Settlement Structure and Quality	●	●	●	●	●	●
Heritage/Cultural Attributes	●	●	●	●	●	●
Sense Overall	●	●	●	●	●	●
FIT						
The degree to which the form and capacity of the node/district matches the pattern and quantity of activity of inhabitants.						
No. and Condition of Community Facilities	●	●	●	●	●	●
Condition of Basic Infrastructure	●	●	●	●	●	●
Condition of Public Space	●	●	●	●	●	●
Fit Overall	●	●	●	●	●	●
CONTROL						
The degree to which the use of, creation of, and management of space can be influenced by those who use it.						
Stakeholder Representation in NLM	●	●	●	●	●	●
Stakeholder Capacity	●	●	●	●	●	●
Control Overall	●	●	●	●	●	●

● Good ● Fair ● Poor

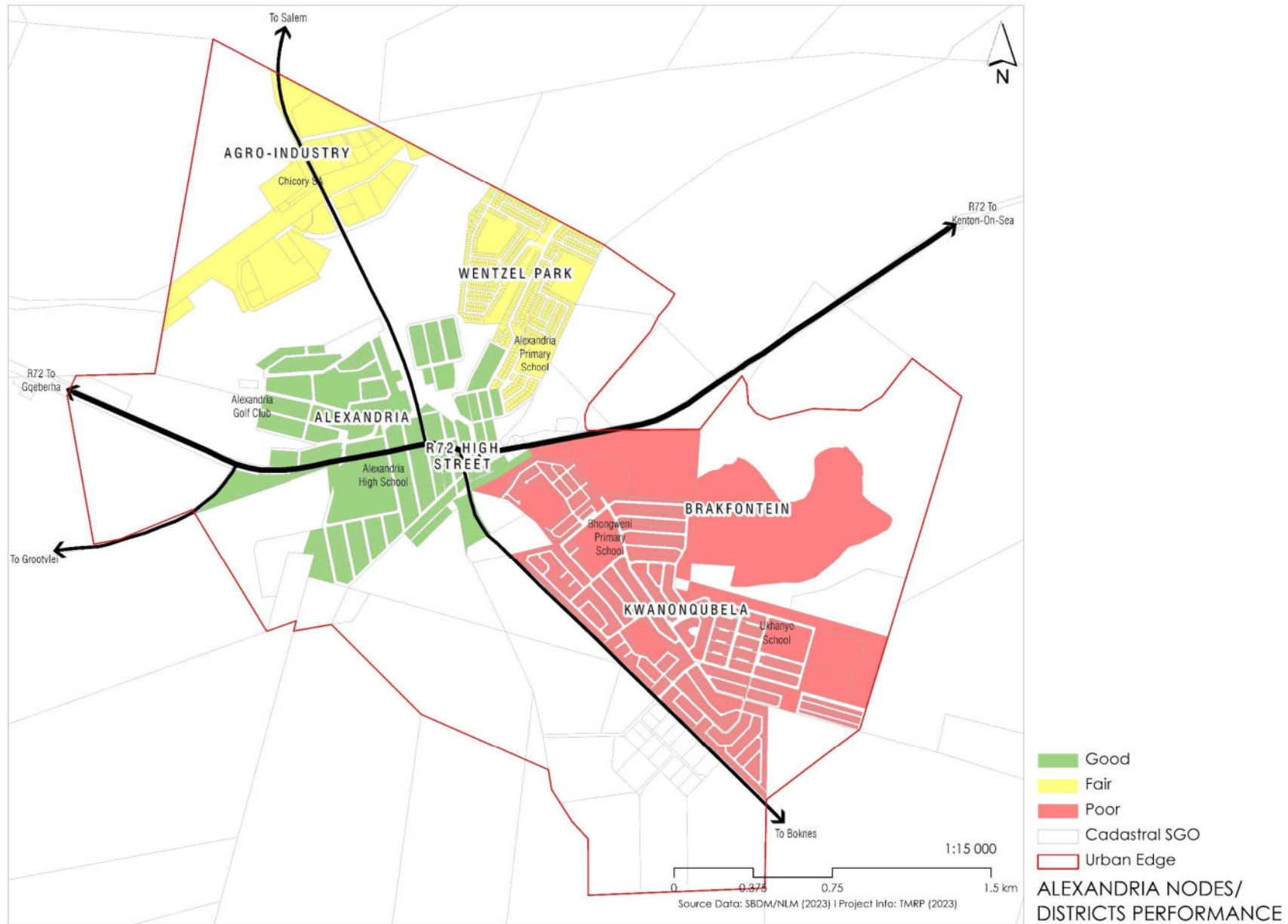


FIGURE 7-5: ALEXANDRIA NODE/DISTRICT PERFORMANCE

7.3.2 Identification Vacant Land

As indicated earlier the Alexandria is made up of four quadrants and its potential expansion areas are located in each of the quadrants. The areas are owned by the municipality and by private sector providing opportunity for various forms of expansion and development.

Greenfield areas include vacant, underutilised and or agricultural land located inside the “urban” edge of the town, but outside of the existing formal registered districts that make up the town and which are unencumbered by development and/or environmental constraints, steep land, agricultural potential and major utility servitudes.

These developable blocks located within the “urban” edge could be more easily served by the strategic and incremental expansion of existing services networks.

They would be the most easily developed areas next to vacant serviced subdivisions contained within each of the registered districts (i.e. brownfield sites) and would be the most suitable areas for achieving medium to long term spatial expansion of the town.

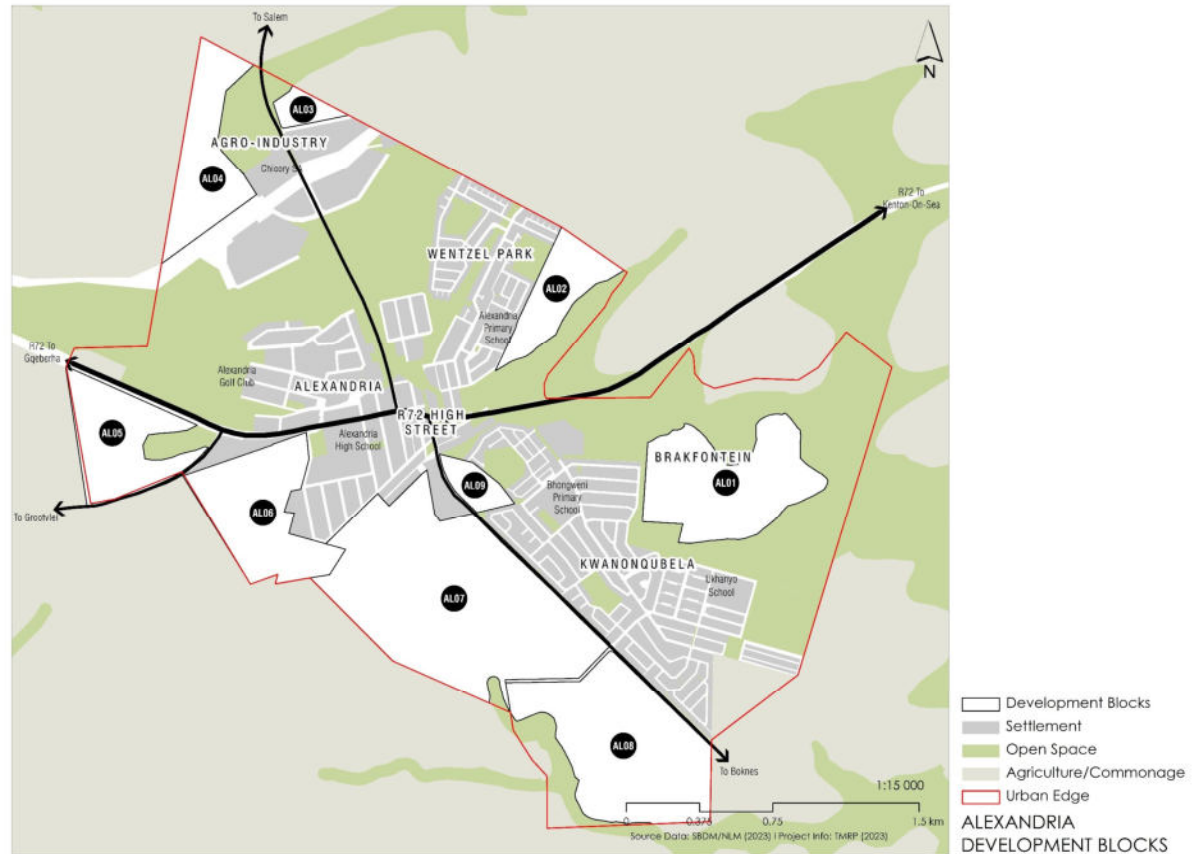


FIGURE 7-6: POTENTIAL DEVELOPMENT BLOCKS

7.3.3 Conclusions To Alexandria Assessments

Alexandria's Nodes and Districts vary significantly. The process of improving each neighbourhood will be varied and time consuming but, strategic interventions for the integration of the neighbourhoods and their basic functioning can be identified to assist in dealing with some of the more undesirable qualities and conditions that constrain communities from living a productive, more sustainable and dignified life.

The conditions that need to be targeted within the nodes and districts include:

- Linkages and connections between the nodes and districts for access to, circulation in, and “walkability” between and within the nodes and districts.
- Providing local and regional road infrastructure that improves accessibility of nodes and districts to the central business area, tourist zones, industrial nodes and agricultural areas.
- Number of, and access to, social facilities that are functional i.e. health, education, recreation, welfare etc.
- Basic service levels for water, sanitation, waste removal and energy, ICT connectivity and safety and security
- Access to town and / or regional opportunities that can provide livelihood support (i.e. natural areas, agriculture, small businesses, community gardens, markets etc).
- Landscape character and quality of “place” of, and within, nodes and districts in terms of their identity, mix of uses, protection from climatic conditions, useability of public space (i.e. for markets, parks, recreation, public transport etc) and attractiveness and competitiveness as either business, residential or tourism destinations.
- Development densities that improve thresholds for services and economic activity.



8 BUILDING A VISION FOR ALEXANDRIA

8.1 Why a Town needs a Vision.

The form and condition of a Town is a direct reflection of how people and communities relate to one another and how they “live, work, play and learn” together and how they prepare themselves for change and future challenges!

Towns provide “platforms” for people and communities both living in the town and visitors to it to engage freely with one another in pursuit of both their individual and collective dreams.

Towns need identity, status and functionality as a “place” that its people can look up to and rely on to collectively meet their needs.

It needs to work for its people and communities in the best way that it can for as much of the time as it can.

Towns should be a “place” that its people and communities are proud of, work hard to protect and grow and that visitors want to return to and experience.

Towns need a collective vision to continually work on to be socially, economically and environmentally relevant and sustainable!

8.2 The Alexandria Vision

Alexandria is a **hub of agricultural excellence**, setting an example for other communities in the Municipality. Development of local farming and support services through education, research, and access to resources enables exploration of new opportunities to expand agricultural exports, add value to existing products, and attract agro – industry and related tourism to transform the Town’s economy.

The preservation and revitalisation of the unique charm of its historic architecture and traditional buildings and transforming them into landmarks, museums, and community spaces encourages the expansion of the Town’s **heritage and culture** and related heritage tourism opportunities.

Alexandria strives to enhance its future by encouraging local entrepreneurship and supporting small businesses. The vibrant town centre hosts regular community events, markets, and festivals which promote tourism and social interaction, creating a sense of belonging among residents and visitors alike. The pedestrian-friendly streets, green spaces, and public art installations add to the allure of Alexandria and strengthen its identity as a welcoming small town.

Alexandria is a sustainable and thriving community that celebrates its unique agricultural identity, preserves, and grows its historical heritage, and celebrates the unity of its residents.

8.3 Changing Roles for The Town

Understanding the different roles that Alexandria plays at local, district and regional levels informs the activities and functions need to be catered for and highlights its importance in the wider regional context.

The roles presented here underline the critical importance of alignment between, and the support that is required by, all spheres of government for the town to retain its functionality and sustainability and to make a contribution to the development objectives of the other spheres of government and the socio-economic performance of the wider region.

Alexandria needs to continue its service centre and tourism functions as alluded to in higher order planning policy, but it needs to transform its role to include an educational and developmental focus that prioritises more sustainable economic development and living patterns / lifestyles for urbanising and poor families and communities.

TABLE 8-1: THE ROLE OF ALEXANDRIA

ROLE	NATIONAL	PROVINCIAL	LOCAL
ENVIRONMENT		Ecological linkages between key provincial (i.e. forests and rivers) assets located outside the town.	Ecological assets providing ecosystem services within the town to enhance its resilience to environmental disruptions.
ECONOMIC	Agricultural Services and Agro Industry node	Commercial / Business and Government Services Node. Gateway to Provincial and District ecotourism and heritage based tourism.	Government Services centre for town businesses. Commercial, Business, Education + Development Services centre Markets for town businesses. Gateway to wider Municipality Tourism Offering.
SOCIAL		Housing node forming part of the urbanisation strategy for the Province.	Residential districts for town-based workforce and urbanising rural population.

9 ALEXANDRIA SPATIAL DEVELOPMENT FRAMEWORK

9.1 Alexandria Spatial Development Strategies

The contextual informants presented in previous sections suggest that Alexandria needs to be restructured or reorganised to accommodate new realities. The following spatial strategies are aimed at redressing some of the imbalances in the town as well as provide an improved “platform” for future growth and development. Each of these strategies are further explained in the sections that follow.



FIGURE 9-1: ALEXANDRIA SPATIAL DEVELOPMENT STRATEGIES

1. Protect, rehabilitate, enhance, expand and integrate all ecological assets into a multifunctional open space system to provide climate change resilience, recreational offerings, retain the natural landscape character of the town and provide the primary spatial structuring element for its expansion.
2. Retain the urban edge to protect the Open Space System and clearly demarcate land for future development and/or upgrading.
3. Consolidate, expand and convert the existing road network into a multi modal network to enhance linkage and connectivity and promote walkability between the town's nodes and districts.
4. Consolidate, upgrade and expand the central business “High Street” as an integrator of Alexandria, Wentzel Park, KwaNonqubule and Brakfontein. and as a tourist attraction. Upgrade the local node centres to provide a focus area and community identity for each district.
5. Provide for the expansion of the agro-industrial area to the north- west of the town.
6. Consolidate and improve the character and performance of all residential areas and manage their expansion to ensure a compact town form. Relocate Brakfontein to the western side of Boknes Road to enable the establishment of an agricultural village in its place that reinforces the value of current agricultural allotments in the area.
7. Utilise vacant land within the urban edge for intensive agriculture until required for town expansion.

9.2 Establish a Sustainable Spatial Footprint

9.2.1 The Urban Edge

The Urban Edge of the Alexandria protects the adjacent agricultural hinterland, natural habitat and associated ecosystem services and eco-tourism asset base from being eroded.

It is a key tool for establishing a compact urban form, a more efficient transportation and infrastructure network and for protecting and enhancing the quality of the landscape character and quality of the town as well as enhancing the climate change resilience capacity of the town.

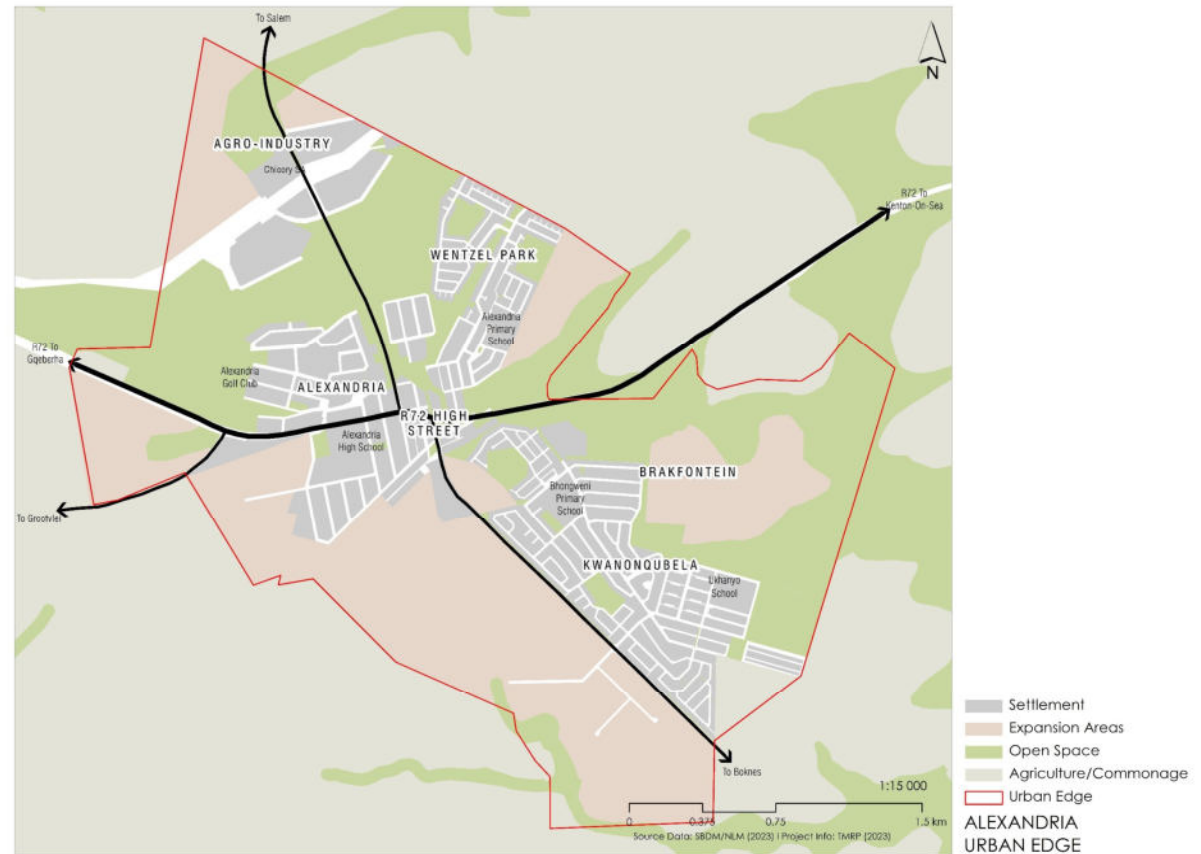


FIGURE 9-2 ALEXANDRIA URBAN EDGE

9.2.2 Providing for Alexandria's Future Growth

The vacant land adjacent to the various nodes and districts should be used for their expansion and or for provision of additional social facilities.

Portion of the land west of the KwaNonqubule village and along Boknes Road should be used to extend the village and relocate the Brakfontein informal settlement to eliminate the impacts it has on the Boknes River system and to reorganise and reestablish the small scale but potentially intensive and productive agricultural activities on the banks of the Boknes River in a sustainable manner. (Figure 7-6Table 6-1and . Table 6-1).

At a conservative growth rate of 2% per annum, it is anticipated that Alexandria will grow to a population size of **16,546 people i.e. an additional 6,461 people**. This translates into approximately **1,836 additional households** and at a target density of at least 20du/ha, the demand for 92 ha of land for residential development.

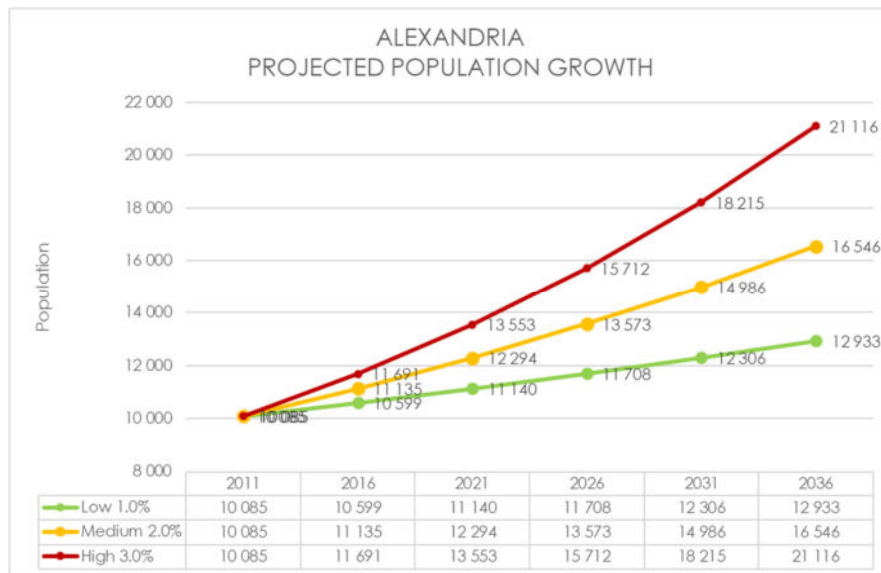


TABLE 9-1 : POTENTIAL DEVELOPMENT BLOCKS

OWNERSHIP / BLOCK	AREA (HA)
NLM	132.9
AL01	39.9
AL07	93.1
Private	110.1
AL02	16.0
AL03	4.4
AL04	25.5
AL05	25.9
AL06	32.6
AL09	5.7
No Info	54.6
AL08	54.6
Grand Total	297.6

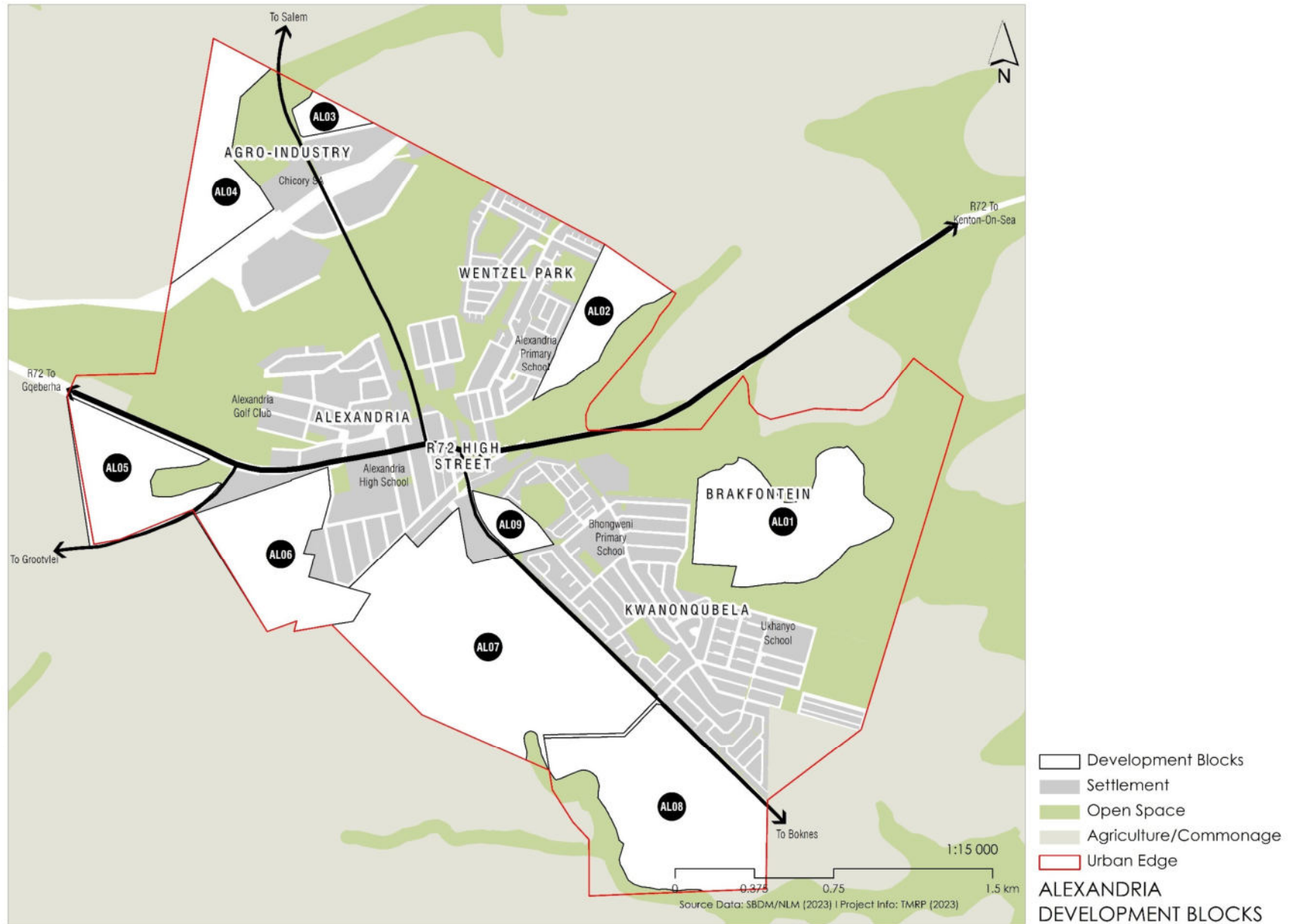


FIGURE 9-3: POTENTIAL DEVELOPMENT BLOCKS

9.3 Land Use Guidelines for Alexandria

9.3.1 Planning and Design Principles for Alexandria

Alexandria's identity, character and brand as well as its sustainability and liveability is, and will be, shaped by the performance of the type, mix and intensity of land use and activity in its various Nodes and Districts, the efficiency of its connectivity, circulation and linkage systems and by the functionality and quality of its public realm, landscape and built form.

Planning and Design principles for these features are proposed below to protect existing, and guide future, development quality and performance of the town.

They align with the town's vision for sustainable development and are intended to complement the existing Land Use Zoning Scheme.

The application of these principles to the neighbourhoods of Alexandria are contained in Table 9-2 which outlines how each Node and District should be developed.

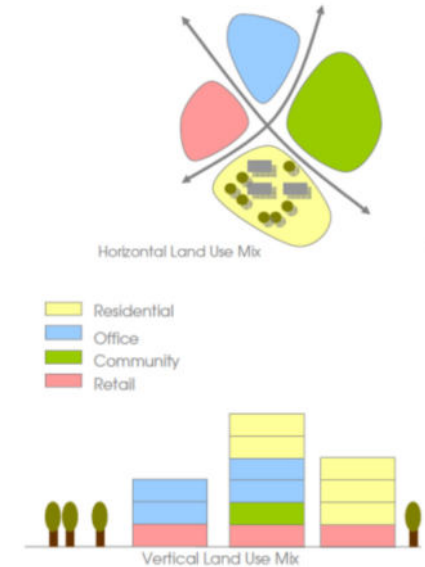
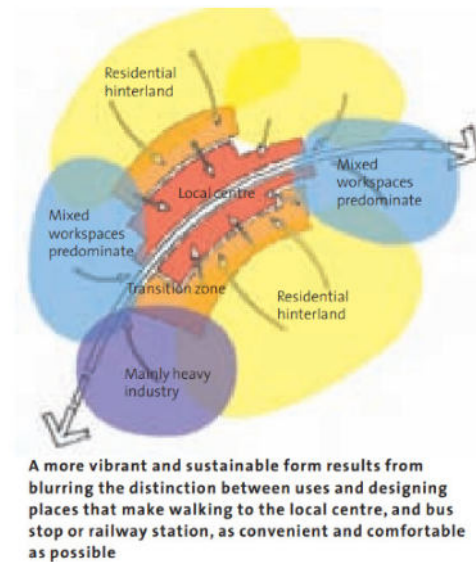
Mixed Use and Activity Intensity

Mixed land use, either in a node, district, precinct, on an individual site or in an individual building, is proposed to create and enhance town structure, support efficient use of infrastructure, create more viable economic thresholds and vibrant neighbourhoods.

Mixed Use nodes, districts or precincts should be centrally located and incorporate mixes of retail, offices, businesses, community facilities, government services and multi-level residential buildings that are appropriate to their location and role in the town (e.g. CBD or local neighbourhood service centre etc.).

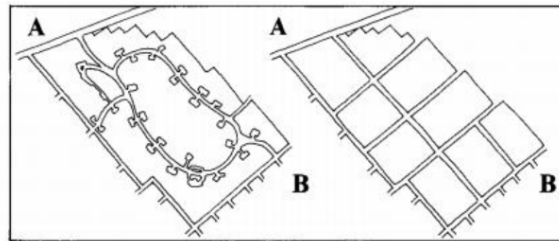
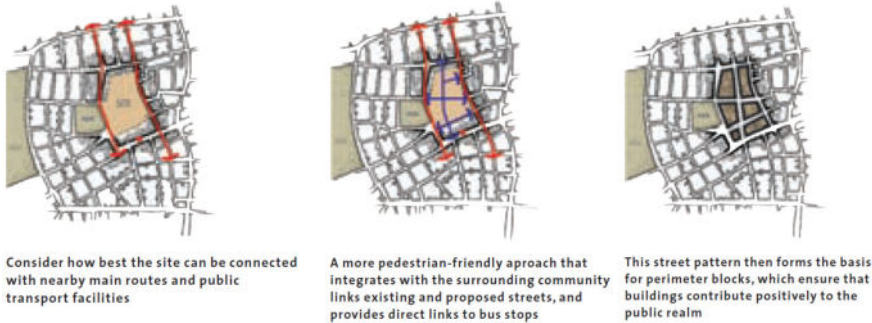
On-site mixed use on residential properties should be allowed to enable employment generation, provided it does not compromise the residential character in terms of safety, health, noise, privacy, aesthetics, or significantly increased traffic.

Intensity of activity plays a crucial role in maintaining economic sustainability and efficiency of infrastructure and services. Higher activity intensity should be concentrated in centrally located, mixed-use precincts, nodes or activity corridors / streets at levels appropriate to their location and role within the town.



Layout Pattern of Streets and Town Blocks (Connectivity, circulation and Linkage).

Layout patterns should integrate development within the town and with its immediately surrounding areas. Street and block layout pattern should provide for efficient and direct cross town linkage and connectivity. Patterns should be open ended where possible and should link blocks in shapes and sizes that create a sense of "order", scale, grain or "walkability" adding character to the town. Layouts may be organic or informal in pattern to accommodate existing development or may be regular and formal e.g. grid-like pattern.



Public Realm and Landscape

The identity, attractiveness and brand of a town is strongly determined by its public realm (i.e. streets, spaces, parks and public buildings) and their landscape quality. Each of the neighbourhoods within Alexandria have their own public realm which collectively contributes to the overall impression of the town.

The Public Realm must be clearly identified, protected, rehabilitated and / or enhanced in line with its role in a neighbourhood (i.e. CBD, residential area, tourism node etc.) where it already exists and it must be established / reestablished in those neighbourhoods where its quality is either very poor or absent.

Important interventions should include confirming role of the public realm element, determining appropriate landscaping treatment for its functionality and encouraging surrounding built form to provide interactive interfaces or edges to the public realm element.



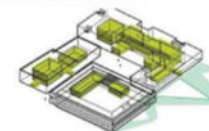


Built Form

Built form (i.e. height, massing, shape, size, interfaces of buildings with streets and public space) determines the overall feel, character, and scale of a precinct, neighbourhood or street.

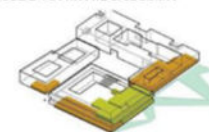
The placement of buildings on a site, the nature of their setbacks and interfaces with streets and public spaces, heights and massing should reflect the role and character of the node, precinct, street or public space that a building(s) is/are located in/on (i.e. urban, suburban or rural – commercial, residential, civic etc.).

COURTYARDS & PATIOS



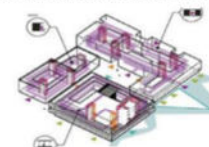
Create internal courtyards and or patios protected from weather for private use of staff, visitors or inhabitants of a building

PUBLIC VS PRIVATE & SECURITY



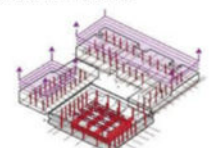
Building mass creates a "wall" between the public domain and the private domain to define public space adjacent to the building and to create security within the spaces of the building without building a fence around the building. Establishing "public and private" space promotes clear definition of the responsibility for maintaining space

BUILDING CIRCULATION & ENTRANCES



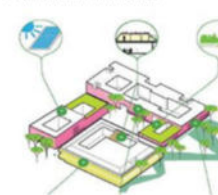
Entrances are placed to create focal points in a block and improve legibility of the environment and to prevent vehicular and pedestrian conflicts

STRUCTURE PRINCIPLES



Building structures are designed to accommodate basement parking without disrupting the configuration of the rest of the building

SUSTAINABILITY PRINCIPLES

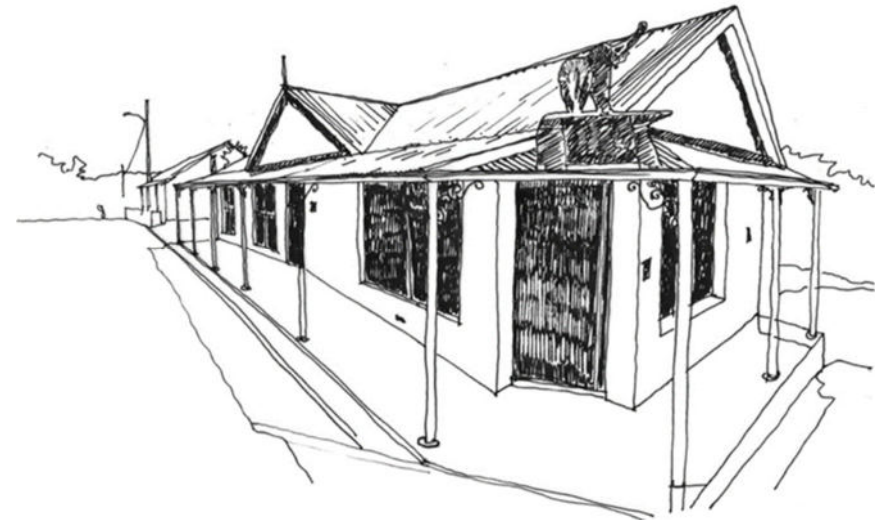
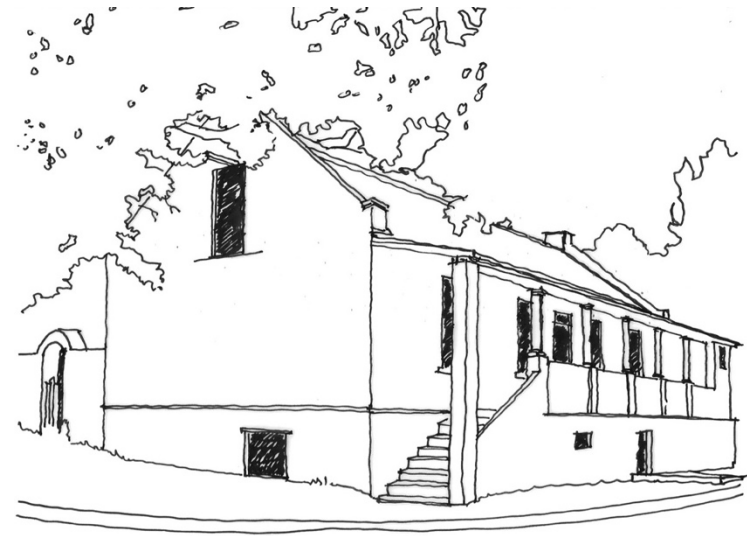


Green building principles are used to ensure sustainable use of resources and lower operating cost and life cycle costs of the building

Special Attributes and Heritage

Alexandria possesses unique and distinctive features that contribute to its identity, character and brand. These special attributes may include its landform and views, unique natural landscapes and landform, public spaces like streets, parks and squares, historically or architecturally significant buildings and cultural landmarks.

These elements should be identified, protected, expanded to include elements not acknowledged, enhanced and celebrated to reinforce and grow the identity and character of the area they are located in as well as that of the town as a whole.



9.3.2 Land Use Guidelines for Nodes and Districts in Alexandria

TABLE 9-2: ALEXANDRIA LAND USE GUIDELINES

SPATIAL CATEGORY	PLANNING DIRECTIVES			DESIGN DIRECTIVES			
	Node District	Primary Land Uses	Secondary Land Uses	Intensity FAR=Non-Res. Use. Units/ha=Res. Use	Layout Pattern	Built Form	Public Realm and Landscape
R72 "High Street"	Mixed Regional and Town Retail. Regional and Town Wholesale. Commercial Offices. Regional and Town Government Civic Centre Social Services.	Medium to High Density Residential in detached, attached buildings or apartment blocks above commercial use.	FAR 1,5 Density > 30 units / ha.	Fine "grain" grid type street pattern created by small size blocks and subdivisions. Create new squares and parks.	Maximum three storey mixed use buildings with active street Interfaces fronting onto streets and public spaces. Buildings set on edge of site to define street – zero building line. Colonnades/Arcades along street edges particularly on main shopping streets. Retain or add landmark buildings.	"Urban" townscape with wide multi-functional pedestrian priority streets, generous sidewalks, tree planting and landscape furniture. On street parking + loading permitted but off-street parking preferred.	Commercial High Street. Market Square. Public Transport Terminal. Landmark Buildings. Civic Square. Heritage Buildings and spaces. Public Art.
Local Nodes located in Residential Districts	Mixed Retail and Social Facilities.	Medium and Low Residential in low to medium rise attached forms surrounding the node.	FAR ,075 Density range between 10 units/ha to 20 units / ha.	Fine "grain" open ended street pattern of small size blocks and subdivisions to surround the node and create a village character.	Maximum two storey walk up buildings with active street Interfaces fronting onto streets and public spaces. Mix of single detached, attached and courtyard type buildings integrated with streets. zero to maximum 3m building lines.	"Village" townscape, tree planting and landscape furniture.	Square / Commonage Area. Landmark Buildings. Public Art.
Kwa-Nonkubela and Proposed Expansion Area Residential Districts	Medium Density Residential including mix of single detached and attached one to three storey housing forms.	<u>District Level Uses.</u> Shops, Local social services, Offices in accessible clusters.	FAR 0,50 Density 20-30 units / ha. Min. Plot size 350m ²	Fine to Medium "grain" grid pattern connecting small and medium sized blocks. (Existing neighbourhoods may	One to three storey residential buildings. Preferred building line of <3m to create street definition and to create space at rear for private use.	"Village" scale townscape. Tree planting and sidewalks on main streets + multi modal pedestrian priority + extensively planted local access streets.	Public Transport Stops along collector routes. Landmark Public Buildings

SPATIAL CATEGORY	PLANNING DIRECTIVES			DESIGN DIRECTIVES			
		<p><u>On Site.</u></p> <p>Home offices, home workshops, Day Care. Local Shop/taverns.</p> <p>On site uses with permission of surrounding home owners.</p>		have curvilinear streets).	Parking provision preferred on site.	Private Property Planting + Gardens. Landscape District and Neighbourhood Activity Parks.	
Wentzel Park Residential Districts	Medium Density Residential including detached and attached housing forms + extended or second dwellings.	<p><u>District Level Uses.</u></p> <p>Shops, Local social services. Offices in accessible clusters.</p> <p><u>On Site.</u></p> <p>Home offices, home workshops, Day Care. Local Shop/taverns.</p> <p>On site uses with permission of surrounding home owners.</p>	<p>FAR 0,5</p> <p>Density 15 units / ha.</p> <p>Min. Plot size 650m²</p>	Fine and Medium "grain" grid street pattern created by small and medium sized blocks.	<p>One to three storey residential buildings.</p> <p>Preferred building line of <3m to create street definition and to create space at rear for private use.</p> <p>Parking provision preferred on site.</p>	<p>"Village" scale townscape. Tree planting and sidewalks on main streets + multi modal pedestrian priority + extensively planted local access streets.</p> <p>Private Property Planting + Gardens. Landscape District and Neighbourhood Activity Parks.</p>	<p>Public Transport Stops along collector routes.</p> <p>Heritage Buildings + Public Spaces.</p>
Alexandria Residential Districts	Low Density Rural Residential including detached and extended or second dwellings.	<p><u>District Level Uses.</u></p> <p>Shops, Local social services. Offices in accessible clusters.</p> <p><u>On Site.</u></p> <p>Home offices, home workshops, Day Care. Local Shop/taverns.</p> <p>On site uses with permission of surrounding home owners.</p>	<p>FAR 0,5</p> <p>Density <5 units / ha</p> <p>Min. Plot size 1000m²</p>	Medium or coarse "grain" grid or curvilinear street pattern created by medium and large blocks.	<p>One and two storey residential buildings.</p> <p>Preferred building line of <5m from the street for privacy and to create space at rear for private use.</p> <p>Parking provision preferred on side or rear of dwelling unit.</p>	<p>Suburban townscape with tree lined streets.</p> <p>On site planting or agriculture.</p>	Heritage Buildings or Public Spaces.
Agro - Industrial	General and Light industrial uses including manufacturing, workshops, storage and logistics	Open Space.	FAR 1,0	Fine and Medium "grain" grid or irregular street pattern created by varying sized blocks.	One to three storey buildings fronting onto streets.	"Industrial Park" townscape with wide streets, on street parking and street planting.	<p>Landscaping Theme.</p> <p>Public transport facilities</p>

SPATIAL CATEGORY	PLANNING DIRECTIVES			DESIGN DIRECTIVES			
						Landscaped local Parks. Perimeter landscaping to screen unsightly industrial infrastructure.	
Brakfontein Agricultural Village	Small to medium scale intensive agriculture including small holdings, market gardens, orchards, greenhouses, animal paddocks and sheds.	Residential related to agricultural lots. agroindustry related to agriculture.	Density Plot size related to demand for agricultural allotments minimum 1000m2	Grid layout of lots related to topography.	Maximum two storey buildings. Storage buildings	Rural Landscaping of streets and community facilities areas.	Public transport facilities
Agriculture	Medium scale intensive and extensive agriculture including small holdings, market gardens, orchards, greenhouses, animal paddocks and sheds.	Residential related to agricultural lots. Limited light agroindustry related to agriculture. Renewable Energy Installations i.e. solar and wind farming.	Low intensity	Grid layout of lots related to topography	Maximum two storey buildings. Storage buildings	Rural Landscaping of streets and community facilities areas.	Public transport facilities

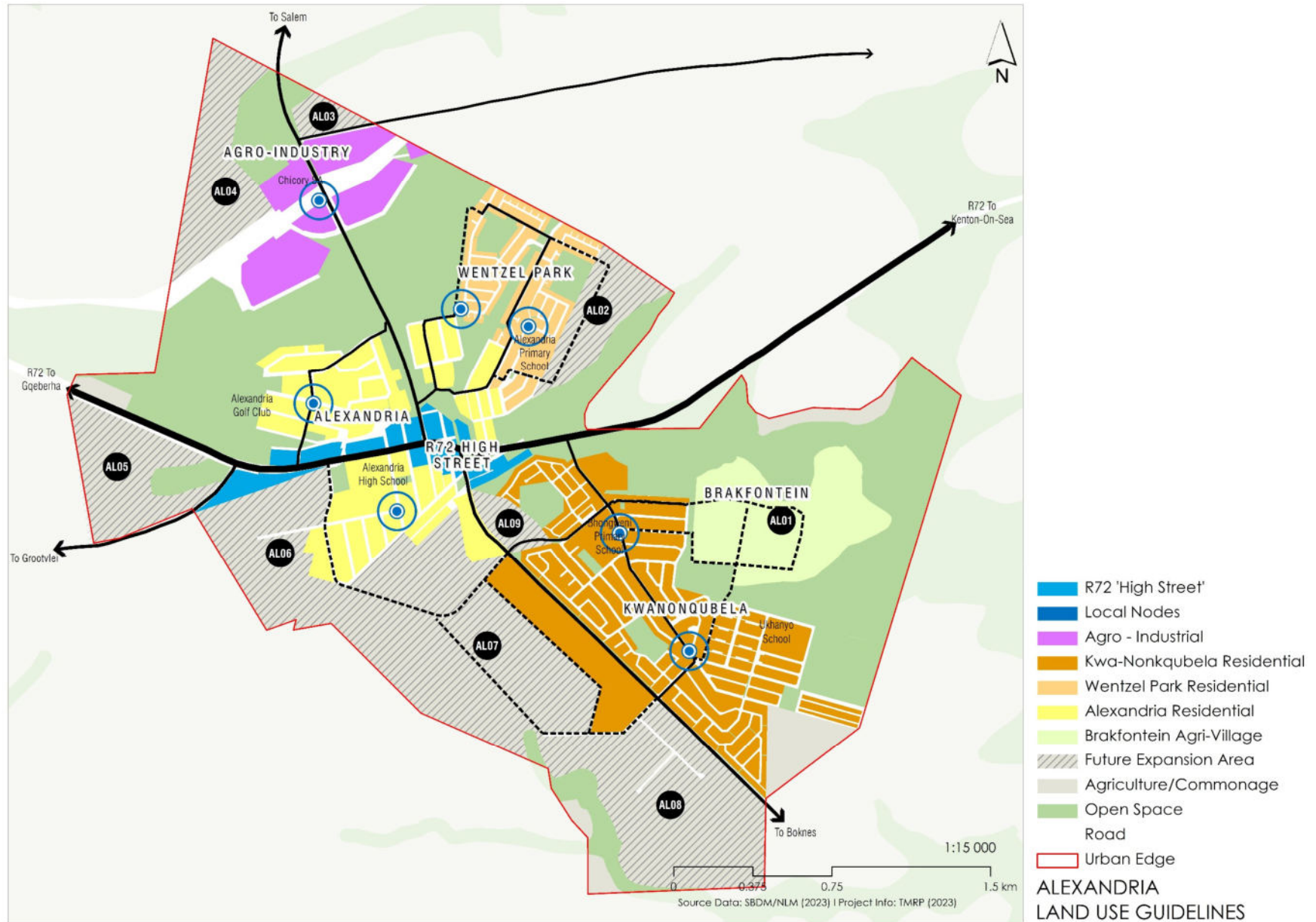


FIGURE 9-4: ALEXANDRIA LAND USE GUIDELINES FOR NODES AND DISTRICTS

9.4 Regional Access and Connectivity

Alexandria is an important agricultural and tourism service centre along the R72 at its intersection with the Boknes Road to the coast and Salem Road which are links to its regional hinterland and to Makhanda are important for the town's economic competitiveness.

Ensuring the functionality and efficiency and functionality of the regional roads connecting Alexandria with the agricultural, agro-processing, terrestrial and coastal tourism sectors are critical for the sustainability of its economic and service delivery roles.

These routes are not the direct responsibility of the Ndlambe Municipality but every effort should be made to align planning and budgets with the responsible Provincial Roads Department to maintain their current levels of functionality.

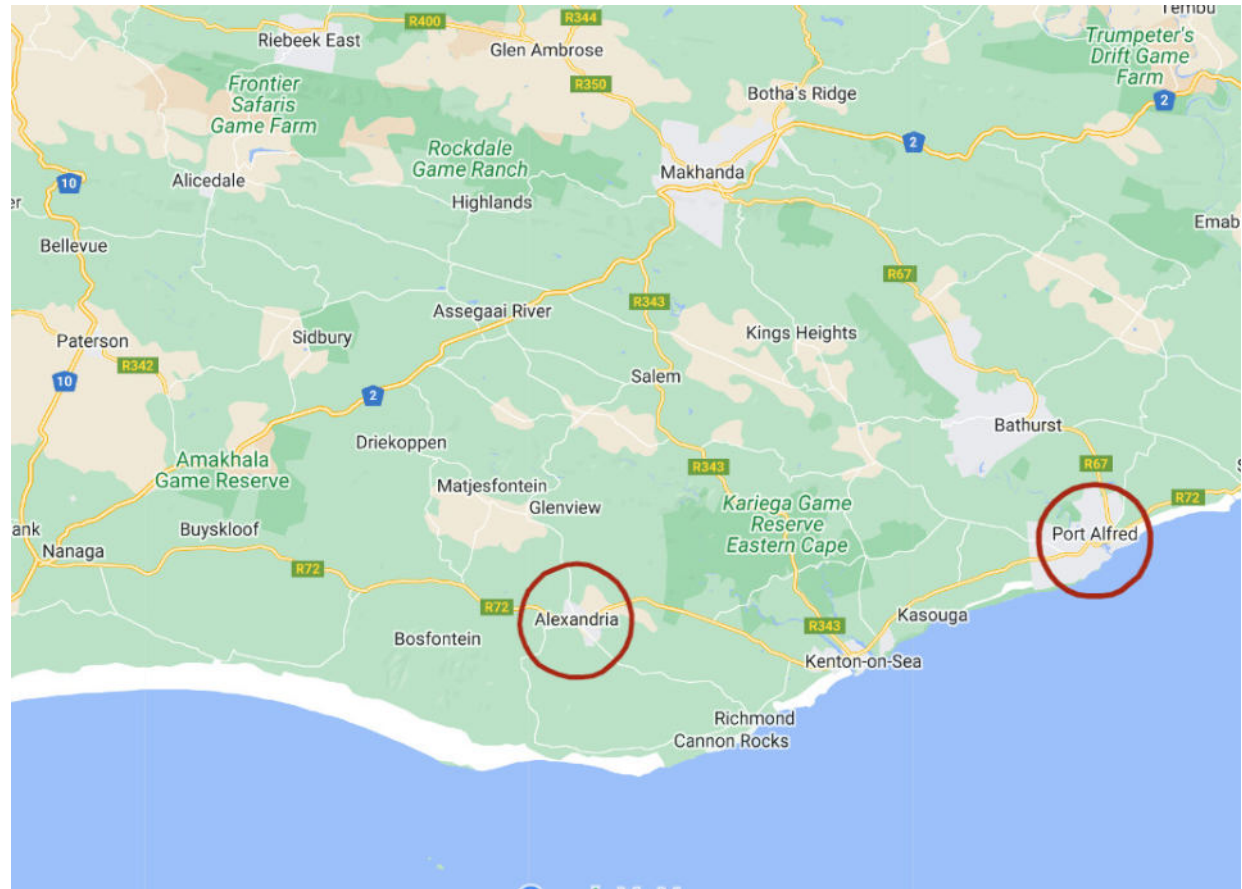


FIGURE 9-5: REGIONAL ACCESS AND CONNECTIVITY

9.5 Spatially Integrating Alexandria

Connectivity and linkage between neighbourhoods and within neighbourhoods is critical for spatial integration. Effective and efficient linkages reduce travel times and increase opportunities for engagement and interaction between individuals, communities and businesses.

9.5.1 Proposed New Link Roads

The existing network in the established areas can be expanded to areas adjacent to them as indicated in Figure 9-6.

They can also be extended to link to other areas thereby improving linkage and connectivity across the town.

9.5.2 Non-Motorised Transport and Public Transport

Sidewalks in high activity areas need to be widened to improve comfort and safety of pedestrians particularly in the “High Street” and dedicated cycle routes can be considered in these areas as well.

Integrated Pedestrian and Cycle routes (i.e. integrated safely with normal traffic) can be added to the main collector network.

Detailed design of these systems would need to ensure safe crossings of main roads and adequate protection from adjacent traffic movement in roads and streets.



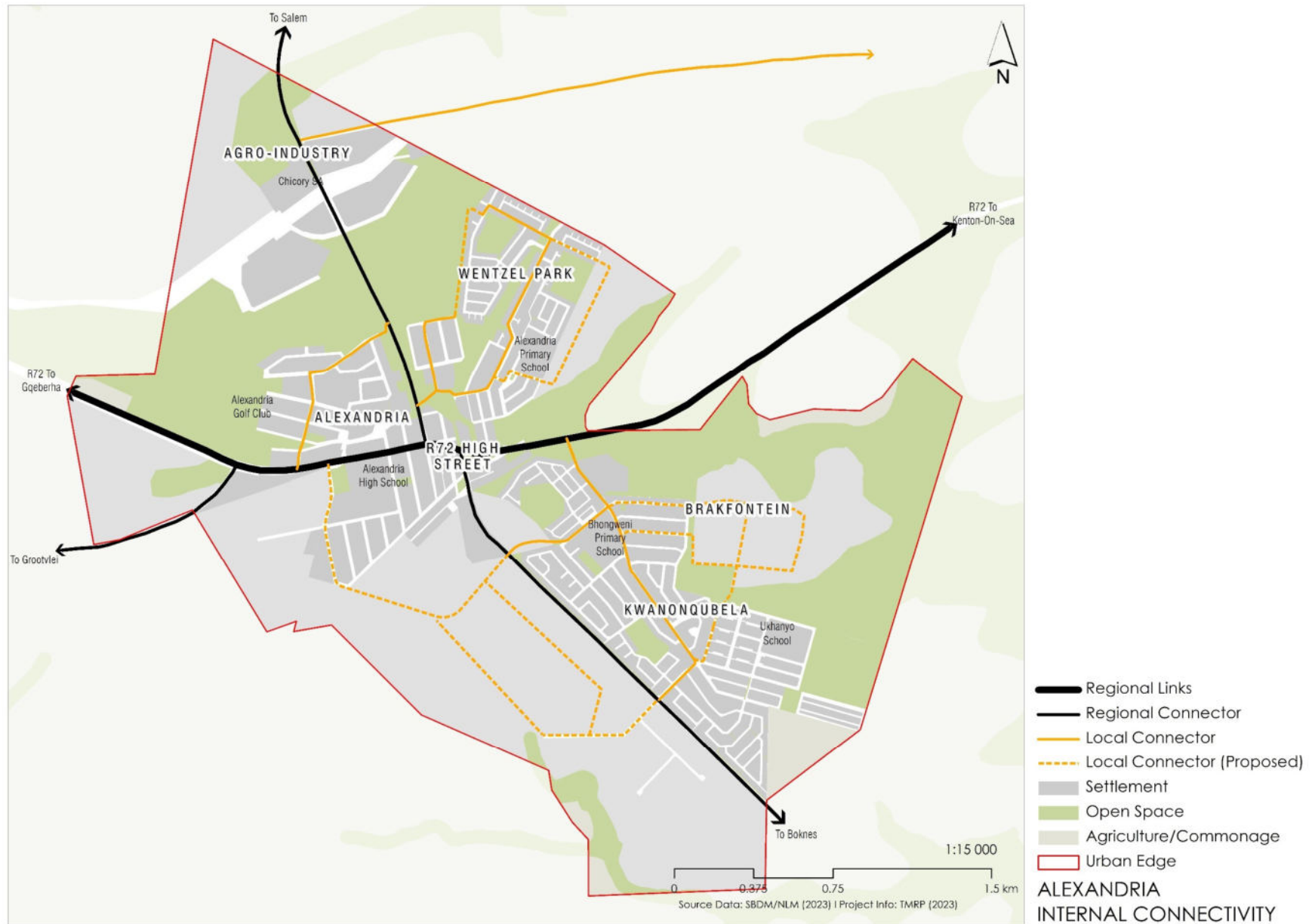


FIGURE 9-6: INTERNAL CONNECTIVITY

9.6 Improving Spatial Performance of Alexandria

The Strategic Assessment Tables in Section 7.3 identified the short comings and priorities in each Node and District in Alexandria.

Upgrading of these will be an incremental process and the priority interventions that could be used to enhance or improve the performance of each are as follows:

- Upgrade, repair or maintain water, sanitation, roads and electricity irrespective of the level of service currently provided.
- Upgrade, repair or maintain critical access roads linking the area with the regional access network and associated employment and service opportunities irrespective of the level of service currently provided.
- Upgrade, repair or maintain critical local health, education and welfare facility points to meet needs of the respective community.
- Develop a programme of individual site, public realm upgrading and street tree planting (preferably fruit trees) to provide shade for pedestrians, identity for districts and contribution to food security.

The appropriateness and priorities for these interventions should be tested and decided in consultation with communities and Ndlambe Municipality partners as part of the implementation process.

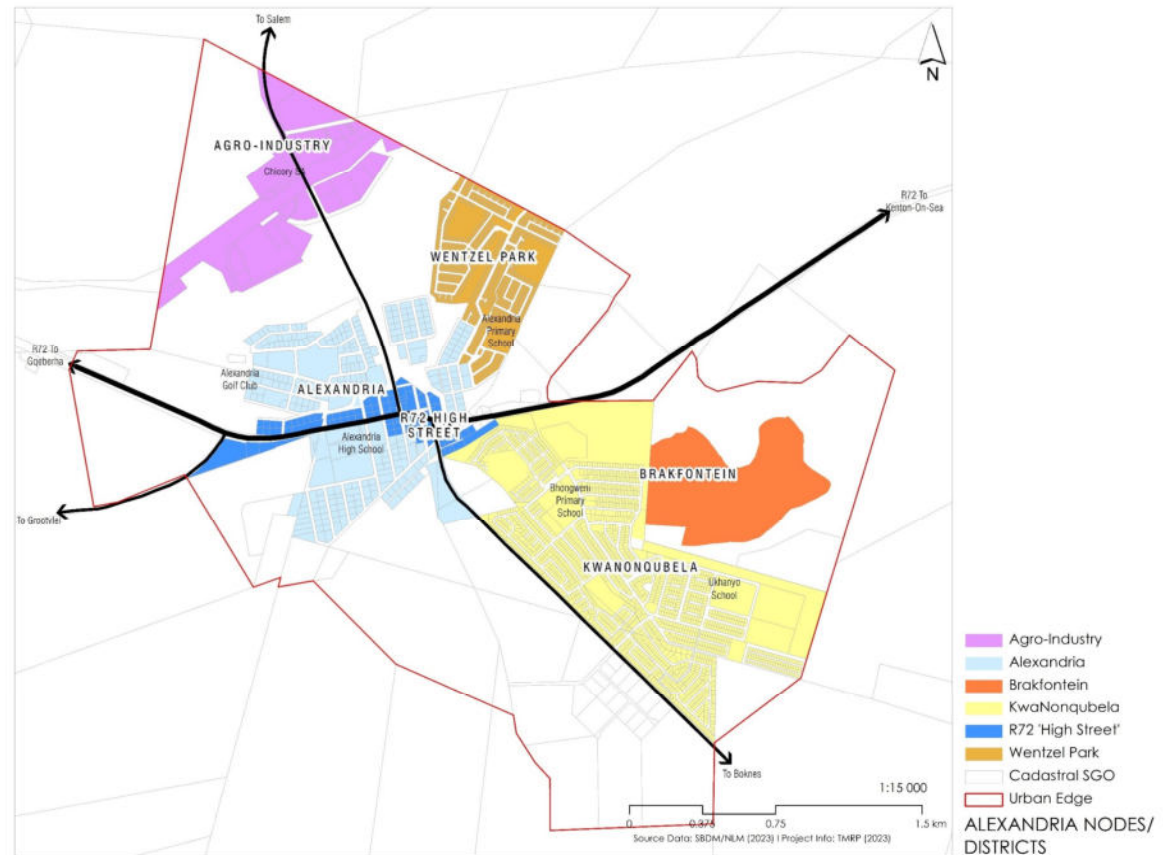


FIGURE 9-7 NODES AND DISTRICTS OF ALEXANDRIA

9.7 The Alexandria Open Space System

Ecosystems, made up of natural and transformed environmental assets, deliver numerous services and benefits (eco-system services) to human communities (i.e. vital services of food, clean air, oxygen, water, pollination, flood protection, tourism, recreation, resources etc. (Figure 9-8: Ecosystem Services Concept) and they provide vital buffers to increasing climate change impacts (i.e. flooding, droughts, fires etc.). These assets are contained within, and dependant on, the individual and collective functionality of the different habitats within an area.



FIGURE 9-8: ECOSYSTEM SERVICES CONCEPT²

The network of habitats within the town of Alexandria is made up of both natural untransformed habitats (i.e. rivers, forests, wetlands, grass lands, woodlands, etc.) and transformed habitats (e.g. sports fields, agricultural fields, small holdings, residential properties, school fields, public space etc.). The habitats are contained in “Cores” and “Corridors” (below) and collectively operate as the town’s open space system.

The habitats fall on land that is either publicly or privately owned and if managed appropriately as “ecological infrastructure” they are able to form an integrated and robust “green infrastructure system” that will deliver the ecosystem services and benefits.

The quality of the services and benefits of the “green infrastructure system” is directly dependent on the functionality of the network assets and accordingly each element of the system needs to operate efficiently and effectively as a part of the bigger environmental system surrounding the town.

This system must be continually protected, rehabilitated, enhanced and expanded wherever possible.

Key objectives of the “Town ecosystem” are.

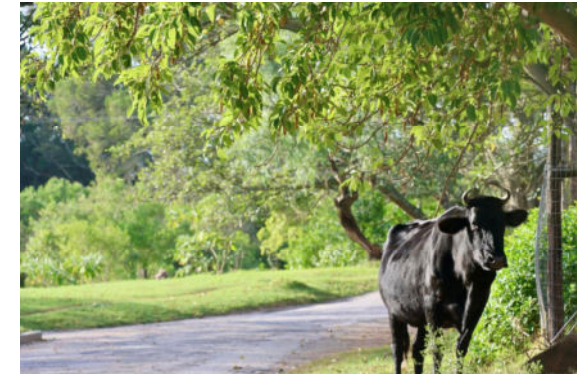
- Protect and Enhance Biodiversity resources and capacity.
- Build Resilience to Environmental Shocks.
- Provide for Sustainable Livelihoods.
- Create an integrated Cultural, Recreational and Tourism Asset
- Maintain the character of the town and Ndlambe Municipality as an extension of the Eastern Cape Coastal Corridor.

Figure 9-9: Open Space Elements that follows indicates a long-term open space system that should be built into the town’s SDF and referred to as an informant to any detailed planning for new developments.

² <https://ecology.fnal.gov/ecosystem-services/>

TABLE 9-3: ALEXANDRIA OPEN SPACE ELEMENTS

HABITAT GROUP	OPEN SPACE ELEMENTS		ROLE OF ASSET
	Cores	Corridors	
NATURAL HABITATS	Large Untransformed Habitats i.e. grasslands, wetlands, woodlands, forests, water bodies, etc.	Linear assets such as Rivers, Streams and associated floodplains	Protect and Enhance Biodiversity resources and capacity. Build Resilience to Environmental Shocks. Provide for Sustainable Livelihoods. Create an integrated Cultural, Recreational and Tourism Asset
AGRICULTURAL HABITATS	Large and Small Farms that are used for extensive agriculture practices that contain various habitats and soil resources and/or provide tourism attractions through sale of food, animal farms etc.		
PUBLIC SPACE HABITATS	Public Sports Fields and Large Parks, Large portions of undeveloped land	Rail Lines, Electricity Servitudes	
	Squares and small parks	Linear parks, Public Roads, Streets, Lanes, Pedestrian Ways,	
	Large Utility Installations	Linear Utility Servitudes	
PRIVATE SPACE HABITATS	Institutions, Schools, Undeveloped Land, Private Sports Fields	Private Roads and Streets	
	Individual even although transformed land and not classified as either environmental asset or open space do have either gardens and/or small open spaces which can function as part of the ecological habitat. If they can be managed in terms of planting, storm water and alien control they will support the other major public and private assets listed above.		



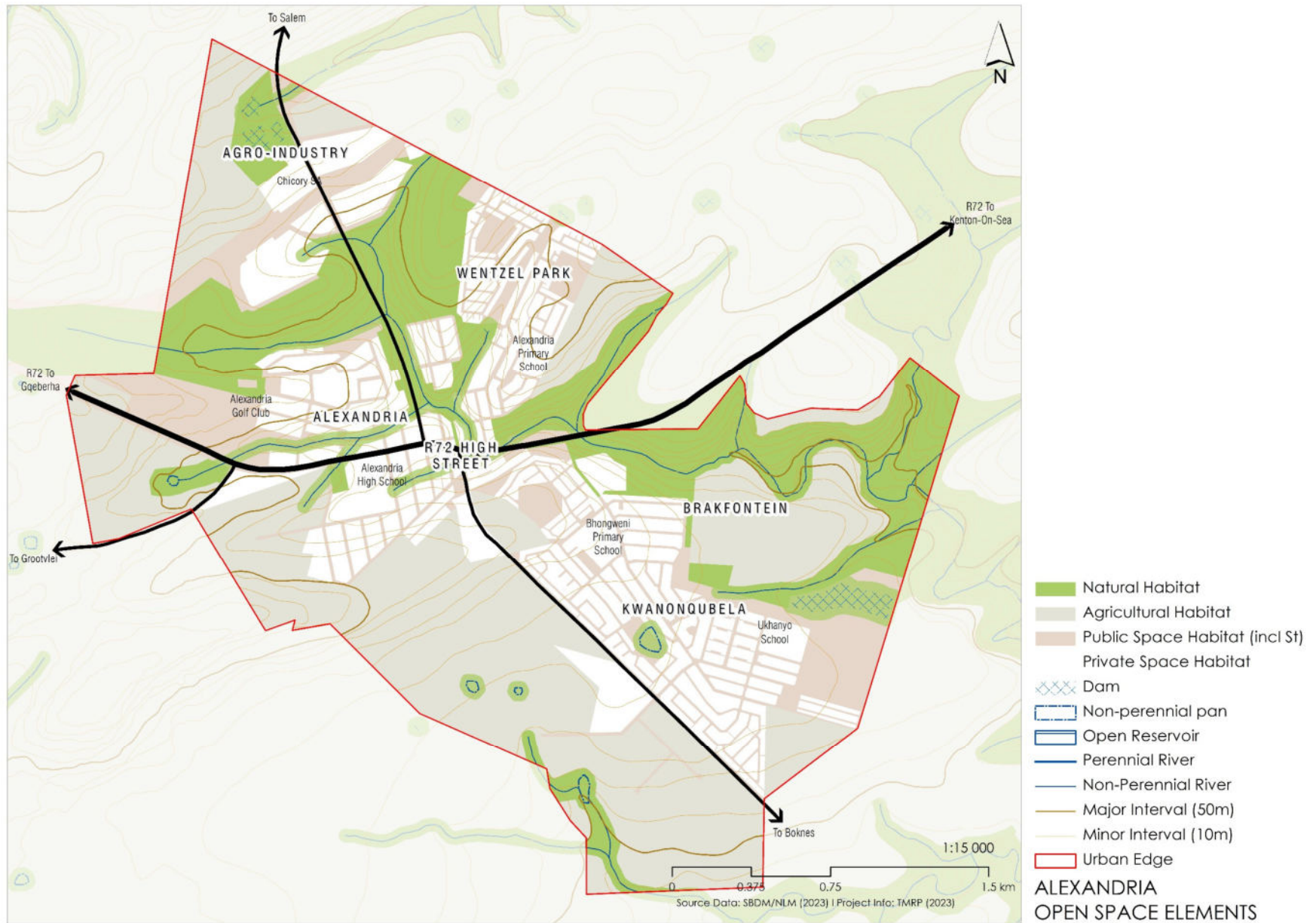


FIGURE 9-9: OPEN SPACE ELEMENTS

PART 04 | PRECINCT PLANS



10 PROPOSED PRECINCT AREAS

The next phase of the project involves the Preparation of a Precinct Plan for a mixed use Precinct for each town identified in Town together with the preparation of 3D visualisations and a Business Plan for each.

The proposed Precinct Areas for the two towns are as follow:

10.1 Port Alfred Proposed Precinct (24ha)

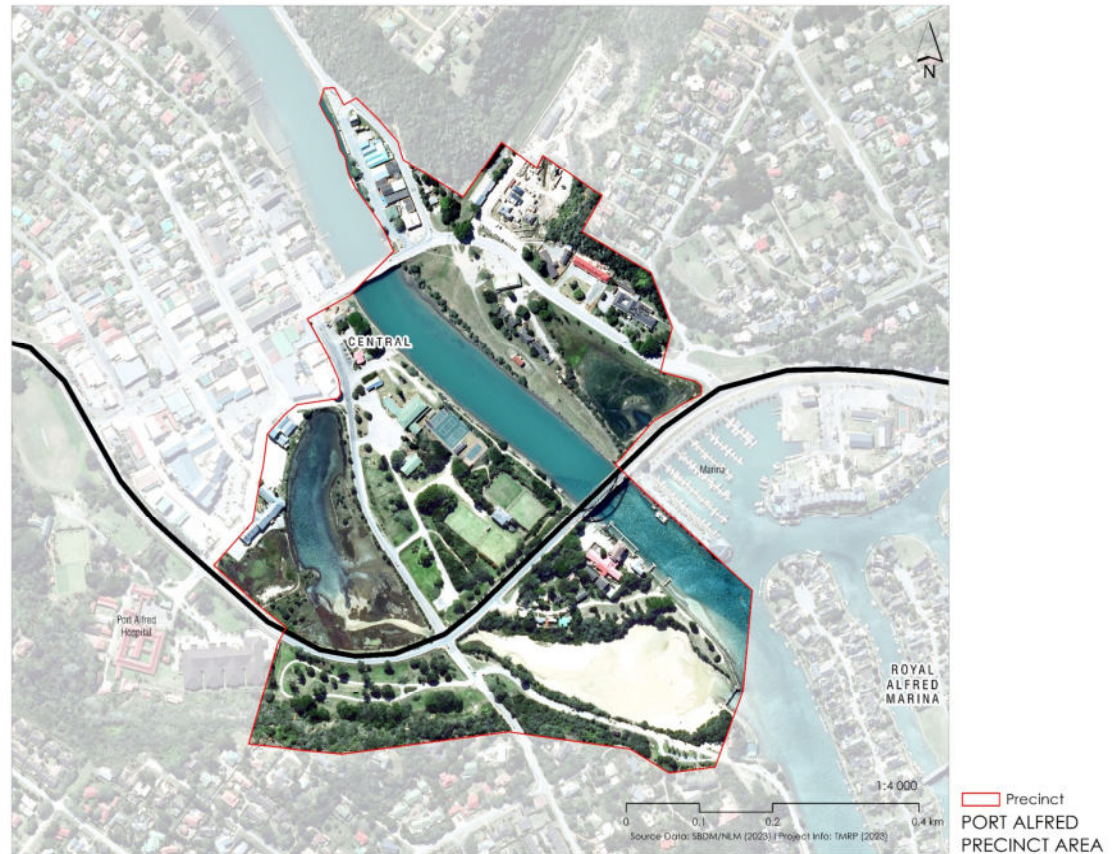


FIGURE 10-1: PROPOSED PORT ALFRED PRECINCT

10.2 Alexandria Proposed Precinct (42ha)

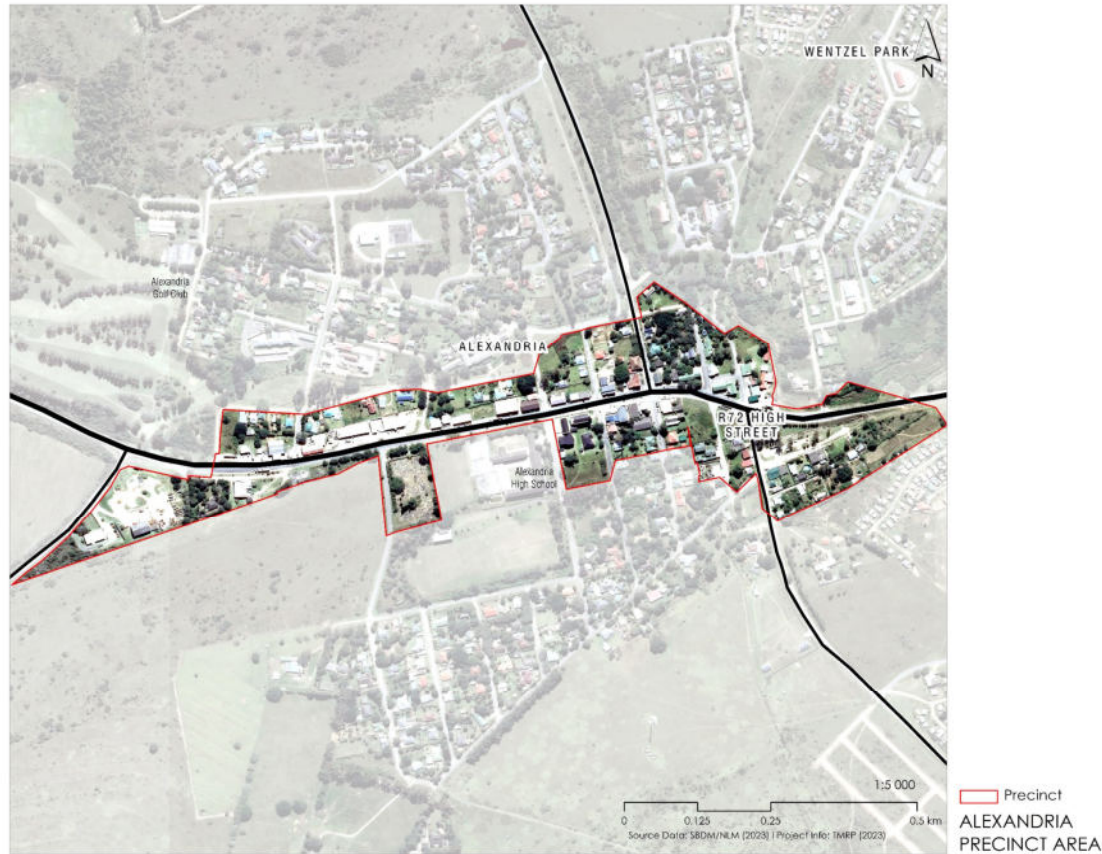


FIGURE 10-2: PROPOSED ALEXANDRIA PRECINCT