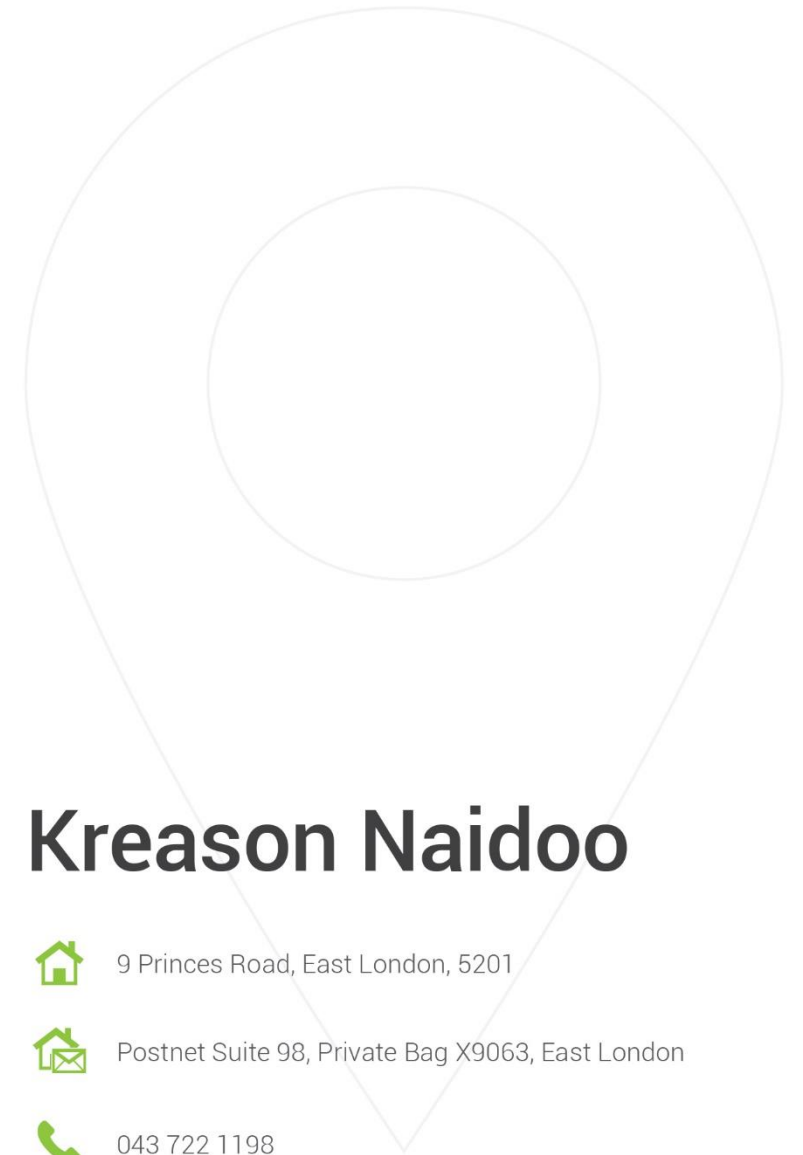


KING SABATA DALINDYEBO LOCAL MUNICIPALITY

FINAL SPATIAL DEVELOPMENT FRAMEWORK



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LIST OF ABBREVIATIONS

° C	Degrees Celsius	DAC	District AIDS Council
ABP	Area Based Plan	DAFF	Department of Agriculture, Forestry and Fisheries
ADM	Amathole District Municipality	DARD	Department of Agriculture and Rural Development
AIDS	Acquired Immunodeficiency Syndrome	DEDEA	Department of Economic Development and Environmental Affairs
ASGISA EC	Accelerated and Shared Growth Initiative for South Africa Eastern Cape	DM	District Municipality
BLMCs	Biodiversity Land Management Classes	DoA	Department of Agriculture and Rural Development
CBA	Critical Biodiversity Area	DoHS	Department of Human Settlements
CEA	Critical Environmental Areas	DRDLR	Department of Rural Development and Land Reform
CEO	Chief Executive Officer	DRM	Disaster Risk Management
CFCs	Chlorofluorocarbons	DRPW	Department of Public Works
CLaRA	Communal Land Rights Act 11 of 2004	DTI	Department of Trade and Industry
CO2	Carbon Dioxide	e.g.	Example
CoGTA	Cooperative Governance and Traditional Affairs	EA	Environmental Authorisation
COO	Chief Operating Officer	EAP	Economically Active Population
CSIR	Council for Scientific and Industrial Research	EC	Eastern Cape

EC BCP	Eastern Cape Biodiversity Conservation Plan	IGR	Inter-Government Relations
ECD	Early Childhood Development	IPCC	Intergovernmental Panel on Climate Change
ECDC	Eastern Cape Development Corporation	ISDM	Integrated Service Delivery Model 2016
EIA	Environmental Impact Assessment	ITP	Integrated Transport Plan
EMF	Environmental Management Framework	km	kilometer
EPWP	Expanded Public Works Programme	km ²	square kilometers
ESA	Ecological Support Area	KSD LM	King Sabata Dalindyebo Local Municipality
FMR	Future Metro Regions	LED	Local Economic Development
GDP	Gross Domestic Product	LHR	Liberation Heritage Route
GDS	Growth and Development Summit	LM	Local Municipality
GHGs	Green House Gases	LUMS	Land Use Management Scheme
GVA	Gross Value Add	m	meters
ha	Hectare	MIG	Municipal Infrastructure Grant
HDI	Human Development Index	mm	millimeters
HIV	Human Immunodeficiency Virus	MSA	Municipal Systems Act 32 of 2000
ICT	Information and Communications Technology	MTEF	Medium-Term Expenditure Framework
IDC	Industrial Development Corporation	NDP	National Development Plan 2030
IDP	Integrated Development Framework	NEMA	National Environmental Management Act

NGO	Non-Governmental Organisation	SALA	Subdivision of Agricultural Land Act
NSDP	National Spatial Development Plan	SANP	South African National Parks
OHS	Occupational Health and Safety	SDAs	Special Development Areas
ORT DM	O. R Tambo District Municipality	SDBIP	Service Delivery and Budget Implementation Plan
PDA	Planning and Development Act 28 of 2008	SDF	Spatial Development Framework
PDP	Provincial Development Plan	SEA	Strategic Environmental Assessment
PEDS	Provincial Economic Development Strategy	SEDA	Small Enterprise Development Agency
PGDP	Provincial Growth and Development Plan	SETA	Services Sector Education and Training Authority
PSDF	Provincial Growth and Development Framework	SEZ	Special Economic Zone
PWSIMP	Provincial Water Services Infrastructure Master Plan	SLA	Service Level Agreement
R	Rand	SMMEs	Small Medium and Micro Enterprises
R&D	Research and Development	SPLUMA	Spatial Planning and Land Use Management Act 16 of 2013
RBIG	Regional Bulk Infrastructure Grant	STR	Small Town Regeneration
RDP	Reconstruction Development Programme	SWOT	Strengths, Weaknesses, Opportunities and Threats
REDS	Regional Economic Development Strategy	TPO	Town Planning Ordinance 15 of 1986
RSA	Republic of South Africa	TSA	Tourist Satellite Accounting
SA	South Africa	UNFCCC	United Nations Framework Convention on Climate Change
SAHRA	South African Heritage Resources Agency	WSIG	Water Services Infrastructure Grant

SECTION A:

INTRODUCTION

A Spatial Development Framework (SDF) is a municipal requirement that is aligned to the municipal Integrated Development Plan (IDP). The Spatial Planning and Land Use Management Act (SPLUMA) of 2013 and the Municipal Systems Act (2000) sets a basis for the development of the Municipal SDF, as it stipulates that each municipality needs to develop a Spatial Development Framework.

This report thus serves as the **Final Spatial Development Framework** of the King Sabata Dalindyebo (KSD) Spatial Development Framework (SDF) process. The structure of the report is as follows:

1. Locality;
2. Policy Assessment;
3. Summary of Situation Analysis
4. Key Issues and SWOT;
5. Development Scenarios;
6. Spatial Development Strategy;
7. Spatial Development Framework;
8. Conclusion

A1. BACKGROUND

King Sabata Dalindyebo is a Local Municipality within the O.R Tambo District Municipality in the Eastern Cape Province. It covers an area of approximately 302 700 Hectares and is primarily a rural municipality, with 2 formal urban conurbations and a 3rd in the pipeline.

Section 26 (e) of the Local Government: Municipal System Act, No.32 of 2000 (the "MSA") requires all municipalities to compile Spatial Development Frameworks (the "SDF") as a core component of the Integrated Development Plan (the "IDP"). The SPLUMA, outlines guideless for how SDF's should be drafted. A Spatial Development Framework (SDF) seeks to guide the overall spatial form and identify current and future desirable land uses within a municipal area. The SDF informs development decisions and creates a framework for investment that facilitates both public and private spending. The SDF also provides a basis for land use management.

King Sabata Dalindyebo's Local Municipality SDF will serve as a strategy to interpret and represent the spatial development vision of the municipality. The vision will be designed to enable sustainable development throughout the municipality while the planning process addresses the challenge to

balance imperatives of economic efficiency, social and environmental integrity.

Objectives of the Spatial Development Framework include:

- A plan that seeks to guide overall spatial distribution of current and future development within the municipality; in order to give spatial effect to the vision, goals and objectives of the municipal IDP.
- A spatial representation or the creation of integrated and habitable urban and rural areas and provides general direction to guide decision-making and action over a multi-year period.
- An appropriate land –use management system by informing development decisions and creating a framework for investment confidence that facilitates both public and private spending. Strategic and indicative in nature and is prepared at a broad scale.
- A legally binding component of the IDP. Therefore, the Spatial Development Framework needs to be specific and precise in case where it wants to enforce or to prevent planning initiatives initiated by the municipality.
- “Indicative” of the broad uses such as major transport routes, future transport links, environmentally sensitive areas and key potential and constraints. A planning Scheme or Land Use Management Scheme (LUMS) will then be used to flesh out the broad detail shown in such a framework.

A2. OBJECTIVES

The main objectives of the project is to develop a SDF which will address spatial, environmental and economic issues confronting rural and urban areas. An SDF that will facilitate rural development as required.

Tshani Consulting CC is therefore required to compile an SDF, which complies with the MSA and the Municipal Planning Performance Regulations, 2001, and the Spatial Planning and Land Use Management Act of 2013. The required SDF must therefore:

- Give effect to the development principles and applicable norms and Standards set out in Chapter 2 of the Spatial Planning and Land Use Management Act 16 of 2013.
- Include a written and spatial development vision statement for the municipal area which indicates a desired spatial growth and development patterns for the next 10 to 20 years.
- Identify current and future significant structuring and restructuring elements of the spatial elements of the municipality including development corridors, activity spines & economic nodes where public nodes where public and private investment will be prioritized & facilitated.
- Include population growth estimate for the next five years.
- Identify, quantify & provide location requirements of engineering infrastructure & service for existing & future development needs for next five years.

- Determine a capital expenditure framework for the municipality's development programmes depicted spatially. The SDF will give effect to the development principals contain in the Spatial Planning & Land Use Management Act, 2013 including –
 - Spatial Justice
 - Spatial Sustainability
 - Efficiency
 - Spatial Resilience; and
 - Good Administration

PROJECT PHASES

The following phases were followed for the development of this project:

Phase 1: Start Up

Phase 2: Issues and Visions

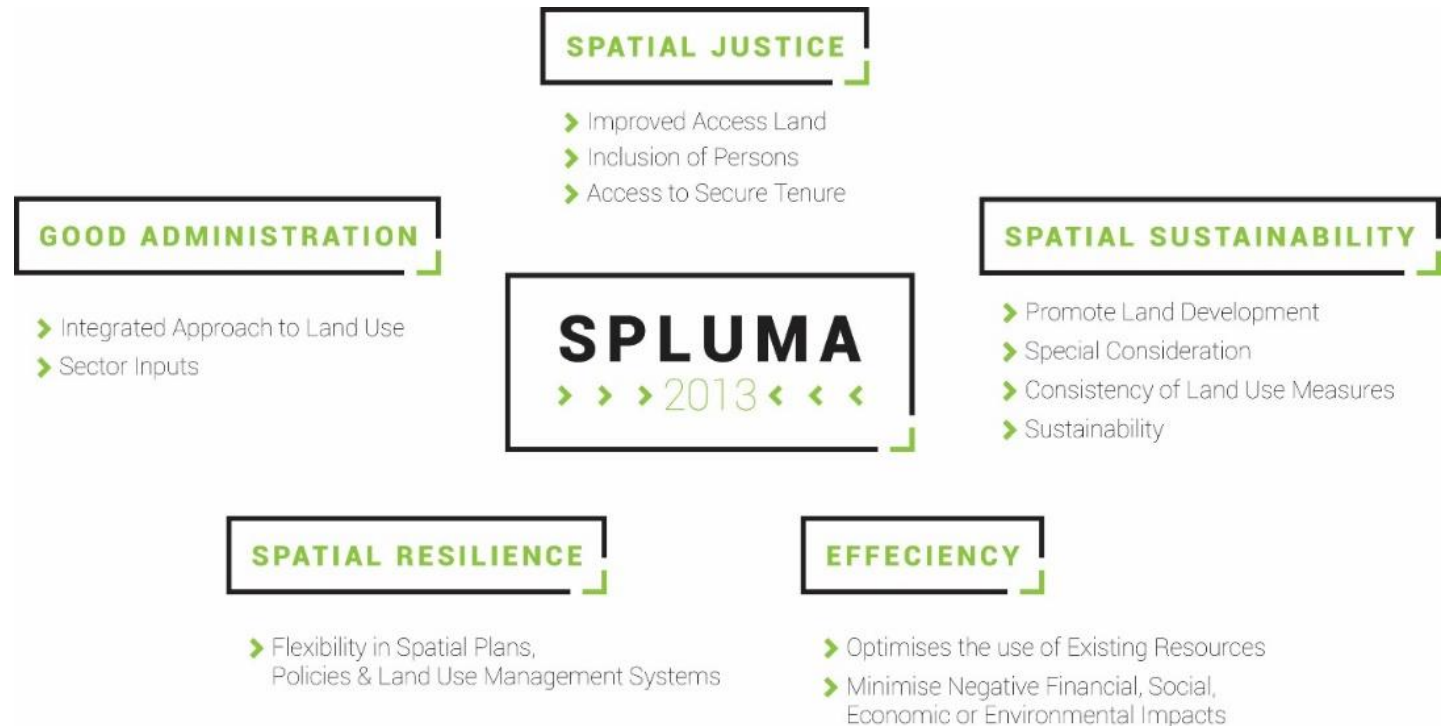
Phase 3: Spatial Analysis and Synthesis

Phase 4: The Draft SDF,

Phase 5: Achieving Support for the Draft SDF,

Phase 6: Finalization and Approval

Phase 7: Implementation



SECTION B:

CONTEXT

This section of the document intends to give an overview of the KSD municipal area. The municipal locality will be discussed at various levels; which include the provincial level, district municipality level and local municipality level.

B1. LOCALITY

The locality will be discussed from a provincial, district municipality and local municipal level.

PROVINCIAL LEVEL

The Eastern Cape Province is located on the South Eastern boarder of South Africa, along the Indian Ocean. It is one of the more rural provinces in South Africa and is bordered by the following provinces:

- Kwa Zulu Natal Province to the north-east;
- Lesotho to the north;
- Free State and Northern Cape Province to the north-west;
- Western Cape Province to the far south-west;
- Indian Ocean to the East

The Eastern Cape Province constitutes of two metropolitan municipalities, namely: Nelson Mandela Bay Metropolitan Municipality and Buffalo City Metropolitan Municipality as well as six (6) District Municipalities.

The King Sabata Dalindyebo Local Municipality is one of the 31 local municipalities within the Eastern Cape Province.

The plan below highlights the KSD LM within the context of the Eastern Cape

DISTRICT LEVEL

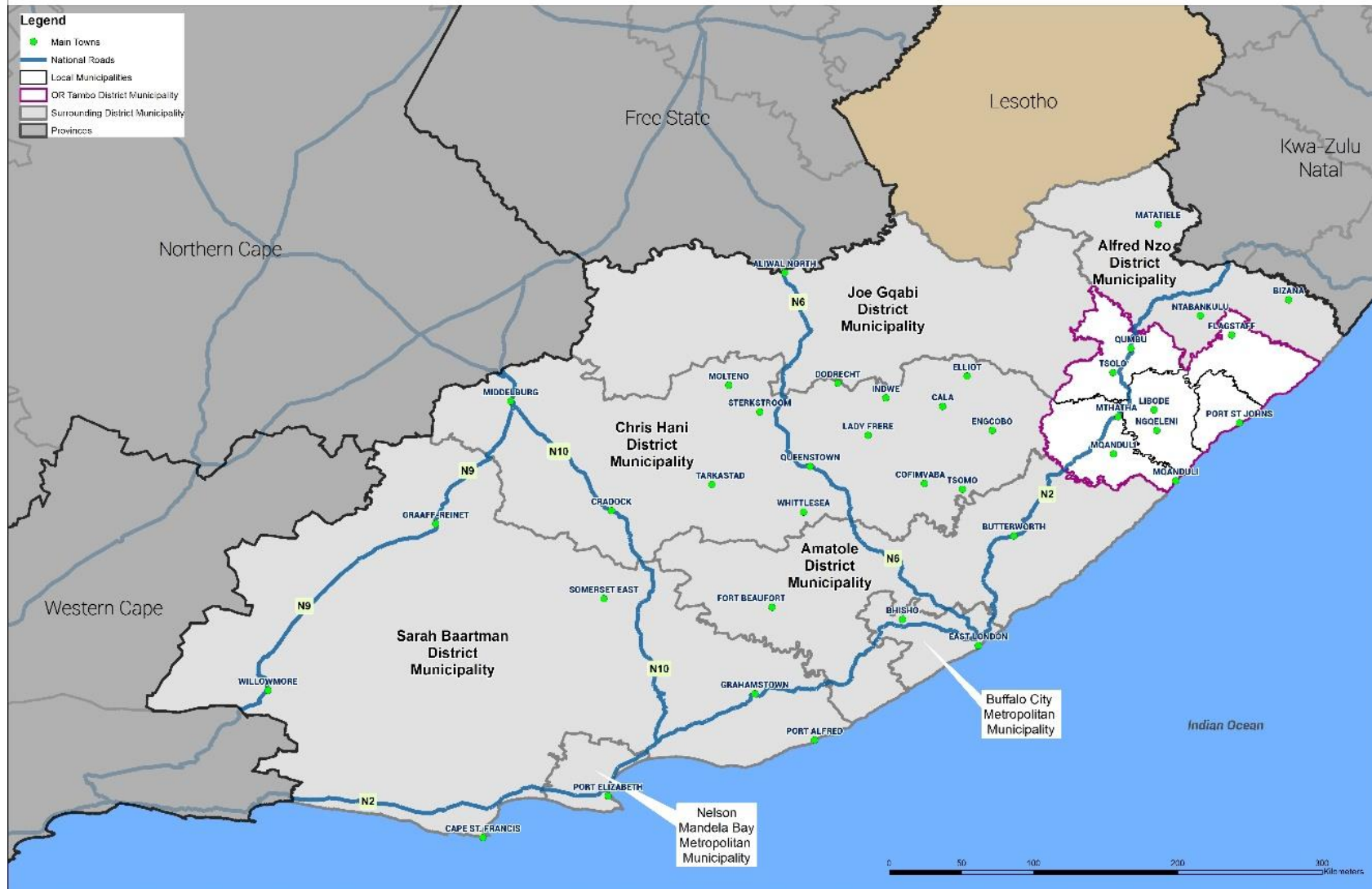
KSD LM forms part of the five (5) local municipalities within the OR Tambo District Municipality. KSD is considered to be the largest, in terms of surface area of the five (5) local municipalities within the district. In terms of the Municipal location within the District, KSD is located on the southern portion of the OR Tambo District Municipality.

The OR Tambo District Municipality is bordered by:

- The Alfred Nzo District Municipality on the north;
- The Joe Gqabi District Municipality on the north west;
- The Chris Hani District Municipality on the west;
- The Amathole District Municipality on the south-west;
- The Indian Ocean on the south east.

The OR Tambo DM is strategically located along major road networks within the Province, including the N2 national road and R61. These are critical routes for trade and logistics, thus making towns and local municipalities, along these routes, of economic importance.

The OR Tambo DM is also one of the district municipalities within the Province which is located along the coastline. This implies that the district is home to a variety of economic opportunities and has great potential to grow in coastal and marine activities.



Map 2: KSDM in relation to OR Tambo district Municipality- Census Community Survey, 2016

LOCAL LEVEL

The KSD Local Municipality is approximately 3 027 km² in area and constitutes of two urban conurbations of Mthatha and Mqanduli.

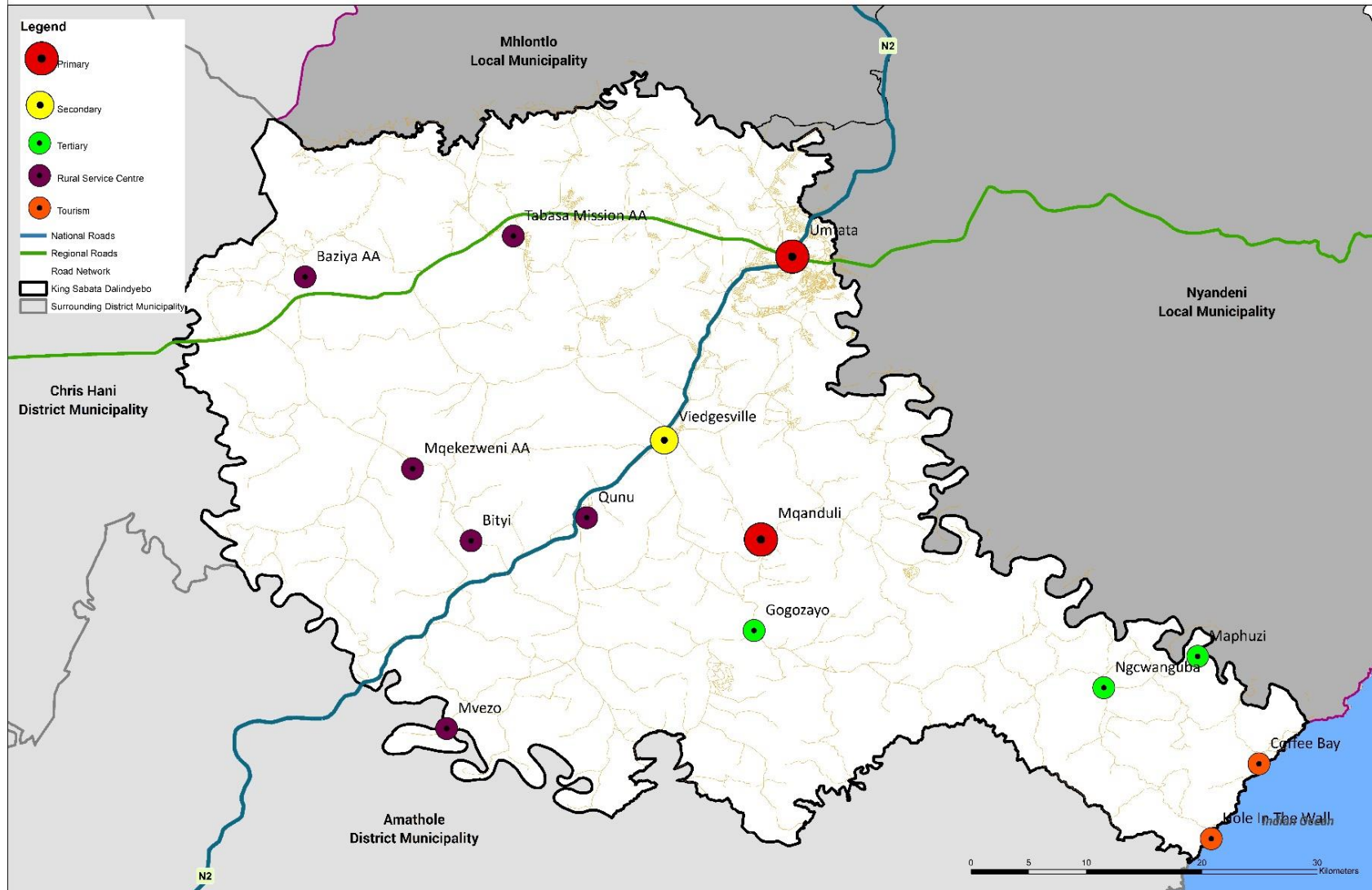
Two main transportation routes traverse the study area, namely, the N2 National Road and the R61 Regional Road. These are key linkage roads, linking the Local Municipality to cities such as Kwa-Zulu Natal to the north and East London to the South.

The municipality is bordered by the following local municipalities:

- Mhlontlo to the north - OR Tambo District Municipality;
- Nyandeni to the east - OR Tambo District Municipality;
- Mbashe Municipality to the south west – Amathole District Municipality;
- Engcobo local municipality to the west- Chris Hani District Municipality

OR Tambo District Municipality comprises of the following Local Municipalities:

- Mhlontlo LM
- Nyandeni LM
- Port St Johns LM
- Mbizana LM



Map 3: KSD LM Municipal Locality- Census Community Survey, 2016

TOWNS AND SETTLEMENTS

The King Sabata Dalindyebo Local Municipality is home to two major (2) towns; which include Mthatha and Mqanduli in the inland area. It is also home to major tourism attraction nodes of Coffee Bay and Hole-in-the-Wall along the coastline.

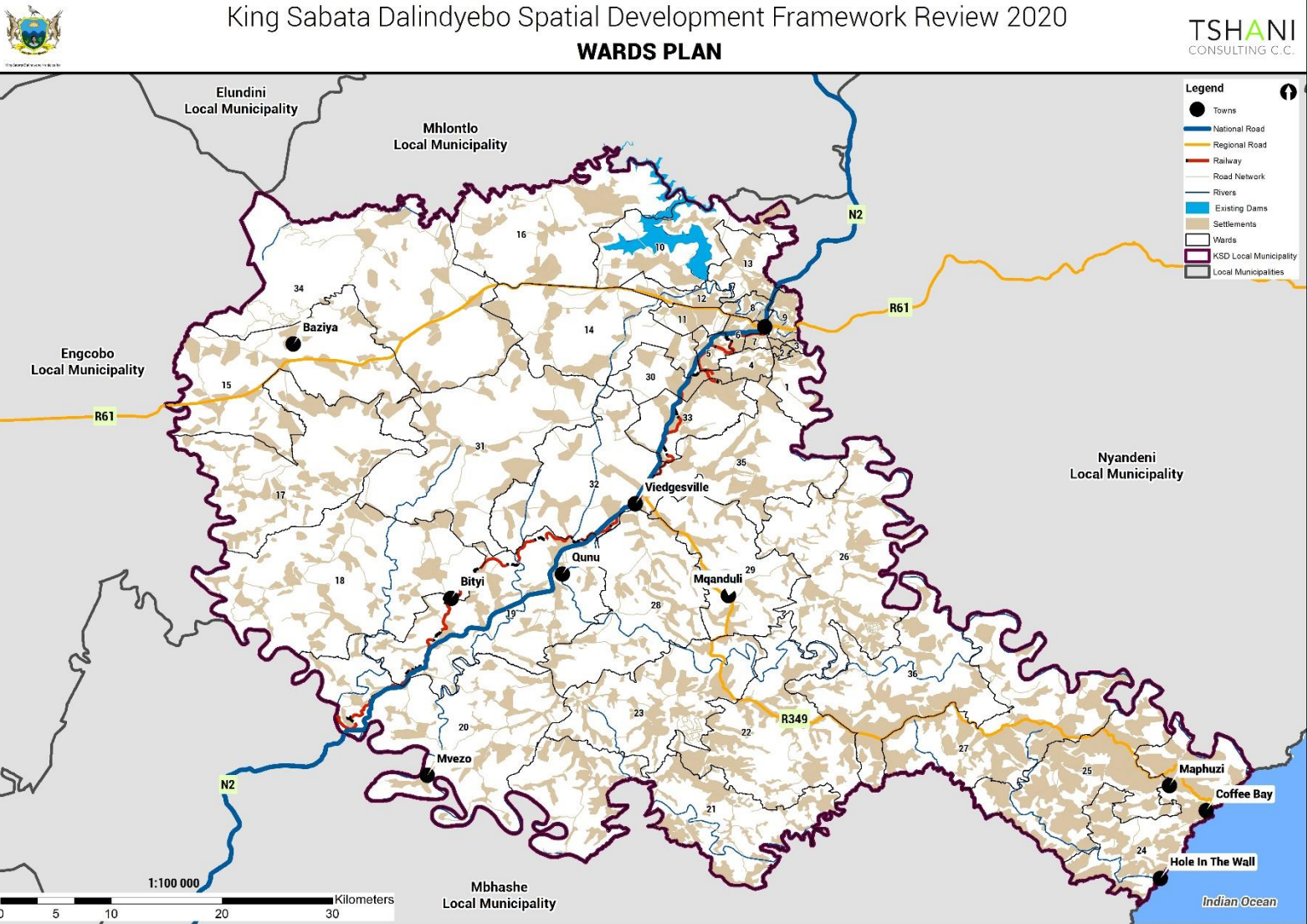
The N2, national road, cuts traverses the town of Mthatha connecting to East London to the south and Kokstad within the KwaZulu Natal Province to the north. The R61 is also a major road which connects to the town of Libode in Nyandeni Local Municipality to the east and the town of Engcobo to the west.

Along the coastline, the area of Maphuzi is regarded as an administrative area for Coffee Bay and Mqanduli. Other prominent settlements within the municipality include Qunu, Bityi, Baziya and Viedgesville. These settlements gained prominence due to their commercial functional support.

WARDS

The municipality consists of 36 wards in total as per the 2016 demarcation. The urban centres of Mthatha and Mqanduli are surrounded by rural areas and act as main centres for commerce and administrative functions.

The ward demarcation is shown on the plan below.



Map 4: KSD LM wards- Census Community Survey, 2016

CROSS BORDER ALIGNMENT

The KSD LM is connected to neighbouring municipalities, towns and rural settlements. This is mainly due to the services offered by the town of Mthatha, which is a regional centre. This section notes neighbouring municipalities, connecting routes, as well as other social and economic linkages that exist between the towns within the KSD and other neighbouring towns.

Municipal Linkages

The KSD municipality is located within the OR Tambo District Municipality. The municipality is surrounded by the following local municipalities; Engcobo on the west direction, Mbashe on the south western direction, Nyandeni on the south eastern direction and Mhlontlo on the northern direction. The R61 traverses the town of Mthatha, connecting the Engcobo and Nyandeni local Municipalities. The N2 national road also traverses Mthatha, connecting the neighbouring Mbashe Local municipality on the southern direction and Mhlontlo Local Municipality on the northern direction.

The town of Mthatha within the KSD LM is a regional economic hub as well as administrative centre in the region. It serves the neighbouring towns of Libode, Tsolo and Qumbu as well as rural hinterlands surrounding these towns for economic services.

The towns of the KSD LM are linked to various towns in neighbouring municipalities. The following primary and secondary transportation routes traverse through the King Sabata Dalindyebo Local Municipal area:

- N2 (Primary route)
- R61 (Secondary route) which connects the neighbouring town of Libode and Engcobo in the east-west direction;
- R349 -Route branching from N2 to Mqanduli (Transport corridor) and further to the coastal node of Coffee Bay

The following are towns that have short linkages with the towns of Mthatha within the KSD municipality.

Area	Kilometres	Route
Qumbu	47,1 km	N2
Libode	34 km	R61
Engcobo	85.7 km	R61
Butterworth	119.8 km	N2
Port St Johns	98.4 km	R61
Tsolo	47.1 km	R361 from N2

Table 1: Distances from Mthatha to the closest towns around it

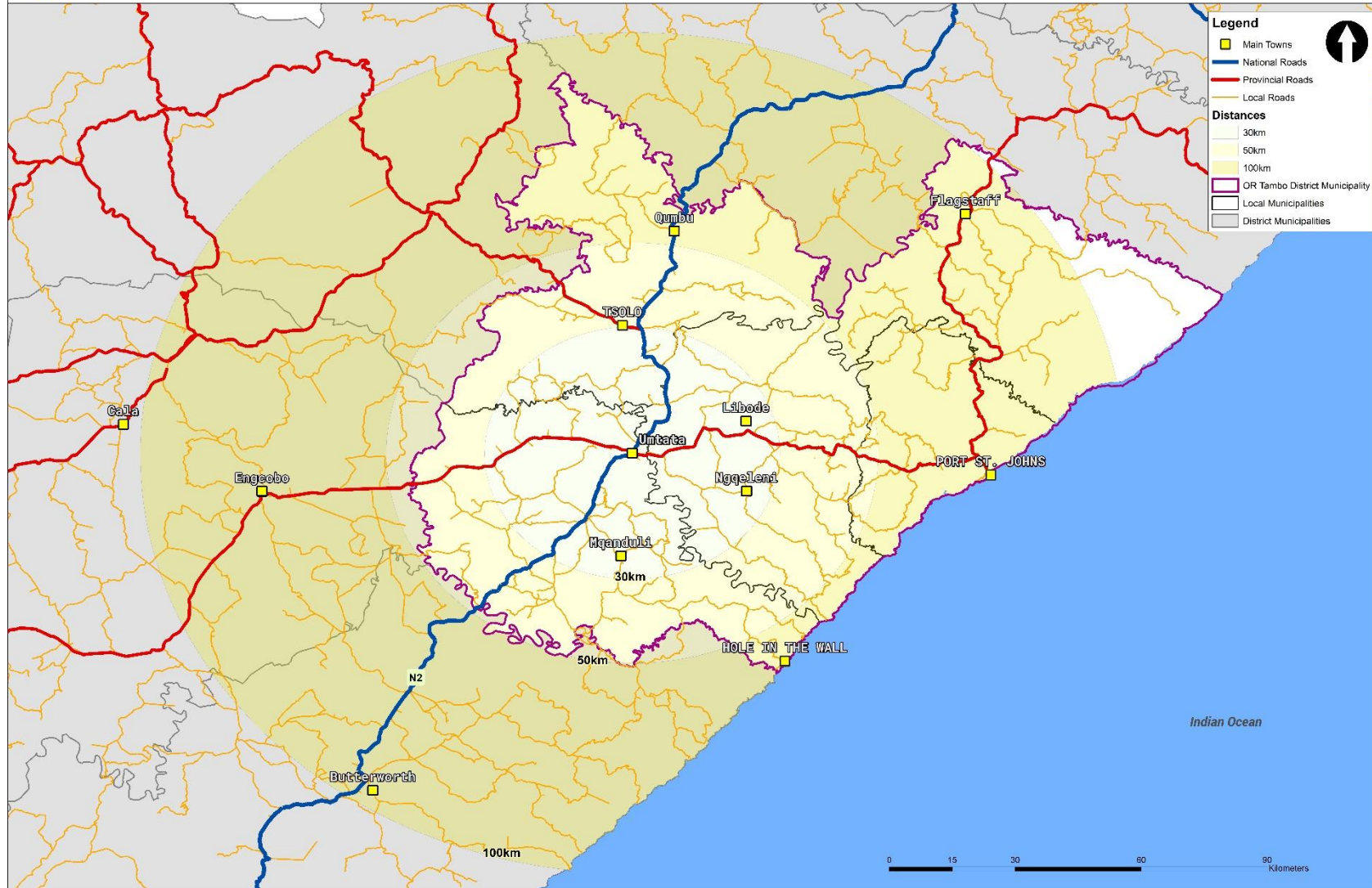
Other further linkages from Mthatha town include East London to the South and Kokstad and Durban to the north. The East London to Durban route is a prominent logistic network, for which Mthatha is located at a pivotal position along the route.



King Sabata Dalindyebo Spatial Development Framework Review 2020

LINKAGES PLAN

TSHANI
CONSULTING C.C.



Map 5: Municipal linkages from the main town of Mthatha

SECTION C:

POLICY ASSESSMENT

Policy assessment is important for the development of the SDF as it serves as a guide for the SDF process and for the development of the plan to ensure alignment to all relevant National, Provincial, District and Local plans and legislation. Policies from various spheres of government and various government departments are considered, in relation to how they affect the KSD municipality SDF.

Critical policy and legislative frameworks such as the Municipal Systems Act (2000), Spatial Planning and Land Use Management Act (2013), National Development Plan (2013) and National Environmental Management Act (1998) have been considered towards the development of this framework.

The following policies and legislation have been analysed for this SDF:

- Spatial Planning and Land Use Management Act, 13 of 2013;
- National Development Plan (2013);
- Eastern Cape Spatial Development Framework (2017/18);
- OR Tambo District Municipality Spatial Development Framework (2018)

The alignment with other policy documentation is of extreme importance through all the spheres of government as well as across sector departments. This is to ensure a holistic and integrative approach towards the development of spatial development frameworks.

The Department of Rural Development and Land Reform (DRDLR) has set out guidelines on the development of spatial development frameworks through all the spheres of government.

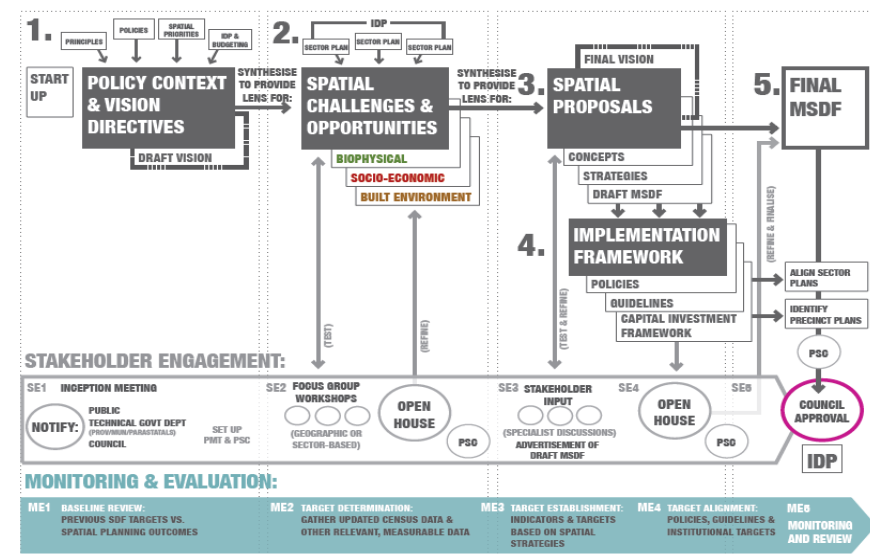


Figure 1: SDF Process- DRDLR

C1 WHAT IS A SPATIAL DEVELOPMENT FRAMEWORK?

A Spatial Development Framework (SDF) is a long-term spatial plan, which aims to manage growth and changes within a municipal area in order for the municipality to become more sustainable, integrated and equitable.

WHAT IS THE LINK BETWEEN THE INTEGRATED DEVELOPMENT PLAN (IDP) AND SDF?

A Spatial Development Framework (SDF) provides a "geographical expression to the economic, social, cultural and ecological policies of society. It is at the same time, a scientific discipline, an administrative technique and a policy developed as an interdisciplinary and comprehensive approach directed towards a balanced regional development and the physical organisation of space according to an overall strategy."

The SDF should co-ordinate the spatial implications of all strategic sector plans such as engineering, housing, community services, etc.

The SDF should give physical spatial effect to the vision, goals and objectives of the municipal IDP. The SDF also informs the land use management of a municipality.

C2. NATIONAL POLICY ASSESSMENT AND ALIGNMENT

This section will discuss national level developed policies with regards to their relation to the Spatial Development Framework (SDF) process.

NATIONAL DEVELOPMENT PLAN, 2013

The National Development Plan (NDP) is a national plan towards 2030 that seeks to transform the country's spatial fragmentation, promote social and sustainable economic transformation and improvement of governance. The plan highlights six (6) priority areas towards achieving its goals:

- Uniting South Africans so as to achieve prosperity and equity
- Promoting active citizenry to strengthen accountability, democracy and development
- Bringing about economic growth, labour absorption and attracting investment
- Building a capable and development state
- Encouraging strong leadership throughout society
- Focusing on key capabilities of people and the state

The plan highlights a number of critical issues towards the country's development but of relevance are the following chapter:

- Chapter 8 highlights the importance of **sustainable human settlements** that bridges the rural/urban divide of our country's

landscape. What is stressed in this chapter is location and planning of future settlements as this relates to access to infrastructure, transportation.

- Chapter 4 highlights the need to **invest in infrastructure** so as to promote access to services such as water, electricity, transportation, ICT.
- Chapter 5 of the plan highlights the importance of environmental sustainability measures and principles. Exploration of alternative renewable energy resources such as wind and solar, reducing carbon emissions, water resource management. Attempts to address and reduce the effects of climate change that include social vulnerability.
- Chapter 6 discusses the integration of rural areas through infrastructure development, rural economies, land reform, and diversification of industry to include agriculture, tourism and small enterprise developments industries.

SPATIAL PLANNING AND LAND USE MANAGEMENT ACT, 16 OF 2013

The Spatial Planning and Land Use Management Act No. 16 of 2013 (SPLUMA) was assented to by the President of the Republic of South Africa on 5 August 2013. SPLUMA is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other

objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision, which must be developed through a thorough inventory and analysis based on national spatial organization principles and local long-term development goals and plans.

SDFs are thus mandatory at all three spheres of government. Sub-section 12(2) confirms that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

Chapter 4 Part A. of SPLUMA sets out the focus and general requirements that must guide the preparation and compilation of SDF products at the various scales. Chapter 4 is divided into six parts of which, Part A provides an extensive introduction to the purpose and role of SDFs and sets out the preparation requirements and expectations of the SDF process.

The SDF will be informed by aligning the following development principles of SPLUMA:

- **Spatial Justice**

Each development application must be assessed to determine whether it will contribute to a more just and equitable spatial

outcome. Spatial justice incorporates important active intentions, such as:

- Inclusivity – actively promoting the inclusion, rather than the exclusion, of disadvantaged groups and areas;
- Redress – to make up for past imbalances and injustices;
- Increased access – by disadvantaged groups and also spatially through well located developments;
- Incorporation of disadvantaged areas – to create a more just spatial form, and
- Flexible mechanisms with applicability in previously excluded areas – inclusion of incremental development procedures for upgrading informal settlements for example and developing suitable zoning and regulations for slums or informal areas or traditional areas where existing procedures made the development and use of land illegal and criminalised residents.

• **Spatial Sustainability**

This principle looks at the longer-term view of development and embraces the concepts of environment, social and economic sustainability.

• **Spatial Efficiency**

This principle embodies the notion that we need to use our resources efficiently and not be wasteful of them and of our time and capacity as

we have resource constraints. We must make the best and most efficient use possible with the limited resources available.

• **Spatial Resilience**

This principle embodies the notion that communities that live in vulnerable spatial locations have less ability to withstand economic and social shocks so spatial plans and policies need to be flexible to enable them to continue to have sustainable livelihoods.

• **Good governance**

This principle embodies the notion of integration in all spheres of government. This integration is through sector inputs in the preparation and amendments of spatial plans, policies and land use schemes

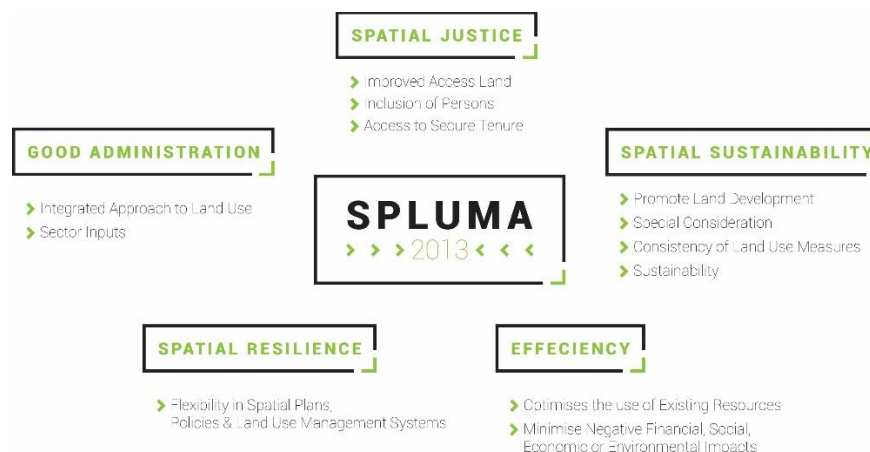


Figure 2: SPLUMA principles-SPLUMA, 2013

MUNICIPAL SYSTEMS ACT, NO. 32 OF 2000

The Municipal Systems Act (MSA) was assented on 14 November 2000. The Act is aimed at providing core principles, mechanisms and processes that are required to enable municipalities to move progressively towards social and economic improvement of local communities, and ensure universal access to essential services that are afforded to all.

NATIONAL HERITAGE RESOURCES ACT, NO. 25 OF 1999

The Act seeks to empower communities to conserve and nurture their legacies for current and future generations as well as to promote good management of national state.

This legislation aims to promote the management of national heritage resources, to set out principles to govern heritage resource management.

NATIONAL ENVIRONMENTAL MANAGEMENT ACT, NO. 107 OF 1998

The Act establishes in law certain principles that provide a framework for environmental management in South Africa. In addition, NEMA makes provision for the formulation of Environmental Implementation Plans by Provinces. These Implementation Plans are the vehicle for implementing the NEMA principles, and municipalities are required to adhere to them.

NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT 57 OF 2003

The National Environmental Management: Protected Areas Act (PAA) was enacted to provide for declaration and management of protected areas in

South Africa. The Protected Areas Act (PAA) should be read in conjunction with the principles set out in National Environmental Management Act (NEMA) and Section 5 and 6 of National Environmental Management Act (NEMA). Protected Areas Act (PAA) represents a shift in the approach to conservation from the historical “protectionist” approach (i.e. exclusion of local communities) to allowing controlled access to resources and participation in the management of protected areas.

NATIONAL ENVIRONMENTAL MANAGEMENT: WASTE ACT, NO 59 OF 2008

This Act notes the importance of waste management, set out norms and standards in relation to waste management, stipulate waste service standards at different spheres of government.

Sustainable development requires that generations of waste are avoided as the Constitution states that everyone has a right to a an environment that is not harmful to his or her health, to have the environment protected for the benefit of the present and future generations through reasonable legislative and other measures that:

- Prevent pollution and ecological degradation;
- Promote conservation; and
- Secure ecologically sustainable development and use of natural resources while promoting just economic and social development.

The Act notes that waste, under certain circumstances is a resources and offers economic opportunities.

NATIONAL WATER ACT, NO 36 OF 1998

The Act aims to ensure the protection, use, development and conservation, management of the country's water resources

The Act states that it should be recognised that water is a scarce resource that is unevenly distributed throughout the country. Water should be protected in order to ensure sustainability of the country's water resources.

Sustainability and equity are central guiding principles in the protection, use, development, conservation, management and control of water resources.

INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF), 2016

The IUDF aims to guide the future growth and management of South African urban areas, including towns and cities. The IUDF is a local response to the Sustainable Development Goals, particularly "Goal 11: Making cities and human settlements inclusive, safe, resilient and sustainable". It also seeks to guide the development of inclusive, resilient and liveable urban settlements while addressing the unique conditions of South Africa's cities and towns. To achieve this, the following strategic goals are stipulated:

- **Spatial integration** through spatial transformation of settlement forms, transportation networks, social and economic nodes;

- **Inclusion and access** by ensuring that people have access to social and economic services and opportunities;
- **Growth** to harness urban dynamism for inclusive, sustainable economic growth and development;
- **Governance** by enhancing the capacity of the state and citizens to work together to achieve spatial and social integration.

The IUDF has an urban focus although it is essential in guiding economic development of small towns. This document emphasises the importance of stakeholder engagement and participation for the transformation of small towns. The diagram below depicts which stakeholders are of importance for the urban transformation.

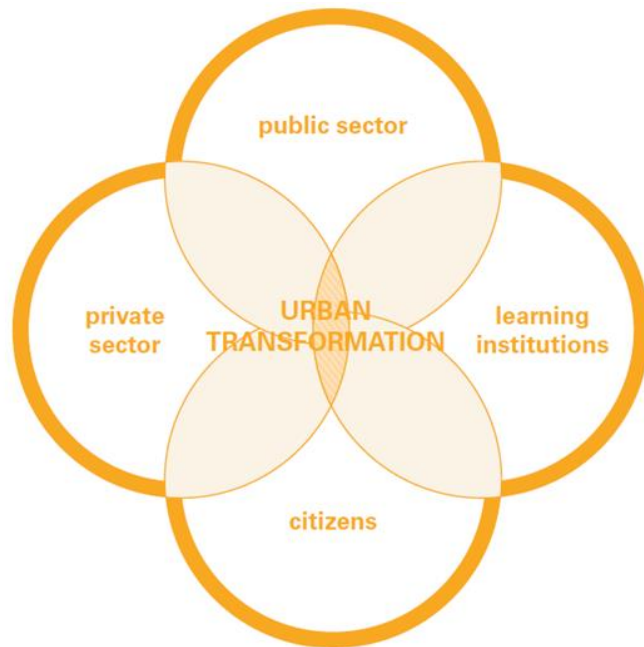


Figure 3: Critical stakeholders for the urban transformation agenda- IUDF, 2016

NATIONAL FOREST ACT, 84 OF 1998

The principles of the National Forest Act (Act 84 of 1998) pertain to:

- The protection of natural forests (except under exceptional circumstances where the Minister determines that the proposed new land use is preferable in terms of its economic, social or environmental benefits)
- The conservation of a minimum area of each woodland type; and

- The management of forests to ensure the sustainability of resources (wood, soil, biological diversity etc)

No person may cut, disturb, damage or destroy any indigenous living tree in, or remove or receive any such tree from a natural forest, except in terms of:

- A licence issued under subsection (1) of section 23 or
- An exemption from the provisions of this subsection published by the Minister in the Gazette on the advice of Council.

The Minister may declare to be a natural forest, a group of indigenous trees whose crowns are not largely contiguous; or where there is doubt to whether or not their crowns are largely contiguous, if he or she is of the opinion based on scientific advice, the trees that make up a forest which needs to be protected in terms of this part. The Minister declares a forest to be a natural forest by publishing a notice on the Gazette, and publishing a notice in two newspapers circulating in the area, and airing a notice on two radio stations broadcasting to the area. The Minister may issue a license to cut, damage or destroy any indigenous, living tree in, or remove or receive any such tree from a natural forest.

C3. PROVINCIAL POLICY ASSESSMENT AND ALIGNMENT

This section discusses Eastern Cape provincial policy and legislation as it relates to the development of Spatial Development Frameworks.

EASTERN CAPE VISION 2030

The Eastern Cape Vision 2030 highlights the legacy of underdevelopment and deprivation inherited from apartheid as one of the key challenges for the development of the province. This is evident through material poverty and deprivation and spatial imbalance, which has shown deep deprivation in the former homeland areas, poor infrastructural development and an economy that is resource intensive among other key challenges.

The plan foresees the OR Tambo region as a significant economic hub in the province, with KSD reaching its status as a "metropolitan municipality" in the region. The Wild Coast Development Zone is also seen as an areas of great opportunity for small town revitalisation, agriculture and eco-tourism.

Eastern Cape Vision 2030 is underpinned by five (5) arching goals towards development:

- **Goal 1: Growing, inclusive and equitable economy** which seeks to address the economic challenges of the province. This is to be done through the acceleration of economic development beyond urban areas, accelerated land reform processes, the development of high potential sectors as well as the improvement of economic infrastructure.

- **Goal 2: An educated, empowered and innovative** citizenry which addresses access to quality childhood development and basic education, teacher development and infrastructure.
- **Goal 3: A healthy population** through the promotion of a stable primary healthcare system, leadership and social partnering as well as improvements in the quality of health services.
- **Goal 4: Vibrant, equitably enabled communities** through spatial planning and land use management, integrated human settlements, improved access to social infrastructure and the promotion of safer communities.
- **Goal 5: Capable, conscientious and accountable institutions** through the strengthening the capacity of institutions, leadership, promoting citizen centred development and partnerships with various agencies.

PROVINCIAL GROWTH DEVELOPMENT PLAN (2004-2014), 2004

The PGDP is the strategic plan for the medium-to-long range (10 year) of the province for the period 2004-14. It identifies the major structural deficiencies in the economy and the conditions of society and develops strategic objectives and priorities to address these challenges. It articulates a consensus-based vision and quantified targets for Provincial Growth and Development through a clear strategy framework. This strategy framework is in turn expected to guide strategy development and objectives for provincial and local government in the province. The need for a strategic

approach to growth and development came from the recognition that a comprehensive strategic response is needed to poverty and the associated structural constraints to growth and development. The PGDP therefore developed six strategic objectives, starting with poverty eradication. Each strategic objective has a series of priority programmes as follows:

- **Strategic objective 1:** Poverty Eradication
 - Promoting access to high quality employment and economic opportunities;
 - Boosting the physical asset base of the poor;
 - Supporting access to basic services
 - Deepening democratic participation.
- **Strategic Objective 2:** Agrarian Transformation and food security
 - Promoting food security through expanded smallholder production;
 - Expanding the asset base of the poor through effective land tenure reform; and
 - Increasing the use of land for commercial agriculture in the former homelands, especially through ownership and institutional mechanisms that benefit the poorest households.
- **Strategic Objective 3:** Manufacturing Diversification and Tourism
 - Developing agro industries to enhance local beneficiation and spread economic opportunity in rural communities;
 - Transforming the auto sector to enhance local content and increase competitiveness;
 - Diversifying manufacturing by enhancing expert capacity and downstream beneficiation; and
 - Promoting provincial tourism to create employment and raise incomes in rural areas.
- **Strategic Objective 4:** Infrastructure Development
 - Eliminate social backlogs in access roads, schools, clinics, electricity, water and sanitation;
 - Leverage economic growth through improving transport infrastructure, as well as establishing and promoting development zones, nodes and corridors;
 - Establish centralised infrastructure planning, implementation and monitoring capability to enhance the socioeconomic impact of such spending, and increase efficiency gains and job creation, and
 - Identify and package strategic infrastructure projects and programmes that can help boost economic growth and attract private investment.
- **Strategic Objective 5:** Human Resource Development
 - Further education and training (FET) transformation;
 - Adult based education and training (ABET)
 - Early childhood development (ECD)

- Scarce skills for the public sector; and
- Producing a provincial human resource development strategy
- **Strategic Objective 6:** Public Sector and Institutional Transformation
 - Improving service delivery in health, education, social development and public works and strengthening the centre of government to drive PGDP implementation;
 - The relationship between the strategic objectives where the three foundational objectives of public sector transformation, human resources development and infrastructure development support the three key objectives of poverty eradication, agrarian transformation and manufacturing diversification.
- Implement agrarian reform programmes;
- Increase the rate of implementation of the land reform programme;
- Create decent jobs through farm and nonfarm employment outside urban areas;
- Fast-track development of social and economic infrastructure; and
- Growing the agricultural sector, ensure household food security for all and contribute significantly to national food security
- **Goal 2:** Create an enabling institutional environment for rural development

RURAL DEVELOPMENT AND AGRARIAN TRANSFORMATION STRATEGY, 2010

The Rural Development and Agrarian Transformation (RDAT) Strategy, published in September 2009, is at present in discussion draft only. It aims to develop a strategy for rural transformation and development over the new electoral mandate 2009-14. The draft strategy has two goals and seven objectives:

- **Goal 1:** Transformation and development of rural areas in social, economic and ecological terms. This goal has the following objectives:

The two goals and seven objectives give rise to six main pillars. The pillars are; Land Reform, Agrarian Transformation and Food Security, Non-farm Rural Economy, Infrastructure, Social Protection and Enabling Environment, Institutions, Capacity and Resources. For each pillar, there are strategic priorities that advance the objectives of the strategy. The focus of the strategy is on the livelihoods, and therefore, puts more emphasis on land reform, agrarian transformation and food security, but does not consider beneath notice infrastructure and social protection which resonates with the PGDP.

EASTERN CAPE SPATIAL DEVELOPMENT FRAMEWORK, (2017/18)

The Provincial Spatial Development Framework is in its final stages of completion. The PSDF introduces a different lens to spatial development through its futuristic approach.

The PSDF is a shift from the Provincial Growth Development strategy, Provincial Vision 2030 as well as the Provincial PSDF (2012) as it considers future growth projections and its implications on infrastructure, food security, climate change.

The vision of the PSDF is *"a poverty free Eastern Cape" which is founded on a concept of a "modern ecologically sustainable economy based on agriculture, tourism and industry". It is believed that the future will comprise of a spatial development framework of managed urban and rural human settlements clustered in urban regions and corridors, alongside productive agricultural precincts, managed ecological natural resource areas and connected to a network of strategic transportation corridors, open to the globe, national and provincial economy"*

In order for the Provincial Development Framework, it needed a shift in the scope of work to consider and be futuristic in its approach so as to give light into hard hitting issues such as climate change, water scarcity, population growth etc. the key informants of the PSDF are:

- **Good Governance** across all spheres of government as well as the need to support the rule of law, including customary law.

- **Water is a critical source of life** hence the need to enforce extensive water management techniques as well as the need the need to plan for the future.
- **Debt and Finance** as there is a high dependency on grants in all spheres of government. The local municipal sphere also need to consider a change in revenue generation and the issue of remittances.
- **Small town regeneration** is critical for revenue generation of small towns, including Qunu and Mqanduli within the KSD LM.
- **Spatial Planning** is an important aspect to consider within the province as there are vast amounts of rural areas, especially in light of the Spatial Planning and Land Use Management Act. The importance of transportation routes should be noted as there are major routes such as the N2 and proposed Wild Coast Meander within the province.
- **Local Economic Development (LED)** through supporting the "people's economy" as well as the promoting income generation through creative streams such as waste recycling.
- **Climate change** is a critical developmental constraint in recent times as we have experienced severe droughts over the years. Mitigation measures to climate change need to be taken in order to address the issue for future generations.
- **Bridging the gap between the rich and the poor** through empowerment of the poor as well as promoting rural development initiatives.

As part of the development proposals for the Province, the PSDF takes cognisance of its key informants and proposes a different spatial directive for the province. At the heart of the proposals is the need to transform spatial fragmentation that exists between the east and west parts of the province. There are various framework proposals that feed to the overall spatial vision of the PSDF. These frameworks are as follows:

- **Social and Human Development Framework** that proposes the notion of future metro region. These will be stepping stones to promote services, access and infrastructure.
- **Environmental Framework** that proposes the development of agricultural and arable land within the province so as to promote empowerment of the rural poor. This framework also heavily relies on the CBAs within the province as a way of promoting sustainable tourism.
- The **Rural Development Framework** proposes the need to address the issue of land claims as well as the rural/urban divide. At the centre of this framework is need to focus on rural livelihoods
- The **Infrastructure Framework** proposes the need to promote sustainability, especially through renewable energy sources and water conservation. At the centre of the framework is the need for integration in infrastructure development programmes such as water supply, sanitation, electricity and roads.

- The **Economic Framework** proposes the development of high potential sectors; including agriculture, oceans economy, automotive, tourism, sustainable energy and light manufacturing.
- The **Governance Framework** proposed intergovernmental structures that will leading the developmental agenda of the province.

The PSDF highlights key developmental challenges within the Province, further making proposals to address the issues. One of the stark challenges is the East-West conundrum attributed by past injustices. To address this issue, the PSDF proposes the following:

The Eastern Cape Province is noted to have experienced significant developments along major mobility routes and corridors such as the N2, N6 and R63, high levels of economic disparity between the east and west of the Province. This had an impact on evaluating the future development trajectory, economic growth and social upliftment of the Province, hence, the introduction of Future Metro Regions (FMR).

A FMR is defined as a region which is envisaged to grow into each other and functioning collaboratively, by the year 2050. The region is envisaged to be accompanied by high degree services, opportunity, access and infrastructure.

The proposed FMRs within the Province are as follows:

- Port St Johns-Lusikisiki
- Alice-Fort Beaufort

- Mt Fletcher-Mt Ayliff
- Jeffreys Bay-St Francis Bay
- Komani
- Mbashe-Butterworth
- *Mthatha-Libode*
- Existing metro- Buffalo City Metropolitan Municipality
- Existing metro- Nelson Mandela Metropolitan Municipality

The proposed FMRs have a significant impact on the development of the KSD municipality. The Mthatha-Libode FMR is primarily located within the KSD municipal area, including areas of Mthatha, Mqanduli and Viedgesville. This makes the affected areas as key priority areas within the KSD LM, in terms of infrastructure, settlement planning, transportation, investment attraction and boosting economic growth.

The table below highlights key nodes within the OR Tambo DM:

Along with the FMR, the PSDF proposes the following nodes of importance within the Province, using a settlement classification method. The settlements are classified based on their function and importance, the following table notes the various settlement categories.

NODAL TYPE
Provincial Centre
District Centre (DC)
Sub District Centre
Local Centres
Sub Local Centres

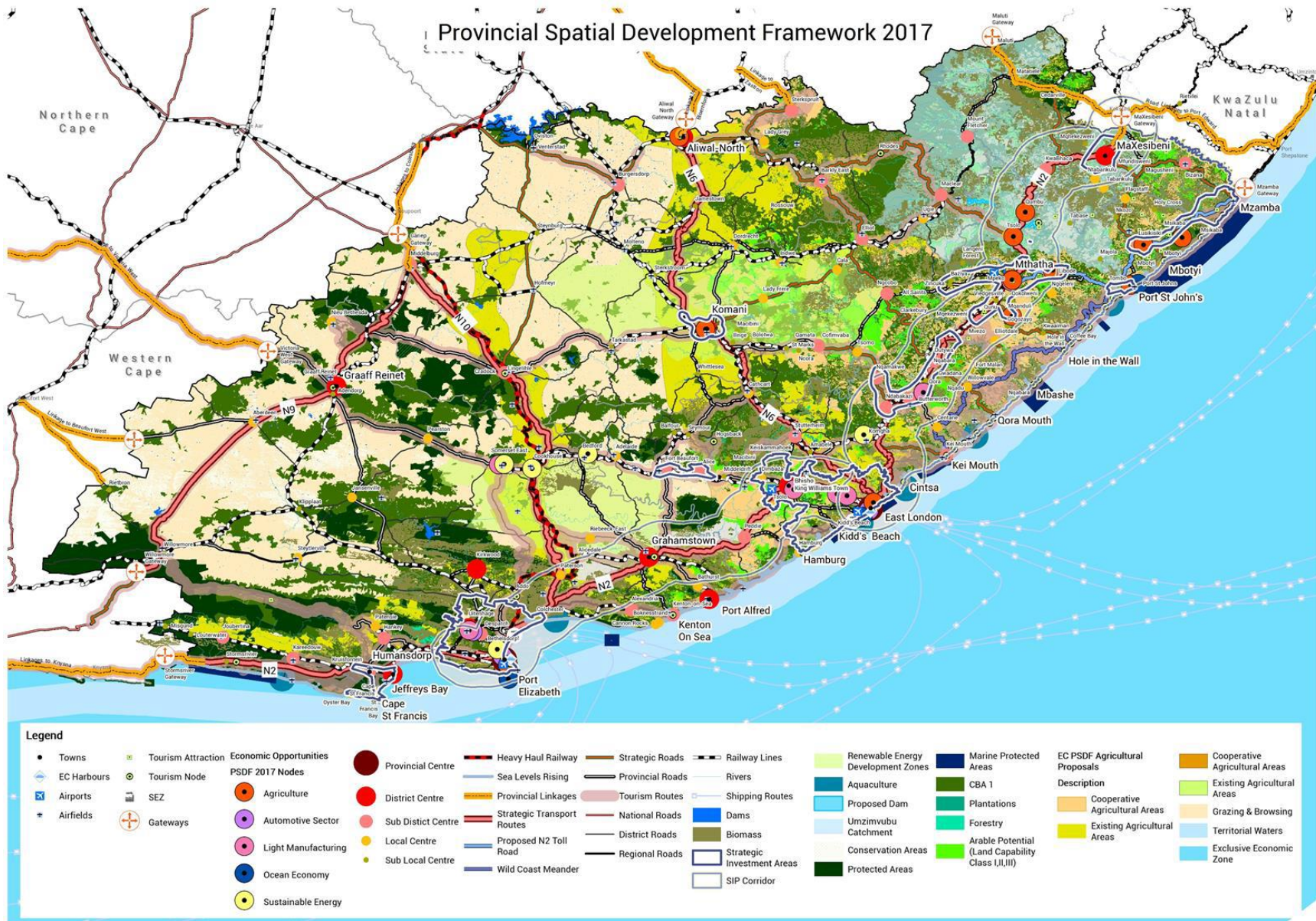
Table 2: Settlement Classification- EC PSDF, 2017

TOWN	2010 CLASSIFICATION					2018		
	PC	DC	SD	LC	SLC	EXISTING METRO	SMALL TOWN	FMR
<i>Mthatha</i>		✓					✓	✓
PSJ			✓				✓	✓
Lusikisiki			✓				✓	✓
Qumbu				✓				
Tsolo				✓				
Libode				✓				✓
Nqgeleni				✓				
<i>Mqanduli</i>				✓				✓
Flagstaff				✓				
<i>Viedgesville</i>					✓			✓
<i>Qunu</i>					✓			
<i>Gogozayo</i>					✓			
All Saints					✓			
Mfundisweni					✓			
Magusheni					✓			
Tombo					✓			
Holy Cross					✓			
Fort Malan					✓			
Macibini					✓			
Tabase					✓			
Majola					✓			
Zingcuka					✓			

Gwadana					✓			
Bolotwa					✓			
Nqadu					✓			
<i>Baziya</i>					✓			
<i>Kwaaiman</i>					✓			
<i>Mvezo</i>					✓			
<i>Qokolweni</i>					✓			
Nkozo					✓			
Mthontsana					✓			
<i>Mpeko</i>					✓			
<i>Mqhekezweni</i>					✓			
<i>Coffee Bay</i>					✓		✓	
<i>Hole-in-the-Wall</i>					✓			
Mbotyi					✓			
Msikaba					✓		✓	✓

Table 3: Nodes within the OR Tambo DM- EC PSDF, 2017

Mthatha remains an important town within the Province as well as at the municipal level as it is regarded as the only District Centre in the OR Tambo District. This implies that Mthatha has extensive pressure to develop, cater for future population growth and settlements among other factors.



Map 6: EC PSDF (2017/18)

C4. DISTRICT POLICY ASSESSMENT AND ALIGNMENT

OR TAMBO INTEGRATED DEVELOPMENT PLAN (IDP), 2017/18

The OR Tambo District Municipality IDP has the following vision for its municipal area:

"A prosperous, vibrant, innovative and people-centred district"

The mission statement is:

"Provide core sustainable services and support in fulfilling its mandate through a developmental local government approach. Oliver Tambo shall pursue a socio-economic development agenda that will provide an improved quality of life and affirm the dignity of its people."

The vision is underpinned by three (3) principles:

- Integration and alignment to IDP processes;
- Institutional transformation through governance and capacity building;
- Removal of constraints for conducting business, improved project packaging, resources leveraging and investment partnership buildings

The IDP highlights the following key performance areas (KPAs):

- **Basic service delivery and infrastructure development** in order to:
 - provide conducive, adequate and accessible infrastructure
 - Promote integrated sustainable community livelihoods;
 - Have a district that has provided water and sanitation to all its villages by the year 2022
- **Local Economic Development** in order to promote rapid and sustainable economic growth within the limits of available natural resources
- **Financial viability and Management** so as to manage the financial viability of the OR Tambo DM through sound management and good governance
- **Governance and public participation** so as to build a coherent district hat is responsive, accountable and provides clean governance
- **Municipal transformation and institutional** development through the development, transformation and capacitating the ORT DM as well as its local municipalities to ensure efficient resource utilisation, thus making the district capable for service delivery.

OR TAMBO DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK, 2021

The OR Tambo Spatial Development Framework (SDF) identified key developmental issues within the district, including:

- Lack of resources to achieve project objectives;
- Consultation with stakeholders is top-down;
- Lack of rural business finance;
- Access to basic needs;
- Outdated zoning scheme;
- Poor and disintegrated land administration;
- Youth unemployment;
- Undeveloped rail network;
- Institutional capacity;
- Inadequate funding;
- Lack of technical expertise.

As means of addressing the abovementioned issues, the SDF proposes the following key objectives:

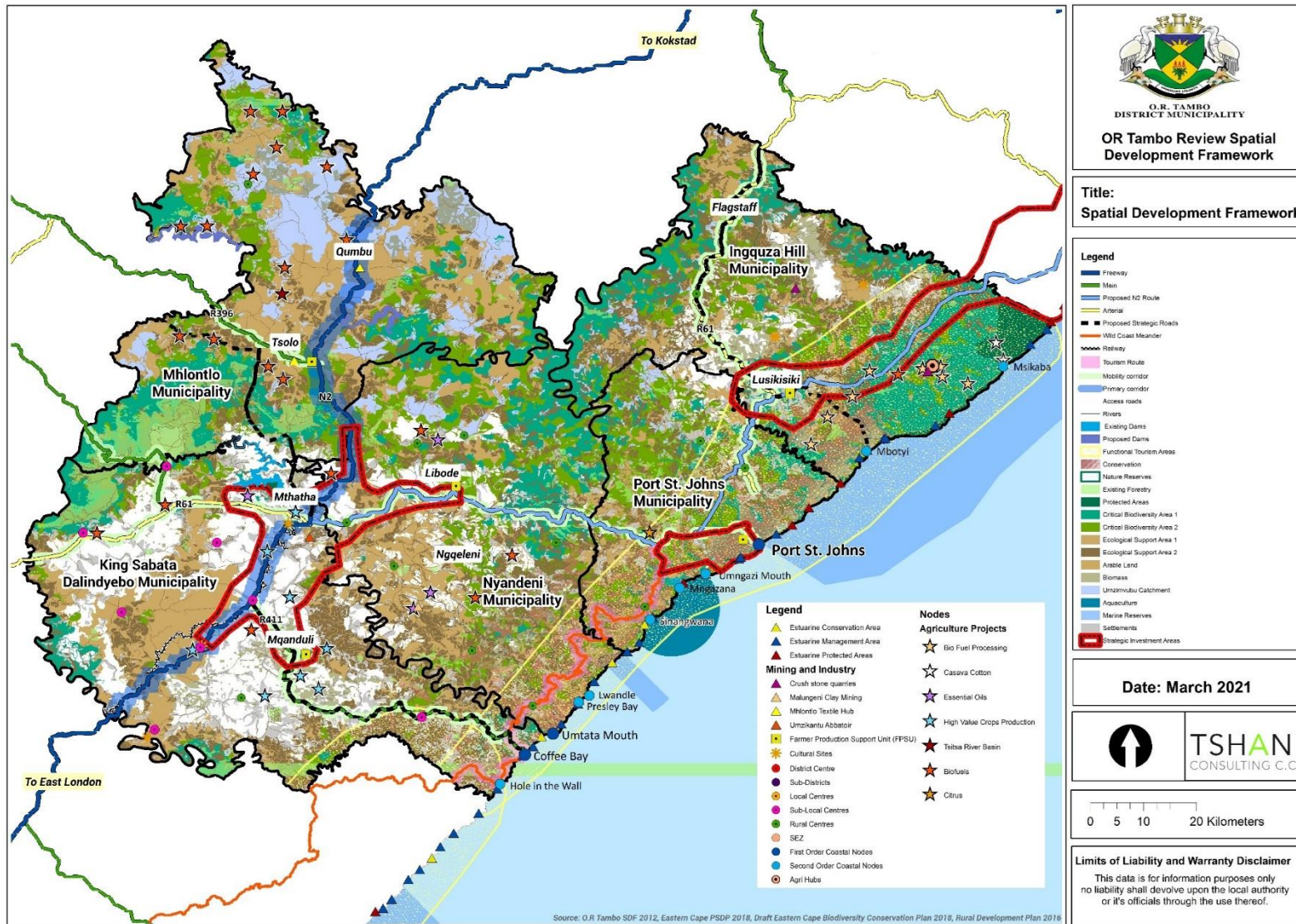
- Ensuring availability of minimum acceptable level of infrastructure and services;
- Securing access to land, for the establishment of sustainable settlement development;
- Creation of efficient and integrated settlement patterns;

- Ensuring stronger alignment and communication between government departments;
- Identifying economic regeneration factors and capitalizing on the unique assets of the OR Tambo DM;
- Promoting efficient and effective links between identified nodes and relevant services;
- Prioritisation of coastal access routes;
- Abiding to sound environmental practices, which are aligned to legislation.

The SDF further highlights the town of Mthatha as the district primary node, which serves key administrative functions. Other areas, falling within the KSD municipal area, which are noted as important, include the following:

- **Coffee Bay** as a higher order tourism node;
- **Mvezo** as a heritage-based tourism asset;
- **Nduli and Luchaba Nature Reserves**, which are eco-based tourism asset and special development zones within the district;
- **N2 toll road**, which is a primary district corridor
- Proposed **Wild Coast Meander**, which is aimed to impact tourism along the coast.

The KSD LM constitutes some of the key nodal areas within the OR Tambo DM, in economic and administrative terms. The town of Mthatha is the District Centre, Mqanduli is a Local Centre and Coffee Bay is proposed as a First Order Coastal Node.



Map 7: OR Tambo SDF (2021)

WILD COAST SPATIAL DEVELOPMENT FRAMEWORK, 2004

The Wild Coast SDF was developed as a response to developmental pressure along the Wild Coast as well as proposals to construct the N2 toll road along Wild Coast. The study area of the Wild Coast SDF stretches from Mtamvuna River on the north to the Kei River on the southern direction of the Wild Coast area. In land, it goes up to 30 kms from the coastline, including seven (7) municipalities of Ingquza Hill (formerly Qaukeni Municipality), Mbizana, Port St Johns, Nyandeni, King Sabata Dalindyebo, Mbashe, and Mquma local municipalities.

The WC SDF notes different types of nodes along the coastlines; these are first order nodes and second order nodes. First order nodes are those considered as most urban and developed areas that are focused on developing as “seaside resorts”, areas such as Coffee Bay, Port St Johns, Mthatha Mouth, Mzamba, Mazeppa Bay and Qolora Mouth. Second order nodes are less developed and are more focused on “family holiday” tourism and recreational facilities. These include areas such as Hole-in-the-Wall, Mngazana, Mbotyi and Lwandile among others.

The SDF's key strategies are to promote economic growth, protect coastal assets, empower municipalities to administer LUMS and make markets work for poor people within those areas.

OR TAMBO DISTRICT RURAL DEVELOPMENT PLAN, 2016

The purpose of the O.R Tambo Rural Development Plan is to:

- To address needs of people living in extreme poverty
- Promoting development in the underdeveloped rural parts of the district
- Bring change in livelihood of people in rural communities
- The plan needs to align other government initiatives; NDP, NGP, IPAP,PDP & PSDP;
- Integrate the districts rural areas by promoting socio-economic development, success land reform, job creation and poverty alleviation
- The plan must enhance the social and economic infrastructure, skills development, capacity building &basic needs

There has been potential for rural development noted within the District Municipality. Rural development potential within the District is noted as follows:

- The district has diverse range of agriculture activities with high potential for growth in certain
- The district has a high potential for maize production ,but is not developed optimally
- 23,3% of total area is forestry plantation in the Eastern Cape is found in the ORTDM

- The beef industry in the district is underdeveloped. Emerging farmers are struggling to increase the cattle numbers due to lack of technical ability and resources
- Beef related agro-industry is underdeveloped and insufficient to meet the demand of proposed growth
- Goat farming and production is established but a small percentage is slaughtered for local market
- ORT district is well suited for livestock production
- Mzimvubu Catchment Scheme aims to provide an enabling environment for irrigation 50 000ha of degraded agriculture land, 244 000ha of forestry & 346 00ha of arable land.
- Forestry development opportunities in the Langeni Forest node, Ingquza Hill node and Ntabankulu nodes
- Tourism opportunities exist in the development of product and activities, e.g. eco-tourism & agri-tourism
- There is a lack in the adequate quantities, range and quality products
- Lack of telecommunication, marketing & infrastructure such as roads & access delay the expansive development tourism
- Excellent opportunities, however, exist in the Madiba Legacy & branding
- Initiatives to development the legacy and improve tourist opportunity are underway in Mvezo, Qunu, Clarkesbury and Mqhekezweni.

C5. LOCAL POLICY ASSESSMENT AND ALIGNMENT

This section of the report discusses local level policy and legislation that affects the development of Spatial Development Frameworks (SDF).

KING SABATA DALINDYEBO MUNICIPALITY INTEGRATED DEVELOPMENT PLAN (IDP), 2018

The IDP's key vision is: *"A developmental municipality spearheading economic transformation through environmental and social sustainability"*.

The IDP mission is: *"A municipality of choice to visit, invest, live and work"*.

The IDP highlights high impact programmes by the municipality, these include the development of Mqanduli as an agricultural hub, establishing a logistics hub in Viedgesville, development of the Mthatha Airport as a Special Economic Zone (SEZ), agro processing and industrialisation of agricultural initiatives.

The KSD IDP highlights six (6) Key Performance Areas (KPA) which have identified the following key issues:

- **KPA 1 (Spatial Development Framework):** Identified key issues such as limited land for development; unmanaged settlement formation and growth; lack of stormwater management; majority of land is communal and unregistered and the difficulty of dealing with land claims and land invasions.

- Establishment of spatial plans through the development of a housing sector plan, Land Use Management Systems (LUMS), review of Vision 2030 plan
 - Increase land availability for municipal services
 - Improving compliance with regulatory and normative standards for emergency services through the establishment of disaster management centres and fire station.
- **KPA 2 (Infrastructure and service delivery):** Identifies poor road infrastructure including pavements and potholes; poor waste management; effects of drought; lack of management of public transport as its key issues. KPA 2 has identified the following objectives:
 - Providing reliable and efficient transport infrastructure through road network maintenance, inspection and maintenance of stormwater infrastructure in urban access roads, preparation of 3 year capital plans that are responsive to developmental needs.
 - Providing 100% access to sustainable basic energy and electricity through the exploration of alternative energy solutions,
 - Improving access to housing opportunities through the provision of subsidised housing units, housing which has access to services such as water and electricity.
- Upgrading of informal settlements through township formalisation processes and provision of basic services in informal settlements
 - Secure tenure through the provision of outstanding title deeds in low cost housing projects, transfer of properties to previously disadvantaged communities through the Enhanced Extended Discount Benefit Scheme (EEDBS)
- **KPA 3 (Financial Planning and Budget):** Seeks to address the municipal financial distress while dealing with issues such as increased unemployment and indigence; limited revenue base; the municipality is cash trapped due to R300 million litigation case on land claims.
 - To ensure organisational capacity and institutional performance through institutional incentives, integrated Human Resource Development (HRD) strategy, promotion of customer service that is inline within Batho Pele principles.
 - To ensure access of municipal information through the improvement of document management, records custody, improving access to information and communications technology ICT
 - **KPA 4 (Local Economic Development):**
 - Lack of support for agricultural activities; increase in unemployment rates; lack of strategies to improve the oceans economy; under development of informal trading.

- From the aforementioned issues, the municipal goals were developed so as to address the issues. Goals include curbing poverty through sustainable agricultural development; stimulating rural development; exploitation of and sustaining oceans economy and SEZs; clean government through fighting corruption and strengthening administration.
- Facilitate an increase to employment contribution through agriculture, franchising, and industrial clustering
- Exploration of various industries such as blue economy, renewable energy
- Facilitate the provision of financial support to informal traders, SMMEs and cooperatives through industrial clustering, skills development
- Attract investments through investor promotion
- **KPA 5 (Good Governance):** capacity gaps on new councillors into oversight responsibilities
 - Role definition between the executive and legislative committees of council,
 - Remuneration of political office bearers
 - Inadequate administrative support for council structures
 - No framework guiding location and provision of administrative support for traditional leadership;
 - Lack of structure for management of complaints and petitions;
 - Limited support to the functioning of organs of state;

- Political instability may hamper proper functioning of councils;
- Weak internal control systems
-
- **KPA 6 (Institutional Arrangement):** Deals with organisational performance management systems;
 - Re-engineering of institution;
 - Human Resource strategy;
 - Workplace skills plan responding to municipal challenges;
 - Expired employment equity plan;
 - Skills shortage and skills development

The KSD IDP also devised the following objectives as means of addressing the aforementioned issues:

- Service delivery and infrastructure development
- Financial viability
- Clean governance and administration
- Economic model and rural development biasness
- Spatial planning and social transformation

Along with the strategic objectives, the following goals were adopted in the IDP:

- **Goal 1:** Curb poverty through sustainable agricultural development;
- **Goal 2:** Stimulating rural development, land reform and food security;
- **Goal 3:** Promoting better healthcare for all our people

- **Goal 4:** Better access to quality education
- **Goal 5:** Mainstreaming of programmes of the designated groups
- **Goal 6:** Improvement of agriculture, lobbying economic investments towards reducing unemployment (mainly youth and cooperatives) and revival of industries;
- **Goal 7:** acceleration of provision of electricity in the rural areas and alternative energy to bout electricity outages;
- **Goal 8:** Exploitation and sustain blue (ocean) economy and SEZ opportunities
- **Goal 9:** Institutional re-engineering;
- **Goal 10:** Clean governance through fighting corruption, strengthening administration and achievement of clean audit outcomes;
- **Goal 11:** Revenue enhancement is a key factor to sustaining the municipality
- **Goal 12:** integrated human settlements and building of cohesive communities and nation building
- **Goal 13:** Transformation of the economy to create jobs and sustainable livelihoods and environmental species;
- **Goal 14:** Improvement of safety and security in our society

KING SABATA DALINDYEBO SPATIAL DEVELOPMENT FRAMEWORK, 2013

The KSD SDF adopted the vision of the KSD IDP (2013) that is *“a developmental municipality that strives for socio-economic transformation thereby improving the lives of people.”*

The SDF, 2013 uses key structuring elements of nodes and corridors. Nodes are key areas of activity; economic, social or environmental activity. Nodes are classified in different hierarchies, depending on their size as well as functionality. The SDF identified the following nodes within the municipality:

NODE	LOCATION	FUNCTION(S)
Primary nodes	Mthatha and Mqanduli	Main centres of commerce and administration
Secondary nodes	Viedgesville, Coffee Bay, Hole in the Wall, Coffee Bay,	Have some form of economic activity
Resort nodes	Mthatha Dam, Luchaba Nature Reserve, Mthatha Mouth, Airport Complex	

Rural nodes	Gogozayo, Ngcanguba, Qokolweni, Kwaaiman, Qunu, Baziya, Bityi, Luthubeni	Prominent rural areas located along major roads
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Table 4: Nodal classification within the KSD LM.

Corridors are main area of mobility and circulation. The SDF highlights the following corridors within the municipality:

CORRIDOR	LOCATION	FUNCTION
Primary corridors	N2, railway (between Mthatha and East London)	Connects Mthatha and towns of East London and Kokstad
Mobility routes	R61	Provides local linkages between Mthatha, Libode, Port St Johns, Engcobo
Special routes	tourism Wild Coast Meander, Mandela Route (between Mvezo and Qunu)	Connects major tourist places

Table 5: Corridor classification within the KSD LM.

The nodes and corridors concept connects different centres of varied activity. Nodes within the municipality vary and scale and functionality and are connected to roads of different scales.

SUSTAINABLE DEVELOPMENT PLAN FOR KING SABATA DALINDYEBO MUNICIPALITY, 2015

The sustainable plan seeks to guide the development trajectory of KSD's urban centres of Mthatha and Mqanduli towards sustainable and liveable urban environments. The plan adopts five sustainability systems as key areas of intervention that are:

- **River system** which includes river catchments, open and recreational spaces, climate, cemeteries, agriculture;
- **Home system** which includes neighbourhood types, settlement density, housing types and delivery systems;
- **Street system** which includes transport networks and infrastructure, urban form and land use, pedestrian mobility and access;
- **Market system** which includes regional economic networks, business activities and economic sectors;
- **People** through active citizenry and public engagement

KWA TSHEZI DEVELOPMENT PLAN

The Kwa Tshezi development plan was developed due to the amount of developmental pressure along the coastline of the KSD LM, especially the area around Coffee Bay and Hole-in-the-Wall. These areas fall within the

Wild Coast Spatial Development Plan and have a he potential to development as successful tourism nodes.

The KwaTshezi Development Plan notes that the areas suffer from social and infrastructural difficulties. As a strategy to move forward, the Development Plan proposed a development perspective of shared growth that seeks to promote the core areas of Coffee Bay and Hole-in-the-Wall as tourism destinations that will be assets towards development. The rural areas would be targeted for rural settlement upgrading which includes upgrades in infrastructure, facilities and amenities, thus creating an enabling approach towards development in the inland rural areas.

The KwaTshezi Development Plan notes the following as key structuring elements:

- Nodes of mixed uses (towns, service centres and coastal tourism resorts);
- Conservation (environmentally sensitive areas);
- No development areas;
- Rural settlement and farming areas;
- Nature tourism area;
- Commercial agriculture, mariculture and plantation forestry;
- Urban edge; and
- Other (including infrastructure, cell phone masts and sand mining sites)

The Plan envisages Coffee Bay to grow from a first order node to a coastal while Hole-in-the-Wall will develop into a first order node focused on tourism and resort accommodation. Maphuzi is envisaged as a rural service centre within the area.

COFFEE BAY LOCAL SPATIAL DEVELOPMENT FRAMEWORK, 2014

The Coffee Bay LSDF is aimed at guiding the nature of development in the Coffee Bay. The area was noted as a priority for economic activity (through tourism) and infrastructural rehabilitation. The KSD SDF, 2013 classified Coffee Bay as a secondary node and a key for the development of tourism.

The proposed developments for Coffee Bay were to be implemented once it is proclaimed as a town. The proposed developments included classification of land uses, layout plan to control development trajectory and infrastructure provision such as water.

The Coffee Bay LSDF was aimed at addressing key developmental challenges within the coastal node, including insecure tenure, lack of infrastructure service provision, lack of investment and lack of socio-economic development.

The Coffee Bay is envisaged as a tourism town that offers and array of medium to high density residential developments, hotel and conference developments, improved road infrastructure, improved access to bulk services, basic administrative services and the promotion of socio-economic development.

WESTERN MTHATHA LOCAL SPATIAL DEVELOPMENT FRAMEWORK, 2015

The Western Mthatha LSDF was developed as a response to proposals in the KSD SDF, 2013. The LSDF is aimed at guiding development along the R61, west of the Mthatha city centre as well as airport area.

Development proposals on the airport area include the promotion of the Special Economic Zones (SEZ) proposals for agro-processing. The development of hotels is also envisaged so to create a variety of mixed uses within the precinct.

The western part of the Mthatha central is envisaged for mixed use developments that have medium densities. This was proposed due to existing development trends of offices in the area. The proposed mixed-use developments are mainly offices, with an inclusion of shops and some residential dwellings.

MQANDULI/VIEDGESVILLE LOCAL SPATIAL DEVELOPMENT FRAMEWORK, 2016

This LSDF seeks to respond to developmental pressure in Mqanduli and the area of Viedgesville. Due to the rural nature of Viedgesville, the plan seeks to create a node that encourage socio-economic development through the promotion of economic opportunities in diverse economic sectors such agriculture, logistics, the people's economy as well as arts and culture.

For the Mqanduli area, the LSDF proposes growth of the primary sector, with a strong focus of crop production. To support the primary sector activities, the development of agriculture colleges and co-operatives is encouraged.

The urban node of Mqanduli is noted to experience various challenges, including poor road infrastructure, housing conditions and limited access to bulk services. The LSDF thus proposes an acceleration of infrastructure services, a need to transform the "face" of Mqanduli town through local based economies including crafts, upgrading of informal trading and basic road infrastructure among other things.

The Viedgesville node is strategically located along the N2 and is a gateway towards the KSD coastal towns of Coffee Bay and Hole-in-the-Wall via R411. Viedgesville is noted as an important node within the municipality due to these strong linkages.

The LSDF proposes that Viedgesville develops as a logistics hub within the municipality due to its strong transport linkages.

C6. GOVERNMENT PRIORITIES

The government of the Republic of South Africa is mandated to enforce certain measures to achieve global and national developmental agendas.

SUSTAINABLE DEVELOPMENT GOALS

Sustainable Development Goals are a universal call to action to combat poverty, protect the planet and ensure that all people enjoy peace and prosperity. The 17 goals build on the success on of the Millennium Development Goals while including new areas such as climate change, economic inequality, innovation, sustainable consumption, peace and justice, among other priorities.

Due to alarming statistics of the growing rate of urbanisation within cities of the global south, SDG 11: Sustainable Cities and Communities is critical to consider for rapidly urbanising towns and cities of the Eastern Cape. This goal is also aligned with the importance achieving the goals to provide sustainable human settlements.

Goal 6: Clean Water and Sanitation seeks to ensure availability and sustainable management of water and sanitation for all.



Figure 4: Summary of the Sustainable Development Goals

SECTION D: SITUATION ANALYSIS

"Saving our planet, lifting people out of poverty, advancing economic growth...these are one and the same fight. We must connect the dots between climate change, water scarcity, energy shortages, global health, food security and women's empowerment. Solutions to one problem must be solutions for all"- Ban Ki-moon

The following section is to give a detailed analysis of the status quo of the KSD LM. Analysis will be done by considering three main sectors, namely; built environment, socio-economic and biophysical analysis, as stipulated by the Department of Rural Development and Land Reform, as per the guidelines of the SPLUMA, 2013.

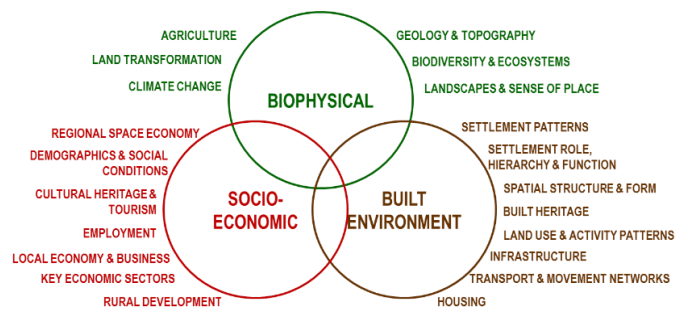


Figure 5: Key sectors to consider for SDF processes- Department of Rural Development and Land Reform

D1. SOCIO-ECONOMIC ANALYSIS

This section of the document is to reflect on the relation between population requirements and the natural resource base. The distribution and changes in population growth directly influences the amount of services to be rendered.

DEMOGRAPHIC ANALYSIS

The demographic analysis sets a basis for the socio-economic analysis as it primarily deals with statistical data relating to the population and particular groups within it.

The data has been extracted through the Census 2011 and through the Community Survey completed in 2016 by STATS SA.

Population

The total population within the municipality amounts to 488 349 people. King Sabata Dalindyebo Municipality has the largest population within the OR Tambo District Municipality, constituting 33% of the district's overall population.



Figure 6: Total Population-Census Community Survey 2016

Population group

The largest population group within the local municipality is the Black African group, accounting for 99% of the total population within the LM. The smallest population group is the White grouping which accounts for less than 1% of the population distribution in the municipality.

From the table below, it can be seen that the Black African population group has increased from 2011 to 2016. All the other population groups indicated a decline in the number of people within the municipality.

This suggests possible outward migration of the Coloured, Asian and White population grouping and possible inward migration for the Black African population

Population	2011	Percentage (%)	2016	Percentage (%)
Black African	444 771	98.46	484 025	99.11
Coloured	3 402	0.75	2912	0.58
Indian/Asian	1 482	0.33	669	0.14
White	1 356	0.30	843	0.17
Other	702	0.16	-	
TOTAL	451 713		488 449	

Table 6: Population groups within KSD LM- Census 2011 and Census Community Survey 2016.

Household size

Household size determines the average number of people residing within a household. Household size directly relates to income and the sharing of resources within the household. A majority of households within KSD have a size of four (4) people per household, amounting to 73 369 people of the overall population. This is followed by households which have 5 people. The number of people per household gradually decrease with the increasing household sizes.

It must further be noted that there are a total of 30% of the population which lives in a household consisting of 7+ people. This is a significant size household and appropriate planning needs to consider large household sizes and how to effectively plan for this.



Figure 7: Average household Size-Census Community Survey 2016

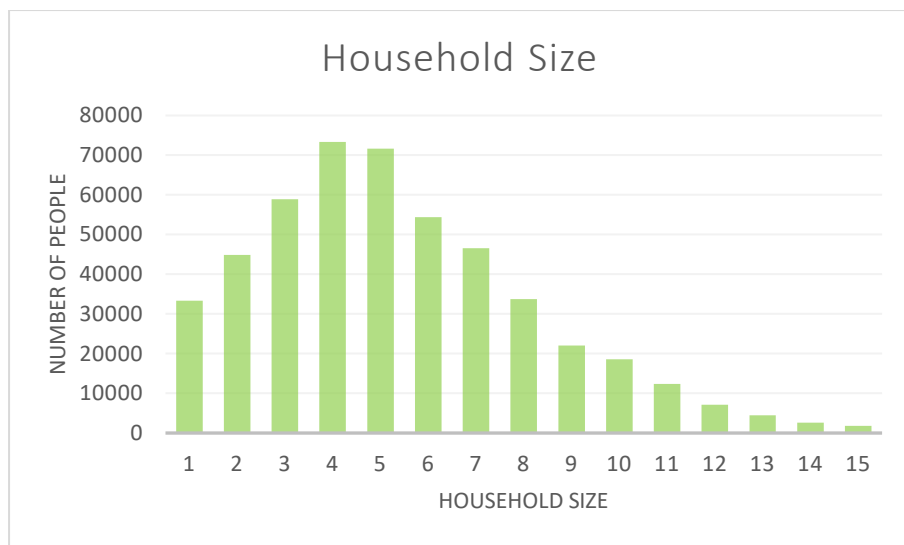


Figure 8: Household size- Census 2011

Gender

Female distribution throughout the OR Tambo District municipality is greater than the number of males. In KSD Municipality, the female population group constitutes 53% of the overall population. The greater number of the female population could possibly suggest that males within this LM could have possibly relocated to larger towns / cities to be able to earn a bigger salary for their family.

A larger female population would also mean that the LM should cater for female specific needs such as increased security when in the public realm, easy access to services as females are often accompanying children which often makes movement more challenging.



Figure 9: Gender Distribution-Census Community Survey 2016

Age

The age distribution within the KSD municipality is unevenly distributed. The youthage group, between 15 and 34, shows to be the largest group of the population, accounting for 44% of the overall population.

This is a fairly high percentage and planning needs to be in align with providing for this age group. Consideration needs to be made for schooling at various tiers, including tertiary education as well as jobs for those leaving schooling with various levels of education. Skills training would also be required for this age group as they need to be equipped with the necessary skills which the job market is able to offer.

Consideration also needs to be made for this age grouping of housing development of those entering the job market with often little finances and requiring smaller housing units of a lock up and go type housing.

The age group termed as children, age group between 0 and 14 years, is the second largest with 43%. The elderly, which constitutes of people who are more than 65 years of age, is the smallest, with 5, 9 % of the overall population. This is an indication of high levels of age groups, who still require financial support, hence are dependant.

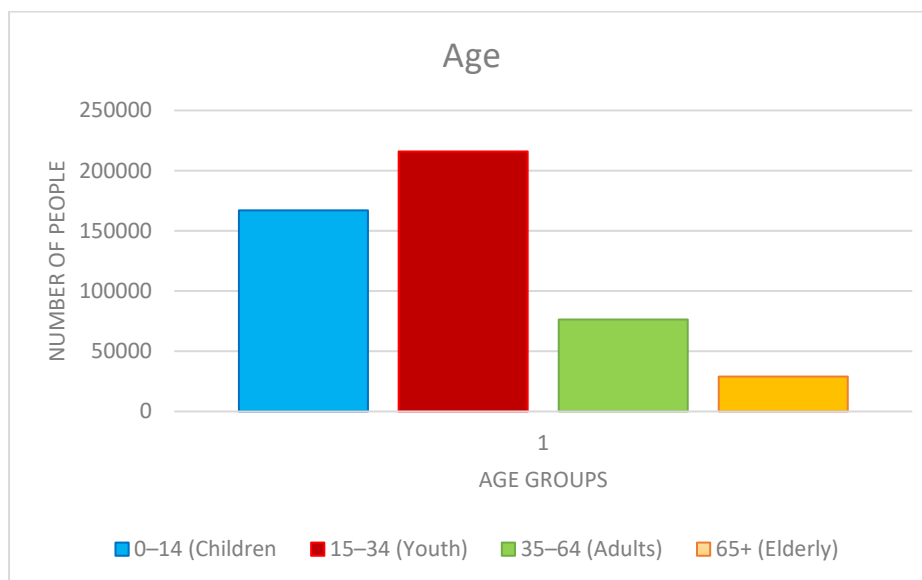


Figure 10: Age Distribution-Census Community Survey 2016

Levels of education

According to research by the South African Institution of Race Relations (SAIRR), people with a university degree have a 75% chance of finding a job while those chances decrease with one's level of education. People with a matric certificate have a 50 % chance of getting a job while those without a

matric certificate have a 35% chance. This research shows the importance of education as it relates to employability, especially amongst the youth.

Data from StatsSA (2016 Community Survey) indicates that more 18 % of people within the municipality have no schooling. This is a vital statistic to note as the municipality should address this grouping in terms of skills provision to enable them to enter the job market to be able to make a living for themselves and their family.

This grouping is then followed by a group, which has matric as the highest level of education accounting for 12 % of the municipal population. The latter then allows these persons to have greater opportunity to jobs.

The other groups are highly distributed between the Grades 0-9, this is in line with the youthful population of the municipality. Based on the trends indicated, the number of people with qualifications decreases post-matric level. This trend should be taken with caution as the KSD LM is home to one of the oldest universities in the country and has a TVET located within the municipality.

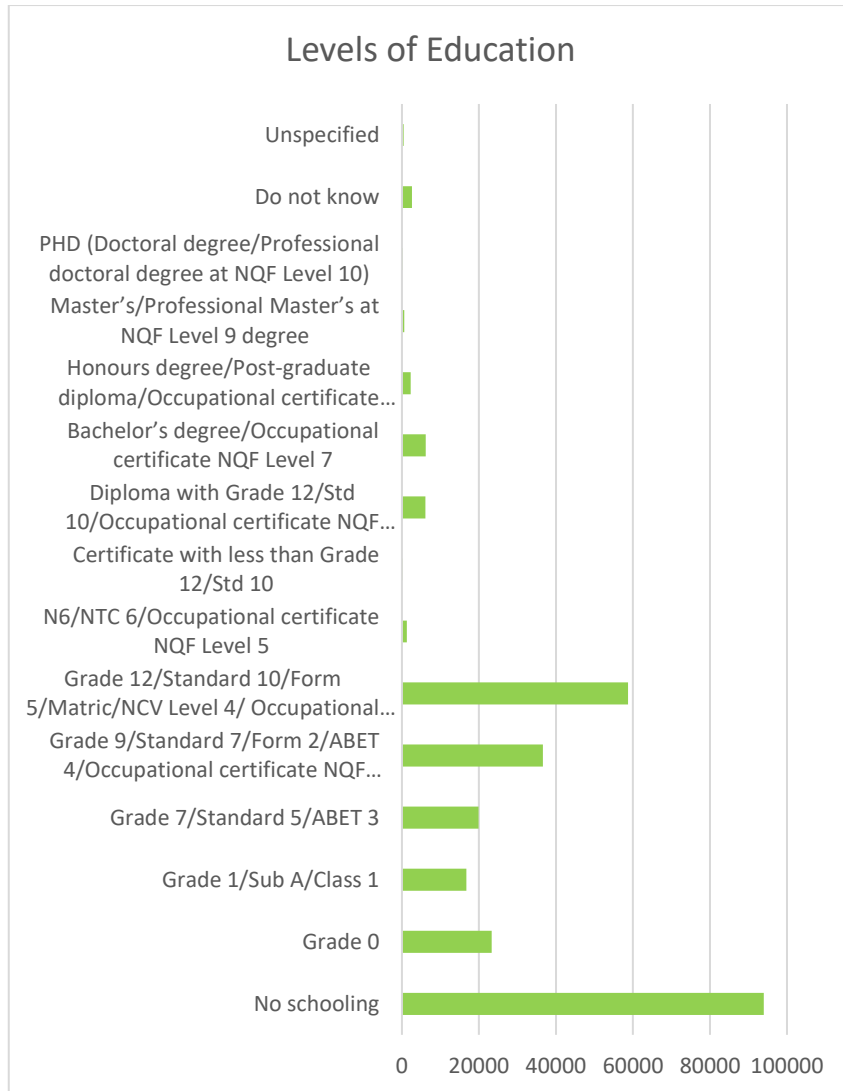


Figure 11: Highest Level of Education-Census Community Survey 2016

Migration

The level of urbanisation is continuing to grow in South Africa as people move to urban areas for better quality of life; better education opportunities, employment prospects and higher levels of income.

The data below shows that there are different migration patterns from the municipality to other towns outside of the municipality although the majority of the population moves within the municipality (99% of the overall population).

Inward migration, where people have moved from other places to KSD municipality is largely from bigger cities and towns. The largest outward migration is from KSD LM to big cities and metropolitan municipalities include the areas such as City of Cape Town, eThekweni, Ekurhuleni, City of Johannesburg, Buffalo City.

KSD municipality saw a great number of inward migration from areas of Mbashe and Mquma.

There are also many KSD residents who temporarily reside in distant municipalities such as City of Johannesburg, City of Cape Town, eThekweni and Rustenburg. This trend relates to people who work or study within these bigger cities and regard KSD LM as home.

SOCIAL FACILITIES

Social facilities are a vital aspect of human settlements as they serve as sources for social and public services; including health, education, recreation, cultural and socializing spaces among other services.

The health and educational amenities for the study area are analysed in accordance to the CSIR Standards on Human Settlement and Design.

Health Facilities

Health facilities vary in scale, size as well as their functionality. This section discusses the various health facilities available within the municipality, including clinics, hospitals and community health care facilities.

Primary Health Care Facilities

Primary health care facilities such as clinics and community health care centres (CHCs) offer primary health services. Primary health care includes functions such as immunisation, family planning, treatment of non-communicable diseases and disease prevention at community level.

The municipality shows to have an abundant number of health facilities such as clinics, this is particularly evident in rural areas located south east and further east. The area located west, including Baziya, do not indicate an adequate number of health facilities in the form of clinics.

From the map below, most clinics are located within a 5 Km walking distance from settlements. However, the settlements located west and south of the municipality indicate to be dispersed settlements and are smaller in size.

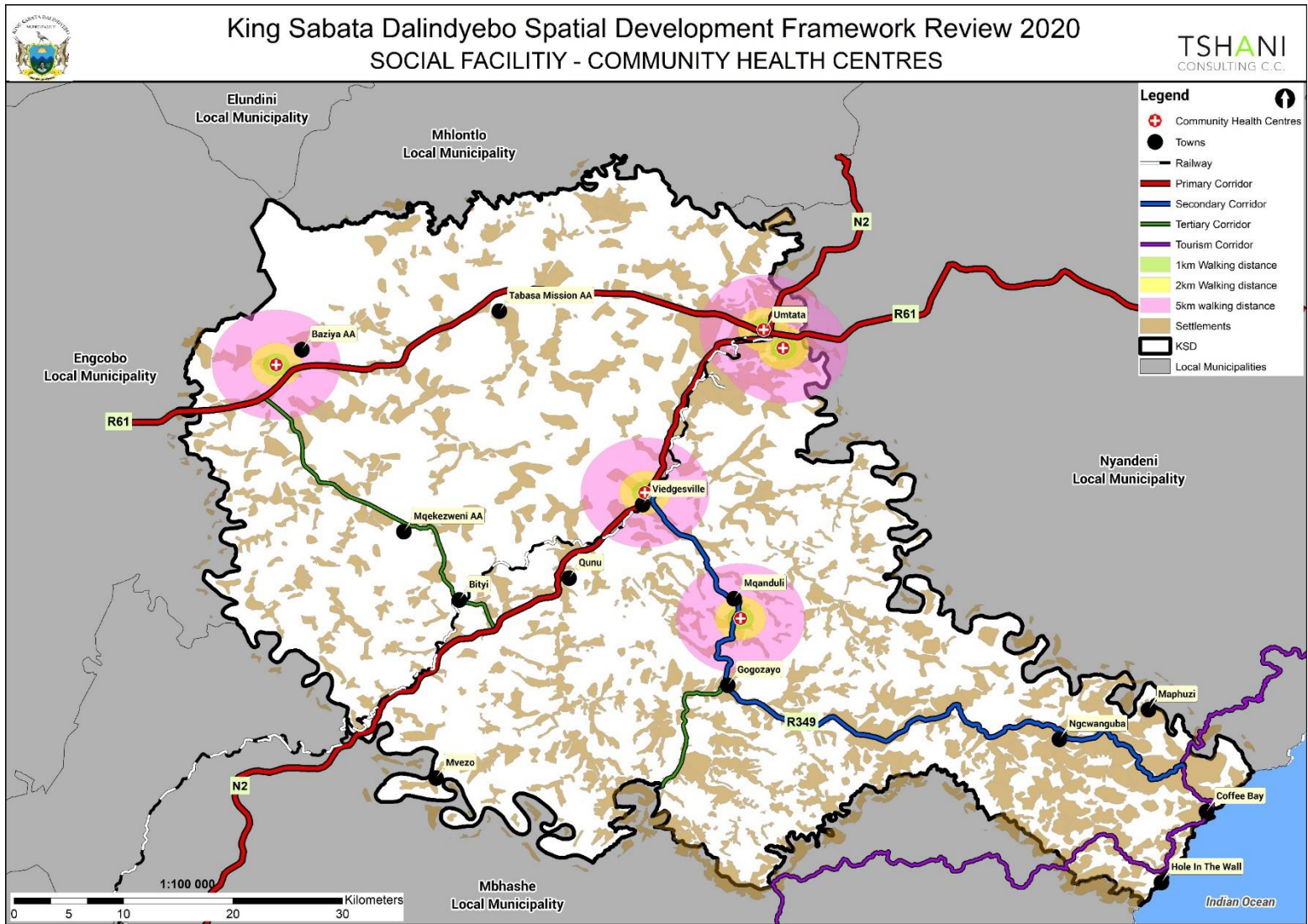
The difference between clinics and community health care centres (CHCs) is their operating times. By law, CHCs are to operate on a 24-hour basis and serve complimentary functions to clinics, however, they still serve as primary health care facilities. According to Census (2016) data, there are a total of five (5) CHCs within the municipality. These facilities are sparsely distributed throughout the municipality, with one providing services in the western areas of the municipality, including Baziya. This is the only health care facility that is available on the western area of the municipality.

Clinics

In terms of the CSIR Standards on Human Settlement and Design, the following planning thresholds are applicable:

Facility	Use capacity and threshold
Clinic	To serve an estimated minimum of 5 000 people

There are a significant number of clinics within KSD LM serving most of the municipality. It is seen that the Baziya area is serviced by a Community Health Care Facility, however, the area north of Baziya is seen not to be covered by a Clinic or a Community Health Care Facility.



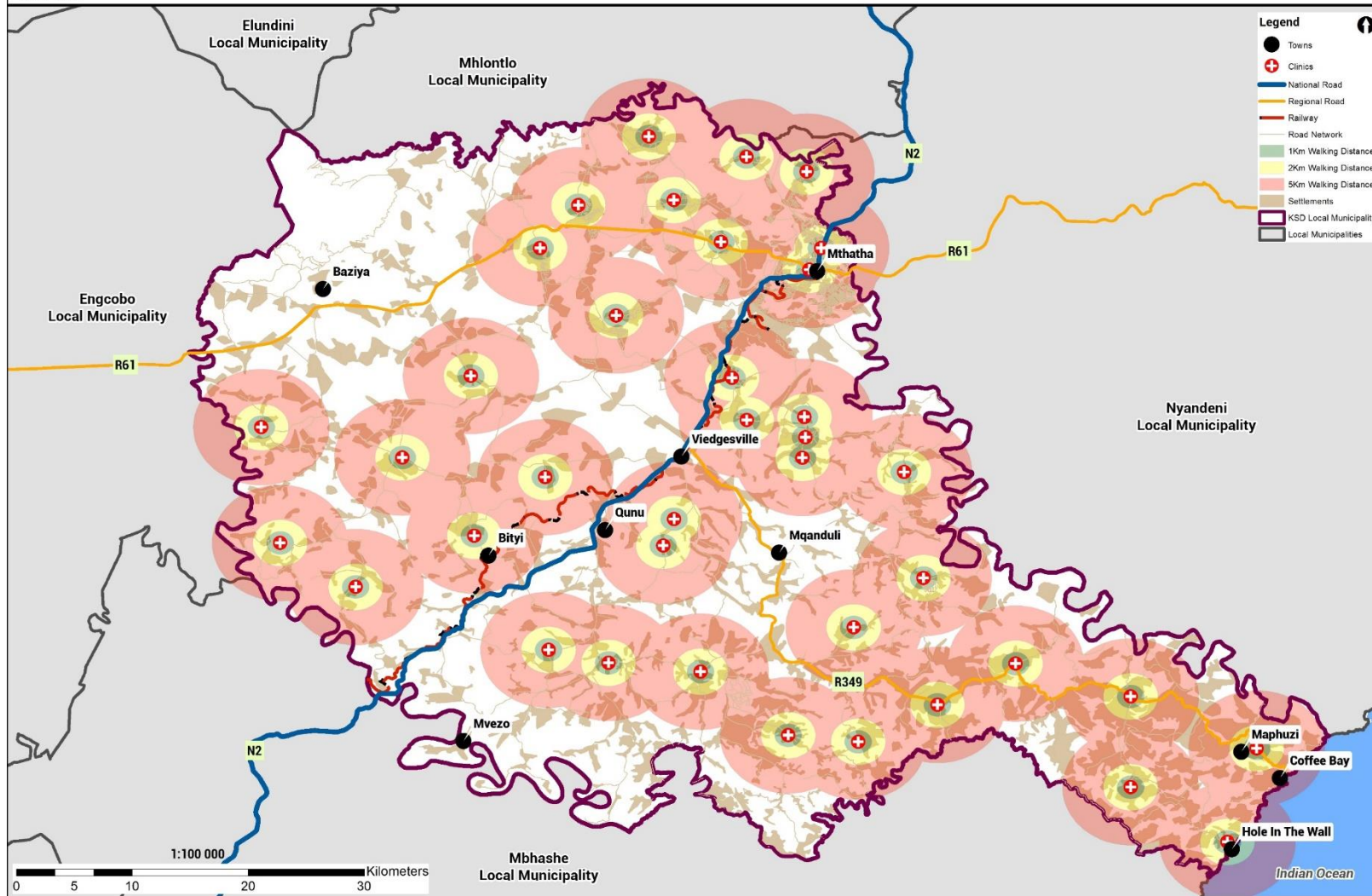
Map 8: Community Healthcare Centres within KSD LM- Census 2011



King Sabata Dalindyebo Spatial Development Framework Review 2020

SOCIAL FACILITY - CLINIC PLAN

TSHANI
CONSULTING C.C.

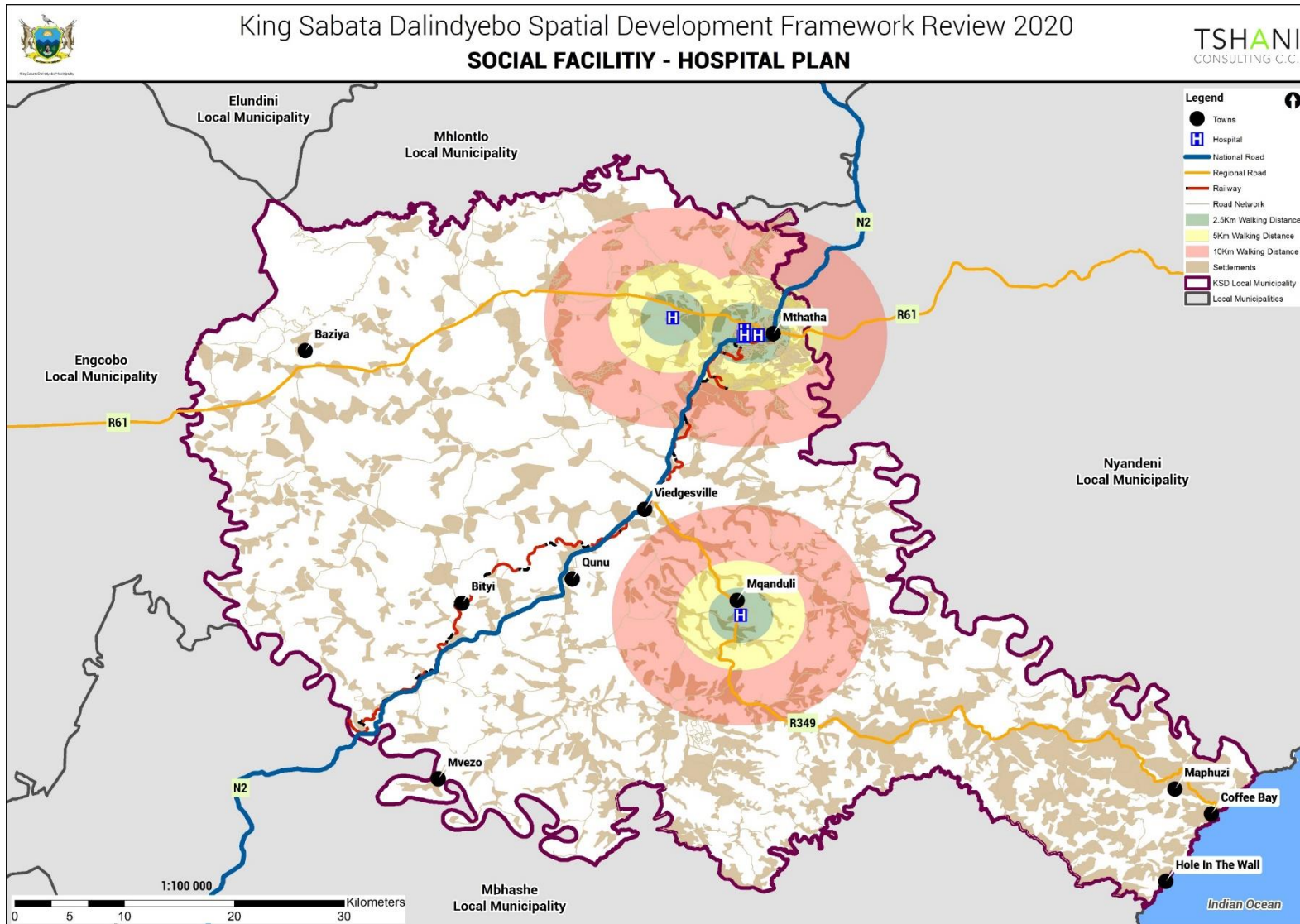


Map 9: Clinics within the KSD LM- Census 2011

Hospitals

Hospitals offer more varied and specialised health care services. Hospitals are thus considered as higher order health care services such as trauma, emergency services and specialised services. The KSD municipality, shows to have five (5) hospitals within its jurisdiction. The majority of the identified hospitals are located in the urban centre of Mthatha and surrounds, only a single hospital is located at a great distance from the Mthatha town centre.

According to the CSIR social facilities requirements for hospitals, it is compulsory for an average threshold of 300 000- 900 000 of the population be located 30 km from a District Hospitals, but it is not required if the population is able to reach a higher order hospital within the same distance. And according to the Mthatha Local Spatial Development Framework the study area meets these requirements as there is a Regional hospital and a Central hospital in close proximity to the study area. The plan below not only indicates the Hospitals within KSD LM, but also indicates that the Mthatha.



Map 10: Hospitals within KSD LM- Census 2011

Other Social Facilities–Police stations, Thusong Centres, Multi-purpose centres

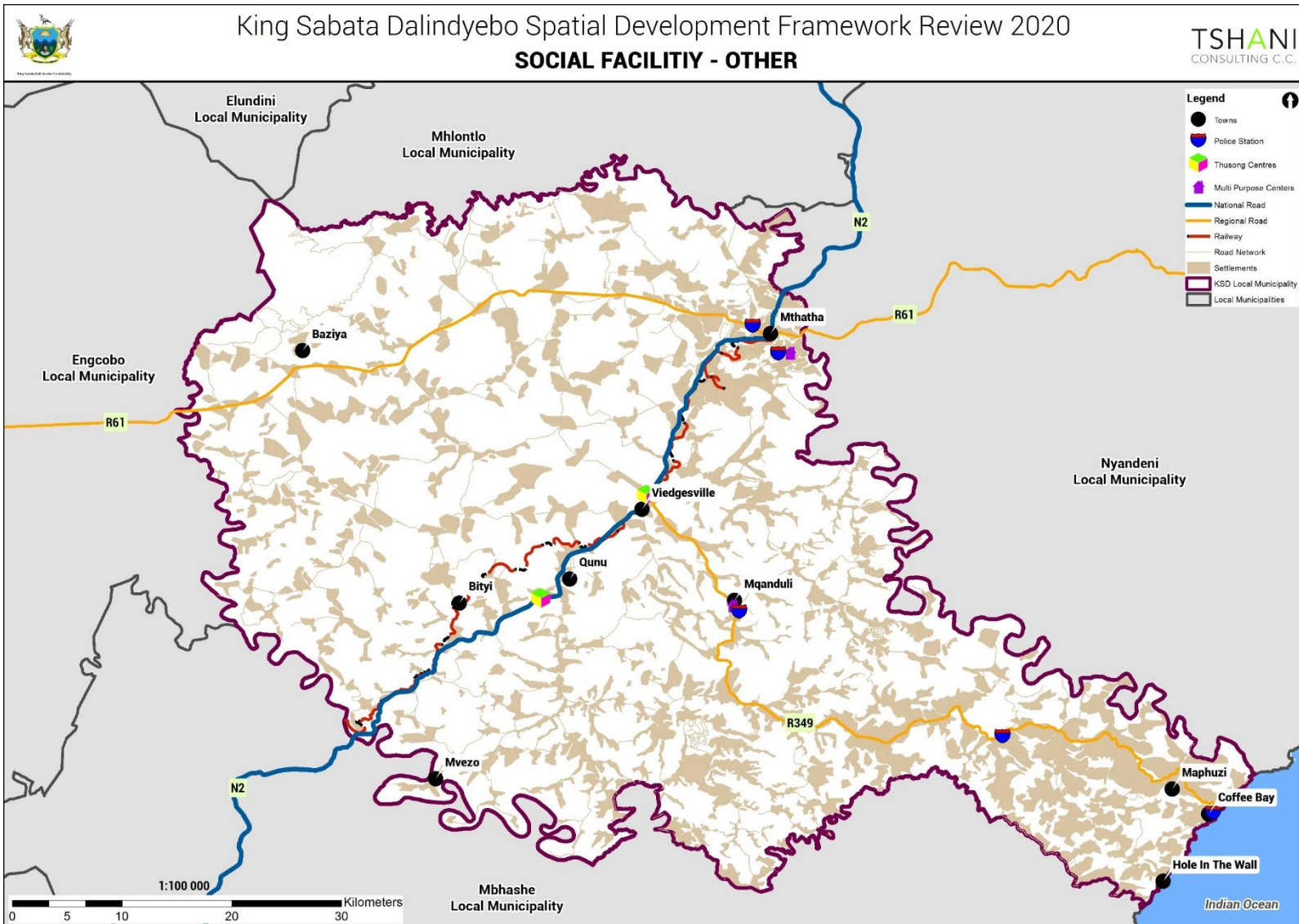
There are a few police stations that can be noted within the municipality, there are five (5) police stations noted within the municipality. These police stations are located in Mthatha, Mqanduli, Kwaaimaan and Coffee Bay.

Multi-purpose centres serve as community spaces for a variety of activities and services, they work similarly to community halls as they can be used for various activities such as crèches, offices for community leaders, spaces for small shops, adult education classrooms, etc. There are two (2) MPCs, located in Mthatha and Mqanduli within the municipality.

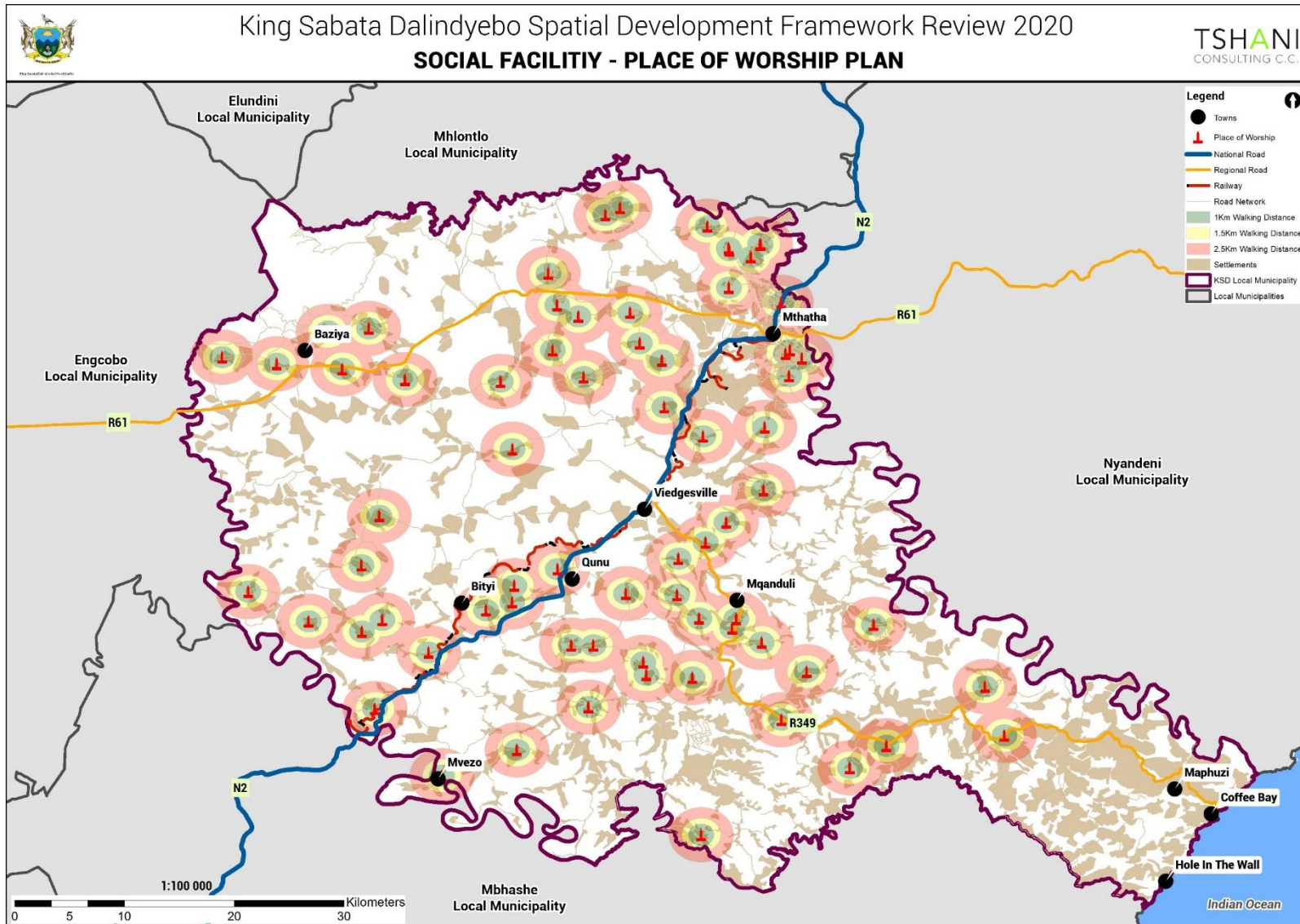
Thusong centres are service centres providing information and services to communities. They provide a variety of activities that are community based such as government social and administrative services, office services, education and skills development, business services and community opportunities, etc.

Places of Worship

Places of worship are sites designed for the congregation of people so as to perform acts of devotion, veneration, or religious study. Places of worship include and are not limited to temples, churches, mosques and synagogues. The municipality shows to have a significant number of places of worship dispersed throughout the municipality. Most places of worship are seen to be located in the urban centres as well as along road networks within the municipality. There are limited places of worship identified further along the coastline as well as in the interior regions of the municipality. This is highly influenced by people's religious choices.



Map 11: Social Facilities within KSD LM- Census 2011



Map 12: Places of Worship- Census 2011

Education facilities

Educational facilities are categorised differently based on grades. For this section, education facilities will be differentiated according to grades.

In terms of the CSIR Standards on Human Settlement and Design, the following planning thresholds are applicable:

Facility	Use capacity and threshold
Creche	A maximum of 1.5km walking distance is applied here
Primary School	To serve an estimated minimum population of between 3 000 and 4 000
Secondary School	To serve an estimated minimum population of between 6 000 and 10 000

Crèches

Crèches are considered as part of early childhood development as they offer education services to children below the age of seven (7). A 1.5km walking distance is recommended as the maximum according to the CSIR Guidelines.

The distribution of Creches within KSD shows that this facility is provided mostly for the urban centres of the LM, such as Mthatha and Mqanduli. There are also a few creches scattered throughout the LM.

Primary school

Primary schooling is considered as a form of basic education and includes grades 1 to 7. There is a significant number of primary schools located within the Mthatha urban centre and surrounds. Primary Schools are unevenly distributed throughout the municipality, with the majority located north and towards the north west of the municipality. The Mqanduli urban area does not indicate primary school facilities, as well as areas in close proximity to Mqanduli town. There are also a significant number of primary schools located along the coastline, going further south west, along the municipal boundary with the Mbashe Local Municipality.

CSIR stipulates that a maximum of a 2.5km walking distance be applicable from settlements to the schooling facility. It is seen through the plan that in terms of these guidelines, there are many settlements within the LM that are not serviced by a Primary School facility.

Secondary schools

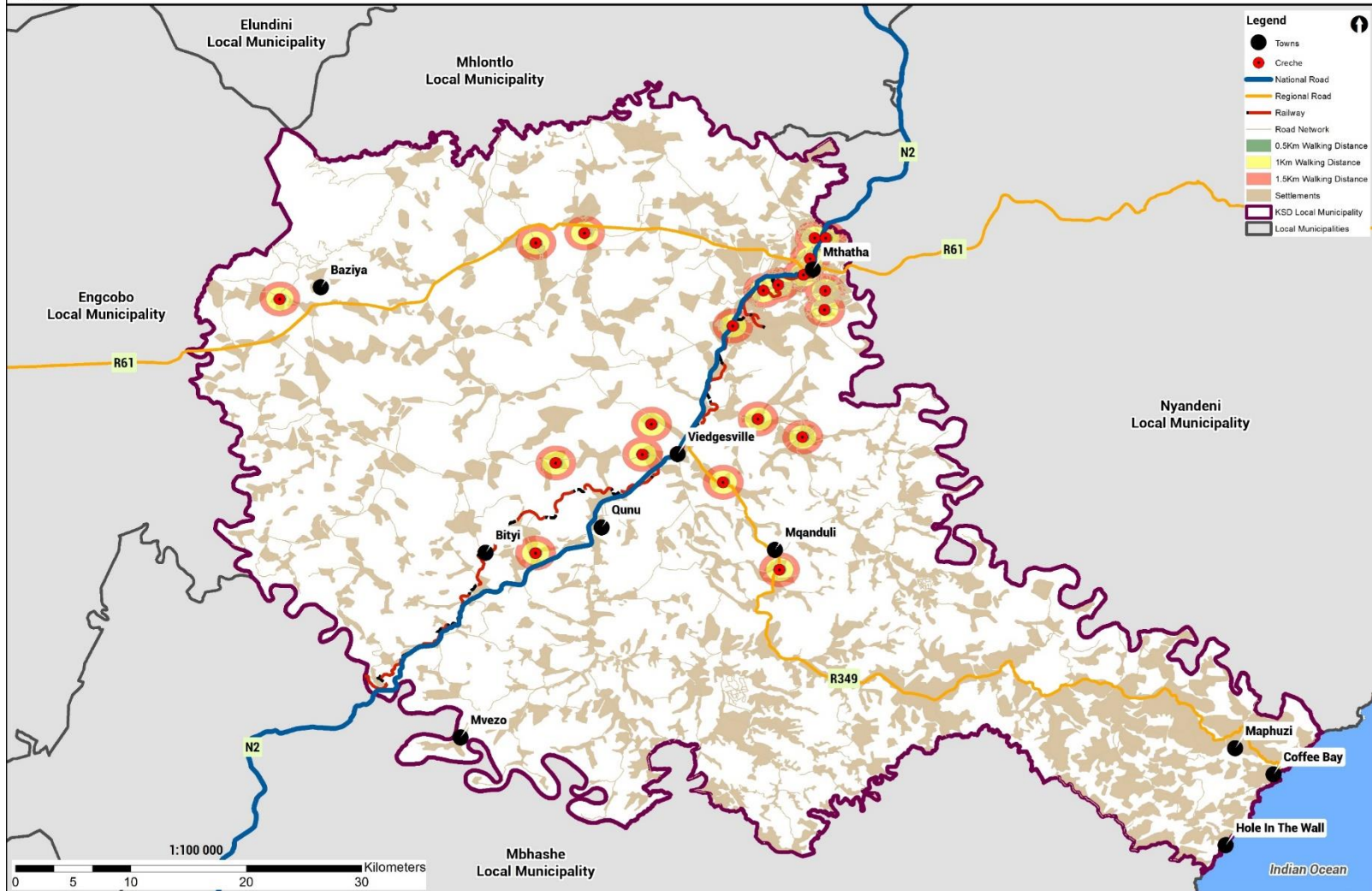
Secondary schools include grades 8 to 12. The map below indicates that there are reasonable number of secondary schools located within the urban centre of Mthatha although there are other secondary schools located in other areas beyond the Mthatha urban centre.

The location of secondary schools is sparsely dispersed as compared to primary schools. This is also evident along the coastline where there only four (4) secondary schools in the same area that has approximately ten (10) primary schools. This indicates a level of unevenness where the number of schools going pupils reduces with higher levels of education.

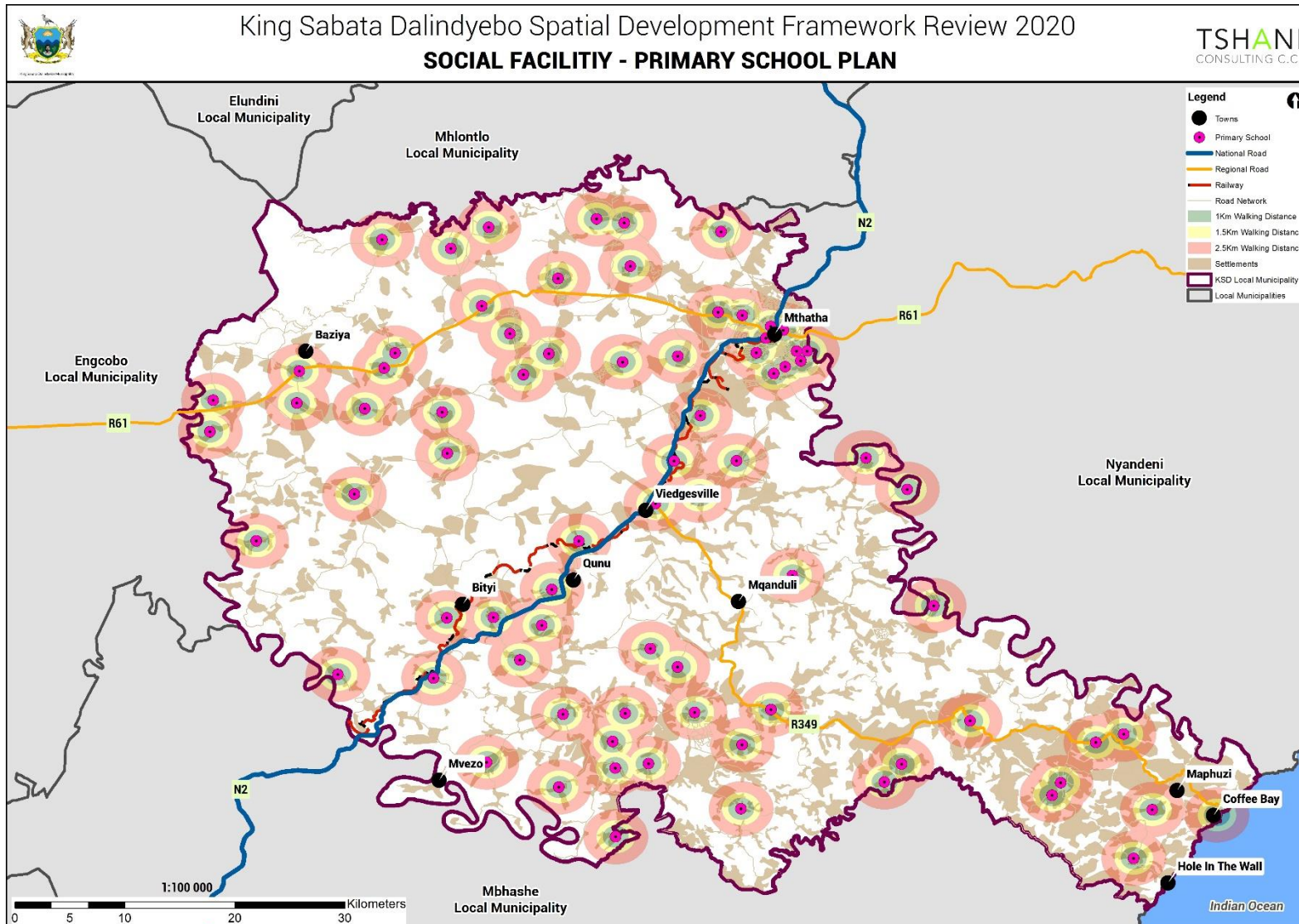
CSIR advises that a maximum of a 5km walking distance be applicable from settlements to a secondary schooling facility. It is seen through the plan that in terms of these guidelines, most of the LM is serviced by at least one secondary school and there are fewer settlements within the LM that are not serviced by a Secondary School facility.



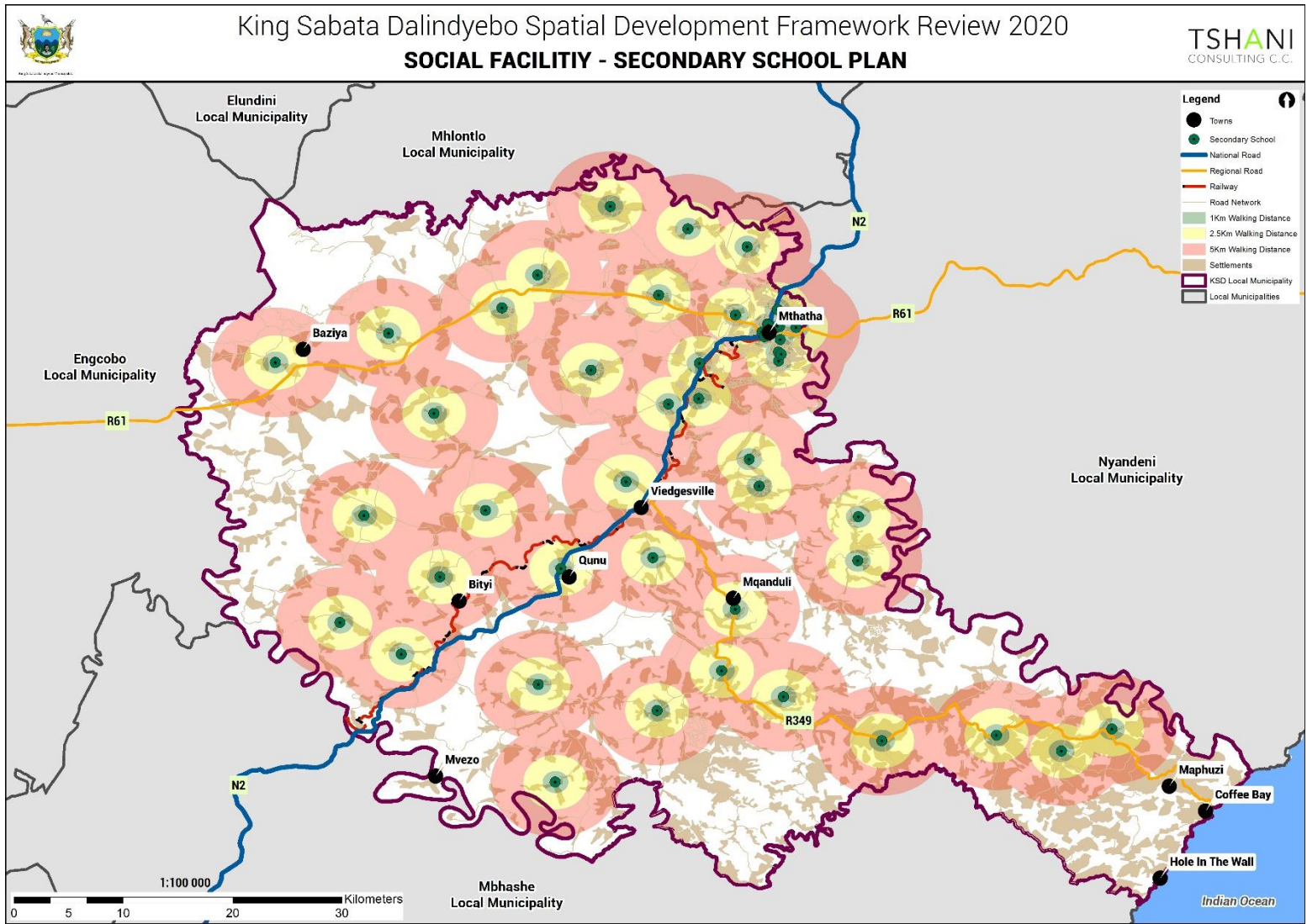
SOCIAL FACILITY - CRECHE PLAN



Map 13: Crèches within KSD LM



Map 14: Primary Schools within KSD LM- Census 2011



Map 15: Secondary Schools within KSD LM- Census 2011

IMPLICATIONS

Based on the youthful population of the municipality, it can be seen that the majority of school going children are those in primary school as there is a significant number of primary schools throughout the municipality. There should be attention given to the schooling programmes, especially the encouragement of learners to further studies post matric. The encouragement of furthering studies relates with the youthful population of the municipality as well as promoting empowerment to the female demographic within the municipality, as it accounts for a greater population demographic. Addressing those with no form of schooling should also be encouraged with skills transfer programmes, etc.

There are also areas / settlements in the LM where certain facilities are lacking in terms of the CSIR Guidelines, where these are for Clinics and Secondary Schools. Presently, people would either have to walk far distances or spend high amounts on travel to be able to access these facilities. These factors may hinder their productivity or in the case of health care, may be detrimental to their health if they have to travel far distances to be able to access a health care facility.

TOURISM

The KSD LM is the gateway to the Wild Coast and hinterlands and is fortunate to have different tourism destinations, inland and on the coastline. It is also the only municipality within the Wild Coast with major transport links namely the Mthatha Airport and N2 which are within close proximity to each other. It

further boasts with various amenities and retail stores that serve greater rural areas.

On the coastline, the municipality has Coffee Bay and Hole-in-the-Wall which are already prominent and active tourism destinations. These two tourism attraction areas are places of interest due to their natural value and magnificent views. In land, there is Qunu and Mvezo which are also gaining prominence and has high potential for tourism which relates to their cultural and historical significance. The town of Mthatha is the location of the Nelson Mandela Museum which was recently refurbished.

The Nelson Mandela Route, route between Qunu and Mvezo is of major importance for tourism within the municipality. This is the route that connects the two homes of the legendary Nelson Mandela and is hence named the "Mandela Route".

Places of interest within the KSD Municipality include:

Nduli Nature Reserve

The Nduli nature reserve is located along Nelson Mandela Drive, south west of the Mthatha CBD. The reserve is home to a variety of fauna and flora and is occasionally used by the Walter Sisulu University for learning purposes.

Mthatha Dam

The Mthatha Dam is the main supplier of water to Mthatha and neighbouring settlements. It forms part of the Luchaba Nature Reserve and currently houses the largest conference facility for the Municipality. It also offers various opportunities for water sports and accommodation linked to

environmental and conservation efforts pursued by Eastern Cape Parks and Tourism Agency.

Luchaba Nature Reserve

The 460-hectare (ha) nature reserve is located adjacent to the Mthatha Dam and is home to a variety of wildlife. The reserve offers a restaurant and conference facilities and no residential accommodation. Opportunity exists for packaged offerings with regards to business, sports, culture and nature-based tourism.

Nelson Mandela Museum

The Nelson Mandela Museum was opened at three locations within the KSD LM; in Mvezo, Qunu and at the Bhunga Building in Mthatha. The three (3) museums present different journeys of Mandela's life. The two which are located in Qunu and Mvezo were later constructed and developed as part of the Madiba Route.

Hole-in-the-Wall

Hole-in-the-Wall is an extraordinary natural arch which forms part of the impressive landmarks on the wild coast. It is a well-known tourism destination in the region.

Other attractions include:

- Jonopo Cultural Village
- Mthatha Art Centre and art and craft market
- Coastal Hike connecting Coffee Bay to Port St Johns

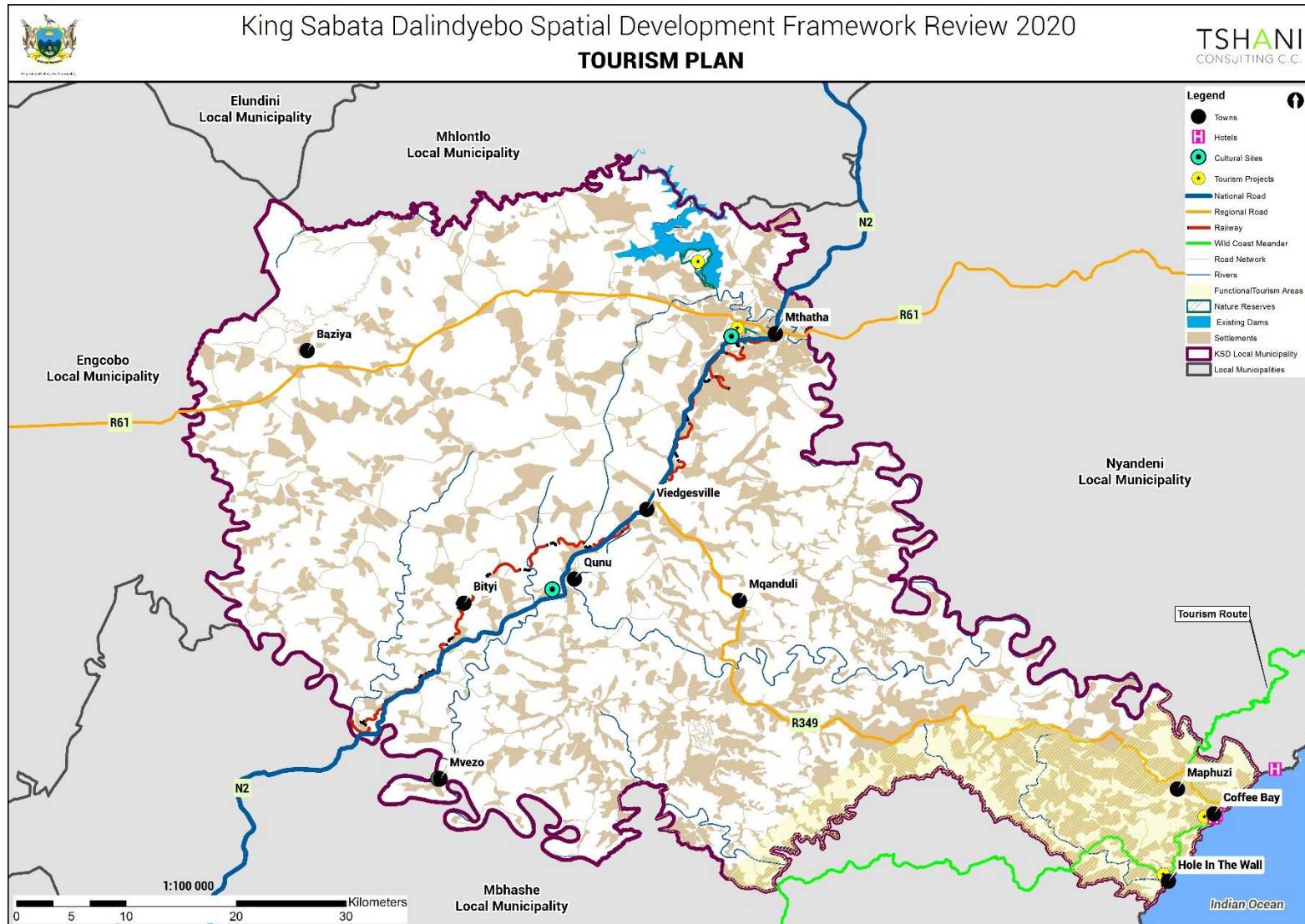
- Mthatha Circus Triangle Shopping Plaza
- Collywobbles Vulture Colony (Safari Now)
- Mdumbi Point, Beach and Kayaking

Further linkages need to be made to the following:

- Wild Coast
- Mlontlo Tourism Routes
- Hluleka Nature Reserve
- Mthatha to Port St Johns
- KSD LM to Inqguza Hill
- KSD LM to Chris Hani District Heritage Routes
- KSD LM to Amatola Frontier Wars Routes

The completion of the N2 Meandor Route along the coastline is another major tourism attractor as it seeks to connect the coastal towns from Mzamba towards the east, to as far as Mazzepa Bay towards the west. This route further creates great tourism opportunities for the KSD LM coastal towns as well as the neighbouring rural areas.

The route is envisaged to increase the traffic volumes along the coastline as it will serve as a connecting route of the major tourism hotspots of the wild coast. This route cuts through Hole-in-the-Wall, Coffee Bay and Maphuzi within KSD, further connecting to the Nyandeni municipal jurisdiction.



Map 16: Tourism places- Census 2011

ECONOMIC PROFILE

The economic state of the King Sabata Dalindyebo Local Municipality will be compared with that of neighbouring municipalities as well as an overview of the economic state of the Eastern Cape and OR Tambo District Municipality. This is to draw a better understanding of the economic landscape, how local level functions in relation to the provincial level as well as to note lagging and prospering areas.

The Eastern Cape is considered as one of the poorest provinces in the country. This is based on a number of factors including, and not limited to **poverty indicators, GDP contribution and per capita income**. Research by the South African Institute of Race Relations notes that the Eastern Cape has the lowest labour absorption rate in the country (33, 8%) and an annual per capita income of R37 067, which is the second lowest per capita income in the country. Provinces of the Western Cape and Gauteng indicated the largest per capita incomes of R77 546 and R74 900, respectively. This huge difference in per capita income between the lowest and highest may be attributed to larger economic bases and developed economies in those provinces as well the amount of skills base set for global competitiveness.

While the Eastern Cape Province is struggling in national economic comparison, there is also an economic imbalance that is attributed to spatial fragmentation. As a result of this, the eastern part of the Eastern Cape, which constitutes the former Transkei area is lagging economically. What can be seen is lower economic outputs towards the province's GDP, high

dependency on social grants as well as economies that are not diversified and more focused on the tertiary sector (including services and government).

The KSD Local Municipality is characterised by a large rural population as compared to its urban population yet the municipality is **highly dependent on the tertiary sector**. This tertiary sector is leaning more towards community services than in skilled and advanced professions such as banking and finance as with the case with globally competitive economies.

KSD's income base shows a variety of income streams where more than 50% of the income is generated within the municipality through property tax, sale of services and municipal own income. In the 2015/2016 financial year, KSD had received 36% of its income from grants.

Gross domestic product (GDP)

Gross Domestic Products (GDP) measures the economic output (in terms of goods and services produced by workers) of an area within a given period. Within the OR Tambo District municipality, KSD LM is the biggest contributor towards the district's GDP. The municipality has a contribution of 65% towards the district's GDP.

Gross Domestic Product (GDP)
O.R.Tambo District Municipality, 2016

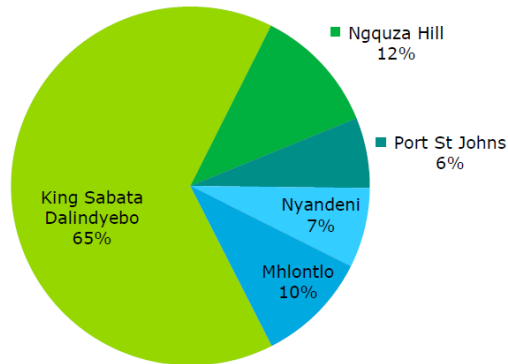


Figure 12: GDP in OR Tambo District Eastern Cape Socio-Economic Consultative Council (ECSECC), 2016

Economic sectors

From the Coega 2016 Quarterly Outlook, the Eastern Cape showed 68,5% of formal employment and 24,2 % of informal employment. It is noted that unemployment has risen by 0, 8% to 27,7% in the first quarter of 2017. The data also indicated that among the unemployed by racial group, 36,6 % are Black/African, Coloured following with 19,1% and White with a percentage of 4,8%.

Within the KSD LM, the tertiary sector is the biggest contributor towards the economy. This tertiary sector constitutes of community services, finance and trade. Community services, which includes work in government is the biggest economic sector within KSD LM. The secondary and primary sectors are not big sectors within the KSD LM economy although the secondary

sector shows a positive output through trade, construction and manufacturing.

Gross Value Added (GVA) by broad economic sector
King Sabata Dalindyebo Local Municipality, 2016

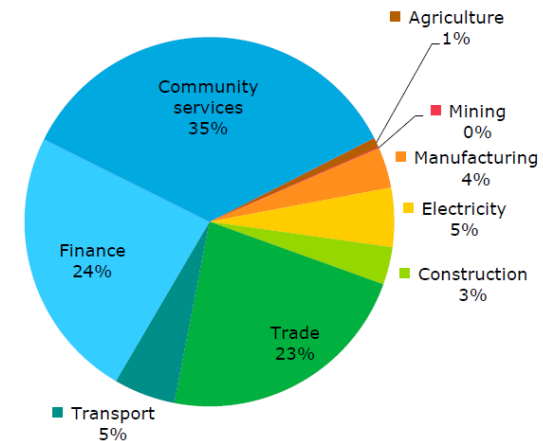


Figure 13: GVA in KSD LM- ECSECC, 2016

Municipal Economic Composition

The KSD LM shows an inter relation trend between GVA and composition of employment. The biggest economic sectors within the municipality are community services, finance and trade. This is proportional to the areas of employment for the employed population within the municipality. Community services, finance and trade are the biggest areas of employment within the municipality.

There is also a percentage of people employed within households, this shows a percentage that is higher than that of employment in transport or construction. This group constitutes the fourth biggest employment composition within the municipality

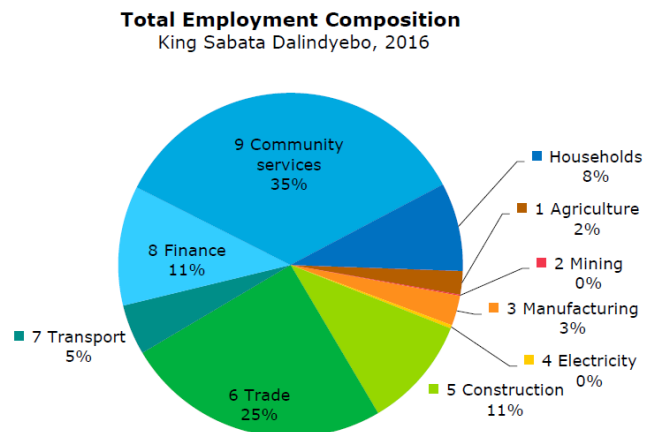


Figure 14: Total Economic Composition of KSD LM-ECSECC, 2016

Annual Household income

The annual household income is an economic indicator of the levels of poverty and employment within an area. The graph below indicates that the majority of households within the municipality have a combined income, which is between R 9 601 and R19 600 followed by households with an annual income ranging between R19 600 and R38 200. This means that the average monthly household income is R1 600 for the majority of the households. Based on the average, these may be households dependent on social grants.

The second highest income bracket has an average of R3 100 on a monthly basis. This indicates low income levels within the municipality as the number of households reduces with the amount of annual income. This is an indication of high inequality levels.

There are also a significant number of households that do not earn any source of income. These households are presumed to be dependant on Social Grants, when in a household of more than 1 or 2 people, this is presumed to be very challenging.

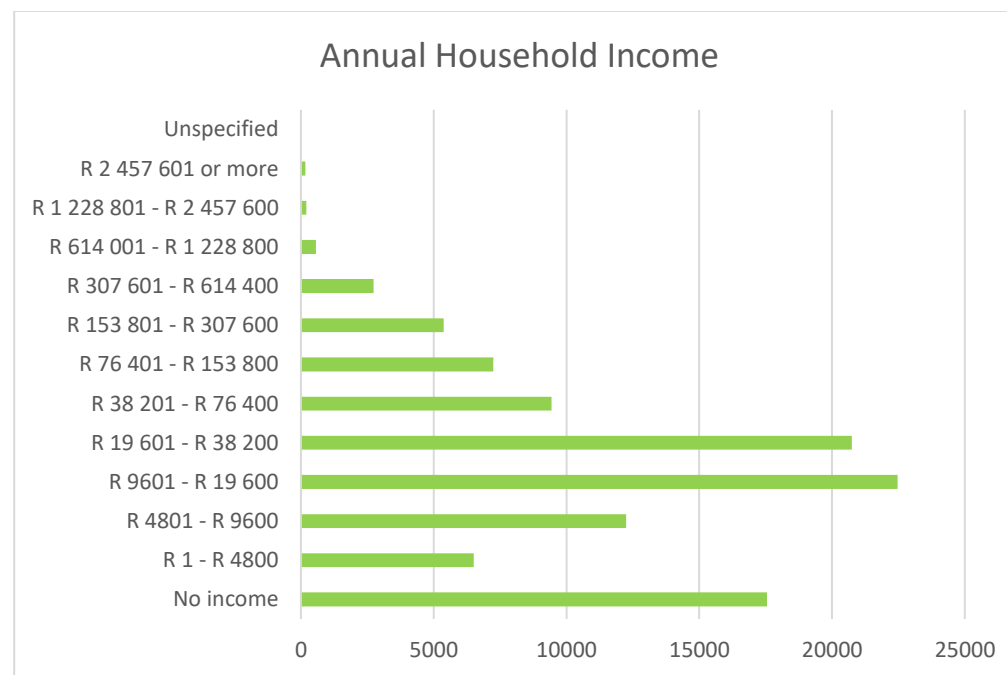


Figure 15: Annual Household Income- Census, 2011

LOCAL ECONOMIC DEVELOPMENT (LED) INITIATIVES

Local Economic Development (LED) initiatives are a critical aspect on empowering people and creating employment opportunities. The KSD Municipality, as part of its LED department's drive, has assisted with a number of LED initiatives within the municipality. The following have been some initiatives to assist various communities:

Milling Plant in Mqanduli

The Mqanduli Milling Plant has been seeing development and support over the years since its establishment. The milling plant supports the local economy as maize is sourced from the local fields and has been employing the local youth. In 2017, the milling plant also received an investment of R41 million from the Department of Rural Development and Land Reform.

The milling plant produces meali-meal which is traded in stores as well as on site in the Mqanduli Rural Economic Development (RED) Hub. According to Dispatch Live, the milling plant planted 165 hectares in the 2015/16 season and harvested 257.7 tons of white maize. The maize which is used in the milling pant is sourced from two (2) out of the 13 co-operatives within the area, this was due to harsh drought conditions. Dispatch Live further reported that more than R 700 000 was generated from sales of the maize.

Informal Economy

Informal trading is as much a part of the past, present and future of the KSD Local Municipality as are other forms of economic activity. It contributes towards job creation and thereby helps in the absorption of many who would otherwise be economically idle. As with the formal economy, it helps in the alleviation of poverty, the indirect medium to long-term outcome of which includes reduced levels of petty crime and criminality.

Types of Informal Sector include:

- Street and Pavement
- Intersection trading
- Trading at transport interchanges
- Mobile trading
- Special purpose markets
- Those trading during major events

The KSD LM LED Department has created a space to transform the face of the people's economy. The initiative involved the strategic placement of hawker stalls within the towns of Mthatha and Mqanduli. There were a total of 60 stalls that were placed between the two towns of Mthatha and Mqanduli.



Figure 16: Hawker stalls in Main Road, Mqanduli

SPECIAL ECONOMIC ZONES (SEZs)

A Special Economic Zone (SEZ) is geographically designated areas of a country set aside for specifically targeted economic activities, supported through special arrangements (that may include laws) and systems that are often different from those that apply in the rest of the country.

In the country, the development of SEZs rose from the development of Industrial Development Zones (IDZ). The IDZ programme's aim was to attract foreign direct investment and export of value-added commodities. The SEZ programme was thus an extension to the IDZ programme as its aims were:

- To expand the strategic industrialisation, focus so as to cover diverse regional development needs and areas;
- Clarify and strengthen governance arrangements by expanding the range and quality of support to measure beyond the provision of infrastructure;
- To provide a framework for a predictable financing framework to enable long term planning; and
- To provide a clear, predictable and systematic planning framework to develop a wider range of SEZs to support the New Growth Path (NGP) and the Industrial Policy Action Plan (IPAP)

The key economic sectors of focus are:

Plastics and pharmaceuticals, automobile products, components, medium/heavy commercial vehicles;

- Clothing, textiles, footwear and leather; agro-processing; metals fabrication capital and rail transport equipment;
- Forestry, timber, paper, pulp and furniture; business processing services; creative industries in crafts, music and film;
- Green and energy saving industries; boat building; nuclear; electro-technical/ICT services;
- Aerospace and defence;
- Upstream oil and gas services and equipment as well as downstream mineral beneficiation.

There were a number of SEZs identified throughout the country, Mthatha within the KSD LM was also noted as areas for the development of a SEZ. The SEZs aim was to develop the agro-processing industry within the municipality, according to the PSDF.

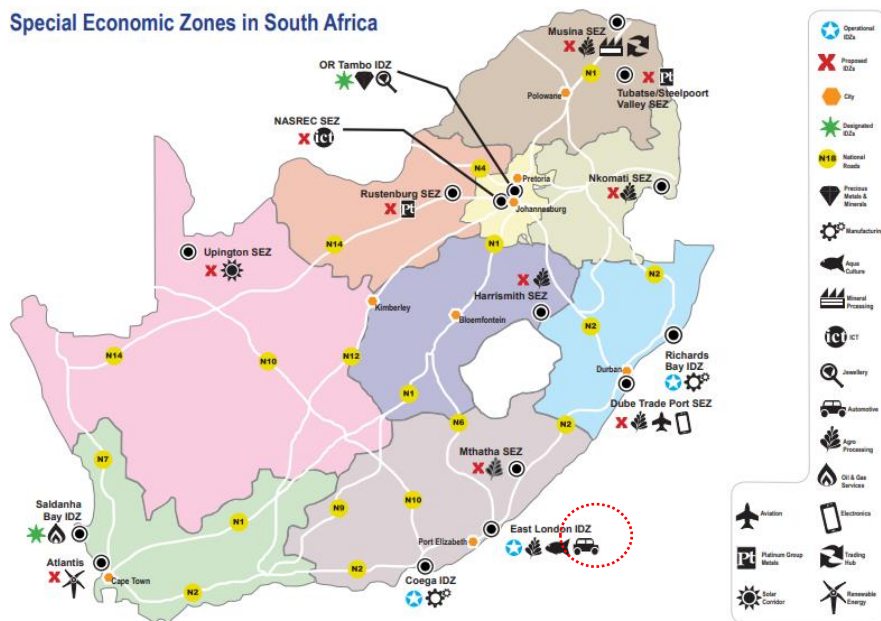


Figure 17: SEZs in South Africa- <http://www.erln.org.za/images/jevents/545747a56a0171.15573640.pdf>

OPERATION PHAKISA

"Compatriots, it is important that opportunities be created for Small, Medium and Micro Enterprises (SMMEs), women, the youth and people with disabilities in Operation Phakisa. Government will work with all the stakeholders to realise this. Let me echo the words of our beloved Madiba: 'Poverty is not natural. It is man-made and it can be overcome and eradicated by the actions of human beings. Sometimes it falls on a generation to be great. YOU can be that great generation'" former South African President Jacob Zuma, 2016.

Operation Phakisa is spear headed by government, with the aim of promoting coastal development on South Africa's coastal provinces of Northern Cape, Western Cape, Eastern Cape and KwaZulu Natal. The initiative is aimed at driving the agenda of the National Development Plan to tackle the challenges of unemployment poverty and inequality through the promotion of an Oceans economy.

Oceans economy includes the following:

- **Aquaculture:** Aquaculture involves the farming of aquatic animals for food. Currently, aquaculture contributes to almost half of the global food supply but less than 1% of South Africa's fish supply. Aquaculture could be explored in rural areas along the country's coastlines.
- **Offshore oil and gas extraction:** The South African coasts and neighbouring waters are said to have approximately 9 billion barrels of oil that is extracted. Operation Phakisa is said to have stimulated R17,7 billion investment in the areas of offshore oil and gas,

aquaculture, marine manufacturing and transport, oceans governance and tourism.

- **Marine transportation and manufacturing:** ship building, repairs and refurbishments. Top Empowerment states that there could be 5 000 new jobs created through the provision of capacity for ship and oil rig repair and maintenance. Such capacity is thus an opportunity to diversify the country's economy and promote the development of scarce skills.

GROWTH TRENDS AND PROJECTIONS

Based on the data between 2011 and 2016, the municipality has seen a growth in the Black African population and a decline in other racial groups over that period. The municipality has also shown an increase of 38 494 people over 5 years.

If we consider an annual growth rate of 1.58%, the projected population by 2050 is expected to be 856 217. This population needs to be catered for in terms of employment opportunities, schools, and social infrastructure. The municipality needs to consider this increasing population.

YEAR	2011	2016	2050
POPULATION	451 713	490 207	856 217

Table 7: Population projection to 2050

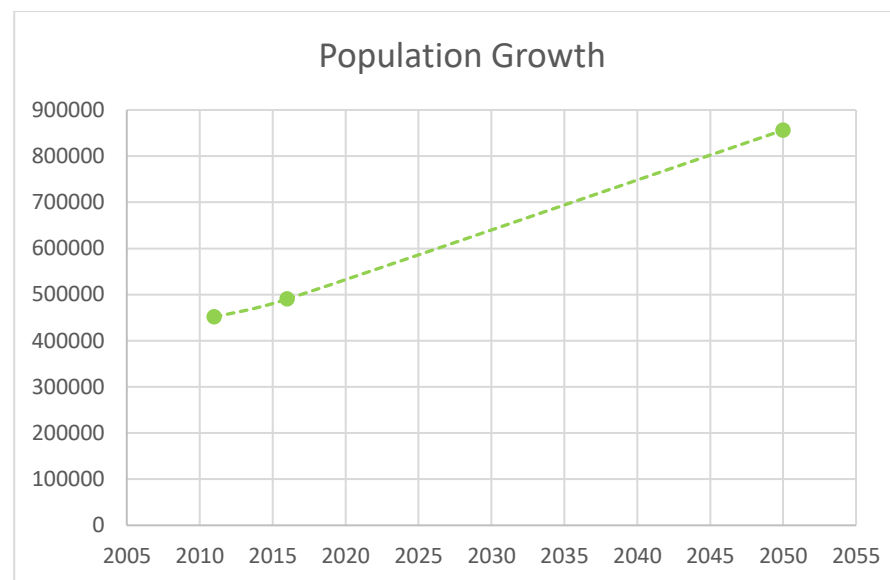


Figure 18: Graph showing estimated population grow from 2016 to 2050

IMPLICATIONS

With the challenges of a large rural population and high dependency on social grants within the KSD municipality, it should be acknowledged that there should be alternative economies that are explored so as to expand the economic base of the municipality. Having a varied economic base is not only beneficial for revenue generation but is vital for skills development and social upliftment.

The municipality needs to generate local economic development so as to further limit skills drainage to other provinces as out-migration is highly influenced by limited economic opportunities. Nodes within the municipality such as Mqanduli currently serve as rural service centres for administrative functions as well as shopping, there should be an exploration and development of other nodes within the municipality.

Based on current spatial trajectories, the town of Mthatha is showing a steady growth rate. However, there needs to be employment opportunities for the population linked to this growth rate, especially those who are of working age (which are the largest population group within the municipality).

The economic base of the municipality as a whole is thin, various industries are not explored and the municipality's assets are not highly utilised; this includes agriculture, tourism, connectivity of the N2 for trade and business.

D2. BUILT ENVIRONMENT ANALYSIS

"Nothing in this world is more simple and more cheap than making cities that provide better for people."- Jan Gehl

SETTLEMENT PATTERNS

The KSD LM is predominantly rural in nature, with only the urban centres of Mthatha and Mqanduli. The analysis of settlement patterns is an important one as it seeks to see the nature of settlement growth, identify the dispersity of settlements as it relates to the provision of services.

Urban

Mthatha is a former capital of the former Transkei. The town was previously written as Umtata although the name was later changed to Mthatha. The name is derived from the nearby Mthatha River which was named after the Sneezewood trees (umtati). The town has become the centre for shopping and administrative functions and is home to the historical Walter Sisulu University (formerly the University of Transkei- Unitra). Mthatha is home to a number of residential neighbourhoods including Southernwood, Southridge

Park, Northcrest and Hillcrest. It is also home to one of the country's oldest townships, Ngangelizwe.

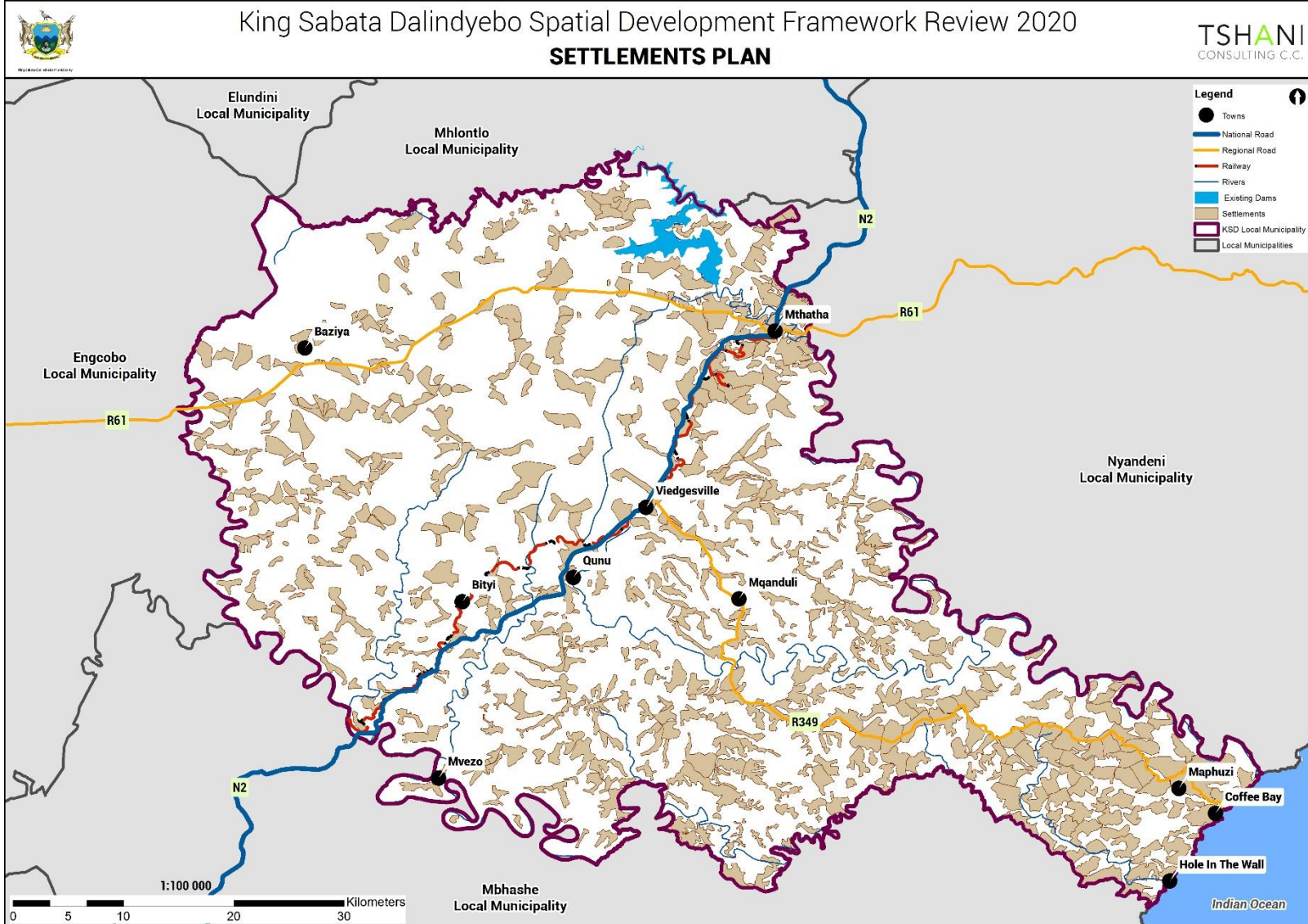
Mqanduli is the second urban centre within the KSD LM. Mqanduli served as a rural service centre in the former Transkei region although in served as one of the urban centres of the KSD LM. The town has plenty of economic activity and big retail stores such as Boxer, Shoprite and Spar. The KSD LM also has its satellite offices located in Mqanduli

Rural

There are a number of rural settlements within the KSD municipal jurisdiction as the municipality is predominantly rural. Based on the settlements plan, there are dispersed settlements located west of the municipality, however, on the southern direction, the settlements become concentrated. The south eastern region of the municipality, along the coastline, the settlements show high levels of concentration.

Coastal

The attractive coastal features of Coffee Bay and Hole-in-the-wall have resulted in small holiday resorts being developed. Over time these resorts have changed in character and despite being important tourism centres, have become more established residential settlements.



Map 17: Settlements- Census 2011

LAND COVERAGE

Land is a critical issue towards the development of our urban centres as well as the promotion of sustainable livelihoods. It is on land that we reap most of our economic benefits; including farming and building infrastructure. Land coverage will be considered based on three (3) classifications; urban, traditional and farms. Within the KSD LM, land is largely considered as traditional, where only 36% of the overall land cover is urban. There is also a small percentage of land classified as farms, this group constituting for less than 1% of the total land cover. Land that is classified as farms only constitutes for 0.17% of the municipal land coverage.

This is a similar trend with the other municipalities within the OR Tambo region where the majority of the land is classified as traditional, meaning that it falls in the rural area. Only a small percentage is classified as farms, this constituting for only 1% or less in all the municipalities within OR Tambo. Within the OR Tambo region, KSD LM has the biggest “urban” coverage as compared to other municipalities. Port St Johns has the lowest amount of land regarded as “urban” within its municipal jurisdiction

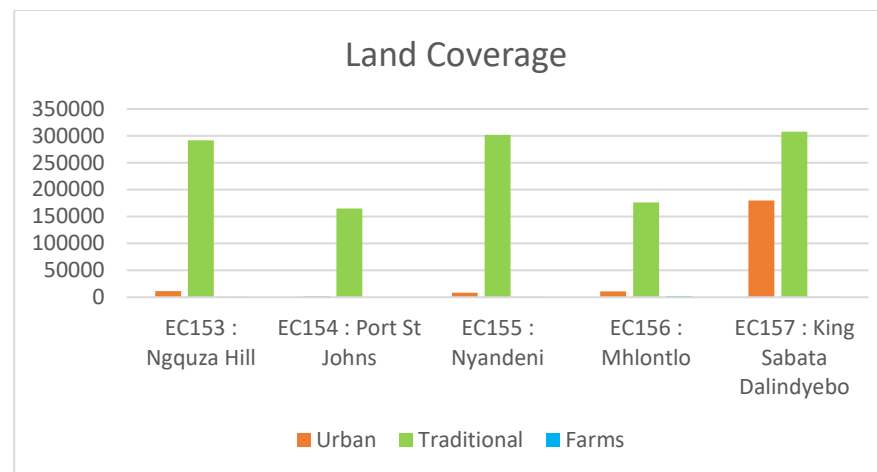


Figure 19: Land coverage in municipalities within OR Tambo District Municipality

LAND TENURE

Land tenure is the ownership or holding of land by title or lease, or permission to occupy, social or customary tenure.

There are two land recording systems: the formal system based on survey of farms/erven, approval of survey diagrams by the Surveyor-General and registration of title in the Deeds Registry; and transfers by conveyances of freehold titles and quitrents. In the second system, sometimes referred to as an 'off-register' system, communal land is held either by Permission to Occupy (PTO) after demarcation of allotments for residence or arable, recording in a district land register and issue of a PTO certificate; or is held by customary tenure with no formal record.

King Sabata Dalindyebo Land Tenure Statuses

The adjacent table outlined the land tenure status in King Sabata Dalindyebo Local Municipality. The most dominant land tenure status in the municipality is that of 'owned and fully paid off'.

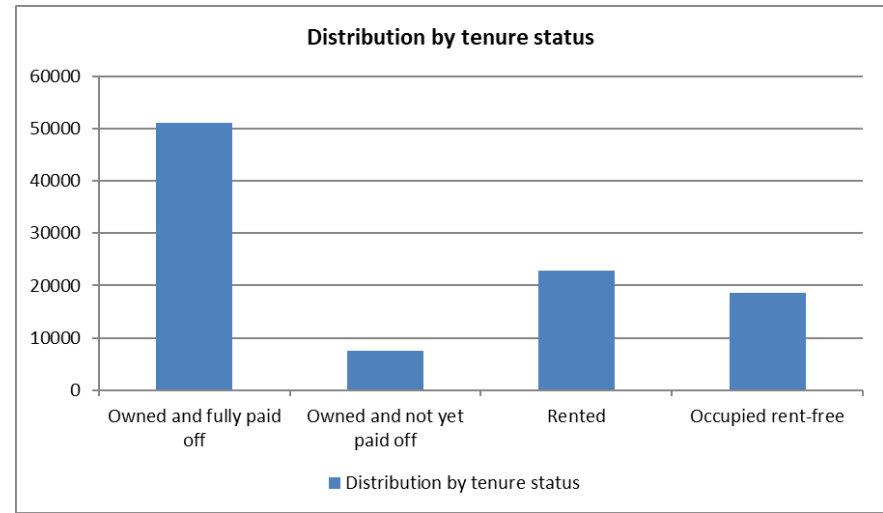


Figure 20: Distribution by tenure status - Source: SA STATS 2011

LAND TENURE CATEGORIES

The northern region of King Sabata Dalindyebo Municipality is regulated by Proclamation No. 174 of 1921; and the southern region is regulated by Proclamation No. 26 of 1936. No Rural Planning Act is applicable to the municipal area. King Sabata Dalindyebo Local Municipality is largely dominated by freehold.

Freehold Title

This applies to land formally surveyed, numbered and then registered in the deeds registry, fully owned by a juristic person, which can be transferred or leased. Most properties are 'farms' in rural areas or 'erven' in urban areas. Each may be further subdivided into smaller portions (farms in the agricultural sense often consist of a number of such cadastral units).

State Land

State Land is held by government for a range of purposes in different forms. State Land in the District, which is situated in the former Transkei areas, is legally owned or held in trust by the Minister of Rural Development and Land Reform. Some state land, especially communal land, is surveyed and registered, but has only recently been surveyed; and is still unregistered in the Deeds Registry.

State land in the former Republic of South Africa (RSA) is owned by the Minister of Public Works. The Provincial Dept of Public Works owns state land for state domestic use which falls under provincial competence constitutionally.

Before state land can be disposed of to a land reform beneficiary or a municipality, it has constitutionally to be vested in either the national or a provincial government. Unfortunately, this is a painstaking procedure, requiring the minister's signature for each individual cadastral unit.

'**State Domestic Use**' is tenure for uses such as schools, police stations and hospitals, and falls under the national or EC Dept of Public Works. On communal land, state domestic use was recorded on reservation certificates. Management of such facilities usually falls to the relevant government department.

'**State Forest**' is state land managed by Department Agriculture, Forestry and Fisheries but requires the agreement of the Minister of Rural Development and Land Reform for any change of tenure.

'**Roads**' are on either state, provincial, or municipal land, but national roads are held under freehold title by SANRAL. Provincial government also owns state land such as provincial Nature Reserves, and some urban land is in the process of transfer to municipalities and/or disposal to individuals.

'**Municipal Land**' is registered urban land owned by a local authority. The transformed municipal boundaries incorporating rural communal areas have led to tensions and misapprehensions about land ownership and control which are unlikely to be resolved until the Communal Land Rights Act and integrated planning legislation are in place. Municipal state land may be used for services, or settlement and development.

'**Municipal Commonages**' around or adjacent to urban areas are owned by municipalities for the benefit of local residents. Some are surprisingly large. Others have been enlarged recently under land reform. (NB the word 'commonage' is used on occasion to refer to communal land not allocated

to residential or arable. This is not the same as urban or municipal commonage)

'Parastatals' such as Transnet, Eskom, Telkom, and SANRAL own land or hold it through servitudes and way leaves.

Communal Land

'Communal' land is held in trust by the Minister of Rural Development and Land Reform, but also regarded by government as co-owned by the local community. It legally is owned by the State, but is held by individuals under PTOs, (customary tenure) (see below), by quitrent grants, or by lease. Individual's rights on it are protected by the Interim Protection of Informal Land Rights Act (IPILRA). Group ownership will be legally transferred from the state to the communities, if and when the Communal Land Rights Act is implemented.

The majority of land in communal areas is unsurveyed and unregistered. The basic spatial unit is the Administrative Area (AA) which was previously known as locations, locally known is 'ilali'. The boundaries of villages and wards existing at the time were described and gazetted in the late 1800's or early 1900's. These boundaries fixed the social landscape with wall-to-wall boundaries where previously boundaries were more fluid and there was some common land between villages. Land tenure within communal areas of the Eastern Cape is governed by a series of proclamations such as

Proclamation 26 of 1936 (commonly known as PTO or Permission to Occupy legislation).

Most Admin Areas include a number of villages and cover at least several hundred hectares and fall under a headman and a number of sub-headmen. Each Magisterial District consists of 40 or 50 Administrative Areas. Each AA also forms part of a Tribal Authority Area under a chief. Tribal Authorities are then grouped under a former Paramount Chief, or now, a King.

Traditional / Customary Tenure

Customary tenure persists from pre-colonial times in rural areas. State or trust land is allocated to heads of household by a hierarchy of traditional leaders. Government structures, such as Tribal Authorities, have been superimposed on the traditional tenure system.

The land was regarded as held by the chief on behalf of the community. Land rights are a bundle of land use rights including residence, ploughing, fuelwood, building materials, water, veldkos, medicinal plants and other rights, such as access to the communal area and participation in community forums.

Customary tenure has shown itself to be adaptable to informal tenure arrangements, and forms the foundation of a flexible, persistent social system.

Permission to Occupy (PTO)

Colonial administrators formalised customary tenure into a system commonly known as PTOs – Permission to Occupy – under a series of Cape Government proclamations from the 1880s onwards, culminating in Proclamation 26 of 1936 applicable in the 21 unsurveyed magisterial districts of Transkei; R188 of 1969 and the Proclamation of 1920. These are similar but with local differences, and are still in force, unrepealed.

A PTO is a permit for occupation of unregistered state or trust communal land for a specific purpose, under Section 4 for either residential or arable allotment.

Unlike freehold title it is a land right attached to the person, not the parcel of land. It was issued to a head of household (i.e. black, male, married, member of the community). It was free and issued for life; and is not transferable, inheritable, or usable for financial security.

By using local agricultural staff to demarcate sites by chaining, recording in a land register, and issuing the certificate at district level, the PTO process avoided the costs of the formal survey and registration system, which had led to the abandonment of the quitrent system by the 1920s.

This procedure for tenure was later linked administratively to tax collection and 'betterment' planning. Betterment was widely opposed in many regions especially in Transkei, leaving traditional tenure more common than PTOs.

Section 5 PTOs were for special purposes such as outsiders' cottages or hotels or missions, for limited periods, with payment of annual or triennial rentals. No valid PTOs have been issued since 1994, because the authority to administer these proclamations has not been delegated by the Minister to any officials.

Quitrent Title

Quitrent is a compromise form of titled tenure first used in South Africa in the 1700s by the Dutch East India Co to maintain some control over distant trekboers. It is inheritable land registered in the deeds register, but under limiting conditions of transfer. It requires payment of an annual rental to government. An exceptional provision to obtain full title was used in some cases by the former Transkei administration.

Quitrent is widespread in the Ciskei from 1860 and surveyed south-western districts of Transkei following the Glen Grey Act of 1895, but was discontinued because of the costs of survey. Neglect of quitrent payment and transfer to heirs has left the system in practice little different to PTOs, but with a legacy of overlapping land rights and boundaries. It was used particularly for trading stations under Proclamation 11 of 1922.

Common hold

This is a recent form of group title to land registered in the Deeds Registry under the Communal Property Association Act or Restitution Act.

Leasehold

Land may be rented by the owner to a lessee, either less formally short-term, or formally registered in the Deeds Registry if for a period of ten years or more.

LAND CLAIMS

The town of Mthatha, which is the biggest node and urban centre within the KSD municipal area has had a number of land claims over the past years. These land claims have had severe impacts on the amount of developments within the town and the municipal area as a whole. These land claims have not only hindered development but have hit the municipality with extensive financial implications resulting from a law suit related to land claims.

There are currently two land claims validated by the Land Claims Commissioner (LCC). There is a long outstanding claim dispute involving land rights restitution claimants of KwaLindile and Zimbane communities who are claiming a large vast of lands in and around the city of Mthatha, especially the remainder of Erf 912, Umtata.

Council initially applied in terms of section 34 of the Restitution Act, to continue with development whilst the claims were being processed, that there should be no restoration on land. The Land Claims Court and the Supreme Court of appeal agreed that there should be no land restoration, but the constitutional court ruled that those two (2) courts had erred in their judgments. Land claimants may not do anything until 31 days after their

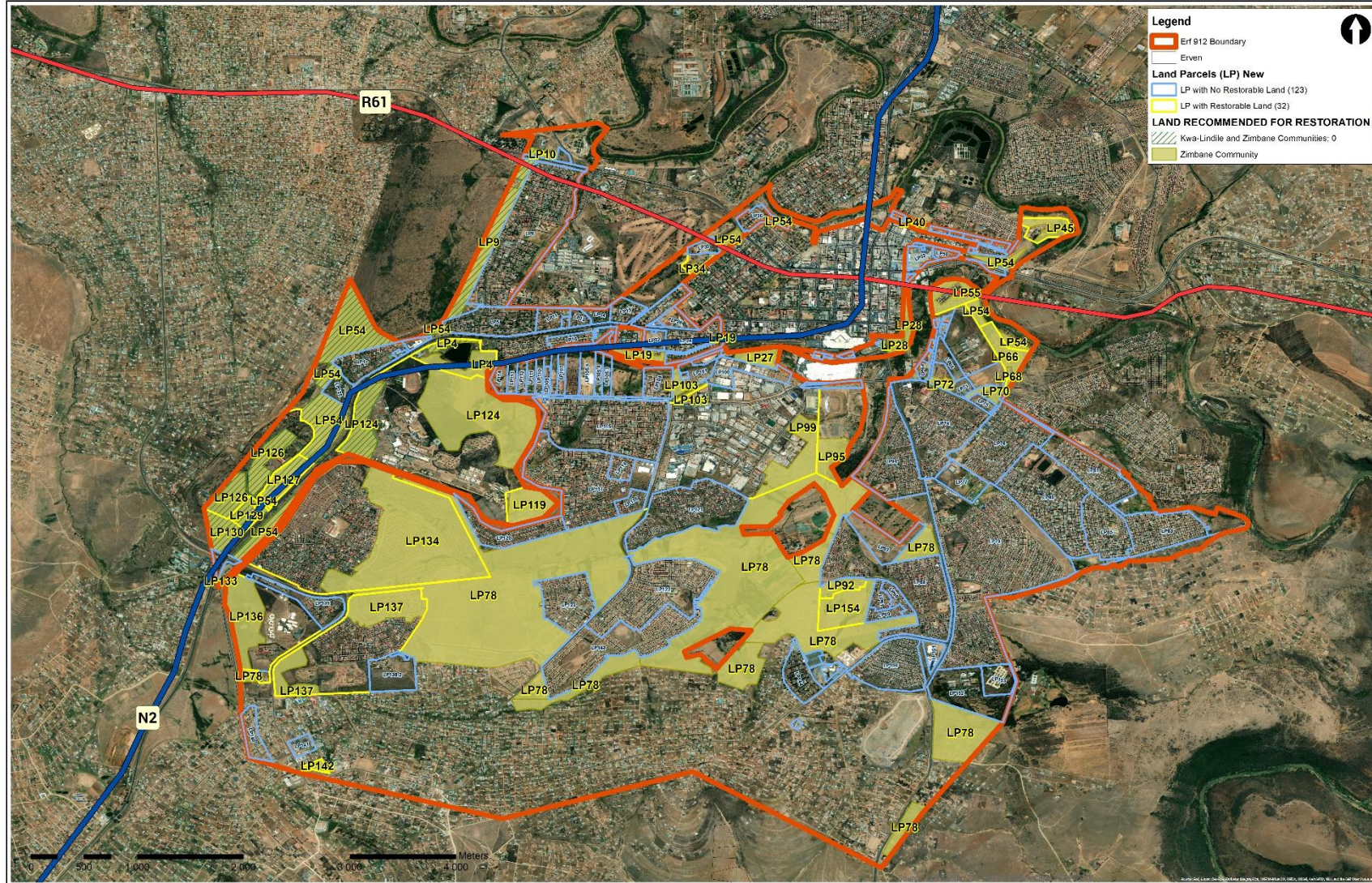
notice has been served or they have received a response from the LCC. Notwithstanding the above, the Council's Mayoral Executive Committee has resolved that the Council must inform the LCC of all proposed developments and/or changes in land use or confirmation as a matter of courtesy.



King Sabata Dalindyebo Spatial Development Framework Review 2020

MTHATHA LAND CLAIM PLAN

TSHANI
CONSULTING C.C.



Map 19: Land Claims within Mthatha

HOUSING

There is shortage of formal housing within KSD, especially in Mthatha, considering that the town is an economic regional hub. The municipality has put extensive on the development of low-income housing for those with an income bracket between R0.00 and R3 500.00, this is seen through projects such as Lilitha, Zimbane Valley and Maydene Farm in Mthatha as well as Makhenkesi Township in Mqanduli. Little to no provisions have been made for middle to higher income earners by the local government.

Private developers have found a gap with this issue as there has been a housing development in Southernwood and Ncambedlana East by Coastal Homes. This shows a need for housing provision for those beyond low income earners. However, this service is mainly for freehold tenure systems as compared to offering a rental alternative.

CURRENT HOUSING PROJECTS	
Project Name	Units
King Sabata Dalindyebo Local Municipality	
Ntshabeni Ph2, 200	200
Willow 200	200
New Payne Phase 2 200	200
Mahlungulu 350	350
Mqanduli 500	500
Ncambele	300
New Payne	300
Zidindi 100	100
KSD ABT 350	350

Military Veterans 57	57
O R Tambo (85 + 20)	105
Lindile 208	208
Ngangelizwe 200	200
Zimbane Valley. 1482 (702)	702
Zimbane Valley 1482 (780)	780
Ilitha 463	463
Water fall 1183	1183
Maydene Farm 969	696
Source: ORTDM HOUSING STRATEGY 2015	

Table 8: KSD Current Housing projects

The municipality noted the following projects as its current projects:

PROJECT NAME	HOUSING TYPE	LOCATION	NUMBER OF UNITS	STATUS
Project A: Maydene Farm Ext	Low cost housing, GAP, social housing	Maydene Farm, Mthatha	1 317 dwelling units (excl. high density residential units)	Construction commenced in May 2016 and is in progress
New Brighton	Community Residential	New Brighton, Mthatha	131 dwelling units (incl.	Construction of services was completed

	Units (CRUs)		rental units)	in May 2016. Construction of housing units is pending
Kei Rail	Low cost housing	Kei Rail, Mthatha	674 dwelling units (134 units already existing)	Construction of services commenced in June 2017 and is 96% complete. Construction of houses is pending
Project B	Low cost housing	Adjacent Mbuqe Park, Mthatha	1 795 dwelling units	Project is pending
Project C	Low cost housing	Between Kei Rail and Sidwadwa View Mthatha	1 201 dwelling units	Project is pending
Sidwadwa View	Middle income	Sidwadwa View, Mthatha	120 single	

			residential dwelling units & 250 town house dwelling units	
Phola Park	Low income	Phola Park, Mthatha	520 dwelling units	
Southernwood South	Social housing	Southernwood, Mthatha	720 dwelling units	
De Coligny	Social housing		6 000/7 000 dwelling units	
Silverton		Silverton location, Mthatha	4 800 dwelling units	
Extension of Ncambedlana		Ncambedlana West, Mthatha	2 500 dwelling units	

Lot D & Lot C		Next to Wellington Prison, Mthatha	4 700 dwelling units	
Southridge Park		Southridge Park, Mthatha	700 dwelling units	
Nduli Nature Reserve		Nduli Nature Reserve, Mthatha	4 000 dwelling units	
Old Nkululekweni		Along Port St Johns Road, Mthatha	800 dwelling units	
New Nkululekweni		Along N2 to East London, Mthatha	200 dwelling units	
Mqanduli Middle Income		East of CBD, Mqanduli	300 dwelling units	
Proposed BNG Township 1 (West)		West of CBD, Mqanduli	2 000 dwelling units	

Proposed BNG Township 2 (North)		North of CBD, Mqanduli	1 400 dwelling units	
Coffee Bay North		Coffee Bay	1 200 medium density housing, 300 low density housing	
Coffee Bay West		Coffee Bay	400 dwelling units	
Coffee Bay South		Coffee Bay	100 dwelling units	
Ngangelizwe- Provision of permanent services				Construction commenced in June 2016. Phase 1 and 2 are completed

				in November 2017
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Table 9: KSD Housing projects

Housing delivery

Based on the above table, Project A which forms part of Maydene Farm Extension has been the only fully completed project within the municipal urban housing project. The remaining of urban housing projects are pending although some projects have had services installed, including Kei Rail and New Brighton.

Housing need/ backlog

The KSD LM had noted a total of 46 315 housing backlogs in its Housing Sector Plan (HSP) for the year 2011-2016, with an estimate of 16 385 housing backlogs in urban areas and 44 677 backlogs in its rural areas. This figure has not been updated in current plans although it has definitely risen since the HSP was approved.

IMPLICATIONS

The issue of land is a critical and sensitive one, as such, land usage is paramount to future development. If KSD LM is to grow to be a metro region, there should be firm policies guiding the development of land, so as to control and manage the trajectory of development.

The issue of land claims has had a dire impact on the level of development within the KSD municipality, particularly in Mthatha. For the municipality to develop, the issue of land claims should be addressed in a sensitive manner in order to avoid conflict between the municipality and the citizens of the KSD LM.

The prospect of a new town- Coffee Bay, will have great implications on the level of land usage along the coastline area. Development in the area should be particularly regulated so as to avoid issues such as land invasions and land grabs.

The development of housing projects should be considerate of the future trajectory of the KSD municipality and be cognisant of increase growth rates. The type of housing development will have a direct impact on land availability for future settlements or the expansion of the economic nodal areas.

INFRASTRUCTURE

Infrastructure could be broadly defined and widely understood as facilities and structures needed for the effective operation of a business, state or economy. Infrastructure includes roads, railways, airports, power generation and transmission, communications, water and waste and housing. Infrastructure is a basis for social and economic development; cities and towns, which invest in infrastructure, increase their chances of

competitiveness, citizen liveability and promotes connectivity with adjacent towns and beyond.

It should be acknowledged that new technological advancements in smart urban systems, green energy, mass transit transportation and telecommunications play a role in assisting cities to become centres of innovation, culture and diversity. These are future trends of the development of cities that compete on a global scale; it is also not too late for town to follow suit as the levels of urbanisation are increasing drastically over the years.

The state of infrastructure within the municipality of KSD constitutes a mixture of rural and urban realities and varied priorities due to these realities. The municipality is predominantly rural; hence it pushes forth the agenda of developmental local government that seeks to provide basic services such as water, electricity and sanitation.

However, it should be noted that the town of Mthatha is a regional centre and is the third largest town in the Eastern Cape Province, after Port Elizabeth and East London. This puts developmental pressure into Mthatha with regards to economic development and investor competitiveness. Such attributes thus force the KSD municipality, particularly the town of Mthatha to compete with other bigger towns within the province as well as in the neighbouring provinces. Urban competitiveness thus requires innovation and improvements in certain types of infrastructure; including but not limited to transportation, telecommunications and energy.

Access to Energy

Energy will be analysed on a household level, based on energy source; the type of energy used for cooking, lighting and heating by residents within the KSD municipality. An analysis is also considered for the neighbouring municipalities so as to get comparison of such services within the OR Tambo District Municipal jurisdiction.

KSD LM has **83% of its households serviced with electricity**. This is a similar trend to neighbouring municipalities of Mhlontlo and Nyandeni, which have percentages of 83% and 82% respectively. Engcobo municipality shows the highest number of households with electricity with 95% while Mbashe has the lowest number of households with electricity with 62%. This is a positive attribute within the OR Tambo DM as it shows that a lot of households have access to electricity.

Within KSD LM, it is evident that **76% of households have an in-house prepaid meter** as a form of access to electricity. There are other sources of electricity such as **generator, solar home system and battery** although these are in smaller percentages of less than 1% of the total households.

Within KSDLM, the majority of people, 84% of the total population uses electricity from mains as the main source of energy for lighting. This is also similar in the neighbouring municipalities of Mhlontlo and Nyandeni. Candles and paraffin are the second and third most used sources of energy for lighting, respectively.

The majority of people within the KSDLM uses electricity from mains as a source of energy for cooking, this group constitutes 73% of the total population. Wood and paraffin are the second and third sources of energy for cooking in the three local municipalities within the OR Tambo DM.

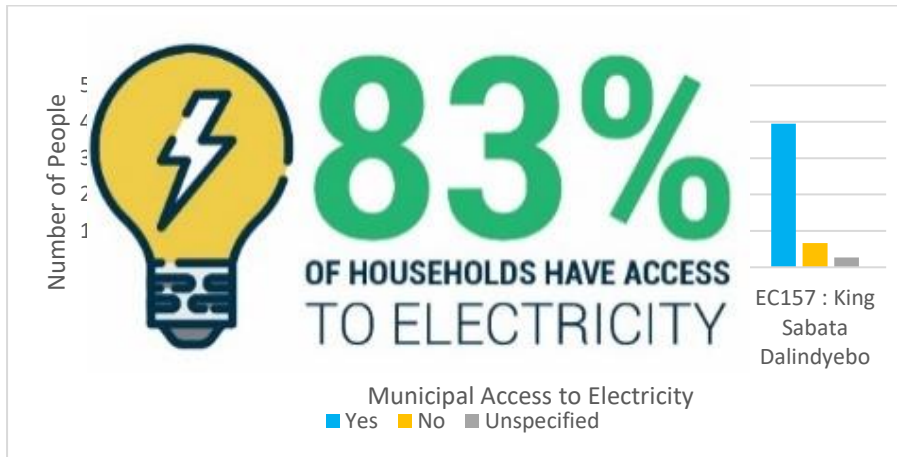


Figure 21: Access to electricity- Census Community Survey, 2016

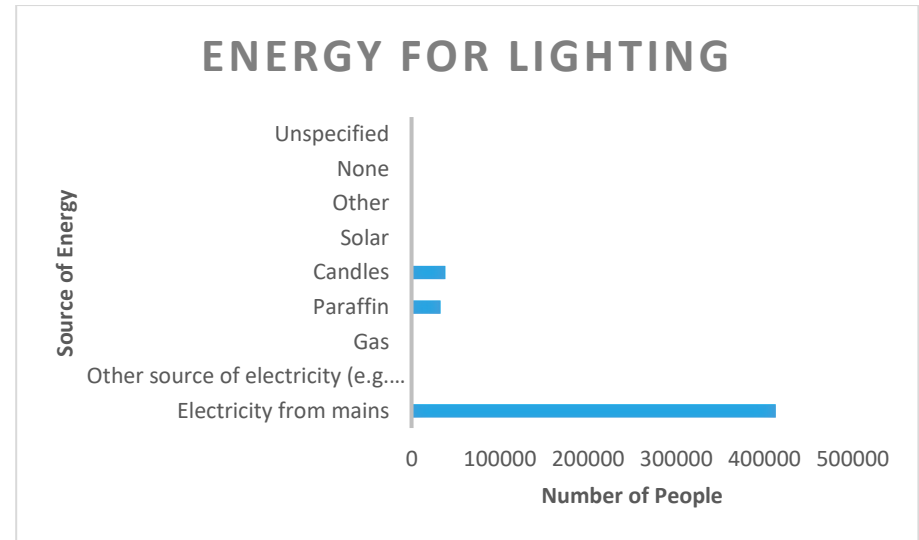


Figure 22: Access to energy for lighting- Census Community Survey, 2016

The plan below indicates that there is a significant number of people who use electricity for lighting within the municipality. However, the majority of people who use electricity for lighting are within wards located in urban areas.

This disparity may be an indication of financial resources based on geography within the municipality. The eastern region of the municipality, which has limited economic opportunities indicates to have the lowest number of people who use electricity for lighting.

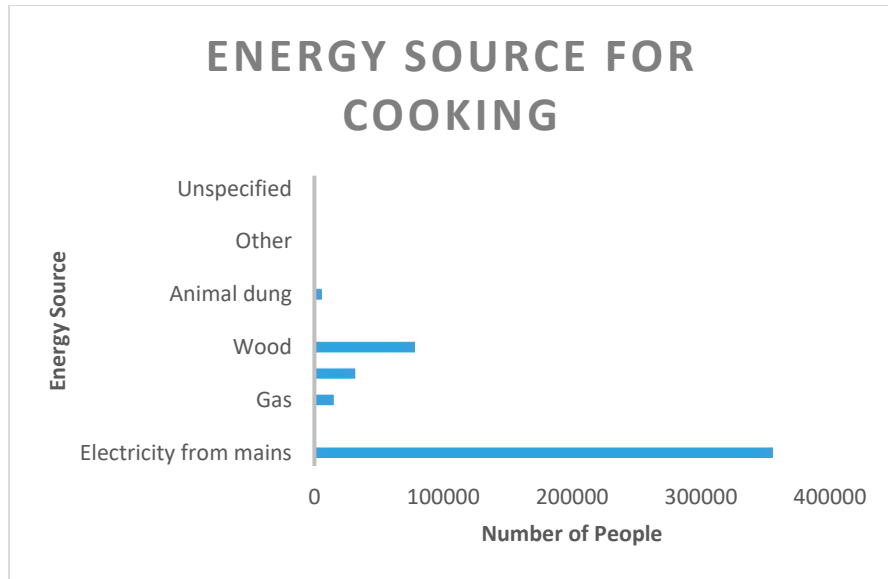
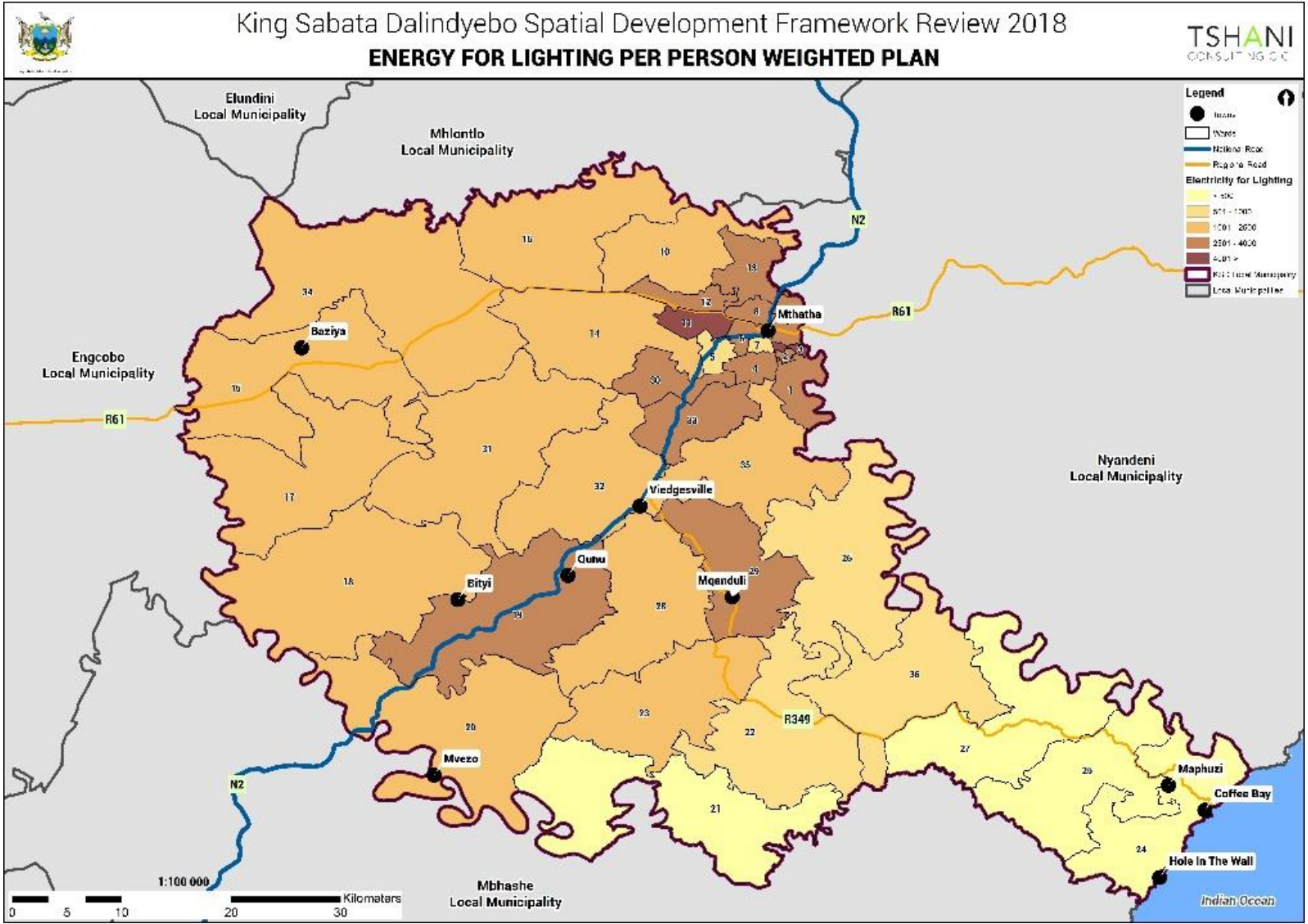
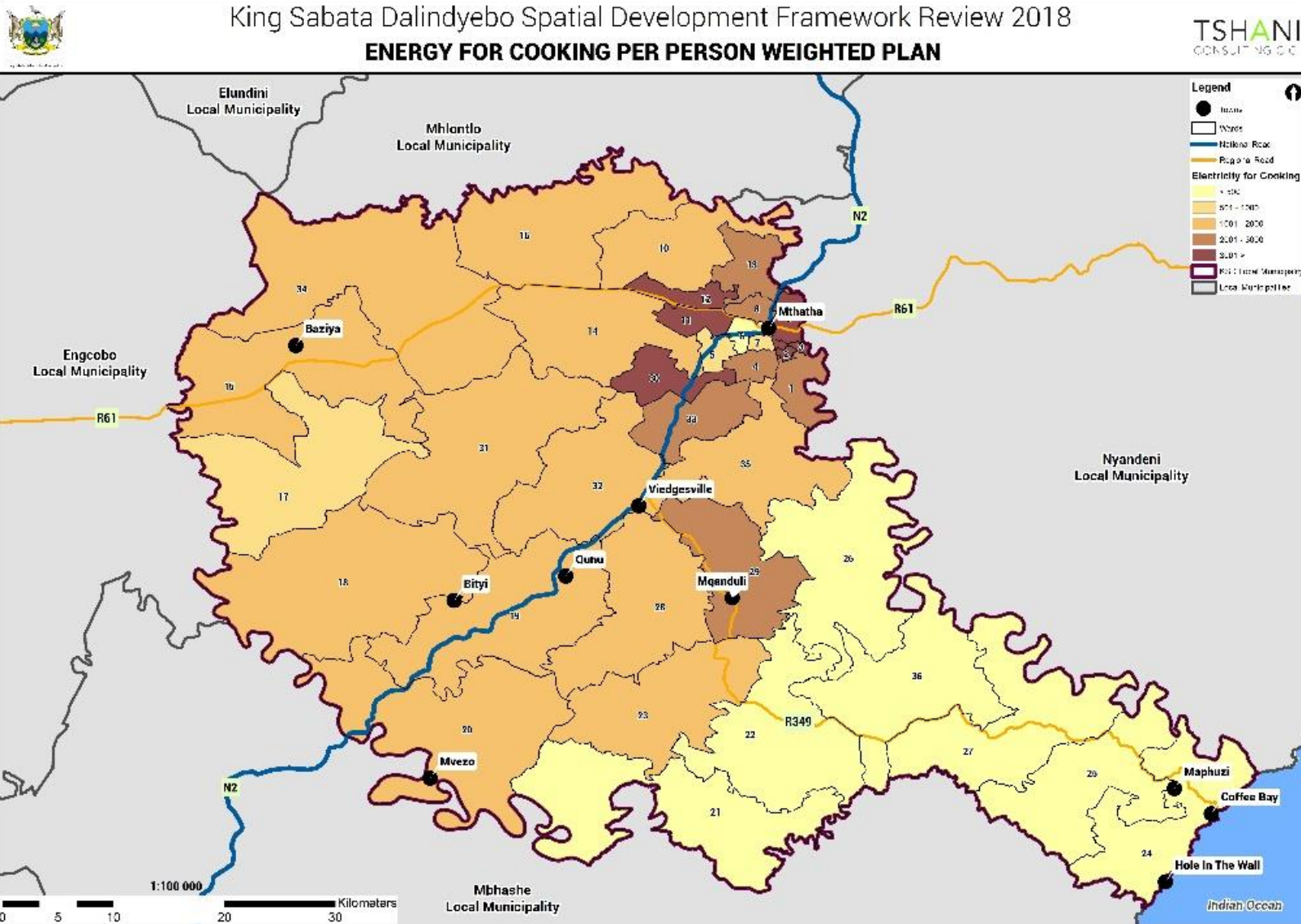


Figure 23: Access to energy for cooking- Census Community Survey, 2016

Electricity for cooking is predominantly used in the urban areas of the municipality, where more than 3 000 people use electricity for cooking in Mthatha and Mqanduli. On the western side of the municipality, between 500 and 1000 people use electricity for cooking. On the other hand, the eastern side shows that less than 600 people use electricity for cooking.



Map 20: Access to electricity for lighting per ward- Census, 2016



Map 21: Access to electricity for cooking per ward- Census, 2016

Access to Solid waste removal

Waste refuse is the collection of waste and rubbish for disposal. This is usually done disposed of in a municipal landfill site.

KSDLM is also the only municipality which has the highest number of refuse which is collected by a local authority/private company/community members at least once a week, with a percentage of 15.2 %.

The municipality provides solid waste removal services, however, there are some areas who do not have access to waste removal services. Plan No. 18 indicates the provision of waste removal services per municipal ward.

In the neighbouring local municipalities, the largest number of the population uses their own refuse dumps; this groups constitutes of 83 % and 86% of the overall municipal population in Nyandeni and Mhlontlo respectively. This group constitutes 70% of the KSDLM population.

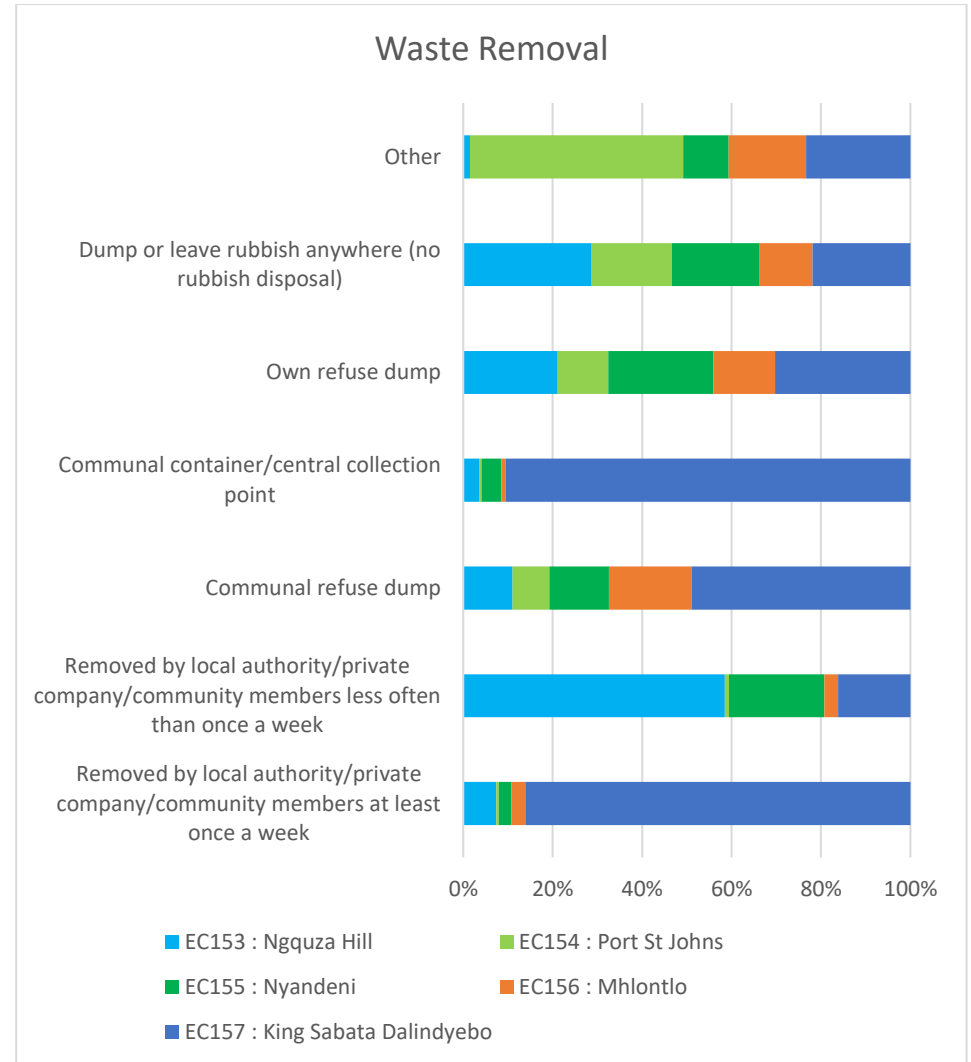
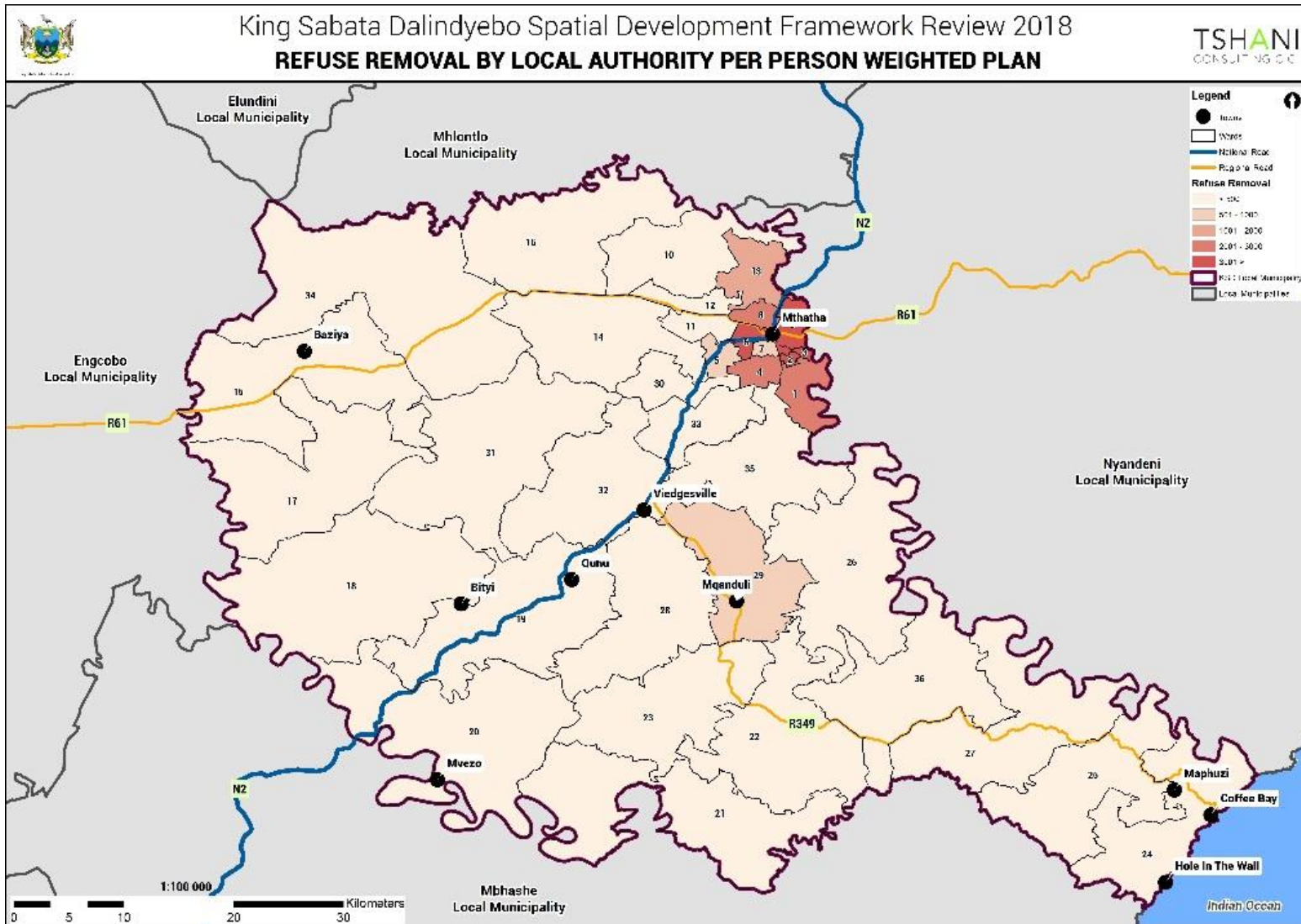


Figure 24: Access to waste removal- Census Community Survey, 2016



Map 22: Access to waste removal by ward locality- Census, 2016

Access to Sanitation

Residents of the KSD municipality predominantly use pit latrine with ventilation pipe, this population groups constitutes for more 200 000 people. People with flush toilets, which are connected to a public sewer system are 16.9% of the overall population. People using pit latrines without ventilation pipe constitute for 11.8% and those using chemical toilets are 10.6% of the overall population. This is aligned with the predominantly rural nature of the KSD municipality as only a few people are connected to a municipal sewerage system, in this case, this is a population which is located in the town of Mthatha.

It is known that other forms of sanitation such as Pit latrines and others are often not hygienic and can often be detrimental due to recent cases of children downing in these forms of sanitation. Provision should thus be given to the development of formal toilet systems to residents throughout the LM where communal toilets can be provided for outer lying settlements



Figure 25: Pit Latrine Usage- Census Community Survey, 2016

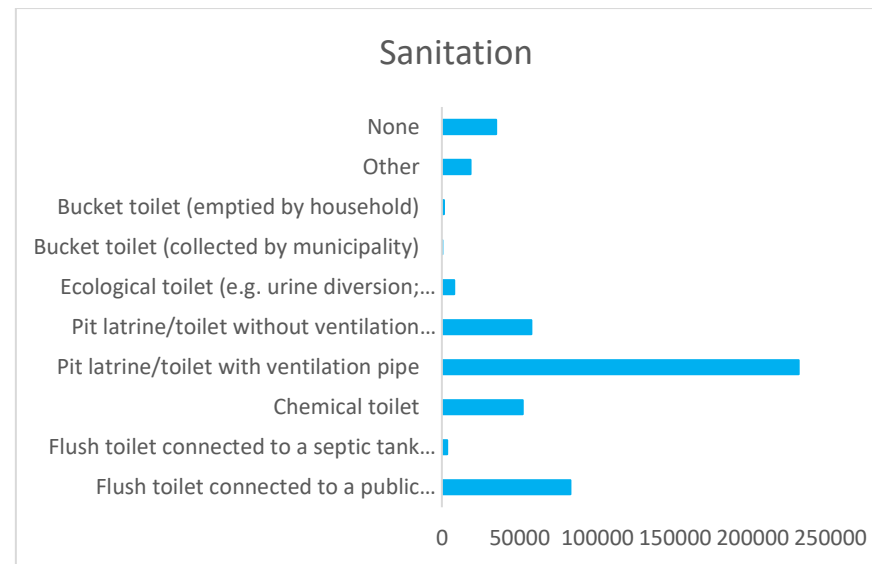
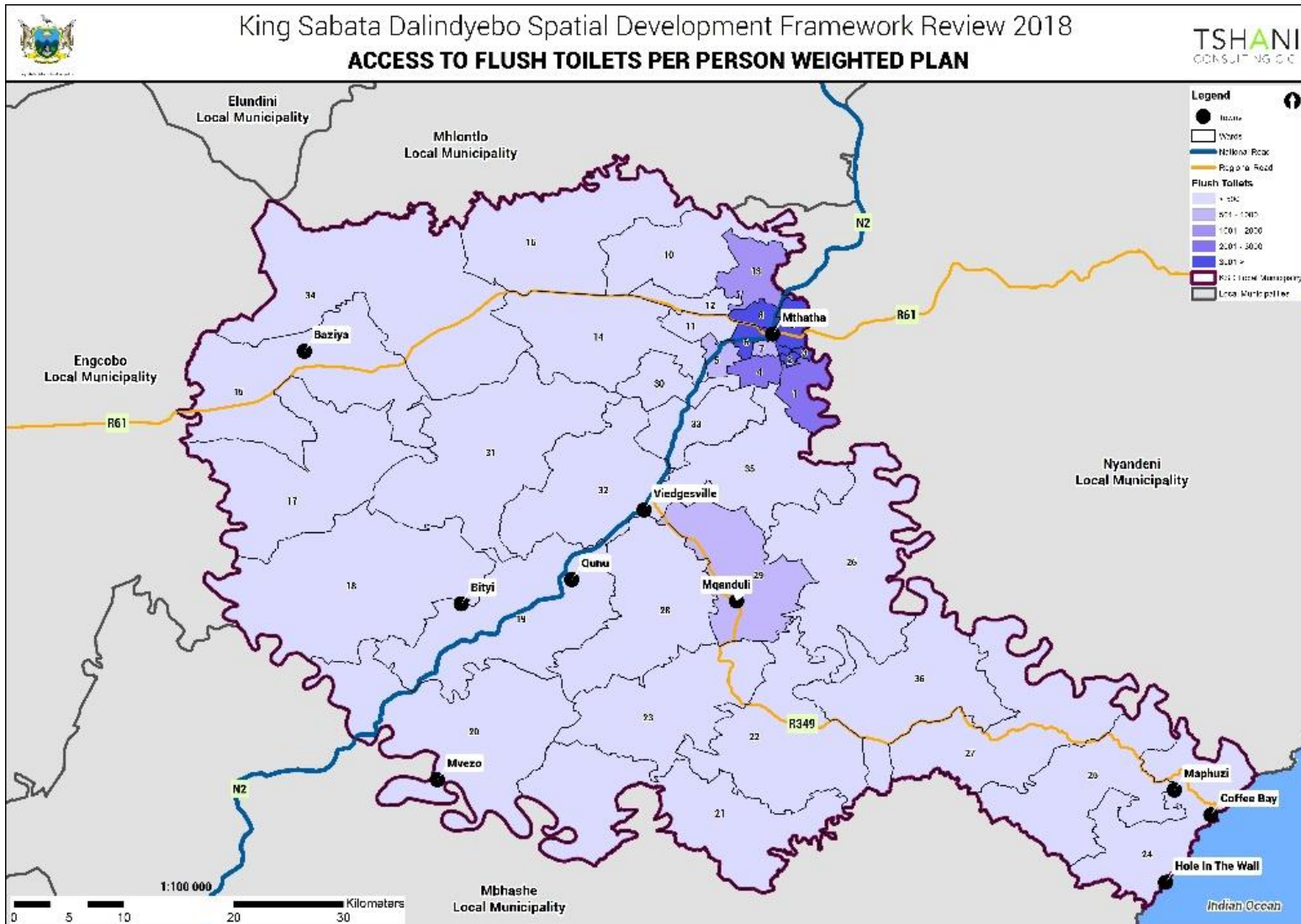


Figure 26: Access to sanitation- Census Community Survey, 2016

The majority of the KSD LM is predominantly rural in nature. There are limited geographic areas which have access to flush toilets. Plan No. 16 shows the wards which has access to flush toilets within the municipality.

Plan No. 16 indicates that the Mthatha area has more than 3 000 people who have access to flush toilets. The majority of the municipal area shows that there are less than 500 people who have access to flush toilets.



Map 23: Access to flush toilets per ward- Census 2016

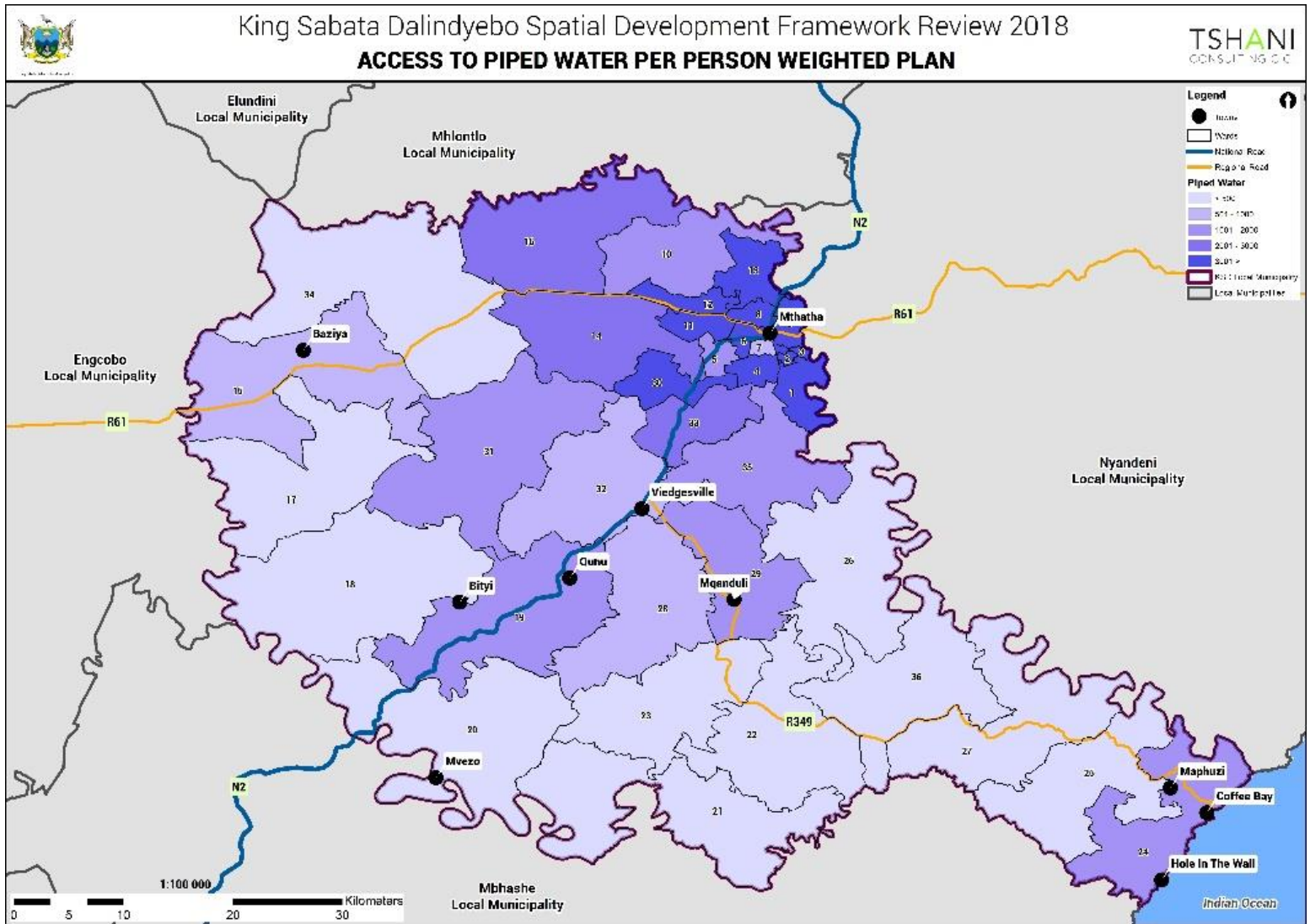
Access to Piped water

Access to clean drinking water is one of the key developmental mandates of the national government and regarded as a fundamental human right. However, in the modern day, a number people still water long distances to have access to water in rivers or streams.

The areas around Mthatha have the highest number of people with access to piped water although there are a significant number of wards indicating higher levels of access to piped water. However, there remains to be wards that have than 100 people having access to piped water within the municipality. This geographic disparity is an indication of service delivery within the municipality as well as poverty levels.

It is seen that the areas within he KSD LM which have the most access to piped water are the areas of Mthatha and its surroundings as well as tourist nodes of Coffee Bay and Hole in the Wall.

The rural wards within the LM have little to no access to piped water.



Map 24: Access to piped water- Census, 2016

IMPLICATIONS

With regards to physical infrastructure, the urban centre of Mthatha is experiencing extensive pressure due to increasing populations, especially with regards to sewerage and water. Mthatha is the only urban centre within the municipality that is connected to a sewer system. What can be seen is a growing number of residential developments with a sewer system that has not been re-engineered and upgraded for decades, this poses threats to the efficiency and functionality of the sewer system. If the municipality intends to expand its sewer connections within its other nodes, extensive investments in infrastructure are required as population projections are noted high future growths within the municipality.

TRANSPORT AND CORRIDOR LINKAGES

Transportation networks primarily serve as source of connectivity and linkage, as make use of transportation systems. This section discusses the various types of linkages within the municipality, in terms of road networks and rail as well as how these relate to surrounding settlements.

There are two corridors that traverse the King Sabata Dalindyebo Local Municipality, as identified in the Eastern Cape Provincial Spatial Development Plan (PSDP).

- The coastal corridor connecting the Eastern Cape with the Western Cape and KwaZulu Natal and comprises of various strategic roads, the Kei Rail and a rail link between Port Elizabeth and East London via Cookhouse.
- A rural development corridor in the eastern region of the Province provides linkages from Joe Gqabi and Alfred Nzo Districts to Mthatha, and will be important for the success of the Umzimvubu food production and forestry programme, as well as the proposed Nelson Mandela cultural corridor

Roads

The KSD LM is connected by two major roads being the N2 and R61 roads. The N2 connects Mthatha and other big towns and cities such as Kokstad on the north and East London on the south. The R61 connects Mthatha to Port St Johns on the east as well as Engcobo and Queenstown on the west. These are the two major connecting roads between KSD and neighbouring municipalities and towns. The R349 is another critical road within the KSD LM as it is the gateway to the municipal coastline. The R349 branches off at Viedgesville, into Mqanduli and further into the coastal areas of Coffee Bay and Hole-in-the-Wall.



Figure 27: Streets of Mthatha

Access roads

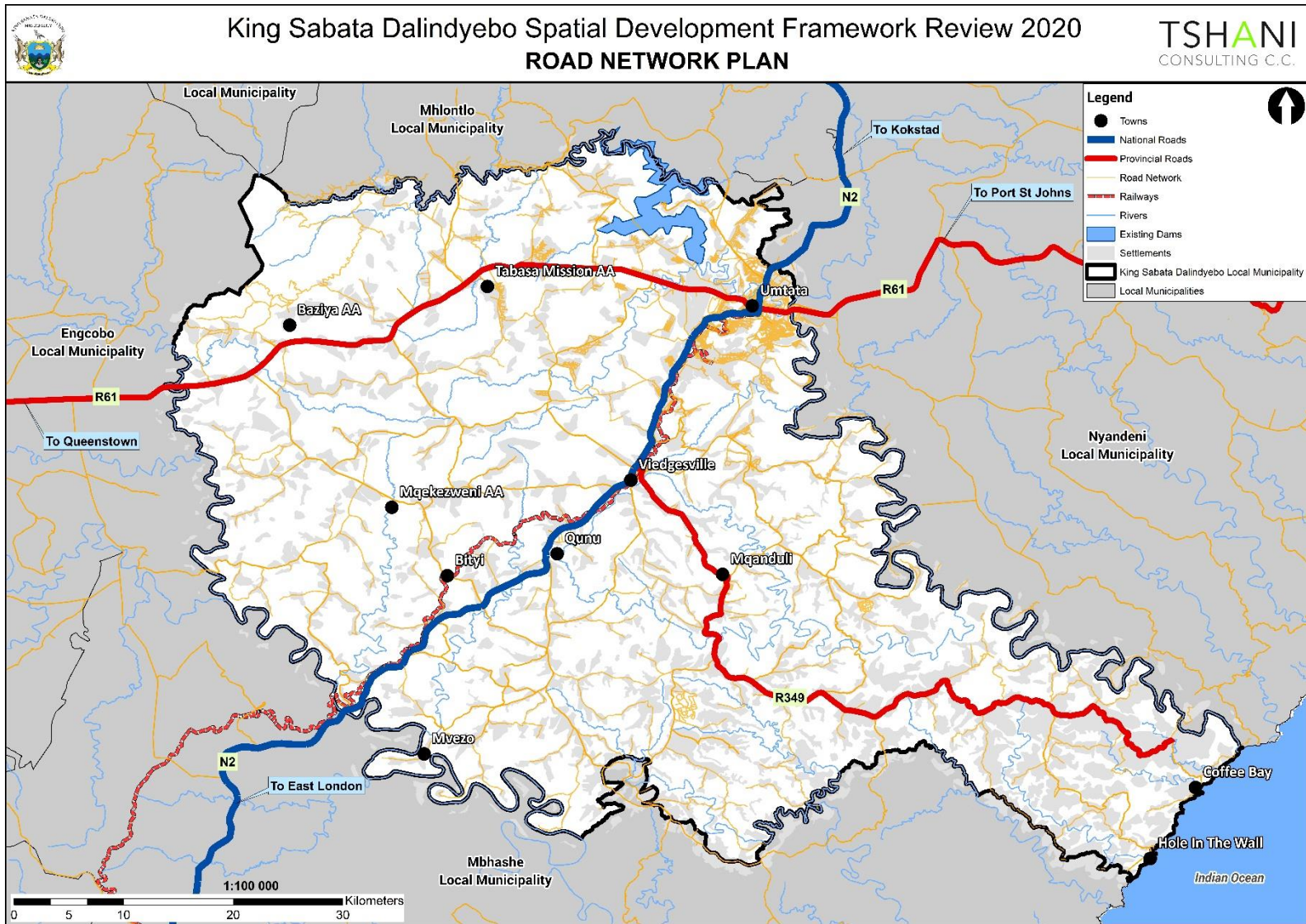
The town of Mthatha is accessed by the N2 on the northern and southern direction. On the eastern and western direction, Mthatha is accessed through the R61. Mqanduli is accessed through the R 349 which branches from the N2 to East London. This is the main way into and out of Mqanduli town. Internal streets in Mqanduli are gravel roads, except for the street from the Main Road to Viedges Spar. The street is tarred and has road markings as compared to other streets within town.

R349 cuts through Mqanduli and goes into Coffee Bay on the coastline of the municipality. The road is tarred from Mqanduli all the way to Coffee Bay. However, as it continues towards Hole-in-the-Wall, the road is gravel.

The state of internal roads in KSD LM towns of Mthatha and Mqanduli show to be in dire state. In Mthatha, the entry way into Mthatha CBD, Sprigg Street, shows to be heavily congested with high traffic volumes and pedestrian volumes. For pedestrian mobility, there is little provision on the pavement as vehicles use walkways as parking space. In some areas of the street, there is no paving to cater for pedestrian mobility.

Internal streets

Most of the internal streets in Mthatha are tarred but most are not paved. This includes the streets that are located within the CBD area. In some areas, the paving has chipped off or is being occupied by vehicles and there is limited parking spaces in town. This is particularly popular in Sprigg Street where delivery vehicles park over the pavement in front of hardware store. This makes pedestrian mobility difficult, especially in days where the town is into capacity, some people resort walking along the road, along with the cars. Most streets in Mqanduli are made of gravel roads, with the exception of the street turning into Viedges Spar. There is also not pavement visible within town, even along the main street.



Map 25: Road network

TRANSPORT

Transportation is a type of infrastructure that involves the movement of humans and goods from one point to another. Transportation includes road transport (cars, buses, taxis), railway, air flight and non-motorised transportation such as walking and cycling.

Transportation is said to be one of the important investments towards economic development and growing economies. This is particularly important in areas where urban centres mainly service as places for trade and commerce through the day and leave the city centre when the sun goes down. This feature is synonymous to the towns of Mthatha and Mqanduli that serve economic functions during the day and have little or no economic activity at night.

Mthatha currently has a single airport which has straight flights to Johannesburg. There are no other locations connected to this airport although it is a functional airport in the region. There were studies done recently in the airport precinct, so as to develop the area to be more viable and integrated to the urban functionality of the Mthatha city centre. The airport was also revamped to uplift the outlook of the airport.

Cities around the world as well as in the country are advocating for shifts towards public transportation systems. This mainly being a response to the environmental global movement on the reduction carbon emissions, high

levels of traffic congestion as well as high commuting rates between places of residence and places of occupation.

There is currently no active railway within the KSD Municipal area as operation within the Mthatha Airport has been halted, for both commuting as well as the transportation of goods.

There are railway tracks running through the rural areas within the municipality, running between East London and Mthatha, however, these tracks are not operational.

Public transportation is currently a big agenda on the development of cities around the world. South Africa is also catching on to this wagon, in cities as well as in small towns. Research from Transaction Capital shows that 21% of South Africans walk while 1 in 5 people use motorised public transportation systems, the majority using the minibus taxi. Their use of the transportation mode is related to their monthly income where the majority of people walks and used the mini bus taxi. This is based on statistic that show that 50% of South African earn less than R 3 000.00 per month.

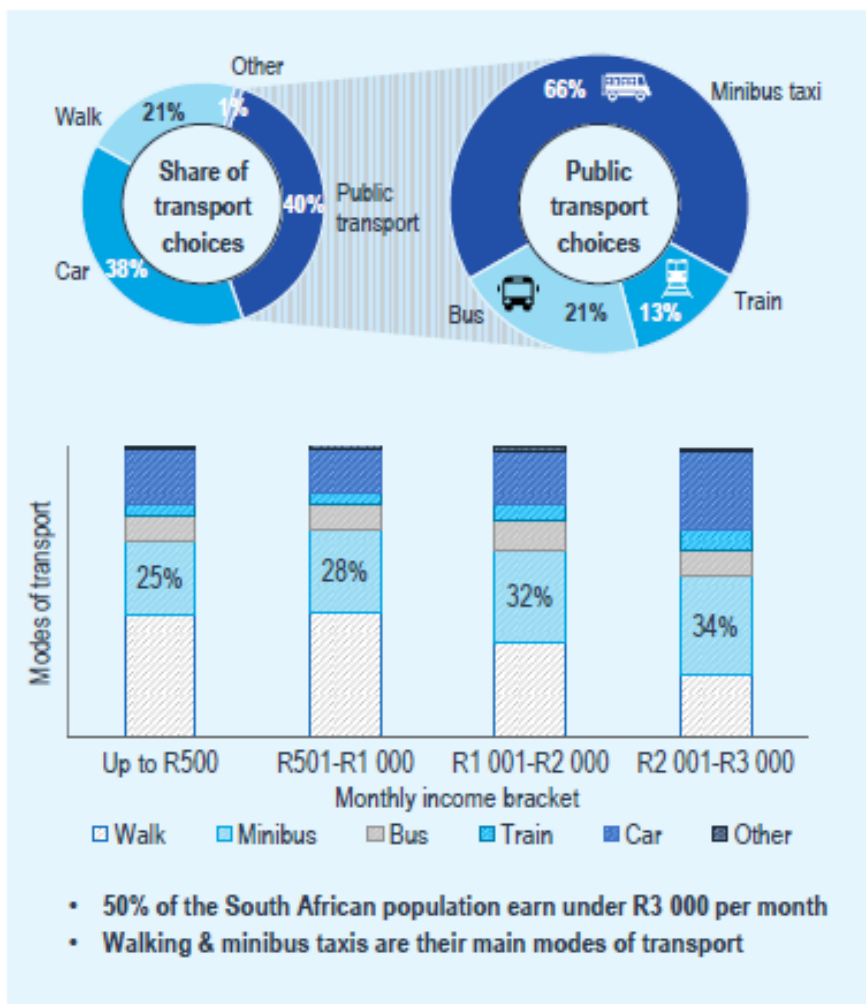


Figure 28: Prominent transportation mode- Transaction Capital, 2016

DEVELOPABLE LAND PORTIONS

The KSD LM currently has a large urban boundary that goes beyond the main suburban areas of Mthatha. However, there have been challenges such as land invasions on what had been regarded as communal land, by communities, such cases include the fast growth of Mandela Park and Chris Hani in Mthatha West.

Other portions of the municipal commonage are those of Erf 912 which are currently under claim. Most of this land is vacant and located in various areas of the Mthatha town centre, however, development is limited due to land claims on the land portions.

On the available portions of municipal land, the municipality has proposed the following housing projects:

In areas where land is privately owned, there are also opportunities for development. Based on recent development, the Ncambelana farms fabric could be altered for other land uses and developments as the agricultural function of the farms is no longer prominent. The farm portions show great opportunity to densify and subdivide, this has been a trend that is started by private developers (Coastal Homes) in the vicinity.

Mqanduli has not land claims that are currently registered on the municipal commonage. There are also a number of housing developments proposed for vacant municipal land within the Mqanduli municipal commonage area.

PERI-URBAN ANALYSIS

The town of Mthatha is designed in a way whereby horizontal urban expansion is limited. The urban boundary is close to being fully covered, horizontally and the urban centre and main centre of economic functions is enclosed within this boundary.

What has become prominent is the growth of land invasions within the urban boundary, further limiting developable land. This has been seen through the growth of areas such as Mandela and Slovo Park which have shown sporadic growth over the years. In the case of Mthatha, the economic and administrative functions are conducted within the city centre of Mthatha and residential developments are located around this centre.

The level of urbanity decreases as you leave the urban centre. However, there are no small holding farms within the municipality. The predominant character is that of urban and traditional land. Traditional land, which is under the custodian of the Department of Rural Development and Land Reform is prevalent within the municipality and is identifiable outside of the urban boundaries of Mthatha and Mqanduli.

METRO REGIONS

The Eastern Cape Provincial SDF introduces a notion of “Future Metro Regions” to promote development. This is a concept similar to Global City Regions although it is at a smaller scale, the intentions are of a similar nature. The Metro Region aims to promote development beyond “urban and municipal demarcation lines. This is of particular relevance in KSD and neighbouring municipalities, as rural settlements of the municipalities rely on services located beyond their municipal boundaries. What is also noticeable is the development of settlements along major roads such as the N2 from Mthatha all the way towards Tsolo.

INNER CITY HOUSING

With the rate of increasing urbanisation, living within the city centre is regarded as a norm. This is directly linked to the notion of compact development and densification. Because there is limited space for expansion in the city centre, the way to develop is upwards. This has shown to be a success in major world cities such as New York and London where city living is particularly popular. Cities such as Johannesburg and Tshwane have also been practising this inner-city housing strategy.

Although inner city living has been associated with uncleanliness and gangsterism, cities such as Johannesburg are slowly seeing a change on the growth of inner city living through city regeneration and urban renewal initiatives from the private and public sectors. Social housing, loft

apartments and student accommodation are now located in inner city areas and developers have changed the image of the inner city in such cities.

Considering that estimates show that by 2030, 60% of the world's population will be living in urban areas, growing smaller towns should be investing towards inner city housing and compact developments. This is also **to promote the live, work, play concept** that is aimed at reducing the use of motorised transport, carbon emissions and promoting cities that remain active post working hours.

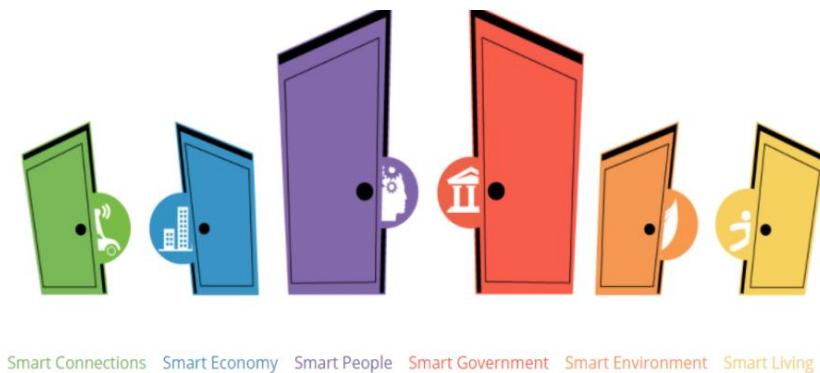
At the current state, Mthatha has some form of inner-city housing although it is at a small scale. There are some residential buildings that are used for residential purposes within the CBD although these are single storey dwellings.

SMART CITIES CONCEPT

Smart cities are those who manage their resources efficiently. Traffic, public services and disaster response should be operated intelligently in order to minimize the costs, reduce carbon emissions and increase performance. - Eduardo Paes

A smart city concept revolves on a developed urban area that creates sustainable economic development and high quality of life in excelling in multiple areas; economy, mobility, environment, people, living and

governance. The smart cities concept is more than technological advancements but involves the efficient functions of local government, advocating for better transportation systems, efficient systems of governance and administration, technological advancement. The “Smart City Concept” promotes better economies, better infrastructure, better technology etc.



Tshani Consulting CC will investigate how the smart city concept can be considered for the town centre of Mthatha. The CBD holds major potential and with the support of ICT linked activities investment opportunity can significantly increase.

The Smart City concept also takes cognizance of the 4th Industrial Revolution which is centred around the following:

- Autonomous Robots
- Cybersecurity
- Augmented Reality
- Internet of things
- System Integration
- Simulation
- Big Data
- Additive Manufacturing
- Cloud Computing

The reality of the 4th Industrial revolution that is of importance to the KSD LM is that although productivity is going to increase due to increased efficiency, higher skilled people will benefit but unskilled members may lose their jobs. It is critical for the municipality to align itself with the 4th Industrial Revolution to prevent an increase in levels of unemployment.

GREEN BUILDING DESIGN

Green building is the practise of creating structures and using processes that are environmentally responsible and resource efficient throughout the building's life cycle. Green buildings design includes:

- **Safeguarding water resources:** These may include rain water harvesting for indoor use, minimising water use in buildings
- **Minimising waste and maximising re-use:** usage of durable materials and generating less waste, demolition waste re-use
- **Promoting health and well-being:** Incorporating natural light and views to ensure users comfort and enjoyment. Creating indoor temperatures through building design or management of systems
- **Energy saving:** Integrating renewable energy usage and low carbon technologies for building's supply energy needs.
- **Creating resilience and flexibility in structures:** Adapting to climate change and resilience against natural disasters such as floods and hurricanes. Designing spaces that are flexible and dynamic, anticipating their changes in use over time so as to avoid demolition and rebuilding.
- **Integration with surrounding environments:** Ensuring transport and distance to amenities are considered on design, encouraging non-motorised transportation (NMT). Exploring information communication technologies to improve communication with the world around us.



Figure 29: Example of principles for green building design.

GREEN INFRASTRUCTURE TECHNOLOGY

Rainwater harvesting – Rainwater harvesting involves collecting, storing and using rainwater for other uses. These uses can include household uses (drinking water, sanitation etc) and agricultural uses (irrigation). Rainwater

harvesting can be used by those wishing to reduce their carbon footprint, those wishing to reduce their municipal utility bill or those who have no access to formal water supply.

Stormwater harvesting – Stormwater harvesting involves the collection, accumulation, treatment and storage of stormwater runoff for reuse. It differs from rainwater harvesting in that the runoff is collected from roadside drains instead of roofs. Stormwater could be diverted to a collection point which could be used to water gardens and farmlands. In addition, planting trees in the steep areas would intercept rainfall and thus reduce soil erosion

Solid waste recycling – reduces the amount of waste that ends up in landfill sites. Solid wastes are any discarded or abandoned materials. Solid wastes can be solid, liquid, semi-solid or containerized gaseous material

Greywater reuse - Greywater is gently used water from bathroom sinks, showers, tubs, and washing machines. It is not water that has come into contact with faeces. Greywater could be collected to water gardens and farms. Greywater can be collected and reused for certain applications. The most common is watering gardens

Wind harvesting is not considered feasible in the area due to the terrain. Wind power is extracted from wind turbines which are rotated. This rotation causes kinetic energy which is then converted into electrical power.

Solar panels could be used for electricity as they are less intrusive on the residents & can be locally installed at each house where the resident can take ownership.

A solar panel is a photovoltaic cell which is mounted onto either a roof or support post. The cells generate solar electricity and are generally used in rural areas where there is no formal electricity supply or by people who want to decrease their dependence on fossil fuels or reduce their electricity bill.

through three (3) prominent public spaces; Savoy Gardens, Mthatha Pool and Union Square (which includes municipal offices and the Mthatha Town Hall).

Savoy Gardens: This is a recreational park which is a passive space. The park is mainly used as a park with sitting areas.

Mthatha Swimming Baths: The Mthatha public pool has one of the city's oldest buildings. The pool is usually open during the summer season.

Union Square: Union Square forms part of the Munitata precinct which includes Munitata Building Union Square and the Mthatha Town Hall. The space is highly active as it is used a relaxation space as well as space to hold social gatherings such as civil protests.

Other social public spaces that exist with the towns of Mthatha and Mqanduli include libraries, the Mthatha soccer stadium and Rotary Stadium in Ngangelizwe.

It can be said that other social public spaces such as parks within residential neighbourhoods are left undeveloped and are prone to usage as dumping sites or left as vacant. There are a smaller number of other social public spaces that exist within the two main urban centres of the KSD LM.



Figure 30: Summary of Sustainable Development Goals

SOCIAL PUBLIC SPACES

Public spaces are regarded as vital spaces for interaction in settlements and towns but often lack in terms of functionality and maintenance. There are various public spaces found within the town of Mthatha, these is seen

IMPLICATIONS

The state of settlements, including buildings within the main urban centres are in a state of despair and in need of refurbishment. The CBD area of Mthatha is in a state of decay although the buildings are only a single story, this has direct impacts on the amount of investment that is directed towards the CBD area by potential developers and buyers. Certain businesses may not associate with the CBD, rather, opting to lease for business space within shopping malls.

On the other hand, it should be noted that there exist great opportunities for development within the urban centres of Mthatha and Mqanduli as well as their surrounding areas. There are also active social spaces within the urban centres that could be utilised for business opportunities and exploring social activity within the city.

D3. BIO-PHYSICAL ANALYSIS

“Saving our planet, lifting people out of poverty, advancing economic growth... these are one and the same fight. We must connect the dots between climate change, water scarcity, energy shortages, global health, food security and women’s empowerment.” Ban Ki-moon, UN Secretary General

The Bio-physical refers to the biotic and abiotic surroundings. The shape, environmental character, and configuration of the municipality have a pivotal role in influencing the way people have chosen to reside within the area.

This section of the report will thus discuss the state of the physical environment within the municipal jurisdiction. The bio-physical analysis takes cognisance of hydrological features, agriculture, vegetation, biodiversity features, climate change and geology among other factors.

AGRICULTURE

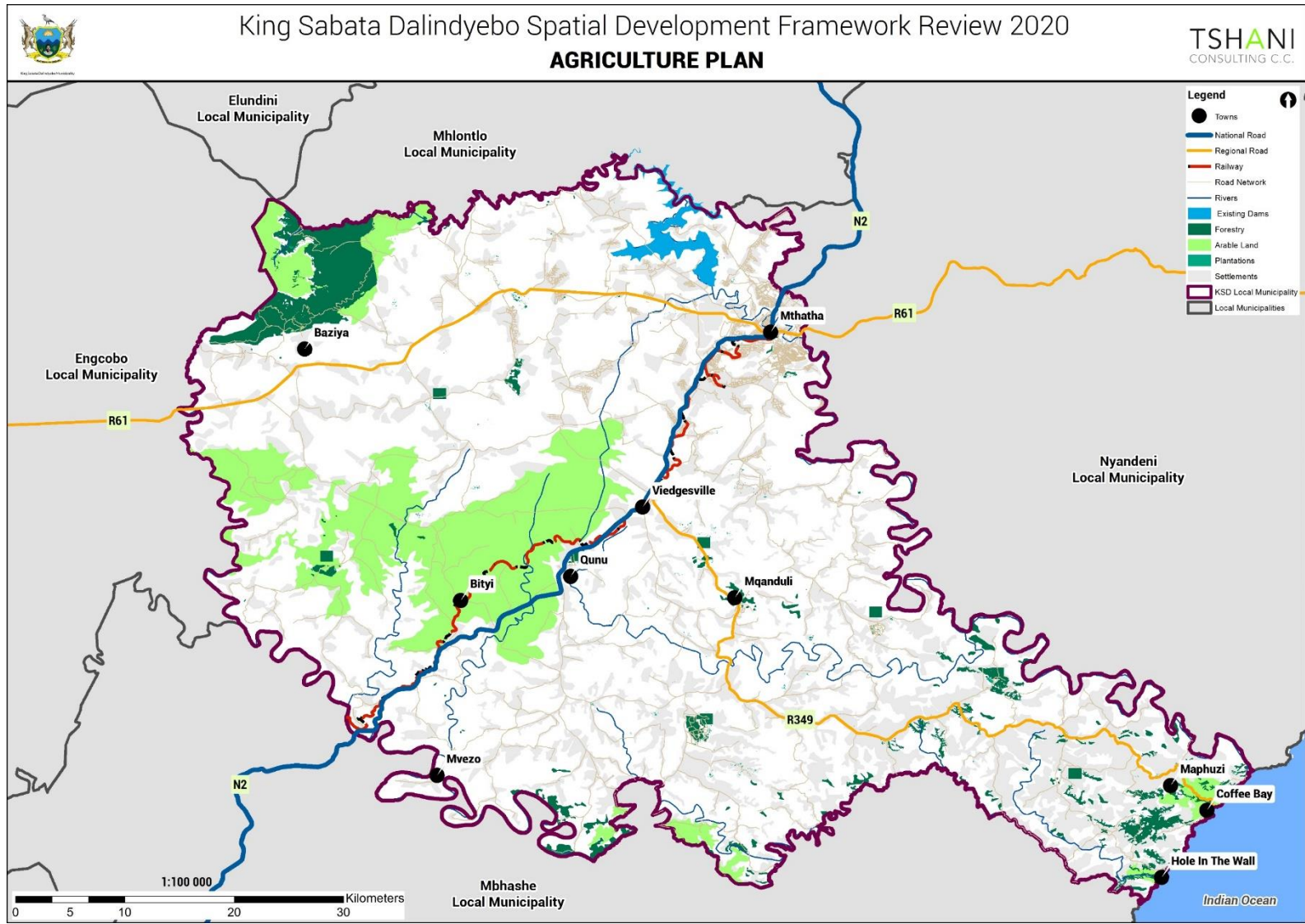
The KSD LM is largely rural in nature and is considered to have rich natural resources that give it a comparative advantage, whilst posing development opportunities in agriculture. In terms of the KSD SDF 2013, agriculture has been identified as a sector of opportunity within KSD. Emphasis is not merely on producing the raw material but also on processing this product. This

creates greater employment opportunities and stimulated the local economy. The following agricultural products and related processing facilities have been identified for implementation in KSD:

- Bio-fuel projects (the growing of sunflowers, soya beans and sugarcane for bio-fuel, bio-fuel processors)
- Cassava cotton (crop growing, textile, milling and cotton production)
- Marine and Aqua Cultures (fishing, lobster catching storage processing and packing plant)
- High Potential Crops (including citrus, mango, guava, litchi, banana, avocado and macadamia)
- Essential oils (The growing BP1, geranium, lavender and rosemary crops and a stem distillation factory)

However, the municipality currently has agriculture as one of its lowest contribution to the GDP and employment sector. The importance of agricultural development within the municipality should not be underestimated as there is great potential in agricultural development.

It is believed that through the right type of investments, the huge potential of the agricultural sector can be harnessed. Investments should be more than seeds and land for agricultural activities but in infrastructure that supports extensive agricultural activities, these may include dams, irrigation systems.



Map 26: Agriculture Plan

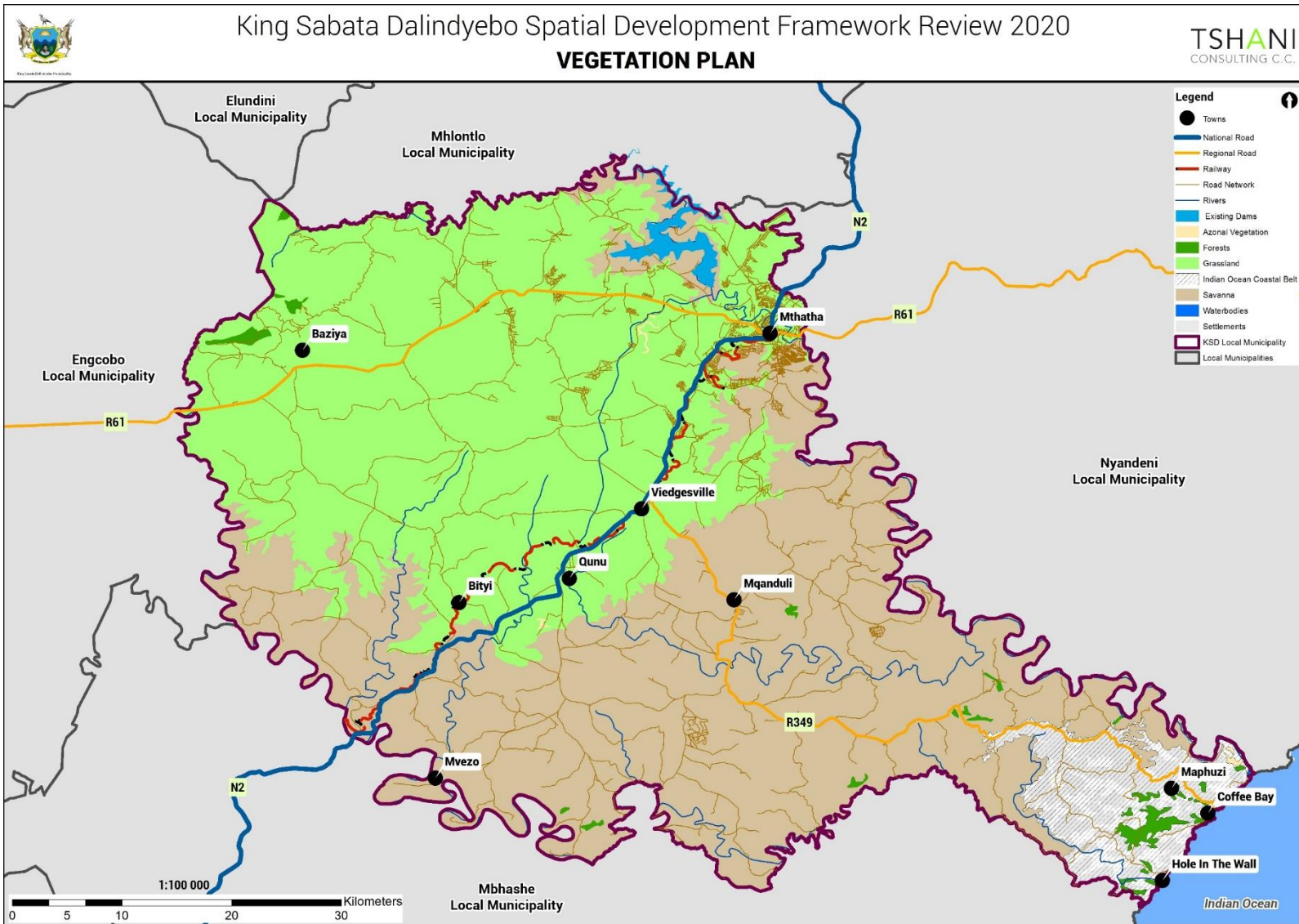
VEGETATION

Vegetation can be considered as the group of plant forming part of the plant cover of a geographic area. The KSD municipal area is prominent to have the following vegetation types:

Savanna: Savanna is primarily located on the north western part of the municipal area. Savanna is scattered with shrubs and regularly spaced trees. This vegetation type is mainly used for grazing but highly subjected to wildfires.

Grassland: The south eastern portion of the municipal area. Grasslands are prominent vegetation types. In areas with where annual rainfall ranges between 500 mm and 900 mm, these grasses grow in significant concentrations.

Indian Ocean Coastal Belt: The region occurs as an almost 800 km coastal strip between the South African border with Mozambique towards the north and as far south as the mouth of the Great Kei River. This high-level vegetation unit comprises a dominant forest cover interrupted by edaphically or hydrologically controlled areas of grassland, with at least a significant part of the of the belt being open to dense savanna vegetation, intersected with many areas of forest and grassland. This vegetation type can also be seen along the municipal coastline.



Map 27: Vegetation within KSD LM- Census 2011

BIODIVERSITY

The Eastern Cape Biodiversity Conservation Plan indicates areas which have higher levels of biodiversity, these include existing protected areas, biodiversity features and critically endangered areas.

As per the Provincial Biodiversity Conservation Plan, extents of Category 1 Areas (critical environmental areas) are evident in the study areas. Any habitat loss inevitably leads to losses in biodiversity. The most affected are those rare species with limited ranges and much specialised habitat requirements.

To facilitate the use of the ECBCP information, a land management objectives-based approach has been adopted. This approach rests on the concept of Biodiversity Land Management Classes (BLMCs). Each BLMC sets out the desired ecological state that an area should be kept in to ensure biodiversity persistence.

A decision to approve a land use change should be guided by the objective of the BLMC for that land. In the same way, forward planning in an area should also be guided by the objectives of the BLMCs for that area.

The table below sets out the Terrestrial BLMCs and the recommended land use objective for each class. To further guide land use decision-making, the ECBCP recommends permissible land use types for each terrestrial BLMC, based on the impact of these land uses on biodiversity. It should be noted that this list does not include every possible form of land use. These

guidelines are not able to provide this level of detail, but instead provide a broad framework to assess proposals for land use change. It also calls attention to land use changes that require environmental authorization (e.g. and EIA). These are listed as “conditional”.

TERRESTRIAL BLMCS & LAND USE OBJECTIVES & RECOMMENDED PERMISSIBLE LAND USES					
		BIODIVERSITY LAND MANAGEMENT CLASS			
Recommended land use objectives		BLMC1	BLMC2	BLMC3	BLMC4
		MAINTAIN BIODIVERSITY IN AS NATURAL STATE AS POSSIBLE. MANAGE FOR NO BIODIVERSITY LOSS.	MAINTAIN BIODIVERSITY IN NEAR NATURAL STATE WITH MINIMAL LOSS OF ECOSYSTEM INTEGRITY. NO TRANSFORMATION OF NATURAL HABITAT SHOULD BE PERMITTED.	MANAGE FOR SUSTAINABLE DEVELOPMENT, KEEPING NATURAL HABITAT INTACT IN WETLANDS (INCLUDING WETLAND BUFFERS) AND RIPARIAN ZONES. ENVIRONMENTAL AUTHORIZATIONS SHOULD SUPPORT	MANAGE FOR SUSTAINABLE DEVELOPMENT
Land use	Conservation	Yes	Yes	Yes	Yes
	Game farming	No	Yes	Yes	Yes
	Communal livestock	No	Yes	Yes	Yes
	Commercial livestock ranching	No	No	Yes	Yes
	Dry land cropping	No	No	Conditional	Yes
	Irrigated cropping	No	No	Conditional	Yes

Dairy farming	No	No	Conditional	Yes
Timber	No	No	Conditional	Yes
Settlement	No	No	Conditional	Yes

Source: ECBCP,2007

In addition, the EC Biodiversity Conservation Plan classifies biodiversity areas by terrestrial and aquatic Critical Biodiversity Areas (CBAs).

CBAs are classified into the following categories:

- Protected Areas
- Terrestrial CBAs
- Aquatic CBAs
- Other Natural Areas
- Transformed Land

There are a number of CBAs located within the KSD municipal area, there are terrestrial CBA 1 areas located around the Mthatha Dam, Baziya and predominantly along the coastline. Terrestrial CBA 1 areas are considered as critically endangered vegetation types, forest patches, and ecosystems. These CBA areas require extensive protection and conservation due to being environmentally threatened.

CBA 2 area on the other hand are endangered vegetation types, areas within a 1 km coastal buffer strip and all other forest clusters. CBA 2 areas are not critically endangered although they should be conserved. These areas are seen to be in abundance within the municipal jurisdiction.

ENVIRONMENTAL DEGRADATION

Land degradation is a hazard in areas where communities are dependent on their natural environment for a living, especially in densely populated areas, such as the former Homelands.

An area with a high population density, where the main land use is classified as subsistence farming, is at risk of environmental degradation.

Activities causing degradation is the greatest threat to grasslands. Degradation is most likely due to overgrazing and inappropriate burning regimes. Land degradation leads to soil erosion and loss in plant cover. Overgrazing results in depletion of species diversity, which in turn reduces the number of suitable habitats to maintain fauna diversity. Unsuitable agricultural practices, such as increasing irrigation in areas of poor soils and cash crop cultivation in marginal areas is another threat to biodiversity in the district.

The greatest threat to wetlands is grazing, trampling and inappropriate fire regimes. In rivers, poor water catchment area management practices are also significant threats. Water from wetlands is relied upon in areas where no additional irrigation is supplied for cultivation.

CRITICAL BIODIVERSITY

The critical Biodiversity areas are highlighted in the plan below show the biodiversity sensitive areas. These are highlighted within the areas surrounding the Mthatha Dam.

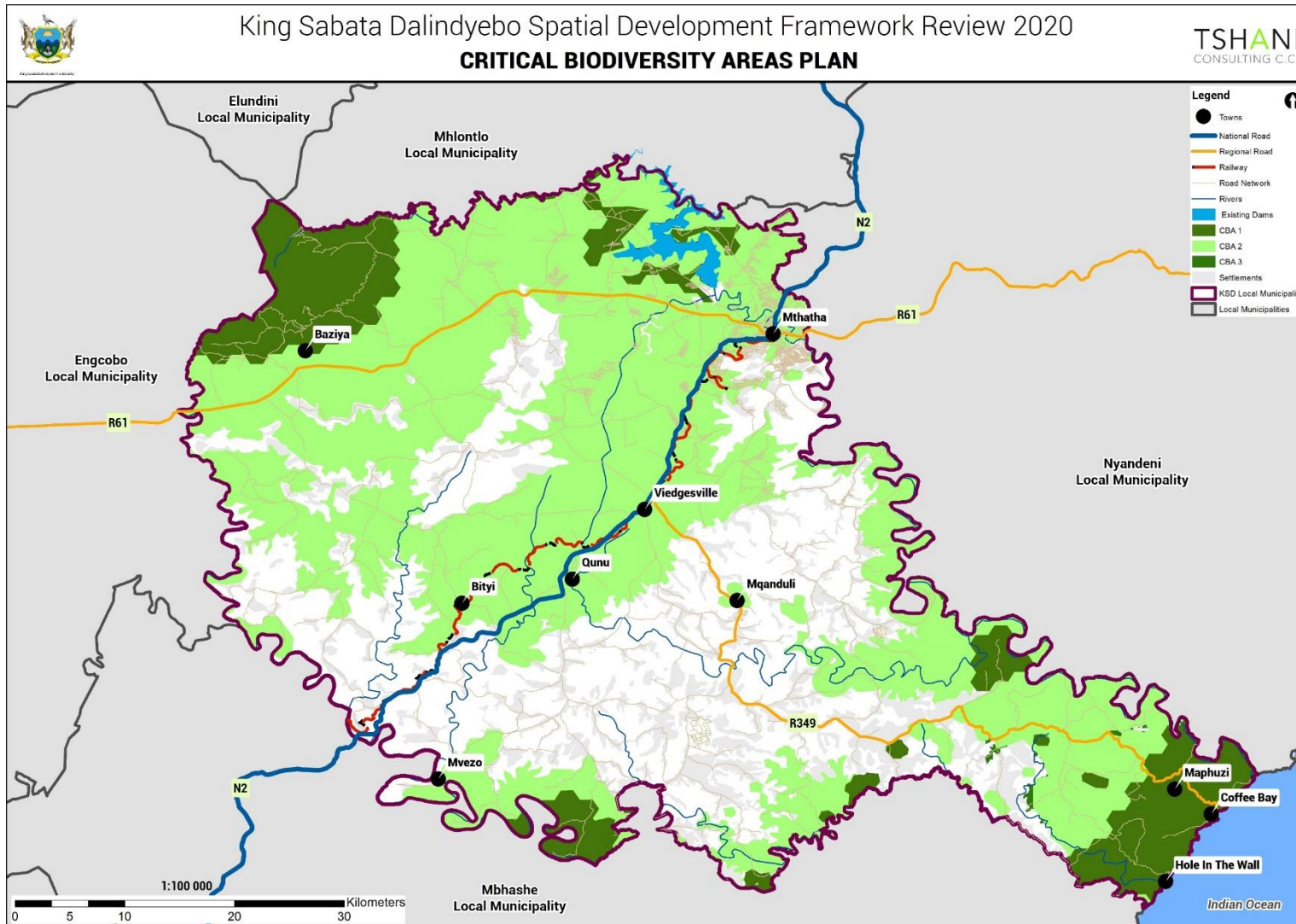
Other environmentally sensitive areas within KSD are along the coast at Hole in the Wall and Coffee Bay.

IMPLICATIONS

Climate change could have a profound effect on the area and suitable mitigation measures need to be in place.

A decision to approve land use change should be guided by the objective of the BLMC for that particular land.

Proposed developments which fall within the identified Critical Biodiversity Areas (CBAs) will have to have an Environmental Impact Assessment (EIA) completed.



Map 28: Biodiversity plan

RIVERS, CATCHMENTS AND WETLANDS

Rivers, catchments and wetlands are important in the functioning of our ecosystem as they provide water sources and cleanse the natural environment. This section further highlights the importance of these systems and their functioning within the municipality.

Rivers: The Mthatha River cuts through most of the KSD LM area into the Indian Ocean at the Mthatha Mouth. The Mthatha River is joined by the Cicira River between the Mthatha Dam and Mthatha town.

Wetland Areas:

Wetlands offer a multitude of advantages to the environment, these include:

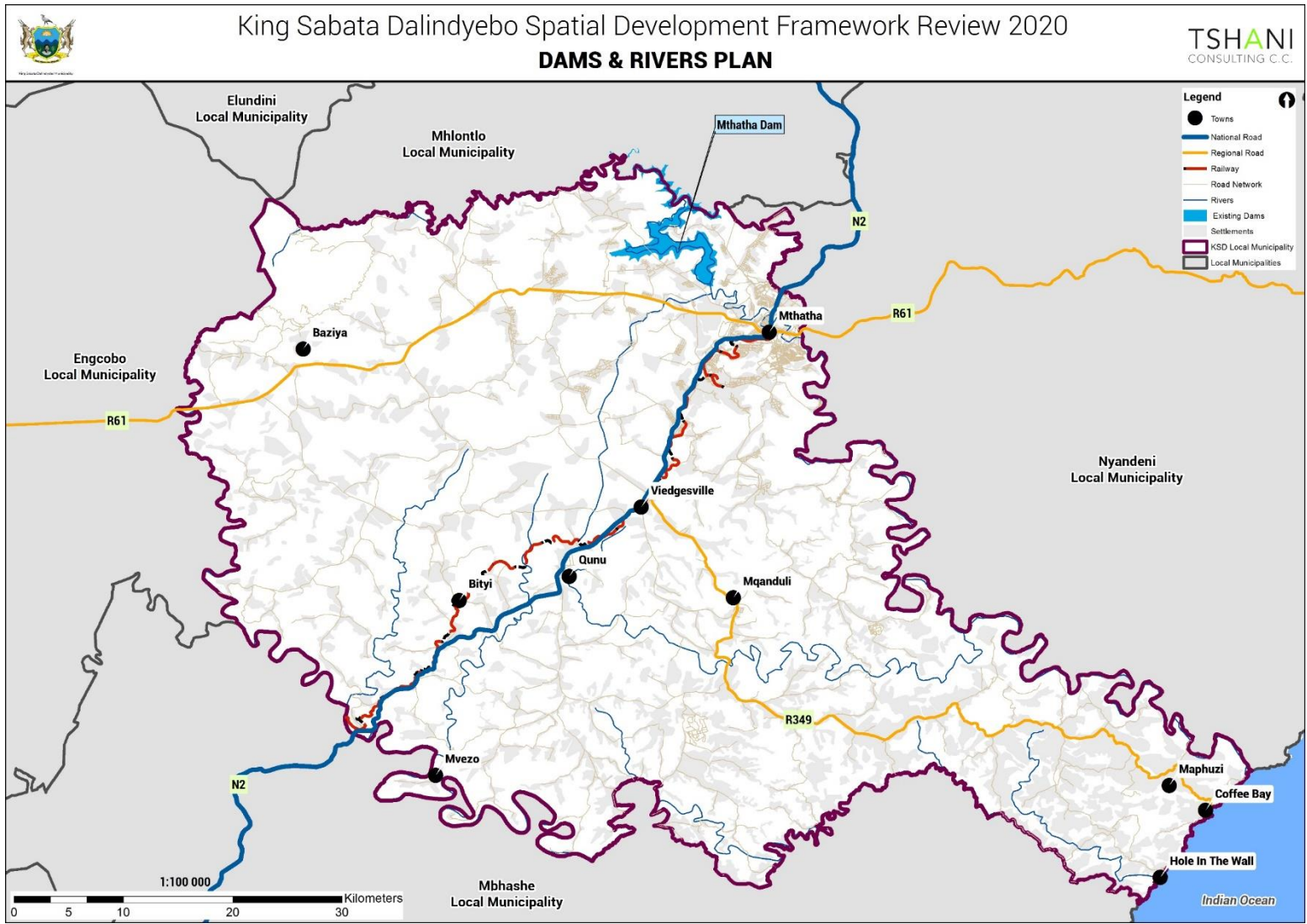
- Plant cover allows for filtering thus reducing the flow velocities and most importantly, allowing for infiltration into the soil and thereby replenishing ground water levels
- Controlling stream flow velocities, flood control and volumes
- Reduces soil erosion
- Provision of stock grazing lands
- Provision of wildlife habitat, including aquatic nurseries (fishing, hunting, material harvesting, education and game viewing)

Catchments: The Mthatha River Catchment is approximately 100 km long and over 50 km wide, covering an area of slightly over 5 520 km².

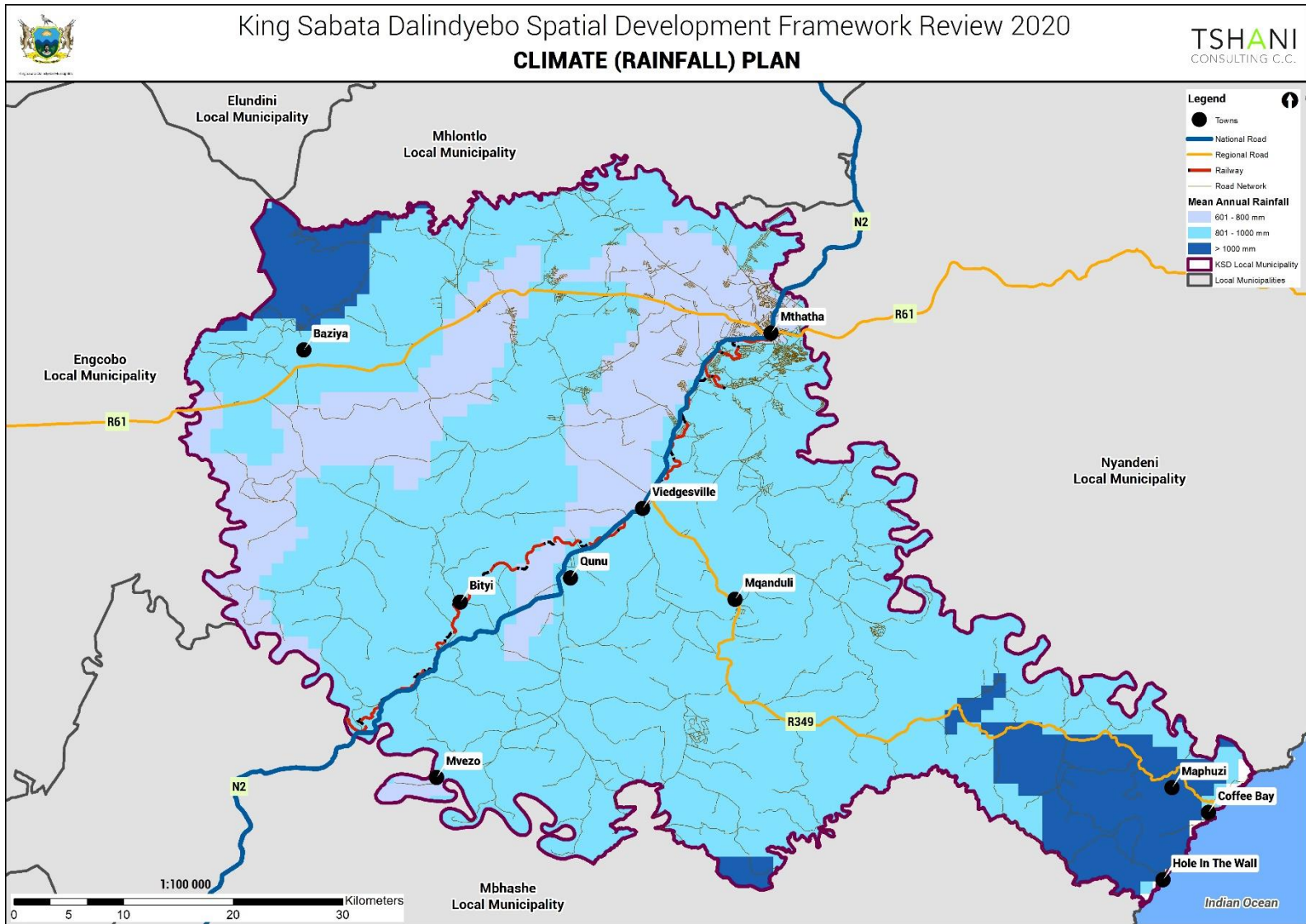
There are major water storage reservoirs in the Mthatha catchment area, these include Mthatha Dam and Corana Dam. The Mthatha Dam has a catchment area of 886 km² and can store up to 254 million m³ of water.

CLIMATE-RAINFALL

The rainfall patterns have significantly changed over the years due to the impacts of climate change. Drought like conditions have become prominent. Areas noted to have annual rainfall that is more than 1 000 mm are located south east of the municipal area, including the coastal region. The rest of the municipality receives annual rainfall which is between 800 and 1 000 mm.



Map 29: Dams and Rivers- Census 2011



Map 30: Rainfall- Census 2011

GEOLOGY AND SOILS

Geology and soils are a pivotal aspect as they affect development potential of land.

Soils: within a given climatic region, soil properties are the major control over ecosystem distribution and processes. Soils serve as a base for physical support systems, such as rooting. The majority of the municipal area is covered with intercalated arenaceous soils and the coastal area is mainly covered with argillaceous strata. The soils are arable, with much of the more productive soils currently under cultivation. No mineral resources of major economic scale exist, however crush stone and building sand are utilized locally.

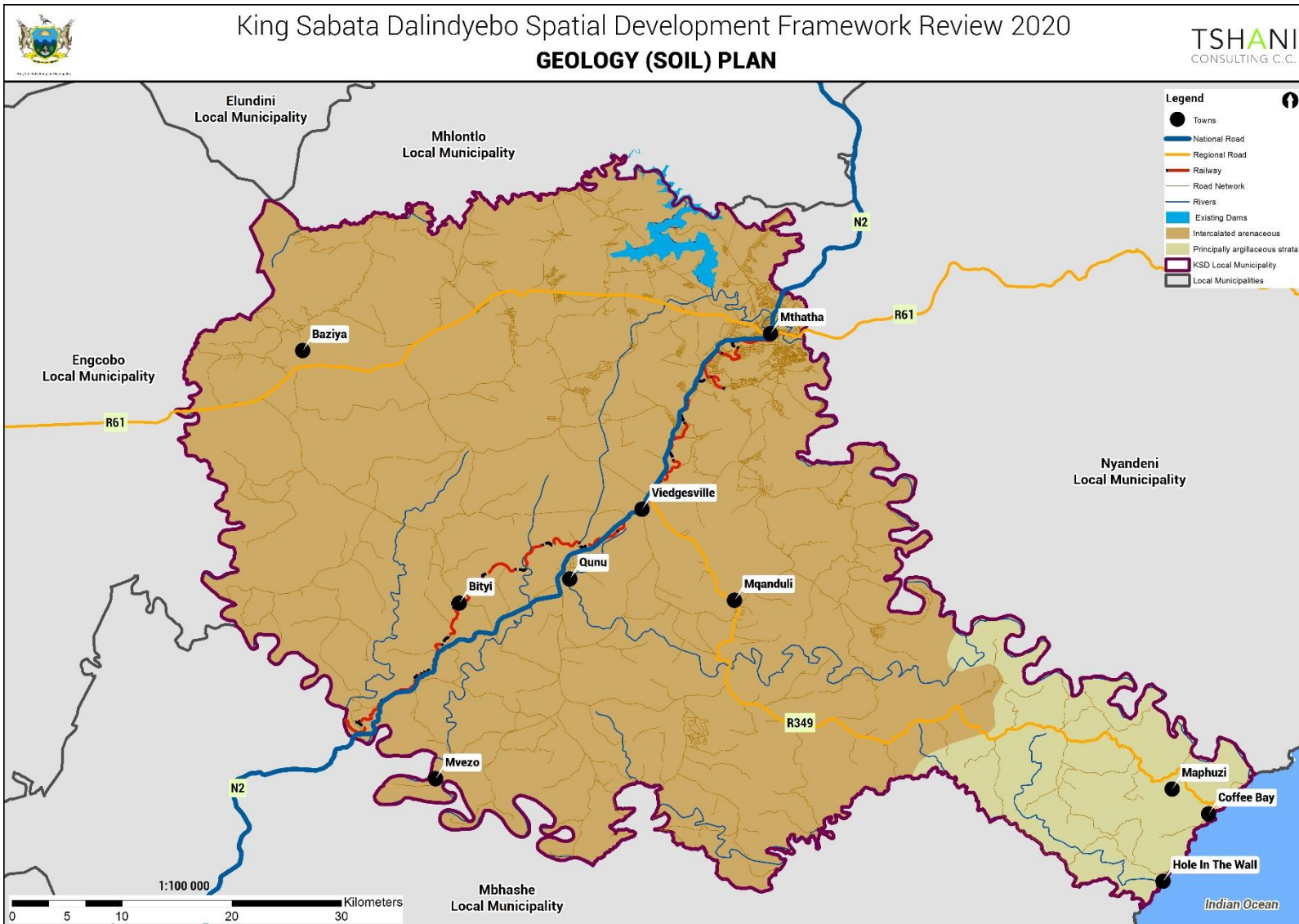
Geology: Geology entails the description of the Earth's structure as well as the processes that have shaped the structure such as chemical composition and climatic changes. Geology assists in understanding the rock mark-up as well as development potential of particular rock types. King Sabata Dalindyebo Local Municipality is underlain by a variety of rock types,

such as sedimentary rocks (sandstones and shales), through which magmas have intruded to form dolerite dykes and sills

LAND CAPABILITY

The Eastern Cape Province, as a whole, has vast amounts of vacant land that could be utilised for various means of production, such as farming, wildlife conservation, grazing etc. Based on the municipal overview, the majority of land within the municipality is capable of conserving wildlife. There are also significant portions of land capable for grazing, forestry and cultivation, these are predominant in the central and southern region of the municipality.

Land capability is determined by the collective effects of soil, terrain and climate features. It indicates the most intensive long-term and sustainable use of land for rain-fed agriculture and simultaneously highlights the permanent limitations associated with the different land use classes. It is therefore a more general term and conservation orientated than land suitability.



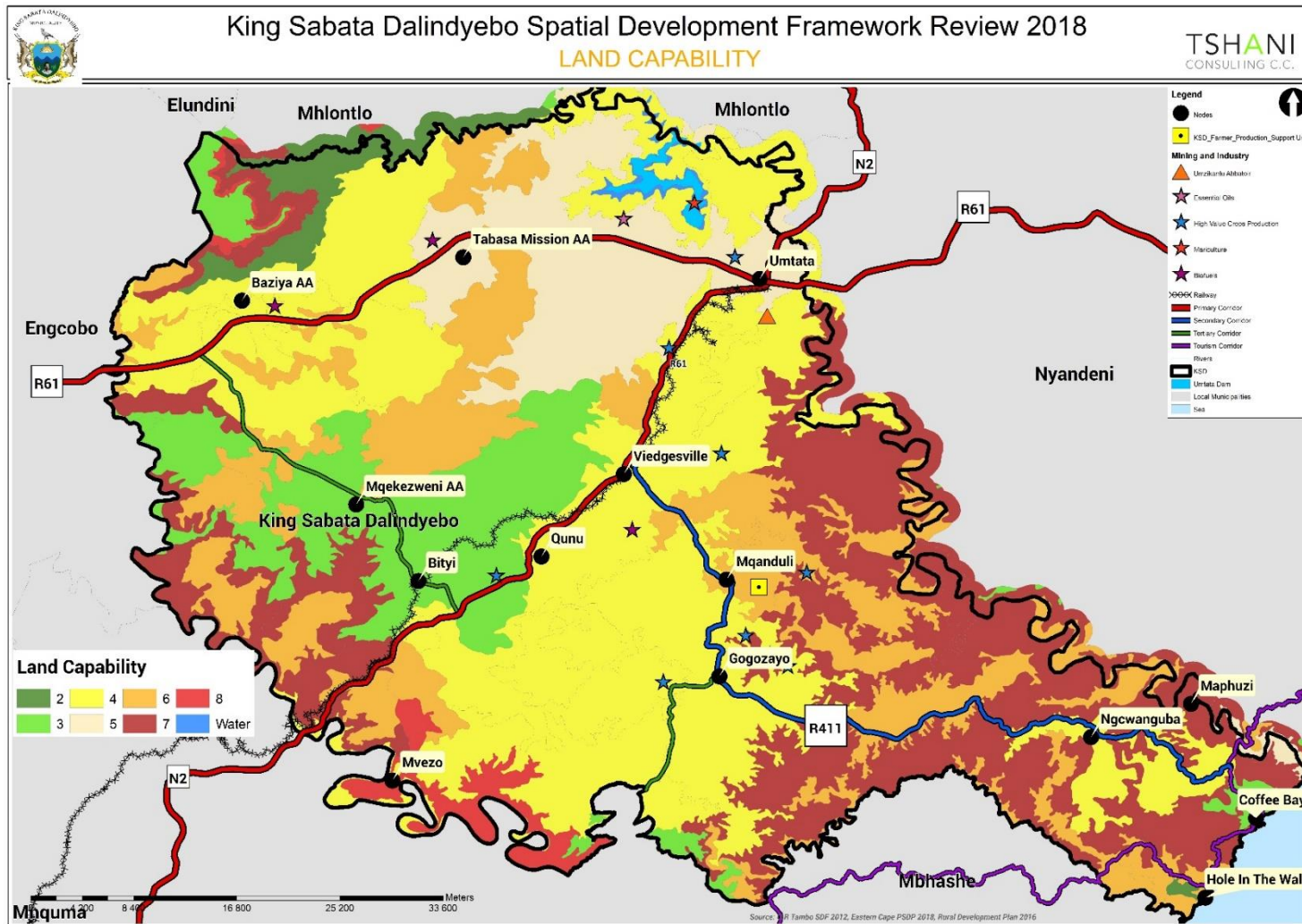
Map 31: Geology- Census 2011

The adjacent table indicates the potential land use for each land capability class.

POTENTIAL LAND USE PER LAND CAPABILITY CLASS (SOURCE: AGRICULTURAL RESEARCH COUNCIL)											
Land Capability		Intensity of use for rain-fed agriculture									
Orders	Classes	Wildlife	Grazing & Forestry				Crop Production				
			Forestry	Veld	Veld Reinforcement	Pastures	Limited	Moderate	Intensive	Very Intensive	
Arable	A	I	x	x	x	x	x	x	x	x	x
		II	x	x	x	x	x	x	x		
	B	III	x	x	x	x	x	x			
		IV	x	x	x	x	x				
Non arable	C	V	x	x	x	x	x				
		VI	x	x	x	x					
		VII	x	x	x						
	D	VIII	x								

Land identified as prime and unique agricultural land should be preserved for agricultural use in order to enhance food security and therefore economic welfare. It is important that residential and industrial development does not encroach these areas.

The plan below depicts land capability in terms of arable and non-arable land.



Map 32: Land capability- Census 2011

CLIMATE CHANGE

Climate change is currently one of the biggest pressing issues on the development agenda. The need to reduce carbon emissions is of great importance. Cities are said to be responsible for approximately 75% of greenhouse gases worldwide and should thus offer alternatives to change the status quo.

It should be noted that the impacts of climate change are affecting everyone, this is seen through droughts, flooding and extreme weather conditions.

The district is guided by the Eastern Cape Climate Change Response Strategy. As indicated in the EC Climate Change Response Strategy, the following are listed as the primary impacts of climate change:

- Change in precipitation patterns
- Changes in annual average precipitation
- More intense rain
- Fewer cold/frost days
- Higher mean temperatures
- Increased number of berg wind days
- Increased storm severity
- Longer dry spells and increased likelihood/ severity of droughts
- More hot days and heat waves
- Sea level rise
- Ocean acidification

- Elevated atmospheric CO₂ concentrations

The future projections for precipitation generally indicate stable or slightly increasing precipitation, with increasing intensity. Increased precipitation is more likely to the east of the province.

The following are the common anthropogenic sources of greenhouse gases within the district:

- Burning of fossil fuels
- Deforestation
- Agriculture (enteric fermentation and manure management, rice paddies, fertilisers)
- Changes to land use and wetlands
- Landfills and anaerobic sewage ponds
- Chlorofluorocarbons (CFCs) in refrigeration systems and fire suppression systems

The Eastern Cape Climate Report discusses the impacts of Climate Change within the Eastern Cape which are likely to have a direct impact on various sectors, systems and infrastructure. These impacts, which affect the KSD Municipality, include;

- Increased storm severity/extreme weather events;
- Higher mean temperatures;
- An increase in hot days and heat waves;
- A rise in sea level and;
- Longer dry spells and increased likelihood/severity of drought.

Some ways in which Greenhouse Gases can be mitigated in the district are as follows:

- Reduce GHG emissions by decreasing or eliminating fossil fuels and other activities that produce GHGs, such as:
- Increasing the use of public transport and more fuel-efficient cars will reduce the amount of petrol burned in transportation.
- Increasing the efficiency of electricity use at home or in industries will decrease the amount of coal burned in electricity production.
- Using solar panels or wind turbines to produce electricity without emitting GHGs or switching from fuels that produce a lot of GHGs, like coal, to those that produce less, like natural gas, will reduce GHG emissions from energy use.
- Preventing deforestation and loss of other functioning ecosystems will prevent carbon stored in vegetation and soils from being released into the atmosphere.

DISASTER MANAGEMENT

This section particular relate to the effects of climate change. Weather patterns have shown drastic changes over the years where we now see the prevalence of floods and intense drought conditions. To be able to faces such challenges, we need institutions that will have plans and mitigating measures for such disasters.

The KSD IDP (2017) states that there is a Disaster Management Unit located in Mthatha, with plans of establishing a satellite unit in Mqanduli. The

municipality is in the process of getting a Disaster Management Plan approved by Council, this is to align with the OR Tambo DM Disaster Management Plan.

IMPLICATIONS

The KSD municipal jurisdiction has diverse bio-physical aspects which can be advantageous to the municipality but also have great implications. The coastline of the KSD municipality is being threatened by developmental pressure in areas such as Coffee Bay and Hole-in-the-Wall. This poses threats to existing biomes, fauna as well as flora within that area.

Climate change is a phenomenon that has great global effects and cannot be avoided. Within the Eastern Cape, it affects the following systems, sectors or infrastructure types:

- Agricultural Sector
- Air quality Systems
- Biodiversity Systems
- Coastal and Marine Systems
- Energy services Infrastructure
- Fisheries & Aquaculture Sector
- Forestry Sector
- Geology & Soils Systems

- Health Services Infrastructure
- Social & Economic Systems
- Tourism Sector • Transport infrastructure
- Water Resources Systems
- Water Services Infrastructure

The effects of climate change are currently being felt through extensive droughts, water scarcity and a threat to food security. The KSD municipal area had been fortunate as its water resources are still abundant, however, awareness should be raised for water usage. If the municipality is to take a direction towards growing an agricultural base, extensive water resources are required to sustain such an industry. There should be stringent policies and mitigation measures being developed prior to the day when disaster strikes.

SECTION E:

KEY ISSUES AND SWOT

"We need-more urgently than architectural utopias, ingenious traffic disposal systems, or ecological programmes-to comprehend the nature of citizenship, to make serious imaginative assessment of that special relationship between the self and the city; its unique plasticity, its privacy and freedom."- Jonathan Raban

The section below identifies the key issues within the municipality as well as various strengths, weaknesses threats and opportunities that exist.

E1. SWOT ANALYSIS

The SWOT analysis is used in decision making situations when a desired objective is to be identified.

Strength is the ability to consistently provide a near perfect performance in a specific activity, while a **weakness** characterises areas which are disadvantageous.

An **opportunity** is classified as elements that can be exploited to a full advantage, while a **threat** is those elements that cause distress to an area or industry.

A detailed SWOT analysis was undertaken for the King Sabata Dalindyebo Municipality, as illustrated below.



Figure 31: Strengths identified within the municipality



Figure 32: Weaknesses identified within the Municipality



Figure 33: Municipal opportunities



Figure 34: Municipal threats

E2. KEY ISSUES

The identification of key issues is part of a problem-solving technique that leads to informed solutions to various problems. In order to make developmental proposals for the Spatial Development Framework, this identification of key issues was key. The following were identified as key issues within the municipality:

- **LAND**
 - Land Claims;
 - Land Invasions;
 - Large municipal area constitutes of rural land
- **INFRASTRUCTURE**
 - Lack of maintenance of basic infrastructure;
 - Vehicular and pedestrian congestion;
 - Poor road infrastructure;
 - Excessive pressure on sewer system
- **SETTLEMENT PATTERNS AND DEVELOPMENT TRENDS**
 - Large rural area land coverage;
 - Urban sprawl in relation to the provision of basic services;
 - Decaying CBD
- **HOUSING**
 - Lack of various housing typologies;
 - Migration into Mthatha from surrounding towns and rural settlements
- **ECONOMIC**
 - Prominence of remittances;
 - Limited economic base;
 - Culture of spending and consuming;
 - Prominence of the informal sector;
 - Prominence of natural disasters such as tornadoes;
 - Limited or no social responsibility from businesses;
 - High dependency on social grants;
- **ENVIRONMENTAL**
 - Limited functionality of nature reserves;
 - Limited supplementary developments on the coastline
- **INSTITUTIONAL**
 - Institutional capacity;
 - Traditional vs. political power struggles

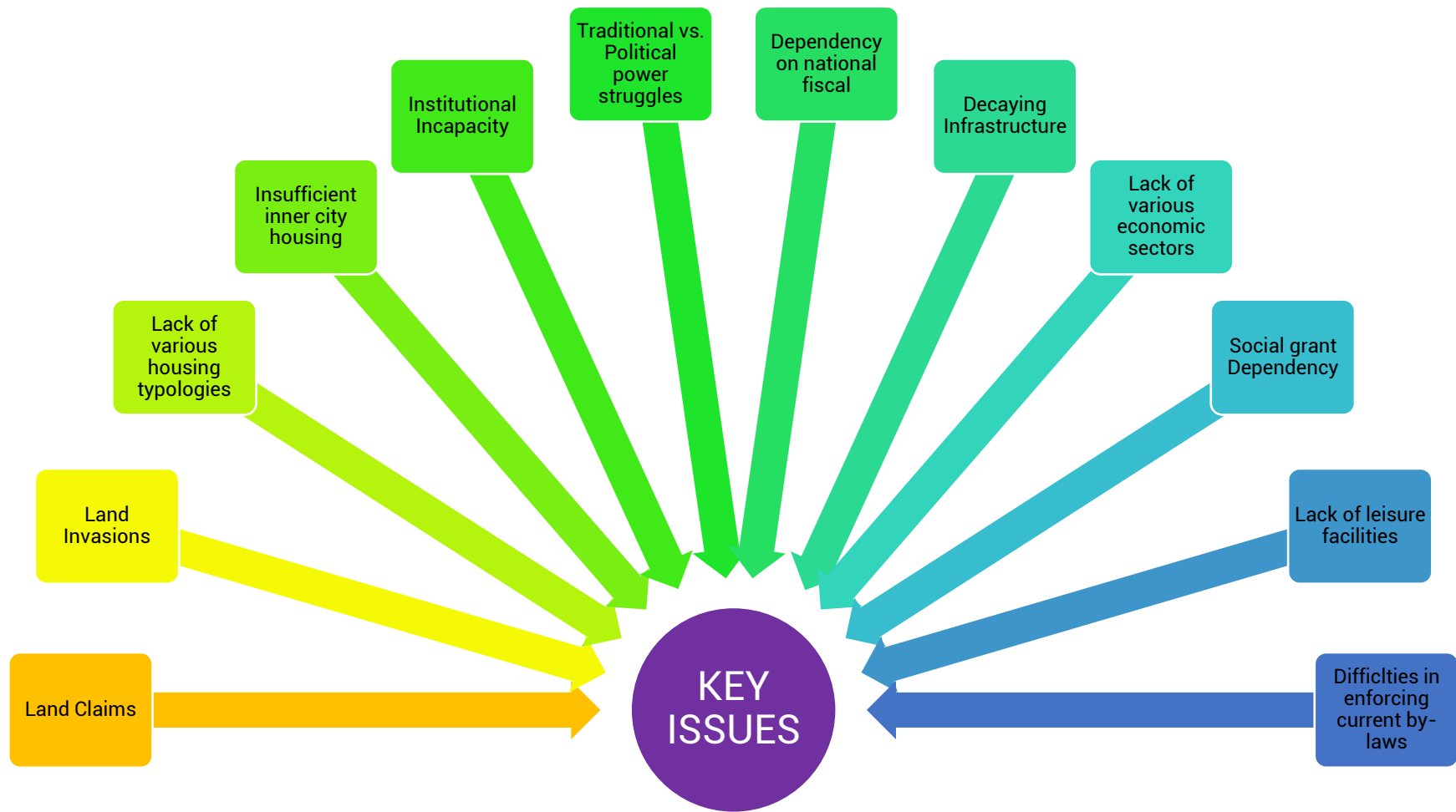


Figure 35: Key municipal issues

SECTION F:

DEVELOPMENT SCENARIOS

“The metropolitan region is now the functional unit of our environment, and it is desirable that this functional unit should be identified and structured by its inhabitants. The new means of communication which allow us to live and work in such a large interdependent region, could also allow us to make our images commensurate with our experiences.”- Kevin Lynch

Development scenarios are an important phase of the SDF formulation process. Development scenarios are not predictions or roadmaps, they are constructed in order to give a particular point of view in the future as well as some informed speculation about the crosscutting paths that might get us to that particular point. The power of scenarios lies in provoking a sense of **“what might be a possibility as well as in combining probabilities”** in ways that might not have previously thought of.

The following scenarios have been developed for the KSD municipality:

F1. SCENARIO 1

Maintaining the Status Quo: The population grows exponentially, with many residents residing in the limited urban areas and growing the number of existing informal settlements as land grabs are the order of the day. The economy is heavily dependent on social grants and remittances. There is extensive incapacity within the local government structures and deep political instability.

The scenario looks at **no new development** occurring, with the municipality retaining its current state. The resultant of retaining the current state is as follows:

- Uncontrolled settlements and expansion;
- Invasion of vacant land;
- Declining economic development;
- Development within environmentally sensitive areas;
- Lagging development in rural areas;
- Limited revenue streams;
- Poor administrative functions;
- Infrastructural decay;
- Housing provision that is not linked to economic opportunities and social amenities;
- Institutional incapacity.

The above scenario is *unacceptable*, as it will result in economic decline and further entrench poverty within the municipality. The scenario will lead to poor service delivery and underdevelopment of rural areas.

F2. SCENARIO 2

Futuristic Approach: A vibrant metropolitan municipality which rates among South Africa's best cities with world class infrastructure and integrated public transportation systems. The municipality has large shopping centres, supported by national retailers. An economy that is supported by its local residents and prosperous tertiary universities that are globally competitive in research and academia.

The Municipality is characterised by the following:

- Integrated urban and rural economies;
- Intricate highways and road infrastructure;
- Busy airports and high speed rail;
- Efficient public administrative functions;
- Smart and digital networks;
- High speed Wi-Fi in all urban areas.

The scenario is *unrealistic* and depicts a future utopia which will not be achieved within the timeframe of this development policy.

F3. SCENARIO 3

Realistic Approach: A transformed municipality which is people-centred, provides infrastructural services so as to improve investor confidence and socio-economic development. The local government has filled vacant posts within their institutions, political stability has been strengthened and institutions are equipped with experienced personnel. There is an extensive breed of local entrepreneurs who are prosperous in both, urban and rural areas. There is enforcement of land use and development policies and better planning in urban and rural areas.

Public transportation systems are better managed and offer various options that extend being the urban centres. Life in the city is improved through infrastructural upgrades and inner city housing developments. The local tertiary institutions are incorporated into the functioning of municipal key industries. Environmentally sensitive areas are well kept and serve as critical assets for education and tourism.

The following scenario presents a positive outlook for the development of the municipality in the following ways:

- Growth of rural enterprises;
- Boost in investor confidence;
- Efficient municipal functions;
- Well managed land uses;
- Growth of alternative economic sectors;
- Improvement of infrastructure in urban areas;

- Rural development;
- Development in coastal tourism;
- Conservation of protected and sensitive areas.

This is considered as the **preferred scenario** as it seeks to promote development within reasonable time frames.

Are there being maps prepared to go with these scenarios.

SECTION G:

SPATIAL DEVELOPMENT STRATEGY

"When you look at a city, it's like reading the hopes, aspirations and pride of everyone who built it." - Hugh Newell Jacobsen

This section serves as a draft spatial development framework. This section will identify principles within, which the Spatial Vision is based as well as identify key development objectives for the municipality.

A **"Development Strategy"** refers to a comprehensive picture of an organisations strategy. It clarifies how individual efforts and municipal projects can be connected to achieve the best outcome for the Municipality. The development strategy includes meaningful target measures and objectives that help focus on the key efforts that implement the strategy.

G1. VISIONING PRINCIPLES

The vision is underpinned by the following development principles:

- Sustainability;
- Economic growth and development;
- Spatial redress;
- Integrated Human Settlements;

G2. SPATIAL VISION

The spatial vision is aimed at guiding spatial development within the municipality and provide the Municipality with a direction for its spatial growth.

The Spatial Development Framework is a policy document that is aligned to the municipal Integrated Development Plan (IDP), as such, the SDF vision is influenced by the IDP's vision. The KSD municipal IDP (2017/18) vision is:

"A developmental municipality spearheading economic transformation through environmental and social sustainability."

Based on stakeholder engagements with various departments and sector departments, there was spatial aspirations envisioned for the KSD municipality. The following is a summary of the aspirations noted in the engagement session:

SPATIAL VISION

BIOPHYSICAL	DEVELOPMENT VISION	OBJECTIVES
River Management	Enhance the functionality of the existing river systems	<ul style="list-style-type: none"> -River beautification -Clearance of pollutants such as plastics on the rivers
Nature Reserves	Capitalise on the unique attributes for tourism	<ul style="list-style-type: none"> -Enhance facilities within the existing nature reserves -Promote the nature reserves as key tourism destinations within the municipality -Promote educational tours to the nature reserves, at various school levels
Oceans Economy	Promote sustainable economic growth and job creation	<ul style="list-style-type: none"> -Promote employment of previously disadvantaged groups such as women -Exploration of secondary sector economies
Urban Agriculture	Enhancing sustainable urban agricultural initiatives	<ul style="list-style-type: none"> -Rooftop gardens -Streetscape in certain precincts -Park development
SOCIO ECONOMIC	DEVELOPMENT VISION	OBJECTIVES
Rural Livelihoods	Promote sustainable rural economies	<ul style="list-style-type: none"> -Enhance innovative industries such as knowledge economies -Promote various agricultural based economies such as livestock farming, maize production and processing; sheep shredding etc.
Culture and Heritage	Capitalise on the development of cultural economies	<ul style="list-style-type: none"> -Building tourism base on the Mandela legacy -Preserving the AbaThembu legacy
Economic Diversification	Exploration of various economic industries	<ul style="list-style-type: none"> -Attract investment for the development of agri-parks -Regenerating existing industrial parks and nodes

BUILT ENVIRONMENT		DEVELOPMENT VISION	OBJECTIVES
Integrated Human Settlements		Encourage sustainable human settlements	<ul style="list-style-type: none"> -Inner city densification -Management of greenfields -Housing diversification -Varied tenure options
Transportation		Promote and integrated and efficient public transport systems	<ul style="list-style-type: none"> -High speed rail to neighbouring towns -Monorail in urban Mthatha -Public Transport infrastructure
World Class digital services		Promote effective and efficient digital services	<ul style="list-style-type: none"> -Fast track the installation of high speed fibre -Promote time saving and easy access to municipal services -Wi-Fi hotspots
Recreation		Encourage the development of varied recreational public facilities	<ul style="list-style-type: none"> -Sport precinct development -Develop facilities that open to the public past working hours

Table 10: Vision and aspiration of the KSD LM-Workshop held with various stakeholders

Based on the table above, some of the future aspirations of the municipality resonate with the visioning principles mentioned in the previous sections. The vision for the KSD Municipality is thus guided by the visioning principles, SPLUMA principles as well as future aspirations of the municipal citizens. The development vision for KSD Municipality is:

"In 20 years, the King Sabata Dalindyebo Local Municipality will be a self-sustaining municipality with diversified economies, infrastructure development and effective service delivery, which enhances rural development, integrated human settlements, ecological conservation, good governance and economic growth".

G3. DEVELOPMENT OBJECTIVES AND STRATEGIES

In terms of the White Paper on Spatial Planning and Land Use Management, 2001, "The overall aim of the principles and norms is to achieve planning outcomes" that:

- Restructure spatially inefficient settlements;
- Promote the sustainable use of the land resources in the country;

- Channel resources to areas of greatest need and development potential, thereby redressing the inequitable historical treatment of marginalised areas.

For this Spatial Development Plan, the following key objectives are proposed in order to realise the development vision of the municipality:

1. Economic Development and job creation;
2. Transforming Human Settlements
3. Promote Rural Development
4. Protect Biodiversity, Water and Agricultural Resources
5. Infrastructure Investment;
6. Institutional support and good governance

In order to achieve the municipal vision and development objectives of this SDF, certain strategies are of importance. The following strategies are noted for each of the objectives of the SDF:

OBJECTIVES	STRATEGIES
Economic Development and Job Creation 	Promotion of coastal livelihoods
	Development of agri-parks and supporting infrastructure
	Regeneration of key urban nodes to attract investment
Transforming Human Settlements 	Densification strategies
	Public transport linkages
	Mixed use developments
	Infill area
Promote Rural Development 	Social infrastructure provision
	Education upliftment
	Agriculture
	Women empowerment

Protect Biodiversity, Water and Agricultural Resources 	Coastal Management
	Critical Biodiversity Areas
	Nature Conservation areas
Infrastructure Investment 	Social infrastructure development
	Upgrading of major economic infrastructure e.g. roads, electricity
	Development of digital infrastructure for national and global competitiveness
Institutional Support and Good Governance 	Improve human resources and skills capacity
	Promote administrative efficiency
	Promote integrated political and administrative structures

Table 11: Municipal Goals and Strategies

G4. SPATIAL PLANNING PRINCIPLES

The spatial framework for the study area is based on the key developmental issues identified and preferred scenario. The following principles, as recommended by the Spatial Planning and Land Use Management Act (SPLUMA) No. 16 of 2013, are used critical informants for the KSD SDF.

SPATIAL JUSTICE

This principle is underpinned by the themes of redress, inclusion, tenure security among others. It means that development should be inclusionary in approach and redressing past spatial injustices. SPLUMA notes that this principle addresses the following:

- Past spatial and other development imbalances must be redressed through access to and use of land;
- Spatial development framework and policies in all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;
- Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land for disadvantaged communities and persons;
- Land use management systems, must include all areas of municipality and specifically include provisions that are flexible and

appropriate for the management of disadvantaged informal settlements and former homeland areas;

- Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
- A Municipal Planning Tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application.

This principle is particularly focused on the spatial fabric of the municipality which is characterised by growth in urban areas and lagging rural areas. Such spatial patterns should be transformed, using the guidance of legislation and policy and extensive citizen engagement.

SPATIAL SUSTAINABILITY

Sustainability is a pivotal approach to consider in development, especially in the time of extensive climate change impacts. This principle is as follows:

Promote land development that is within the fiscal, institutional and administrative means of the republic;

Ensure that special consideration is given to the protection of prime and unique agricultural land;

- Uphold consistency of land use measures in accordance with environmental management instruments;
- Promote and stimulate the effective and equitable functioning of land markets;
- Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;
- Promote land development in locations that are sustainable and limit urban sprawl; and
- Result in communities that are viable.

The KSD LM contains some of the pristine landscapes, forestry and coastlines in the Province, as such, these assets should be conserved and utilised precaution. Developments within various areas of the municipality should entail sound spatial logic, promote integrated communities and transform the spatial landscape.

EFFICIENCY

- Land development that optimises the use of existing resources and infrastructure;
- Decision making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
- Development applications procedures are efficient and streamlined and timeframes are adhered to by all parties.

In order to achieve administrative efficiency, there should be guiding policies and procedure for development. Aligned with that, experienced and competent personnel are required to achieve administrative efficiency within municipal structures.

SPATIAL RESILIENCE

Flexibility in spatial plans, policies, and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

Spatial resilience is a critical mitigation measure to threats of climate change and hazardous natural disasters. Measures should be taken in various settings, including legislation and policy, building design, settlement planning and environmental management.

GOOD ADMINISTRATION

- All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act;
- All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development frameworks;

- The requirements of any law relating to land development and land use is met timeously;
- The preparation and amendment of spatial plans, policies land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and
- Policies, legislation, and procedures must be clearly set in order to inform and empower members of the public.

G5. SPATIAL STRUCTURING ELEMENTS

In order to plan efficiently, there needs to be a focus on investing resources in areas of opportunity in order to create maximum impact. There needs to be certain structuring elements to give guidance to develop and spatial planning. For the KSD Local Municipal Spatial Development Framework, there are Spatial Structuring Elements that can guide spatial development and decision-making in the municipality. These are broken down in the section below.

The spatial framework is developed through an interconnected set of nodes, networks and surfaces. The crux of development in this system is the movement of people, goods and services that produces the basic impetus for developing functional relationships between otherwise independent and unrelated elements. The movement of people, goods, and services are

channelled along specific routes that describe a network of interaction. Where networks intersect the opportunity for people, goods and services develop to interact and this gives rise to activity nodes. The intensity of interaction gives rise to the development of a hierarchy of nodes of different sizes depending on the level of interaction taking place in a node. This one-dimensional system of networks and nodes are tied together through surfaces that fill the areas between the nodes and networks.

Nodes

Nodes' is term usually ascribed to cities, towns and villages. This tends to work against the need to achieve rural development through integration of urban and rural areas. It is accordingly proposed the term node is to be less prominent and less significant in future SDFs with the emphasis rather being placed on identifying "human settlement" where integrated programmes can be shared. Such settlement/s can be both rural and urban in nature and could serve to bridge diversity between these communities.

Nodes are generally described as areas of mixed-use development, usually having a higher intensity of activities involving retail, transportation, office, industry and residential land uses. These are the places where most interaction takes place between people and organisations, enabling most efficient transactions and exchange of goods and services. Nodes are usually located at interchanges to provide maximum access and usually act as catalysts for new growth and development.

From an efficiency and functionality perspective, the clustering of community, social and business facilities in nodes around points of highest accessibility is of vital importance, i.e. -

By clustering facilities, a high-quality node can be created that can serve as the heart of communities and promote social interaction.

- Multiple neighbourhoods can be served by social services in central points.
- The sharing of facilities between various services (e.g. buildings, logistics, parking etc.) can take place.
- Central clusters ensure enhanced accessibility and convenience for residents.
- It is proposed that the following general principles apply to the development and management of nodes:
 - In order to support the effective development of the node in the municipality, the development of urban non-residential land uses, such as business, retail, community facilities, and social services should be restricted to nodal areas.
 - Nodes should typically be located at the main access points in urban areas, typically at the intersection of a major mobility route and the major collector route.
 - These nodes should show a large degree of public investment in infrastructure, public domain and social services.

- Nodes must be characterised by mixed-use, high intensity activity and higher density residential development (maximum FAR's, coverage and height should not be restricted).
- The manner in which parking in the nodal areas are treated is of importance. Large parking lots adjacent to streets should not be promoted. Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space.
- Extroverted as opposed to introverted development patterns and typologies must be promoted.
- Site layouts and building designs of individual developments must take cognisance of and support public transport and pedestrian movement.

The Nodes are identified as follows:

TYPOLOGY OF SETTLEMENTS / NODES		
TYPE	LOCATION	FUNCTION OF SETTLEMENTS AND ASSOCIATED TYPICAL LAND USES
District Centre	Mthatha	<ul style="list-style-type: none"> ▶ <i>District-level Administration centre</i> ▶ <i>Major district service centre for commercial goods and services</i> ▶ <i>Centre of educational excellence</i> ▶ <i>Residential development (high and low income)</i>
Sub-District Centres	None exist in KSD LM	<ul style="list-style-type: none"> ▶ <i>Municipal-scale Administrative Centre</i> ▶ <i>Municipal-scale service centre for commercial and social goods and services</i> ▶ <i>Residential development covering full range of economic bands (Middle-income - Low-income)</i>
Local Centres	Mqanduli	<ul style="list-style-type: none"> ▶ <i>Municipal-scale Administrative Centre</i> ▶ <i>Local-scale service centre for commercial and social goods and services</i> ▶ <i>Residential development covering full range of economic bands (Middle-income - Low-income)</i> ▶ <i>Potential for value-adding agro-industrial processes</i>
First Order Coastal Node	Coffee Bay	<ul style="list-style-type: none"> ▶ <i>Centres for attracting various tourism activities.</i> ▶ <i>Main economic functions are tourism based and do not offer other basic services such as administration, rather, focused on leisure activities</i>
Sub Local Centres	Kwaaiman Viedgiesville Qunu Mqekezweni Mvezo Mpeko Baziya Langeni	<ul style="list-style-type: none"> ▶ <i>Serve as location points for community facilities serving the local community</i>
Rural Centres	Gengqu	<ul style="list-style-type: none"> ▶ <i>Primarily residential and livelihood subsistence function</i> ▶ <i>Some provision of limited social goods and services</i>

The following category of nodes have been identified within the OR Tambo DM SDF:

KING SABATA DALINDYEBO LOCAL MUNICIPALITY								
NODES								
TOWN	PC	DC	SD	LC	SLC	EXISTING METRO	SMALL TOWN	FMR
Mthatha		• Y						• Y
Baziya					•			• Y
Mqekezweni					•			•
Bityi					•			•
Mvezo					•			•
Qunu					•			•
Viedgesville					•			•
Mqanduli				• Y				•
Coffee Bay					• Y		•	

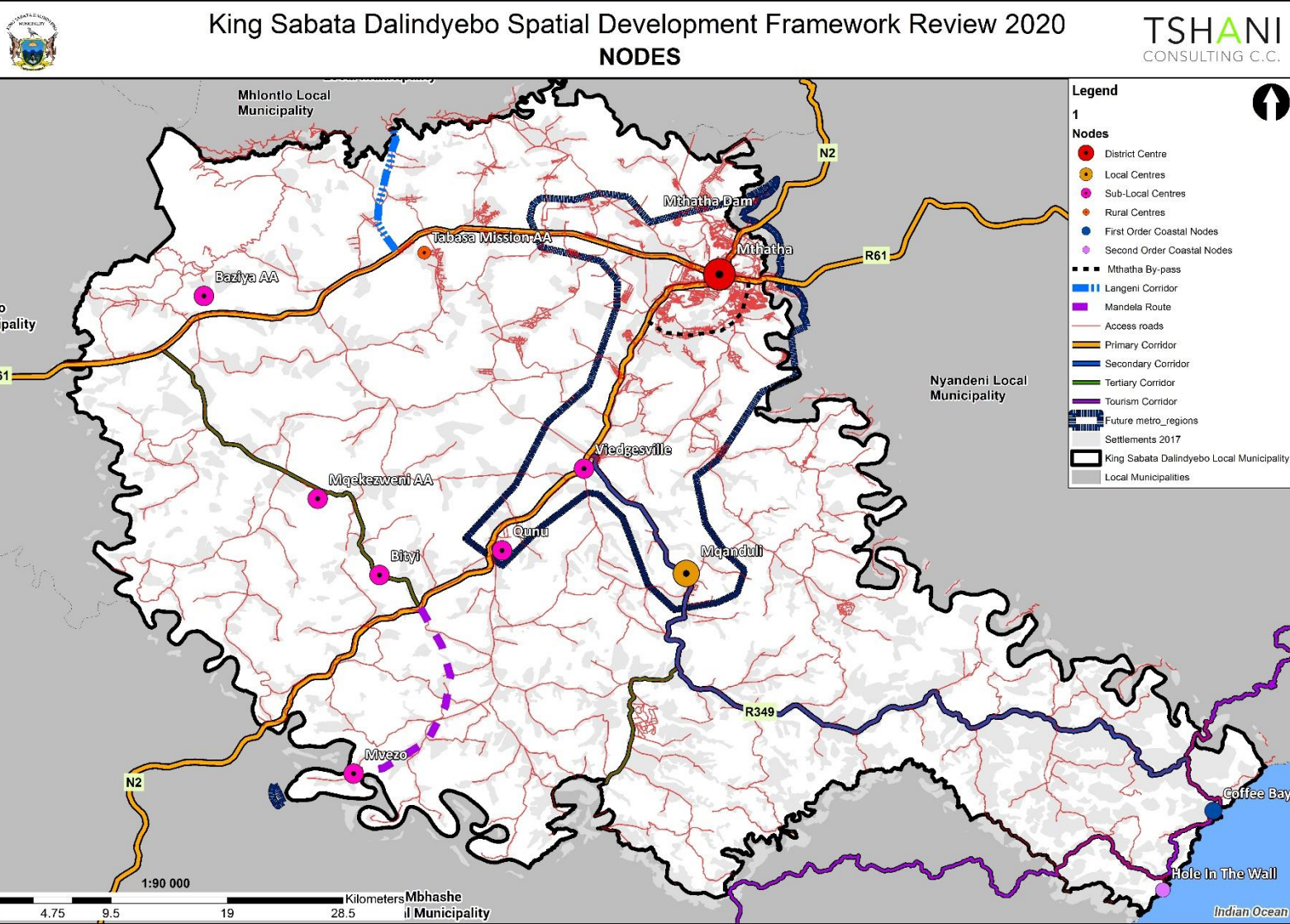
Table 12: Nodes noted in the OR Tambo DM SDF-OR Tambo SDF

Provincial Future Metro Regions

The PSDF (2017/18) identified the following regions as the Future Settlement Regions within the Eastern Cape Province:

- Port St Johns- Lusikisiki;
- Alice-Fort Beaufort;
- Mount Fletcher-Mount Ayliff;
- Jeffrey's Bay-Cape St Francis Bay;
- Komani- Future
- Lusikisiki- Mzamba Future;
- *Mthatha-Libode;*
- Existing Metro-Buffalo City Metro;
- Existing Metro- Nelson Mandela Bay

These Future Settlement Regions are aimed at promoting regional growth and supporting municipal functions as these regions are cross municipal boundaries.



Map 33: Nodes

Corridors

A “Development Corridor” is normally used to symbolise the area where important economic activities are to be encouraged along a particular route. There is often difficulty in stakeholder perceptions regarding the term ‘corridor’ and the purpose of such planning tool. It is proposed that the use of the term ‘transport route’ be adopted in future because it places emphasis on the transportation activity, which is critical for economic clusters to grow in both urban and rural environments;

Development Corridors are identified for spatial and economic planning purposes, as roads and/or railway routes associated with the movement of goods and people. The high transportation function creates the opportunity for economic activity to take place along these movement corridors, particularly at junctions. These occur at various levels, from local development corridors along the main streets of the towns or even along rivers, to Regional and Provincial Corridors. Different types of corridors can be distinguished, such as development corridors, movement corridors and cavity corridors.

What is important to understand, is that the corridor may not take the form of a continuous integrated band of activity. At points of highest access along the central spine, development will be more intense and of a higher order while at locations of lower access, lower intensity development or even part of a natural open space network may be found.

Corridors are aimed at improving:

- Efficiency in terms of mobility;
- Spatial transformation through connectivity;
- Economic, social and environmental sustainability.

Corridors differ in their functions based on activity, traffic and adjacent land uses. The following section highlights different types of corridors identified within the various government spheres.

Provincial Corridors

The Eastern Cape Province has a number of important routes and corridors aimed at promoting economic development, which is linked to trade routes, among other factors.

The Eastern Cape PSDF will be used as a base for the identification of corridors within the province, as well as their functions within the province. The Province consists of a national road network that consists of the N2 although there are other proposals to develop other major transport routes within the Province. The proposed transport routes includes the *Wild Coast Meander* which is aimed to promote the tourism route along the wild coast as well as the *N2 Toll road*. The intended town growth along these key routes serves as a base for the regions to be targeted for development and key investments.

District Corridors

The OR Tambo District Municipality SDF review, notes a number of development corridors within the district municipal area. The District Municipality SDF states that the “*notion of development corridors both as structuring elements to guide spatial planning as well as special development area with specific types of development, has been well established.*”

The District Municipal SDF has identified corridors within the district based on their functionality. The corridors identified are as follows:

DEVELOPMENT CORRIDORS		
TYPE	LOCATION	FUNCTION
Primary Corridor	N2 (East London-Mthatha-Kokstad)	High density development on sections of this corridor. The main mobility route of goods and people through the district.
Mobility Route	N2	These routes carry passing traffic and provide access between local areas in the district.
	R61	
	R349	
	Langeni Road-Ugie link	

Special Routes- Tourism Focus	Wild Coast Meander	These routes relate to tourism destinations and provide links between tourism nodes and main mobility routes.
	Thunga Thunga Route	
	R349 (Mthatha via Mqanduli towards the coast)	
Proposed Strategic Roads	Lusikisiki-Mbotyi	Prioritised coastal access and access to tourism nodes.
	N2 Toll Road-Mkambati	

Table 13: OR Tambo District Corridors

Local Municipal Corridors

The KSD Municipality is the biggest municipality, in terms of area within the OR Tambo District Municipality. There are a number of important corridors traversing the municipal area. The following have been identified as corridors within the municipality:

The types of corridors identified within the municipal area are the following:

- Primary Corridor(s);
- Secondary Corridor(s);
- Tertiary Corridor(s);
- Tourism Corridor(s).

Primary Corridors

Primary corridors are aimed at functioning as key mobility routes that promote trade, commerce and key linkages between other municipalities. The municipality has the following primary corridors:

Secondary Corridors

Secondary corridors support the functions of the primary corridors while extending connectivity to local areas. The secondary corridors identified within the municipality are:

Tertiary Corridors

Tertiary corridors are aimed at promoting mobility and access within local settlements. The KSD municipality is home to a number of rural settlements and access to these settlements is predominantly through these routes.

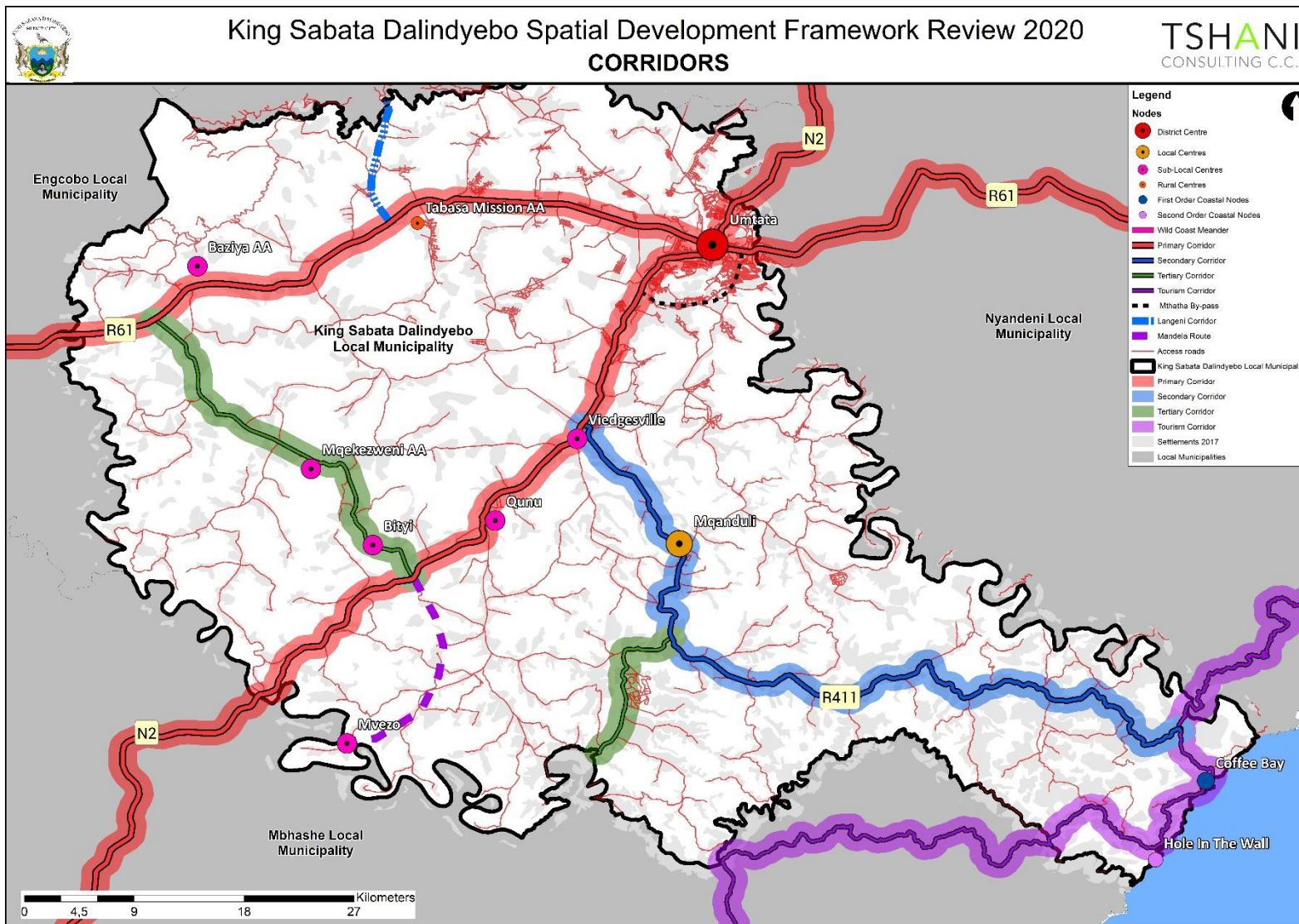
Tourism Corridors

The KSD municipality is home to pristine coastlines that serve as tourism destinations.

The Wild Coast Meander is a proposed route that seeks to expand linkages along the Wild Coast, linking towns from East London to the south and Mkhambati to the north. Tourism potential in settlements and towns along this corridor will be greatly influenced through increased traffic volumes.

Corridor Type	Location
Primary Corridor	N2
Secondary Corridor	R411 R349 (via Mqanduli towards the coast)
Tertiary Corridor	Bityi and Mqekzweni corridor
	Gogozayo Corridor
Tourism Corridor	Coastal Corridor
	Wild Coast Meander
	Mandela Route
	Mthatha By pass
	Langeni Corridor

Table 14: Corridor Type



Map 34: Corridors

SECTION H:

SPATIAL DEVELOPMENT FRAMEWORK

"There is no logic that can be superimposed on the city; people make it, and it is to them, not buildings, that we must fit our plans."- Jane Jacobs

A Spatial Development Framework (SDF) aims to align all municipal spatial development goals, strategies and policies with those of National and Provincial spheres of government.

In 2014, the Spatial Planning Land Use Management Act (SPLUMA) developed Draft Regulations and Guidelines for SDF's. The Guidelines identified three (3) pillars, as depicted in Figure No. 4 below.

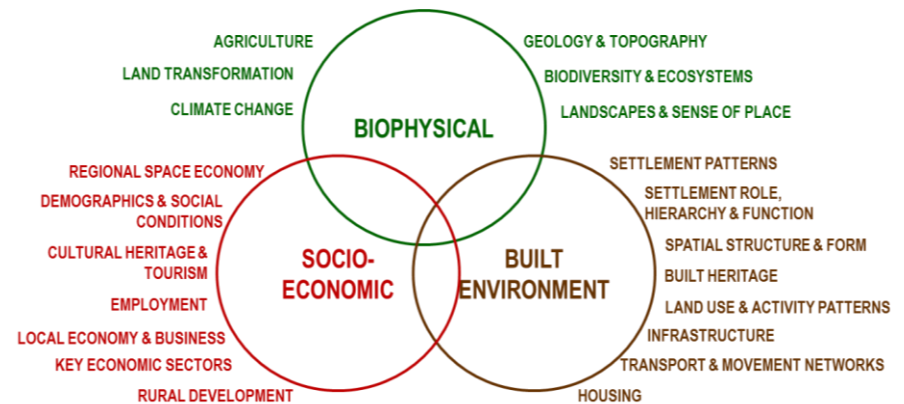


Figure 36: SDF Guidelines for SDFs- DRDLR

H1. SOCIO ECONOMIC FRAMEWORK

The socio-economic framework seeks to highlight various socio-economic opportunities as well as places of socio-economic development within the municipality.

LOCAL ECONOMIC DEVELOPMENT

Local Economic Development (LED) is an approach towards economic development that encourages local people to work together to achieve sustainable economic growth and development. It is aimed at bringing economic benefit and improved quality of life for all residents within the municipal area. Among other factors, LED seeks to achieve the following:

- Poverty alleviation;
- Improving rural livelihoods;
- Broadening the rural economic base;
- Encouraging the growth of entrepreneurship;
- Encouraging sustainable economic development initiatives;
- Creating employment;
- Promoting innovation and skills development.
- SMME Development

Within the municipality, various LED key focus areas are proposed, as part of this SDF. This is aimed at promoting economic opportunities in the predominantly rural areas of the municipality, address the high dependency on social grants and promote a varied economic base among other factors.

The following are key industries for exploration within the municipality in order to promote LED:

Agriculture

Agriculture is defined as the cultivation of land and breeding of animals and plants for food and medicinal purposes.

Agriculture is one of the key industries contributing towards the country's economic development through export earnings as well as food security.

The KSD municipality is one of the fortunate areas to be home to one of the biggest water sources in the Province, the Mthatha Dam. This has been a consistent water source within the municipality and serves as a great opportunity for irrigation schemes and supporting agricultural activities such as livestock farming, crop production, grazing and agri-parks among other activities.

Informal Economy

Informal trading is as much a part of the past, present and future of the KSD Local Municipality as are other forms of economic activity. It contributes towards job creation and thereby helps in the absorption of many who would otherwise be economically idle. As with the formal economy, it helps in the alleviation of poverty, the indirect medium to long-term outcome of which includes reduced levels of petty crime and criminality.

Spatial development will focus on the gradual development of aesthetically inferior and poorly serviced demarcated informal trading spaces. Spatial

planning requirements for the accommodation of informal trading shall apply to private property developers as well, especially if the new development displaces a present market, or has potential to attract the interest of informal traders in the long-run.

The process of registering informal traders should become transparent, simple and user-friendly. LED will coordinate an inter-departmental standing committee meeting which intended to sit on weekly basis an approval of trading process to compile a single, comprehensive form with sections that address all the requirements necessary to ensure that any informal trading licenses, certificates or permits that are issued are registered.

A basic site rental should be set by KSD LM, then differentiate rentals for other levels should be determined accordingly. The methodology used to determine an amount of rental payable should take into account, inter alia, the services and infrastructure available at the trading space allocated.

Informal trading is proposed within the CBD of Mthatha and Mqanduli CBD to promote LED and address poverty and generate rates for the municipality.

Some examples of formalising Informal trader stalls are shown below.





Small, Medium and Micro Enterprises (SMME) developments

SMME developments are aimed at supporting the growth of small and medium enterprises through business management and financial skills development.

SMME developments present a wide spectrum of opportunities for developing entrepreneurs through the growth of innovative industries. SMME developments can be regarded as a critical developmental strategy to boost economic growth and development. The success of SMME developments, however, is heavily reliant on enabling policies, financial support and enabling environments from local spheres of government.

SMME developments drive economic growth and development in the following ways:

- Job creation;
- Exploration of innovative industries;

- Curb Unemployment;
- Address Inequality
- Some industries require low skill levels;
- Harness entrepreneurial skills.

Due to the predominant rural nature of the municipality, various enabling approaches are needed in order to expand SMME developments to areas outside of the urban areas. Various enabling approaches are needed for the expansion of this sector to various areas of the municipality, these include:

- Awareness;
- Financial support;
- Knowledge empowerment;
- Skills development

SMMEs are also critical tools to promote empowerment, especially empowering previously disadvantaged groups such as women and rural residents. The promotion of SMME developments within the municipality will not only promote employment opportunities but will also promote entrepreneurs and the empowerment of individuals or groups.

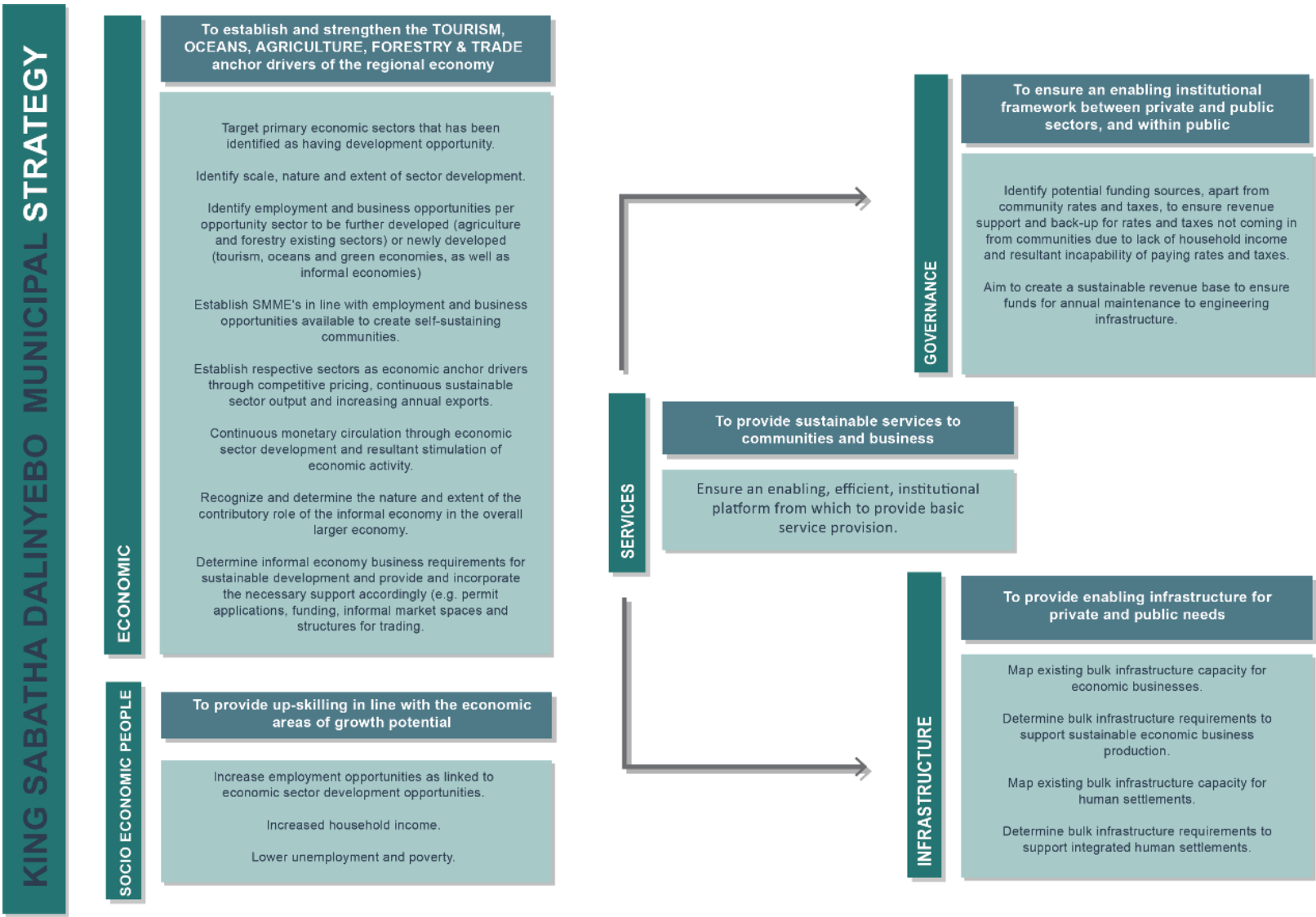


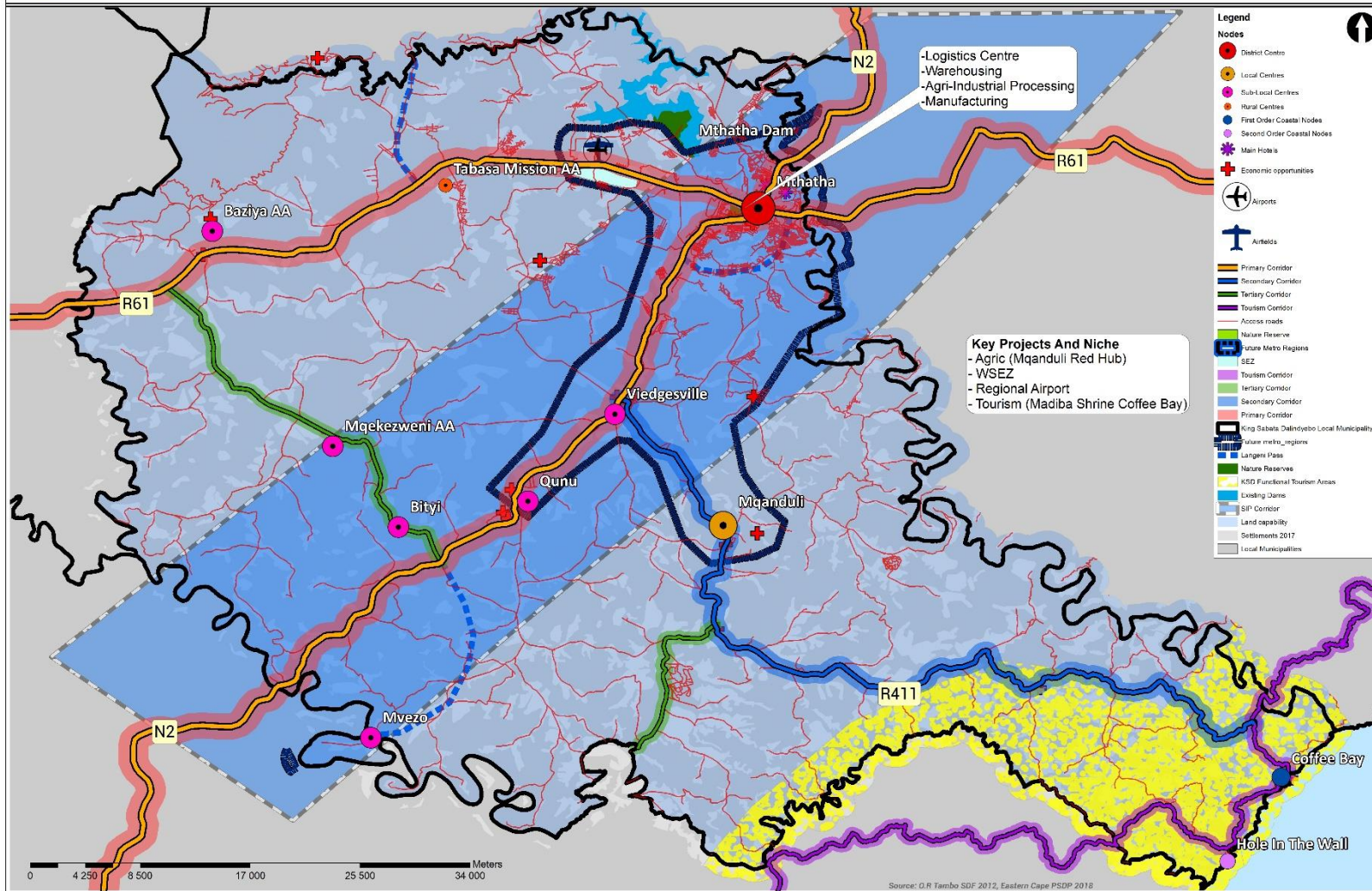
Figure 37 Strategy for KSD LM, OR Tambo District Development Plan, 2020



King Sabata Dalindyebo Spatial Development Framework Review 2020

ECONOMIC PROPOSALS

TSHANI
CONSULTING C.C.



Map 35: Corridors

TOURISM

Tourism is often used as an economic development tool to address issues such as unemployment, expanding the skills base as well as reducing poverty. Coastal areas are often seen as areas showing great potential for the development of tourism activities and growing the tourism sector.

The coastal nodes of Coffee Bay and Hole-in-the-Wall have been prominent tourism destination areas within the municipality for decades. The growth and development of tourism-based industries are complementary to the existing fabric are thus critical towards the prosperity of tourism areas.

Rural communities surrounding these prominent tourism nodes could greatly benefit from tourism activities that are not limited to selling crafts and artwork to tourists. The limited accommodation within these areas could be an indication of a gap in the industry which the local communities could explore. Ideas of "home stays" could be explored to expand the accommodation spectra, especially during peak months such as the December / January period.

History and Heritage

The municipality has rich historical underpinnings, at a local and national scale. The history of the area could be harnessed into various budding initiatives. The history and heritage that holds significance includes but is not limited to the following:

- Mthatha - as the capital of the former Transkei, which was an independent state from the Republic of South Africa;
- The southern portion of the municipality is home to one of the largest Xhosa tribes, the Abathembu;
- The former South African Statesman, Nelson Rolihlahla Mandela's home are within the municipality in Mvezo, Qunu and Mqokezweni.

The development of areas such as the Basotho Cultural Village in eastern Free State could be used as an example of success in the exploration of history and heritage-based industries in rural areas.

The largest concentration (50+) of tourism service providers in KSD is accommodation provider ranging from Hotels, Bed and Breakfasts and lodges; for business and leisure related travel. This indicates a stable, yet large overnight market and demand for accommodation. Many of the facilities are located within the urban fringe within close proximity to access major access routes such as the N2 and R61. Previous studies done show an above 50 % occupancy rate and a large business sector.

Places of Interest

The municipality has a number of interesting places that offer various leisure activities. These include nature reserves, coastal resorts and scenic coastlines. Further to the above, the following are a list of the tourism attractions that exist currently within the municipality: -

Mthatha Dam- is a water supplier to the KSD Municipality and surrounds, offers scenic views of neighbouring rural areas and is located around the Luchaba Nature reserve. This area could also explore other tourism related activities such as game watching, weekend accommodation, water activities such as kayaking.

Nduli Nature Reserve- offers various game including gemsboks and impala. The reserve is located in the centre of the Mthatha town, along the N2. The reserve would benefit in functioning as an eco-based tourism destination that also offers educational tours about fauna and flora located in the reserve. The EC Parks and Tourism would also benefit greatly on visitor attraction.

Luchaba Nature Reserve- offers conference facilities, game watching as well as the scenic view of the Mthatha Dam. This facility should be expanded to incorporate accommodation facilities, water activities and game watching.

Nelson Mandela Museum, Qunu- the museum hosts a variety of activities including tours, exhibitions and offers conference and accommodation facilities. The Qunu area is where Nelson Mandela grew up as well as built

his home. This is a heritage resource within the municipality, offers opportunity to promote a heritage trail of the **Mandela legacy**.

Hole-in-the-Wall- is home to the scenic hole-in-the-Wall that is one of the greatest wonders in the area. The area offers a number of hiking trails, coastal resorts and leisure activities. Further activities could be explored including various hiking trails, conference facilities, holiday home stays in various rural households.

Coffee Bay- the area is in close proximity to Hole-in-the-Wall, offers a range of leisure activities as well as ocean activities such as surfing and fishing. Opportunities for full tourism activities needs to be explored in this area; these include the development of alternative accommodation, road infrastructure and supporting amenities.

Tourism Routes

The KSD Municipality has a number of strategic access routes that could further promote the tourism potential of the region. The following routes are of importance for tourism in the municipality:

Mandela Route: The Mandela Route is centred on the exploration of Nelson Mandela's homage, as it connects his birth place (Mvezo), to his home (Qunu). The route holds significant heritage importance and has extensive tourism potential for both local and international tourism base.

Thunga-Thunga Route: This winding route is an exploration of the rural landscape of the former Transkei, giving insight of the region from the

AbaThembu homelands to the AmaMpondo homelands. The Route stretches from Mthatha, along the R61 towards Port St Johns. It explores the various scenery of the rural areas and small towns along the R61.

N2: This route is not only critical for economic linkages but an important tourism route that links major metropolitan municipalities of the Province, its rural settlements and the KZN and Western Cape Provinces. This route traverses through the main town of the KSD LM, Mthatha, thus encouraging various tourism potentials around the key node.

Further linkages need to be made to the following

- Wild Coast
- Mlontlo Tourism Routes
- Hluleka Nature Reserve
- Port St Johns
- Inqguza Hill
- Chris Hani District Heritage Routes
- Amatola Frontier Wars Routes

The completion of the N2 Meander Route along the coastline is another major tourism attractor as it seeks to connect the coastal towns from Mzamba towards the east, to as far as Mazzepa Bay towards the west. This

route further creates great tourism opportunities for the KSD LM coastal towns as well as the neighbouring rural areas.

The route is envisaged to increase the traffic volumes along the coastline as it will serve as a connecting route of the major tourism hotspots of the wild coast. This route cuts through Hole-in-the-Wall, Coffee Bay and Maphuzi within KSD, further connecting to the Nyandeni municipal jurisdiction.

Greater collaboration with tourism stakeholders' champions, Community Tourism Organisations, Provincial Regional and Local tourism Organisations.

The KSD municipality coastline forms part of the Wild Coast, which is characterised by unspoilt coastlines and underdevelopment. According to the Department of Public Works, areas of exploration for oceans economy include the following:

- Aquaculture;
- Marine Transport and Manufacturing;
- Coastal Tourism;
- Small Harbour Development;
- Offshore oil and gas;
- Marine Protection Services and Skills Development.

The KSD municipal coastline indicates a unique fabric, as compared to other municipalities along the Wild Coast. There is a limited number of places classified as Marine Protected Areas, National Conservation Areas as well as established tourism areas along its coastline. This makes it a great

opportunity for exploring various sectors, to develop its full potential. The following are prospective sectors of exploration for Operation Phakisa projects within the municipality:

Coastal Tourism

The development of Coffee Bay and Hole-in-the Wall for coastal tourism is a proposal for exploration as the areas already function as active tourism hotspots. The municipal LSDF for Coffee Bay also proposes Coffee Bay to develop as a tourism town.

For Operation Phakisa projects, the enhancement of Coffee Bay and Hole-in-the-Wall as tourism destinations that promote coastal tourism is a viable development trajectory. Tourism related activities could thus be enhanced within the two nodes, to promote all-year round tourism activity.

Aquaculture

Dispersed rural settlements lie along the KSD municipal coastline, making the coastal area predominantly rural, with limited developed areas. The rural areas of the municipality are hit by high levels of unemployment, especially among the youth. The development of aquaculture initiatives in such areas is an opportunity to curb youth unemployment and poverty.

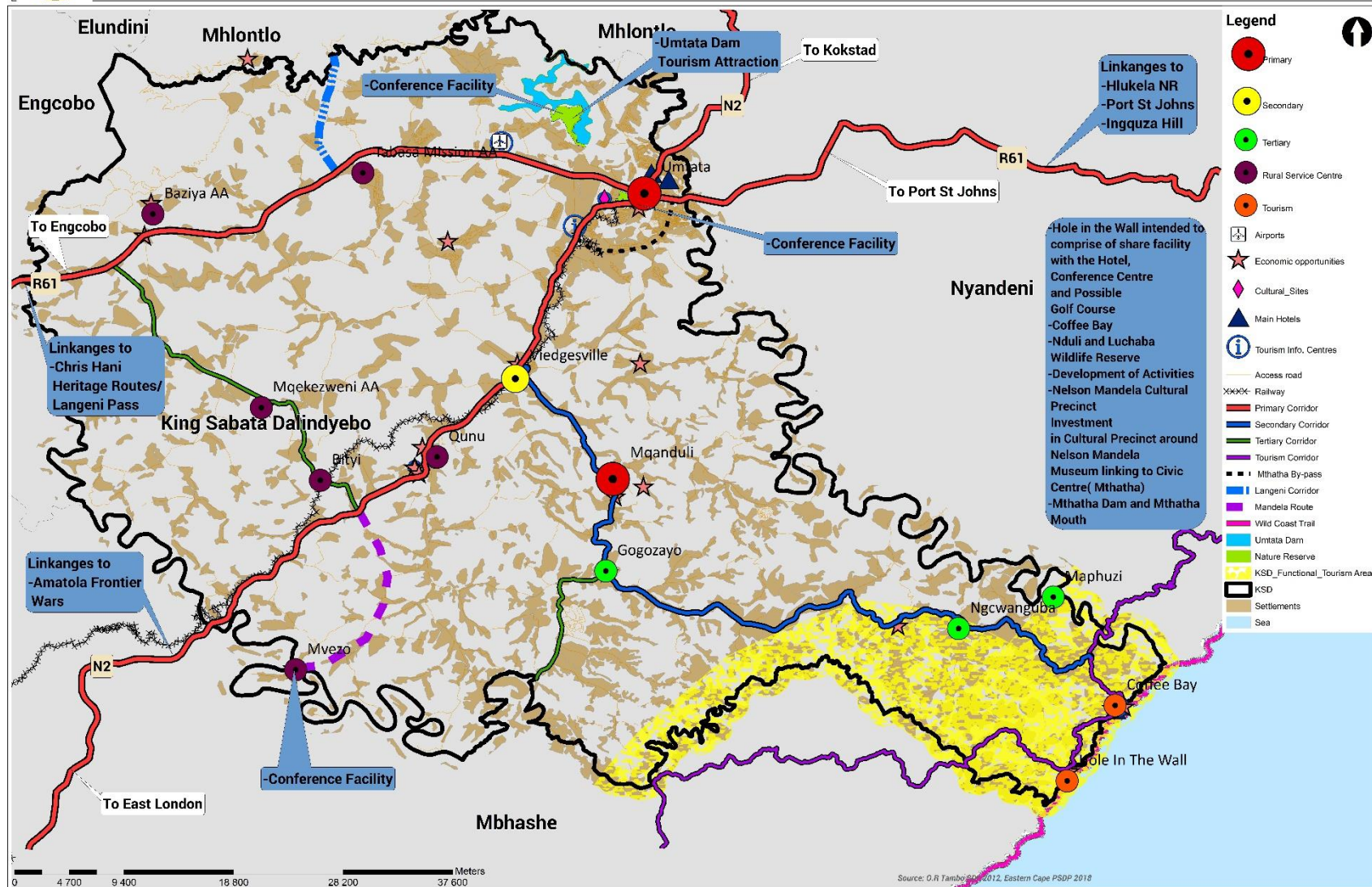
Aquaculture projects have been developed in various areas of the country, to create employment opportunities as well as deals with high demands for fish and other sea food types. The cultivation of various marine organisms creates a great value chain and business links with other industries such as transport and retail.



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TOURISM FRAMEWORK PLAN

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Map 36: Tourism Framework

SPECIAL DEVELOPMENT AREAS

Special Development Areas (SDAs) are geographical areas where the local municipality would need to prioritise and place its development efforts and capital expenditure. The following Special Development Areas have been identified for the KSD Local Municipality.

Vulindlela Industrial Park: The Vulindlela Industrial Park is one of the key projects for the Mthatha town, as it plays a significant role in the secondary sector output of the municipality as a whole. Various initiatives should be encouraged; including infrastructure upgrades, improve investor confidence, community based waste clean-up, etc.

Coffee Bay and Hole-in-the-Wall: Tourism development should be optimised within this Wild Coast area so as to uplift and empower surrounding communities through community initiatives, commercial development, resort project and social capital development.

Mzikantu Red Meat Abattoir and meat processing plant: The development needs an upgrade of the overall facility so as to enhance economic potential.

Nduli and Luchaba Nature Reserves: Multi-purpose developments should be developed, so as to enhance economic and tourism potential of the nature reserves, while conserving their natural and ecological importance. Facilities such as conference centres, environmental education, and residential accommodation should be noted as key developments.

Nelson Mandela Cultural Precinct: The identification of a defined cultural precinct within the Mthatha CBD area linking to the Nelson Mandela Museum (Bhunga Building), Munitata and surrounding government departments is of importance so as to attract investment and increase investor confidence within the town and the municipal region.

Mthatha Special Economic Zone: The Mthatha SEZ is centred on the development of agri-parks and various agricultural initiatives around the Mthatha Airport Precinct. Investment in supporting infrastructure and training needs to be further strengthened. The development of the SEZ should be linked to transportation linkages and infrastructural investment to ease accessibility and economic potential.

Airport Node: The Mthatha Airport is one of the three airports located within the province. The airport was recently refurbished although it has limited activity in terms of flights. This area is noted as an area of importance and an LSDF included development proposals for the node. This airport needs to be developed as a competitive airport within the province through support of complimentary functions that promote integration; including hotels, higher density residential development, office parks and agricultural activity that will act as buffer zones. Transport linkages need to be further strengthened between the airport and Mthatha main centre. Investments and land developments related to such functions should be encouraged.

Government Precinct: the town of Mthatha serves as a regional centre for shopping as well as administrative functions. Government Precinct assist in distinguishing urban districts and group related administrative activities.

This concept could be explored in the Mthatha CBD, to conglomerate similar activities in the western section of Mthatha town, including the Bhunga Building, Botha Sigcau Building, Mthatha High Court, KD Matanzima Building and the Supreme Court.

Institutional Node: The Walter Sisulu University is one of the oldest universities in the country. Its development and impact within the greater KSD area needs to be appreciated. Certain activities related to university culture need to be explored for expanding the university footprint within the Mthatha town. Workshops, school tours and sporting activities between schools could be conducted in the university, further promoting its impact. Further linkages should be encouraged with WSU and the neighbouring Nduli Nature Reserve.

RURAL DEVELOPMENT AND LIVELIHOODS

The KSD Municipality is a predominantly rural municipality, with 60% of its land coverage being regarded as rural. The development of rural areas remains paramount to the national, provincial and local government agenda as rural areas remain to be sites of poverty and harsh unemployment.

The growth and development of rural area remains of importance in the SDF, so as to transform the spatial fragmentation that is highly attributed by the apartheid spatial layout. Various rural transformation strategies are proposed to change the status quo of these vital areas.

Historically, rural areas have been under the jurisdiction of traditional authorities and have had limited urban planning interventions. The urban planning profession has been extensively urban biased, leaving rural areas to remain remote and have minimum service delivery.

A livelihood is sustainable when it can cope with and recover from stresses and shocks and maintain or enhance its capabilities and assets, both now and in future, without undermining the natural resource base.

Post 1994, various measures were taken to encourage the growth and development of rural areas, including the fast tracking of infrastructure service delivery. However, the development of sustainable rural economies has remained void.

The notion of livelihoods is a developmental tool used to enhance social and economic uplift of lagging areas. Various rural livelihood strategies are thus the cornerstone of rural development and transforming rural areas from being poverty traps.

Rural development corridor in the Eastern Region of the Province. This corridor consists of the strategic route R56, R58 and R412 which connects with the N2 just west of Mthatha. This corridor needs to be developed to provide rural linkages with Mthatha for the Joe Gqabi and Alfred Nzo District Municipalities. It is also an important corridor for the mass food production

and forestry programme as well as Nelson Mandela cultural corridor (ORT DM SDF, 2021).

Drawing from history, rural areas have mainly focused on farming activities as the main source of economic development and social uplift. The sector is labour intensive, and over the years, with various climatic changes, the activity has remained to be tough. This then represents a need to shift rural economies and livelihoods to more sustainable sectors as well as innovative industries.

The KSD municipality has potential to develop other sectors besides agricultural farming. The following sectors are for further exploration in the municipality:

- Maize Belts;
- Sheep Shredding;
- Cattle Farming.

These sectors could be supported through various infrastructural upliftment and facilities. Such initiatives would be utilising the existing rural livelihoods and expanding them to uplift affected communities.

Rural Proposals include Rural Settlement Planning in the form of:

- Identification of suitable rural housing provision
- Protection of grazing areas;
- Protection of Environmental sensitive areas;
- Protection of agricultural areas;

- Demarcation of customary (Traditional Practises) areas

Rural Centres that have been identified include Qunu; Mvezo; Ross Mission; Tabase Mission; Mqhekezweni and; Baziya. The planning of Rural Service Centres within the KSD LM is of importance in order to better accommodate increasing population sizes. Provision in terms of the following can be made:

- Shops;
- Post office;
- Government and Municipal offices;
- SASSA pay points; Etc

LAND TENURE AND RESTITUTION

South Africa's deep segregatory history has left deep wounds regarding the land issue, especially in previously disadvantaged areas such as the homelands, townships and informal settlements. The land restitution process has been a tool used by government to address historical land injustices that disposes many of the valuable asset of land.

The South African land restitution process has been guided by the Restitution of Land Rights Act of 1994 to address this deep history through the Land Claims Commission. The town of Mthatha has been particularly affected by the Restitution of Land Rights through numerous land claims that have left the KSD Municipality financially crippling.

The Land Restitution is of a sensitive nature to previously disadvantaged groups, hence it should be treated with sensitivity and caution. Various portions of land that have been given back to affected communities should thus be used to benefit those communities so as to change the historical underdevelopment.

There are currently two (2) large land claims within the Mthatha area, the Zimbane Community and KwaLindile Community land claims. The Zimbane Community land claim affects a significant portion of the Mthatha town and surrounds. According to reports by the DRDLR, the first phase of the Zimbane Community land claim was settled in July 2018, where the claimants received financial compensation of 22 million.

The report states that the claim will be resolved in four (4) phases, as follows:

- Financial compensation for betterment
- Financial compensation for developed land parcels that will be restored;
- Restoration of land parcels in Mthatha to the Community Property Association (CPA)
- Resolve the litigation between Zimbane and Lindile communities.

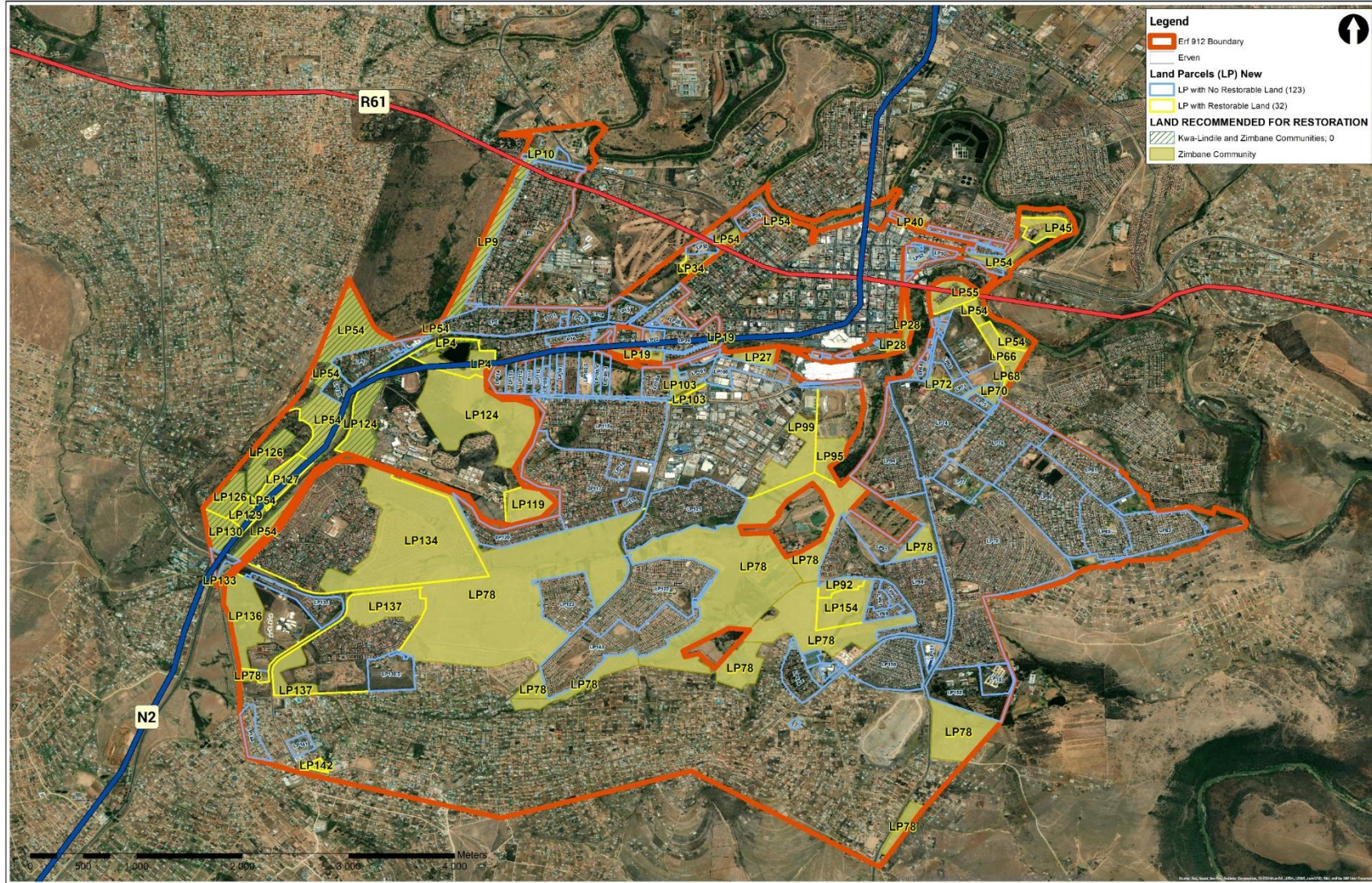
The resolution of the existing land claims has had progress so far, however, cautious measures need to be taken by the Municipality with regards to proposed development on the affected land portions. This is to further avoid litigation that might cost prospect developers and the municipality, as with the case between the *Municipality and Landmark Mthatha (Pty) Ltd in 2013*.



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MTHATHA LAND CLAIM PLAN

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Map 37: Mthatha Land Claims

SPATIAL TRANSFORMATION

The KSD Municipality falls within the areas which were previously regarded as homelands, in the former Transkei homeland. The homelands were primarily a racial segregatory tool utilised by the Apartheid government, to create independent black areas.

This rich and complex historical background influenced the development trajectory of the former homeland areas which are mainly characterised by maladministration and under development among other factors. As like many other homelands, the former Transkei area was hardly hit by under development and poor service delivery, especially in rural areas.

The political transition from 1994 encouraged various development initiatives, including basic service delivery for clean drinking water, roads and electricity. However, rural areas remained to lag developmentally, as compared to the urban areas. This disjuncture stemmed from policies and legislation that were highly urban bias.

The enactment of the Spatial Planning and Land Use Management Act (SPLUMA) in 2013 could be regarded as a transformative tool towards land use management within the Republic as a whole. This legislation seeks to transform land development in the country's urban and rural areas through appropriate land use control, change the functioning of the planning profession by extending the scope to rural areas as well as to encourage development in rural areas.

This is a tool to transform the historical spatial fabric that encouraged under development, poverty and limited economic output. The following strategies are proposed as a means of addressing spatial transformation within the municipality:

- Promotion of sustainable settlements;
- Access to social services;
- Access to infrastructural services;
- Promotion of economic activity in lagging areas;
- Lenient land use control measures in previously disadvantaged areas.

SOCIAL FACILITIES FRAMEWORK

According to the Eastern Cape Provincial Spatial Development Framework, social infrastructure highly concentrates on the provision of basic services that include water, access roads, health services, education and domestic electrification of households. There is currently a backlog in the provision of these services to the Eastern Cape communities although there are ongoing projects implemented by different spheres of government.

In terms of the CSIR Standards on Human Settlement and Design, the following planning thresholds are applicable:

Facility	Use capacity and threshold
Primary School	To serve an estimated minimum population of between 3 000 and 4 000
Secondary School	To serve an estimated minimum population of between 6 000 and 10 000
Clinic	To serve an estimated minimum of 5 000 people
Police Station	To serve an estimated population of 25 000

Table 15: Social Facilities Use and Capacity Threshold

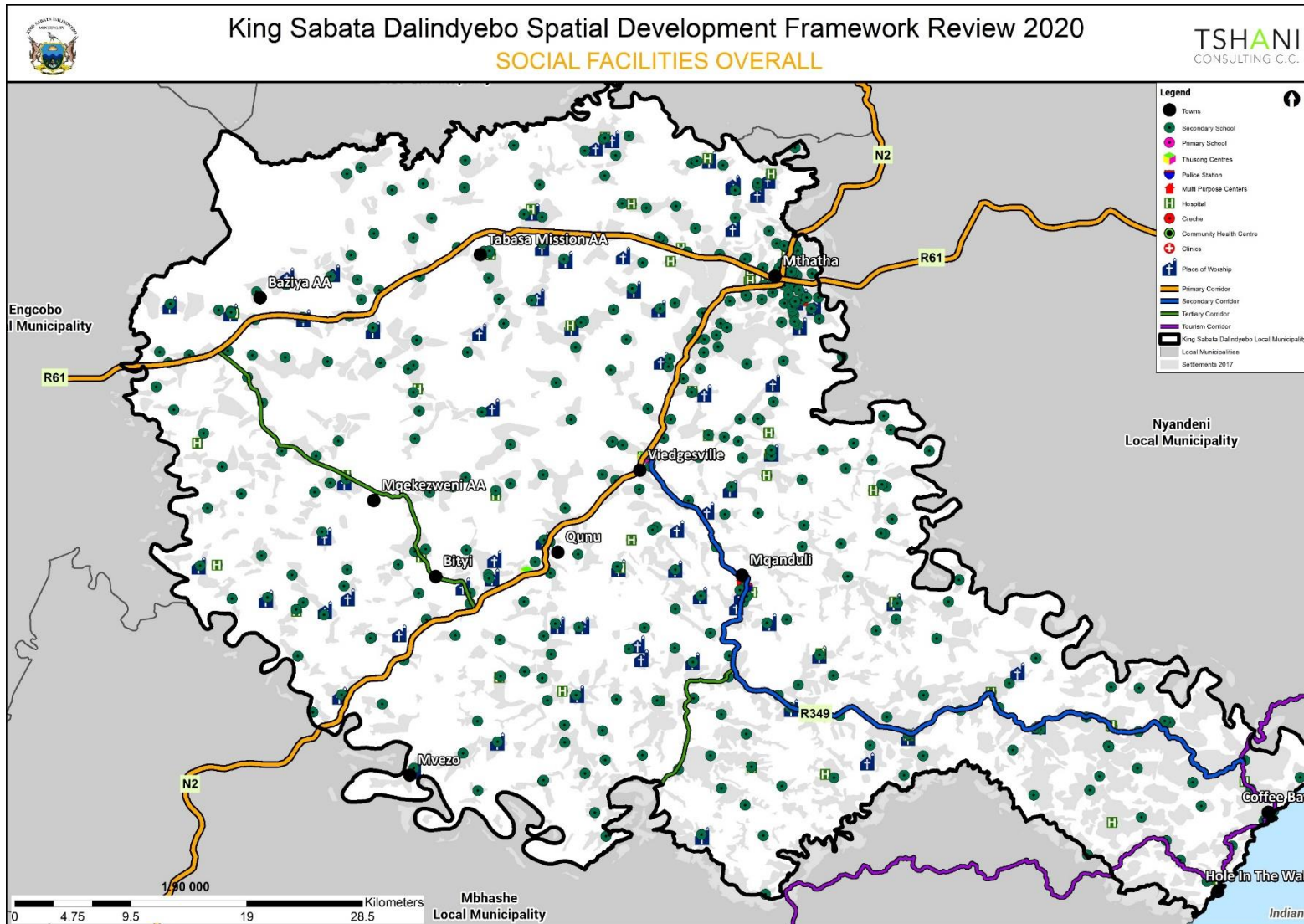
It is important to note the importance of an integrated planning approach towards service delivery so as to make sure that services are provided along with adequate supporting infrastructure. Based on the existing facilities with the Municipality, the following is a depiction of the number of facilities that are required to meet the population needs of the Municipality. Based on the

growth projection of the KSD Local municipality to the year 2050, a drastic increase in the number of Social Facilities will be required.

SOCIAL FACILITY INTERVENTIONS		
TYPE	EXISTING	REQUIRED
EDUCATION		
Crèche	20	150
Secondary School	43	36
Primary School	78	64
MEDICAL		
Clinic	39	18
Hospital	5	
Community Health Care	7	45
CIVIL FACILITIES		
Police Station	5	8

Table 16: Municipal Social Facility Need based on CSIR Guidelines (2012)

Currently, the municipality has some social facilities that are adequate in number, however, there should be a consideration of increasing the number of social facilities so as to respond population increases.



Map 38: Overall Social Facilities

BUILT ENVIRONMENT FRAMEWORK

This section identifies key built environment features within the municipality, thus developing a Built Environment Framework.

Settlement Edges

A **settlement edge** is the dividing line or boundary between areas of urban or rural development (a settlement). It also defines the logical boundary between areas with different features and purposes, such as the boundary between areas suitable for development and those with ecological sensitivity.

Settlement edges are used to **manage and direct investment** as well as infrastructure, based on community needs and economic activities located within the settlement edges. They are also used to encourage efficient use of underutilised land in a settlement or town, through the development of vacant land.

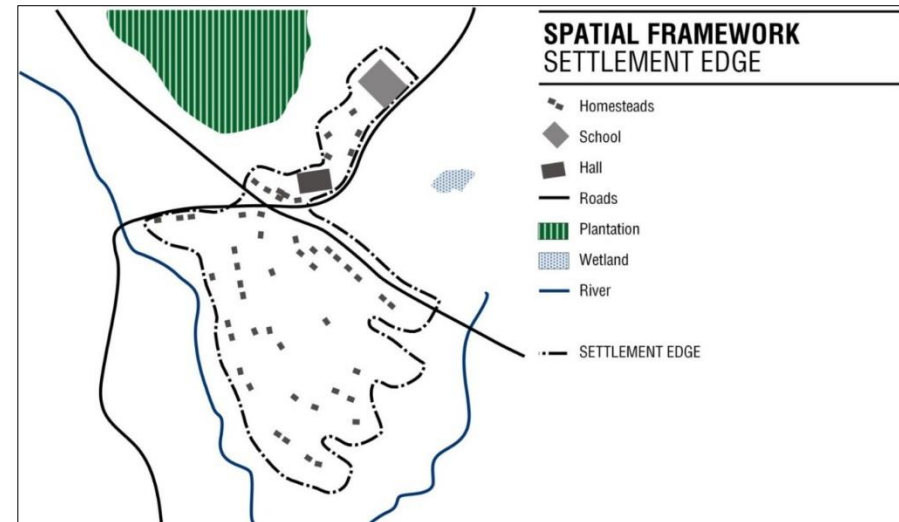


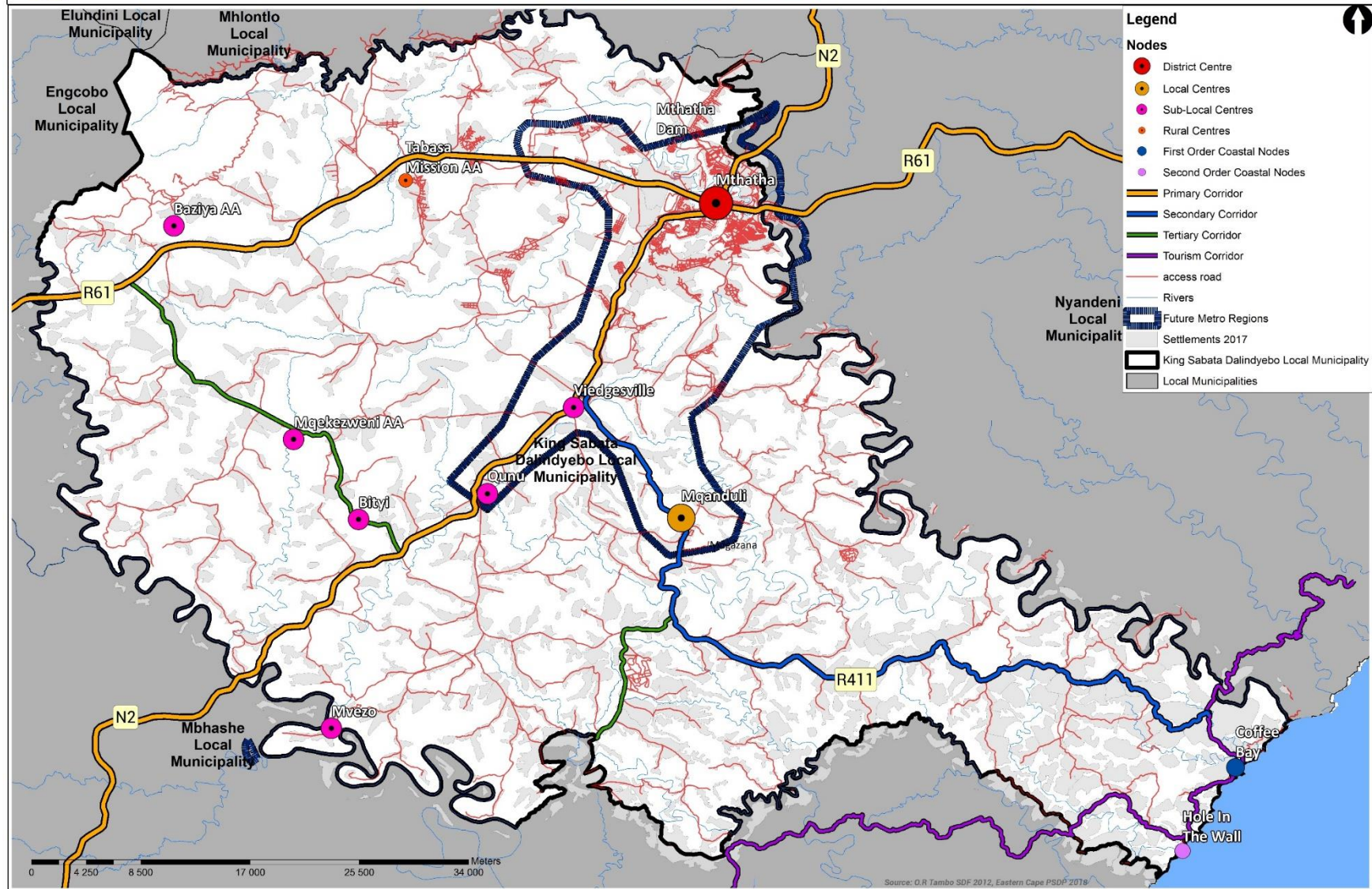
Figure 38: Diagram indicating Spatial Framework Settlement Edge

In order to better manage the functioning of our settlements or towns, a number of objectives and steps are required. The following are highlighted as goals for identifying settlement edges:

- Creating efficient urban/rural spaces;
- Creating sustainable and integrated settlements;
- Limiting the prominence of hazards;
- Managing waste;
- Avoiding hazards;
- Limiting uncontrollable extension of new developments;
- Increasing densities in new and existing areas;
- Encouraging effective transportation linkages.



SETTLEMENT EDGES



Map 39: Settlement Edges Plan

Urban Edges

The notion of urban edges is of importance towards urban management and development. An urban edge is a boundary that seeks to manage urban sprawl within a defined urban area.

Urban edges are primarily set to:

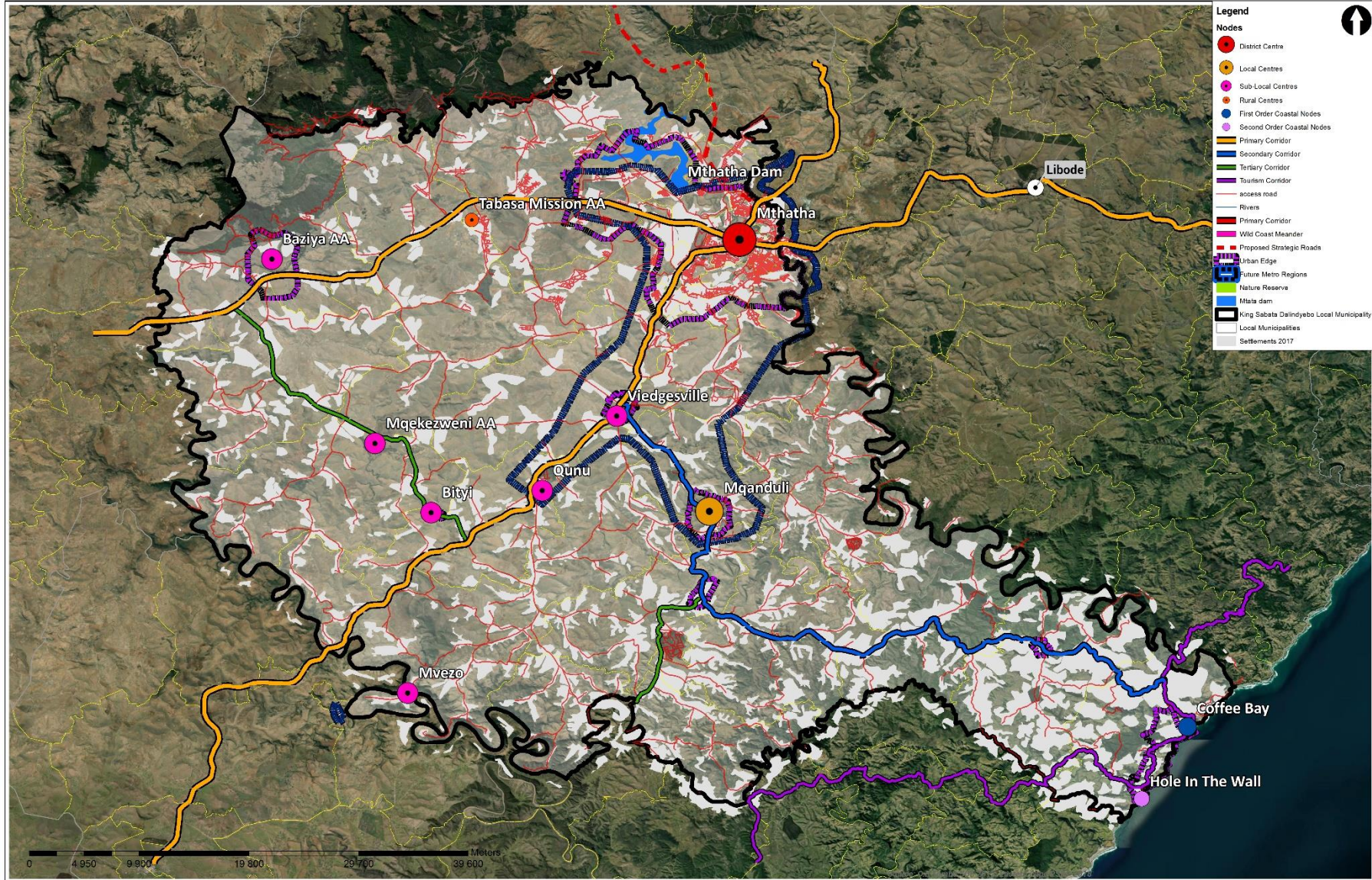
- Manage urban sprawl;
- Encourage balanced growth;
- Identify areas of land intensification and densification;
- Rationalise areas of investment;
- Protect significant environments and resources;
- Promote efficient land use management systems.

The towns of Mthatha and Mqanduli have been identified as the key urban areas within the municipality. Coffee Bay is proposed as a third urban centre within the municipality. The plans below depict the urban edges within the three urban areas as well as other important nodes that show development potential within the municipality.



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OVERALL URBAN EDGE



Map 40: Overall Urban Edge Plan

Mthatha

The town of Mthatha is of particular significance to the Municipality. It is a major regional transport hub at the intersection of a national, provincial and several local routes and also at the end of a regional rail line. It has strategic transport and logistics significance but also an incomplete internal route network causing congestion in the CBD.

The town as a node provides educational facilities, administrative functions and the highest level of access to shopping and social services in the municipality. It should be targeted for the following:

- High order investment in infrastructure;
- Development of new public-funded housing areas;
- Development of regional social goods and facilities, including educational institutions, and sports and recreational facilities
- Land use management that focuses on establishing the CBD as an attractive area to do business in.
- Land use management that facilitates the orderly development of office and retail premises as well as the required range of accommodation to support the administrative and service functions in the area

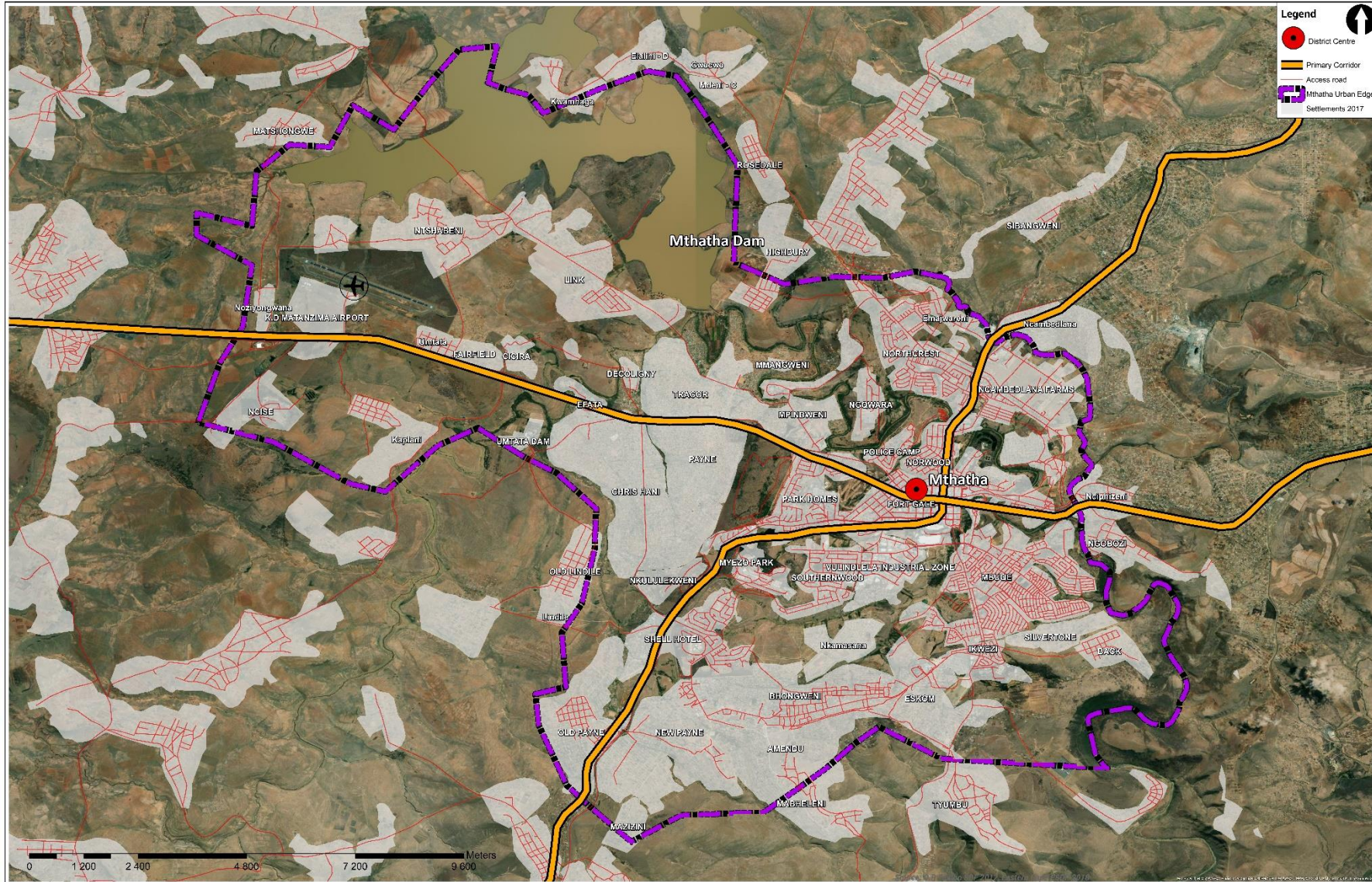
The Vision 2030 Sustainable Plan identifies the following challenges and opportunities with regards to Access.

Challenges

- National and local routes converge within the CBD and topography and rivers limit local connections between suburbs, forcing local traffic through the CBD, and increasing congestion
- Neighbourhood route networks are planned for vehicular mobility and not accessibility for pedestrians
- Lack of a rail link to the north limits the potential of the rail network to provide an alternative to using cars

Opportunities

- Mthatha is easily accessible from a national and regional perspective with good linkages to surrounding villages with 1.5 million people within a 50km radius
- Rail connection to East London offers a sustainable regional link
- Mthatha has an airport that connects it with Johannesburg
- Potential for providing alternative routes around the CBD for through traffic



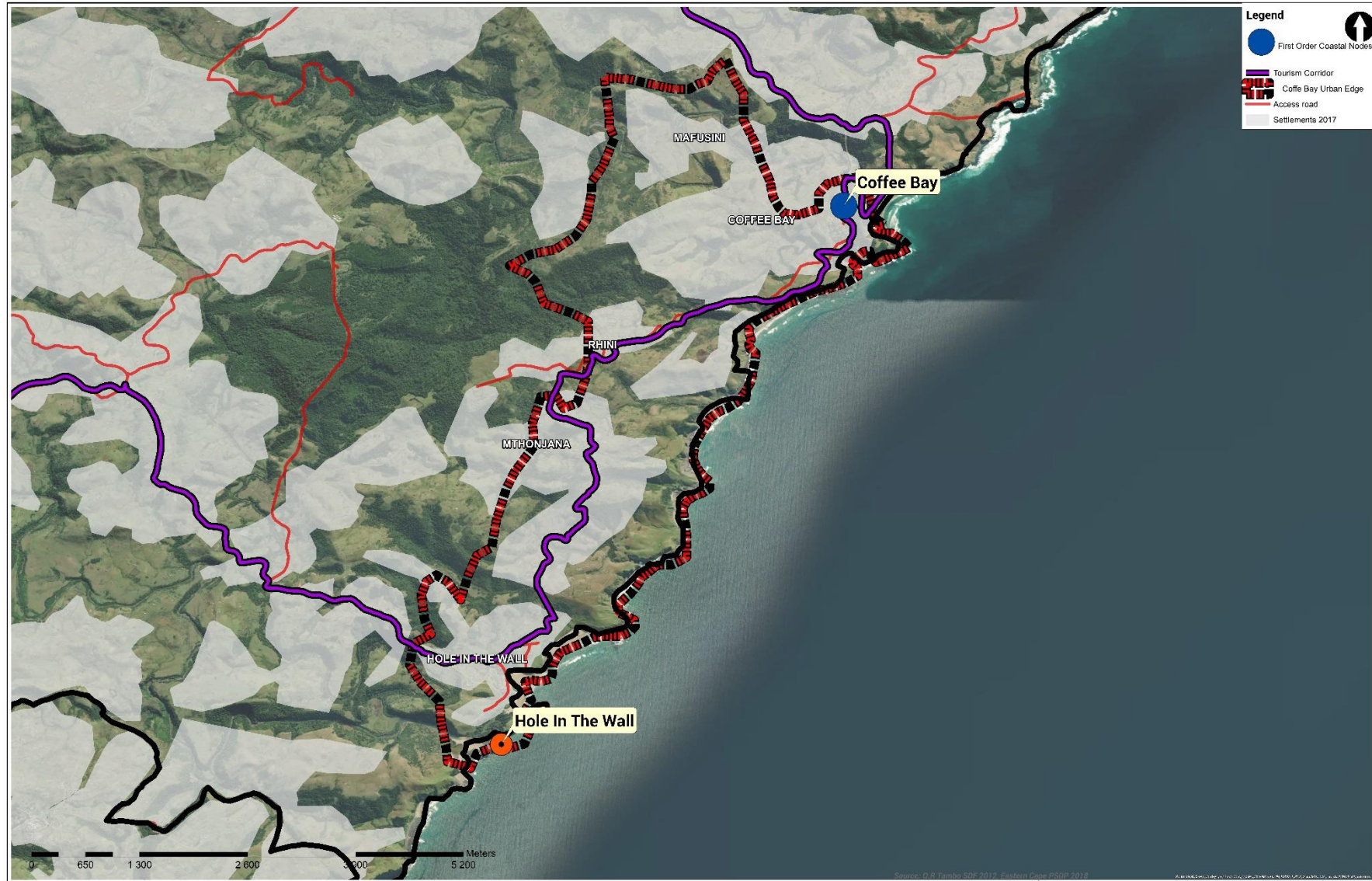
Map 41: Urban Edge Plan - Mthatha

Coffee Bay/Hole-in-the-Wall

Coffee Bay and Hole-in-the-Wall are considered to be of particular importance in terms of tourism and to ensure the growth of these nodes, tourism and development need to be prioritised. In terms of the urban edge, it is highly likely that it may grow due to the large number of people the area attracts on a daily basis.

The Key issues priorities for Coffee Bay and Hole-in-the-wall identified in the Draft LSDF Precinct Plan Coffee Bay include:

- Developing the town as tourism destination
 - Range of land developments anticipated include administrative facilities, retail and commerce, health and education facilities of a higher order and residential accommodation for local residents and people requiring accommodation associated with the service functions of the town
 - Infrastructure provision and the maintenance of all infrastructure.
 - Provision of full range facilities and services for local and visiting communities.
 - Promotion of tourism and encourage the development of a greater diversity of tourism product, facilities and enterprises.
 - Protection of sensitive, vulnerable, highly dynamic or stressed ecosystems.
 - Development of new public funded housing areas.
 - Infill planning and development.
- Sporting, cultural, market, transportation and social, community and economic services and infrastructure
 - Promote tourism and encourage the development of a greater diversity of holiday and leisure products, facilities and enterprises.
 - Provide appropriate level of services and facilities to attract developers and tourists.
 - Protection of sensitive, vulnerable, highly dynamic or stressed ecosystems.
 - The outer limits of these nodes should be defined, surveyed and the area administered by the municipality.



Map 42: Urban Edge Plan – Hole in the Wall

Viedgesville

Viedgesville strategically located on the N2 with a newly constructed road interchange, which provides on ramp and off-ramp accessibility to the node and also connects it with Ngqwala, Mqanduli and Coffee Bay. It is the

gateway from the N2 to the Wild Coast Tourism Zone and often acts as a stopover for travellers and tourists.

The Mqanduli and Viedgesville LSDF identifies the role of the Viedgesville Node as follows:

	BIOPHYSICAL ENVIRONMENT	SOCIOECONOMIC ENVIRONMENT	BUILT ENVIRONMENT
REGIONAL ROLE	<ul style="list-style-type: none"> Building climate change resilience through sound ecological governance Reduced carbon footprint through renewable energy and energy efficiency (RE&EE) 	<ul style="list-style-type: none"> Potential to develop agricultural activities to link into the regional agricultural supply chain and value chain. Potential agri-processing hub and livestock related farming area Resuscitation of Kei Rail and strengthened role of rail-based logistics Gateway from the N2 to the Wild Coast Tourism Zone - convenience facilities for travellers and tourists as a stop over Energy security and revenue generation through renewable energy projects: solar, wind, biomass 	<ul style="list-style-type: none"> Potential future multimodal interchange - Viedgesville should be developed along principles of transit-oriented development i.e densification and mixed-use development within an 800m walking distance of the settlement node. A sustainable, compact, high density, mixed use settlement node developed in line with principles of transit-oriented development. A secondary service centre, which should provide access to a range of facilities & amenities Potential Regional cemetery
LOCAL ROLE		<ul style="list-style-type: none"> Reinforcing of wholesale and retail (builders' merchandise, fresh produce market) The existing Thusong Centre & Facilities offer community and business development/support to the local farmers. A plant nursery function is also a part of the facilities Development of Sport & other Amenities in the form of new facilities to support development of the node (ICT facilities, education facilities, skills training facilities, police 	<ul style="list-style-type: none"> Role as a transport hub should include facilities for multi-nodal interchange; facilities for SMME's in proximity to the multi-modal interchange Densification and Mixed Land Use in support of transit orientated development (sustainable infrastructure; affordable higher density housing; office space and; social amenities)

		station, post office, sports facilities, community parks, municipal facilities and churches) <ul style="list-style-type: none"> Existing health care services Convenience facilities for travellers and tourists as a stopover/gateway to the Wild Coast 	
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Table 17: Viedgesville LSDF Role Identification

Mqanduli

Mqanduli Town is located less than 60km from the coast. The Coastal route the DR08031 from the N2 passes through Mqanduli and provides access to

Tourism areas of Coffee Bay and Hole in the Wall. Mqanduli Town is identified as a primary node in the Municipality alongside Mthatha.

The Mqanduli and Viedgesville Isdf identifies the role of the Mqanduli Node as follows:

	BIOPHYSICAL ENVIRONMENT	SOCIOECONOMIC ENVIRONMENT	BUILT ENVIRONMENT
REGIONAL ROLE	<ul style="list-style-type: none"> Building climate change resilience through sound ecological governance Reduced carbon footprint through renewable energy and energy efficiency (RE&EE) 	<ul style="list-style-type: none"> Primary service node in the municipality providing access to a range of facilities and amenities to the surrounding subregion. Agricultural training and skills development centre for the subregion. Expansion of pilot agricultural development zone to link into the regional agricultural supply chain. Potential crops: - Maize and soya; Fisheries; Bees (honey production) and; Productive livestock farming and animal husbandry. Potential larger scale co-operative and commercial farming: maize, soya, chicken 	<ul style="list-style-type: none"> Enhanced Cultural and Tourism roles. Through the urban upgrade of the Mqanduli CBD, and the development of B&B's the town should play a support role to the "Wild Coast" brand and be marketed in this way. Provision of quality lifestyle housing options for those who prefer to live and work from Mqanduli Estate-type residential / B&B development: Proximity to Mthatha and en-route location to Coffee Bay makes this a desirable location for the development of estate type / lifestyle low density

		<ul style="list-style-type: none"> • Informal trading is proposed within the CBD of this region to promote LED and address poverty and generate rates for the municipality • Energy security and revenue generation through renewable energy projects: solar, wind, biomass • Central Agriprocessing hub linked to the above activities. Milling, fisheries storage, light manufacturing facilities. 	<p>housing and B&B's within the scenic areas of the town.</p> <ul style="list-style-type: none"> • Affordable social housing: Provision of social housing through the unlocking of infrastructure should be prioritised for people living and working in the Mqanduli areas
LOCAL ROLE	<ul style="list-style-type: none"> • Provision of ecological services including water supply, food production, raw materials etc. • Provision of parks and enhanced recreational amenities. • Development of irrigated cooperative farms in the arable hinterland 	<ul style="list-style-type: none"> • Primary social services hub providing access to High Schools; Community Health; Centre & Clinics; Welfare Services; Magistrates Court; Police station; Municipal facilities; Churches. • Enhanced quality of facilities to improve the overall quality of the node. 	<ul style="list-style-type: none"> • Town regeneration and upgrade of the public environment. • Densification and Mixed Land Use: Infrastructure; Affordable higher density housing; Office space and; Social amenities

Table 18: Mqanduli LSDF Role Identification



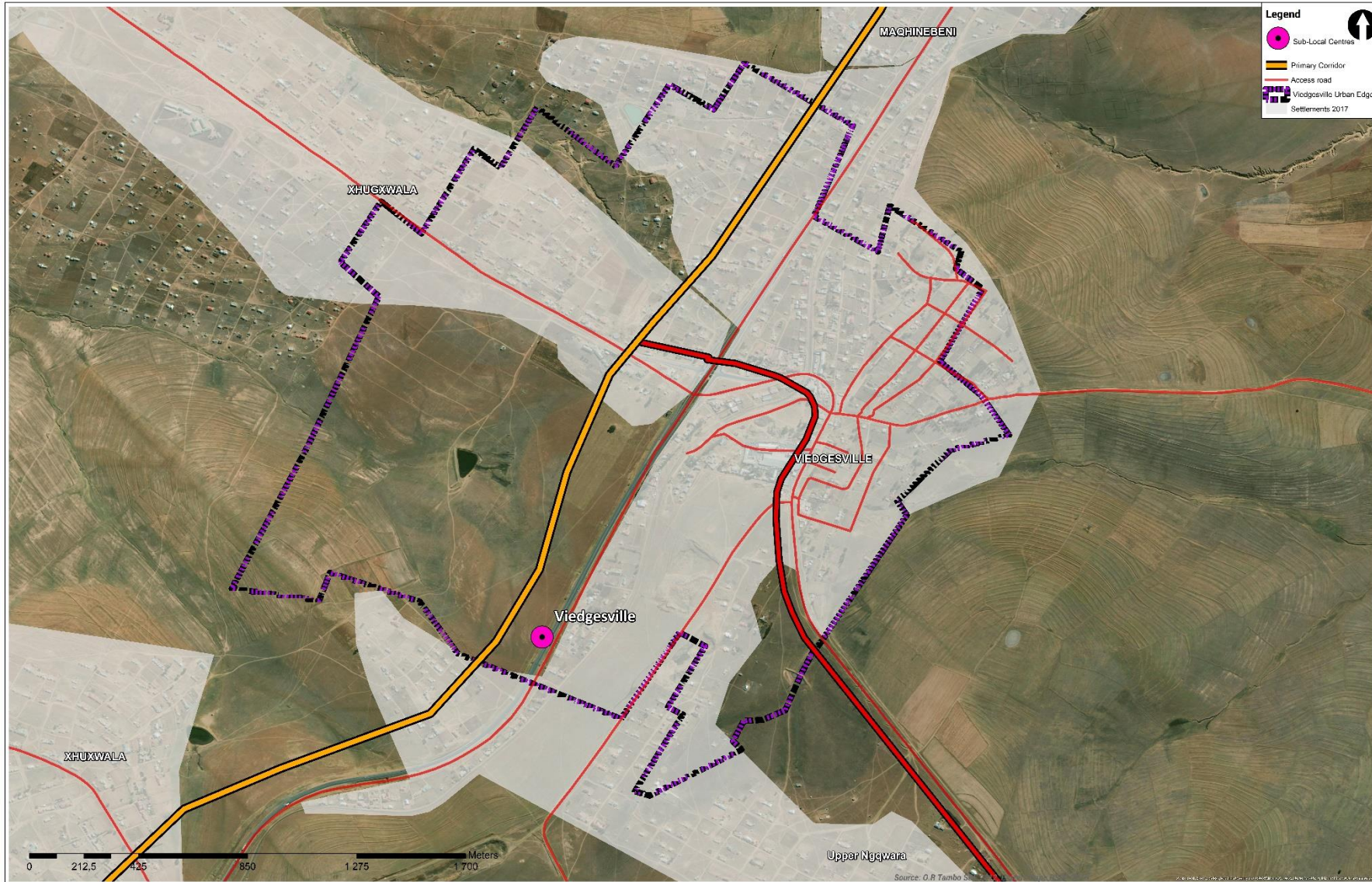
King Sabata Dalindyebo Spatial Development Framework Review 2018

URBAN EDGE - MQANDULI

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Map 43: Urban Edge Plan – Mqanduli



Map 44: Urban Edge Plan – Viedgesville

Special Development Areas

Local area Spatial plans have been developed for specific areas of the KSD LM, including Coffee Bay, Viedgesville, Mqanduli as well as Western Mthatha (including the airport area). These plans have been developed to serve as development guidelines in the respective areas related to the study area and

its immediate surroundings. The urban node of Mthatha, which is also the biggest urban centre within the KSD municipality uses the KSD SDF as the main development guideline in the form of a spatial plan for the LM.

The following proposals have been developed for other nodal areas with the Municipality:

NODAL AREA	PROPOSAL
Coffee Bay	<p>Coffee Bay is not registered as town although it is currently in the process of doing so.</p> <p>The development of Coffee Bay is seen as a tourism town that supports tourism activities, with particular focus on resort accommodation, conference facilities, convenient services and affordable housing for the surrounding rural communities.</p> <p>The installation of bulk services is key towards the development of a functional town as the area currently has limited bulk services that would support the proposed massive development and population influx.</p> <p>The Maphuzi area, which is in close proximity is to serve as a subsidiary area aimed at providing sector department services to the rural communities.</p>
Mqanduli	<p>Mqanduli is one of the old existing towns within the municipality. Its main function has been an administrative centre for the rural population located along the coastline.</p> <p>The goal of Mqanduli is to grow as an agricultural hub within the municipality, particularly focused on crop production and processing.</p> <p>The state of housing within the town needs to be transformed, various housing typologies are proposed for the growing town.</p> <p>Better rates collection and is needed for further urban management within the town.</p> <p>A revitalisation of Mqanduli Main Street is in dire need so as to transform the spatial morphology and outlook of the town.</p> <p>The formalisation of informal street trading is proposed to promote LED while addressing the effects of poverty.</p>
Viedgesville	<p>Viedgesville is strategically located along the N2 and serves as a gateway to the KSD coastline through the R349.</p>

Table 19: KSD Nodal Area Proposals

Mthatha

A compact city is one that offers an intensification of land uses, vertical densification and explores the development of transit oriented development. Compact cities offers convenience while maximising land usage

The development of a spatial plan for Mthatha CBD is of great importance as this town not only serves the KSD municipal population, however, provides economic and educational services at a regional scale; has the N2 and R61 traversing the urban centre. This indicates high traffic volumes, increased need for central residential accommodation, recreational facilities and employment opportunities among other factors.

The revitalisation of the Mthatha CBD and surrounding areas is also key towards better managing this busy town; administratively, economically, environmentally and socially. The guidelines below, thus indicate a tool to develop the town of Mthatha and surrounding areas:

Informal trading

Informal trading is proposed within the CBD of this region to promote LED and address poverty and generate rates for the municipality.

Density

The issue of urban sprawl has affected the spatial development of urban areas and has had significant implications on the provision of services. The notion of densification has thus been explored as a tool to address the issue of urban sprawl as well as to bring people closer to services.

Densification is also a means of tackling the increasing value of land and its complimentary services such as bulk infrastructure. The notion of compact cities in developing cities is at the centre of the of the densification agenda as it provides various strategies for densification.

The Mthatha CBD indicates low density developments that offer opportunity for infill developments. The town also remains a centre for economic activities as many people travel into the city in the morning and leave after working hours, either for work, leisure, schooling, accessing social amenities, etc. The fabric of the town thus needs to be transformed so as to create efficient urban centres that work around the clock to be able to effectively provide for the needs of its users.

The intensification of land uses that incorporates residential developments, student accommodation, mixed use, shopping, restaurants, night life and offices promotes efficient urban functions and better land utilisation. The promotion of vertical densification is an opportunity to increase the city's revenue base and saving on distant infrastructural installation. The formalisation of informal street trading is proposed to promote LED while addressing the effects of poverty.

City Improvement Districts (CIDs)

A City Improvement District is a non-profit organisation that operates with a defined geographic area, whereby, property owners agree to pay a levy for supplementary and complimentary services set to enhance the physical and social environment of the area. CIDs are aimed at promoting:

- Safety;
- Investor confidence;
- Good aesthetics;
- Socio-economic uplift;
- Infrastructure maintenance;
- Infrastructure investment.

CIDs have been targeted to transform spaces of the inner city and bring investment back into inner city spaces as they have often been neglected and experience low infrastructure investment. The inner city of Mthatha is no exception, there are limited districts to distinguish different functions of the CBD.

CIDs are not aimed at restricting functions of the CBD, rather, they aim to enhance a user's experience of the CBD. Various business owners and developers who are interested in various sections of the CBD area need to be lobbied into the benefits of investing in Mthatha's CBD so as to help promote growth within the town.

For CIDs to be effective, partnerships between the public and private sectors is of importance, so as to create enabling environments that are conducive to conduct business while assisting in growing the town and municipality as a whole.

Revenue Enhancement

Small municipalities which constitute of large rural areas are characterised by insufficient funding and a limited revenue base. These often means that

these municipalities are highly dependent on the national and provincial fiscal. In order to see economic growth and development, municipalities need to show a certain level of self-sufficiency, especially with regards to the provision and maintenance of basic services.

To promote financially sustainable local government institutions, revenue generation and a healthy revenue base is of importance. At the core of this efficiency is viable financial management, effective revenue collection and management. However, prior to revenue collections, there should be systems in place for efficient collection and a great level of accountability from property owners.

Smaller municipalities often lack improvements in their internal revenue systems and generation. This means that there should be various strategies put in place to address the issues related to revenue generation and collection, so as to improve the financial health of the institution. The following is thus a revenue enhancement strategy to guide for the municipality to increase its revenue base:

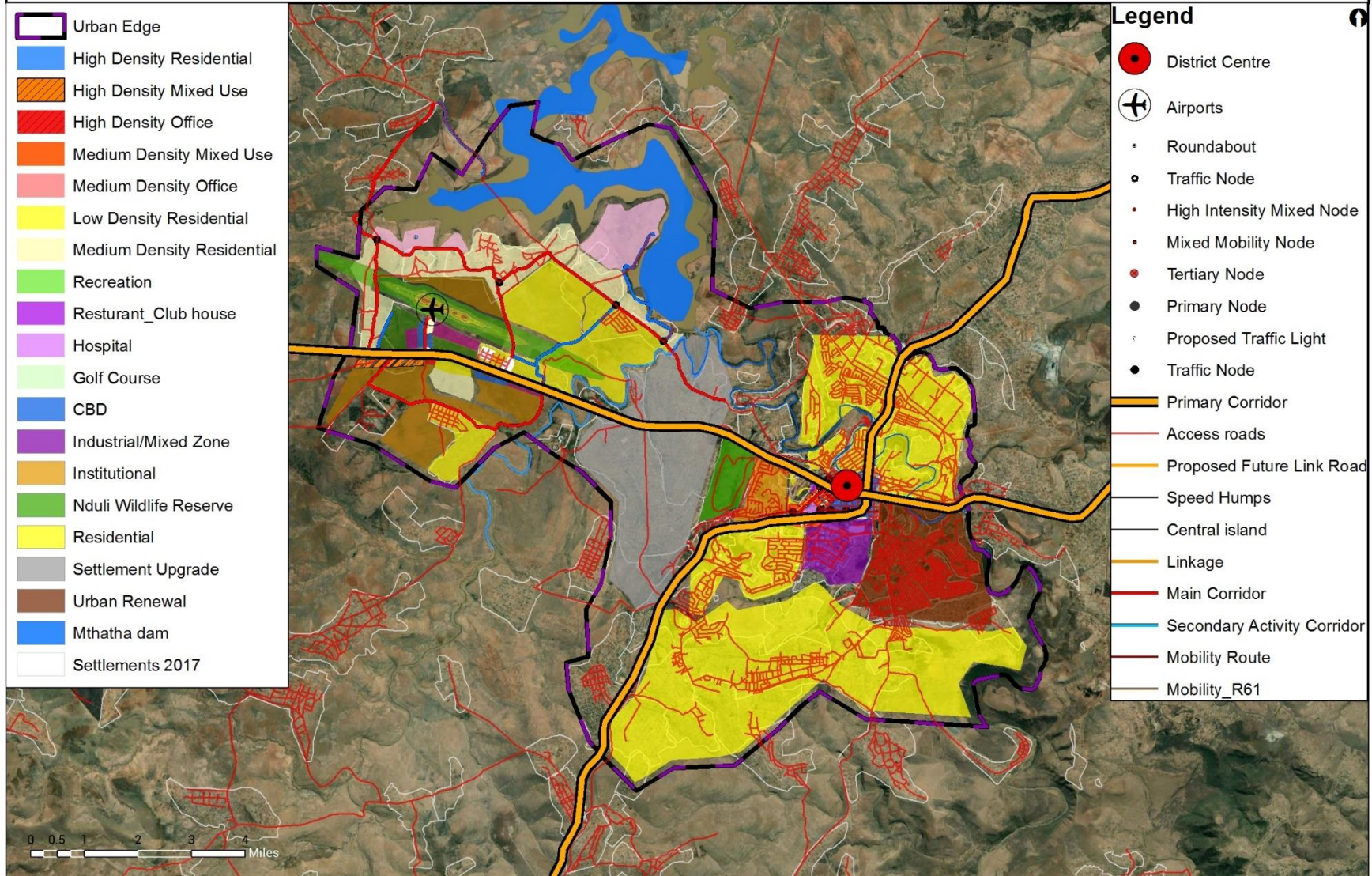
- Enforcement of various by-laws, which are accompanied by stringent fines for non-compliance;
- To create incentives for certain type of businesses in certain districts of the urban areas;
- To promote efficient communication systems for a conducive business environment.



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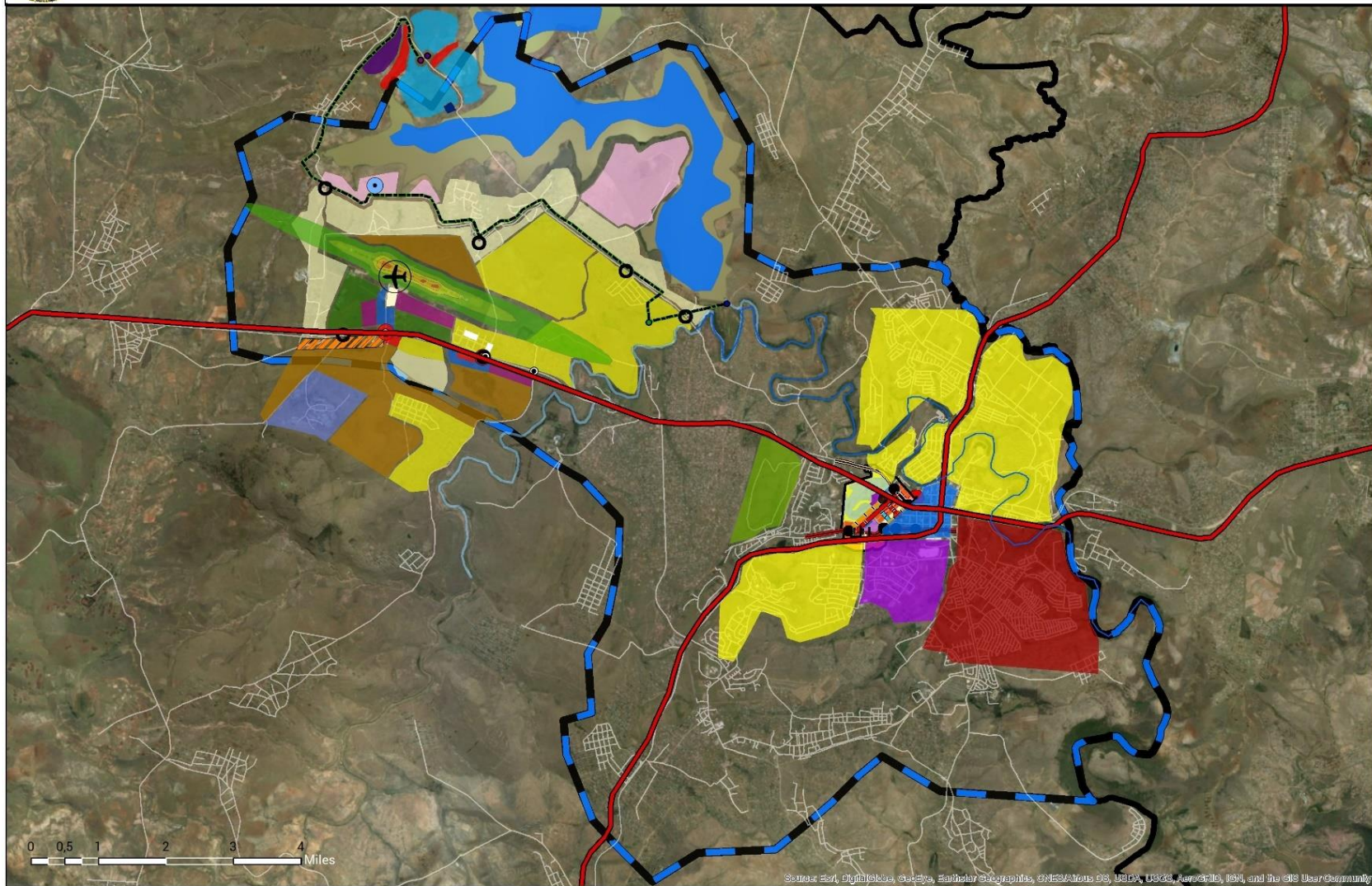


Map 45: KSD SDF Review 2018 - Mthatha



King Sabata Dalindyebo Spatial Development Framework Review 2018

OVERALL SDF



Map 46: KSD SDF Review 2018 – Overall SDF

SMALL TOWN REGENERATION

Rural development has been placed high on government's agenda for most of the State of Nation Addresses. The formulation of comprehensive rural development policy, with coordinated implementation by all spheres of government has been significantly lacking, therefore, the Regeneration Strategy is current and aligned to goals set out by international and regional development goals.

The Eastern Cape Province's Integrated Small-Town Revitalisation Strategy has the following main objectives in order to address underdevelopment in its small towns and rural areas:

- To address poverty in small towns;
- To address economic marginalisation;
- To address imbalances attributed by spatial fragmentation;
- To build a more inclusive society and economy;
- To develop infrastructure;
- Improve transportation linkages;
- To reduce unemployment through local economic development initiatives.

There are a number of towns within the Province that are earmarked for various provincial initiatives. The table below indicates some of the towns:

COGTA	DEDEAT	DPW	PROPOSED STR
Nqgushwa	Nqgushwa	Bhisho	Libode
Matatiele	Emalahleni	Alice	Flagstaff
Matatiele (Diketlane)	Ntabankulu	Peddie	Lusikisiki
Mhlontlo (Tsibiyane)	Mzimvubu	Bizana	Coffee Bay
Mount Fletcher	Mbizana	Cofimvaba	
Port St Johns	Port St Johns	Port St Johns	
Engcobo	Engcobo	Engcobo	
Idutywa		Mt Ayliff	
Intsika Yethu (Sabeleli)		Mt Frere	
Barkley East		Cala	

Table 20: List of towns for STR in the EC Province

The main pillars of the STR include:

- Infrastructure development;
- Beautification;
- Environmental management;
- Local economic development;
- Heritage;
- Marketing.

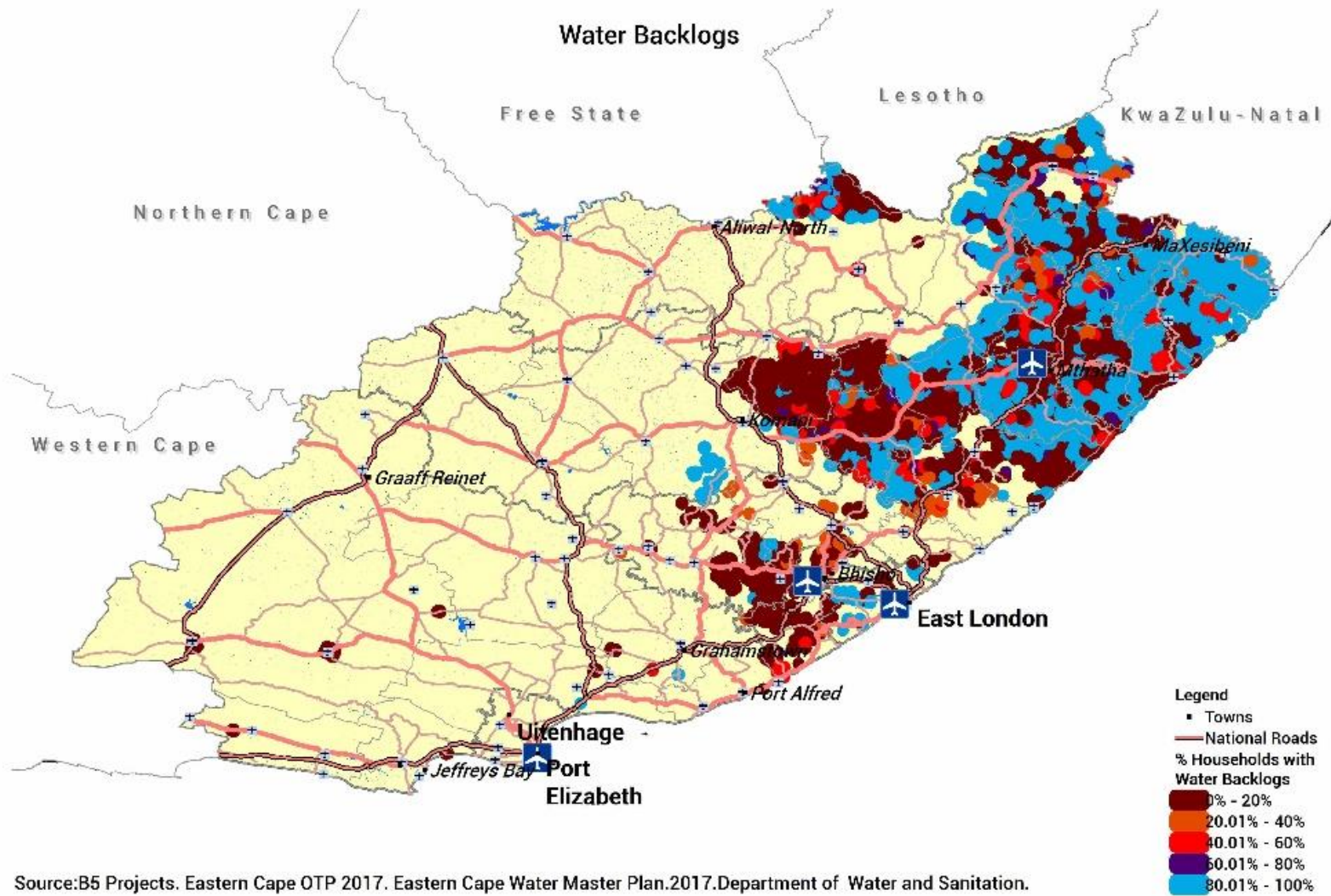
These pillars of the STR are of importance as they seek to promote investment and development of small towns and rural areas through smaller initiatives such as beautification.

WATER AND SANITATION

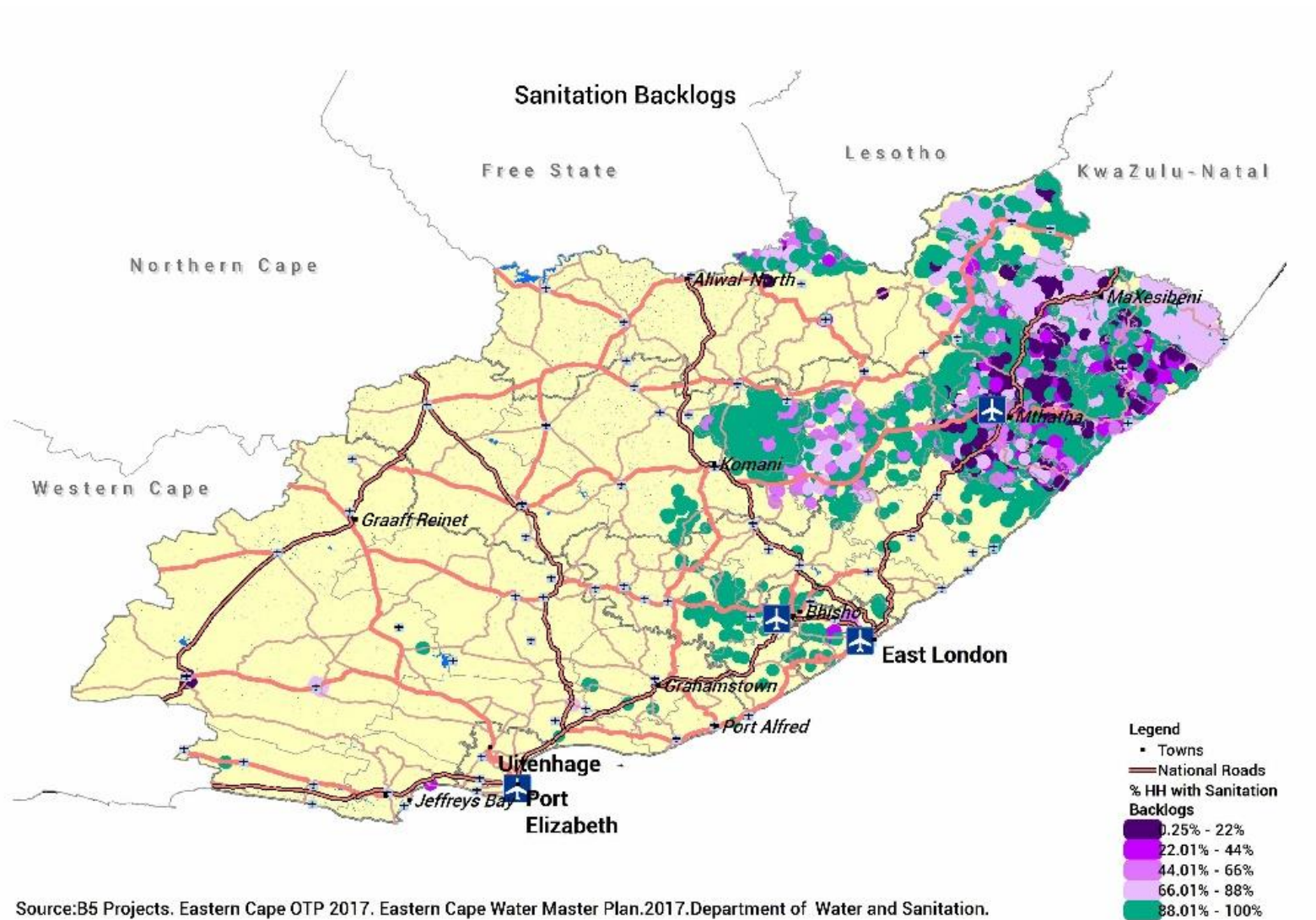
The EC PSDF states that the Department of Water and Sanitation in the Eastern Cape Province Region, has worked on the Provincial Water Services Infrastructure Master Plan (PWSIMP), which is aimed at identifying gaps and developing on water and sanitation within the Province. The master plan highlights that the *water backlog* in the Province is at 27% with *Alfred Nzo, Joe Gqabi and OR Tambo District municipalities having a backlog of 40%*.

On sanitation, the provincial backlog sits at 30.6%, with *Alfred Nzo, Chris Hani, OR Tambo and Sarah Baartman district municipalities having backlogs of more than 30%*.

Water conservation and demand management is an integral part of the water services provision and monitoring. The Eastern Cape has water losses of 37%, which are more than the acceptable norm of 20%.



Map 47: Water backlogs in the Eastern Cape Province- EC PSDF (2017)



Map 48: Sanitation backlogs within the Eastern Cape Province- EC PSDF (2017)

The OR Tambo DM Spatial Development Framework highlights a variety of water schemes within the District. Based on the map below, a large concentration of the water schemes is located around Mthatha, Libode and Lusikisiki areas.

There are no water schemes expanding towards the coastal areas of the district municipality. This is an indication that there should be infrastructural investment for expanding water access towards the rural settlements located on the outer lying areas of the district municipality. This also affects the settlements within the KSD municipal area.



Map 49: Water Schemes within the OR Tambo District Municipality- OR Tambo SDF (2017/18)

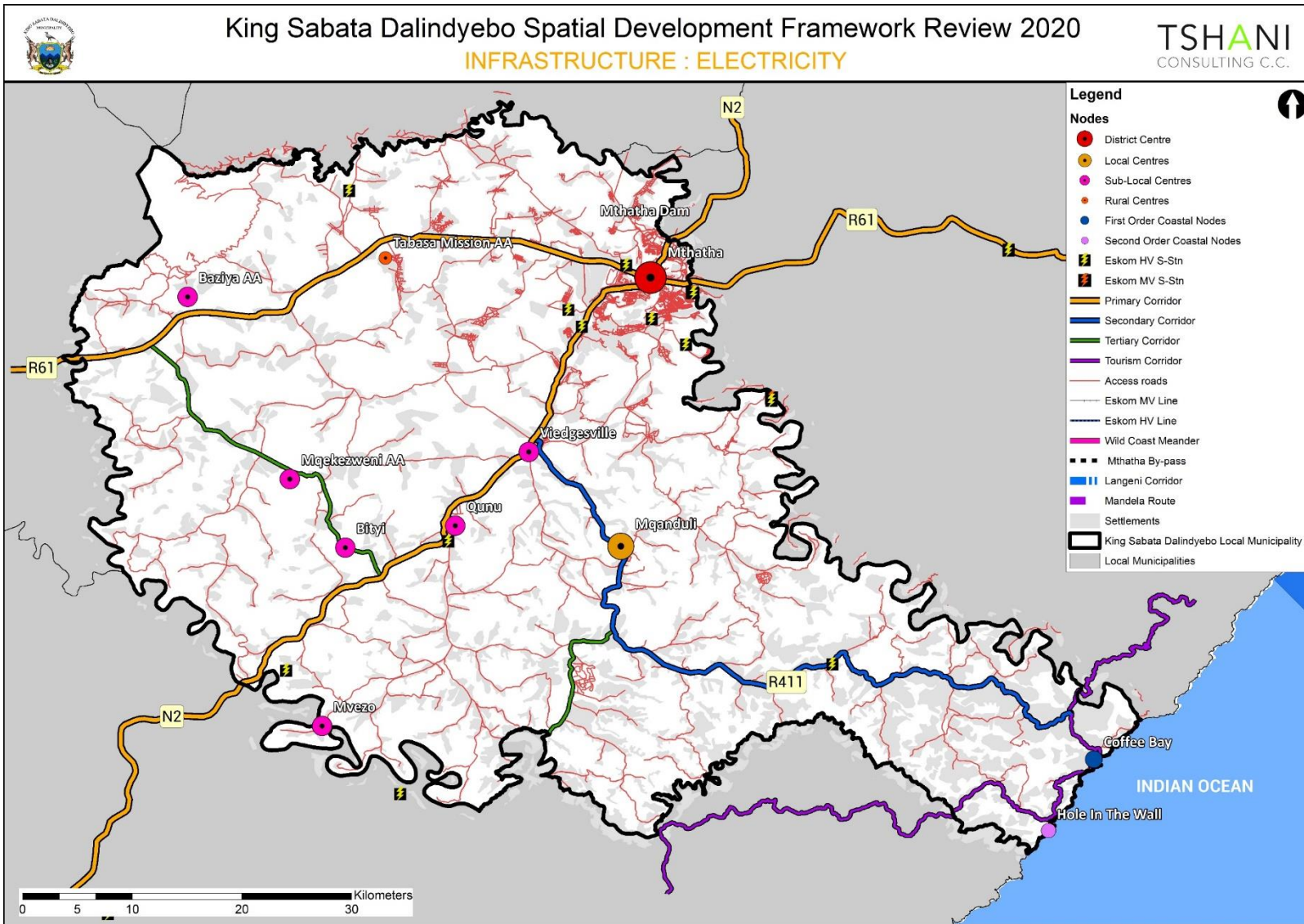
ELECTRICITY

The availability of electricity is an indication of development and service delivery, especially in previously disadvantaged areas such as rural areas. Based on the OR Tambo SDF (2017/18), the municipalities within the OR Tambo DM are serviced by Eskom.

Due to the predominant rural nature of the KSD Municipality, there should be exploration of various sustainable and affordable electricity solutions. This is to promote ease of access to electricity as well as to save costs on poor households who have no income or are dependent on social grants. The following energy sources are proposed for exploration within the municipality:

- Solar panels and solar energy are a reasonable option to explore as it has minimum environmental impacts and is affordable in the long-term.
- Bioenergy is this energy source is from waste matter and provides opportunity to recycle waste products.

It should be noted that the installation of these energy alternatives requires a certain level of skills base, however, they offer employment opportunities and technological industries within the municipality.



Map 50: Electricity powered by Eskom with the OR Tambo DM- OR Tambo SDF (2017/18)

TRANSPORT AND INFRASTRUCTURE

The Municipality has a well-developed road network on a national, provincial, and district and local level although the road conditions in the local roads are poor, and access is a challenge in wet conditions.

Roads

The following transportation routes are aligned to the KSD Local Municipality area:

- The N2 corridor runs in a north-south direction through the municipality, connecting the East London, Mthatha and the greater Eastern Cape, Kwa Zulu Natal and Western Cape Provinces
- The R61 traverses the municipality in an east-west direction, connecting the towns of Engcobo, Mthatha and Port St Johns
- The R411 is the main connecting route for the municipality's towns of Mthatha as well as the municipal coastal area. This route traverses through the Mqanduli town, all the way to the coastal areas of Coffee Bay and Hole-in-Wall.
- The proposed Wild Coast Meander route will play a crucial role in promoting access to the coastline. This route will be beneficial for coastal tourism.
- The aforementioned routes are of critical importance to the municipality in transportation, logistics as well as economic perspectives

- The mentioned routes also play a pivotal role in connecting the municipality with other neighbouring towns as the main municipal town is located along these critical routes.
- There are, however, other critical routes within the municipal area that connect and promote access to the various rural villages of the municipality
- Access roads to the rural areas are predominantly gravel roads although the conditions of the roads vary greatly.

The municipality shows a hierarchy of roads in its jurisdiction, including national, provincial and municipal roads. The Department of Transport prioritises roads using various factors such as Provincial Spatial Economic Development Strategy as well as the Provincial Growth and Development Strategy. The linkage to the PGDS nodes, industrial potential, agricultural, tourism and community development are some of the highly considered factors when prioritising the development of new roads. The status of the road condition will also be another factor to consider, in addition to the aforementioned factors.

According to the OR Tambo District SDF (2017/18), the Rural Transport Assessment Report proposes that there should be a Strategic Public Transport Network (SPTN), which comprises of primary and secondary corridors. The proposed routes of the proposed SPTN for the District is shown in the table below.

SPTN CORRIDORS IN OR TAMBO DISTRICT MUNICIPALITY	
CORRIDOR DESCRIPTION	MOTIVE
Primary Corridors	
N2 East bound to Kwa Zulu Natal via Mthatha	<ul style="list-style-type: none"> -Currently carries high passenger volumes -Expected to carry high volumes in future -Development corridor in the Province
Secondary Corridors	
R61	-Currently carries medium volumes of passengers

Table 21: OR Tambo DM SPTN corridors

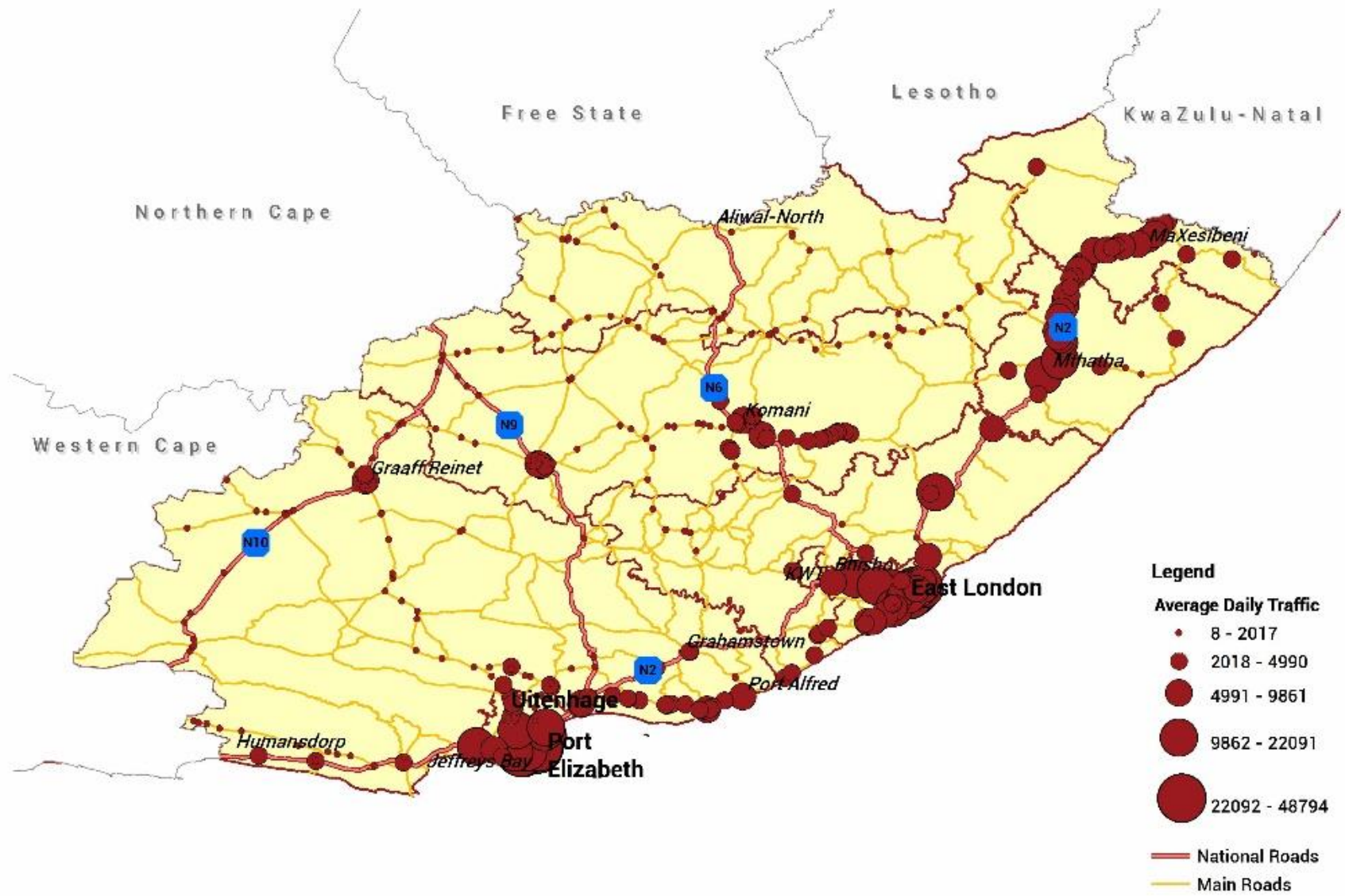
The N2 road which traverses the town of Mthatha is identified as a primary corridor within the Local and District Municipalities as well as the Province. Based on the map below, the N2, from Mthatha towards Mt Frere indicates high traffic volumes in the OR Tambo District area.

These functions of the N2 indicate that this road is of major importance. As such, the KSD Municipality should prioritise its maintenance and functionality to link with other municipal activities such as in trade as well as

the economy as a whole. This is an indication of extensive pressure on towns and settlements located along the N2. There is extensive pressure on infrastructure as well as economic opportunities as the route connects the Eastern Cape and KZN Provinces.

The R61, which is noted as a secondary corridor in the PSDF is seen to have less traffic than the N2, yet it provides access to various towns within the OR Tambo District. However, the R61 functions as a primary node at municipal level, contributing to high traffic commuter volumes as it links Mthatha to neighbouring towns such as Libode and Ngcobo as well as rural communities along that route.

The functionality and importance of the N2 and R61 within the KSD Municipality indicates a need for high responsibility for maintenance and offers economic opportunities for all urban areas along these routes.



Map 51: Average daily Traffic in the EC Province

H3. ENVIRONMENTAL FRAMEWORK

The Environmental Framework is aimed at proposing sustainable development in the natural environment, further addressing the impacts of climate change.

ENVIRONMENTAL MANAGEMENT

The natural environment includes, but not limited to landscapes, oceans, freshwater sources, forests and estuaries. These natural environments serve as sources for water, food and provide habitat for various species. The management of these resources is thus of importance as their disruption would lead to imbalances in the ecosystem.

The management of these resources should be sustainable in nature so as to preserve them for future generations. The depletion of these resources are also detrimental to the functioning of the ecosystem leading to a change in weather patterns, extinction of species and climatic conditions.

According to the Eastern Cape Biodiversity Conservation Plan (2017), the status KSD municipal coastline is considered to be "Vulnerable". This means that any land use application occurring within that ecosystem will automatically require authorisation in terms of NEMA Environmental Impact Assessment (EIA) regulations.

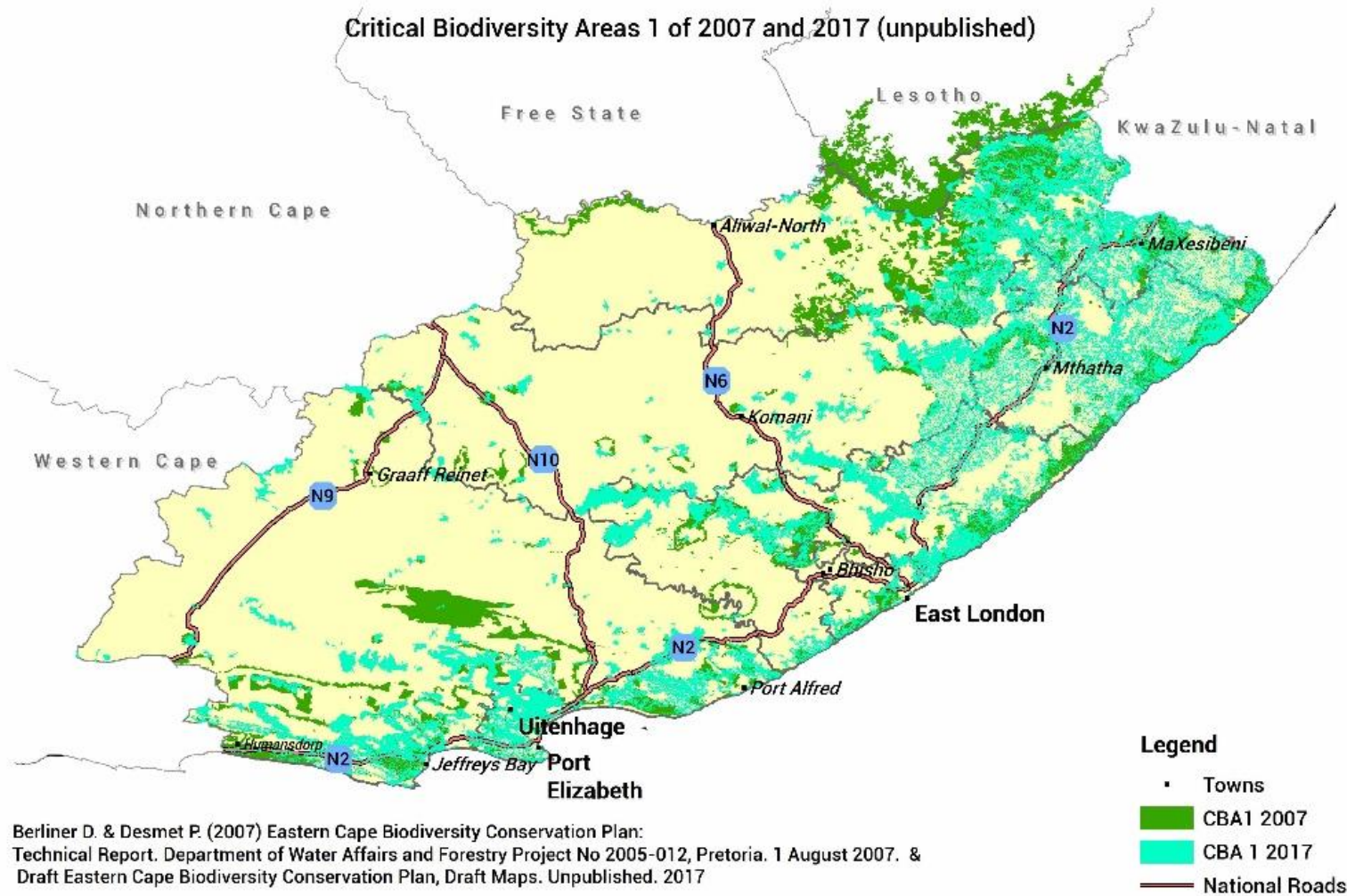
CRITICAL BIODIVERSITY AREAS (CBA)

CBAs are areas required to meet biodiversity targets for ecosystems, species and ecological processes, as identified in a systematic biodiversity plan. Critical Biodiversity Areas (CBAs) are terrestrial and aquatic features in the landscape that are critical for conserving biodiversity and maintaining ecosystem functioning. CBAs are categorised into two (2) sections:

- **CBA 1:** Critically endangered vegetation types, forest patches, important river catchments, all wetlands and critically important estuaries.
- **CBA 2:** These are less endangered areas that include endangered vegetation, the Wild Coast area, ecological corridors, including the Wild Coast and Pondoland, important river sub-catchments, important estuaries and free-flowing rivers important for fish migration.

It should be noted that land use that results in vegetation loss in CBA areas should be avoided.

The *Mthatha Mouth* is one of the estuaries that falls within the municipal area and is shared with the Nyandeni Local Municipality, thus should be conserved. Estuaries are of importance as they provide habitats for a large number of fish nurseries including salmon and sea trout.



Map 52: CBAs within the EC Province

PROTECTED AREAS

The rate of urbanisation and need for land has increased significantly over the years. This has led to invasion of environmentally sensitive areas that host various species, serve as traditional medicinal sources and are rare ecological areas. Protected areas include all national parks, provincial nature reserves, as well as municipal and private conservation areas.

The preservation of these particular areas, mostly under threat, is of importance for environmental management. These areas are thus protected through various legislation and laws in order to minimise their risk of extinction. Protected areas within the municipal area include forests, and oceans.

CLIMATE CHANGE

Climate change is the statistical distribution of weather patterns when change lasts for an extended period time. It may also refer to changes in the average weather conditions.

The impacts of climate change are already being felt and seen through various disasters and weather changes. The prevalence of the harsh drought conditions that have hit most parts of the country and extensive wildfires in Western Cape are some of the effects of climate change.

In order to protect our future natural environments and promote environmental resilience, certain measures need to be put in place. There

should be guidelines set to address various impacts of climate change and promotion of resilience in new building structures.

The Department of Economic Development and Environmental Affairs commissioned a strategic planning study on climate change for the Eastern Cape Province (DEDEA, 2011). The issues of climate change in the Eastern Cape has also been comprehensively addressed in the Eastern Cape Climate Change Response Strategy (ECCRS, 2011) which indicates that there is a high probability that the Eastern Cape will experience:

- Higher temperature
- Altered rainfall patterns;
- More frequent and intense and extreme weather events such as heat, droughts and storms
- Rising sea-levels and tidal surges

The Eastern Cape is expected to experience the highest temperature increases towards the north-west interior, while lowest increase are likely along the coast. Associated with the high temperature will be increases in evaporation rates and increased intensity of droughts.

In the recently released National Climate Change White Paper, the South African government regards climate change as one of the greatest threats to sustainable development; and believes that climate change has the potential to undo or undermine many of the positive advances made in meeting South Africa's own development goals.

With regards to precipitation, downscaling models show a wetting trend to the east and north-east of the country and a drying trend to the south and particularly the south west (Midgely et al 2007).

Models for the Eastern Cape indicate that future precipitation, which is generally stable or slightly higher than present, with increasing intensity. Increased precipitation is more likely to the east of the province (Johnston et al, 2011).

A climate change response strategy is a stepping stone for the municipality to have mitigating measures towards the impacts of climate change and disaster management. Various internal sector departments would thus align to the proposed Climate Change Response Strategy as an implementation tool.

WATER RESOURCES

Water is a critical resource and access to water at household level is a basic human right. Water is a basis for human life and other living organisms.

According to the Department of Water and Sanitation, dam levels have shown a decline, averaging to 0.8% on a weekly basis. The Mthatha Dam, located within the KSD municipal area is one of the few dams within the Eastern Cape Province that has more than 80% dam level. According to the Department of Water and Sanitation, the Mthatha Dam is experiencing a decline although it is still recording more than 90% of its water level.

The good water levels within the dam is an indication of good water management as other dams within the Province have extremely low water levels. Stringent measures should be enforced, for better water management and sustainability.

AGRICULTURE

The agricultural sector is still one of the biggest sectors within the province of the Eastern Cape, although it is not explored extensively in some areas of the province. The Eastern Cape is said to produce 33% of the country's fresh milk and wool, although there are other emerging produce such as grain and oilseed.

The KSD municipal area shows great potential in the growth of various produce, including maize, sunflower farming and cotton farming among other produce. This is based on the amount of arable land portions in various areas of the municipality (as seen in the plan below).

In terms of the KSD SDF 2013, agriculture has been identified as a sector of opportunity within KSD. Emphasis is not merely on producing the raw material but also on processing this product. This creates greater employment opportunities and stimulated the local economy. The following agricultural products and related processing facilities have been identified for implementation in KSD:

- Bio-fuel projects (the growing of sunflowers, soya beans and sugarcane for bio-fuel, bio-fuel processors)

- Cassava cotton (crop growing, textile, milling and cotton production)
- Marine and Aqua Cultures (fishing, lobster catching storage processing and packing plant)
- High Potential Crops (including citrus, mango, guava, litchi, banana, avocado and macadamia)
- Essential oils (The growing BP1, geranium, lavender and rosemary crops and a stem distillation factory)

In terms of the OR Tambo SDF, the key agricultural proposals identified for KSD are as follows:

- Cotton farming and production
- Establish crop production for making biofuels
- Establish sunflower farming and milling co-operation
- Establish sugar beet and sugarcane farming
- Develop of wool production and processing
- Establishment of mariculture/fishing along the coast
- Revival of trout raising
- Livestock farming including meat processing and packaging
- Upgrading of Umzikantu Red Meat Abattoirs

However, the municipality currently has agriculture as one of its lowest contribution to the GDP and employment sector. The importance of agricultural development within the municipality should not be underestimated as there is great potential in agricultural development.

PROMOTING AGRICULTURE AS AN ECONOMIC SECTOR WITHIN FBDM

It has been seen through the SDF that FBDM has the opportunity to promote the advancement of the Agriculture sector and further promote jobs in this sector on order to ensure that the district does not only play the role in supplying the agricultural demand within the country but also promoting job creation for the locals, thus ensuring that they are able to benefit by this sector and essentially become in a situation where they are less grant dependent and are able to live more sustainable lives.

In order to achieve this, emphasis needs to be placed on skills training and skills development in agriculture to equip the locals to be able to gain jobs in this sector and for the district to essentially thrive through this sector.

Other sectors which would thrive through this would be the industrial / agro-processing sector as well as the logistics sector to allow for the movement of the produce.

AGRI-PARKS

O.R Tambo District Municipality, in line with the National Department of Rural Development and Land Reform (DRDLR), is embarking on the process of facilitation and co-ordination of the development of Mega Agri-Parks. This is a response to the directive from the State of the Nation Address (SONA), that Mega Agri-Parks shall be established in 27 of the poorest districts in the

country. These Agri-Parks (APs) are aimed at creating an enabling environment for economic development and job creation, with a focus on value chains for dominant products.

DRDLR initiated Agri-Park (AP) will typically comprise of the following three basic units:

- **Farmer Production Support Unit(s) (FPSU)** which are focused on primary collection, storage and processing for local markets.
- A central **Agri-Hub (AH)** which is focused on production, equipment hiring, processing, packaging, logistics, innovation and training units.
- A **Rural-urban Market Centre (RUMC)** which aims to link farmers to international markets and act as holding facilities that release produce to urban markets. The RUMCs seek to provide market intelligence and information feedback to AH and FPSU, thus making them a higher order classification within the agri-parks sphere.

OR Tambo District Municipality Agri-Park will comprise of an Agri Hub located in Lambasi and Five Farmer Production Support Units in each of the local municipalities. A **Rural Urban Market Centre (RUMC)** is proposed for Mthatha, further linking to the development of the SEZ in the district. The OR Tambo District has further identified Farmer Production Support Units (FPUS's) as the following;

- **King Sabata Dalindyebo Local Municipality; Mqanduli Red Hub-Milling Plant**
- Nyandeni Local Municipality; Libode Mafini area

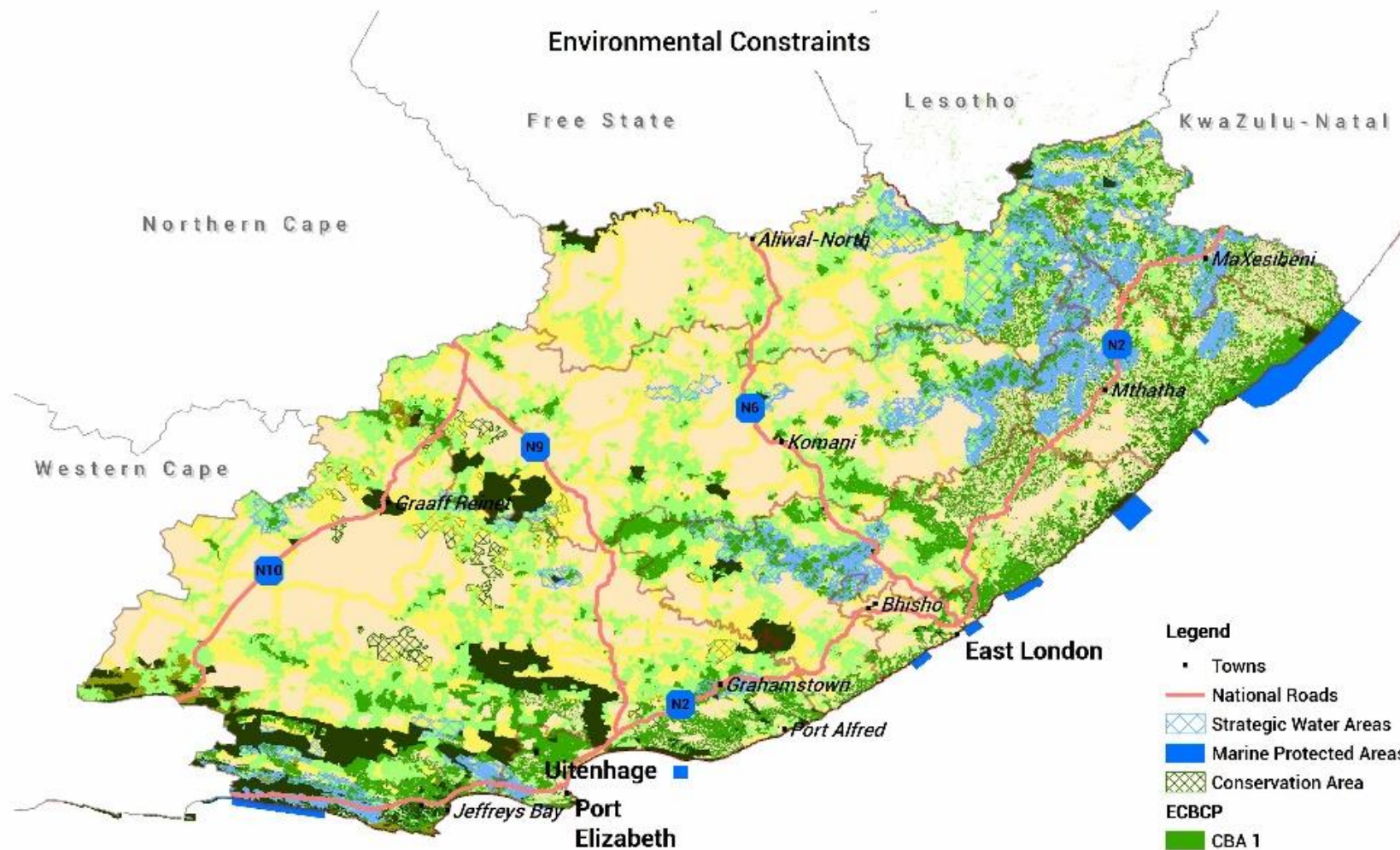
- Port St Johns Local Municipality; Dumasi/Qhaka
- Mhlontlo Local Municipality; Tsolo Junction
- Ingquza Hill Local Municipality; Zalu area

ENVIRONMENTAL CONSTRAINTS

The KSD Municipality coastline is along the Wild Coast, making it an environmentally sensitive area. This area is characterised by pristine coastlines that are primarily underdeveloped, including the areas along the tourism hotspots of Coffee Bay and Hole-in-the-Wall.

Coffee Bay is planned to be a fully-fledged tourist town, which will be characterised by supporting the town's main functions. The development of urban functions in the area has an implication on the environment along the Wild Coast. Such developments thus pose as a threat on the existing natural biodiversity.

The municipality has two nature reserves within its jurisdiction. These reserves are home to a variety of wildlife fauna and flora, which is in conservation. According to the Integrated Reserve Management Plan-Strategic Management Plan (2012), the two nature reserves within the municipality are not legally proclaimed. This serves as a limitation on the conservation potential of the respective nature reserves. The Nduli Nature Reserve sits on land that is municipal owned. The lack of proclamation of this site as a nature reserve means that the land could be used for other potential uses as the Municipal Council deems fit. This could thus pose as a threat on the functioning of the reserve as an area of conversation.



Source: Department of Economic Development, Environmental Affairs and Tourism. 2017. Eastern Cape. Unpublished

Map 53: Environmental Constraints- EC PSDF, 2017

ENVIRONMENTAL OPPORTUNITIES

The Luchaba Nature Reserve is located on land along the Mthatha Dam which is a scenic area and a tourism hotspot. These functions of the nature reserve and the Mthatha Dam could be used to further harness the tourism growth potential of the area through the development of leisure activities such as resorts, spas, fishing and boat riding among other activities.

The development of conservation areas along the Wild Coast could create opportunities for educational exploration and tourism.

LIMITED DEVELOPMENT ZONES

For future demands and the need for an assurance of a balanced ecological environment, some areas with the KSD Municipality have to be according to minimum development status or where development has to be undertaken with considerable care for the existing environmental resources. For the purposes of this, limited development areas include:

- Protected areas, by legislative declaration (this includes vegetation areas and wetlands);
- Sites of ecological irreparability values 0.6 and higher (include all areas designed as negotiated and mandatory reserves);
- Steep slopes greater than 1:3;

- Areas where mitigation measures need to be implemented;
- Areas with aesthetic controls;

Environmentally Sensitive Areas, with reference to the SDF, the following general environmental guidelines are proposed for spatial planning:

NO-GO AREAS		GO-BUT AREAS	
NO DEVELOPMENT AREAS	INSIDE URBAN EDGES	LIMITED DEVELOPMENT AREAS	
		Outside the Urban Edge (Rural Areas)	
<ul style="list-style-type: none"> ▪ Areas of high environmental sensitivity ▪ Sensitivity and conservation value ▪ Critically Biodiversity Areas ▪ Preferably within 100m of a water course (rivers, stream or wetland) 	<ul style="list-style-type: none"> ▪ Urban Settlements; ▪ Residential; ▪ Public-Funded Housing; ▪ Resort Development; ▪ Business and Trade; 	Limited by: <ul style="list-style-type: none"> ▪ Low densities; ▪ Aesthetic controls; ▪ Provision of services; ▪ Not in areas of environmental and ecological sensitivity; 	

<ul style="list-style-type: none"> and any undisturbed riparian zones ▪ Diverse grasslands and thicket vegetation types ▪ With 500m of a sewerage treatment facility 	<ul style="list-style-type: none"> ▪ Must draw tangible economic benefits to the affected communities
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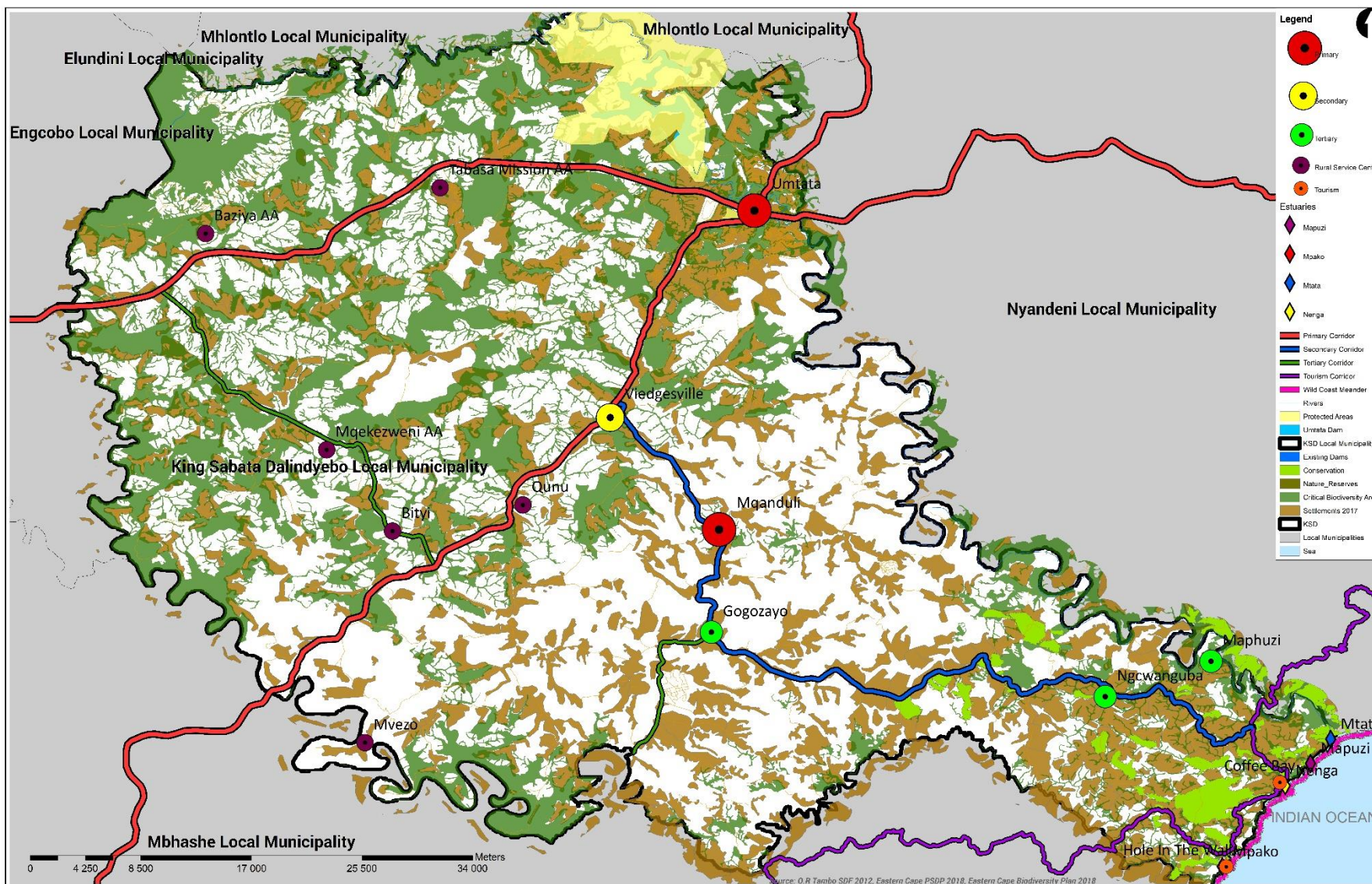
Table 22: Limited Development Zones



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ENVIRONMENTAL FRAMEWORK PLAN

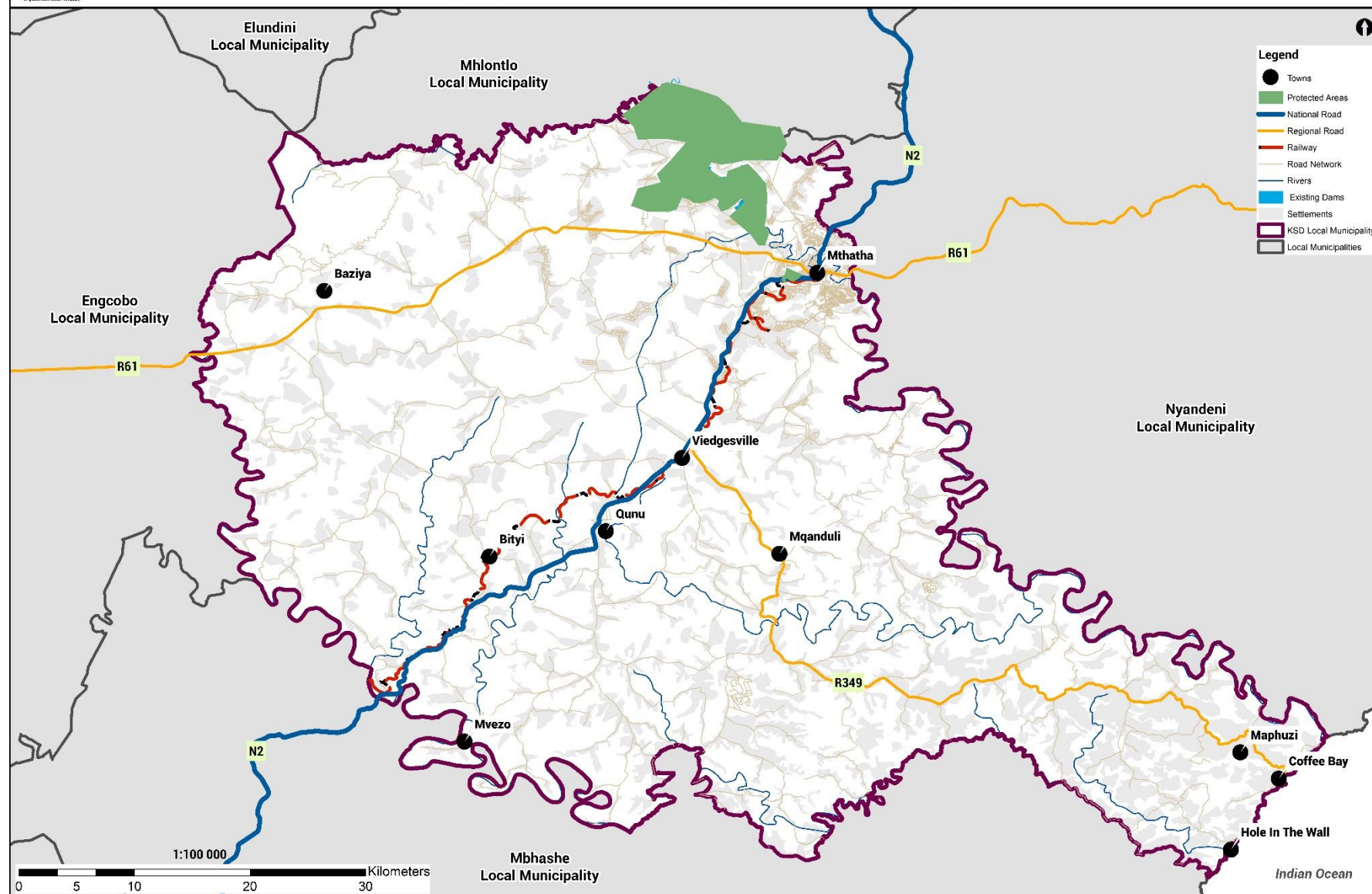
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Map 54: Environmental Framework Plan



ENVIRONMENTALLY PROTECTED AREAS PLAN



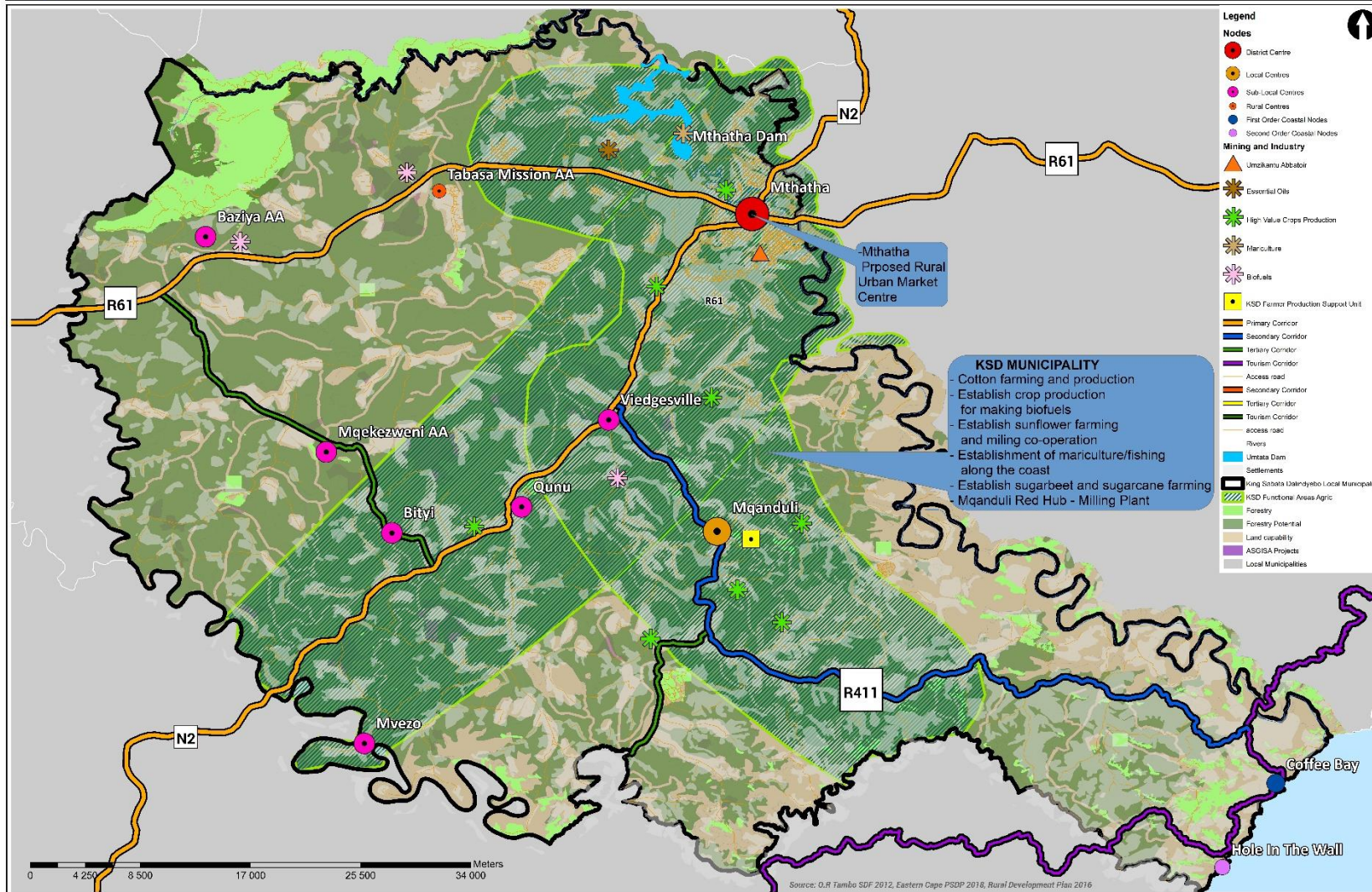
Map 55: Environmentally Protected Areas Plan



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AGRICULTURAL FRAMEWORK

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Map 56: Agricultural Framework Plan

H6. OVERALL SPATIAL DEVELOPMENT FRAMEWORK

The overall Municipal Spatial Development Framework is an accumulation of all the identified frameworks; built environmental, socio-economic and biophysical frameworks. These frameworks thus serve as basis for the future development trajectory of the municipality.

The Spatial Planning and Land Use Management Act (SPLUMA), 16 of 2013 is the primary legislature that guides spatial planning and land use management in the country. The principles presented in this legislation of also been identified as key pillars towards the development of the three identified frameworks that lead to the overall SDF.

POPULATION GROWTH

The KSD Municipality population is projected to grow to 856 217 by the year 2050. This implies that the municipality should have a stronger focus towards the development of sustainable settlements as well as limiting costs for infrastructure and transportation.

Various projects and upgrades need to be considered in order to cater for the growing urban and rural population. The areas of focus, in order to consider are the following:

- Internal roads;
- Economic corridors such as the N2 and R61;
- Efficient public transportation systems;
- Promotion of vertical density in key urban nodes;
- Increasing infrastructural capacity;

FUTURE METRO / SETTLEMENT REGIONS

The EC PSDF highlights the notion of Future Metro / Settlement Regions, which are developed from mapping settlement regions within the Province. These are developed as a response to developmental pressure along key areas and routes within the province.

Areas included within the FMRs include areas along primary corridors such as the N2, N6 and R61.

Various governance structures are needed for better management of the development of the FMR as this requires engagement with various institutions, including local government, research institutions, developers and potential investors. The management of the Gauteng City Region could be used as an example of collaborations that are across municipal borders but beneficial for the growing region.

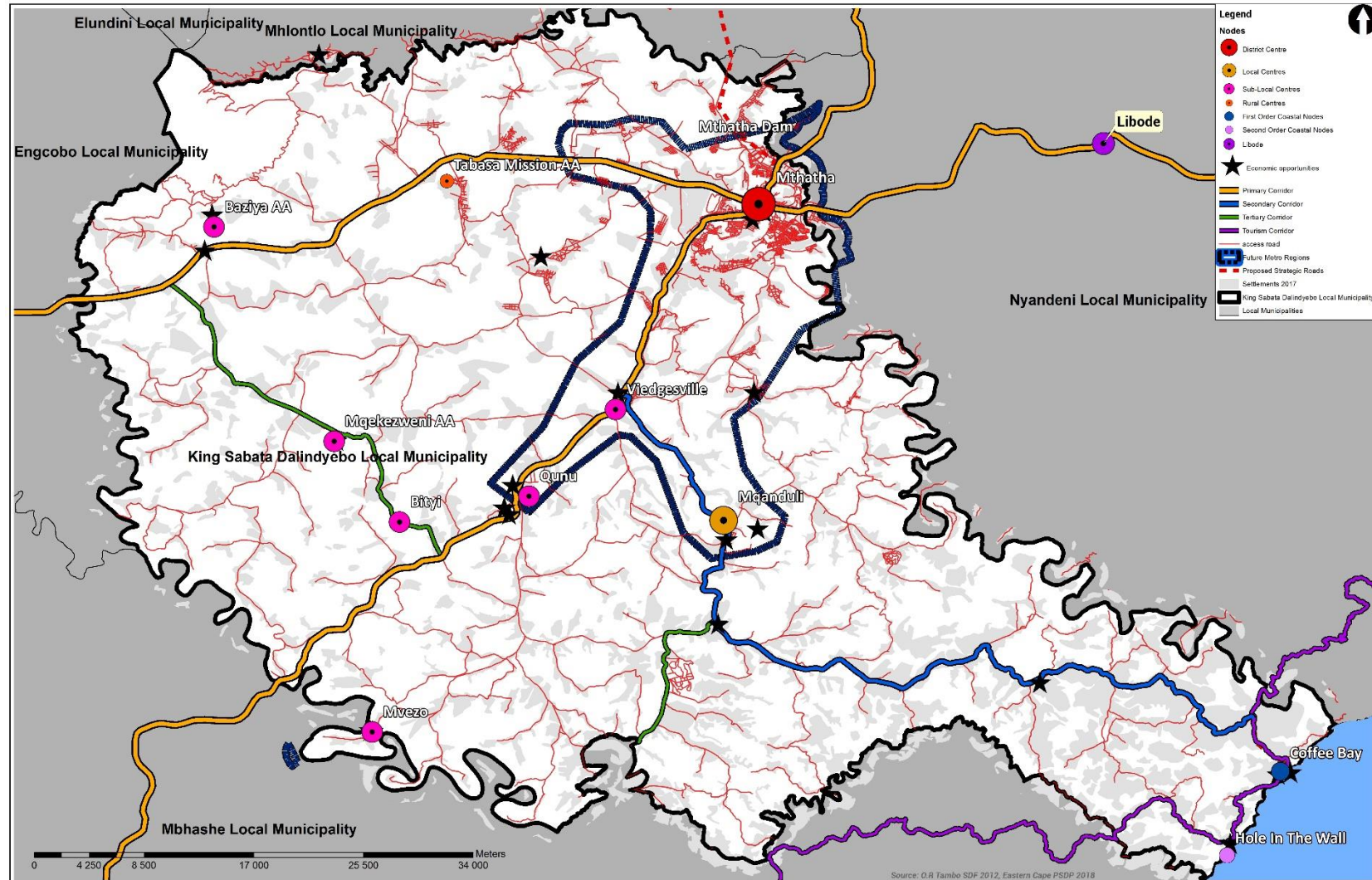
A focus needs to be put on the development of research institutions so as to promote innovation and guided implementation techniques for the development of the proposed region.



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FUTURE METRO REGIONS

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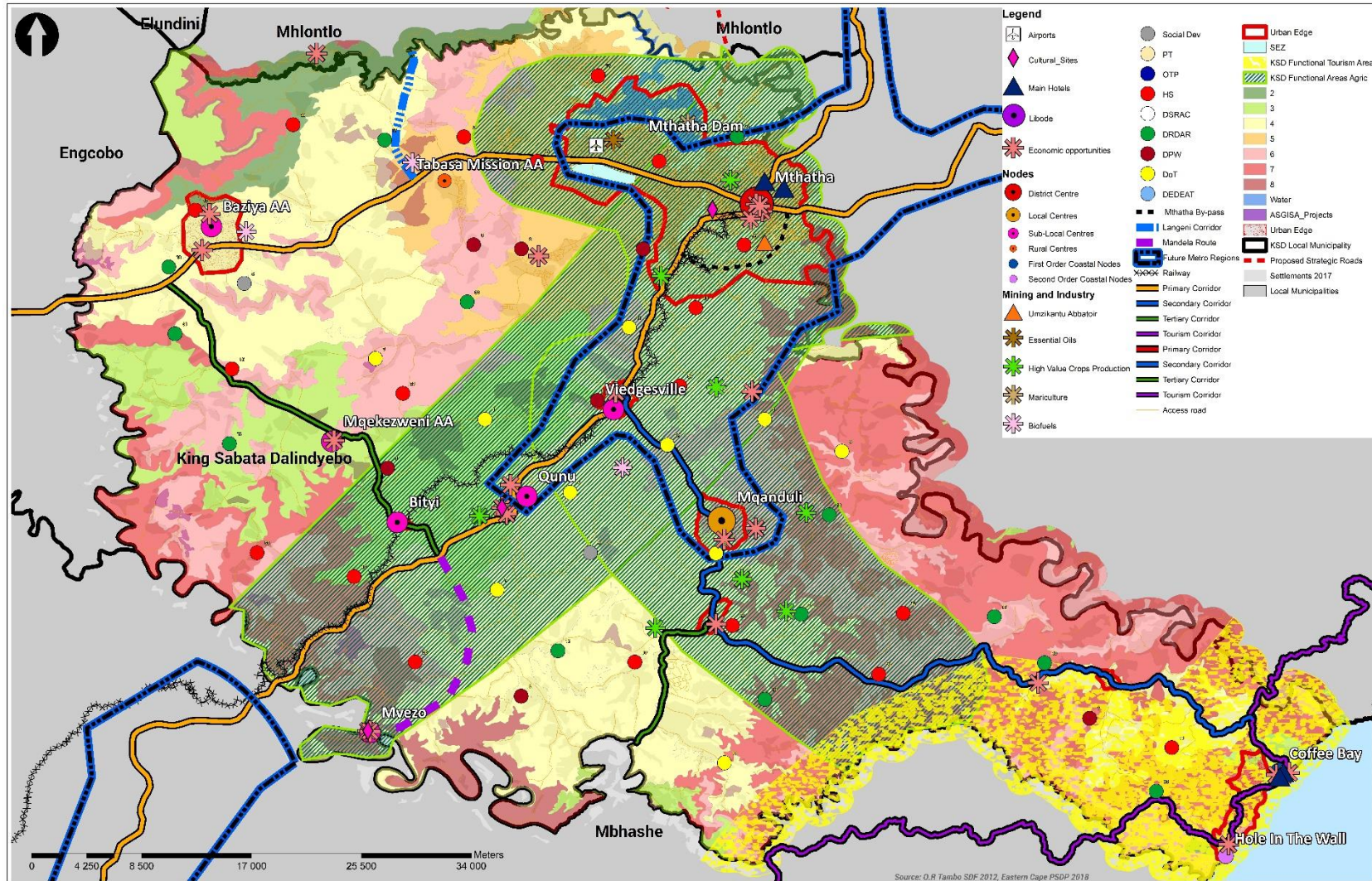
Map 57: Future Metro Regions Plan



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OVERALL SDF

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Map 58: Overall SDF Plan

SECTION I: LAND USE MANAGEMENT FRAMEWORK

*"Bringing nature back to the city is a way to deal with urban sprawl. If cities feel a little more natural, people like to live there rather than moving out and dividing up another piece of land that shouldn't be touched." -
Stone Gossard*

Land Use Management is the system of legal requirements and regulations that apply to land, so as to achieve desirable and harmonious development of the built environment. Land Use Guidelines and regulation of land includes Zoning Schemes and building Regulations.

PURPOSES OF A LAND USE MANAGEMENT SYSTEM

The purpose of a Land Use Management System is to promote coordinated and environmentally sustainable development. The following are of importance for LUMS:

- Address spatial inequality;
- Promote efficient land systems;
- To promote wall-to-wall planning;
- Promote development in previously disadvantaged areas;
- Preserve environmentally sensitive areas;
- Balance opportunity for human and economic development with requirements for biodiversity persistence
- Maintaining landscape connections (ecological corridors) that connect CBAs;
- Promote infrastructural improvement and efficient public transport systems'
- To preserve archaeological and historic heritage

GUIDELINES FOR PREPARATION OF MUNICIPAL LAND USE MANAGEMENT SCHEME (LUMS)

In the preparation of Municipal LUMS, the following processes or phases adopted from Chapter 4 of Department of Rural Development and Land Reform Guidelines for the development of LUMS (2015) must be followed by local municipalities.

- Phase 1: Inception – compilation of work plan and obtaining council resolution
- Phase 2: Research Analysis and Recommendation – data collection and analysis, land audit, translating SDF into more detailed broad land use areas and status quo report
- Phase 3: Draft Report and Supporting Documents – select zones and prepare the scheme map, land uses and development parameters, draft general and land use definitions, develop policies and additional controls as well as procedures to be included in scheme
- Phase 4: Consultation and Amendments – public participation, circulation to relevant authorities, submission to council for support of the scheme in principle, obtain public comments and revision based on public comments.
- Phase 5: Final Report and supporting material – preparation of final scheme clauses and scheme maps and submission to council for adoption / approval.
- Phase 6: Implementation – promulgation of scheme and training of officials

Contents of Land Use Schemes

A Land Use Scheme is a legislative plan and should consist of a written document and maps. The plan should have the following contents:

- Introduction
- Vision and Statements of Intent
- The Zones, Management Areas and Management Plans required for the area of applicability
- Land Use Matrices and Development Control Templates showing permitted and prohibited land use
- Definition of terminology
- Policies and Guidelines
- Procedures regarding application, consent, appeal etc
- Land Use Scheme Maps, Maps

GENERAL GUIDELINES FOR DEVELOPMENT

The KSD LM is currently preparing its Land Use Management Systems, however, general guidelines for land use management are critical to guide the municipal development process. The guidelines set in this section are generic in nature as the Land Use Management Systems being prepared for the municipality have detailed land use guidelines for municipal land management and development.

LAND USE CATEGORY	DEVELOPMENT OBJECTIVE	LAND USE TYPE	COMMON TERMS	LUMS GUIDELINES PREFERRED OUTCOMES
Environmental Areas	To protect main biodiversity areas, natural resources and the ecological systems through the integration of SDFs, environmental policy and other spatial frameworks	Conservation	Nature Reserves, heritage sites, cultural tourism	<p><i>Typical Land Uses:</i> Conference facilities; tourism, leisure and adventure activities, limited residential accommodation</p> <p><i>Level of infrastructure and services:</i> limited infrastructure, management should include maintenance of existing trails and limited facilities, access</p>
		Core	Wetlands, Protects areas	
Human Settlements	To manage and facilitate the development of integrated sustainable human settlements, with appropriate infrastructure, socioeconomic opportunities and social amenities	Towns and Settlement Regions	Small Towns/ Local service centres	<p><i>Typical Land Uses:</i> Residential, business and offices, industrial parks, government and administration, transportation, leisure and recreation</p> <p><i>Level of infrastructure and services:</i> Basic to Full municipal services</p>
		Major Settlements	Cities/ Large Towns/Large urban built up areas with CBDs, industrial complexes etc	<p><i>Typical Land Uses:</i> Residential, large business and offices, industrial parks, government and administration, transportation, leisure and recreation, busy CBD</p> <p><i>Level of infrastructure and services:</i> Full municipal services</p>
		Dispersed Settlements	Villages/homesteads/Resorts	<p><i>Typical Land Uses:</i> Residential, agriculture and farming, shops, sporting facilities, resorts, nature, taverns, access roads</p>

				<i>Level of infrastructure and services:</i> Basic services
		Informal Settlements	Informal settlements	<i>Typical Land Uses:</i> Residential, social facilities, shops, access roads, <i>Level of infrastructure and services:</i> Basic services
Resource Areas		Agriculture, forestry, oceans	Commercial and subsistence farming, commercial plantations,	Tourism attraction, agricultural activity, rural development, youth empowerment, infrastructure development
Infrastructure	To promote efficient and integrated infrastructure and transportation systems	Strategic transport routes, telecommunications, sustainable energy	Higher order infrastructure (rail, roads, sea, air), radio telecommunications, green buildings, solar panels, cellular masts, water services	-Requirements of NEMA are applicable; -Certain applications will require EIA and Special Consent Applications (e.g. cellular masts, radio telecommunications)

Table 23: Broad land use categories

All applications are required to comply with the requirements of the applicable legislation such as the Spatial Planning and Land Use Management Act, Municipal Town Planning By-Laws. The following general guidelines are applicable to applications:

- A Site Development Plan for all developments must contain details of the proposed development, density, coverage, layout, landscaping, position of all structures, property building lines,

proposed parking, internal roads and the 100 year flood line above any water course;

- Any developments occurring in properties with a water body, a Water Use License Application (WULA) should be submitted to the DWAF;
- 100 meter buffers (preferably 50 meters) are applicable to rivers;
- The abstraction of water for any use, from any river, must have prior approval from DWAF and should require a full EIA in order to ensure that environmental impacts are negligible;

- All developments on heritage structures should comply with processes of the National Heritage Act;
- All applications pertaining to Communal Land are to be read in conjunction with and applied with respect to the Communal Land Tenure Bill;
- No application pertaining to land development on or change the land use purpose of communal land may be submitted unless accompanied by Power of attorney signed by the applicable traditional council;
- All applications pertaining to land development on or change the land use which has a high impact on the community must be applied for at the Municipality, in a manner provided for in the municipal planning by-law;
- Newly developed buildings should comply with Green Building Standards and Norms.

Defined Nodes Outside of the Urban Edge

These encompass the proposed rural service centres. Shops; service industries, offices and limited size tourist related businesses could be allowed at such nodes. In addition, social, health, education and safety and security facilities are to be encouraged to locate in these nodes. Standard provisions of approved policies, Town Planning controls, building by-laws, aesthetic and signage controls are in place for these areas as defined in municipal policy documents and this SDF.

Natural Tourism Areas

These are areas where limited development may occur subject to an environmental assessment and management plan, the STEP guidelines, and associated protocols.

- Limited and regulated tourism facilities; Small accommodation facilities that are low-key, low-impact and in harmony with the natural environment;
- Agricultural activities;
- Existing rural settlement.

Any development contemplated in the Nature Tourism Areas would need to adhere to the following guidelines:

- The development of a site must not be dependent on the creation of a new road. Existing roads may be upgraded to improve access but where there is no existing road, this should inform the type of tourism facility that is developed.
- The maximum carrying capacity for all development sites, until an SEA or EIA has taken place, is 36 beds or 20 small units. All development sites should be well located in the Nature Tourism buffer area to safeguard the sense of place and eco-tourism opportunities available to that site.
- Development of these sites requires a full EIA and a live Environmental Management Plan that addresses, inter alia, the disposal of solid waste.
- Full IEM procedures are to precede any development whereby the precautionary principle shall apply with approval conditions requiring

rehabilitation of the environment and specifications regarding the use of the remainder (for example; conservation, private nature reserve etc);

NO DEVELOPMENT AREAS

There are areas that have experienced land loss and have been exposed to various ecological threats within the Province, hence, they should be preserved. Areas that are highlighted as “no development areas” include, but not limited to the following:

- Areas of high environmental sensitivity;
- Within 500 meters of a sewage treatment facility;
- 50 meters within a wetland area;
- Below 5 meter contour around an estuary;
- In areas with slopes of 1:3;
- Along ecological corridors

LIMITED DEVELOPMENT AREAS

There are areas that indicate limited impacts on the environment and offer reasonable economic benefits. These are also areas that can be regarded as safe for development although they have certain levels of limitation and should thus follow applications of certain legislation and authorisation. These areas are:

- Areas outside of the urban edge; although authorisation is required;

- Urban Settlements;
- Resort Developments;
- Areas of heritage value and importance.

The guidelines noted in this section should be effectively implemented and enforced to ensure that the municipality achieves the goals of a Land Use Management System. Various policies and legislation should serve as a base to enforcing the requirements of the Land Use Management Systems.

Subdivision of Agricultural Land

The subdivision of farms into multiple individual farms to avoid the rezoning process and/or to achieve de facto residential development is not considered desirable, as it negates the intention and spirit of the zoning categories provided in the Subdivision of Agricultural Land Act 70 of 1970.

The Subdivision of Agricultural Land Act 70 of 1970 (SALA), Scheme 8 Regulations, indicate that the minimum subdivision of agricultural land is 0.8 Hectares. Where no subdivision is involved, a density of 1 dwelling unit for every 10 Hectares, up to a maximum of 5 dwelling units, is permitted, subject to consent and proof that the farming programme is sustainable and economically viable.

Accordingly, and with due cognisance of the trends and pressures for land development on land currently zoned for agricultural purposes, it is proposed that the guidelines of Subdivision of Agriculture Land Act 70 of 1970 be

applied within the OR Tambo District Municipality, but with a recommended minimum subdivision size of 10 Hectares for agricultural land.

Should an applicant wish to pursue intensive farming activities on land holdings smaller than 10 Hectares, the application for Subdivision of Agricultural Land must be accompanied by a full motivation, including an Agricultural Feasibility Report indicating sustainability of the proposed enterprise

The development of this land for non- agricultural purposes should only be allowed if:

- The land has already been subdivided to such an extent that it is no longer agriculturally viable;
- The land has already been developed for non-agricultural purposes;
- The proposed development does not compromise the primary agricultural activity of the property;
- The proposed development comprises a secondary activity to supplement a landowner's income;
- It will facilitate the implementation of the Land Reform Programme and Labour Tenant Projects.

The Department of Agriculture does not consider anything less than 20 Ha as a viable unit; therefore, it is proposed that subdivisions of less than 20 Ha should not be allowed. This information is also recommended for inclusion into the draft Land Use Management Guidelines.

Cooperative Governance Approach to Spatial Planning

The Constitution makes it clear that all the three spheres of governments are interdependent and interrelated. The Constitution therefore assigns planning responsibilities to the Provinces to undertake the following:

- Implementation of provincial and regional planning policies and regulations as enshrined in Schedules 4 and 5 of the Constitution;
- Implementation and regulations to monitor and support municipalities in exercising their municipal functions.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) is a framework act for all spatial planning and land use management in South Africa, which seeks to promote consistency and uniformity in procedures and decision-making as well as addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments. SPLUMA, mandates the Eastern Cape to be responsible for the co-ordination, integration and alignment of the following:

- Provincial plans and development strategies with policies of National Government;
- The plans, policies and development strategies of Provincial Departments; and
- The plans, policies and development strategies of district and local municipalities.

There should be inter-governmental relation (IGR) structures that should be used to facilitate implementation of the SDF, that is, there should be co-

operative approach to spatial planning and land use management to achieve sustainable governance system in the SDF.

In the OR Tambo District Municipality, proposals for SDF governance, amongst others, should include the following:

- A need to establish interdepartmental spatial coordination committee in the Office of the Premier with the necessary oversight to formulate the SDF, resolve the responsibilities for spatial planning within the provincial government level, remove duplications and recommend that COGTA be responsible for overseeing spatial planning in the province.
- Ensure limiting peri-urban sprawl through strong local land use controls.
- Establish an integrated LUMS in the province involving all stakeholders
- Preparation of credible “wall-to wall” SDFs by LMs with both technical and tradition leaders / indigenous approach to land use management.
- Regular capacitating of municipal planners with guidelines from SACPLAN
- There should be CoGTA's capacity assistance to LMs in terms of co-operative governance

Contents of Land Use Schemes

A Land Use Scheme is a legislative plan and should consist of a written document and maps. The plan should have the following contents:

- Introduction
- Vision and Statements of Intent

- The Zones, Management Areas and Management Plans required for the area of applicability
- Land Use Matrices and Development Control Templates showing permitted and prohibited land use
- Definition of terminology
- Policies and Guidelines
- Procedures regarding application, consent, appeal etc
- Land Use Scheme Maps, Maps

Communal Land

- An applicant who wishes to develop on or change the land use purpose of communal land located in the area of a traditional council where such development will have a high impact on the community or such change requires approval in terms of a land use scheme applicable to such area, must apply to the Municipality in the manner provided for in relevant chapter of the municipal planning by-law;
- No application pertaining to land development on or change the land use purpose of communal land may be submitted unless accompanied by power of attorney signed by the applicable traditional council;
- All application pertaining to Communal Land are to be read in conjunction with and applied with respect to the Communal Land Tenure Bill.

SECTION J:

IMPLEMENTATION PLAN

This section serves as the Project Identification and Implementation Plan section of the report. Based on the key development proposals identified in the sections above. This section also includes an Implementation Plan of the identified projects completed with a list of likely funders of the projects, as well as budget estimates and the period of Implementation over a three (3) year period linked to the Medium-Term Expenditure Framework (MTEF).

This list has been developed through the projects for KSD LM as outlined in the ORT SDF, the ORT One Plan, and the KSD IDP

This section serves to conclude the revised KSD Spatial Development Framework by reinforcing the link between the SDF and the IDP. In this regard, the Plans overleaf illustrate the spatial pattern of investment currently being implemented through the present IDP (2019/20) and, as such, provide a "picture" of the IDP's planned pattern of expenditure.

Institutional Arrangements for Taking the SDF Forward

Operationalising the District Spatial Development Framework represents a challenge in that many of its spatial proposals are directed at guiding

investment in the district space economy. However, many specific actions and projects that would ordinarily proceed from the Spatial Development Framework remain the function and responsibility of the various Local Municipalities in the district. Consequently, the main role to be played by the KSD Local Municipality in this regard is to ensure that local actions are in alignment with the provisions of the District Spatial Development Framework.

At present, the District Municipality does not render any spatial planning or land use management functions within the district. However, it remains a challenge within the KSD LM – for all the Local Municipalities – to undertake and/or manage their spatial planning and land use management responsibilities in terms of the Municipal planning function and this is considered a significant challenge to sustainable development in the district.

Moreover, with the imminent implementation of SPLUMA, it is proposed that the KSD LM needs to take a pro-active role in ensuring that its LMs develop the necessary capacity to carry out spatial planning and land use management in a manner that gives effect to the Development Principles of SPLUMA.

Therefore, as part of the implementation of the District Spatial Development Framework the following KEY PROJECTS and/or ACTIVITIES are proposed in regard to devising an acceptable institutional arrangement in relation to the provision of the spatial planning and land management function: -

- This action is deemed a priority to ensure that the Local Municipality has adequate access to sound technical skills relating to forward planning (planning for future land developments) and land use management (overseeing planning permissions, including rezonings, subdivisions and consolidations, and building plan approvals).
- For the above to take place in an appropriate manner, it is imperative that the ORT District Municipality, the Local Municipalities, the Department of Co-Operative Governance & Traditional Affairs and other key stakeholders (principally, Traditional Councils) acknowledge the importance of the spatial planning and land use planning function and structure their inter-relationships in such a manner that the necessary capacity is made available wherever necessary in the district and that appropriate processes are set in place to ensure Wise Land Use towards a sustainable future.

Understanding the Implementation Plan table:

Project Name: This the title of the project. It also includes a brief description of the project

Responsible Department: The Responsible department outlines the department which will lead the proposed project. The role of this identified department is responsible for ensuring the Implementation of the project,

including presenting the proposal of the project at various tiers to acquire buy-in to the project. The role of the responsible department further includes the sourcing of Funding for the respective project, preparing the Tender document (should the project be tendered out), ensuring the smooth and timeous implementation of the project. This department may also request to seek assistance from another department should assistance be needed.

Their responsibility further includes any applications which need to be made or studies that need to be conducted in order to acquire funding.

Municipality / Region: The location in which the project will be implemented within.

Source of funding: Identifies suggestions of where the funding can be sourced from for the implementation of the project.

Total Project Cost: This is the total cost of project

Budget 2020/21: The amount of the Total project cost that is expected to be spent on the project during the 2020/2021 financial year.

Budget 2021/22: The amount of the Total project cost that is expected to be spent on the project during the 2021/2022 financial year.

Budget 2023/24: The amount of the Total project cost that is expected to be spent on the project during the 2023/2024 financial year.

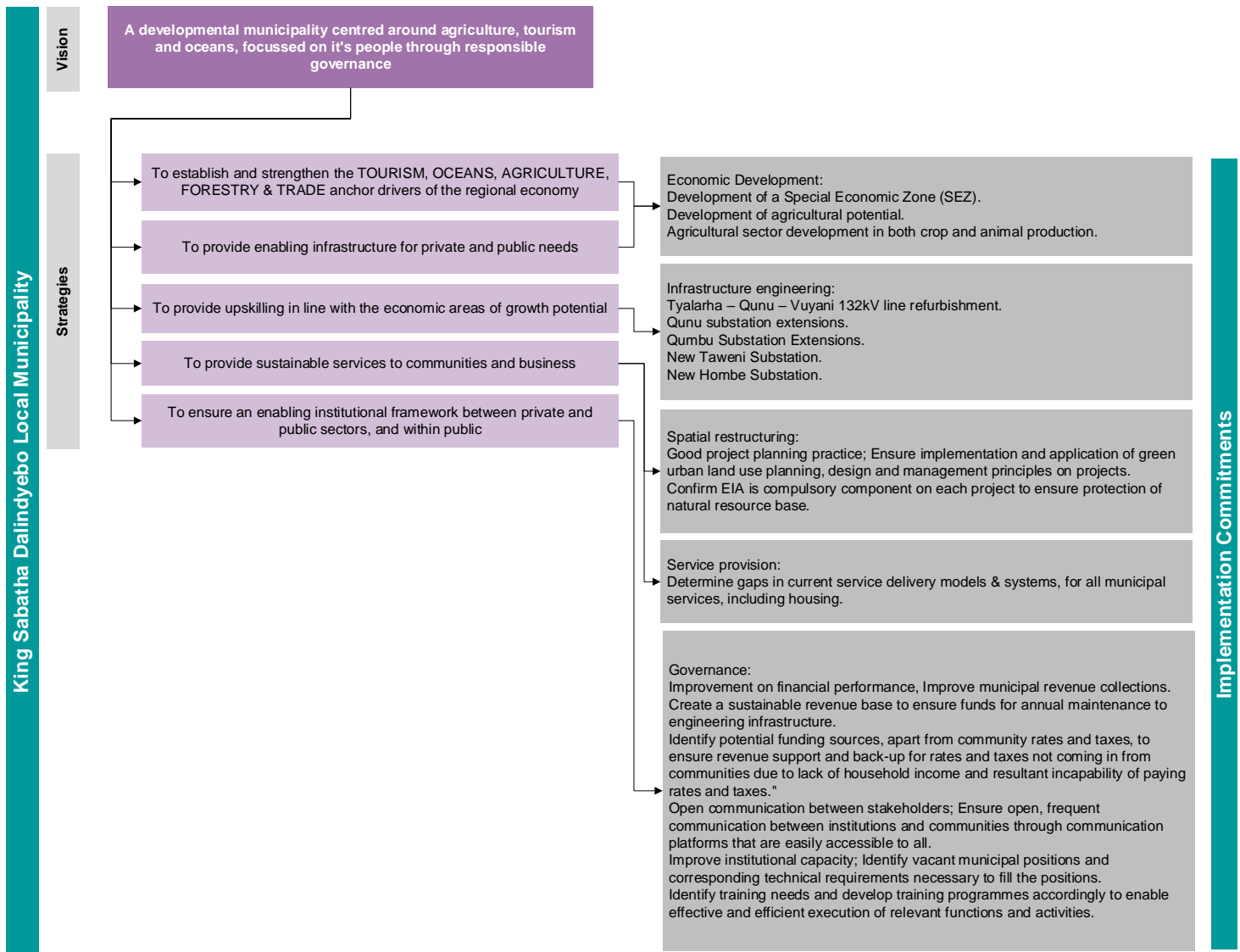


Figure 39: Strategies and Implementation projects in KSD LM, ORT District Development Model, 2020

J1. KEY PROGRAMMES / PROJECTS

Project name	Responsible Department	Municipality / Region	Source of funding	Total Project Cost	Budget 2020/21	Budget 2021/22	Budget 2022/23
Mthatha Water supply Intervention Area (WSIA)	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	R 4 677 million	R2 338,50 million	R1 169,25 million	R1 169,25 million
Mthatha Regional Borehole Development WSIA	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	R 52 million	R26,00 million	R13,00 million	R13,00 million
Mqanduli Corridor Development WSIA	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	R 1 145 million	R572,50 million	R286,25 million	R286,25 million
Coffee Bay WSIA (Water supply intervention areas)	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	R 602 million	R301,00 million	R150,50 million	R150,50 million
Ingquza Hill WSIA	ORT DM – Implementation	ORT DM	MIG, DPW, DWAS	R 7 204 million	R3 602,00 million	R1 801,00 million	R1 801,00 million

	KSD LM Dept Infrastructure - Oversight						
Coffee Bay Regional Water Supply scheme 3A	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	202 113 846,03	R 34 864 935,94	R 34 864 935,94	R 34 864 935,94
Coffee Bay Regional Water Supply scheme 3B	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	104 594 807,83	R 2 273 713,30	R 2 273 713,30	R 2 273 713,30
KSD PIP: Ngqeleni & Libode Corridors	ORT DM – Implementation agent KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	163 259 672,00	R 98 814 067,67	R 98 814 067,67	R 98 814 067,67
Mqanduli Corridor (KSD Presidential Initiative : Mthatha Regional Water Supply – Thornhill to Mqanduli via Viedgesville)	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	296 442 203,00	R 61 181 271,67	R 61 181 271,67	R 61 181 271,67
KSD PIP: Mthatha Central and Airport Corridor	ORT DM – Implementation agent	ORT DM	MIG, DPW, DWAS	183 543 815,00	R 26 666 666,67	R 26 666 666,67	R 26 666 666,67

	KSD LM Dept Infrastructure - Oversight						
KSD PIP: Pipe Replacement	ORT DM – Implementation KSD Dept Infrastructure - oversight	ORT DM	MIG, DPW, DWAS	80 000 000,00	R 8 210 266,05	R 8 210 266,05	R 8 210 266,05
Mqanduli Secondary Bulk Water Supply	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	615 634 930,69	R 33 773 368,93	R 33 773 368,93	R 33 773 368,93
Ngqeleni Secondary Bulk Water Supply	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	104 954 146,00	R 48 916 687,33	R 48 916 687,33	R 48 916 687,33
Mqanduli Bulk Sewer	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	ORT DM	MIG, DPW, DWAS	25 704 265,00	R 8 568 088,33	R 8 568 088,33	R 8 568 088,33
Small Town Regeneration strategy for Coffee Bay	Rural economic development and planning – Project leader	KSD	ORT, CoGTA, OTP	R500 000,00	R166 666,67	R166 666,67	R166 666,67

	KSD LM Dept Infrastructure – Infrastructural input KSD LM Town Planning – Town Planning Input						
Wild Coast Mariculture	LM LED units - Coordination of entrepreneurs, liaison with authorities for implementation	ORT	DEDEAT, SEDA	R500 000,00	R166 666,67	R166 666,67	R166 666,67
Coffee Bay tourism node upgrade	Dot of LED + Dot Infrastructure – Infrastructure requirement input	KSD	Private, CoGTA, DWAS, DRPW	R65 100 000,00	R21 700 000,00	R21 700 000,00	R21 700 000,00
Detailed feasibility studies for LSDF's within future metro regions	ORT DM – Oversight KSD LM Town Planning – Project Managers	PSJ, Mthatha and Lusikisiki	CoGTA, Mhlontlo	R 3 000 000	R 1000 000	R 1000 000	R 1000 000
Establishment of Maize belt	Rural economic development – Project Implementation KSD Town Planning – alignment to Spatial Plans	Ingquza, Nyandeni, KSD Mqanduli, Mhlontlo	DRDAR, ORT, CoGTA	R13 200 000	R4 400 000	R4 400 000	R4 400 000
Small Town Regeneration for Coffee Bay	LED – Project Implementation KSD Infrastructure – Infrastructural input	Coffee Bay	ORT, COGTA, OTP	R 1 833 333.20	1 500 000	166 666,67	

Coffee Bay Tourism Node Upgrade	LED – Project Implementation DoT – Tourism input KSD Infrastructure – Infrastructural input	Coffee Bay	Private, COGTA, DWAS, DRPW	21 700 000	21 700 000		
King Sabata Dalindyebo Fencing	Infrastructure – Implementation	LSD LM	ES	3 193 00	3 193 00		
Mthatha Dam (Mthatha Bypass) Phase 1	Infrastructure – Implementation	Mthatha	ES	10 560 000	10 560 000		
Wild Coast Meander Coffee Bay to Zithulele (Phase 1)	LED – Project Implementation KSD Town Planning – alignment to Spatial Plans	KSD	ES	52 800 00	52 800 00		
Household Contractor Road Maintenance	Infrastructure – Project Management and Implementation Plan	KSD	Provincial Roads Maintenance Grant	98 490 00	98 490 00		
Tabase Clinic	Infrastructure - Implementation DoH – Project consent	KSD	ES	1 448 50	1 448 50		
Khambi Clinic	Infrastructure - Implementation DoH – Project consent	KSD	ES	1 367 50	1 367 50		
Centuli Clinic Replacement	Infrastructure - Implementation	KSD	ES	2 148 50	2 148 50		

	DoH – Project consent						
Upgrade of Umtata General Hospital	Infrastructure - Implementation DoH – Project consent			2 717 00			
Mthatha Campus (KSD)	Infrastructure - Implementation DoE – Project consent			781 50			
KSD Western Side Electrification	KSD Infrastructure – Project Implementation			64 428 00			
Coffee Bay Regional Water Supply Scheme 3B	KSD LM Infrastructure ESKOM - Implementation	KSD, Ward 23,24,25	MIG			820 000	820 000
Mqanduli Corridor (KSD Presidential Initiative: Mthatha Regional Supply Thornhill to Mqanduli via Viedgiesville)	KSD LM Infrastructure ESKOM - Implementation	KSD, Ward 29	MIG			8 000 000	8000 000
KSD PIP: Central and Airport Corridor	KSD LM Infrastructure ESKOM - Implementation	KSD Ward 11	MIG			2 000 000	2 000 000
Mqanduli Secondary Bulk Water Supply	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	Qweqwe, Viedgiesville, Zwelitsha				66 000 000	66 000 000

Mthatha Pipe Replacement	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	KSD	MIG			3 600 000	3 600 000
KSD PIP: Ngqeleni & Libode Corridor	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	Enjiveni B, Kwa Zulu, Magcikini	MIG			34 000 000	34 000 000
Development & Implementation of Integrated Spatial Systems by 2025- Qunu LSDF	Various departments – Implementation of relevant departments	Ward 19				250 000	
Planning & Survey of Erf 915 (Portion of Project B)	Town Planning Department - Implementation					300 000	
Planning & Survey of Mqanduli West- 500 units –Township Establishment	Town Planning Department – Implementation					700 000	
Planning & Survey of Mqanduli East -150 units- Township Establishment	Town Planning Department – Implementation	Ward 29				200 000	
Zimbane Heights Planning and Survey	Town Planning Department - Implementation	Ward 7				500 000	

Extension of Upper Mhlahlane Water Supply	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	15, 31,34 to supplement Upper Mhlahlane villages	MIG			43 500 000	43 500 000
Sidwadweni Water Supply Phase 5 Remainder	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	Bulembu, Bongweni, Balasi	MIG			55 000 000	55 000 000
Lukwethu RWS	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	19,35,28	MIG			31 742 000	31 742 000
Ntsoyeni Ngqokweni Regional	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	Darhana	MIG			50 200 000	50 200 000
Water Supply Scheme Phase 2A	ORT DM – Implementation KSD LM Dept Infrastructure - Oversight	Bhakaleni, Bholani	MIG	14 000 000	14 000 000	31 500 000	54 000 000
Declaration of Coffee Bay Town-Facilitation	COGTA – Provincial authorizing body	34				93 000 000	-

	KSD – ensure alignment with legislation for approval purposes						
Development & Management of Land Use Schemes by 2025- Road Shows (Public Participation)	Town Planning Department – Conduct Public Participation	1-36				100 000	0
Development and implementation of Integrated Spatial Systems by 2025- Ncamedlana LSDF	Town Planning Department – Implementation KSD Various departments - Implementation	1-36				350 000	-
R61 Activity Corridor	KSD – Coordinating authority COGTA – funder / technical input	10-16 & 34					
Sprigg Street Precinct Plan-Facilitation	KSD TP – preparation, implanter All KSD line departments for technical input COGTA – funding / technical input	7					
CBD Parking Garage	Dpt public Works and Dpt of Roads and Public Transport – Offer land, or buildings	7					

	KSD – local coordinating authority						
Durham Street Precinct Development/ Mamela Taxi Rank	Dpt public Works and Dpt of Roads and Public Transport – Offer land, or buildings KSD – local coordinating authority	7					
Nduli Nature Reserve Development	LEDKSD – Project coordinator EC parks Board and Tourism agency – partners on feasibility study and possible implementation	6					
Freedom Square Government Precinct	Dpt public works, land availability OTP – Catalytic Project KSD – local coordinator	7					
Cemetary Site Investigations	KSD TP – project coordinator for feasibility study Dpt of Environmental Affairs – Technical input/ funder	-		93 000			
Development & Implementation of Integrated Spatial	KSD – Coordinator of all activities	13					

Systems by 2025- Ncamedlana LSDF	KSD line departments to implement projects withing mandate ORT DM – Bulk services						
Ngangelizwe land administration- Ownership verification and correction	KSD TP – To fund and lead the project	-					
Management of urban space: mapping of existing informal traders	KSD TP – To fund and lead the project	Urban areas both towns					
Management of Spring Street businesses for compliance	KSD TP – To fund and lead the project Law Inforcement LED	7					
Land Use survey for Vulindlela and Project Management for property	KSD TP – To fund and lead the project	7					
Preparation of the Land Register for investment purposes	KSD TP – to provide information and LED Department to assist with coordination	All Wards					
Land Allocation for Billboards	KSD TP – Identification of Suitable Land LED – Economic generation of the city	Urban Areas					

Coordinate major private sector investments: Silverton and La Forest Development: Mixed Use Development	LED – Facilitate investment opportunities TP – to support land availability and coordinate spatial proposals	1,2 &10					
Coffee Bay Internal Roads Phase 1	KSD Roads Dpt	24					
Mpeko Community Hall	KSD Community services Dpt- Coordination of project	31					
Coffee Bay/ Mapuzi/Mthatha Mouth & Hole in the Wall- Township Establishment	KSD Town Planning - Implementation	24					
Remainder erf 937 Planning & Survey: BNG& In-situ Upgrading	Town Planning Department – Implementation	13					
Development & Implementation of Integrated Spatial Systems by 2025- Kwaaiman LSDF	Town Planning Department – Implementation KSD various sector departments - Implementation	-					
Northern N2 Activity Corridor	ORT DM – Bulk Infrastructure Implementation	7,8,9&13	MIG				

Thuthwini, Khwenxura, Mafakathini & Liwalaphakade next to school	DoE – Funding allocation and implementation	21	MIG				
Lundini Access Road	KSD Infrastructure Department - Implementation	22	MIG				
High Mast Lights Ngcwanguba stop & Dudumayo High School	DoE – Project Consent KSD Infrastructure Department - Implementation	9 & 25	MIG				
Cezu bus stop to Puzana Road Access Road, Mqanduli to Macosa from Puzana road	KSD Infrastructure Department - Implementation	28	MIG				
Silverton Community Hall	KSD Community services Dpt- Coordination of project	1	MIG				
Installation of High Mast Lights	KSD LED Department – Implementation	6,7,8.25,29	MIG				
Luthuthu to Upper Qweqwe Access Road	KSD Infrastructure Department - Implementation	32					
Construction of Bridge at Tyeni to Mbozisa	KSD Infrastructure Department - Implementation	34					

Matyeni via Ngcwala SPS Access road, construction of access road from N2 Maqhinebeni via Maxhwele to Kwenxura	KSD Infrastructure Department - Implementation	35	MIG				
Mthatha Hawker Stalls	KSD LED Department – Implementation KSD Town Planning - Input	7,8 & 9	MIG				
Komkhulu eNtsilibeni to Wilo Clinic with Bridge	Department of Health – Implementation KSD LED Department – Implementation	36	MIG				
Mampondweni to Sigingqini Village Access Road	KSD LED Department – Implementation	29	MIG				
Tyeni to Mbozisa Access with Bridge	KSD LED Department – Implementation	34	MIG				
Hillcrest Multi-Purpose Community Centre	KSD Community services Dpt- Coordination of project	9	MIG				
20 High Mast Lights	KSD LED Department – Implementation	6, 7	MIG				
Khalalo Access Road	KSD LED Department – Implementation	21	MIG				
Nodumile to Phahla Access Road	KSD LED Department – Implementation	22	MIG				

Zinkawu Access Road	KSD LED Department – Implementation	24	MIG				
Mbozisa to Ngqungqu Access Road	KSD LED Department – Implementation	26	MIG				
Mampondweni to Sigingqini Village Access Road	KSD LED Department – Implementation	29	MIG				
Dumrhana to Cimela via Gubevu Access Road	KSD LED Department – Implementation	31,32& 14	MIG				
Mncwasa to Kunene via Haji Access Road	KSD LED Department – Implementation	27	MIG				
Slovo, Chris Hani,Marhambeni Internal Roads	KSD LED Department – Implementation	5,11,12& 14	MIG				
Silverton Access Road	KSD LED Department – Implementation	1	MIG				
14 Sai Tunxe Access Road	KSD LED Department – Implementation	14	MIG				
Kwezi Community Hall	KSD Community services Dpt-Coordination of project	2	MIG				
Qweqwe Community Hall	KSD Community services Dpt-Coordination of project	33	MIG				
Rosedale Community Hall	KSD Community services Dpt-Coordination of project	10	MIG				

Mqanduli 5 High Mast	KSD LED Department – Implementation	24,29	MIG				
Mthatha 25 High Mast	KSD LED Department – Implementation	7	MIG				
Mthatha Stadium	Department of Sports, Arts and Culture – Implementation and Funding KSD LM Town Planning – Planning Input	6&7	MIG				
Tyumbu Access Road Phase 2	KSD LED Department – Implementation	35	MIG				
Khwezi Extension Roads Phase 1	KSD LED Department – Implementation	3& 9	MIG				
Calaza Surfacing- Planning	KSD LED Department – Implementation	2	MIG				
Callaway & Eagle Street Surfacing	KSD LED Department – Implementation	9	MIG				
North Crest Community Hall	KSD Community services Dpt- Coordination of project	13	MIG				
John Beer, Jafta, Maninjwa, Mqhayi Resurfacing	KSD LED Department – Implementation	8 &13	MIG				
Ncise to Mdeni via Clinic Access Road	Infrastructure - Implementation DoH – Project consent	10	MIG				

Ntabelezi Access Road	KSD LED Department – Implementation	17	MIG				
Norwood Internal Street-Phase 1	KSD LED Department – Implementation	8	MIG				
King Edward Road Surfacing	KSD LED Department – Implementation	7	MIG				
Callaway & Eagle Streets Surfacing	KSD LED Department – Implementation	7&9	MIG				
Makhekhensi Main Street	KSD LED Department – Implementation	29	MIG				
Upper Ngqwarhu Access Road	KSD LED Department – Implementation	29	MIG				
Flammingo to King Fisher Rehabilitation	Town Planning Department – Implementation KSD various sector departments - Implementation	6	MIG				
Rehabilitation of Blakeway, Park, Victoria Road	Town Planning Department – Implementation KSD various sector departments - Implementation	7	MIG				
Kwezi Extension Roads Phase 1-Planning	KSD LED Department – Implementation	3& 9	MIG				

Maydene Farm Phase 2- Planning	KSD LED Department – Implementation	9	MIG				
Mthatha sidewalks	KSD LED Department – Implementation	2,4,6,7&9	MIG				
Mqanduli Sidewalks	KSD LED Department – Implementation	29	MIG				
Blekana to Mqanduli Access Road	KSD LED Department – Implementation	28	MIG				
Mxambule to Jojweni Access Road	KSD LED Department – Implementation	26	MIG				
Nyokinala to Mbozwana Access Road	KSD LED Department – Implementation	27	MIG				
Mcakhathini to Pshesheya Kolwalwa Access Road	KSD LED Department – Implementation	20	MIG				
Baziya Clinic to Sixuzulu Access Road	KSD LED Department – Implementation	15	MIG				
Highbury Access Road	KSD LED Department – Implementation	13					
King Sabatha Dalindyebo Productive areas	KSD LED Department – Implementation		CASP	0			
Access of Physically Challenged	KSD LED Department – Implementation		ES	1 795 00			
Botha Sigcua Building- Open Plan and Entrance Upgrading, Parkade Link to Canteen Centre &	KSD LED Department – Implementation		ES	-			

Installation of Fire Detection							
Adhoc Maintenance	KSD LED Department – Implementation	-	ES	1 103 00			
Household Contractor Road Maintenance	KSD LED Department – Implementation	-	EPWP- Integrated Grant for Provinces	-			
Bumbane Clinic	Infrastructure - Implementation DoH – Project consent	-	-				
Chatam to Tembu Surfacing	KSD LED Department – Implementation	7& 9	MIG				
Surfacing of Elliot Street	KSD LED Department – Implementation	6,8&9	MIG				
Viedgies to Sawmill Road Surfacing	KSD LED Department – Implementation	29	MIG				

Table 24: Key Programmes and Projects

J2. CAPITAL INVESTMENT FRAMEWORK (CIF)

The Capital Investment Framework (CIF) is the implementation component of the SDF translating the City's goals and objectives into tangible investment strategies and budget allocations.

1. Objectives

The Municipality uses its *Capital Investment Framework (CIF)* to identify and prioritise capital projects for implementation in the following financial year and medium-term period (four years). The objectives of the CIF are to:

- Contribute towards the eradication of service delivery backlogs, especially in poor and marginalised areas by prioritising projects in these locations;
- Ensure the improved management of the Municipality's existing infrastructure;
- Improve new service delivery through infrastructure and services that are planned, delivered and managed in an objective and structured manner;
- Prioritise projects and programmes through a strategic and spatially-linked information system known as the Capital Investment Management System (CIMS) in the context of a limited capital budget; and

- Direct future public and private investment by aligning the capital-budget requirements of departments and entities to priority areas.

J3. CAPITAL EXPENDITURE FRAMEWORK (CEF)

The Spatial Development Framework is a crosscutting plan which encompasses most of the activities of the Metropolitan and gives direction to the decision-making of Council on land use and direction of development. Consequently, it must be viewed as a key strategic document and embraced both at the political level as well as the technical level.

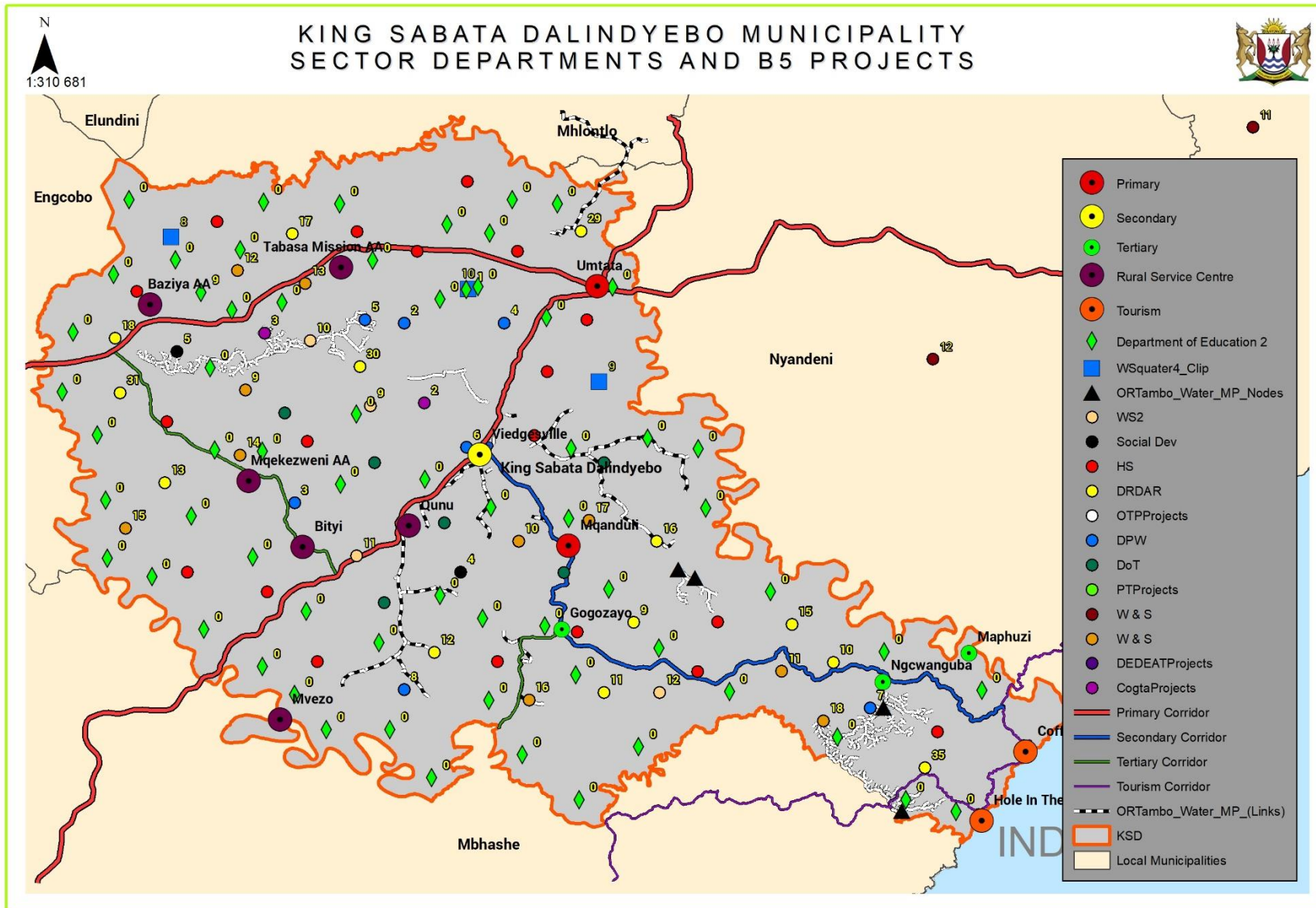
In order to integrate the Spatial Development Framework into the everyday workings of the Municipality's Directorates, it is proposed that appropriate programmes and budgets be undertaken to ensure co-ordination and communication on critical development issues that have spatial implications.

The term "Capital Expenditure Framework" (CEF) became a municipal mandate with the promulgation of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) section (21)(n). A Capital Expenditure Framework is a consolidated, high-level view of infrastructure investment needs in a municipality over the long-term (10 years) that considers not only infrastructure needs but also how these needs can be financed and what impact the required investment in infrastructure will have on the financial viability of the municipality going forward.

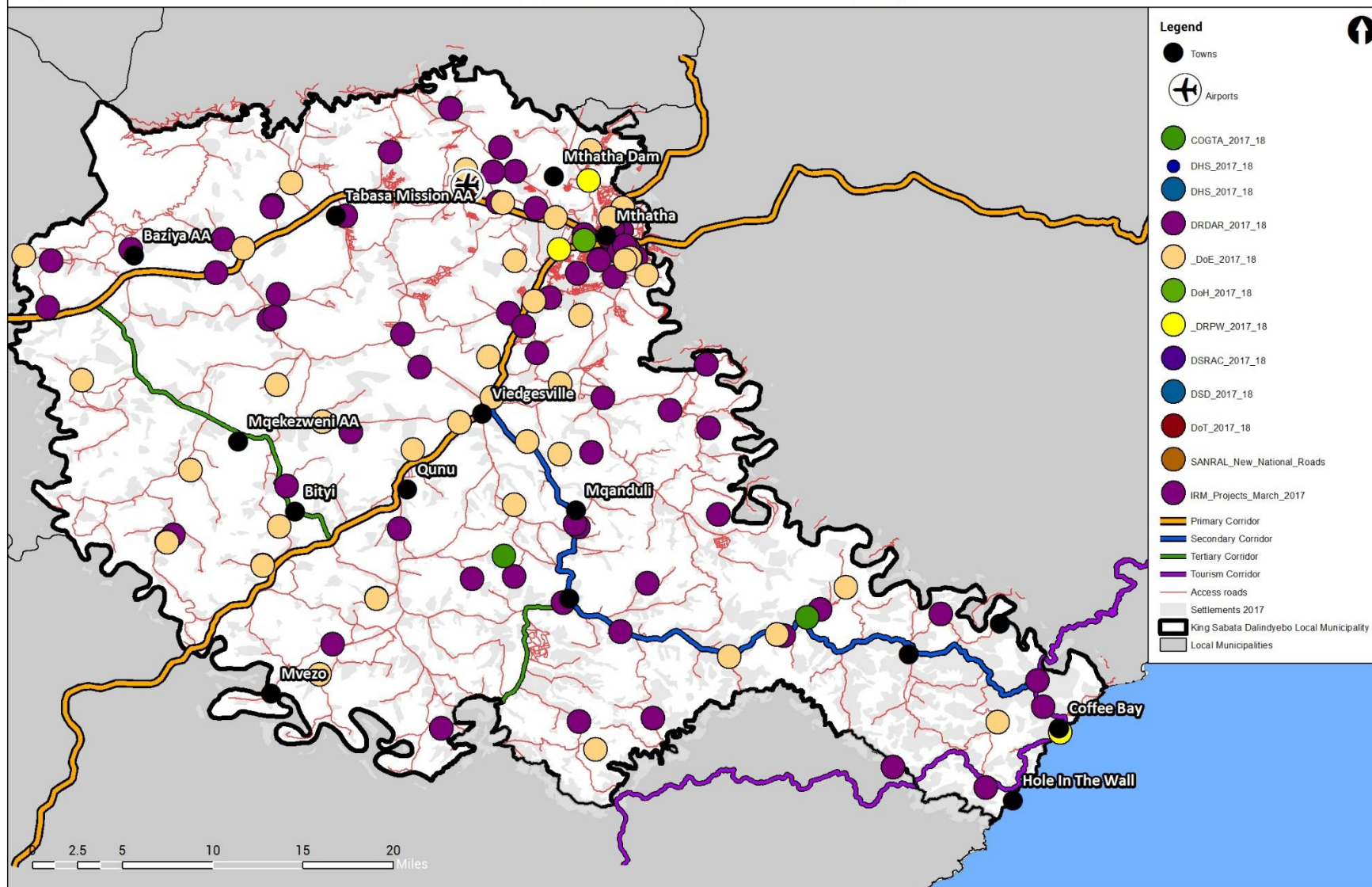
The term "Capital Expenditure Framework" (CEF) became a municipal mandate with the promulgation of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) section (21)(n). However, the

concept of a Capital Investment- or Capital Expenditure Framework has been eluded to in several other preceding legislative and policy instruments.

The role of a CEF is to provide a framework which coordinates the outcomes of a multitude of planning initiatives and documents within the municipality, in order to ensure that capital investment and project / programme implementation on the ground is guided by an over-arching long-term strategic, spatial, financial and socio-economic logic. Key informants to the CEF national and provincial strategies and policies.



Map 59: KSD B5 Projects



Map 60: Draft Capital Expenditure Framework Plan

J4. MONITORING AND EVALUATION FRAMEWORK

Ensuring effective performance and implementation of projects are of key importance. A Monitoring and Evaluation Framework provides a method of measuring its performance in order for it to effectively assess its achievements and identify any need for improvement. The Department also advocates the use of performance indicators by all transport planning authorities within the province. This requires a systematic way of monitoring the transport system in order to evaluate its performance and achievement of the various objectives and policies in the White Paper and other national goals. There are also other policies related to land use and integrated development which seek to achieve effective use of available resources. These should be integrated with transport planning and achievements measured relative to established targets.

It is important to note that, on the one hand, monitoring activities focus on programme inputs and outputs on a continuous basis in order to assess if they are used as intended - tracking project activities or processes in order to determine if activities aimed at achieving objectives are done correctly. Evaluation, on the other hand, focuses on outcomes, comparing the situation before and after the implementation of the programme. The collection of impact indicators is done as part of the evaluation. This is related to the goal of the programme.

(Source: TOWARDS A MONITORING AND EVALUATION SYSTEM FOR THE SOUTH AFRICAN FRAMEWORK FOR LOCAL ECONOMIC DEVELOPMENT, 2018-2028, Wellington Thwala, Fana Sihlongonyane, Lindile L. Ndabeni, Christian M. Rogerson and Busisiwe Ntuli, March 2020)

STEP 1:

- Identify and set up the team of strategic and relevant people, institutions, business people, community organisations, and civil society that can monitor and evaluate the ILED programmes
- Should be all sectors in a co-operative partnership drawing from the public, non-profit, or private sectors
- This team to have regular meetings on Status and Progress

STEP 2

- Aims to focus on situating the programmes in the context of the locality and also of the district and the country at large.
- internal and external environment within which the programme is implemented
- understanding the strengths, weaknesses, opportunities and threats facing the local economy

STEP 3

- A clear definition of the goals and objectives ensures that monitoring and evaluation are undertaken according to specified targets and intentions.
- These should be aligned with the mission, principles, vision and values of the LM.

Further monitoring activities include:

- Review existing information related to the project.
- Develop/revise goals and objectives for the programme
- Familiarise yourself with the conceptual framework of the project or develop a conceptual framework for the project.
- Identify monitoring objectives.
- Identify indicators.
- Determine which categories of workers, supervisors or other will be responsible for the collection of each category of monitoring data.
- Develop a timetable for frequency of monitoring.
- Develop/strengthen a management information system.
- Train staff in monitoring activities.
- Develop monitoring instruments.
- Conduct monitoring activities.
- Analyse monitoring and interpret monitoring data
- Write a report.
- Make recommendations.
- Implement recommendations.
- Identify new indicators based on the recommendations.
- Modify the monitoring system if necessary.
- Continue monitoring.

SECTION K:

CONCLUSION

“We are realising that if you have people walk and bicycle more, you have a more lively, more liveable, more attractive, more safe, more sustainable and more healthy city. And what are you waiting for?” - Jan Gehl

In concluding the King Sabata Dalindyebo Spatial Development Framework, this report serves as the final report which outlines the Spatial Development Framework for the KSD Local Municipality. Based on the spatial development strategy and direction of growth identified for the Municipality, a detailed Implementation Plan and Capital Investment Framework has development and included into this report.

It is envisaged that over the next 20 – 30-years, KSD LM will be a prominent District which is built upon the vision set forth in this SDF, supported by the IDP and Vision 2030 as well as the EC PSDF and the ORT SDF. The proposals will be realised through key rural development interventions, by developing strong infrastructure linkages with the neighbouring coastal and inland municipalities within and around KSD LM.