Victoria Falls Municipality

DRAFT RAILWAY RESERVE LOCAL SUBJECT PLAN:

(March 2005)



This Local Subject Plan was prepared :

On Behalf of

Victoria Falls Municipality

and

Sponsored by

The National Railways of Zimbabwe.

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Victoria Falls Municipality

Railway Reserve Local Subject Plan
(Draft)

Certified that this is a true copy of

The ADOPTED DRAFT Local Development Plan

The Plan was ADOPTED by the Victoria Falls Municipality at

Its Meeting held on the ..... 200..

Executive Mayor .....

Town Clerk .....

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PART A:

THE REPORT

OF STUDY

1.0 BACKGROUND

1.1 ZANTENI Development Company and Victoria Falls Express Investments have been granted 99 year leases by the National Railways of Zimbabwe. ZANTENI Development Company intends to put up a tourist commercial development on the vacant site between Kingdom Hotel and Avis garage on one side and the railway line on the other; while Victoria Falls Express Investments want to run a train service from the station to Victoria Falls bridge as well as put up some commercial development on a strip of land between the LANDELA complex / Mama Africa and the railway line. *Map Number 1* shows the location of the sites concerned.

1.2 The total number of beds in the hotels (Ilala Lodge, Kingdom and Victoria Falls) situated in the neighbouring areas is pegged at 1 086. The 2003 official bed occupancy rates for hotels in Victoria Falls is estimated at 33% while in 2001 the rates stood at 37% during peak tourist season.

1.3 ZANTENI's development is expected to consist of an 138-roomed hotel, shops, offices and entertainment facilities. Victoria Falls Express Investments is expected to develop railway platform station facilities, residential flats and some limited commercial development. Envisaged in both developments are railway facilities, a railway museum, fast food outlets, restaurants, curio shops, health and beauty care facilities, a safari train service, stationery shops, a supermarket and a nightclub.

1.4 The development will offer a variety of facilities 'under one roof'. These include railway platform facilities that will greatly improve the existing ones in order to cater for the modern traveller and the tourist railway service to the falls that is expected to make the longest natural water curtain (the Victoria Falls) more accessible to visitors to the town who include international tourists. The footbridges will promote the safety of pedestrians whose traffic is likely to increase while at the same time the railway trains will be traversing the area more frequently.

1.5 The two developers have already carried out an Environmental Impact Assessment, which has been approved by the Ministry of Natural Resources and Tourism. The current exercise is in response to the requirements of the Director of Physical Planning for a Local Subject Plan to be prepared for the whole of the railway reserve.

Purpose and Objectives of the Subject Plan

1.6 The purpose of this Local Subject Plan is to enable development to take place ahead of the Victoria Falls Master Plan in order to accommodate much needed tourist development. It is also to ensure that proposed development in the area takes place within the context of a development control framework.

1.7 The objectives of the plan are:

a) To create a framework for development control measures for regulating the use of land in the plan area.

b) To specify proposals, policies and strategies for the development of the plan area.

c) To recognise the provisions of the Victoria Falls Outline Scheme and bring these in line with the new proposals, policies and strategies for the plan area with regards to the use of land.

d) To introduce a greater variety of land use in the plan area.

e) To provide for the efficient movement of vehicles and to minimise conflict resulting from the proposed development.

f) To protect and or mitigate the degradation of the natural environment through the issuance of environmental management and rehabilitation guidelines.

g) To provide for modern building design parameters compliant to the Local Authority's dictates, so as to enhance the natural character of the plan area.

h) To safeguard the interests of existing businesses by reducing the level of duplication.

i) To provide guidelines for plan implementation in the plan area.

Land Ownership

1.8 The whole of the planning area falls within the reservation zoned for Railway Operation Purposes in the Operative Victoria Falls Outline Scheme.

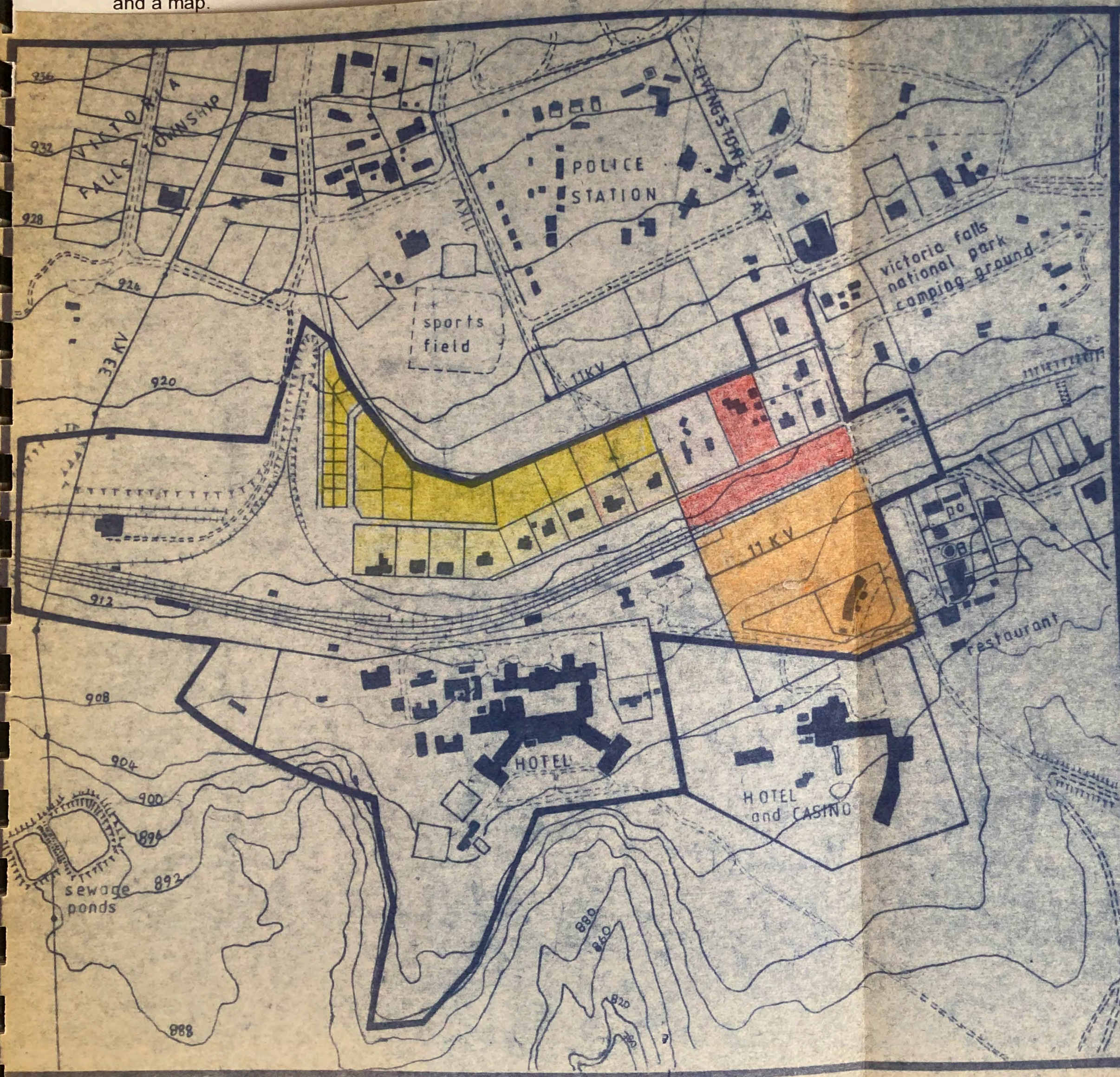
Location and Planning Area

1.9 The location of the planning area is shown on *Map Number 1*. It lies to the immediate south of the Government Reservation and is bounded by Livingston Way to the north. Victoria Falls National Park to the east, south and state land to the west. The dominant use in the planning area is railway operations and ancillary uses.

Structure of the Local Subject Plan

1.10 This Local plan is in two parts. Part 1 consists of the Report of Study which details the results of a study of the planning area and Part 11 which is the Written Statement consisting of the proposals, policies and strategies for the development of

the planning area including development control measures to guide development and a map.



the planning area including development control measures to guide development and a map.

2 PLAN CONTEXT and SOCIO-ECONOMIC ENVIRONMENT

Context And Statutory Plans

2.1 This Local Subject Plan, refer to *Map 2*, is being prepared within the context of an overall strategy to improve the local habitat and to boost tourism in the Victoria Falls Area by providing a wide variety of employees / guests and tourist facilities and activities. It is also being prepared in the context of the numerous applications being received by the Local Authority for additional tourist related development projects in the area, particularly applications from indigenous Zimbabweans who would like to have a stake in the lucrative tourist industry.

Existing Statutory Provisions

2.2 The Operative Town Plan, which covers the planning area, is the Victoria Falls Outline Planning Scheme of 1975. The general purpose of the Outline Scheme is described as "to show zoning and reservations proposed for major land uses, the main communication system of roads and railways which is either existing or proposed. It thus provides the framework within which detailed planning schemes will subsequently be prepared. It is only in these latter schemes that zoning and reservations of land for purposes ancillary to the broad division of land uses shown on the Outline Plan will be indicated".

2.3 The Outline Plan proposes several land use zones ranging from residential, light industrial, businesses, special tourist amenity, special residential (hotels) and the rural zone. It also makes specific road proposals and makes several reservations of land for various uses including the reservation for Railway Operational Purposes amounting to 58.8 hectares.

2.4 The Outline Plan also makes specific restrictions on the height of buildings, which is restricted to 11 meters at the apex or tree height in order to, reduce visual impact. The reservation for public open space is used for restricting building development within 200 meters of the main tourist routes while no buildings are allowed within 15.74 metres from the centre line of any adjacent state road. Building lines for developments fronting local authority vested roads will conform to local authority dictates.

Victoria Falls Combination Master Plan

2.5 The need for a strategic plan to control and guide development in Victoria Falls has been acknowledged for a long time. Even the IUCN Study, Strategic

environment Assessment of Developments around Victoria Falls of

LOCAL SUBJECT PLAN No.1
RAILWAY SERVITUDE: VICTORIA FALLS
OPERATIVE OUTLINE PLAN SCHEME

LEGEND

- planning boundary
- special residential zone
- special tourist amenity zone
- business zone
- residential zone
- government purposes
- Hotels
- railway operation purposes

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TEL 736319

936 932 928 924 920 912 908 904 900 896 892 888

VICTORIA FALLS TOWNSHIP

POLICE STATION

LIVINGSTONE WAY

sports field

33 KV

11KV

victoria falls national park camping ground

po

restaurant

HOTEL

HOTEL and CASINO

sewage ponds

880 860 840

environment Assessment of Developments around Victoria Falls of 1995 acknowledged the need for a framework document to control and guide development in the area.

2.6 With the assistance of the Canadian Government an exercise to prepare a Combination Master Plan for Victoria Falls began in 2000. The exercise resulted in a Report of Study, which detailed the current situation in the Victoria Falls Area. Unfortunately the exercise was abandoned in late 2001 when the Canadian Aid was withdrawn. It had then been expected that the Combination Master Plan, when operational would establish a framework within which local plans such as this would be prepared. Because of the abandonment of the Master Plan preparation the current exercise is being carried out ahead of the Master Plan as a way of promoting development in the area.

The Physical Environment

2.7 The planning area like the rest of Victoria Falls is underlain by basalt, which originated from volcanic action. The basalts have given rise to shallow lithosols, which are often punctuated by pockets of dark or black vertisols. Soils found on the surface are the thick wind blown and unconsolidated Kalahari Sands. They are very friable and easily susceptible to erosion in those areas where they are exposed to the elements. The local authority is expected to effectively monitor the construction process especially ensuring that specific engineering parameters are met as the soils are fragile. It is envisaged that during the construction and landscaping phases, the soils are loosened and rendered more prone to wind and water erosion. The conversion of the open area along the railway line and around the railway station into a built-up area reduces the amount of rainfall that percolates into the ground. This results in an increased volume of surface runoff. The subsequent increased human and vehicular traffic will further compact the soils which action will also increase surface runoff and erosion.

2.8 The topography of the planning area is almost uniformly flat. Any ground disturbances is man-made and is in the form of railway cuttings or quarry pits opened up to collect building materials.

2.9 The original vegetation in the planning area is represented by scattered mature tree of the Kalahari Woodlands type. Typically, Kalahari Woodlands tend to be punctuated by mixed scrublands in particular where the basalt-derived soils are shallow. Only around the Victoria Falls hotel can one find some luxuriant vegetation, which has been preserved by the hotel. A few large trees are found in the railway reserve. Elsewhere in the planning area, development has had a devastating effect on the natural vegetation leaving only scattered trees and grass. The dominant tree species are the *Terminalia sericea* and *Amblygonocarpus andogerisis*. Other species found there include *Cordia*

monoica, *Diopyros batacana* and *Burkia Africa*. The odd *Melia agedarach* tree near the water tank seems out of place as it is not characteristic of Kalahari Woodlands.

2.10 Development has also had the effect of driving wildlife from much of Victoria Falls urban area. Common however is the baboon, which comes to the area to scavenge for food. Occasionally other wildlife such as the African elephant (Loxodonta) sometimes find their way into the urban area but rarely do they wander as far as the planning area. Other fauna found in the surrounding areas include buffalo (*Syncernus caffer*), bushpig (*Potamocherus aethiopices)*, kudu (*Trage laphis strepsicerus*), waterbuck (*Kobus ellipsirymnus*), sable antelope (*Hipotragus riger)*, roan antelope (*Hipotragus),* zebra (*Equis burchelli*), and impala steenbok (*Aepyceros melampus*). These species prefer the either mopani woodlands or riparian vegetation or mixed woodlands.

Archeology

2.11 Investigations by the archeologists showed that there is an absence of palaeontological material in the form of fossils. However it is imperative that close attention be paid to archeological and palaentological materials during excavations of foundation trenches as earlier studies recorded stone tools representing varied periods and technologies A comparison of the situation on the ground with the records in the Archeological survey in Harare show that archeological sites identified closer to the study area have been destroyed or buried under one form of human activity or another.

3.0 LAND USE CATEGORIES

Land use Categories

3.1 The current use categories in the planning area range from exclusive railway use, security, retail and shops, sports and recreational, hotels and restaurants, infrastructure and residential, They are shown on *Map 3* and are broken down as follows:

- The '***exclusive railway use'*** category includes railway station buildings, railroads, railway maintenance yards and a waiting room for third and fourth-class passengers;
- The '***security'*** incorporates the area used for security offices and dog kennels;
- ***'Retail and shops'*** comprise a supermarket, money shop, liquor store and those selling tourist goods, stationery, electric appliances, video cassettes, leather goods, toiletry and offering ECONET services;
- ***'Sports and recreational'*** uses include a park and open spaces, tennis courts, golf course, swimming pool and other recreational facilities at or around Victoria Falls Hotel;
- ***'Hotels and restaurants'*** category also incorporates cafés and take-aways at the Kingdom and Victoria Falls hotels and LANDELA;
- The category ***'Infrastructure'*** covers roads, public toilets, car parks and pedestrian walkways and offices;

Residential

3.2 There are 16 detached residential houses for railway staff based at the Victoria Falls. All these are occupied. Four of these are brand new. The rest are old but structurally sound. There may be need for minor refurbishments such as touch-ups and painting. The average stand size is about 2 000m².

3.3 The NRZ wants to retain the houses hence it is considering developing additional chalets and / alternative uses of the two chalets that function as guesthouses for its personnel from outside the town.

3.4 The Planning area does not have high-density residential areas. Accommodation for junior staff based in the town is provided for in the Chinotimba suburb.

3.5 Residential land comprises of 31 050 square meters which is 9.4% of the total area under consideration in the Local Subject Plan Area. This category excludes the area for special residential.

LOCAL SUBJECT A
RAILWAY SERVITUDE:

EXISTING LAND

LEGEND

- planning boundary
- roads
- residential stands
- buildings
- contours
- excavations
- open space
- railway operations
- shops
- garage
- victoria falls station
- offices
- hotel / chalets

VICTORIA FALLS

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WATERFALLS TOWNSHIP

POLICE STATION

LIVINGSTONE WAY

sports field

victoria falls national park camping ground

33 KV

11KV

11 KV

po

B

restaurant

HOTEL

HOTEL and CASINO

sewage ponds

936
932
928
924
920
916
912
908
904
900
896
892
888
880
840
820
800

Vacant Land

3.6 In the area earmarked for residential use, there is undeveloped land adding up to 4 785 square metres. Some of this land has been set aside for medium and low-density housing and additional chalets.

3.7 Other open land include woodlands next to the marshalling yard, lying parallel to the international railway tracks on one side and LANDELA shopping complex on the other. Another sizeable open space is the portion of the railway reserve bordered by Mallet Drive and the Kingdom and Victoria Falls hotels on the other. The piece of land in question is registered with the municipality. It is proposed to be used as the entrance to the Victoria Falls Hotel. The portion of land in Lawley road, lying next to the LANDELA building housing the aquarium, is currently vacant. The council owned piece of land, bounded by Mallet Drive, the park and the Avis Service Station next to Livingstone Way, is vacant.

Commercial use

3.8 The commercial uses in the planning area include the LANDELA complex consisting of retail shops, what could be the biggest aquarium in Southern Africa, food outlets and ECONET services. The same complex houses a supermarket, Metropolitan bank and a liquor store. This comprises of 25 171 m² or 7.6% of the planning area.

Other land uses

3.9 A significant land-use in the area is that taken up by hotel space. The Victoria Falls Hotel occupies an area totaling 87 920 square meters. This includes area taken up by the buildings, golf course, tennis courts and parking. All infrastructure takes up 26.2% of the total area. This category includes land under railway support services, railroads and marshalling yards, and that under roads.

Table 3.01: Land Use Categories in the planning area

Land uses	Area in m²	Area as % of total
Residential	31 050	9.4%
Hotels and related uses	159 784	48.6%
Vacant	4 785	1.5%
Commercial	25 171	7.6%
Other	127 814	38.9%

Source: Planafric Consultants, November 2003

4.0 ADJACENT LANDUSES

North of Livingstone Way

4.1.1 North of Livingstone Way the predominant landuse is that of office space stretching from municipal offices and the Caravan Park at the intersection with Lawley road to the block that houses postal and telecommunications services, Air Zimbabwe, commercial banks of Standard Bank, Barclays Bank and ZIMBANK to ILALA Lodge Hotel. Next to the railway line is a thatched railway carriage restaurant still under construction.

South of Mallet Drive

4.2 The land-use here is dominated by up-market hotel space as this is the location of the Kingdom and Victoria Falls hotels. The small reservation earmarked to be vested with the municipality is to be converted into the new entrance for the latter hotel.

West of Lawley Road

4.3 From the intersection with Livingstone Way, there is part of the LANDELA shopping complex, beyond which, is the land earmarked for development of a MOBIL service station. Vacant land stretches from the road until it borders with the Police complex (incorporating offices and residential units) and the former primary school on state land. The predominant land use here is open space in near virgin state that stretches to the industrial area.

5.0 INFRASTRUCTURE

Water Supply

5.1 This section looks at the water supply situation within the planning area from source to treatment works.

Raw water supply

5.2 The Victoria Falls Municipality and Zimbabwe National Water Authority (ZINWA) pump raw water from the Zambezi River; purify it at the Municipal Treatment Works before it is distributed to the various parts of the town including the planning area. The water works located towards the river near the Victoria Falls Hotel were constructed in 1972. They are owned, operated and maintained by the council. Even though they have a pumping capacity of 10 000 meters^3, they cannot satisfy the needs of the town that experiences high temperatures most of the year. Besides drinking water, ZINWA supplies raw water for irrigation at all the hotels and open spaces. This is pumped direct from the river.

Urban Water Reticulation

5.3 The existing water reticulation network in the town consists of pipes in descending order of size with the smallest at the end consumer such as residential homes. Most of the pipes are old leading to regular pipe bursts and leaks. Water supply to the plan area is shown on *Map 4*

Current and Future Capacity

5.4 The municipality has been confronted by lack of capacity to purify and deliver adequate water supplies to all residents. This could be partly explained by the fact that the existing infrastructure was originally laid out for a population of 8 000 but the town's residents are estimated at 31 375 (according to the 2002 Population Census). At the peak of the tourist season these figures can swell by 5 000.

5.5 The NRZ has a storage tank with a capacity of 58 000 litres for raw water that was used in steam engines. It is currently used to irrigate the park.

5.6 The municipality is making efforts to address this situation under the auspices of the Water Augmentation programme using the Urban II World Bank facilities. The exercise involves improving treatment and storage capacity. These improvements will put the city in good standing to accommodate the new developments and increased demand for water associated with the project. It is hoped that the improvements will have a maximum carrying capacity of 70 000 people.

LOCAL SUBJECT PLA
RAILWAY SERVITUDE: VI

INFRASTRUCTURE

LEGEND

- planning boundary
- water supply
- sewerline
- 11KV electricity line
- railway line
- proposed sewer

POLICE STATION

ELPHINGSTONE WAY

victoria falls national park camping ground

sports field

AVE

33 KV

11KV

11KV

936

932

928

924

920

912

908

904

900

896

892

888

880

860

840

820

sewage ponds

sewarage plant

HOTEL

HOTEL and CASINO

restaurant

po

B

VICTORIA FALLS M

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The Sanitation System

5.7 The topography of the study area facilitates the use of a gravity sewerage system. Such a network services the LANDELA shopping complex. Future developments have to be linked to the town's sewerage network. Dwelling units in the study area are on septic tanks. The proposed increase in the number of residential houses and chalets underscores the need for linking them to a sewerage system. There might be need to create a sub-catchment for the area before the sewer gravitates to the Victoria Falls Hotel Pump-station.

5.8 The town is served by four separate raw sewage pump-stations that effectively operate in series to transfer raw sewerage. The maximum capacity of the pumping system is 10.8 mega litres per day.

Sewage Treatment Works

5.9 The rapid increase in the number of the residents and tourists has resulted in the over-loading of the Victoria Falls Hotel treatment works. Their output can no longer meet the minimum pollution standards. The municipality's engineering services has proposed that they be upgraded to increase their capacity from the current 3 500 to 10 000 cubic metres a day. This proposed capacity is expected to accommodate current and projected demand up to 2010. In part this augmentation project will upgrade pre-treatment and grit removal facilities at the Victoria Falls Hotel pump station in order to enhance system reliability and minimize maintenance requirements. The other improvements will include the duplication of the trunk sewer and construction of a new Biological Nutrient Removal (BNR) treatment plant so as to increase treatment capacity.

Solid Waste Disposal

5.10 Field visits noted much solid waste / litter in storm drains running parallel to Livingstone Way. This is clear testimony that the town has been unable to cope with the solid waste it is producing.

5.11 The Municipality's Environmental Health Section that falls under the Housing and Community Services Department currently clears solid waste. The standing arrangements are that domestic refuse is collected once a week while that from the hotels and Central Business District is on a daily basis. It is not always possible to adhere to this set up due to a variety of reasons, such as, lack of vehicles, lack of bins and fuel shortages.

5.12 The proposed project developments are bound to increase the volume of the solid waste generated in the planning area.

6.0 TRANSPORT NETWORK

6.1 This chapter describes and analyses the existing transport network in the planning area for road and rail traffic. Public transport for each mode is considered.

Road Network

6.2 Livingstone Way, that is part of an international highway linking Botswana and South Africa to Zambia, dominates the road network in the study area. The regional routes from South Africa and Botswana are accessed via Beitbridge and Plumtree border towns, respectively. They converge at Bulawayo before proceeding through Victoria Falls - Livingstone border towns to the Democratic Republic of Congo in Central Africa. Livingstone Way is an all weather road that is kept in good condition.

6.3 The other roads in the planning area are municipal. The principal ones are Lawley Road and Mallet Drive that have tarmac surfaces. Beyond the Victoria Falls Hotel, Mallet Drive carries very little traffic except that proceeding to the Municipal Water Treatment Works. There are gravel roads servicing the residential area. One such road runs parallel to the railroad while the other one joins Lawley Road.

6.4 The entrance of Metcalfe, a less busy road, into Livingstone Way has been sealed off. This move follows the recommendation of the Department of Physical Planning that the entrance be closed in order to avoid too many entries into and out of an international road. Metcalfe, a dirty track, now starts off from Lawley road near LANDELA complex and runs parallel to the railway line while servicing the old residential units including the current station master's house.

Condition of the road network

6.5 Livingstone Way and Mallet Drive are over 20 years old. Both need upgrading as the volume of traffic has since increased. The secondary road that branches from Lawley Road requires regular upgrading.

Storm water drainage

6.6 Surface storm water drains run through the planning area. Because the drains are open, much litter is disposed of in them. The solid waste together with siltation are blocking the drains and delaying the clearing of surface water after storms.

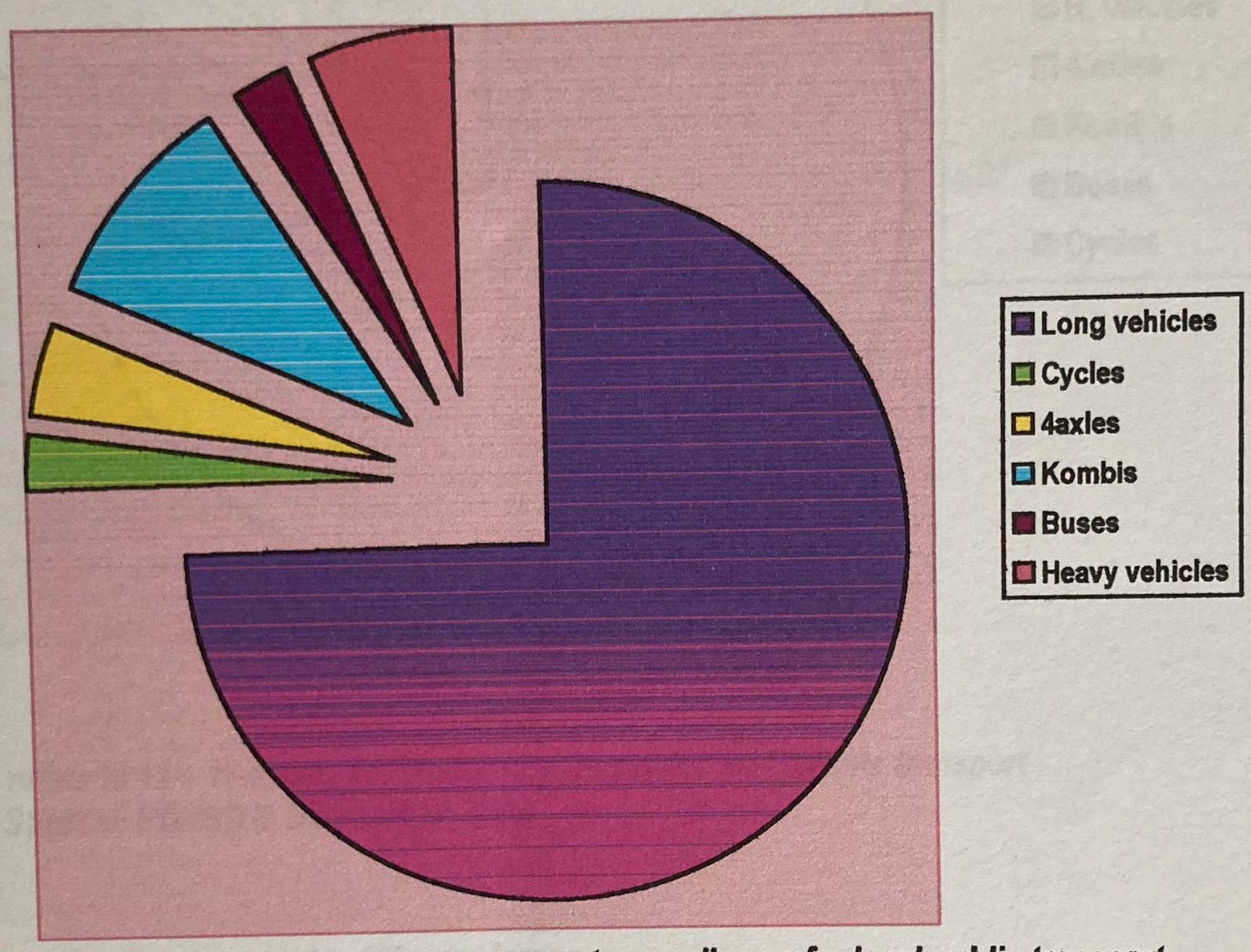
Traffic counts

6.7 Traffic counts were carried out at several points within the study area. The traffic recorders were posted at given points on all the roads. The traffic points were set

up along Livingstone Way, Lawley road, Mallet Drive. All traffic travelling in a given direction was recorded. The surveillance was conducted over a period of twelve hours (6 am to 6 pm)

6.8 Table 6.01 summarises the traffic counts conducted in the study area. It shows that a majority of vehicles plying the three routes are light vehicles that include private vehicles. An insignificant number of buses use the Lawley Road Mallet Drive. A sizeable number [87] was recorded in Livingstone Way that is an international route. The same road registered the highest traffic in all categories. The visual distribution of traffic in the roads is shown on Figure 6.01.

Figure 6.01: Livingstone Way - Traffic counts to the border post

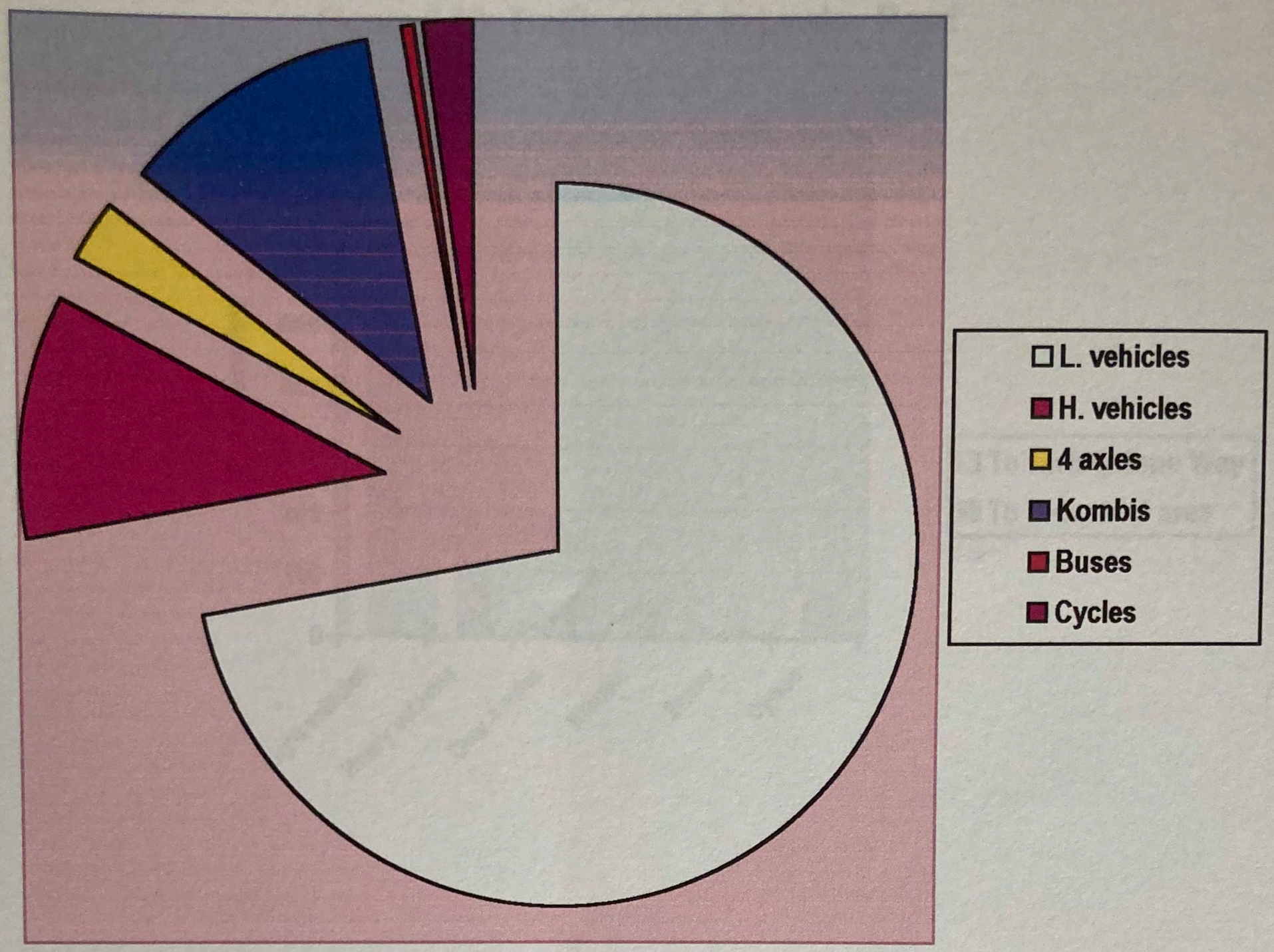


'Kombis' refers to 12 – 16-seater commuter omnibuses for local public transport
Source: Planafric November 2003

Route with medium traffic volumes

6.9 From the study, the route with medium volume traffic is Mallet Drive despite the fact that it is at the entrance to the Kingdom and Victoria Falls hotels. It is anticipated that the traffic will increase with the onset of the proposed developments in the park, as the only entrance will be through Mallet Drive. As tourism is expected to boom again, traffic in the same drive might increase with more vehicles serving tourists. Figure 6.0.2 presents a visual impression of traffic counts in the road.

Figure 6.02: Total of traffic counts in Mallet Drive



'Kombis' refers to 12 – 16-seater commuter omnibuses for local public transport
Source: Planafric November 2003

Route with the least traffic volumes

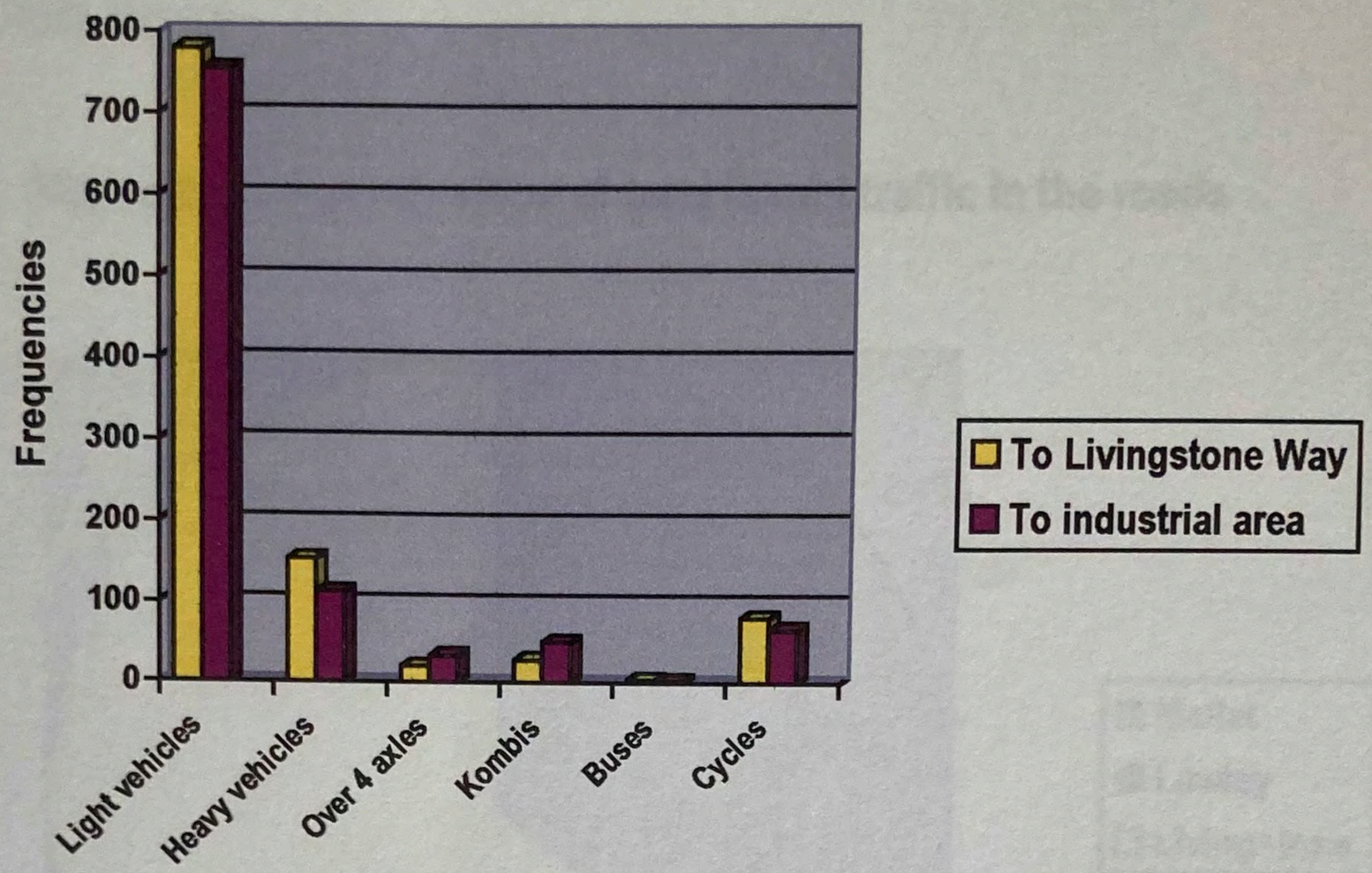
6.10 The route with the least traffic volumes is Lawley Road that links the industrial area to the international highway of Livingstone Way. This is the road with the least recorded number of vehicles of all types. It registers less than half the traffic found in Livingstone Way. The recordings show that most of the vehicles were going towards the international route. The findings in Figure 6.03 support this.

Public transport

6.11 He fieldwork revealed that there were no commuter omnibuses operating in the planning area. People were observed walking from the industrial area / Chinotimba to town centre and back. Figure 6.04 gives a visual impression of the

kombis found in the three main streets of Livingstone Way, Mallet Drive and Lawley Road.

Figure 6.03: Traffic count in Lawley Road



Source: Planafric November 2003

Pedestrians and cyclists

6.12 Currently the Plan area is short of pedestrian malls and cyclist paths. There is need to provide such facilities along the three main roads especially Mallet Drive that passes by two major hotels in the town. Footbridges need to be provided to link the residential area to the railway station.

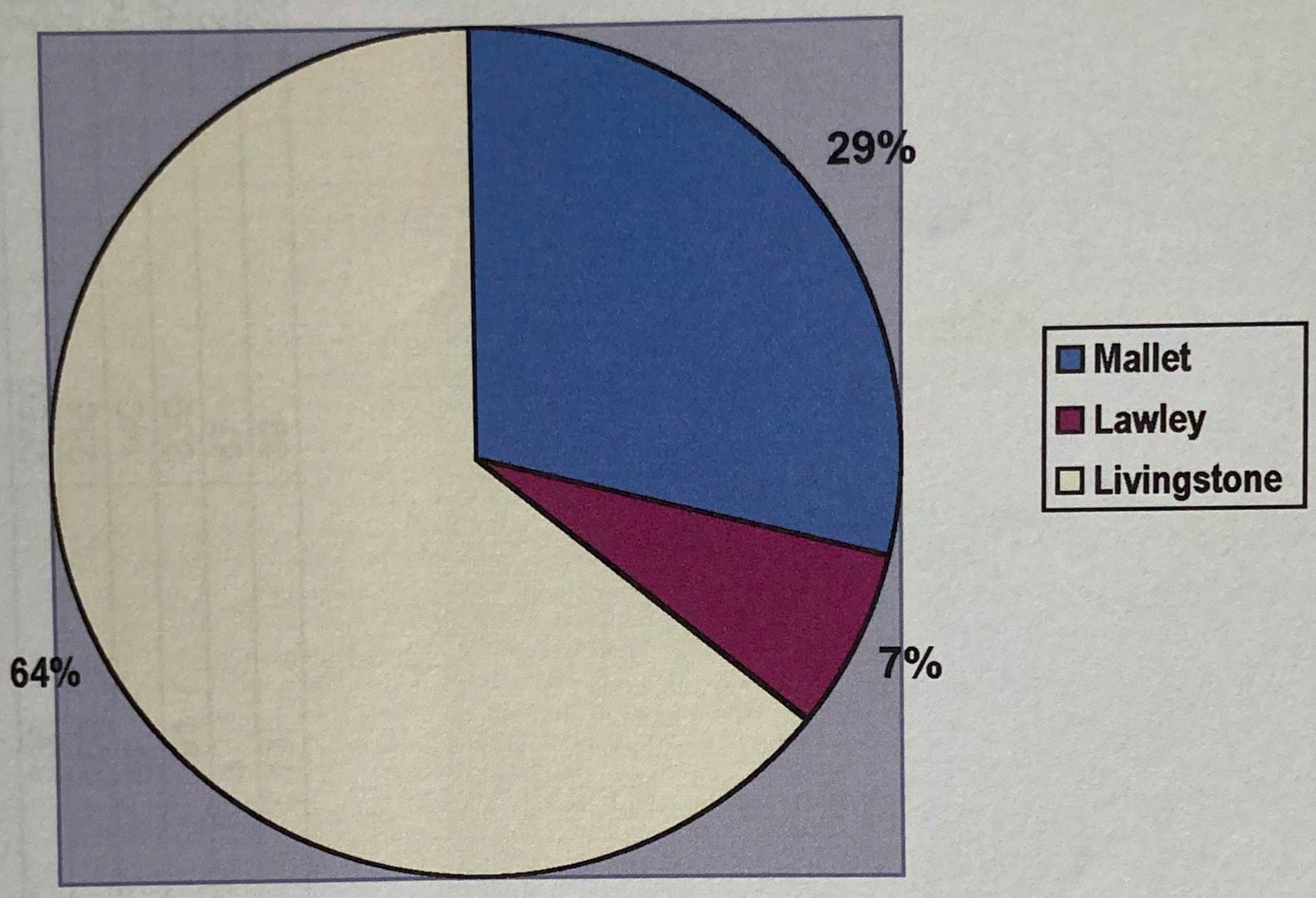
Possible Road Improvements as a result of implementing the project

6.13 The implementation of this project is expected to increase the traffic on Mallet Drive. It is proposed that the bitumen surface be widened to 7.10 metres. The track branching from Lawley Road would have to be tarmac surfaced so that it can carry increased traffic without causing much wear and tear to the automobiles.

The Railroad

6.14 The National Railways of Zimbabwe operates both passenger and freight trains to and from neighbouring states and within the country. Some international visitors are ferried into the planning area by passenger trains such as the Blue Train from South Africa

Figure 6.04: A comparison of total kombi traffic in the roads



Source: Plan Afric November 2003 Survey

Table 6.01: Summary of road traffic count in Lawley road, Mallet Drive and Livingstone Way

Vehicles	Lawley Road		Mallet Drive		Livingstone Way	
	From Livingstone Way	From Industry	To Livingstone Way	To hotels	To border	From border
Light vehicles	780	755	1220	836	2560	2106
Heavy vehicles	154	113	155	152	216	239
Over 4 axles	21	34	43	37	140	146
Kombis	29	51	140	191	339	401
Buses	4	3	13	4	87	2
Cycles	82	67	55	10	89	28

7.0 POSTAL SERVICES & TELECOMMUNICATIONS

Introduction

7.1 This section deals with postal services and telecommunication services available in the planning area. Telecommunications is described to include telephone services comprising radio and mobile phones, landlines, associated electronic mail and Internet services. The town boasts of two post offices.

Postal Services

7.2 Adjacent to the study area is the Main Post Office in the town. It is located along Livingstone Way and comprises of a total of five counters in the hall for the public. Other services found in the hall include Post Office banking facilities, Express Mail Service, Fast Parcel Service, telegraphic section, telecommunications and Posté Resanté (This service temporarily enables recipients of no fixed abode or in transit, such as tourists, to collect their mail from the counter, on production of acceptable identification, during business hours). The post office also offers the telegraphic money transfer in conjunction with Western Union.

7.3 ZIMPOST currently sorts mail into 300 private postal boxes and 19 government private bags. The proposed development projects in the study area are expected to increase demand for its services.

Telephone services

7.4 Currently demand for landlines has far outstripped supply. As of early 2001, 1 821 businesses and 2 355 residential applications were on the waiting list.

8.0 RECREATION & COMMUNITY FACILITIES

8.1 This section looks at those facilities that offer some form of leisure time activities. The study area does not have facilities for the public – especially those in the low-income bracket. The few recreational facilities such as (golf, tennis, swimming and gambling) that are there are privately owned at hotels.

8.2 Community facilities like churches, cinemas, libraries and community halls are conspicuous by their absence from the planning area. The only existing passive recreational area there is, is the park between the railway and Kingdom Hotel. As this is the site for the proposed Zanteni Developments, an alternative site must be found within the planning area.

9.0 ELECTRICITY

9.1 The principal source of energy for domestic and industrial uses, in the planning area, is electricity. Recent hikes in the tariffs of this source of energy might 'compel' some people to turn to wood and paraffin. Currently Zimbabwe Electricity Supply Authority (ZESA) Holdings has the sole responsibility of supplying the power. Electricity transmission into the study area is via a 33 kilo-voltage from the main substation located in the industrial area.

9.2 In the year 2000 efforts to upgrade the electricity supply in the Victoria Falls were undertaken. To date, ZESA Holdings has stated that it can meet the current demand and that arising from planned growth.

b) Existing tourist facilities in the planning area lack variety. This aspect will be catered for by the proposed introduction of a rail service to the historic Victoria Falls Bridge, which will add variety to tourist attractions.

c) The present location of Avis garage is clearly out of tune with other developments. Consideration should be given to its relocation to an appropriate site within or outside the planning area.

d) Proposed developments may conflict with the present main railway station building. This may necessitate relocation for change of use.

10.6 Roads and Road Traffic

a) The proposed Zanteni developments may result in traffic congestion on Mallet Drive. There is therefore a need to widen the road, the junction and to place traffic calming measures along the road.

b) Proposed developments will increase traffic along Livingstone Way. This might necessitate the imposition of traffic control or calming measures along this road.

c) Lawley road, which carries traffic to the town's industrial area, will experience traffic increase as a result of additional houses to be built in the planning area. Traffic management measures will therefore be required on this road as well.

d) Gravel roads within the planning area, in particular those serving the NRZ housing area such as Metcalfe Road require constant upgrading to reduce dust during the dry season and to avoid mud during the wet season.

11.0 OPPORTUNITIES AND CONSTRAINTS

The report of study has revealed a number of opportunities that could be taken advantage of by developers in the planning area. In the same way a limited number of constraints have also been revealed. Both the opportunities and constraints are set out below.

11.1 Opportunities

a) An environmental impact assessment covering the planning area has already been completed and approved by the Department of Natural Resources.

b) The planning area is gently undulating hence it is suitable for building developments.

c) There is sufficient suitable land for the proposed commercial and residential development.

d) The proposed commercial development has a ready market from both international and local tourists, as well as Victoria Falls residents.

e) The upgrading of the water supply by the municipality means that adequate water is available for new developments in the planning area.

f) Spare capacity at ZESA will enable power to be supplied to any new developments in the planning area.

g) The planning area is well served by roads and National Railways of Zimbabwe train that runs to and from Bulawayo

11.2 Constraints

a) The planning area is covered with friable soils, which are subject to erosion.

b) The gentle gradient of the planning area renders drainage difficult.

c) The proposed developments in the planning area will, if connected to the existing sewerage system further strain the network, which is already overstretched.

d) The planning area is well away from the major population areas of Victoria Falls town, thus making access to its facilities more difficult for the low-income group.

e) The demand for telephone landlines far outstrips supply.

f) At present, the Authority can barely cope with solid waste disposal.

Environmental Threats

1.3 Victoria Falls has a scenic wilderness that holds a World Heritage Site status. This wilderness, very near to the planning area, is rapidly decreasing due to human encroachment.

1.4 The town, as a whole, experiences chronic solid waste disposal problems. With the bulk of the litter coming from hotels / special residential areas, there is need for concerted effort to deal with this aspect.

11.5 The issue of water pollution has been overlooked in the town. The EIA of the Victoria Falls Town Council reveals that the local authority discharges raw / semi-processed sewage effluent into the Zambezi River. Initially it was thought that the volume of sewage effluent being discharged into the river was negligibly small to impose any severe forms of water pollution. To the contrary, high levels of feacal coliform have been indicated in the Batoka Gorge that is at least 20km down stream from the falls. The sewer reticulation system is inefficient and overloaded. Treatment capacity has lagged behind population growth. Any development therefore, should be concurrent with the development of new treatment ponds or the expansion of existing ones if pollution is to be mitigated.

THE WRITTEN
STATEMENT

PART B

THE WRITTEN STATEMENT

12.0 THE WRITTEN STATEMENT

Introduction

12.1 This Written Statement outlines the goals, objectives and policies that will guide the development of the planning area. The last section of this part will outline the implementation and monitoring of the Local Subject Plan.

Consultations

12.2 Consultations were carried out during the preparation of this plan with the following:

- Victoria Falls Municipality
- National Railways of Zimbabwe (Bulawayo and Victoria Falls)
- Physical Planning Department, Head Office
- Some residents of Victoria Falls
- ZESA Holdings, ZIMPOST and TEL – ONE

12.3 Primary data collection took the form of consultations (in the form of unstructured interviews and administering of questionnaires), observation and the recording of traffic movements.

13.0 GOALS AND OBJECTIVES

13.1 The goals and objectives of the planning area are broad statements setting out the local planning authority's intentions to resolve the key issues identified in the report of study. The objectives are specific quantifiable and time based intentions to achieve the goals.

13.2 The goals and objectives are tested against the alternative development strategies so that a preferred strategy for the planning area is selected. The following goals and objectives have been identified:

13.3 Commercial Goal

To promote the development of a balanced range of tourist related commercial facilities in the planning area.

Objectives

a) To respond to the demand for a wider scope of entertainment and tourist services in the planning area.

b) To create new avenues of entertainment through the establishment of an express railway facility from Victoria Falls Railway station to the Victoria Falls Bridge.

c) To widen the level of choice in tourist accommodation and services by providing flats that are affordable to a wide section of the tourists.

13.4 Land Goal

To bring to use suitable land in a manner that ensures optimum and sustainable use of land in the planning area.

Objectives

a) To create more sites for commercial and residential development.

b) To minimise land use conflicts in the area.

c) To integrate land uses and public infrastructure.

d) To control and guide development.

13.5 Environmental Goal

To preserve, conserve and enhance the environment in the planning area.

Objectives

a) To ensure that all developments meet the environmental standards set in the Environmental Management Act 2002.

b) To control refuse disposal and bring any form of pollution to the attention of the Local Authority.

c) To preserve the inherent value of nature and maintain a high degree of biodiversity in the area.

13.6 Infrastructural Goal

To provide adequate and cost effective infrastructure to facilitate development in the planning area.

Objectives

a) To upgrade Lawley Road and Mallet Drive junctions from Livingstone Way so as to reduce traffic conflicts.

b) To develop an efficient but cost effective road system for ease of circulation within the planning area.

c) To plan for converting some minor roads into pedestrian malls so as to cater for those on foot.

d) To provide a network of cycle ways within the commercial centre for use by tourists and local residents.

e) To upgrade the sewage system by linking it to the main municipal sewer network.

f) To provide a reticulated water supply system throughout the whole planning area.

g) To extend ZESA Holdings' power supplies to include the proposed new developments in the planning area.

h) To upgrade Tel – One capacity so as to connect all proposed projects in the area and reduce the backlog in applications for telephone landlines.

i) To increase the capacity of ZIMPOST to provide more post boxes for anticipated demand.

13.7 Housing Goal

To encourage the provision of a variety of housing types in order to cater for the needs of NRZ employees in the middle and high income groups and guests.

Objectives

a) To provide vacant sites for housing of NRZ employees;

b) To upgrade existing houses so as to improve their quality and livability;

c) To construct additional lodges and chalets to cater for the demand from railway employees and guests;

d) To create a housing neighbourhood that is self contained and safe.

13.8 Employment Goal

To encourage the creation of employment in the planning area.

Objectives

a) To create employment opportunities from construction phase through to implementation of the proposed developments by ZANTENI and Express Investments.

b) To establish downstream industries to support the commercial tourist projects in the planning area.

13.9 Feasibility Goal

To ensure that this plan's proposals are within the financial and technical capacity of the developers, National Railways of Zimbabwe and the Victoria Falls Municipality.

Objectives

a) To encourage the private sector to participate in setting up projects in the planning area.

b) To seek the developers' and Local Authority's commitment to the provision of adequate supportive infrastructure.

c) To put in place a monitoring and review system in order to monitor the implementation of the local plan.

d) To enhance cooperation and partnership between the NRZ, Victoria Falls Municipality and the private sector so as to facilitate implementation of the local plan.

14.0 ALTERNATIVE DEVELOPMENT STRATEGIES

Principles

14.1 From the study of the planning area, a number of principles have emerged which this Local Subject Plan must address. These are:

a) The need to provide facilities that are affordable and accessible to both tourists and the local population.

b) The need for a reliable and reticulated water supply system.

c) The need to provide a reticulated sewerage system in the planning area.

d) The need to prevent or / and reduce atmospheric, land and water pollution from commercial tourist developments.

e) The need to create employment in new projects in the planning area.

f) The need for a Local Subject Plan that ensures order, amenity, safety, convenience, economy and efficiency during its implementation.

Alternative Development Strategies

14.2 From the above principles, goals and objectives alternative development strategies have been derived.

Alternative Strategy 1 – Increased Commercial Tourist Development.

14.3 This strategy calls for increased commercial tourist development in the planning area to complement facilities in existence at the Kingdom and Victoria Falls hotels and Illala Lodge. Of the 3, only the Victoria Falls Hotel lies within the planning area, the other two are in adjacent blocks and are easily affected by any additional similar facility in the planning area. The justifications for this alternative are;

a) There is still some demand for new facilities offering a broader range of facilities for both tourists and the local population.

b) The National Railways of Zimbabwe will benefit from developments on its land.

c) It results in beneficial use of otherwise vacant land.

d) It would be a major employment boost in the area and in Victoria Falls town in particular where unemployment levels are high.

e) The planning area is strategically located along the international route linking Zimbabwe to Zambia.

14.4 The disadvantage of this alternative is that there is a general belief that additional commercial tourist developments in the Victoria Falls area might harm the fragile environment of the area. In addition owners of existing similar facilities see the proposed projects as duplicating what they are already offering. This argument is strengthened by the fact that the tourist boom of the past few years has all but evaporated, although this is known to be temporary.

Alternative 2 Zero Development

14.5 The strategy calls for the maintenance of the status quo i.e. not to go ahead with proposed commercial tourist developments and National Railways of Zimbabwe planned housing and lodges.

14.6 The main advantage of this alternative is that there is no disruption to the current activities. The green area next to Kingdom Hotel will remain open to the public, Avis will continue providing the fuel supplies at their garage and the National Railways operations will remain as before.

14.7 It is clear that this strategy has several disadvantages not only with regards to the planning area but to Victoria Falls as a whole. These include:

a) Loss of opportunity to create jobs in the shops, hotels, flats accommodation and the Express Train Service.

b) Loss of the opportunity to create a tourist facility such as the train from Victoria Falls Station to the Bridge.

c) Loss of an opportunity to tourists to access a greater variety of entertainment facilities.

d) Loss to the National Railways of Zimbabwe of an opportunity to invest in property and generate revenue.

e) Loss to the Victoria Falls municipality of an opportunity to generate revenue in the form of rates and tariffs.

From the foregoing it is apparent that Alternative Strategy 1 best meets the principles, goals and objectives of the plan. It is therefore the preferred strategy. In this strategy, the land use budget is as follows.

Table 14.01: Landuse budget in square metres

Land use	Areas in square metres	% sizes
Residential	39 740	11.52
Special residential	103 240	29.92
Roads	14 400	4.17
Commercial	36 320	10.53
Open Space	52 000	15.07
Railway Operations	99 300	28.79
TOTAL	**345 000**	**100.00**

15.0 PROPOSALS

(Read this section in conjunction with Map Number 5)

15.1 Proposal 1: Residential Development

a) Planning Intention

To set aside an area of land for medium density residential development for the National Railways employees on reticulated sewerage.

b) Planning Directives

Directive 1: Uses

Zone 2A shall be designated for medium density residential use for the National Railways of Zimbabwe's middle-income group. No building or uses are permitted in this zone save for those indicated in Appendix 1.

Directive 2: Minimum Subdivision

The permissible minimum subdivision in this zone shall be 600 square meters.

Directive 3: Building Lines

No building shall be permitted within 5 meters of the street boundary and within 3 meters of any other boundary.

Directive 4: Parking Provision

Provision shall be made for at least one on site parking bay for every dwelling unit to the satisfaction of the Local Authority.

Directive 5: Maximum Height of Building

The maximum permitted height of buildings shall be as prescribed in Appendix 1a

15.2 Proposal 2: Special Residential (Hotel) Zone

a) Planning Intention

To set aside an area of land conveniently accessible which shall be developed as a special residential zone, which will serve the needs of tourists.

b) **Planning Directives**

Directive 1 Uses

Zone 2B has been set aside for special residential development. Other buildings or uses are either permitted or prohibited as provided for in Appendix 1.

Directive 2 Minimum Subdivision

The Local Authority shall determine the minimum size of a subdivision in this zone.

Directive 3 Maximum Height of Building

The maximum permissible height of buildings shall be as prescribed in Appendix 1a.

Directive 3 Maximum Stand Coverage

The maximum permissible stand coverage shall be 30%.

Directive 4 Building Lines

Minimum building lines permitted in the Special Residential Zone 2B shall be 7 meters from the street boundary and 5 meters from other boundaries.

Directive 5 Parking Provision

No person shall erect or be permitted to erect, a building intended to be used for any purpose on a stand in zone 2B unless provision is made for one parking bay for every 35 square meters of the total floor area contained in the building. Loading and off – loading shall be as required by the Local Authority.

15.3 Proposal 3: Commercial Development

a) Planning Intentions

To set aside an area of land for commercial development in the planning area.

Planning Directives

Directive 1: Designation for commercial use

i. Zone 1A shall be Designated for Commercial Use

ii. No buildings or uses are permitted in this zone other than those indicated in Appendix 1.

Directive 2: Minimum Subdivision

The permissible subdivision in this zone shall be 1 000 square metres.

Directive 3: Maximum Height of Buildings

The maximum height of buildings shall be as indicated in Appendix 1a.

Directive 4: Stand Coverage

The maximum permitted coverage of stands shall be as indicated in Appendix 1a.

Directive 5: Building Lines

The maximum building lines shall be as indicated in Appendix 1a.

Directive 6: Parking Provision

Provision shall be made for one parking bay for every 35 square metres of the total floor area.

15.4 Proposal 4: Environment

a) **Planning Intention**

To put in place an efficient mechanism for the management of waste in the planning area.

b) **Planning Directives**

Directive 1 Waste Handling

Provide a convenient waste handling facility in the planning area so as to encourage waste disposal best practice.

c) **Directive 2 Recycling**

Encourage the formation of waste recycling groups in communities in the planning area.

d) **Directive 3 Solid Waste Collection**

Improve the frequency of solid waste collection from once a week to at least twice a week to avoid waste over spill of bins

e) **Directive 4 Knowledge, Attitudes and Practice**

Take advantage of the training being provided by Environment Africa on KAP to improve the planning community's appreciation of waste.

f) Directive 5 Resource preservation and management
Plant grass and trees on fragile soils to mitigate soil erosion

15.5 Proposal 5: Private Open Space

a) **Planning Intention**

To set aside an area of land for use by the National Railways of Zimbabwe as a private open space.

b) **Planning Directives**

Directive 1 Uses

Zone 7A is intended to be used as a private open space for the National Railways of Zimbabwe employees. No buildings or uses are permitted in this zone other than those indicated on appendix 1.

Directive 2 Maximum Height of Buildings

The maximum permitted height of buildings shall be as prescribed in Appendix 1a.

Directive 3 Stand Coverage

The maximum stand coverage shall be as prescribed in Appendix 2.

Directive 4 Building Lines

Maximum building permitted in the private open space zone shall be as prescribed in Appendix 1a.

Directive 5 Park Provisions

No person shall erect or be permitted to erect in the building intended to be used for any purpose on a stand in the private open space zone unless an area of land in accordance with Appendix 1a has been set aside to the satisfaction of the Local Authority for parking purposes.

15.6 Proposal 6: Roads

a) **Planning Intention**

To reserve land for the extension and widening of roads in order to improve traffic movements into and out of the planning area.

b) **Planning Directives**

Directive 1 Road Widening

i. Widen and resurface Mallet Drive from Livingstone Way junction to the entrance to the Victoria Falls Hotel.

ii. Close Metcalfe Road at intersection with Livingstone Way in order to avoid traffic conflict and to redirect it to branch off from Lawley Road so as to give access to dwelling units nearest to the railroad.

Directive 2 Junctions

i. Widen approaches to junctions on Mallet Drive and Lawley Road before entering Livingstone Way.

Directive 3 Pedestrian and Cycle Ways

i. Plan for and design paved cycle ways to stop cycle traffic from conflicting with motor vehicle traffic especially along Lawley Road, Mallet Drive, Metcalfe Road and across the railway lines.

ii. Provide more direct and attractive pedestrian routes to and from new developments.

15.7 Proposal 7: Rail Traffic

a) Planning Intention

To set aside an area of land at Victoria Falls Railway Station for the use of Special Tourist train to run from the Railway Station to Victoria Falls Bridge and back.

b) Planning Directives

Directive 1 Uses

Zone $1A_1$ shall be designated for the exclusive use of Special Tourist Trains. No buildings nor other uses shall be permitted in this zone.

Directive 2

To avoid traffic conflicts, Special Tourist Trains shall not be allowed on the Zambia – Zimbabwe railway line except at designated times when the line is free.

15.8 Proposal 8: Water

Planning Intention

To ensure proper water reticulation in order to achieve efficient water development in the planning area.

Directive 1 Pipe Realignment

Water pipes numbered 1,2,3 on the proposals map shall be realigned so that they do not fall under buildings.

Directive 2 Water Reservations

Existing water reservations shall be retained and upgraded to facilitate reticulation to new developments.

15.9 Proposal 9: Advertisements, hoardings and directional signs

Directive

No advertisements or hoardings or directional signs shall be displayed on any part of the planning area or in any road reserve without the approval of the local authority

15.10 Proposal 10: Sewerage

All new developments shall be connected to the municipal reticulated sewerage system, in addition existing houses on septic tanks should, upon the upgrading of the present sewage system, be connected to the municipal system.

15.11 Proposal 11: Vesting of Servitudes

All servitudes for public utilities in the planning area shall be vested in the Local Authority. Their locations and sizes shall be established as part of the preparation of detailed layouts. Existing servitudes in the planning area are hereby saved by this Local Plan.

16.0 PHASING, IMPLEMENTATION AND MONITORING

16.1 Conflict between Plans

Any detailed development or layout plan, which has received statutory approval and has been prepared in accordance with the provisions of this local plan is to be regarded as supplementary to the provisions. The development or layout plan proposals will automatically supercede any diagrammatic provisions of this Local Subject Plan.

16.2 Responsible Agencies and Resources for Implementation

The developers shall be responsible for the financing of offsite roads, water supply mains and outfall sewers in the planning area to the standards of the Local Authority.

Phasing

Development in the planning area will depend on the rate at which the private developers are able to mobilise funds for infrastructure. It is however expected that the first phase will comprise developments proposed by Zanteni and Victoria Falls Express Investments. Thereafter developments by the National Railways of Zimbabwe will follow.

Monitoring

Monitoring of this Local Subject Plan is the responsibility of the Victoria Falls Municipality. The Local Authority will be expected to consider concerns expressed by the general public, investors, local leadership and various other stake holders and organisations in order to promote the implementation of this plan. No development should be allowed to take place without the approval of the Local Authority. The local Authority shall ensure that all developments accord with the policies, objectives and standards contained in this local subject plan.

Because monitoring is a continuous management process, the Local Planning Authority shall keep under constant review, throughout the plan period, all proposals and directives for the development of the planning area.

APPENDIX 1: LOCAL SUBJECT PLAN: DEVELOPMENT CONTROL LIST

LAND USE/ BUILDING GROUPS	ZONE 1A SUBURBAN COMMERCIAL	ZONE 2A RESIDENTIAL MEDIUM DENSITY	ZONE 2B SPECIAL RESIDENTIAL (HOTELS)	ZONE 7A PRIVATE OPEN SPACE
A Detached Dwelling House	X	P	SC	X
Attached Dwellings	X	X	P	X
B Residential Buildings	X	SC	X	X
B1 Residential Building (Licensed)	SC	X	P	X
B2 Residential Buildings (Institute)	X	X	X	X
C Schools and Residential Colleges	X	SC	X	X
C1 Crêches	X	P	X	X
D Shops	P	X	P	X
E Offices	SC	X	X	X
E1 Surgeries and Medical Chambers	P	SC	X	X
F Institutions	X	X	X	X
G Wholesale Warehouse	X	X	X	X
H Storage Warehouse	X	X	X	X
I Public Buildings	X	SC	X	SC
J Places of Assembly	SC	SC	X	P
J1 Special Places of Assembly	X	SC	X	X
K Places of Public Worship	X	SC	X	X
L Light Industrial Buildings	X	X	X	X
L1 Service Industrial Buildings	X	X	X	X
M Industrial Buildings	X	X	X	X
M 1 Special Industrial Buildings	X	X	X	X
N Agricultural Buildings	X	X	X	X
O Surface Mineral Workings	X	X	X	X
P. Petrol Filling and Service Station	X	X	X	X
R Newspaper Offices	X	X	X	X
S Special Buildings	SC	X	X	X
T Parking Garage	SC	X	SC	X
V Funeral Parlour	X	X	X	X

P – Permitted; SC - Special Consent, X - Prohibited XI – Statutory Instrument 216 of 1996 shall apply

Appendix 1a: Summary of Development Control Measures: Victoria
Falls Local Subject Plan for Commercial Development

NES	MINIMIUM SUBDIVISION	MAXIMIUM PERMITTED HEIGHT	MAXIMIUM STAND COVERAGE	MAXIMIUM PERMITTED BUILDING LINE	PARKING PROVISION
(Medium Density idential)	600m	Single Storey	35 %	-7m from Street - 3m from Boundary	1 Bay per dwelling
Special Residential (Hotels)	Local Authority to decide	12 Meters	30%	-7m from Street -5m from Boundary	1 Bay per dwelling
Private Open Space	Local Authority to decide	Single Storey	Local Authority to decide	Local Authority to decide	Local Authority to decide
Suburban Commercial	Local Authority to decide	12 Metres	75 %	-5m from Street -0m from Boundary	1 Bay for every 35m² of total floor area
Public Establishments	To be Determined by the L.A	12 Metres	35 %	-5m from Street -3m from Boundary	3 Bays for every 100m² net floor area

L.A. – Local Authority

Appendix 2: Definitions

In this Local Plan except where the context otherwise requires or it is otherwise expressly provided, the following words and expressions have the respective meaning hereby assigned to them –

"***Amenities***" means those qualities and conditions in a neighbourhood, which contribute to the pleasantness, harmony and coherence of the environment and to its better enjoyment for any permitted use

"*Building use group*" means the group of building uses set out in Appendix 3 of this Local Plan which a proposed use of land or building falls;

"***Car parking bay***" means an area not less than 6 metres in length and 2,5 meters in width, to which there is vehicular access;

"***Floor area factor***" means the figure obtained by dividing the total area of all floors within the main containing walls of the buildings by the area of the site. The total floor area shall include area occupied by internal walls, ducts, lift wells, staircases, access galleries and basements but shall exclude:-

(a) The area of any floors or basements which are set aside and used exclusively for the purpose of providing accommodation for the parking of vehicles (other than for the purposes of exhibit, sale or repair of such vehicles)

(b) Areas set aside and used exclusively for transformer rooms;

(c) Areas set aside and used exclusively for parking, loading, unloading or fuelling of vehicles;

(d) Areas occupied by:

(i) lift machinery rooms;
(ii) air – conditioning plant – rooms
(iii) water tanks;
(iv) uncovered roof gardens
(v) uncovered balconies (but not including access galleries) and stairs and landings which are beyond the main containing walls of a building;
(vi) meter – rooms;
(vii) telephone unit – rooms;
(viii) switch and pump rooms

"***Loading area***" means all the portion of a stand which is within 2,5 metres of the boundary between such stand and the sanitary or service lane; provided that in the case of a stand which has a street boundary and sanitary or service lane boundary which intersect, no part of any loading area shall be nearer than 3 metres to the point of intersection of the street boundary and sanitary or service lane boundary of such stand.

In any case where:

(a) The sanitary or service lane boundary measures less than 15 metres; or

(b) A stand has more than one sanitary or service lane boundary; or

(c) A stand has no sanitary or service lane boundary: -

- The shape and dimensions of the loading areas shall submit to the approval of the Authority;

"***Operative date***" means the date on which the Local Plan becomes operative in terms of section 19 of the Act;

"***Public open space***" includes land used or intended to be used as recreation grounds, children's playgrounds, squares , parks, ornamental gardens or playing fields;

"***Street***" includes part of a street;

"***Street boundary***" means the common boundary between any street, other than a sanitary or service lane, and any surveyed stand;

"***The Local Authority***" or "Authority" means the Victoria Falls Municipality;

"***The erection of a building***" includes the structural alteration of, or the making of any addition to, a building;

"***Zone***" means a portion of the area shown on the Map by distinctive colouring, hatching or edging or in some other distinctive manner for the purpose of indicating the restrictions imposed by this Local Plan on the erection and use of buildings or the use of land;

"*Density zone*" **"use zone" and 'height zone" means zones indicating restrictions as to density, use and height of buildings respectively.**

Appendix 3: Special Consideration

When an application is made to the Local Planning Authority for a Permit for development for the use of a building or the use of land which, in terms of this Local Plan No.1, requires the Special Consideration of the Authority, the Authority shall decide whether to give or withhold its approval, and in the former event, what if any, conditions shall be imposed.

In approaching or rejecting a Special Consideration application, the authority shall take cognizance of the following:

(i) That all procedural and statutory requirements as laid in Section 27 of the Regional, Town and Country Planning Act (No. 22), 1976 and the Regional, Town and Country Planning (Development) Regulations, Government Notice No.927 of 1976, are met.

(ii) That the Authority is constituted as a Local Planning Authority in terms of section 10 of the Regional, Town and Country Planning Act (No.22), 1976 and in terms of section 11 of the Act, the object of which is contained in the preamble of the said Act, viz.

"To provide for the planning of local areas with the object of conserving and improving the physical environment and in promoting health, safety, order amenity, convenience and general welfare as well as efficiency and economy in the process of development and the improvement of communications……..."

In making its decision on a Special Consideration application, the Local Planning Authority shall particularly consider the following factors where they pertain to the application:-

(i) Whether the proposal would generate the need for additional land to be acquired for local authority and public purposes

(ii) Whether the proposal would result in additional or premature expenditure by the local authority on the provision of new roads or the improvement of existing roads, the provision of parking facilities or sewerage or drainage services or the supply of electricity, gas or water

(iii) The design and landscaping of the proposed development

(iv) The extent to which the proposed development would generate increased traffic and at what times of the day or night and what sort?

(v) The desirability or otherwise of attracting the proposed development to the area of the Local Planning Authority in terms of:

(a) services provided, both new and in competition with existing services;

(b) employment opportunities

(c) pollution factors

(vi) The view (if any) of the residents both in the area where the proposed development would take place and within the area of jurisdiction generally of the Local Planning Authority.

(vii) The likelihood and desirability that the proposed development would expand over time and require additional development and/of facilities in the future.

(viii) The Planning Intention of the zone or reservation.

Appendix 4: Building Use – group Schedule

Group A: Detached Dwelling Houses

A detached dwelling house **is a principal building for use as a dwelling unit for, and used exclusively by a single family and may include such outbuildings as is ordinarily used therewith.**

Group A1: Attached Dwelling Houses

An **attached dwelling house** is a dwelling unit designed for and used exclusively by a single family in a building comprising two or more dwelling units in which the units are separated from one another vertically and may include such outbuildings as are ordinarily used therewith. This group includes:

- ✓ *Semi – detached Houses*
- ✓ *Terraced Houses*
- ✓ *Garden Apartments*

Group A2: Flats

A flat is a dwelling unit in the building of two or more storeys in which each dwelling is separated from other dwelling units or other accommodation in the same building horizontally. This group includes:

- ✓ *A dwelling unit over a shop*
- ✓ *A dwelling unit above ground floor level in multi – storey*
- ✓ *Buildings designed for use by a single person or caretaker.*

Note: Flats normally share access to upper floors by means of common staircases, lifts or balconies.

Group B: Residential Buildings

A residential building is a building other than a detached or attached dwelling house, flat, residential college or school providing residential accommodation and may include such outbuildings as are ordinarily therewith. This group includes:

Guest Houses
Hostels

Private Hotels
Residential Clubs

Group B1: Residential Buildings (Licensed)

A residential building (licensed) is a building other than a detached or attached dwelling house, flat, residential school or college designed for or containing provisions for human habitation, and for retail sale of intoxicating liquors for consumption on the premises.

The group includes:

Club, Residential Licensed Hotel, Residential licensed and may include on the ground floor a bookshop, a ladies hairdressing/beauty parlour, a curio/boutique / jewellery shop, a chemist's shop, a florist's shop and airline and travel agency.

Group B2: Residential Buildings (Institutional)

A residential building (institutional) is a building other than a dwelling house, block of flats, residential school or college or residential building (licensed) designed for or containing provision for human habitation together with such outbuildings as is ordinarily used therewith. This group includes:

Clinic (residential), convalescent home, Convent, hospital (other than mental), Maternity home, Monastery, Nursing home and Sanatorium.

Group C: Schools and Residential Colleges

This group comprises residential and non – residential schools for children and residential colleges for adults

Note: *Non – residential colleges for adults are included in Use Group K – Place of Assembly. This group includes:*

College,
Educational centre.
Technical institute
College residential,
Primary and secondary schools,
Adult Residential

Training college and University Buildings

Group C1: Crêches

This group includes:

Crêche, Day nursery and Nursery School

Group D: Shops

A shop is a building designed for the purpose of carrying on retail trade. This group includes:

Auction Room, Bar (licensed for the sale of intoxicating liquors), Milk Bar, Beauty Parlour, Beer Hall, Bureau de Change, Café, Cleaners and Dyer's Reception Depot, Club (non – residential), Department Store, Hairdresser, Launderette (a building or portion of a building, wherein:

a) A domestic type electric washing machine with or without domestic type ironing appliance are provided by the occupier for the use by the customer or not, and

b) Fewer than five persons are employed by the occupier to operate such machines and / or appliances),

Library; lending, Market, retail, Motor Vehicle Showroom, Public House, Restaurant (licensed for the sale of intoxicating liquor), Shop, Supermarket, Ticket Office, a workshop on the same premises as and incidental to the conduct of retail business,

Group E: Offices

This group includes:

Agency, Bank, Bureau, Enquiry or Travel, Exchange Labour, produce of stock, Institution; learned societies or professional, office, sample Room – commercial travellers

Group E1: Surgeries and Medical Chambers

A surgery is a building, other than a shop, designed for use by members of the medical and allied professions for the purpose of ministering to the sick, aged and infirm. This group includes:

Bacteriologist's Laboratory Dentist's consulting rooms, Physiotherapist's Rooms, Veterinary Surgeon's consulting rooms Doctor's consulting rooms and Dispensaries,

Group F: Wholesale Warehouses

A wholesale or warehouse is a building designed for the purpose of carrying on business of a wholesale nature and where no goods are displayed other than incidental to that business.

Group G: Storage Warehouses

A storage warehouse is a building designed or the purpose of storing goods and where no business is transacted other than incidentally to such storage. The group includes:

Builder's or Contractor's Yard, Depot (Local Authority's or Central Government's), Furniture Depository, Grain Silo, Storage Yard, Warehouse (Storage or Transit)

Group I: Institutions

This group includes:

Institution, Mental defective's school,
Mental Hospital, Reformatory, Special school.

Group J: Places of Public Worship

This group includes:

Cathedral, Chapel, Church, Citadel, Oratory
Mosque, Sunday school, Synagogue, Temple

Group K: Places of Assembly

This group includes:

Amusement arcade or Hall, Auditorium, Billiard Saloon, Church Hall, Cinema, College (Adult Non – Residential), College, Business, Commercial School, Hall, Dance Hall, Exhibitions, Lecture Hall, Lottery Hall, Meeting House, Music Hall, Public Hall, Skating Rink, Special Centre, Squash Rackets Court, Public, Theatre

Group K1: Special Places of Assembly

This group includes:

Athletic Ground, Fair Booth, Fun fair, Race Course, Racing Track, Sports Ground, Stadium

Group L: Light Industrial Buildings

A light industrial building is an industrial building (not being a special industrial building) in which the processes carried, on the machinery used and the goods and commodities carried to and from the premises will not cause any injury to, or prejudicially affect the amenities of the locality by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil any other reason.

Group L1: Service Industries

A service industry building is a light industrial building, the total area of which, whether in one or more separate buildings does not exceed 233 metre square, and which is used or intended to be used for any trade or industries which serves or is intended to serve the day to day needs of the district.

Group M: Industrial Buildings

In general for planning purposes an industrial building is a building other than a light industrial building, service industry building or special industrial building in which any of the following activities are carried on:

(i) The making of any article or part of any article;
(ii) The altering, repairing, renovating, ornamenting, painting, spraying, polishing, finishing, cleaning, dyeing, washing, or breaking up of any article;
(iii) The adoption for sale or use of any article
(iv) The sorting, assembling or packing (including washing or filling bottles or other containers) of any article;
(v) The painting, spraying, construction, reconstruction, assembling, repairing or breaking up of vehicles or parts thereof;
(vi) Printing by letterpress, lithography, photogravure, or other similar processes, including any activities associated with the printing industry other a newspaper office;
(vii) The production and storage of gas in a holder of more than 140 m cubed storage capacity;
(viii) The freezing; chilling, or storage in cold storage of any article,
(ix) The slaughtering of livestock
(x) The generation of electricity;
(xi) Photographic work

save where the activity carried on is only incidental to the permitted predominant use of a building

Group M1: Special Industrial Buildings

The following types of buildings are special industrial buildings –

(i) Any building designed for use as or more of the following works or processes:

Brick Kilns, coke ovens, salt glazing works, sintering of sulphur bearing materials, distilling, refining or blending of oils, stone crushing, or screening plants. Smelting of ores and minerals, calcining, puddling, and rolling of iron and

other metals, conversion of pig iron in to wrought iron, reheating, annealing, hardening, forging, converting and carburising iron and other metals, galvanising, recovery of metal from scrap, pickling or dissolution of metal in acid, chromium plating. Works of the production of or which employ, cellulose, lacquers, cyanogen, or its compounds, hot pitch or bitumen, pyridine, liquid or gaseous sulphur dioxide, sulphur chlorides, calcium carbide. Works of the production of amyl, acetate, aromatic ester, butyric acid, caramel, enamelled wire, glass, hexamine, iodoform, lampblack, B – naphthol, resin, products other than synthetic resin powders, salicylic acid, sulphurnated organic compounds, ultramarine, zinc chloride, zinc oxide, paint and vanish manufacturer excluding works at which only milling and blending are practised, production or rubber from scrap.

(ii) Any building designed for the purpose of carrying on any of the following industries, business or trade *vis-à-vis:*

Animal charcoal manufacture, Blood albumen maker, Blood boiler, Blood drier, Bone boiler or steamer, Bone burner, Bone grinder, Breeder of maggots from petrucible animal matter, Candle Maker, Catgut manufacturer, Chitterlings or nettlings boiler (not carried on a subsidiary to a retail trade or business), Dealer in blood, skin, hides, or butchers waste, Dealer in rags and /or bones (including receiving storing, sorting, or manipulating rags in or likely to become in an offensive condition or any bones, rabbit skins, fat or petrucible animal products of a like nature), Fat melter or fat extractor, Fellmonger, Fish or curer (not on by a fishmonger as a subsidiary to his trade or business as a fishmonger), Fish oil manufacturer, Fish skin dresser or scraper, Glue maker, Gut scraper or gut cleaner, Leather dresser, Maker of feed for feeding poultry, dogs, cattle, or other animals, from any fish, blood, bone fat or animal offal (either in any offensive condition or subjected to any process causing noxious or injurious effluvia), Manufacturer of manure from bones, fish, fish offal, blood, spent hops, beans, or other petricible animal or vegetable matter, Parchment maker, Size maker, Skin driers, soap Boilers, Tallow Melter or refiner, Tanner, Tripe boiler or Cleaner.

Note : (a) Not withstanding the provisions of these paragraphs, in which spraying

is carried on in connection with minor repairs shall not be deemed special industrial buildings on this account.

(b) Many of the works and processes mentioned are injurious, on planning grounds, only where the methods employed give rise to excessive noise, smoke, gaseous, or other effluents. Where the Authority is satisfied that these conditions will be prevented by the installation of suitable equipment, it may, if such equipment is installed, decide that the buildings an industrial building.

Group N: Agricultural Buildings

The following types of buildings are agricultural buildings-

Buildings incidental to the use of horticulture, fruit growing, seed growing, dairy farming, breeding and keeping of livestock (including any creature kept from the production of food, wool ,skins, or fur, or for the purpose of its use in the farming land). The use for land as grazing land, osier land, market gardens, and nursery grounds, and the use of grounds for woodlands where the use is ancillary to the farming of land for other agricultural purposes, and "***agriculture***" shall be construed accordingly.

This group includes:

Agricultural Building, Market Garden, Grain or Flour, Nursery, Horticultural

Group O: Surface Mineral Workings

This group includes:

Brick fields, Quarry, Sand Gravel or Stone. Surface working for the extraction of sand, gravel, clay, and stone and any buildings, which are incidental to such use

Group P: Petrol Filling and Service Stations

A petrol filling and service station is a retail for business designed primary for the purpose of fuelling motor vehicles with petroleum or other fuel and includes –

(a) Any pump or other apparatus on the property used in connection with the fuelling of motor vehicles;

(b) Any building used for the retail sale of petroleum products, motor vehicle spare, parts, accessories, tyres, tubes, and those items covered by an aerated water dealer's licence;

(c) Any building used for the lubricating, washing or polishing of motor vehicles;

(d) Any building used for the servicing of and repair of motor vehicles, but shall specifically exclude the following services and/or repairs –

Steam cleaning, Panel beating, Spray painting, Engine removal, and dismantling, Engine tune –ups for racing and competition vehicles, Body building or modifications to bodywork, tyre retreading, Clutch and/or gear box replacement and repairs when removal of engine is necessary.

Note : The items specifically excluded from this group are to included in use **Groups L, L1, M** dependant on the nature and extent of such work, buildings and machinery used or to be used in connection therewith.

Group R: Newspaper Offices

A newspaper office is a building in which newspaper printing presses are operated and in which such other activities are carried out as are normally directly associated with the printing and publishing of newspapers printed and published by that office, and includes premises in the same building or in a building on a stand adjoining the stand on which such office is situated, wherein is carried on the trade of Photo – Process Engraving wholly or substantially as an activity associated with the production of such Newspapers as are printed and published by such newspaper office.

Note: Not withstanding the remaining provision of this Scheme a Newspaper Office shall not be deemed to fall within any building Use Group other than Use Group R.

Group S: Special Buildings

This group includes –

Aerodrome, Airport, Armed forces building, Barracks, Boarding Kennels, Bathhouse, Botanical Gardens, Cemetery, Crematorium, Destructor, Refuse, Dry Cleaner's works, Electricity Sub- station, Telephone Exchange, Film studio, Goal, lavatory (Public), Memorial Monument, Monument, Mortuary, Observatory, Prison, Pumping Station, Railway Premises, Railway Station, Sewage Works Bus Station, Surface Car park, Television Building, Transformer Station, Water Works, Wireless Building, Zoological Garden

Group T: Parking Garage

A parking garage is a building designed for the purpose of providing accommodation for the parking of motor vehicles other than the purpose of exhibit, sale or repair and may include-

(a) use of the ground floor or alternatively, but not additionally the first floor of such buildings for –
  (i) shops
  (ii) offices
  (iii) purpose incidental to the operation of the garage; and

(b) facilities within such building, for the fuelling, lubricating and washing of motor vehicles parked within the building;

(c) public transport passenger moving facilities;

provided that in no case shall the floor area be used for purposes indicated in (a) and (b) above exceed twenty per centum of the total floor area of such building.

Group U: Funeral Parlours

A funeral parlour means a building wherein arrangements for burial or cremation are conducted together with the preparation of bodies of deceased persons for burial or cremation and may include –

(i) facilities for the keeping of the bodies of the deceased persons;
(ii) a chapel
(iii) a viewing room
(iv) a coffin show room;
(v) an administrative office for the arrangement of supply of floral tributes;
(vi) such administrative offices and toilet facilities as are ordinary necessary for the day-to-day operation of the funeral parlour.