FIVE YEAR
INTEGRATED HUMAN SETTLEMENTS PLAN
2012/2013 – 2016/17

“Where the World Meets the World”
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<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>Accreditation</td>
<td>Accreditation is a concept within the Housing Act, 1997; Housing Code, 2000; and DORA, 2005. Accreditation as a concept relates to entities and their approval for a particular purpose in accordance with certain criteria.</td>
</tr>
<tr>
<td>Assignment</td>
<td>Assignment is a concept in the Constitution, and relates to the permanent transfer of functions (including the authority in respect thereof) to another level of government. In terms of this policy framework, municipalities become accredited for the assignment of specific housing functions. The constitutional basis and framework for accreditation is to be found in this concept.</td>
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<tr>
<td>BEPP</td>
<td>Built Environment Performance Plan</td>
</tr>
<tr>
<td>BNG</td>
<td>Breaking New Ground: the Housing Strategy for sustainable human settlements, approved by Cabinet in September 2004</td>
</tr>
<tr>
<td>CRU</td>
<td>Community Residential Units</td>
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<td>FSHS</td>
<td>Free State Department of Human Settlements</td>
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<tr>
<td>HDA</td>
<td>Housing Development Agency</td>
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<tr>
<td>HSS</td>
<td>Housing Subsidy System</td>
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<tr>
<td>IDP</td>
<td>Integrated Development Plan</td>
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<tr>
<td>IHSP</td>
<td>Integrated Human Settlements Plan</td>
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<tr>
<td>IS</td>
<td>Informal settlements: those areas that are not formally planned but are illegally occupied by the dwellers. Element of illegality recognises allocations by the traditional authority with the powers to do so.</td>
</tr>
<tr>
<td>MMM</td>
<td>Mangaung Metropolitan Municipality</td>
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<tr>
<td>NDP</td>
<td>National Development Plan</td>
</tr>
<tr>
<td>NUSP</td>
<td>National Upgrading Support Programme</td>
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<tr>
<td>SDF</td>
<td>Spatial Development Framework</td>
</tr>
<tr>
<td>UISP</td>
<td>Upgrading of Informal Settlements Programme</td>
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<tr>
<td>USDG</td>
<td>Urban Settlements Development Grant</td>
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</tbody>
</table>
1. INTRODUCTION

1.1. Background

The Constitution of the Republic of South Africa (Act 108 of 1996) has given municipalities developmental responsibilities. Sections 152 and 153 of the Constitution provides that local government is responsible for the provision of services to communities in a sustainable manner and must structure and manage its administration, and budgeting and planning processes to give priority to the basic needs of the community.

Chapter 5 of the Municipal Systems Act 32 of 2000 requires municipalities to develop and adopt an Integrated Development Plan (IDP) within its area of jurisdiction. Furthermore, Section 9 of the Housing Act 107 of 1997 states that “every municipality must as part of its integrated development planning processes take all reasonable steps within the national and provincial housing legislation and policy plan and promote an enabling environment for housing development within its area of jurisdiction”.

In line with the background provided above, the Municipality undertook a process to develop the Housing Sector Plan which was adopted by Council in 2004. The 2012/2012 – 2016/2017 Integrated Human Settlement Plan is actually a complete review of the current Housing Sector Plan of 2004 and takes into cognisance all the current legislative imperatives that are relevant in the sector. The main aim of the Mangaung Metropolitan Municipality (MMM) Integrated Human Settlement Plan (IHSP) is to provide a strategic direction for future human settlements developments within the municipal area of jurisdiction.

The plan should provide a strategic context in relation to the human settlements needs of the Mangaung citizens in line with the national and provincial legislation as well as all the national housing programmes.
1.2. Structure and content

This plan is guided by the National Development Plan, 2011; the Comprehensive Plan for the Development of Integrated Human Settlements, 2004 and the Guidelines for the Housing Chapters of Integrated Residential Plans as presented in Part 2 of the National Housing Code 2009. In line with these guidelines, this plan will amongst others deal with:

a) Vision and Mission of the Integrated Human Settlement Plan;

b) Legislative Framework related to the mandate on Human Settlements Development;

c) Alignment with National, Provincial and Local Plans and Strategies including:
   - The Comprehensive Plan for the Development of Sustainable Human Settlements (Breaking New Ground);
   - National Development Plan
   - Outcome 8 Delivery Agreements;
   - Provincial Growth and Development Strategy;
   - MMM IDP and Spatial Development Framework (SDF);
   - Built Environment Performance Plan (BEPP).

d) Situational analysis of Human Settlements in the MMM;

e) Human Settlements Programmes and Projects envisaged and planned for the next 5 years. This will be with coupled with resources required to ensure that the citizens of Mangaung have access to adequate, affordable and efficient human settlements.

The Integrated Human Settlement Plan will be reviewed yearly in line with the Integrated Development Plan processes. This means that the Plan must be seen as a living document that will be tracking achievements on a continuous basis and also outlining challenges and future plans of human settlements during the implementation processes.
1.3. Objectives of Mangaung Metro Integrated Human Settlements Plan

The objectives of the Mangaung Metro Integrated Human Settlements Plan (IHSP) are as follows:

a) To reverse the spatial effects of apartheid;
b) To densify and compact the City;
c) To redress land ownership disparities;
d) To expand the economic base of the City;
e) To address housing backlog;
f) To improve access to basic services;
g) To promote innovation and alternative technologies within sustainable development (human settlements) paradigm.
h) To ring-fence arable land for food security;
i) To guide the prioritisation of human settlements projects.

1.4 Human Settlements Development Logic

The City is guided by the following development logic to achieve the objectives:

<table>
<thead>
<tr>
<th>Land Assembly</th>
<th>Township Establishment &amp; Approvals</th>
<th>Installation of Services</th>
<th>Construction</th>
<th>Transfer &amp; Handover</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Constraint:</strong> • Well located land</td>
<td><strong>Constraint:</strong> • Regulatory approval process</td>
<td><strong>Constraint:</strong> • Bulk infrastructure • Regulatory restrictions</td>
<td><strong>Constraint:</strong> • Construction materials escalation</td>
<td><strong>Constraint:</strong> • Administrative capacity and regulation</td>
</tr>
<tr>
<td>03 to 06 months</td>
<td>12 to 18 months</td>
<td>06 to 24 months</td>
<td>03 to 06 months</td>
<td>01 to 10 months</td>
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</table>
2. VISION AND MISSION

Apartheid left a terrible spatial legacy in the country. Since 1994, housing policies, in some instances have reinforced the spatial divide by placing low-income households on the periphery of the city, far from economic activities.

Reversing the country’s spatial inheritance, even with sound and sensible policies is likely to take decades. It is for this and other reasons that Government has changed its strategy from the delivery of housing to the creation of sustainable human settlements. Human settlements means the totality of the human community - whether city, town or village - with all the social, material, organizational, spiritual and cultural elements that sustain it. The fabric of human settlements consists of physical elements and services to which these elements provide the material support.

To realize this, it is imperative that the entire municipal machinery, including all key stakeholders become part of the delivery value chain to promote and create sustainable human settlements. The City undertakes to explore opportunities for major transit oriented development linked to economic and job creation opportunities along the N8 Corridor and on public and private land that promotes integration. Settlement patterns in the City should meet the needs and preferences of the citizens and should take into account broader social, environmental and economic interests. Travel distances within the City need to be shorter, meaning that a larger portion of ordinary people within the City should live closer to their places of work, and in instances where public transport is used, it must be safe, reliable, affordable and energy efficient. This means that the City should embark on denser mixed developments. In rural areas, settlements patterns must balance the social, cultural and agricultural needs of those families. To this end, this is the City’s Vision relating to Human Settlements:
### Vision

“Towards Integrated and Sustainable Human Settlements in MANGAUNG by 2030”

### Mission

- To develop sustainable human settlements which are socially and spatially integrated:
  - characterized by mixed-development initiatives through efficient and effective resource allocation;
  - in partnership with the private sector, other spheres of government and agencies as well as the communities;
  - to ensure that the citizens have access to settlements where they can live, work and play.

### Strategic Thrusts

- Reversing the City’s spatial inheritance;
- De-racialisation of the City’s built environment;
- Promotion of Mixed Land Use Development Initiatives;
- Upgrading of informal settlements;
- Improvement of access to basic services;
- Facilitation of the provision of housing for the people in the “gap market” i.e. R3500 to R15 000 per month;
- Acquisition of well located public and private land for low-income and affordable housing for city compaction by increasing densities;
- Consolidation of the brown field settlements including in-fill developments;

### LEGISLATION AND POLICY CONTEXT


The Constitution of South Africa has given new Municipalities, established after December 2000, a number of developmental responsibilities. The Bill of Rights contained in the Constitution of the Republic of South Africa entrenches certain basic rights for all citizens of South Africa, including: ‘The right to ... access to adequate
housing’ (Section 26). The Constitution broadly defines the role for each sphere of government as follows:

a) National Government must establish and facilitate a sustainable housing development process for the entire country.

b) Provincial Government must do everything in its power to create and promote an enabling environment for this process.

c) Municipalities must pursue the delivery of housing (within the framework of national and provincial housing legislation and policy).

3.2. The Housing Act, 107 of 1997

The Housing Act supports the aims and goals of the Constitution. It sets out the general principles of housing development that the three spheres of government must adhere to, encourage and promote. The Act gives the City the primary development responsibility and advises on how to achieve sustainability, integration, consultation, good governance, empowerment, equity and the optimal use of resources. Section 9(1)(f) of the Act obliges the City to ‘as part of the municipalities’ process of integrated development planning, take all reasonable and necessary steps within the framework of national and provincial housing legislation and policy to initiate, plan, coordinate, facilitate, promote and enable appropriate housing development in its area of jurisdiction.’

Part IV of the Act specifically requires municipalities to compile housing strategies and targets as part of their IDPs. To this end, the Act informs the compilation of the Integrated Human Settlements Plan (IHSP).

In line with section 156 of the Constitution of South Africa, section 10 of the Housing Act 107 of 1997 also states that any municipality can be accredited to administer the National Housing Programmes if these functions can be delivered effectively within the
particular municipality. The accreditation, and ultimately assignment, of municipalities to administer national housing programmes on behalf of provinces seeks to achieve two inter-linked objectives:

- Co-ordinated development (horizontal integration).
- Accelerated delivery (vertical integration).

3.3. The Municipal Systems Act 32 of 2000

The Municipal Systems Act, 2000 (MSA) requires all municipalities to compile Integrated Development Plans (IDPs) that will guide all their planning, budgeting and management decisions. Apart from the legislative requirement to compile IDPs municipalities are also expected to compile Sector Plans such as the Human Settlements Plan, Infrastructure Plan, and all must be in line with the Spatial Development Framework of the municipality which should form part of the IDPs.

The Municipal Integrated Development Planning is the mainstream process by which South African municipalities plan their activities and allocate resources to their development priorities and strategies. The municipal IDP delineates how its budget will be spent over a specific financial year, on what and where. It is a collaborative and consultative plan, formed after a thorough process of public participation. It identifies strategic focus areas on which to concentrate its activities over the next five years, with the creation of integrated human settlements being one of these.

3.4. The National Housing Code, 2009

The National Housing Code sets the underlying policy principles, guidelines, norms and standards which apply to Government’s housing assistance programmes introduced since 1994. The City’s human settlements strategies are guided by a policy framework that is contained in the National Housing Code. The Code is the
government’s overall vision for human settlements in South Africa and provides guidelines on how to achieve sustainable human settlements.


The BNG specifies the role that South Africa’s municipalities must play in the creation of sustainable human settlements. The City’s IHSP is developed within the context of this plan. In the main, the plan envisages that the supply of State-assisted housing should respond to the demand for different housing typologies. Further, the plan provides that the City must ensure that new developments facilitate spatial restructuring in accordance with its Spatial Development Framework and that efforts are made to effect densification, integration and the development of social and economic infrastructure.

There are other enacted laws that impact on human settlements development; viz:

- The Municipal Finance Management Act, 2003
- Prevention of Illegal Eviction from and Unlawful Occupation of Land Act, 1998
- The Housing Consumers’ Protection Measures Act, 1998
- The National Environmental Management Act, 2009
- Land Use Management Scheme (LUMS)

4. ALIGNMENT WITH NATIONAL, PROVINCIAL AND LOCAL STRATEGIES

4.1. Alignment with the National Development Plan and Housing Strategies

The National Development Plan acknowledges that transforming human settlements is a huge and complex agenda. It requires far-reaching policy changes and shifts in households, business and institutional practices. Some of these changes are noted in the National Housing Strategy which in the main is premised on the Comprehensive Plan for the Development of Sustainable Human Settlements, “Breaking New
“Ground” (BNG). The main objective of the BNG is to move away from the provision of shelter towards facilitating the development of sustainable human settlements which have all the social and economic amenities such as transport facilities, health, education, recreational facilities and where they are closer to work opportunities. The BNG identified the following interventions to support the development of sustainable human settlements:

a) **Progressive Informal Settlements Eradication** by adopting a phased in-situ upgrading approach where possible, in line with international best practises. The plan therefore, supports the eradication of informal settlements through in-situ upgrading in desired locations and relocation where development is not feasible or desirable;

b) **Promotion of Densification and Integration** to ensure that the previously disadvantaged and poor are integrated into the city and enjoy the benefits that the city offers. This approach will ensure more integrated, functional and environmentally sustainable human settlements.

c) **Enhance Spatial Planning** whereby sustainable human settlements must be undertaken within a broader spatial restructuring framework in response to the previous dispensation spatial plans that divided and marginalised communities. This requires that greater coordination and alignment of various planning instruments and economic policies to contribute towards the development of sustainable human settlements;

d) **Enhance the location of new housing projects** to undo and restructure the apartheid spatial settlement patterns. In order to have access to well located land, the BNG identified interventions including accessing well-located state-owned and para-statal land, acquisition of well-located land for housing development, funding for land acquisition and introducing fiscal incentives to support the development of well-located land for housing development;
e) **Supporting Urban Renewal and Inner City Regeneration** to resuscitate declining urban areas. The municipalities are required to support urban renewal and inner-city regeneration by encouraging social (medium-density) housing;

f) **Developing social and economic infrastructure** to move away from housing-only approach towards the more holistic development of human settlements including the provision social and economic infrastructure; and lastly

g) **Enhancing the Housing Product** to ensure appropriate quality in both urban and rural environments through enhancing settlement design, housing design and the quality of the house.

4.1.1. **Outcome 8 Delivery Agreement: Sustainable Human Settlements and Improved Quality of Household Life**

Government has agreed on **12 OUTCOMES** as a key focus of work until 2014. Each outcome has a number of measurable outputs with targets. Each output is linked to a set of activities that will help achieve the targets and contribute to the outcome. **Outcome 8** deals with Sustainable Human Settlements and an Improved Quality of Household Life and **Outcome 9** deals with a responsive and accountable, effective and efficient local government system. This IHSP will focus mainly on Outcome 8. At National level, critical outputs emanating from Outcome 8 include:

*Output 1: Upgrading 400 000 units of accommodation within informal settlements,*

*Output 2: Improving access to basic services,*

*Output 3: Facilitating the provision of 600 000 accommodation units within the gap market for people earning between R3 500 and R12 800,* and

*Output 4: Mobilising well located public land for low income and affordable housing with increased densities on this land and in general.*
The Free State Province is expected to upgrade 26 400 households in well located informal settlements with access to basic services and secure tenure; develop 5 280 well located and affordably priced rental accommodation; expand the National Upgrading Support Programme six (6) municipalities and ensure the accreditation of one (1) Metropolitan Municipality.

These Outputs must find expression in the Mangaung’s Integrated Human Settlements Plan (IHSP) and local targets must be set to deliver national targets. The City’s IHSP is therefore developed within the context of these legal and policy provisions. It is intended to be a well-resourced guide that will help the Municipality to achieve the objective of housing the homeless. Through the IHSP the Municipality will be able to stimulate the local economy, create an environment for local job creation and address the needs of the aged, street kids, the disabled and HIV/AIDS affected. Furthermore, through consciously planned human settlements projects in keeping with the Human Settlement Development Logic; the Municipality will correct the spatial disparities of the apartheid era and ensure integration of efforts between human settlements and other infrastructural services provided within the City.

4.2. Alignment with the Provincial Housing Strategies

4.2.1. Free State Provincial Growth and Development Strategy

The vision of the Free State is that “by 2030, the Free State shall have a resilient, thriving and competitive economy that is inclusive with immense prospects for human development anchored on the principles of unity, diversity, equality and prosperity for all”. The Growth and Development Strategy is based on the following key pillars namely:

a) Economic Restructuring, Growth and Employment creation,

b) Education, Innovation and Skills Development,
c) Improved Quality of Life,
d) Sustainable rural development,
e) Build Social Cohesion, and
f) Good governance.

Under pillar three i.e. Improved Quality of Life, driver 9 talks about the facilitation of sustainable human settlements.

<table>
<thead>
<tr>
<th>Facilitate sustainable human settlements</th>
<th>Promote and support the development of integrated, inclusive, sustainable human settlements</th>
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<tbody>
<tr>
<td></td>
<td>Accelerate and streamline township establishment processes and procedures to ensure sustainability</td>
</tr>
<tr>
<td></td>
<td>Ensure that municipalities, councillors, officials, the community at large and private sector role players are capacitated to accelerate human settlement development</td>
</tr>
<tr>
<td></td>
<td>Provide individual subsidies and housing opportunities to beneficiaries in accordance with housing programmes: Credit-linked subsidies, Enhanced People’s Housing Process, Individual subsidies, Community Residential Units, Social Housing, Farm worker residence, Pre-1994 housing stock</td>
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</table>

4.2.2. Free State Human Settlements Plan

Currently the Free State Province does not have a Human Settlement Plan but rather a Business Plan per financial year. The Business Plan is a low level plan for the programmes that the province intends to implement in the next financial year and could therefore not be used for this purpose. As soon as the provincial plan is in place, this plan will be reviewed accordingly.
4.3. Alignment with the Municipal Development Strategies

The City’s 2004 Housing Sector Plan (HSP) sought to correct the spatial disparities of the apartheid era through consciously planned housing projects, and to ensure that integration happens between housing and other service provision such as infrastructure development, roads, transport, education, health, safety and security as well as other myriad municipal services. This Integrated Human Settlement Plan is actually the review of the HSP and is aligned to other key and strategic documents as noted below:

4.3.1. Mangaung Metropolitan Municipality Integrated Development Plan

The vision of Mangaung is that “By 2030 Mangaung Metropolitan Municipality is recognised as a globally safe and attractive municipality to live, work and invest”. The objectives of the MMM IDP are:

a) Service delivery excellence within and around MMM;
b) Stimulating integrated and sustainable economic development prospects;
c) Improve and sustain financial, human resource excellence and management excellence; and
d) Evolve institutional excellence through a thoroughgoing institutional re-engineering, effective leadership and effective long range development planning.

In achieving these objectives in relation to human settlements, the MMM intends to reduce the housing backlog and promote sustainable human settlements, avail land for socio-economic development, create new erven to promote sustainable human settlements, effectively manage the built environment, promote access to efficient public transport system, provide basic services and ensure a clean environment.
4.3.2. Mangaung Metropolitan Municipality Spatial Development Framework

The MMM Spatial Development Framework (SDF) serves as the main intervention tool as far as spatial planning and creating a more compact and efficient built environment are concerned. More specifically the SDF is aimed at:

- Supporting an efficient movement system;
- Supporting sustainable Environmental Management;
- Initiating and implementing Corridor Development;
- Managing Urban Growth and densification;
- Delineating an urban development boundary; and
- Development of strategically located land.

An important point to note is the fact that the SDF is geared towards promoting a **compact city model** in terms of urban development, including settlement densification and the imposition of an urban edge to maximise the utilisation of infrastructure capacity. All the housing projects within the Bloemfontein City are developed with the urban edge to ensure that the existing infrastructure is fully utilised.

4.3.3. Mangaung Metropolitan Municipality Economic Development Strategy

Local economic development is regarded as one of the key priorities for the MMM, as indicated in the Integrated Development Plan (IDP) for the Municipality. The Municipality plays an important role in creating the right conditions for sustained growth, and taking this responsibility at heart the MMM has developed an **Economic Development Strategy (EDS)** to facilitate and fast track economic growth. The vision for this strategy is as follows:

*"We envisage Mangaung as a powerful regional economic centre, a world class African city that is built on the foundation of a dynamic, vibrant, sustainable and investor-friendly economy."*
In fulfilling this vision a number of key thrusts and programmes have been identified through the EDS and the municipality is busy implementing many of these programmes. Some of the programmes identified include the N8 corridor development initiative and the diversification of the local economy into a balanced assortment of economic sectors. To this effect, Mangaung has made a commitment with the private sector and parastatals to strike economic partnerships to invigorate lagging sectors. The City’s economy plays host to a number of parastatals such as Eskom, Transnet and Telkom, which are also the major employers in the city’s economy.

4.3.4. Mangaung Metropolitan Municipality Transport Links Strategy

4.3.4.1. Basic Transport Planning Principles

In order to address the transport needs of the Mangaung population effectively, certain fundamental principles and strategies have been adopted to guide planning processes and to facilitate the development of sustainable urban settlements, served by properly integrated public transport systems. The key planning principles that are applied to achieve this are as follows:

a) Creating shorter trip lengths

This will be pursued by:

- Supporting land uses which generate employment in close proximity to residential concentrations along development corridors.

- Supporting higher density residential development near transport termini and stations.

- Identifying and promoting functional mixed land use areas where applicable.

- Promoting higher density residential development near employment areas.
• Directing land use planning towards the establishment of a more compact urban structure by means of densification and infill planning to prevent urban sprawl.

**b) Facilitating Higher Residential Densities**

This will be realised by:

• Supporting applications for the subdivision of land;
• Supporting applications for higher density residential development;
• Supporting applications for second dwellings; and
• Planning/initiating multi-dwelling unit residential developments.

**c) Encouraging a rational de-concentration process**

This will be achieved by:

• Supporting nodal development at employment nodes and modal transfer centres along existing and future transport corridors, while simultaneously maintaining the accessibility and vitality of Central Areas by supporting and promoting development there.
• Encouraging the provision of employment generating land uses such as office parks, industrial areas and retail centres at localities accessible to public transport routes.

**4.3.4.2. Public Transport**

The key strategic transport priorities of MMM are captured in the vision as contained in the city’s **Integrated Transport Plan (ITP)**, which reads as follows:

“By 2015 Mangaung is recognised nationally and internationally as a safe and attractive place to live, work and invest, is served by an effective, efficient, reliable, safe, affordable and convenient transport system with a public transport focus, providing high levels of mobility and accessibility for the movement of people and goods, with a focus on integrated strategic planning between spatial development,
transportation systems and economic development to enhance the quality of life in the area with minimum negative impact on the environment”.

The sustainability of all urban settlements strongly depends on the availability of an efficient, reliable, convenient, affordable and properly integrated public transport system serving the area. For this reason, much emphasis is placed on the effective integration of land use and transportation planning in MMM with the view of developing sound policy frameworks and strategies that cater for the mobility needs of all communities within the MMM area.

4.3.4.3. Public Transport Strategy for Urban Development

The success of any urban development in terms of public transport provision is dependent on the effective integration of land use planning and public transport planning of these developments. Government’s requisite in prioritising public transport planning over private transport planning, necessitates that public transport strategies be incorporated in the design of urban settlements.

i) Motorised Public Transport

Bus and mini-bus taxi are the predominant motorised public transport modes used within the Mangaung Metropolitan Municipal area. Public transport strategies required to enhance and promote motorised public transport in urban settlement development include:

- Giving higher priority to public transport than private transport by ensuring that adequate public transport services are provided;
- Enhancing the effective functioning of the municipality through the integrated planning of public transport infrastructure and facilities, public transport operations and public transport services;
- Directing employment opportunities and activities, mixed land uses and high density residential development into high-utilisation public transport corridors, interconnected through development nodes within the corridors;
- Discouraging urban sprawl, which tends to undermine effective public transport services
- Giving priority to infilling and densification along public transport corridors;
- Enhancing access to public transport services by ensuring that these services are reachable within 500m from any point inside a urban development settlement; and
- Along major corridors sufficient road reserve (sidewalk space) should be provided allowing for the provision of taxi- and bus- stop lay-by.

ii) Special Category Passengers

The needs of special categories of passengers must be considered in planning and provision of public transport infrastructure, facilities and services by:

- Planning and designing public transport services in such a manner that appropriate modes should be selected and planned for on the basis of where they have the highest impact on reducing the total systems cost of travel. The BRT system is an example of a public transport service which effectiveness and expected use in an urban settlement development needs to be investigated before implementation;
- Provide public transport services, facilities and infrastructure to integrate the different modes of land transport. MMM plans to start with the compilation of IRPTN plans for the municipal area which will play a pivotal role in integrating various modes of public transport effectively. The ITF in the Bloemfontein CBD, recently completed, is an example of a facility that will play a fundamental role in integrating public transport modes;
– Public transport functions must be integrated with related functions such as land use and economic planning and development through, amongst others, development of corridors and densification and infilling, and transport planning must guide land use and development planning;
– Plan urban settlement developments by taking existing public transport routes and strive-lines into consideration;
– Maximise the convenience and comfort of the public transport system;
– Maximise the security and safety of the public transport system;
– Maximise the affordability and efficiency of the transport system and infrastructure;
– Provide an environmentally sound public transport system by minimising the environmental impact and maximising the quality of life of communities;
– Minimise travel time by all modes of transport; and
– Minimise public transport infrastructure and mode capital cost.

iii) Non-motorised Public Transport

Walking is by far the most predominant mode of non-motorised public transport in Mangaung Metropolitan Municipal area. In the design of urban settlement development, the following non-motorised public transport strategies are applicable:
– Providing sufficient sidewalk space (road reserve widths) in township layouts to accommodate pedestrians safely
– Provide sufficient road reserve widths along major corridors to allow for the design of median islands for safer pedestrian crossings
– Along major corridors sufficient sidewalk space should be provided allowing for the provision of pedestrian walkways and bicycle routes separated/protected from vehicular traffic
- Locating land uses in the planning of township layouts in such a manner as to reduce pedestrian strive-lines across major corridors as far as practically possible
- Locating schools, community centres and other land uses generally attracting and associated with large number of pedestrian not adjacent to, but also not too far from major corridors to be easily accessible for public transport
- Provide ample sidewalk widths around schools erven, community centres and other land uses generally attracting and associated with large number of pedestrians.

4.3.5. Mangaung Metropolitan Municipality Environmental Management Plan

Environmental management is a vital function of the Mangaung Metropolitan Municipality. The Municipality recognises the need to protect the social, natural and economic resources on which the area’s future development and quality of life depends with strategies focusing on biodiversity, water, energy and waste. This approach makes it mandatory to use resources wisely to maximise opportunities for sustainable growth and development at present and in the future.

Responding to and preparing for climate change, Energy Management, Reducing emissions, managing water, minimizing and reusing waste are key areas that will require strategic planning for implementation and alignment with international and national requirements and treaties in order for the municipalities to embrace the Millennium Development Goals and Local Agenda 21 targets centered on Sustainable Development efforts. These are all issues that the municipality will engage in to form partnerships with retailers, property developers, manufacturers and/or office based organizations to achieve an effective Environmental Management System.
Business operations, products and services, supply chains and real estate commitments are all being redefined as a result to meet environmental policy commitments. The metropolitan municipality will be engaging in various activities with stakeholders to:

- Prepare climate change adaptation and mitigation plans;
- Advise on the sustainable design of products and services, and helping stakeholders to influence supply-chains to account for climate change and resource constraints;
- Minimise energy demand and greenhouse gas emissions;
- Utilise emissions trading schemes and offsets;
- Develop and approve sustainable infrastructures for energy, waste and water within buildings and larger developments;
- Devise waste minimisation and reuse strategies;
- Develop water footprints and appropriate action plans; and
- Understand and comply with all the relevant legislation or by-laws in its area.

4.3.5.1 Climate Change Action Plans as a Waste Reduction Strategy

The MMM intends to adopt climate action plans that incorporate waste reduction as a strategy to reduce GHGs. The stakeholders e.g. Hospitals in the area can take advantage of information from these plans and apply it in developing and striving to reach their own goals. Some suggestions are listed here:

- Set waste diversion targets to reduce materials use and waste generation reduces emissions associated with energy-intensive extraction of materials, transportation, and methane emissions from landfills (conversion to electricity has been researched).
- Set purchasing targets that favour products made of materials that minimize life cycle energy and environmental impacts.
• Measure and track emissions. Tools are available to track, for example, recycling benefits versus land filling.
• Support best practices at your local landfill. For example, a cover can be used for methane capture, or at least methane collection and burning, to reduce GHG emissions.
• Set targets for the recycling of construction and demolition debris and reuse of salvaged building materials.
• Compost food and landscaping waste.
• Set targets for electronics recycling. Choose manufacturers that are making significant strides in climate change reduction performance and that support the collection of electronics when they are no longer being used.

The MMM will be implementing in full the Air Quality Management function in accordance with Air Quality Act, 2004 (Act 39 of 2004), and the Atmospheric Emissions Licensing Authority (AELA) referred to in section 36(1), (2), (3) or (4). The City will be responsible for implementing the licensing system set out in Chapter 5 of the Air Quality Act, 2004 by implementing Air Quality Framework and potentially set its emission standards. The City’s Environmental Management Unit will therefore strategically focus on:
• Generation of energy from waste (analysis report completed):
  • Solid Waste Management
  • Environmental Policy and Education
  • Climate Change adaptation and mitigation

It is noted that there’s increasing regulatory focus and consumer interest on sustainability issues, and in particular on water re-use, nutrient recycling, energy generation and climate change. Practical mechanisms for realizing multiple co-benefits
from human generated (waste) resources are increasingly being sought out. One such application is the use of on-site anaerobic digestion systems, which co-digest multiple domestic waste streams including for example sewage, food waste, and grass cuttings to produce a methane rich gas (biogas).

4.3.6. Mangaung Metropolitan Municipality Built Environment Performance Plan

The Urban Settlement Development Grant (USDG) not only plays a significant role in improving the built environment in Mangaung, but also has a major impact in stimulating economic growth in the area. Considering the huge demands highlighted in the preceding paragraphs, the financial part of the grant provides much needed support to address essential public and community services, as well as to comply with critical municipal responsibilities.

In addition to the financial support, the USDG policy serves as an excellent guideline to improve the institution as a whole. More specifically, the outcome based approach and performance indicators have already assisted the Municipality tremendously in improving overall management and performance within the organization. Parallel to the Local government Strategic Agenda, the USDG will continuously assist the Mangaung Metropolitan Municipality with achieving its primary development priorities identified in the IDP.

The strategic objectives of the Municipality to striking a balance between providing well located serviced land to poor communities and ensuring economic growth and job creation at the same time, are to;

- Identifying appropriately located land which can be serviced cost effectively;
- creating sustainable human settlements through undertaking housing developments with secure tenure, which establish and maintain habitable, stable and sustainable public and private residential environments;
• ensuring viable households and communities in areas allowing convenient access to economic opportunities, health, educational, social amenities, potable water, adequate sanitary facilities and domestic energy supply;
• correcting spatial disparities through cautiously planned developments and ensure that integration takes place between housing and other service sectors such as the economy, infrastructure development, roads, transport, education, health, safety and security, as well as other myriad municipal services.

5. MUNICIPAL SITUATIONAL ANALYSIS

5.1. Development Character

The Mangaung Metropolitan Municipality is characterised by three different land use types including formalized stands in urban areas, small holdings and farms. The size and number of land units are indicated in the Table below.

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Land Units</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>%</td>
</tr>
<tr>
<td>Formal Stands</td>
<td>172,603</td>
<td>96.37</td>
</tr>
<tr>
<td>Small Holdings</td>
<td>2,632</td>
<td>1.47</td>
</tr>
<tr>
<td>Farms</td>
<td>3,867</td>
<td>2.16</td>
</tr>
<tr>
<td>Undetermined</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>179,102</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Surveyor General

Bloemfontein has a strong pattern of segregation between North and South whereby the railway line has induced an access barrier between employment opportunities and
the poor. Bloemfontein is a former whites-only town as exemplified by high levels of development, whilst Mangaung Township historically served as a major settlement for black inhabitants. This development pattern is still very evident today and people have to travel long distances from disadvantaged areas to the CBD and surroundings for employment opportunities.

**Botshabelo** was spatially designed along a major access route that runs in a north/south direction through the centre of the area creating a linear urban form. This creates a problem to the southern-most communities who need to travel up to 8km to access economic opportunities.

**Thaba-Nchu** has a scattered settlement pattern with 37 villages surrounding the urban centre – some as far as 35km from the centre.

Figure 1: Development pattern of MMM
5.2. Population Demographics in Mangaung Metropolitan Municipality

The population figure for Mangaung has increased from 645 440 in 2001 to 747 431 in 2011, which indicates a growth rate of 15, 80 % over the last ten years. In the eyes of the City, this is a very conservative figure and further in-depth studies should be conducted. Table 2 provides a breakdown of the population profile.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>645440</td>
<td>752906</td>
<td>747431</td>
<td>16.65</td>
<td>-0.73</td>
<td>15.80</td>
</tr>
<tr>
<td>Households</td>
<td>185 013</td>
<td>202762</td>
<td>231921</td>
<td>9.59</td>
<td>14.38</td>
<td>25.35</td>
</tr>
</tbody>
</table>


The number of households increased from 185 013 in 2001 to 231 921 in 2011, representing 25, 35% increase. The increase in the population and household sizes can be ascribed to migration of people seeking better livelihood opportunities from other towns in the Free State Province, other provinces as well as from neighbouring sovereign countries like Lesotho. It is expected that the population expansion trend will continue given that the Municipality is regarded as a regional hub for development.

As far as population distribution is concerned, more than half of the population is concentrated in the Bloemfontein area (52%), followed by Botshabelo (28%), Thaba Nchu (14%). The rural area has the lowest concentration of people (6%) as indicated in the Figure below.
5.3. Level of Infrastructure and other services within the Metro Municipality

The City’s successful delivery of sustainable human settlements is largely dictated by the availability of adequately serviced land. At this stage, this means that the delivery in this area will be enhanced by the successful implementation of Urban Settlements Development Grant, the Human Settlements Development Grant as well as own capital funding. Indeed a lot of work has been done over the years in terms of servicing erven in the City. Although the bigger percentage; over 92% of all erven in Mangaung have access to water on stands and the remaining 8% has access to water in terms of Reconstruction and Development Programme (RDP) standards (access within 200m radius), the need is still high to provide water connection to the remaining erven. There is also a bigger challenge to address the sanitation backlog, in particular those erven without minimum RDP sanitation. It is estimated that less than 1% of all stands are still using the bucket system and 28% the pit latrines.
Some urban areas are also using the pit latrines while other residents do not have access to any basic municipal service. A total of 40% of main arterial roads and 60% of access streets need upgrading. Only 7% of the erven needs electricity connections. Due to its relatively high state of development, Bloemfontein inevitably attracts more migrants, especially in the township of Mangaung.

This state of affairs results in incessant services backlog. For example, backlogs for water stood at 8.7%, 6.9% for sanitation, 15% for roads and 26% for storm water in 2009 (MMM, 2010).

The following three tables indicate service levels and backlogs for water, sanitation, roads and storm water respectively.

Table 3: Water service levels and backlogs, as at 31 March 2012

<table>
<thead>
<tr>
<th>Water</th>
<th>Bloemfontein</th>
<th>Botshabelo</th>
<th>Thaba Nchu</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Stands</td>
<td>99 469</td>
<td>50 618</td>
<td>23 251</td>
<td>173 338</td>
</tr>
<tr>
<td>Water Connection (stands)</td>
<td>88 964</td>
<td>47 048</td>
<td>19 476</td>
<td>155 488</td>
</tr>
<tr>
<td>Connection (No meter) (stands)</td>
<td>479</td>
<td>479</td>
<td></td>
<td>479</td>
</tr>
<tr>
<td>No Services (stands)</td>
<td>89</td>
<td>2 761</td>
<td></td>
<td>2 850</td>
</tr>
<tr>
<td>Water Network Only (stands)</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Communal Standpipes (stands)</td>
<td>2 996</td>
<td>3</td>
<td>881</td>
<td>3 880</td>
</tr>
<tr>
<td>Not Developed (stands)</td>
<td>6 955</td>
<td>0</td>
<td>1 970</td>
<td>8 925</td>
</tr>
<tr>
<td>Parks (stands)</td>
<td>461</td>
<td>323</td>
<td>47</td>
<td>831</td>
</tr>
<tr>
<td>Total Water</td>
<td>99 465</td>
<td>50 614</td>
<td>22 374</td>
<td>172 453</td>
</tr>
<tr>
<td>Water Connection Backlog (stands)</td>
<td>10 505</td>
<td>3 570</td>
<td>3 775</td>
<td>17 850</td>
</tr>
<tr>
<td>Estimated installation unit cost (R/stand)</td>
<td>R 8 000</td>
<td>R 8 000</td>
<td>R 8 000</td>
<td>R 8 000</td>
</tr>
<tr>
<td>Estimated Network Cost (R million)</td>
<td>R 84.040</td>
<td>R 28.560</td>
<td>R 30.200</td>
<td>R 142.800</td>
</tr>
<tr>
<td>Water Connection Backlog (stands)</td>
<td>10 505</td>
<td>3 570</td>
<td>3 775</td>
<td>17 850</td>
</tr>
<tr>
<td>Estimated Bulk Installation Cost (R/stand)</td>
<td>R 7 190</td>
<td>R 7 190</td>
<td>R 7 190</td>
<td>R 7 190</td>
</tr>
<tr>
<td>Estimated Bulk Cost (R million)</td>
<td>R 75.531</td>
<td>R 25.668</td>
<td>R 27.142</td>
<td>R 128.342</td>
</tr>
<tr>
<td>Total Water Cost (Network and Bulk) (R million)</td>
<td>R 159.571</td>
<td>R 54.228</td>
<td>R 57.342</td>
<td>R 271.142</td>
</tr>
</tbody>
</table>

Source: Alleviation of Backlogs Report, 2012
Table 4: Sanitation service levels and backlogs, as at 31 March 2012

<table>
<thead>
<tr>
<th>Sanitation</th>
<th>Bloemfontein</th>
<th>Botshabelo</th>
<th>Thaba Nchu</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne (stands)</td>
<td>87 437</td>
<td>16 284</td>
<td>6 874</td>
<td>110 595</td>
</tr>
<tr>
<td>VIPs (stands)</td>
<td>2 103</td>
<td>20 642</td>
<td>13 241</td>
<td>31 605</td>
</tr>
<tr>
<td>Pit Latrines (stands)</td>
<td>2 913</td>
<td>14 772</td>
<td>503</td>
<td>18 188</td>
</tr>
<tr>
<td>Buckets (stands)</td>
<td>344</td>
<td>1 131</td>
<td>4</td>
<td>1 479</td>
</tr>
<tr>
<td>Not Developed (stands)</td>
<td>5 559</td>
<td>2 761</td>
<td>790</td>
<td>9 110</td>
</tr>
<tr>
<td>Parks (stands)</td>
<td>461</td>
<td>323</td>
<td>47</td>
<td>831</td>
</tr>
<tr>
<td><strong>Total sanitation</strong></td>
<td><strong>98 817</strong></td>
<td><strong>55 913</strong></td>
<td><strong>21 459</strong></td>
<td><strong>171 888</strong></td>
</tr>
<tr>
<td>Waterborne Backlog (stands)</td>
<td>11 380</td>
<td>39 629</td>
<td>14 585</td>
<td>65 594</td>
</tr>
<tr>
<td>Estimated installation unit cost (R/std )</td>
<td>R 27 000</td>
<td>R 27 000</td>
<td>R 27 000</td>
<td>R 27 000</td>
</tr>
<tr>
<td><strong>Estimated Network Cost (R million)</strong></td>
<td><strong>R 307.260</strong></td>
<td><strong>R 1 069.983</strong></td>
<td><strong>R 393.795</strong></td>
<td><strong>R 1 771.038</strong></td>
</tr>
<tr>
<td>Waterborne Backlog (stands)</td>
<td>11 380</td>
<td>39 629</td>
<td>14 585</td>
<td>65 594</td>
</tr>
<tr>
<td>Estimated Bulk Installation Cost (R/std )</td>
<td>R 8 380</td>
<td>R 8 380</td>
<td>R 8 380</td>
<td>R 8 380</td>
</tr>
<tr>
<td><strong>Estimated Bulk Cost (R million)</strong></td>
<td><strong>R 95.364</strong></td>
<td><strong>R 332.091</strong></td>
<td><strong>R 122.222</strong></td>
<td><strong>R 549.678</strong></td>
</tr>
<tr>
<td><strong>Total Sanitation Cost (Network and Bulk)(R million)</strong></td>
<td><strong>R 402.624</strong></td>
<td><strong>R 1 402.074</strong></td>
<td><strong>R 516.017</strong></td>
<td><strong>R 2 320.716</strong></td>
</tr>
</tbody>
</table>

Source: Alleviation of Backlogs Report, 2012
Table 5: Roads and Storm water backlogs, as at 31 March 2012

<table>
<thead>
<tr>
<th>Existing Developments</th>
<th>No House Units</th>
<th>Length (m)</th>
<th>Unit cost</th>
<th>Total estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>MMM Road backlog</td>
<td>167,779</td>
<td>1186400</td>
<td>R 6,500</td>
<td>R 7,711,600,000</td>
</tr>
<tr>
<td>MMM Storm water Backlog</td>
<td>830480</td>
<td>830480</td>
<td>R 3,500</td>
<td>R 2,906,680,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Informal settlements</th>
<th>No House Units</th>
<th>Length (m)</th>
<th>Unit cost</th>
<th>Total estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bloemfontein</td>
<td>31627</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roads</td>
<td>790675</td>
<td>790675</td>
<td>R 6,500</td>
<td>R 5,139,387,500</td>
</tr>
<tr>
<td>Storm water</td>
<td>553472.5</td>
<td>553472.5</td>
<td>R 3,500</td>
<td>R 1,937,152,000</td>
</tr>
</tbody>
</table>

| Botshabelo            | 6928           |            |           |                      |
| Roads                 | 138560         | 138560     | R 6,500   | R 900,640,000        |
| Storm water           | 110848         | 110848     | R 3,500   | R 387,968,000        |

| Thaba-Nchu            | 3284           |            |           |                      |
| Roads                 | 65680          | 65680      | R 6,500   | R 426,920,000        |
| Storm water           | 52544          | 52544      | R 3,500   | R 183,904,000        |

<table>
<thead>
<tr>
<th>Future Developments</th>
<th>No House Units</th>
<th>Length (m)</th>
<th>Unit cost</th>
<th>Total estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 Land Parcels</td>
<td>13671</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roads</td>
<td>273420</td>
<td>273420</td>
<td>R 6,500</td>
<td>R 1,777,230,000</td>
</tr>
<tr>
<td>Storm water</td>
<td>218736</td>
<td>218736</td>
<td>R 3,500</td>
<td>R 765,576,000</td>
</tr>
</tbody>
</table>

Source: BEPP, 2012
Storm water management remains a big challenge for the Municipality, since continued urbanization interferes with the natural discharge of storm water. The volumes of discharge, as well as peak flows, increase radically in comparison with undeveloped areas. The objective of storm water management is to limit development in sensitive areas and to provide guidelines for development in order to limit peak flows or to convey storm water in a controlled manner. Precautionary measures are included in the Storm water Management System (SMS), in terms of which the relevant directorate is responsible to identify and prioritize projects, as well as to find solutions for problems via hydrological modelling.

5.3.1 Refuse Removal

The dumping sites in the Municipality have been upgraded to comply with the relevant Section of the Environment Conservation Act. This process entailed the rezoning of land utilised for land-filling, access control, computerised weighbridge with control room, area for off-loading by small and private vehicles, offices, ablution facilities for workers, proper fencing to have security and access control and access roads. A total of R19 million has been budgeted to improve the conditions at the dumping sites i.e. Northern Landfill Site, Southern Landfill Site, Botshabelo Landfill Site and also the closing of the Thaba-Nchu Landfill site.

In terms of refuse removal, the municipality is currently having a backlog and the intention is to eradicate this backlog within the next three years to ensure that even the households in the informal settlements have access to refuse removal services. Plans are also afoot to introduce waste reclamation centres where waste will be transformed into something valuable; for example turning organic waste into compost; used tyres into oil and building debris into building materials.
5.3.2 Cemeteries

The primary objective of the Cemeteries Division is to provide graves and crematoria services to the residents of Mangaung in accordance with their cultural requirements. The municipality further aims to provide sustainable, innovative, affordable service informed by the national guidelines and policies as well as MMM by-laws.

The shortage of burial space is a national challenge facing many municipalities especially those in the urban areas. Rapid urbanisation and high mortality rate especially to the scourge of HIV/AIDS has put a lot of pressure on the existing cemetery facilities. Compounding to the shortage of cemeteries is the fact that a cemetery is more than just a burial place but also has cultural significance amongst many cultures. As a result, there is often resistance among communities to adopt alternative ways of disposing of the dead such as sharing of graves, cremation and others and subsequently making it difficult to deal with land shortage for this service.

Mangaung Metropolitan Municipality has a total of 18 cemeteries with twelve in Bloemfontein, three in Botshabelo and three in Thaba-Nchu and furthermore, there is one crematorium that has been outsourced. The status of the cemeteries is explained in more detail in table 7 below.

Table 6: Status quo of cemeteries in MMM

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Conditions of roads, fence and ablution facilities</th>
<th>Size</th>
<th>Utilization</th>
<th>Estimated life span</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southpark</td>
<td></td>
<td>Roads fairly good in some sections and bad on others, fence good, ablution facilities vandalised</td>
<td>88 ha</td>
<td>Over utilized, 80 burials per week on average</td>
<td>2 years</td>
</tr>
<tr>
<td>Bainsvlei</td>
<td>Bainsvlei</td>
<td>Roads and fence are average, ablution good</td>
<td>17ha</td>
<td>Underutilized, 5 burials per week on average</td>
<td>10 years</td>
</tr>
<tr>
<td>Bloemspruit</td>
<td>Bloemspruit</td>
<td>bad roads and dilapidated fence</td>
<td>8.5ha</td>
<td>Full, only top on top burials</td>
<td>Full</td>
</tr>
<tr>
<td>Name</td>
<td>Location</td>
<td>Conditions of roads, fence and ablution facilities</td>
<td>Size</td>
<td>Utilization</td>
<td>Estimated life span</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------</td>
<td>---------------------------------------------------------------------------------------------------------------------</td>
<td>-------</td>
<td>----------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Hither heights</td>
<td>Heidedal</td>
<td>Good roads and fence no ablution facilities</td>
<td>8ha</td>
<td>Full, only top on top burials</td>
<td></td>
</tr>
<tr>
<td>Memoriam (Crematorium side)</td>
<td>Monument Road</td>
<td>Good roads, fence no ablution facilities</td>
<td>16ha</td>
<td>Full, only top on top burials</td>
<td>Full</td>
</tr>
<tr>
<td>Memoriam (Railway side)</td>
<td>Monument Road</td>
<td>Good roads, fence no ablution facilities</td>
<td>11ha</td>
<td>Full, only top on top burials</td>
<td>Full</td>
</tr>
<tr>
<td>Phahameng</td>
<td>Phahameng</td>
<td>Fence good, roads average, no ablution</td>
<td>496ha</td>
<td>Full, only top on top burials</td>
<td>Full</td>
</tr>
<tr>
<td>Storm Avenue</td>
<td>Bainsvlei</td>
<td>Fence not good, no ablution facilities, roads not bad</td>
<td>3.9ha</td>
<td>Underutilized; there is 1 burial per week on average. Caters for farm workers and unidentified bodies.</td>
<td>5 years</td>
</tr>
<tr>
<td>President Brand</td>
<td>Rhodes Avenue</td>
<td>Good roads and fence, no ablution facilities</td>
<td>4.2ha</td>
<td>Full</td>
<td>Full</td>
</tr>
<tr>
<td>Batho</td>
<td>Batho</td>
<td>Graves no longer visible only open veld</td>
<td>Not available</td>
<td>Graves no longer visible only open veld</td>
<td>Graves no longer visible only open veld</td>
</tr>
<tr>
<td>Hamilton</td>
<td>Ehrlichpark</td>
<td>Good roads and fence (no ablution block yet)</td>
<td>50ha</td>
<td>Full</td>
<td>Full</td>
</tr>
<tr>
<td>Botshabelo old</td>
<td>Botshabelo</td>
<td>Good just one nice big block no roads, fence and ablution facilities</td>
<td>Not available</td>
<td>Full</td>
<td>Full</td>
</tr>
<tr>
<td>Botshabelo (current)</td>
<td>Botshabelo</td>
<td>Fair roads ablution facilities vandalised, no fencing</td>
<td>130ha</td>
<td>Optimally utilized</td>
<td>3 years</td>
</tr>
<tr>
<td>Botshabelo (new)</td>
<td>Botshabelo</td>
<td>Development in progress. There is a dispute about site</td>
<td>231ha</td>
<td>Not yet operational</td>
<td>30 years</td>
</tr>
<tr>
<td>Selosesha</td>
<td>Thaba Nchu</td>
<td>Good -roads, fence ablution</td>
<td>10ha</td>
<td>Optimally utilized</td>
<td>5 years</td>
</tr>
<tr>
<td>Town Cemetery</td>
<td>Thaba Nchu</td>
<td>Bad roads, dilapidated fence and vandalized ablution blocks</td>
<td>4ha</td>
<td>Full, only top on top burials</td>
<td>Full</td>
</tr>
<tr>
<td>Thaba Nchu (new)</td>
<td>Thaba Nchu</td>
<td>Roads good, no fencing and ablution block yet</td>
<td>65ha</td>
<td>Not yet operational</td>
<td></td>
</tr>
<tr>
<td>Crematorium</td>
<td>Monument Road</td>
<td>Good roads, fence, ablution facilities</td>
<td>n/a</td>
<td>Optimally utilized</td>
<td>n/a</td>
</tr>
</tbody>
</table>
In addition to these cemeteries, there are also 45 cemeteries in the rural trust areas and are under the control of Barolong Tribal Authority. Subsequently, the municipality does not play an active role in the burials in these areas.

Infrastructure is the main challenge at the cemeteries in the three towns and more resources are needed to constantly improve these cemeteries to keep up with the increasing number of people using these facilities over the burial periods. Cemeteries in the three towns are easily accessible to the community, although in some instances the road infrastructure is not in good condition due to lack of proper maintenance. The location of the South Park Cemetery in Bloemfontein near the dumping site raises security problems from loitering people who scavenge at the dumping site. There is a need to identify more land for cemeteries in the City. Due to the population growth from urbanisation and natural growth, the MMM intends to consider and promote alternative burial methods such as cremation, recycling, mausoleums, alkaline hydrolysis, etc. In the main, the City is moving towards regionalising the cemeteries where one cemetery will cater for all the burial needs of a community in a region (Bloemfontein, Botshabelo and Thaba Nchu) rather than having these small and scattered cemeteries which put a lot of strain on the maintenance budget of Cemeteries. This process is unfolding at this stage.

5.3.3 Electricity

CENTLEC is responsible for providing electricity in Mangaung Metro. All formalized areas within Mangaung have been provided with electricity and technically there are no shortages. However, not all informal areas have been provided with electricity. In order to facilitate the provision of electricity in informal areas, Government has through the Department of Minerals and Energy set up strategies and guidelines to encourage service providers to electrify unproclaimed/informal settlements by making a contribution.
towards the cost of connection and treating these connections as part of Government’s electrification targets. The initiative to support the electrification of the unproclaimed/informal areas was sanctioned by then Minister of Minerals and Energy, as a strategy to eradicate backlog and ensure “Universal Access” by 2012.

For a number of years Centlec’s infrastructure network has been perceived to be one of the best in the country. It is now evident by a number of faults occurring on the system that the utility is experiencing problems with its ageing infrastructure due to the lack of investing on network strengthening projects and its maintenance plans. The utility has now incurred a substantial backlog on both capital and maintenance projects. With the Capex budget cuts experienced for the past seven years it has been very difficult for the CENTLEC to clear the backlogs on maintenance and network strengthening projects that maintains a constant, reliable electricity supply to the communities of Mangaung. The lack of investing in the main back bone projects is also a contribution factor to the outages that are being experienced in recent years. It is important to note that Mangaung Municipality will also need a reliable electricity supply for all new developments that are mushrooming around the N8 corridor and the surrounding areas.

When a development within the urban area occurs it is necessary to do electrical design in such a manner that will make provision for electrical supply capacity for a number of years to come. The ongoing growth due to the new developments over the years results in electrical load growth as well. The Municipality has budgeted R210 million in the MTREF to upgrade and build Distribution Centres to increase the capacity of electricity to deal with the backlog and also future developments. The following are projects that have been earmarked and committed in the MTERF period in terms of bulk electricity:
• Clover DC located closer to the airport node to support the developments in these areas;
• Shannon DC located along the N8 to support development along the N8 corridor development and smallholdings on the east of Bloemfontein city;
• Meriting DC located south-east of the city in the township to upgrade capacity to supply electricity in the south-eastern part the township;
• Vista Park DC located in the south of Bloemfontein city to supply electricity for new developments including areas of Hillside View, Vista Park, Lourierpark, etc;
• Fichardtpark DC located on the south western part of Bloemfontein city to upgrade the supply of electricity for existing and future developments in this part of the city;
• Cecelia DC located on the west of the Bloemfontein city to support new developments including the Cecelia mixed-development and the industrial areas in Kwaggafontein;
• Tempe DC to supply electricity in the area of Brandwag and the surrounding suburbs;
• Botshabelo Eskom connection and extension to substation to upgrade for current and future developments.

5.4. Level of Socio-economic amenities within the Metro Municipality

The provision of socio-economic amenities closer to communities is one of the cornerstones of achieving sustainable human settlements. The spatial disparities discussed earlier demonstrate that the City must work very hard in certain disadvantaged areas to provide socio-economic amenities such as recreational facilities, clinics, hospitals, schools, libraries, police stations, shopping facilities, etc.
The provision of erven for socio-economic amenities has been done through the town planning standards whereby these amenities are provided for in the layout plans of the settlements. However, the level of these amenities is different based on the spatial location whereby the best amenities are found in the northern part of the Bloemfontein region, whereas in the new townships accommodating poorer communities there are backlogs. A closer look at these facilities now follows as well as work being done by the City to improve the situation.

5.4.1 Parks
The City Vision with parks is “To have an attractive, clean, green and healthy environment in the Mangaung that will serve as the basis for sustainable economic development and enhance the quality of life for present and future generations”. There are 883 areas zoned as public open spaces within the City of which 158 of these areas are developed into recreational spaces catering for the recreational needs of the community.

For parks, the City is using an A/B/C/D classifications system which relates directly to the developmental status of each of the open spaces.

- An “A” developed park is a fully developed open space with the entire parks infrastructure and is averaged at 3 hectares and bigger in size. It is also referred to as a regional park.

- B developed parks are less developed; with only the basic parks infrastructure and are smaller in size, less than 3 hectare in size.
• C developed parks are classified as small neighbourhood parks and are less than one hectare in size. Basic infrastructure exists on these parks and these areas cater for the immediate recreational needs of the community in a street or adjacent streets (with a 10 minute walking distance). These are the spaces which are always under severe pressure in terms of utilization and puts severe pressure on the City in terms of maintenance and upkeep.

• D parks are just natural open spaces with no infrastructure (veld grass and trees). These areas serve mainly as green belts and referred to as green “lungs” of the City.

Current and future plans to ensure an attractive, clean, green and healthy environment in the City include the development of new parks in Bloemfontein; Botshabelo and Thaba Nchu. These parks are currently being budgeted for and their development will commence during the 2013-14 financial year.

The City has taken a resolve that street trees shall remain the integral part of greening, and the City’s mission is to strive to have all streets planted with indigenous trees. Community ownership is promoted in this regard in terms of maintaining the newly planted trees. All entrances into the City are also very high on the priority list in terms of upgrading and beautification. It is also a priority within the City and the Integrated Human Settlement Plan that:

• All streets (pavements) are planted with indigenous trees as soon as the entire basic infrastructure is established.

• At least one A / B classified park be established that will serve the community within a two (2) kilometre radius.

• The C classified parks be limited as far as possible and to have an A/B park per area.

• At least 10% of a human settlement area is kept open for the community to utilise for recreational activities. Those areas must be greened with trees and natural veld grass which will serve a “green lungs” for that particular area.

• Local area greening plans (LGP) are developed which will address the greening and recreational issues of a particular area.
5.4.2 Educational Facilities

The municipality does not have a lot of problems with the provision of schools in the city and the old township areas. The schools have been provided for in terms of the town planning standards and in most instances the challenge is the physical provision of the school due to budget constraints and lack of proper co-ordination between the municipality and the Department of Education. The best schools with good facilities are found in the Bloemfontein city and in the high-income suburbs while the former black townships don’t have access to such schools with the facilities found in the “former white areas”. The following are the town planning standards for the provision of educational facilities in the settlements:

- 0.013 hectares per crèche for 900 residential dwelling units or population of 5,000 people with standard of minimum walking time of 20 minutes.
- 0.500 hectares per primary school for 600 residential dwelling units or population of 5,000 people with standard of minimum walking time of 30 minutes;
- 1.000 hectares per secondary school for 1,200 residential dwelling units or population of 6,600 people and no standard walking time is specified;

As already mentioned above, there is enough provision for schools in the settlements however the children in the previously disadvantaged areas have to travel long distances to attend school. This can be attributed to financial constraints from the Department of Education to construct new schools, low density of the settlements and also the lack of proper co-ordination and integrated planning between the municipality and the Department of Education. Since sports is part of learning and very much linked to education, the municipality plans to integrate education facilities with sports facilities to ensure efficiency of land and distances to facilities. The municipality aims to have schools i.e. both primary and secondary within a radius of
1000 metres within the next five years however, this will require a more compact urban form and structure to ensure that these facilities are optimally utilised. Currently the Department of Education has identified three areas i.e. Caleb Motshabi, Bloemside Phase 6 and Botshabelo West within the MMM for construction of new schools in the MTREF period.

5.4.3 Health Facilities

Similar to education facilities, health facilities are also provided in terms of the town planning standards however, there is a huge backlog in terms of clinics especially in new settlements in the south-eastern part of Bloemfontein, the western settlements of Botshabelo and in the rural trusts of Thaba-Nchu. The municipal plan is to ensure that the health facilities especially primary healthcare i.e. clinics are within a radius of 1 000 metres in the urban settlements and the provision of mobile clinics at least twice a week in the rural areas to improve access to health care services within the next five years.

5.4.4 Public Service Facilities

Public Service Facilities includes amenities such as libraries, community centres, post offices, police stations, etc. These facilities are also important for the development of human settlements and are in shortage in the south-eastern part of Bloemfontein region and also in Thaba-Nchu and Botshabelo. For instance, there is only one public library in Thaba-Nchu and also about four in Botshabelo which is far below the required standards.

Similar to other amenities discussed above, these amenities are provided for in the layout plans in most instances however, budgetary constraints have made it difficult for government to construct such amenities. The plan of the municipality is to use the Urban Settlement Development Grant (USDG) and other funding streams available
such as the Neighbourhood Development Programme Grant to build multi-purpose centres to accommodate these amenities within easy access to all the residents. This will require enhanced settlement planning and moving away from the old township development and thereby encouraging efficiency and greater access to amenities with limited resources. The target of the municipality is to at least build about four multi-purpose centres in the poor areas of the municipality such as Caleb Motshabi/Kgotsong, Botshabelo West and the Grassland area to improve access of the poor to integrated public services amenities in the next five years.

5.4.5 Malls as part of Integrated Human Settlements

The Brandwag is a residential area whose status is placed under pressure by the relocation of business development from the CBD towards a westerly direction and various other factors associated thereto. The area has a central location in regard to the main business activities in Bloemfontein and as such provides huge opportunities for high-density social housing based on this location in relation to educational and business centres.
The City declared this area a designated restructuring zone, meaning that it is a geographic area identified for targeted and focused investment. There is currently a social housing project under construction in this area and it is developed on land owned by the municipality. This project will be discussed later in this plan.

5.4.6 Swimming pools and tennis courts

The City is intent on becoming the sporting Mecca of the province. Redevelopment and refurbishment of existing facilities in the municipal area have already started in the Bloemfontein region with the Athletics Track; Tennis Courts and Swimming Pools.

Swimming pools and tennis courts form part and parcel of sustainable and integrated human settlements. The City has a fair spread of these facilities in the Bloemfontein region and a noticeable shortage of same in the Botshabelo and the Thaba Nchu regions. In its drive to maintain the existing facilities and to provide in those other areas; the City has started with the upgrading of the stadium swimming pool to the
tune of R 8m in the financial year 2012/13. Further than this, the Heidedal swimming pool is getting a facelift to the tune of R 2m in 2012-13 and R1.1m in 2013-14 respectively. Below is the depiction of Bloemanda Swimming Pool before the and after the upgrade.

![Bloemanda Swimming Pool](image)

The construction of a 20 x 30 swimming pool in Thaba Nchu to the tune of R4.5m is planned for the financial year 2013-14.

### 5.5. Housing Backlog and Need

The City has a huge housing backlog compared with other municipalities in the Free State. More than half of the population in the City resides in Bloemfontein and in particular, in the Mangaung Township area because Bloemfontein is perceived as an economic hub of the City and people believe that there are better work prospects and better living conditions in this region.

The graph below provides the percentage distribution of households by type of main dwelling in the City.
In terms of the graph, the City has experienced an increase in the provision of formal housing; from 71.9% in 2001 to 84.4% in 2011. In the same years the City has experienced a decrease from 23.7% to 14.2% in the informal dwellings. Part of this decrease could be attributed to more formal houses being provided through some of the government housing programmes.

An internal investigation by the Municipality during 2010 revealed that the current housing backlog stands at approximately 53,820 houses in Mangaung, the bulk of which are residing in the Mangaung Township. This figure has increased to 58 820 during 2011, with the demand mainly found in the affordable (Gap), and the rental markets.

The City has not been supplying affordable rental housing over a number of years thus compromising on the opportunity to improve spatial integration, urban efficiency, as well as on opening up economic potential in those planned areas where bulk
infrastructure, like sanitation, water and transport may be under-utilised. It must be noted that the City still has to conduct a full investigation of the housing backlog so as to be able to plan effectively. However, the overall backlog and need across the City suggests that housing situation is characterised as follows:

5.5.1 Low-Income Housing

The low-income housing especially in older parts of the City is characterised by old houses, four-room houses built during the apartheid period as well as the government subsidised houses built since 1994. Added to the above are informal houses in the form of shack structures located either on developed sites, unplanned sites or in the backyard of formal houses. Many of the old houses are no longer suitable for human habitation and are thus a constant risk to the lives of the occupants.

The City has commenced with in situ redevelopment of some of these houses in collaboration with the Provincial Department of Human Settlements. In the area of Batho Township, urban renewal processes have also commenced. Old and dilapidated houses have been demolished and new houses built as part of urban renewal.

![Demolition of dilapidated houses and construction of new ones, MMM](image)

The construction of these new houses will go along with the programme of verifying the legal status of the occupants of these houses and also to enable the formalisation
of full ownership of these houses. Ownership of a number of other four room houses that belonged to the City has also been given to occupants through the discount home-benefit scheme.

5.5.2 Middle to High Income Housing

At this stage the market forces drive the majority of middle to high-income housing within the City, and in particular in Bloemfontein. It is generally characterised by high levels of services, which include metered water and electricity, water borne sewerage and tarred streets. The driving forces of high-income housing are property development and sale with prices comparable to other major urban centres. Financial institutions are active participants in this market. Initiatives within the City to provide for this market will be outlined in later chapters.

5.5.3 Rural housing

Rural housing is found mostly in the Thaba Nchu area as well as on the farms. The City in collaboration with Provincial Department of Human Settlements has provided these rural communities with housing in line with applicable national and provincial policies. To ensure that these communities subsist, the City’s plan is to work with them to repair and rehabilitate the existing irrigation infrastructure; assist in terms of the formation and support of co-operatives; skills development and agro processing. Current initiatives to develop these areas will be discussed later.

The City is also working with the Province to address farm worker housing, especially with regard to the provision of secure tenure to farm dwellers. Tierpoort and Toegekregen farms have been identified for this purpose. Plans to develop these two farms are currently unfolding, and the Province has committed subsidies in this regard. Construction of houses has yet to commence.
5.5.4 Inner City

Although there are residential flats within the inner city of Bloemfontein, the inner city is underutilised for residential settlement. The withdrawal of some companies from the city centre to the western side of Bloemfontein has left some buildings underutilised. These buildings would serve the right purpose to be used for residential occupation. The City is exploring options of redeveloping some of the properties into social housing units.

This strategy to enliven the city is accompanied by strict control measures to pre-empt the degradation of the city and the potential security risk. Mixed use developments have been prioritised in the inner city so that one block of flat can simultaneously provide for business/trading activity, office work and residential. The City has also considered converting some of its rental stock into social housing to promote densification and integration; a good example here is the Brandwag project.

Brandwag Social Housing Project
The Brandwag area, on which the municipal rental stock is located, was declared a designated restructuring zone, meaning a geographic area identified by local authorities and supported by provincial government for targeted, focused investment. Besides providing houses, this project is increasing the social and economic integration of the area in the sense that it is in close proximity to businesses, educational, health and recreational facilities. This project is currently under construction and once completed, it will produce 1 052 rental units purely intended for households earning between R 1 500 and R 7 500.

5.5.5 Informal Settlements

Informal settlements refer to areas that are not formally planned but nevertheless are occupied illegally by the dwellers. At this stage the City is experiencing a huge mushrooming of informal settlements, mainly in the Bloemfontein and Botshabelo regions. In these regions, the City is actually addressing the plight of people who illegally invaded land, put up informal structures; at times in areas which are not promoting integration or habitable, and as such defocusing the City’s development plans to some degree. There are currently approximately 28 informal settlement areas within the City. It is noted that the illegal occupation of land has particularly taken place in areas far away from job opportunities or along public transport routes. Backyard dwellings have also decreased because of this trend. In the City, the situation has promoted urban sprawl and low-density residential developments as opposed to medium to high density developments in the disadvantaged areas.

The Integrated Human Settlements Plan is not intent on expanding on the City’s Strategy in addressing this challenge. It limits itself to identifying all the informal settlements and providing an overview of the status of each informal settlement. It is broadly recognized that responses to the challenge of informal settlement in the Mangaung Metropolitan Municipality need to be multi-pronged, broad based and inclusive of the urban poor.
It is also recognized that such responses need to promote more integrated and sustainable human settlements, promote an efficient urban form and optimize the utilisation of scarce land. Therefore the City, together with the Housing Development Agency (HDA), is developing the Informal Settlements Upgrading Strategy as a stand-alone document but very much component or part of this Integrated Human Settlements Plan. This developmentally focused Strategy will seek to bring about more rapid, equitable and broad based responses to informal settlements challenges in the Metro. The Strategy will ensure that all urban informal initiatives are properly co-ordinated in terms of prioritisation, development planning, resources allocation and implementation. Below is some of the informalities in the area called MK Square and work being done.

Informal settlements on former dumping area with difficult access

Later in this plan it will be clearly demonstrated how the City intends dealing with this uncomfortable situation as well as land pockets identified to address same. As pointed out earlier; Table 7 below provides only an overview of the status of all the informal settlement within the City, the availability of services in each and/or the intended action.
Table 7: List and status of informal settlement within the Mangaung area

<table>
<thead>
<tr>
<th>Settlement Name</th>
<th>Township Status</th>
<th>No. of erven</th>
<th>Planned Action</th>
<th>Availability of Services</th>
<th>Remarks</th>
<th>Time frames/ Outstanding activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bloemside 9 &amp;10</td>
<td>Township approved subject to conditions</td>
<td>4200</td>
<td>In-situ upgrading</td>
<td>Bulk/Water and Sanitation: Comm. S/pipes. No sanitation</td>
<td>None</td>
<td>Planned Action: Communal taps and major roads are provided. There is no basic sanitation and storm water</td>
</tr>
<tr>
<td>2. Bloemside Phase 4</td>
<td>Township approved &amp; awaiting registration with Surveyor-General</td>
<td>91</td>
<td>In-situ upgrading</td>
<td>Roads and Storm water: Comm. S/pipes. No sanitation</td>
<td>None</td>
<td>Planned Action: Waiting for the site layout from MMM Planning</td>
</tr>
<tr>
<td>(Sonderwater)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Kgatelopele</td>
<td>General Plan approved by SG and awaiting opening of township register with Deeds Office</td>
<td>80</td>
<td>In-situ upgrading (81 erven) and relocation for another 70 households</td>
<td>Roads and Storm water: Comm. S/pipes. No sanitation</td>
<td>None</td>
<td>Planned Action: 80 residents have been accommodated with the remaining to be relocated. The area does not have basic sanitation while installation of electricity is underway</td>
</tr>
<tr>
<td>4. Kgotsong/ Caleb</td>
<td>SG plans lodged and awaiting approval</td>
<td>7590</td>
<td>In-situ upgrading</td>
<td>Bulk/Water and Sanitation: Comm. S/pipes. No sanitation</td>
<td>None</td>
<td>Planned Action: Installation is underway (total of 1155 stands were electrified from 2011/12 and 2535 for 2012/13 financial year)</td>
</tr>
<tr>
<td>Motshabi</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. MK Square</td>
<td>Township Board recommended approval of application by the MEC</td>
<td>490</td>
<td>Relocation</td>
<td>Bulk/Water and Sanitation: Comm. S/pipes. No sanitation</td>
<td>None</td>
<td>Planned Action: There are communal taps but no proper roads, storm water and basic sanitation</td>
</tr>
<tr>
<td>6. Kaliya Square and</td>
<td>No township application</td>
<td>190</td>
<td>Relocation</td>
<td>Bulk/Water and Sanitation: Comm. S/pipes. No sanitation</td>
<td>None</td>
<td>Planned Action: Road reserve area and servitude</td>
</tr>
<tr>
<td>Winkie Direko</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Location</td>
<td>Status</td>
<td>Development</td>
<td>Sanitation</td>
<td>Sanitation Status</td>
<td>Status Notes</td>
</tr>
<tr>
<td>-----</td>
<td>------------------------</td>
<td>---------------------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>7</td>
<td>Saliva Square</td>
<td>No township application</td>
<td>118</td>
<td>Relocation</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None (Waiting for the site layout from MMM Planning) Very steep and zoned as a park Few people were accommodated. Excess number to be relocated</td>
</tr>
<tr>
<td>8</td>
<td>Thabo-Mbeki Square</td>
<td>No township application</td>
<td>41</td>
<td>In-situ upgrading</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>9</td>
<td>Jacob Zuma Square</td>
<td>No township application</td>
<td>69</td>
<td>In-situ upgrading</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>10</td>
<td>Magashule Square</td>
<td>No township application</td>
<td>48</td>
<td>In-situ upgrading</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>11</td>
<td>Rankie Square</td>
<td>No application for township submitted</td>
<td>20</td>
<td>Relocation</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>12</td>
<td>Lusaka Square</td>
<td>No application for township submitted</td>
<td>23</td>
<td>Relocation</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>13</td>
<td>Tambo Square</td>
<td>No application for township submitted</td>
<td>20</td>
<td>Relocation</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>14</td>
<td>Codesa 2 and 3</td>
<td>No application for township submitted</td>
<td>15</td>
<td>Relocation</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>15</td>
<td>Joe Slovo</td>
<td>No application for township submitted</td>
<td>50</td>
<td>Relocation</td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>No.</td>
<td>Area</td>
<td>Description</td>
<td>Population</td>
<td>Status</td>
<td>Services</td>
<td>Services Installation Date</td>
</tr>
<tr>
<td>-----</td>
<td>-----------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------------</td>
<td>---------</td>
<td>----------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>16</td>
<td>Bloemside Phase 7</td>
<td>Land acquisition has been finalised and planning is about to commence</td>
<td>2500</td>
<td></td>
<td>Comm. S/pipes. No sanitation</td>
<td>None (Waiting for the site layout from MMM Planning)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In-situ upgrading and relocation</td>
<td></td>
<td></td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Namibia Erf 27921 and 27778</td>
<td>General Plans and awaiting opening of township register</td>
<td>52</td>
<td></td>
<td>Comm. S/pipes. No sanitation</td>
<td>None installed</td>
</tr>
<tr>
<td>18</td>
<td>Grassland Phase 4 (Khayelisha)</td>
<td>Planning to commence after land acquisition</td>
<td>2000</td>
<td></td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>19</td>
<td>Mkhondo</td>
<td>Feasibility to be undertaken</td>
<td>80</td>
<td></td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>20</td>
<td>Botshabelo West</td>
<td>General Plans are approved &amp; awaiting the opening of township register</td>
<td>3700</td>
<td></td>
<td>Comm. S/pipes. No sanitation</td>
<td>None installed</td>
</tr>
<tr>
<td>21-27</td>
<td>Various Settlements in Botshabelo in Sections E, H, G, T, C, F and K.</td>
<td>Opening of township register underway for 80% of these areas</td>
<td>1200</td>
<td></td>
<td>Comm. S/pipes. No sanitation</td>
<td>None</td>
</tr>
<tr>
<td>28</td>
<td>Thaba-Nchu (7 extensions)</td>
<td>Township registers to be opened by DRD&amp;LR as land owners</td>
<td>2480</td>
<td></td>
<td>Township extensions</td>
<td>Comm. S/pipes. No sanitation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>In-situ upgrading</td>
<td></td>
<td></td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

**Total** | **25 156**
5.6 Spatial Location of Informal Settlements

The proliferation of informal settlement is one of the major challenges facing the City. The Figures below provides spatial information on the location of all the informal settlements in the City:

Figure 3: Distribution of Informal Settlements in the Bloemfontein region
Figure 4: Distribution of Informal Settlements in Botshabelo and Thaba-Nchu regions
6. STRATEGIC DEVELOPMENT AND CONSOLIDATION IN THE METRO

The Mangaung Metropolitan Municipality has identified four pillars through which to address spatial segregation and to attain spatial reform. The four pillars for spatial reform are:

a) The N8 Development Corridor;
b) Curbing urban sprawl or outward growth;
c) Targeting strategically located land for mixed development; and
d) Implementing incentive based Land Use Management Regime.

6.1. The N8 Development Corridor

The N8 Development Corridor focuses on three instruments of increasing and improving mobility, igniting nodal development and facilitating linear growth along the corridor. These developments are expected to increase mobility and interdependence and linkages between the three urban centres of the City, i.e. Bloemfontein, Botshabelo and Thaba-Nchu. In addition, the developments are also aiming at ensuring the integration of communities. In terms of increasing mobility, the City is working with National and Provincial government in order to resuscitate the underutilised rail network between Bloemfontein and Lesotho. This development is expected to reduce the pressure on the road infrastructure and also reduce road transport along the N8.

The N8 Development Corridor is currently anchored on two major City driven nodal development, namely:

- Airport Development Node
- Botshabelo and Thaba Nchu Development Node
The Airport Nodal development will contribute positively towards the development of integrated sustainable human settlements with a variety of land-uses and housing typologies built in one development.
The airport node has already passed the conceptual stages and role-players have been mobilised to design and package the development. This development will be supported by the construction of bulk infrastructure which includes the upgrading of the Naval Hill Reservoir and that of the New North-Eastern Waste Water Treatment Works to stimulate this N8 Development Corridor concept.

On the other hand, the new Botshabelo/Thaba-Nchu development node is expected to create a lot of economic activity to the east of Bloemfontein City. This nodal development will form a new city to reduce over-dependence on Bloemfontein for work opportunities and other benefits offered by the city. Concept designs have already been finalised for this development and are presented here-below:
6.2. Curbing Urban Sprawl or outward growth

As part of the pillars towards spatial reform, the MMM has adopted the use of the “smart growth” or urban edge instrument to curb outward growth or urban sprawl. This instrument is used to discourage any township development outside the edge and it encourages optimal usage of existing infrastructure to achieve urban efficiency and also to encourage a more compact and integrated urban form and structure. This way, a balanced City will be created.

This development approach has been adopted in the three urban centres of the MMM with clearly defined urban edge which does not allow developments beyond the borders of the urban edge.
6.3. Targeting strategically located vacant or underutilised land for mixed land-use development initiatives

The MMM has identified 7 land parcels owned by the municipality and within the urban edge for mixed land-use developments to integrate the communities. Spatially these land parcels are represented below:

![Map showing land parcels]

Seven land parcels

These land parcels are strategically located between the affluent and poor parts of the city and therefore presenting opportunities for integrating the city spatially, socially and economically to also break the racial barriers created under apartheid regime. Three of these land parcels i.e. Hillside View, Vista Park 2 and Vista Park 3 have already been allocated for mixed land-use initiatives to development partners to accommodate high-income households, households in the gap market, the poor and other land-uses into one development.
These developments are at advanced stages. In addition, the MMM has already developed conceptual designs for mixed land-use development of two other land parcels, that is Brandkop 702 and Cecilia.
Even for these developments, the City has lined up plans for adequate bulk services. Under construction at this stage is the extension to Sterkwater waste water treatment works (WWTWs). This project is for the extension of the current Sterkwater WWTWs that is currently running at its full capacity. The capacity will be doubled here to 20 ML/day and will serve approximately 26,500 low income dwelling units from the south eastern area of Bloemfontein; (Vista Park and Hillside View).
The new reservoir will supply water to approximately 18 000 new stands in the new Vista Park Development, 6 500 new stands in the Grasslands area and will improve the level of service to approximately 6500 existing stands in the Rocklands area.

The conceptual designs for Cecilia Park mixed development have also been finalised. Even in this development, the City is intent on ensuring that adequate provision is made for communities in the low-income bracket (location and typologies below).
6.4. Rural Development

It is mentioned earlier that 6% of the Mangaung Metropolitan Municipality population live in the rural areas. It is imperative that this section of the municipal population be included in the plans to ensure that they also have access to basic services, housing, amenities and also economic opportunities. In response to this, the City is in the process of developing the Rural Development Strategy. Three rural areas have been identified as priorities for the development of Agri-Villages i.e. Sediba Scheme, Woodbridge and Feloana (depicted below).

These areas have natural dams within their jurisdiction and the plan is to develop irrigation infrastructure for these area to establish and enhance agricultural project including the production of maize, olives and pecan nuts. Other projects envisaged in these areas include feeding lots, community gardens, zero grazing methods, piggery and chicken rearing.

These initiatives will help to improve the lives of the communities in these rural areas. The municipality is also looking into the provision of basic services such as water, sanitation related to rural setting, improve the road infrastructure; improve access to the markets and the provision of rural housing subsidy.
7. INSTITUTIONAL CAPACITY TO IMPLEMENT NATIONAL HUMAN SETTLEMENTS PROGRAMMES

The City is committed to providing effective service delivery to its communities and for this purpose has structured its administration into seven Directorates. The structure takes into account the full assignment of National Human Settlements programmes to the City. The revised administration structure was approved by Council on the 28th of February 2012 as follows:

7.1. The Organisational Structure

Figure 6: Organisational Structure of MMM
Following is the Organisational structure of the Human Settlements Directorate: Fig. 7

The current organisational structure consists of five Sub-directorates as listed above:

- Mixed Development,
- Project Management,
- Informal Settlements and Beneficiary Management,
- Land Development and Property Management, and
- Implementation Support

The City considers the above structure as adequate to deliver the entire spectrum of Human Settlements functions.
8. HUMAN SETTLEMENTS PROGRAMMES AND STRATEGIES

Table 8 provides the City’s Human Settlements Programmes and Strategies. Development strategies provide the most practical way of providing solution to the identified priority or problem issues. They are a link between problems and the desired human settlements development objectives. To enable the best choice of solution each development strategy and its concomitant project will have to be guided by the guiding principles enshrined in the housing policy and legislation. Each strategy will also have to be congruent with the National and Provincial human settlements strategies, projects and targets.

Table 8: Mangaung Human Settlements Strategic Plan

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>INDICATORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade Informal Settlements</td>
<td>Number of households in informal settlements with tenure rights</td>
</tr>
<tr>
<td></td>
<td>Number of households in informal settlements with access to basic services</td>
</tr>
<tr>
<td></td>
<td>Number of households upgraded in situ</td>
</tr>
<tr>
<td></td>
<td>Number of households relocated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Five (5) Year Programme</th>
<th>Projects /High Level Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Situ upgrade</td>
<td>• Profile informal settlements in terms of (services/ enumeration/ needs/ prioritisation) and initiate community development social compacts</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Five (5) Year Target</th>
<th>Total Estimated Budget</th>
<th>Delivery Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required</td>
<td>2012/13</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Develop the housing need profile</strong> (covering full spectrum of property classes/typologies/tenure/location) within the municipality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Complete in depth feasibility studies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Complete planning and township establishment processes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Include relevant social and economic facilities in the planning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Implement upgrading in terms of the National Informal settlement upgrading programme</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Install services</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **Informal settlement relocation** |
| - Identify Informal settlement for relocation |
| - Develop the relocation plan |
| - Secure Council approval for the plan |
| - Identify alternative areas for relocation |
| - Conduct consumer education and secure agreements with communities |
| - Registration of households |
| - Conduct socio-economic survey |
| - Rehabilitate the land |

| **Informal settlements** |
| - Facilitate provision of basic/rudimentary/emergency services to all settlements |
### Management

- Regularly verify and monitor the number and extent of informal settlements
- Number the shacks in informal settlements
- Prevent internal growth of settlements

### 2. STRATEGY

#### INDICATORS

**Increase Provision of Well Located and Affordable Rental/Social Accommodation**

<table>
<thead>
<tr>
<th>Number of households with access to Social Housing Units</th>
<th>Number of households with access to Community Residential Units</th>
<th>Number of households with access to Private Sector Units</th>
</tr>
</thead>
</table>

#### Five (5) Year programme

<table>
<thead>
<tr>
<th>Projects /High Level Activities</th>
<th>Total Estimated Budget Required</th>
<th>Delivery Agenda</th>
</tr>
</thead>
</table>

#### Rental/ Social and Community Residential Units

- Engage with DBSA, Banks, Donor Funders via NHFC to consolidate funding opportunities
- Confirm the existing pipeline of projects and prioritise projects for delivery.
- Facilitate mixed income and inclusionary housing
- Facilitate private sector rental
- Feasibility study
- Secure funding from the National; Provincial and Banks/NHFC
- Township Establishment processes
- Construction of Bulk Services
- Construction of Internal Services
- Construction of units
- Continuously design programmes to empower communities on rental options/ ownership/ incremental options/ maintenance of own properties

Backyard Accommodation
- Develop City Strategy on backyard accommodation
- Regularly verify and monitor the number and extent of backyard accommodation
- Enforcement of by-laws
- Planning for and increase infrastructure capacity

3. STRATEGY

INDICATORS

Accelerate the Accreditation of MANGAUNG Metropolitan Municipality
- Municipality assessed for accreditation compliance
- Municipality granted level 1 accreditation
- Municipality granted level 2 accreditation
- Municipality granted level 3 accreditation

Five (5) Year programme

<table>
<thead>
<tr>
<th>Projects /High Level Activities</th>
<th>Five (5) Year Target</th>
<th>Total Estimated Budget Required</th>
<th>Delivery Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accreditation</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
|                                 | Compliance and capacity assessment
|                                 | Capacity support
|                                 | Implement necessary systems and procedures

| municipalities granted level 1 accreditation |
| municipalities granted level 2 accreditation |
| municipalities granted level 3 accreditation |
### 4. STRATEGY

#### INDICATORS

**Provide Housing Opportunities (Including Security of Tenure)**
- Number of households identified for tenure upgrading
- Number of households identified for subsidised housing
- Number of registrations at Deeds Office
- Number of households issued with title deeds

#### Five (5) Year programme

<table>
<thead>
<tr>
<th>Projects /High Level Activities</th>
<th>Five (5) Year Target</th>
<th>Total Estimated Budget Required</th>
<th>Delivery Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property/erven transfer to households</td>
<td>Compile list of all current occupants of erven including those who have PTOs and Deed of Grants</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identification of properties</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Placing of advertisements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Integrated Human Settlements Plan

**2012/13 – 2016/17**

<table>
<thead>
<tr>
<th>Access to subsidized quality accommodation</th>
<th>Identification of beneficiaries</th>
<th>Placing of advertisements</th>
<th>Public awareness campaign</th>
<th>Conduct consumer education</th>
<th>Continuously design programmes to empower communities on rental options/ ownership/ incremental options/ maintenance of own properties</th>
<th>Construction of houses</th>
<th>Inspect the construction of houses from foundation to completion to ensure that quality houses are built</th>
<th>Install individual water &amp; electricity meters</th>
<th>Lodgement of Title Deeds</th>
<th>Registration of Title Deeds</th>
<th>Handover of Title Deeds</th>
<th>Human Settlements Consolidation: Incomplete housing projects and address other settlement disfunctionalities</th>
</tr>
</thead>
</table>

- Public awareness campaign
- Beneficiaries claim properties
- Lodgement of Title Deeds
- Registration of Title Deeds
- Handover of Title Deeds
- Install individual water & electricity meters
- Conduct consumer education

- Access to subsidized quality accommodation
- Identification of beneficiaries
- Placing of advertisements
- Public awareness campaign
- Conduct consumer education
- Continuously design programmes to empower communities on rental options/ ownership/ incremental options/ maintenance of own properties
- Construction of houses
- Inspect the construction of houses from foundation to completion to ensure that quality houses are built
- Install individual water & electricity meters
- Lodgement of Title Deeds
- Registration of Title Deeds
- Handover of Title Deeds
- Human Settlements Consolidation: Incomplete housing projects and address other settlement disfunctionalities
5. **STRATEGY**

### INDICATORS

**Improve Access to Basic Services**

- % of households with water
- % of households with sanitation
- % of households with roads
- % of households with refuse removal
- % of households with electricity

### Five (5) Year programme

<table>
<thead>
<tr>
<th>Five (5) Year Target</th>
<th>Total Estimated Budget Required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Basic services</strong></td>
<td></td>
</tr>
<tr>
<td>- Complete in depth feasibility studies</td>
<td></td>
</tr>
<tr>
<td>- Facilitate provision of basic/rudimentary/emergency services to all settlements</td>
<td></td>
</tr>
<tr>
<td>- Regularly verify and monitor the number of households where refuse is removed</td>
<td></td>
</tr>
<tr>
<td>- Regularly verify and monitor the number of households where electricity is installed</td>
<td></td>
</tr>
</tbody>
</table>
### STRATEGY

#### Indicators

- Improve Property Market (Mixed-Use Development)
  - Sign Implementation Protocol with National Housing Finance Corporation for FLISP
  - Sign Implementation Protocol with Provincial Department of Human Settlements for FLISP
  - Extend bulk infrastructure contribution exemption to gap housing market
  - Number of housing opportunities in the gap market
  - Number of loans (mortgage and other) in the gap market
  - Number of erven allocated for affordable housing

<table>
<thead>
<tr>
<th>Five (5) Year Programme</th>
<th>Projects /High Level Activities</th>
<th>Five (5) Year Target</th>
<th>Total Estimated Budget Required</th>
<th>Delivery Agenda</th>
</tr>
</thead>
</table>
| Mixed income housing and FLISP | • Land identification  
• Consultations with National Housing Finance Corporation  
• Facilitate participation by private developers  
• Facilitate financial institutions participation  
• Services installation
<table>
<thead>
<tr>
<th>7. STRATEGY</th>
<th>INDICATORS</th>
</tr>
</thead>
</table>
| Improve the Management and Maintenance of City Housing Stock and Associated Infrastructure | % increase in rental collection  
|                                                                                     | Improvement in satisfaction survey |
| **Five (5) Year programme** | **Projects /High Level Activities** | **Five (5) Year Target** | **Total Estimated Budget Required** | **Delivery Agenda** |
| City housing stock | • 90 % Rental Collection rate achieved  
|                                                                                     | • Sustainability of stock  
|                                                                                     | • Property management training for officials  
|                                                                                     | • Develop management systems  
|                                                                                     | • Implement maintenance plan  
|                                                                                     | • Secure maintenance funding and investment in housing stock  
|                                                                                     | • Implement eviction policy effectively  
|                                                                                     | • Continuously design programmes to empower communities on rental options/ ownership/ incremental options/ maintenance of own properties | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 |
CONCLUSION

The Integrated Development Plan (IDP) is the high level strategic framework that informs the overall spatial development and integration of the City; and the development of sustainable human settlements. The Integrated Human Settlements Plan (IHSP) is an essential part of the City’s IDP, as well as an inclusive strategic plan for the development of Human Settlements in the City.

On the other hand, the Provincial Human Settlement Department relies on the IDP when allocating funding for housing delivery. To this end, Human Settlements projects that are not included in the municipal IDP cannot be considered for funding. Therefore, the alignment of the City’s programmes and projects with the National and Provincial Priorities is thus important and has been well articulated in this plan.

As said throughout the document; this City is driven by three-pronged development approach:

- Mixed development initiatives characterised by RRRIC (Residential, Retail, Recreational, Industrial and Community socio-economic facilities);
- In-situ upgrading of informal settlements; and
- Consolidation of the City socially, spatially and economically.

The City is intent on establishing integrated and sustainable human settlements characterised by (or that is):

- Affordable living conditions;
- Accessible and reliable basic services;
- Viable and resilient communities with dependable human capacity.
- Environmentally friendly;
- Investor friendly;
- Healthy and active citizenry;
- Enhanced tourism anchored on strong heritage foundation.
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