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No. No.***GENERAL NOTICES • ALGEMENE KENNISGEWINGS**

Agriculture, Land Reform and Rural Development, Department of / Landbou, Grondhervorming en Landelike Ontwikkeling, Departement van

1622	Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA): Notice of the draft Eastern Seaboard Regional Spatial Development Framework in terms of Sec 18(4) of SPLUMA.....	48078	3
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GENERAL NOTICES • ALGEMENE KENNISGEWINGS

DEPARTMENT OF AGRICULTURE, LAND REFORM AND RURAL DEVELOPMENT**GENERAL NOTICE 1622 OF 2023**

MINISTER
AGRICULTURE, LAND REFORM AND RURAL DEVELOPMENT
REPUBLIC OF SOUTH AFRICA

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NOTICE OF THE DRAFT EASTERN SEABOARD REGIONAL SPATIAL DEVELOPMENT FRAMEWORK IN TERMS OF SECTION 18(4) OF THE SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (16 of 2013)

I, Mrs Angela Thokoza Didiza, in my capacity as Minister of Agriculture, Land Reform and Rural Development, hereby give notice in terms of Section 18(4) of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA); that the draft Eastern Seaboard Regional Spatial Development Framework (ESRSDF), as contemplated in Section 18 of the Act, is available for public comments and invites all interested persons, organisations and institutions, in terms of Section 18(4)(b) of the Act, to submit written representations in respect of the draft ESRSDF, on or before the closing date of this notice.

Any comments and representations must be lodged for the attention of the Chief Executive Officer of the Municipal Infrastructure Support Agent (MISA) at Letaba House, Riverside Office Park, 1303 Heuwel Avenue, Centurion, 0046 or posted to Private Bag X105, Centurion, 0046 or e- mailed to eastern.seaboard@misa.gov.za within **60 days** of the date of this publication.

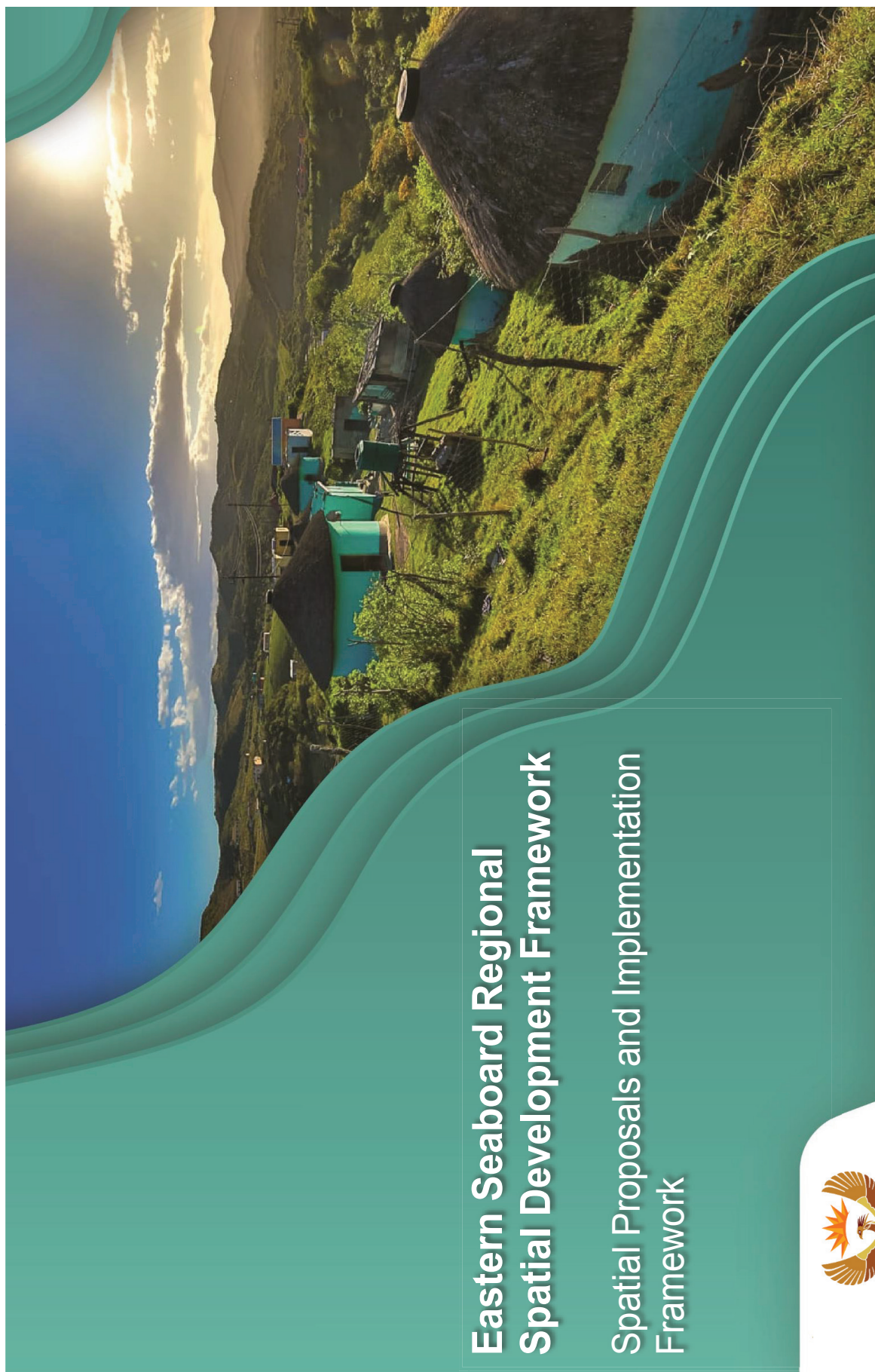
The draft ESRSDF is available at <http://www.eastern.seaboard.gov.za> and <http://www.misa.gov.za>, or an electronic copy can be requested via email to eastern.seaboard@misa.gov.za. Alternatively, hard copies may be accessed during week days between 09h00 and 15h00 at the following District Municipalities:

1. OR Tambo District Municipality: OR Tambo House, Nelson Mandela Drive, Myezo Park, Mthatha.
2. Alfred Nzo District Municipality: Erf 1400, Ntsizwa Street, eMaXesibeni.
3. Ugu District Municipality: 28 Connor Street, Port Shepstone
4. Harry Gwala: 40 Main Street, Ixopo

MRS A.T DIDIZA, MP

MINISTER: AGRICULTURE, LAND REFORM AND RURAL DEVELOPMENT

DATE: 01-02-2023



Eastern Seaboard Regional Spatial Development Framework

Spatial Proposals and Implementation Framework



Cooperative Governance
Traditional Affairs



agriculture, land reform
& rural development
Department of Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA



KWAZULU-NATAL
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA



Province of the
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REPUBLIC OF SOUTH AFRICA

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Abbreviations/acronyms

Abbreviation/ acronym	Term
AAGR	Average Annual Growth Rate
AFA	Agri-business and Agri-industry focus areas
AHs	Agri-Hubs
CBA	Critical Biodiversity Area
CCA	Coastal Conservation Area
CL	Strategic Corridor Link
CMP	Coastal Management Plan
CSIR	Council for Scientific and Industrial Research
DALRRD	Department of Agriculture, Land Reform and Rural Development
DC	Development Corridors
DCoG	Department of Cooperative Governance
DEDEAT	Department of Economic Development, Environmental Affairs and Tourism
DEDETA	Department of Economic Development, Tourism and Environmental Affairs
DHS	Department of Human Settlements
DM	District Municipality
ECBCP	Eastern Cape Biodiversity Conservation Plan
EIA	Environmental Impact Assessment
EMF	Environmental Management Framework
EMP	Environmental Management Plan
EP	Environment Protection Focus Areas
ESA	Ecological Support Areas
FFA	Forestry Focus Areas
FPL	Food Poverty Line
FPSUs	Farming Production Support Units
HDA	Housing Development Agency
HSR	High-Speed Rail (HSR)
IBA	Important Bird Area
IDP	Integrated Development Plan
ISUPG	Informal Settlement Upgrading Partnership Grant

Abbreviation/ acronym	Term
IUCN	International Union for the Conservation of Nature
LBPL	Lower-Bound Poverty Line
LM	Local Municipality
MPA	Marine Protected Area
NBA	National Biodiversity Assessment
NDoHS	National Department of Human Settlements
NEM:ICMA	National Environmental Management: Integrated Coastal Management Act
NEM:PAA	National Environmental Management: Protected Areas Act
NEMA	National Environmental Management Act
NPAES	National Protected Area Expansion Strategy
NSAAS	National Spatial Action Area
NSTETR	Coastal National Spatial Transformation and Economic Transition Region
PES	Present Ecological State
PHSHDA	Priority Human Settlements and Housing Development Area
RAMS	Road Access Management System
REDZ	Renewable Energy Development Zone
RRA	Rural Region and Agricultural Focus Areas
RUMC	Rural Urban Market Centre
SAC	Smart African Cities
SANBI	South African National Botanical Institute
SEA	Strategic Environmental Assessment
SEZ	Special Economic Zone
SPLUMA	Spatial Planning and Land Use Management Act
SPV	Special Purpose Vehicle
STR	Small-Town Regeneration and Intervention Areas
SUET	Services Upgrading and Economic Transformation Intervention Areas
SWSA	Strategic Water Services Area
T	Tourism Nodes
UD	Urban Development Focus Areas
UISP	Upgrading of Informal Settlements Programme
UPBL	Upper-Bound Poverty Line

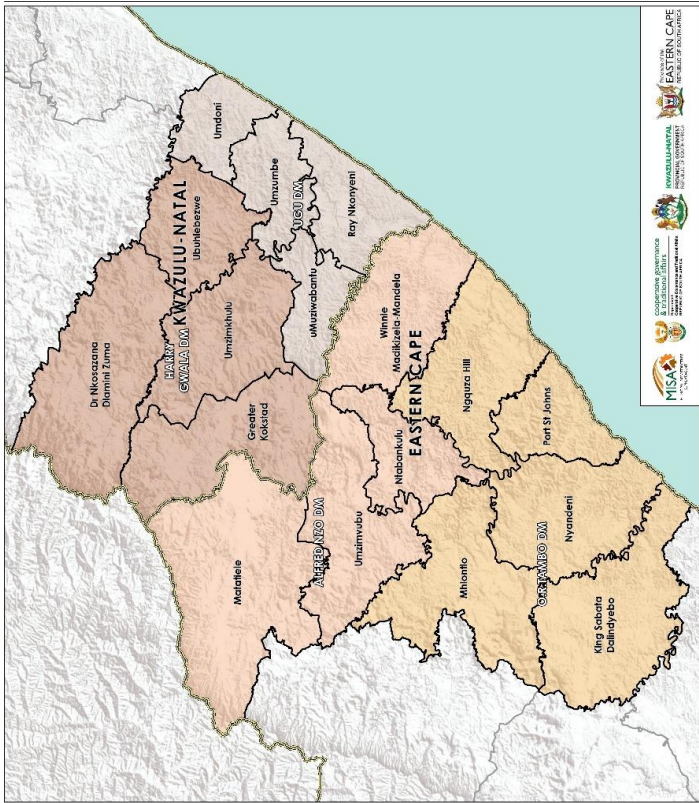
Executive Summary

Background and Overview of the Region

In the State of the Nation Address (SoNA), the President introduced his vision to develop new post-apartheid cities to reverse and address the legacy of apartheid spatial planning that perpetuated and normalised fabricated spatial injustice and inequality. In light of the President's vision to develop new post-apartheid smart cities, the National Department of Cooperative Governance and Traditional Affairs (CoGTA) through the Municipal Infrastructure Support Agent (MISA) has embarked on a process to develop the Eastern Seaboard which will ultimately culminate in one or more African coastal smart cities in the region. The development of a Regional Spatial Development Framework for the Eastern Seaboard Region serves as a key component towards the establishment of an African Coastal Smart City.

The Eastern Seaboard Region was declared and Gazetted as a Region for the purposes of developing a Regional Spatial Development Framework (RSDF) on 20 June 2022. The Eastern Seaboard lies between the Eastern Cape and KwaZulu-Natal provinces, covering four Districts and seventeen Local Municipalities and is home to over 3,6 million people residing in significant portions of land either communal, tribal or state owned. The region is endowed with natural resources spanning across multiple administrative boundaries; however, it is largely underdeveloped with poverty, unemployment and inequality is rampant across the region.

Despite its challenges, the Eastern Seaboard Region has been identified as a strategic area by the three spheres of government. The draft National Spatial Development Framework (NSDF) identifies the National Coastal Spatial Transformation and Economic Transition Region which includes the East coast N2 corridor as such and confirms the importance of the coast in the future development issues of South Africa, giving national priority and focused support to this area.



The National Development Plan (NDP) acknowledges that “reshaping South Africa’s cities, towns and rural settlements is a complex, long-term project requiring major reforms and political will”. The developing of new smart cities and towns should be done carefully to avoid destroying the small towns. The anticipated new cities and towns should be built on democratic principles, embracing African culture and heritage but also strengthen functional rural-urban linkages. This provides an opportunity to be bold and have innovative opportunities led by strong political and traditional leadership.

In the context of the spatial transformation agenda, the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) is proposed as the tool to effect spatial transformation using spatial planning mechanisms to eliminate poverty and inequality while creating conditions for inclusive growth. The Act puts forward development principles, norms and standards for spatial planning and land use management. It further provides for the preparation of spatial development frameworks by all three spheres of government and municipalities must participate in spatial planning and land use management process that impact on each other to ensure plans and programmes are coordinated.

The Eastern Seaboard Region development initiative serves as a starting point for decisively addressing the challenges confronting the Region and unlocking the economic potential in the Eastern Cape and KwaZulu-Natal and enhancing regional connectivity. This will be achieved through intentional development, in an all of government approach through the District Development Model (DDM). The DDM will be leveraged as far as possible to unlock the development potential of the District spaces through improved inter-governmental collaboration and joint planning, budgeting and implementation process that focuses investment to respond to the needs of the people.

The Eastern Seaboard Development Initiative is a flagship DDM project, and will need to set an example for how adopting a regional outlook, focusing on economic and function regions rather than administrative boundaries can accelerate development and improve the socio-economic conditions.

1 Setting the Scene

1.1 Background

In the State of the Nation Address (SoNA), the President introduced his vision to develop new post-apartheid cities to reverse and address the legacy of apartheid spatial planning that perpetuated and normalised fabricated spatial injustice and inequality. In light of the President's vision to develop new post-apartheid smart cities, the National Department of Cooperative Governance and Traditional Affairs (CoGTA) through the Municipal Infrastructure Support Agent (MISA) has embarked on a process to develop the Eastern Seaboard which will ultimately culminate in one or more African coastal smart cities in the region. The development of a Regional Spatial Development Framework for the Eastern Seaboard Region serves as a key component towards the establishment of an African Coastal Smart City.

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The Eastern Seaboard Development Initiative is a flagship DDM project and will need to set an example for how adopting a regional outlook, focusing on economic and function regions rather than administrative boundaries can accelerate development and improve the socio-economic conditions.

1.2 Requirements for the Regional Spatial Development Framework

A "regional" Spatial Development Framework (SDF) is different to a local, provincial or national spatial SDF as defined by SPLUMA and the SDF Guidelines. A Regional Spatial Development Framework (RSDF) is defined as a discretionary planning instrument that is developed at the discretion of the Minister, and a region has to be specifically designated by the Minister responsible spatial planning and land use management since it is not any jurisdictional demarcation and could cross provincial boundaries or be within a specific part of a province.

The RSDF is prepared in line with the requirements set out by the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) and aims to address the legacy of apartheid spatial planning and to provide increased sustainable service delivery that will improve the quality of life of current and future residents across the region in relation to: (i) inclusive socio-economic development (ii) agriculture and environmental sustainability, and (iii) the promotion, management and conservation and management of culture and heritage.

The RSDF is a discretionary tool, prepared for specific purposes and in response to unique circumstances that manifest within or across administrative boundaries. A RSDF needs to be framed with due consideration to the spatial dynamics of surrounding areas.

Whilst a RSDF does differ from a local, provincial or national SDF, the overarching normative spatial principles advocated by SPLUMA () will be applied.

These principles support and promote the objectives set out by the District Development Model:

- ▶ Accountable spatial planning, land use management and land development decision-making by organs of state;
- ▶ Cooperative governance and wider information sharing in plan-making and implementation; and
- ▶ Maximum openness and transparency in decision-making

Chapter 4 Part D of SPLUMA sets out the legislative requirements of an RSDF whilst DALRRD's Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans (2017) gives guidance on how to prepare the document. This is summarised in Table 1.

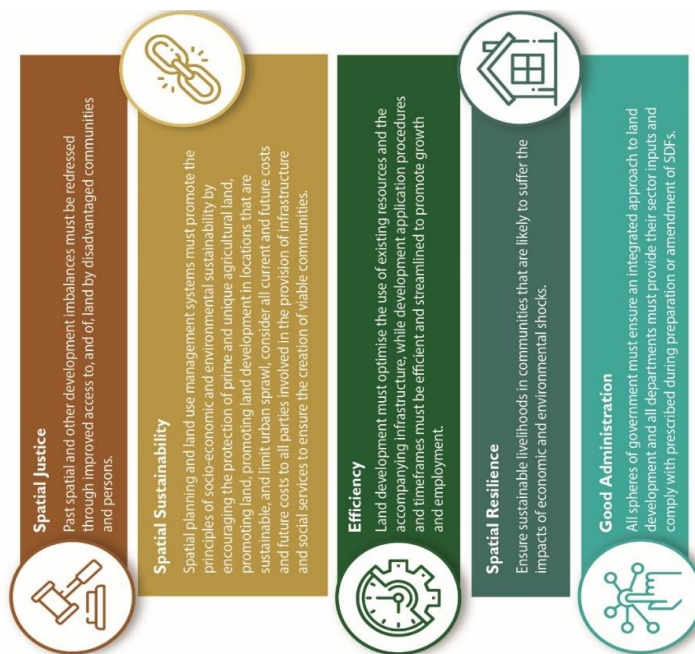


Figure 1: SPLUMA Development Principles (adapted from SPLUMA, 2013)

Table 1: Regional Spatial Development Framework legislative requirements as per SPLUMA

SPLUMA (Chapter 4 Part D): A regional spatial development framework must -	How - according to the Guidelines (DALRRD, 2017)
(19a) give effect to the development principles and applicable norms and standards set out in Chapter 2 of SPLUMA;	Base vision and proposals on the 5 SPLUMA principles
(19b) give effect to national and provincial policies, priorities, plans and planning legislation;	Base vision and proposals on relevant national and provincial policy directives
(19c) reflect the current state of affairs in that area from a spatial and land use perspective of the region;	Conceptual mapping of the key status quo elements of a region
(19d) indicate desired patterns of land use in that area;	Spatial proposals for land use
(19e) provide basic guidelines for spatial planning, land development and land use management in that area	Guidelines and management frameworks
(19f) propose how the framework is to be implemented and funded; and	Set up an implementation and possible funding plan by the authority concerned
(19g) comply with environmental legislation.	Base spatial proposals aligned to NEMA (National Environmental Management Act) principles

1.3 Overview of the Region

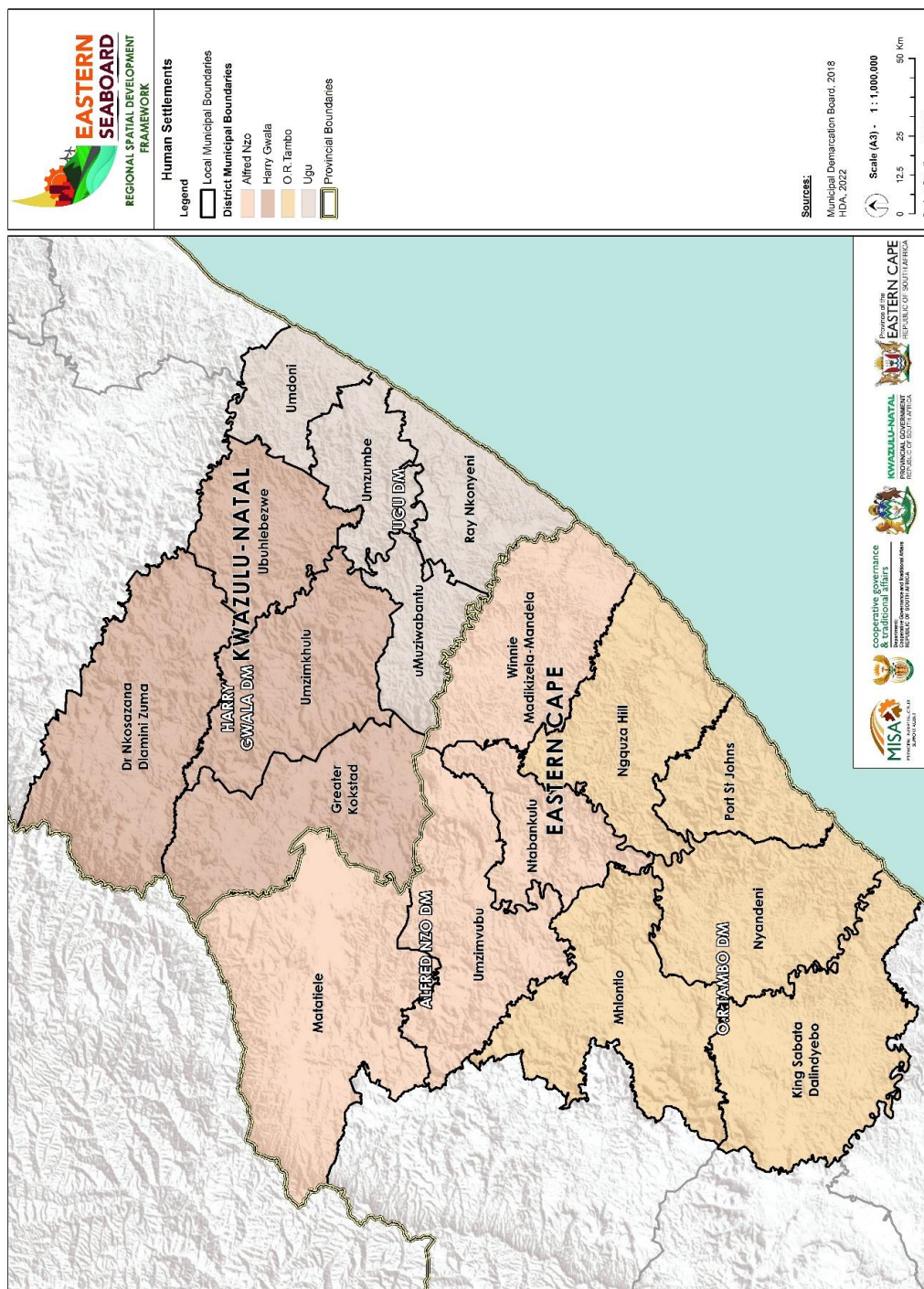
The Eastern Seaboard Region was declared and Gazetted as a Region for the purposes of developing a Regional Spatial Development Framework (RSDF) on 20 June 2022. The Eastern Seaboard Region covers an area spanning the southern coastline of the KwaZulu-Natal (KZN) and northern part of the Eastern Cape (EC) Provinces and spans across four districts and seventeen local municipalities (see Figure 1) and is home to over 3,6 million people residing in significant portions of land either communal, tribal or state owned. This area has been identified as a high potential development area with competitive advantage areas.

The unique circumstances of the Eastern Seaboard are that it focuses on the ocean, the coastal areas and adjacent land as one region. The region is endowed with natural resources spanning across multiple administrative boundaries; however, it is largely underdeveloped with poverty, unemployment and inequality is rampant across the region.

There are currently a range of development plans and initiatives from different spheres of government, the private sector, communities and particular interest groups in this region. Yet there is no regional-scale plan. Hence the need for a Regional Spatial Development Framework that will adopt an all of government and all of society approach to unlock the potential of the area and set the direction for the implementation of initiatives to realise the areas potential.



Figure 1: Eastern Seaboard Region Endowments



1.4 Report structure

This report details the draft regional spatial development framework for the Eastern Seaboard Regional Spatial Development Framework. It follows on from the previous report which presents the outcomes of an analysis of the current situation. Within this context, this report has been structured in the following manner:

Section 1 – Setting the Scene

This section sets the scene for the Eastern Seaboard Region and this Regional Spatial Development Framework (RSDF). The legislative requirements for a RSDF and summary of the guideline requirements. Finally, the section gives an overview of the Region.

Section 2 – Summary of Key Spatial Issues

This section gives high level summaries of the structuring elements from the regional situational spatial analysis. These elements will inform the vision and conceptual framework.

Section 3 - Spatial vision and Conceptual Framework

The spatial vision and objectives were conceptualised during Phase 2 of the ESRSDf's preparation. The vision is informed by the legislative and policy context within which the ESRSDf operates. The structuring elements are layered cumulatively to make up a conceptual framework.

Section 4 – Spatial Development Framework and Implementation Action Plan

This section combines the Spatial Development Framework of the Eastern Seaboard Region, which includes the spatial strategies and proposals required

for successful development and implementation in order to achieve the spatial vision, with the Implementation Framework¹. This section is structured in such a manner that each objective (outlined in Section 3), together with its spatial strategies and its proposals are discussed followed by the implementation action plan that gives tangible actions per spatial strategy for implementation. Additional guidelines for policy frameworks and policy reform that require attention is also included where relevant.

¹ The Implementation Framework provides a comprehensive Action Plan that gives tangible actions per spatial strategy for implementation. The next iteration of this report will include the Capital Investment Framework as part of the Implementation Framework. The intention is to spatially depict the strategic capital investment that is

planned for the Eastern Seaboard Region. That will be followed by a Consolidation Implementation Framework, which will rank priorities and budget for the short, medium and long term.

2 Summary of Key Spatial Issues

This section provides an overview of the key spatial issues which have been assessed across six impact areas. This section begins by highlighting the key takeaway messages from each impact area, followed by a high-level summary as per the situational analysis that was conducted in earlier phases.

The People

The Eastern Seaboard Region has a relatively high population, particularly along the coast. The highest development and growth pressure is experienced in the south whilst, in contrast, inland municipalities are experiencing negative population growth rates. The population is youthful, where 48% is between the ages 1 to 19 years. The older population (> 19) comprises predominantly of women, implying that men have migrated to other areas to find gainful employment. Current levels of education are low and would need to be addressed in order for the population to take advantage of job opportunities arising from the Eastern Seaboard development initiative.

Economy

The Eastern Seaboard Region contributes roughly 2.2% to South Africa's GVA. The economic analysis confirms the rural nature of the economy and reliance on Government and informal activities. Improving the economic resilience of the region will require diversification of the economic base into other sectors.

Environment

The environment plays a critical role in the spatial structure of this region. The region has many unique ecosystems and displays exception biodiversity, including a World Heritage Site and Transfrontier Park. A large portion of the

area is of strategic importance to the supply of water nationally. The region also has an ecologically diverse and scenic coastline which is at risk of degradation as a result of climate change and/or development pressures, if steps are not taken to actively protect and preserve these resources.

Spatial Structure

The Eastern Seaboard Region's spatial structure reflects the inequality imposed by Apartheid. There is no clear settlement hierarchy and the area is characterised by high levels of low density urban sprawl. The rural character must be preserved outside of urban settlements, although land tenure must urgently be addressed to support sustainable development.

Infrastructure

Access to services is higher along the coastal regions, with access to water within the property or yard being the lowest at 24.3% across the region. Infrastructure provision will need to be addressed as a matter of urgency, not only to improve the quality of life of existing residents, but also to attract industries. The region has a high potential as a location for solar and hydro energy.

Governance

The existing institutional arrangements and governance operating within the region pose a major challenge to the Eastern Seaboard development initiative. There is little to no capacity to implement and management development, but it is anticipated that the DDM will assist with this and also improve the intergovernmental coordination.

The following sections give high level summaries per impact area described above.

The People High Level Summary



Population 2021:

3,638,002 (6.1% of SA)



The female population accounts for **52%** of the total Eastern Seaboard Region's population.



Population 2030:

3,920,796

(increase of 448,697 individuals, average annual growth rate (AAGR) of 1.4%)

Largest population conservation



Largest growth in numbers 2021 to 2030:

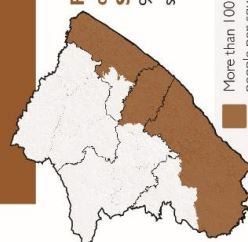
O.R. Tambo District (King Sabata Dalindyebo Municipality) & **Ugu District** (Ray Nkonyeni Municipality)

Largest population growth in numbers



Population density Eastern Seaboard Region:

95.6 people per square km



More than 100 people per square km



The Eastern Seaboard Region is characterised by low labour participation rates. While the national labour participation was above **50%** in 2021, the Eastern Seaboard Region's rate was only **35.4%**.

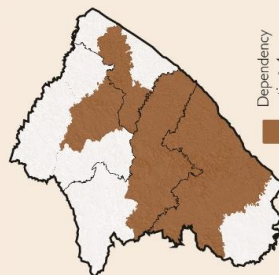
The unemployment rate is generally high within the Eastern Seaboard Region. In 2021, South Africa had an unemployment rate of **34.5%** while the region had a significantly higher rate of **45.8% (332,588 individuals)** for the working age group (**15-64 years**).



The youth unemployment rate (**individuals aged 15 to 34 years**) stood at an alarmingly high rate of **61.7%** in the region, **13.5%** higher than the national youth unemployment rate.

Dependency ratio:

the number of persons each economically active person has to support is measured by the. Eastern Seaboard is 4.0 and SA 1.7.



Dependency ratio >4

The Eastern Seaboard Region has a high labour absorption capacity of **54.2%**. The labour absorption capacity represents the share of the working age population that is contributing to the economy.

The industry contribution to total employment (formal and informal). The community, social and personal services (**35.1%**) industry is the dominant employer across the entire region and is one of the top three employers throughout. The wholesale and retail trade, catering and accommodation industry (**20.8%**) is also one of the industries that is one of the top three employers throughout the entire region. Other large employers include the finance, insurance, real estate and business services (**11.5%**), agriculture, forestry and fishing (**9.7%**) and general government (**9.4%**) and.

*All summary graphics and information are a simplification of figures and information represented in this section

The Economy High Level Summary



Eastern Seaboard Region's GVA totaled **R123 billion** in 2021 (current prices), contributing only 2.2% to South Africa's GVA of **R5,563 billion**

Over the five-year period 2016 to 2021, the Eastern Seaboard Region experienced a positive average annual GVA growth rate of **1.0%**, which is higher than the national growth rate of **0.2%**.

The total GVA per capita of the Eastern Seaboard Region is **(R33,807)** is significantly lower than the national average of **R92,954**

Contribution to the Eastern Seaboard Region's economy:

Significant share of the general government and community, social and personal services sector in the region (**41.8%**), which highlights both the rural nature of the Region, as well as the various local municipalities' dependence on Government and informal activities.

The finance, insurance, real estate and business services as well as the wholesale and retail trade, catering and accommodation industries both have a relatively large share in the region (**contributing 16.7% and 16% respectively**).



Economic concentration and diversification:

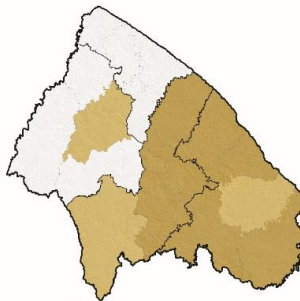
Ten municipalities have a tress index of more than 50, indicating that their economy is especially concentrated and vulnerable to exogenous variables

More than 60:

- Ntbankulu
- Winnie Madikizela Mandela
- Umzimwubhu
- Port St Johns
- Ngquza Hill
- Mhlontlo
- King Sabata Dalindyebo

More than 50:

- Matatiele
- Nyandeni
- Umzimkhulu



Focus industries:



Agriculture and agro-processing

- Agri-Parks Programme



Manufacturing

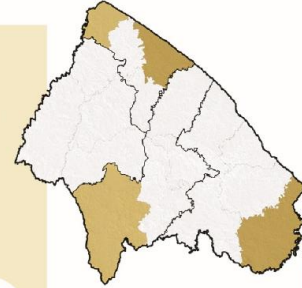
- Wild Coast Special Economic Zone: located around the Mhatha



Tourism



Oceans Economy



Main contributing Districts to the Eastern Seaboard Regions GVA include O.R. Tambo and Ugu (**contributing 36.3% and 31.6% respectively**). The most significant contributing Municipalities include King Sabata Dalindyebo (**20%**), Ray Nkonyeni (**19.8%**), Umdoni (**6.4%**) and Matatiele (**6.2%**), together, these four Municipalities contribute more than half towards the Region's total economy.

*All summary graphics and information are a simplification of figures and information represented in this section

The Regional Natural Environment High Level Summary



Land use, land capability and agriculture

- Land use in the region is primarily a mosaic of agriculture, settlements, commercial forestry, natural areas and degraded land.
- 70% of agriculture is in the form of subsistence farming which has implications for food security as these are farmers that will have the least resilience to climate change impacts.



Biodiversity

- The region has exceptional biodiversity and many unique ecosystems, including two Centres of Floristic Endemism, several Important Bird Areas, two Ramsar wetlands, a World Heritage Site and a Transfrontier Park.
- The greatest threat to biodiversity is habitat loss and fragmentation. Ecosystems most under threat are those that have been extensively developed such as the coast between Port Edward and Scottburgh.



Water resources

- Most of the region is classified as a Strategic Water Source Area (SWSA), meaning it is of strategic importance to the supply of water in South Africa.
- Most rivers have a Present Ecological Status of "near natural" or "moderately modified", but a threat status of either endangered or critically endangered. The vast majority of these are not protected or only poorly protected.

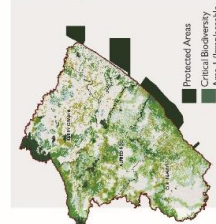


Marine and coast

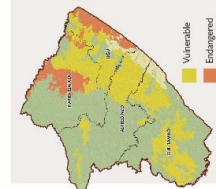
- The region has an ecologically diverse and scenic coastline, making it a popular tourist attraction.
- The majority of the region's coastline is under threat, especially where extensive coastal development has taken place. Key threats include resource over-utilisation, coastal development and water pollution.
- Coastal ecosystem protection levels vary, with the marine areas generally being moderately protected, but the terrestrial areas being either poorly protected or not protected at all.



Critical biodiversity and protected areas



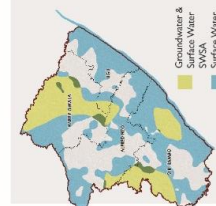
Terrestrial ecosystem threat levels



Present ecological status of rivers



Strategic Water Source Areas



Climate Change

Greatest threats due to climate change

- Significantly increased flood hazard.
- Potential impacts on food security due to crop losses from extreme weather events.

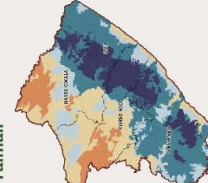
Climate change: rainfall change

- Increases in both rainfall and extreme rainfall events can be expected, especially in the midland areas.
- Flood hazard is increased across much of the region. Communities that rely on subsistence farming and that have little climate change resilience are most at risk.

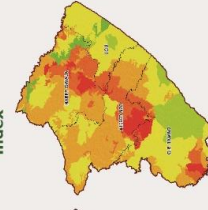
Climate change: temperature change

- Temperature increases of 1°C along the coast and 1.5°C to 2°C inland area expected

Changes in extreme rainfall



Flood Hazard Index



Changes in maximum temperature



*All summary graphics and information are a simplification of figures and information represented in this section

The Spatial Structure High Level Summary



National connectivity

National movement networks in the Region include the following existing major road linkages, namely:

- The N2 national road linking the Western Cape and coastal cities like Gqeberha (Port Elizabeth) and Buffalo City (East London) with Ethekekwini and Richards Bay in KwaZulu Natal
- The N6 from Mangaung (Bloemfontein) to Buffalo City and the harbour
- The N3 from Gauteng to Durban and the harbour in Kwa-Zulu Natal
- The R56 from Kokstad to Queenstown and Aliwal North on the N6-route
- The R617 from Kokstad via Underberg/Himerville to Howick and the N3
- The road from Matatiele to the border post at Qacha's Nek and to the A4 route to Maseru in Lesotho
- The road from Underberg to the Sani Pass border post into Lesotho
- There are also new proposals in national and provincial strategies which include new corridors and a toll route which will impact on the Region, namely:
 - New N2 toll road: The upgrading of the existing R61 route from Mthatha to Lusikisiki and then a new link from Lusikisiki to Port Edward, then following the existing road from Port Edward to Port Shepstone
 - Rural Development Corridor: From Aliwal North (at the N6) following the R56 route to Kokstad, thereafter it splits up as follows:
 - to the north following the R617 via Underberg/Himerville to Howick at the N3 route between Gauteng and Ethekekwini
 - to the south following the N2 to Mthatha
 - R61 Corridor: From the N6 close to Queenstown following the R61 to Mthatha.



Inter-regional Connectivity

The most important inter-regional road networks which serves as major movement networks between settlements in the Region include:

- The N2 national road linking Mthatha in the south via Kokstad in the central parts to Pennington/Scottburgh in the north. It passes several settlements on its route including Qumbu, KwaBhaca, Harding and Port Shepstone
- The R61 from Mthatha via Port St Johns, Lusikisiki Flagstaff, Port Edward and Margate to Port Shepstone (proposed new N2 toll road)
- The R56 from Kokstad via Matatiele to inland areas of the Eastern Cape
- The R617 from Kokstad via Underberg/Himerville to the Kwa-Zulu Natal midlands (new corridor linking N6 with N3)
- The R56 from the intersection with the N2 close to Kokstad via Ixopo to Kwa-Zulu Natal inland
- The R617 to R612 via Ixopo to Pennington/Scottburgh
- The R394 from the intersection with the N2 close to Kokstad to the intersection with the R61 where it splits to:
 - Port Edward via Bizana, and to
 - Lusikisiki and Port St Johns

NSDF settlement Hierarchy and nodes

The National SDF uses three orders in the hierarchy in respect of rural areas, or areas outside the larger metropolitan areas in the country. In the Region it includes:



Rural Development and land reform

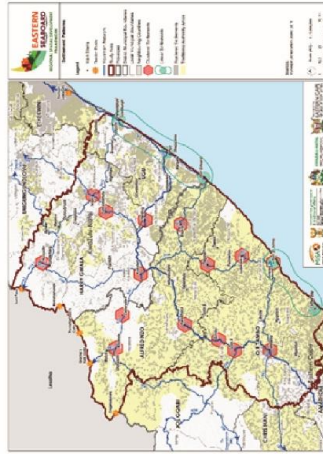
Core for rural development in the Region:

- Agriculture,
- Eco-tourism
- Development or re-vitalisation of small towns.

*All summary graphics and information are a simplification of figures and information represented in this section

Important considerations for spatial planning and rural development

- targeted agrarian reform,
- tenure reform
- the development of agri-processing and logistic support-hubs
- diversification of the local economy
- small-town redevelopment and regeneration in suitable locations
- investment in restoring and maintaining ecological infrastructure in support of water security, food security and disaster risk reduction
- development of the 'wildlife economy'
- government to ensure that restitution and redistribution lead to tenure security and sustainable development
- communities must play a role in rural development where land rights have been restored, and in those areas where there exist eco-tourism potential.



Settlement development must:

- increases development density
- reduces urban sprawl
- prevents the unsustainable use of productive land
- optimises investment in infrastructure networks



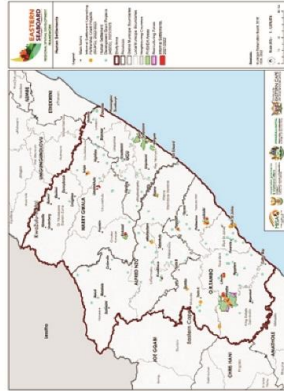
Provincial SDF settlement hierarchy and nodes

The Kwazulu-Natal and Eastern Cape SDF settlement hierarchy is depicted on the map below. However, the misalignment and discrepancies between the NSDF and provincial SDFs include:

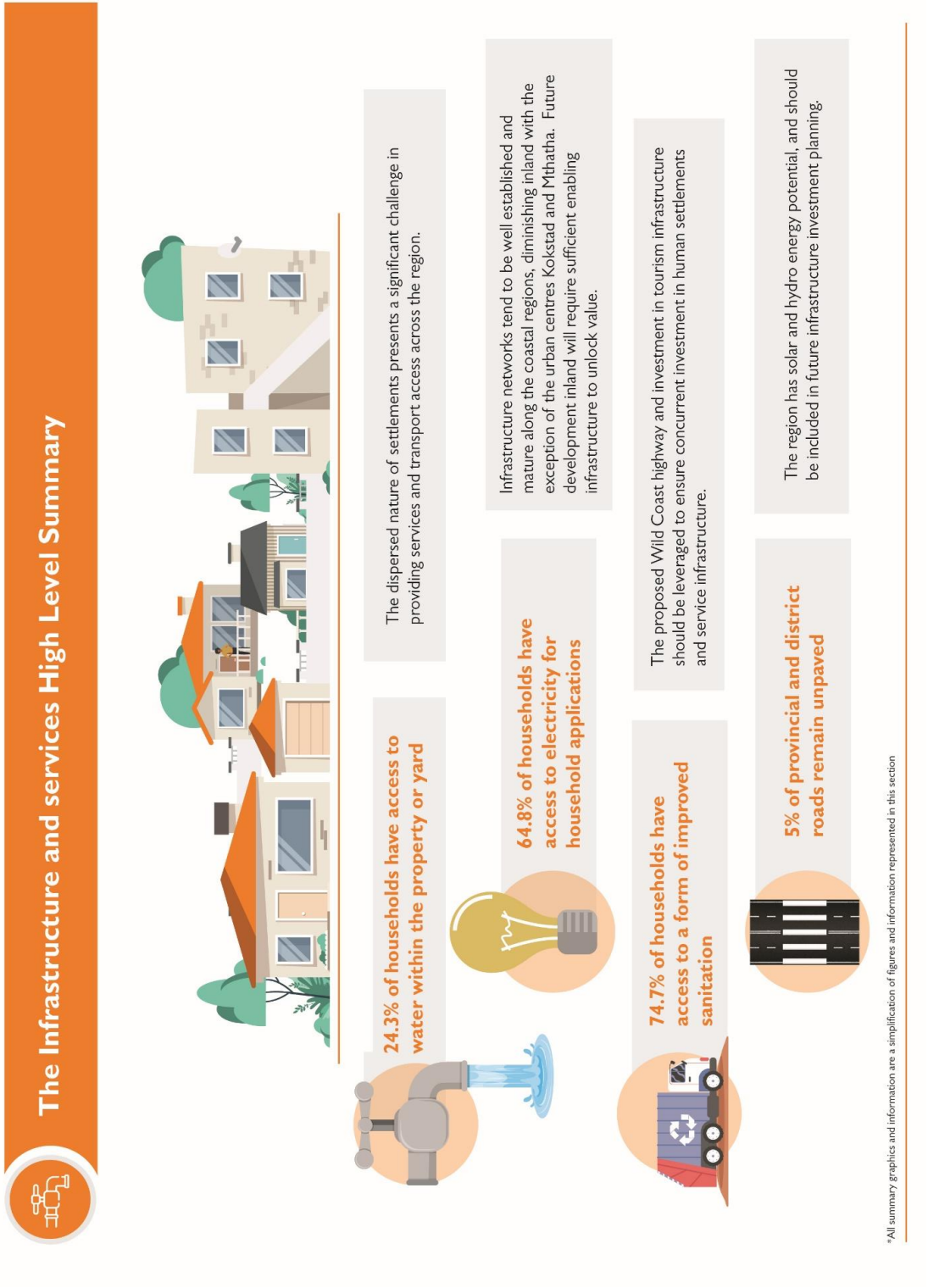
- **Mthatha** is nationally recognised as National Urban Node, but only provided as District Centre in the provincial SDF, which compares as Regional Development Anchor. It may be considered to recognise the national priority and upgrade Mthatha's order in the regional hierarchy
- **Port St Johns** is recognised in the Provincial SDF as Sub-district Centre (Regional Development Anchor) but not recognised at all nationally. Considering proposals of the new N2 toll road which will pass Port St Johns, it may be necessary to consider a more prominent role in the regional hierarchy
- The following settlements may need to be upgraded if one considers national proposals: **Port Edward** and **Matatiele**
- The following settlements may need to be moved to a lower order in the regional hierarchy if one considers national proposals: **Bizana**, **Pennington/Scottburgh**, **Ixopo** and **Margate**
- The following settlements are excluded either from the Provincial SDFs or from the National SDF. Their role in the region needs to be reconsidered: **Gwalemini**, **Creighton**, **Iziquweni**, **Riversdale**, **Donnybrook**, **Bulwer**, **Tsolo**, **Qumbu**, **Tabankulu**, **KwaBhaca**, **eMaxesibeni**, **Ngqeleni** and **Coffee Bay**

Human settlements

- 59.8% of households live in adequate dwellings and 40.2% of live in inadequate dwellings in 2021
- A total population of 15 803 households across 36 informal settlements in the region
- Ugu and OR Tambo show highest increases in people moving to rural areas
- OR Tambo is the most urbanised district in the region
- Kokstad will experience greatest settlement growth pressure in the region
- 8 declared PHSHDAs in the region



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The Institutional Arrangements and Governance High Level Summary



Eastern Seaboard Region was declared and Gazetted as a Region for the purposes of developing a Regional Spatial Development Framework (RSDf) on 20 June 2022, in accordance with Section 19 (a) –(g) of SPLUMA

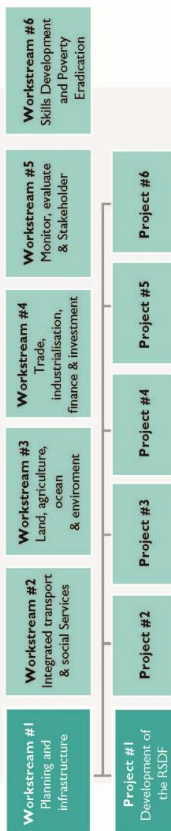
Institutional Structures

Eastern Cape and KwaZulu-Natal provide institutional direction for the development and implementation of the Eastern Seaboard Development. The DALRRD in conjunction with DCoG appointed MISA as the implementing agent for the development of the ESRSDf.

MISA created the ESD programme, with 5 workstreams, each focussing on specific projects and initiatives.

EASTERN SEABOARD DEVELOPMENT

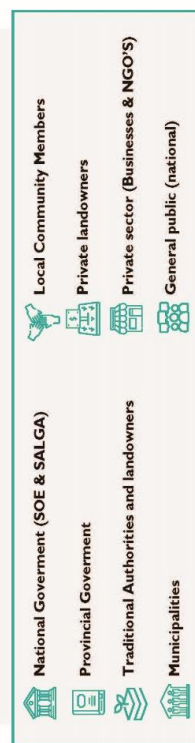
The district development in action



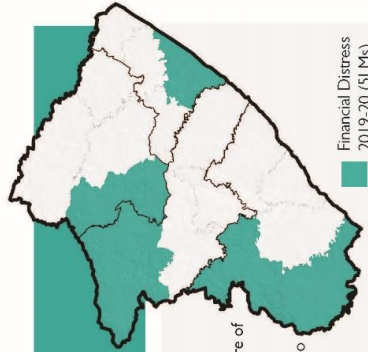
The ESD is supported on national level through the following structures:

- Project Team meeting
- Project Steering Committee
- National Project Steering Committee

MISA supports the project including the following stakeholders:



*All summary graphics and information are a simplification of figures and information represented in this section



Financial capacity

Municipalities in financial distress receives a score of less than 7 from the 13 indicators provided by National Treasury:

- Municipalities in financial distress: OR Tambo DM, Mhlontlo, King Sabata Dalindyebo, Matatiele, Ugu DM, Ray Nkonyeni, Harry Gwala DM and Greater Kokstad
- Municipalities with acceptable financial performance: Ngquza Hill, Nyandeni and Winnie Madikizela Mandela

Organisational capacity

Staffing and vacancy rates (2019):

- **District level:** Harry Gwala District had the highest vacancy rate of 12.5%
- **Local Municipalities with a vacancy rate above 15%:** King Sabata Dalindyebo (35.2%), Port St Johns (34.4%), Dr. Nkossana Dlamini Zuma (31.4%), Ray Nkonyeni (24.2%) and Umzimbe (17.3%)
- **Municipalities with Municipal Manager vacancies (2019/2020):** Port St Johns, Nyadeni, Matatiele, Ugu DM, Umdoni, Unuzwabantu and Greater Kokstad
- **Municipalities with Chief Financial Officer vacancies (2019/2020):** CFO vacancies: Ugu DM and Ray Nkonyeni

Key Institutional Arrangements and Governance challenges and opportunities

Key Institutional Arrangements and Governance challenges: Eastern Cape

- Inadequate Provincial capacity to facilitate, monitor and co-ordinate development functions
- The Land Administration system collapsed
- Local Government lack of capacity to implement and manage development
- Parts of the Province still affected by different and outdated laws governing development.

Key Institutional challenges: Kwa-Zulu Natal

- Varied Land Governance Systems;
- Relationship between traditional and municipal governance
- Lack of capacity within areas which require it most;
- Project co-ordination and integration between sectors;
- Limited vertical and horizontal alignment;
- Insufficient monitoring and accountability of spatial planning outcomes;
- Enforcement of spatial policies; and
- Improving management within a low resource environment.

3 Spatial Vision and Conceptual Framework

3.1 Spatial Vision



3.2 Theory of Change

A theory of change (ToC) is a method that explains how a given intervention, or set of interventions, is expected to lead to specific development change (vision). A ToC helps to identify solutions to effectively address the causes of problems that hinder progress and guide decisions on which approach should be taken, considering comparative advantages, effectiveness, feasibility and uncertainties that are part of any change process. A ToC also helps to identify the underlying assumptions and risks that will be vital to understand and revisit throughout the process to ensure the approach will contribute to the desired change.

The ToC for the Eastern Seaboard Region largely focuses on taking advantage of the region's endowments and resources, whilst also acknowledging the challenges to be overcome. The overall goal is to transition towards achieving spatial transformation through robust, sustainable, innovative and inclusive spatial development interventions.

The developmental approach and ToC for the region is premised on three main levers. The first lever aims to **HARNESS** the regions endowments (i.e., fertile land, ocean, people, fauna and flora, forests, etc.) by identifying and then unlocking the socio-economic development potential of the region. In doing so, the identification of key assets and natural resources that form the regions competitive advantage and that will stimulate and catalyse economic development and spatial transformation should be prioritised. By focusing on the region's competitive advantages, natural resources and assets, investment can be directed to spatial locations and interventions that are likely to yield a return on investment and yield more longer-term benefits for the economy and people of the region.

Once the endowments are uncovered and tapped, these should be **ENHANCED**. Through the process of enhancement, there is a conversion from the potential of the region's resources to actual tangible outputs and outcomes. For example, evidence has pointed to the vast potential of the coastal areas along the Indian Ocean and associated marine resources. By investing in infrastructure (i.e., small harbour development, ICT infrastructure, etc.) along the coastline, there is potential for a thriving oceans economy, not forgetting the need for sustainable practices and approaches. Critical to the enhancement lever is the investment in human capital people of the region to enable a skilled labour force that can actively participate in the economy and innovate.

The region should then progress into a **GROWTH** trajectory where established economic sectors and industries attract further investment, create more job opportunities, and more meaningfully integrates the rural development region.

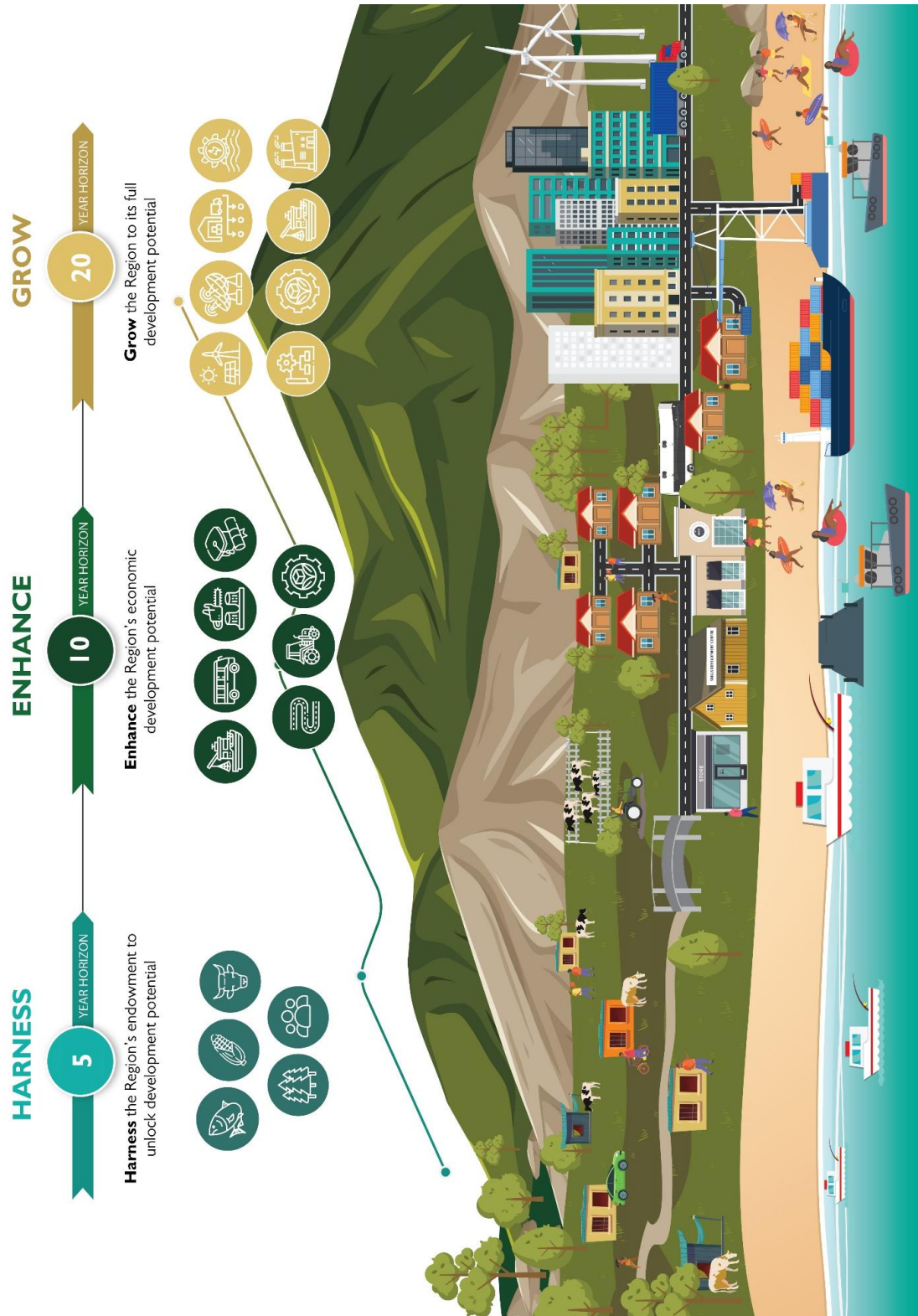


Figure 3: Theory of Change for the ESRSDF

3.3 Design Principles

The design principles are concepts and design considerations that must be applied to the Eastern Seaboard Region and guide the vision and conceptual framework. The section below articulates the interpretation of the nine design principles set out for the Eastern Seaboard Region.

3.3.1 Municipal-centric

Local government is seen as having four interrelated characteristics of maximising social development and economic growth; integrating and coordinating; democratising development; and leading and learning. In order for local government to advance this, the Constitution calls on national and provincial governments to support and strengthen the capacity of municipalities to play its developmental role. The Intergovernmental Relations (IGR) mechanism enables all three spheres of government to work together, with communities and stakeholders, to plan, budget and implement in unison.

To support this, the Eastern Seaboard development initiative is being launched as a response to the implementation of the District Development Model. The purpose of the DDM is to focus on enforcing intergovernmental collaboration, unblocking priority implementation projects and developing the "One Plan" that expresses a common understanding of the pilot spaces and a shared vision for development based on joint planning processes. The purpose of this model is to drastically improve service delivery by creating alignment and synergy between the various development plans across the three spheres of government.

Whilst the DDM and ESRDF focuses on a regional level, **the impact of prioritising and coordinating (joint planning, budgeting and implementation) investment will support government operating in unison and improve the outcomes on the ground, at a municipal level.**

3.3.2 Polycentric Region

Polycentric on a regional scale consists of several centers ('poly' = many), situated at a regional scale.

The NSDF calls for plans to make a clear distinction between the roles and capacities of different types of settlement on the national settlement network. This should be done by developing a systems-based polycentric rural service-delivery network around regional developments anchor and carefully selected rural service towns, to provide quality public services, and ensure far greater levels of rural-to rural interaction and local economic development.

The NSDF defines the polycentric approach at follows:

"A functionally integrated system of settlements/nodes of varying size that co-exist and collaborate in mutually beneficial ways, and in doing so, enhance the resilience of the system and its constituent parts. The system allows the provision of a series of social and other services by (1) using the unique qualities of the various settlements/nodes in the system, and (2) harnessing the connections between them."

This approach is echoed in the IUDF which describes spatial transformation as steering urban growth towards a sustainable growth model of compact, connected and coordinated cities and towns.

This RSDF aims to support spatial transformation in a way that seeks to create a spatially just region. To give effect to this outcome, **the RSDF will adopt a compact polycentric development model, concentrating development in compact urban cores (municipal-centric), around transformation areas and key urban and/or transit orientated development nodes.**

In driving productive rural regions, such as the ESRDF, it is necessary to delineate well-connected regional anchors, both within the region along the national transport network and to 'anchor' the region in the national space economy. These anchors could display potential for intra-regional trade between towns and villages or display social, cultural, historical, or economic

3.3.3 Inclusivity

Successfully managing urbanisation requires collective action and an all-of-government and all-of-society approach. Despite wide recognition and commitment to spatial transformation, building communities that are transformed and inclusive remains a challenge. Inclusivity at the level of the ESRSDF has three components:

- ▲ **Spatial inclusivity** ensures that people have access to social and economic services, opportunities and choices.
- ▲ **Social inclusivity** guarantees equal opportunities and participation of all, including the most marginalised.
- ▲ **Economic inclusivity** translates to creating jobs and giving urban residents the opportunity to enjoy the benefits of economic growth.

Efficient land governance and management will contribute to the growth of inclusive and multi-functional urban spaces. Cities and towns that grow through investments in land and property provide an income for municipalities, which allows further investments in infrastructure and services resulting in inclusive, multi-functional urban spaces.

Cities and towns that are dynamic and efficient, foster entrepreneurialism and innovation, sustain livelihoods, enable inclusive economic growth, and generate the tax base needed to sustain and explain public services and amenities.

The ESRSDF will emphasise the importance of creating employment through specific drivers. These include seizing the potential of new economies through technological innovation, tourism, Ocean's Economy, investing in social capital and public services, and focussing on spatial development. Inclusive economic development is essential to creating jobs, generating higher incomes and creating viable communities.

characteristics and attributes that would make the development of a function region possible over time.

This type of development is more than just containing urban development, but managing expansion in ways that avoid inefficient (and expensive) sprawl. If correctly applied, the polycentric region can promote sustainable growth and allow the Region to thrive economically while preserving the environment.

The figure below has been extracted from the NSDF and demonstrates how the location of population and agglomeration economies could support a polycentric network of cities and towns.

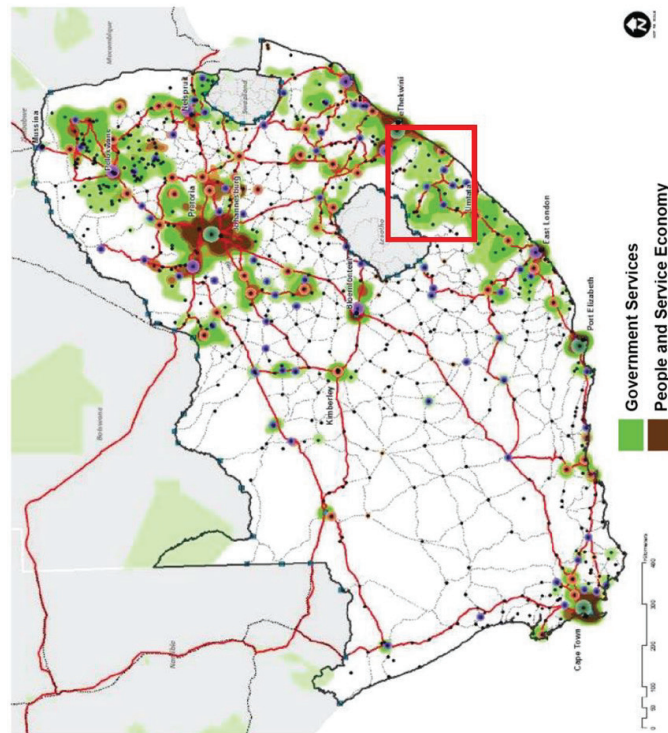


Figure 4: People and agglomeration economies in polycentric network of cities and towns

3.3.4 Localisation

The situational analysis uncovered a wealth of natural resources and an untapped economic infrastructure base. To deliver economic growth and job opportunities at a regional scale while contributing to the national and the global economy the ESRSDF will need to promote localisation. This will require the localisation of as many economic benefits as possible, and connect smaller towns into the national and global economy, supported by a series of well connected nodes on transport and ICT networks.

The anticipated regional economic activities for the ESRSDF include, inter alia:

- ▲ Coastal, cultural and heritage tourism;
- ▲ The Ocean's Economy;
- ▲ Solar and wind-energy generation;
- ▲ Wild Coast SEZ;
- ▲ Agri-business, agri-industry and agri-hubs;
- ▲ Small town regeneration

Overcoming the service delivery challenges can also be turned into local development opportunities, through localised procurement and job creation which promotes and supports local businesses, and that involves communities.

3.3.5 Ease of travel and connectivity

In support of, and as a catalyst for spatial transformation, the ESRSDF should promote the necessary linkages and integration. The ease with which citizens are able to access the opportunities, services and amenities is a critical precondition for growth of the economy and development of its communities.

Ease of travel has to do with the functionalist of the movement network. This network follows development and in turn the network can open up development opportunities. If well managed, this network will support a productive and growing economy. A well performing network with a high level of connectivity will allow for choice in destination through affordability, convenience and safety.

The movement network and connectivity forms a critical informant to the conceptual framework and spatial strategies contained in this framework.

3.3.6 Sustainability

Sustainability is living in harmony with the natural world - protecting it from degradation whilst recognising that humans need resources from the environment and land upon which to settle. To live sustainably means to protect the environment while fostering economic and social development.

The practice of sustainable development can also provide economic opportunities such as sanitation, the supply of quality food and water. Renewable energy sources like wind energy and solar energy are sustainable forms of energy because they have a low impact on the environment, are widely available and are naturally replenished.

Achieving a spatially sustainable region that optimises the use and protection of its different resources and promotes sustainable human settlements will be a central theme in the objectives that this framework will set to achieve.

3.3.7 Africa Smart City

In the words of our President, Cyril Ramaphosa, "Unless we adapt, unless we understand the nature of the profound change that is reshaping our world, and unless we readily embrace the opportunities it presents, the promise of our nation's birth will forever remain unfulfilled". This key statement, while broadly applicable, is particularly relevant within the context of the Africa Smart City. All spheres of government are beginning to recognise the obligation to be integrated into the economy of the future by enhancing its digital capabilities and constantly innovating. The ESRSDF is no exception, particularly given the locational constraints.

The digital space is currently a dynamic environment as South Africa enters the Fourth Industrial Revolution and starts to transform digitally. The South African Smart Cities Framework (2021) was developed in an effort to establish a common understanding of smart cities within the South African context and outlines a set of principles to guide decision-making for smart cities.

A South African Smart Cities Framework (SCF) was developed by the COGTA and the CSIR in an effort to guide and coordinate smart city initiatives planned and implemented throughout the country. The framework stresses that **smart cities should be based on the notion of inclusivity and must be informed by, and respond to, local conditions**. This means that a smart city should ultimately benefit all people and all communities in the city and help to improve the well-being of the entire city.

The framework acknowledges that there is a distinct lack of understanding of the meaning of both components of the term “smart city”. The idea of “smart” can be interpreted in many ways. The term is generally associated with a range of technological and digital concepts and interventions, especially ICT. There also seems to be a particular focus on the Fourth Industrial Revolution (4IR) technologies. However, “smart” could also mean “intelligent” or “knowledge-intensive” to inform evidence-based decision making and refer to innovative approaches, techniques and processes.

For a city to be both smart and inclusive, it should adhere to six interdependent principles. These principles provide guidance when decision have to be made regarding the identification, planning and implementation of smart initiatives and technologies:

- ▲ It should be smart for all.
- ▲ It should use technology as an enabler rather than a driver.
- ▲ It should be shaped by, and respond to, the local context.
- ▲ It should be informed by the real needs of the community.
- ▲ It should embrace innovation, partnerships and collaboration.
- ▲ It should be sustainable, resilient and safe.

Since cities and towns are dynamic environments and involve complex systems, smart city initiatives should not be implemented all at once. They should be implemented incrementally according to a longer-term strategy. For the ESRDF, the focus of smart cities should be to redevelop and invest in current towns, spatially transform them and augment their function to give them city status.

3.3.8 Equity and Equality

The principle of equity and equality is espoused by the SPLUMA principle of spatial justice. This principle requires that spatial planning frameworks and policies 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. These imbalances must be redressed through improved access to and use of land.

By coordinating government’s response to investment and service delivery, it’s possible to start addressing the challenges of poverty, unemployment and inequality particularly amongst women, youth and people living with disabilities.

3.3.9 Safety and Security

Safety – living free from the threat or fear of violence and crime – is a basic human right and a public good. It is also a necessary condition for realising spatial transformation. An urgent, dedicated focus on safety and security is required. A lack of safety directly affects the socio-economic development prospects, not only of cities and their inhabitants, but also of the entire country and its population.

Moreover, the pervasive fear of violence and crime is one of the greatest barriers to residents (especially women and girls) being able to take full advantage of the economic, social and cultural opportunities. In particular, safety concerns in public spaces and when using public transport have an

extremely detrimental impact on the access to economic opportunities and basic services, social cohesion and quality of life.

To adequately address this would require that:

- ▲ The underlying root causes of violence and crime are sufficiently addressed,
- ▲ Activate communities to play a larger role in crime prevention
- ▲ Poor planning and management makes public spaces crime hotspots
- ▲ Mainstream local safety into the community fabric.

3.4 Spatial Development Concept

The conceptual framework brings together the structuring elements of:

- ▲ Networks and linkages,
- ▲ Environmental Protection Areas,
- ▲ Nodes and hierarchies,
- ▲ Development Corridors and Smart Cities; and finally
- ▲ Economic drivers

Each of these elements is mapped cumulatively to build up a complete picture of the spatial concept. This conceptual framework will inform the development strategies for the Eastern Seaboard Region during each phase of the ToC (Harness, Enhance, Grow) in order to achieve the spatial vision and promote social equality and enhance spatial efficiency, environmental sustainability and economic growth for all.

The detail within each of the maps below will be elaborated on in the following section dealing with spatial strategies and proposals.

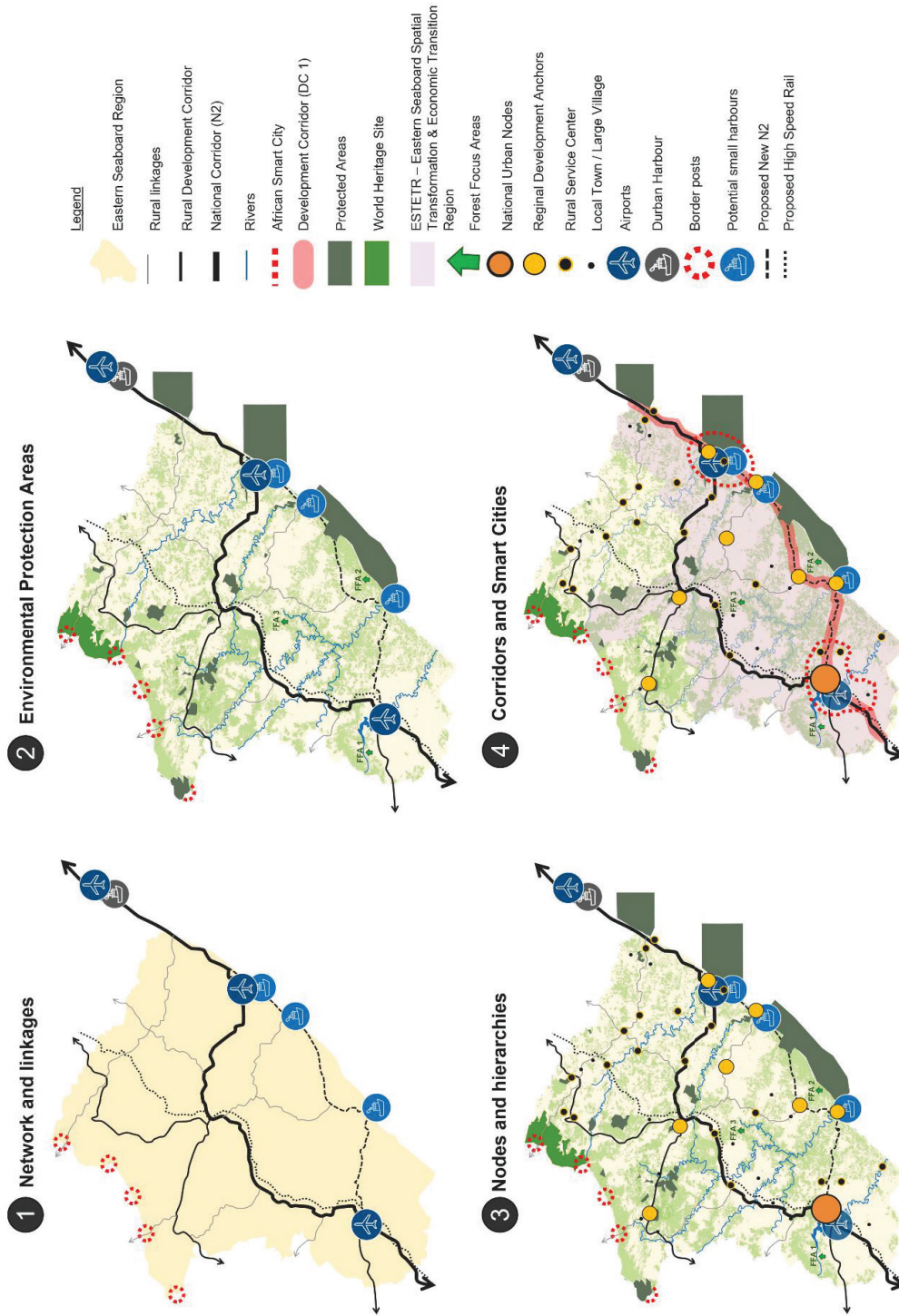


Figure 5: Structuring elements of the Conceptual Framework

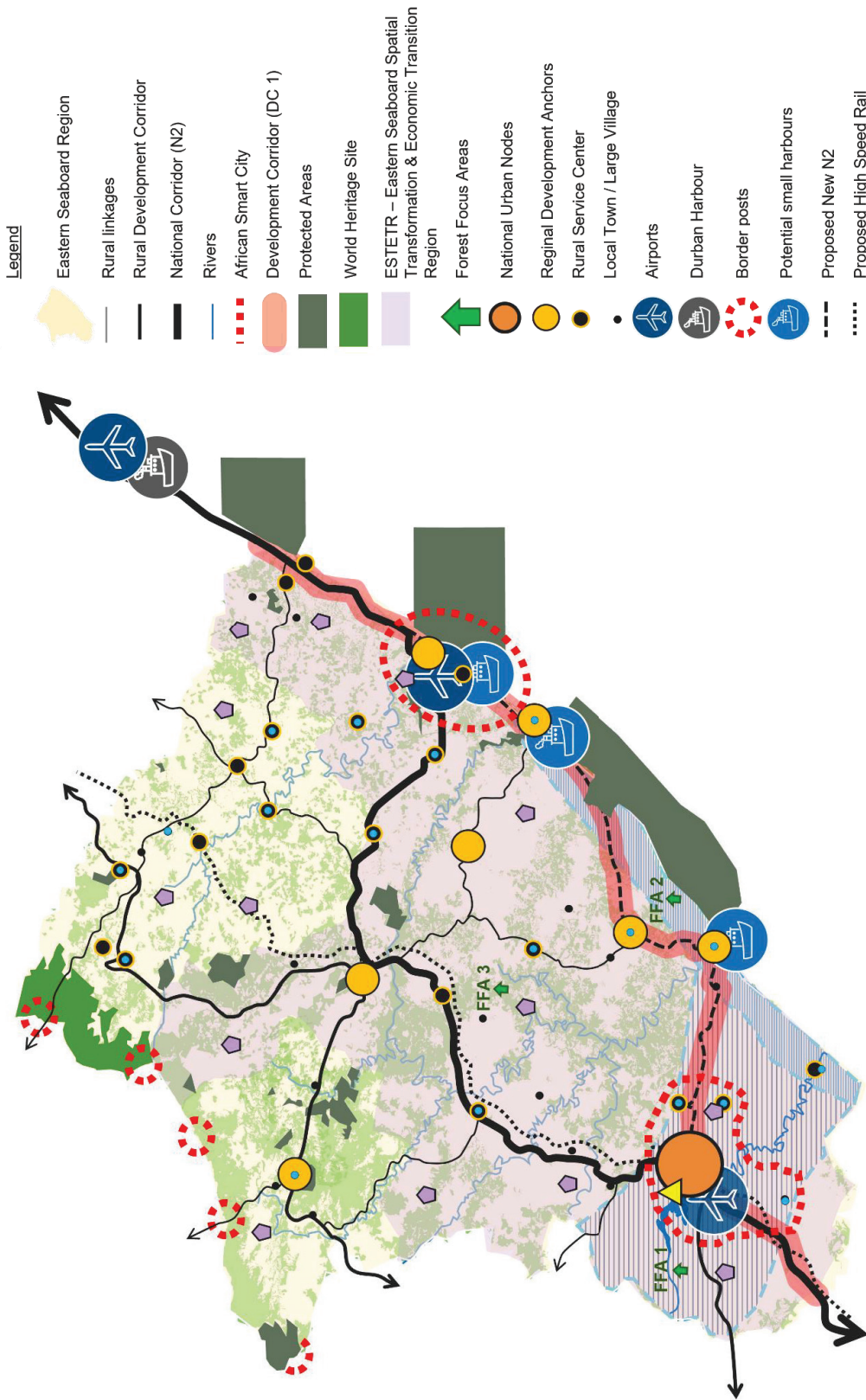


Figure 6: Conceptual Framework

3.5 Objectives

The spatial objectives for the Eastern Seaboard Region were derived through consideration of and aligning to the policy context, the design principles and the opportunities and challenges present in the region. A total of seven spatial objectives were identified for the ESRDF: These will form the basis for assembling spatial strategies and proposals in the next section.

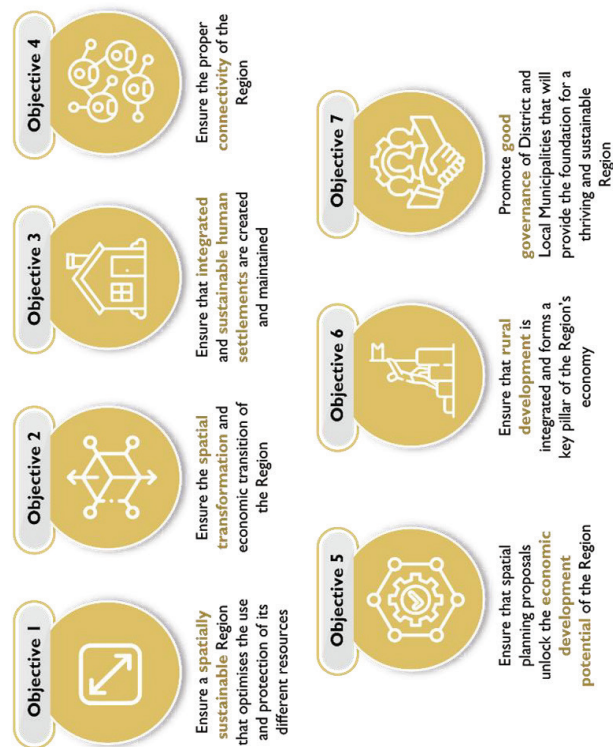


Figure 7: Spatial objectives

4 Spatial Strategies and Proposals

The figure below graphically depicts how the various elements of the ESRSDF intersect. The vision gives guidance for the future spatial form of the area. The vision is underpinned by seven objectives, which will work together to achieve

the desired spatial form. These objectives were informed by and aligned to the policy context, design principle and spatial concept. Each objective will be achieved through a set of proposed spatial strategies and proposals followed by tangible actions per spatial strategy for implementation (Implementation Action Plan).



Figure 8: Structure of the ESRSDF

4.1 Objective 1: A spatially sustainable Region



4.1.1 Strategies

The strategies and proposals in this part deal with one of the Region's most valuable assets and form the foundation for most of the other proposals of the framework.

As primary strategy, ensure a spatially sustainable region that optimises the use and protection of resources by providing a sustainable balance between macro land uses in the Region.

The provision of areas for different macro land uses is further supported by the following strategies:

- ▲ Protect the Region's heritage, biodiversity and environmentally sensitive areas, including marine resources.
- ▲ Protect and ensure the utilisation of high-potential agricultural land and protected agricultural areas in support of commercial farming and livelihoods in rural areas.
- ▲ Protect areas of great scenic beauty for tourism and the economy development.
- ▲ Protect the Region's water resources.
- ▲ Provide opportunities for human settlement development in desirable locations without prejudice to the environment or agricultural potential.
- ▲ Exploit renewable energy potential opportunities

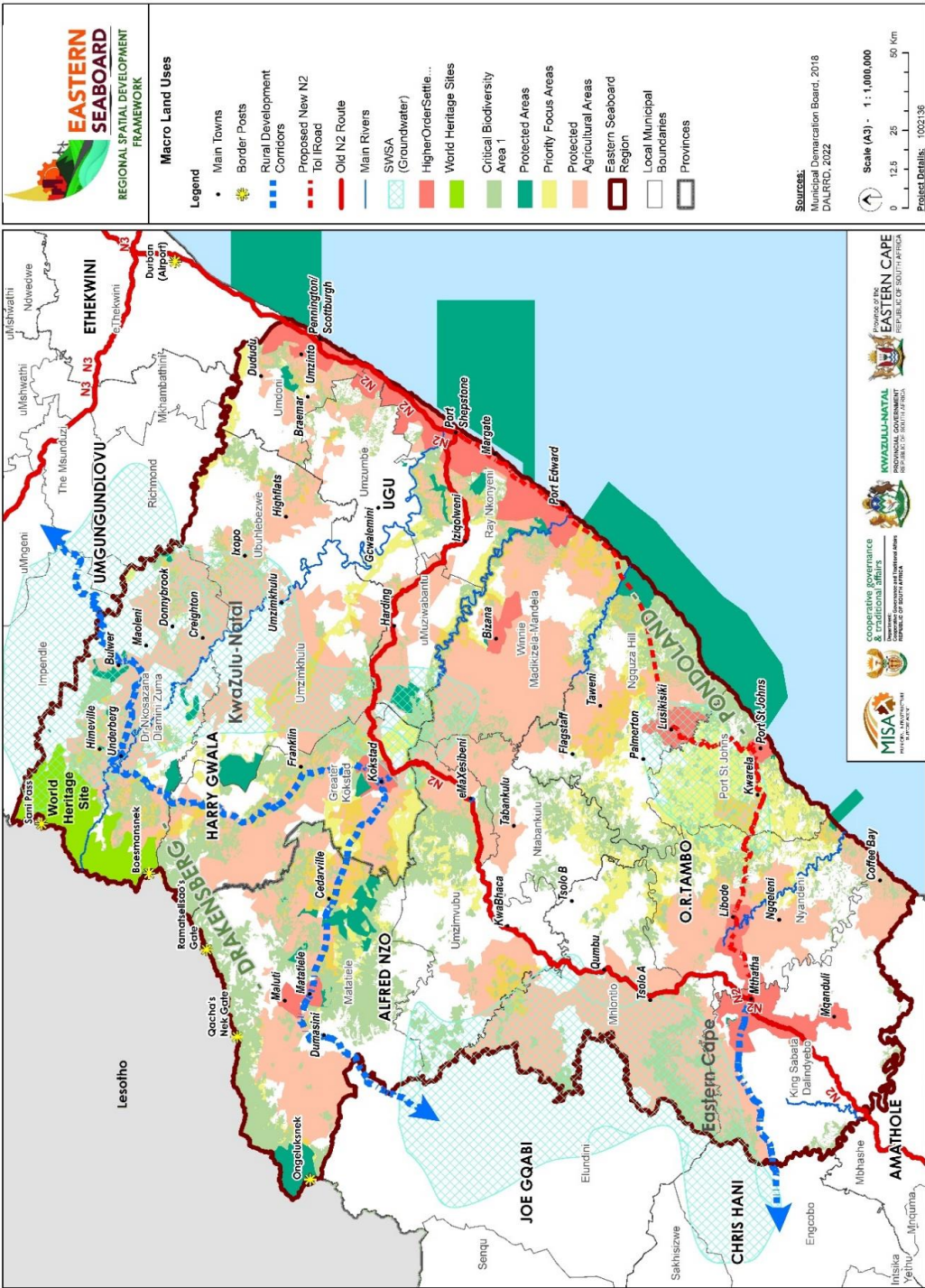
4.1.2 Proposals

Figure 9 represents the spatial manifestation of desired macro land uses in the Region.

The desired macro land uses for the Region include:

- ▲ Environment Protection Focus Areas (EP)
- ▲ Rural Region and Agricultural Focus Areas (RRA)
- ▲ Urban Development Focus Areas (UD)
- ▲ Further exploration of the Renewable Energy Development Zone (REDZ) and renewable potential of the region.

Figure 9: Macro land uses



The proposal is based primarily on the NSDF's approach towards the Regional-Rural Development Model illustrated in Figure 10, with the difference that settlements classified as Regional Development Anchors in the RSDF are included under the Urban Development Focus Areas.

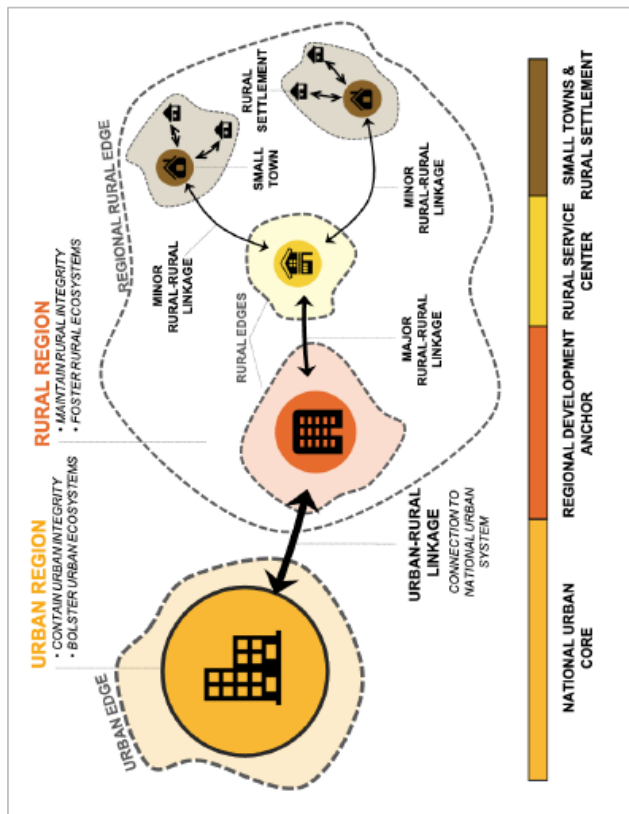


Figure 10: NSDF's Regional-Rural Development Model

Source: *National Spatial Development Framework, May 2022*

However, its role and function should be as described in the NSDF, namely that the Regional Development Anchor should form an integral part of polycentric functional rural regions "located both within the region, and on the national transport network to 'anchor' the region as a whole in, and connect it to the national space economy, (2) social, cultural, historical, economic and cultural

characteristics and attributes that would make the development of a 'functional rural region' possible over time, and (3) the potential for intra-regional rural-rural and rural-urban trade between towns and villages in the region".

The model also requires the use of development edges with the primary aim of promoting compact development and preventing urban sprawl. This aspect will be provided for under Objective 3 (Section 4.3.2.2) in dealing with integrated and sustainable human settlements.

4.1.2.1 Environment Protection Focus Areas (EP)

The Environment Protection (EP) Focus Areas consist of:

- ▲ Protected Areas
- ▲ Critical Biodiversity Area (CBA) 1
- ▲ National Protected Area Expansion Strategy (NPAES)
- ▲ Cultural and Heritage Areas
- ▲ Strategic Water Source Areas (SWSA)

Protected Areas

Protected Areas are areas that are formally protected by legislation and strictly reserved for conservation according to a specific management plan. They are "no go" areas for development and are basically open spaces.

The areas in the Region that are formally protected in terms of the National Environmental Management: Protected Areas Act (NEM:PAA) or other laws and convention agreements include:

- ▲ The Maloti-Drakensberg Transfrontier Park (which also includes a World Heritage Site)
- ▲ All rivers
- ▲ Marine Protected Areas, namely:
 - Hluleka
 - Pondoland
 - Protea Banks

1,000 m inland in areas that remain undeveloped or are zoned agricultural or undetermined, although these boundaries may be adjusted depending on the sensitivity of the coastline.

No development that would compromise the aims of the coastal protection zone (set out in the NEM:ICMA) may take place in the coastal protection zone.

The Northern Drakensberg mountains have been declared a **World Heritage Site** and are therefore protected in terms of the international Convention Concerning the Protection of the World Cultural and Natural Heritage.

The Ramsar wetlands are considered to be of international importance and are registered and protected in terms of the Ramsar Convention on Wetlands, which was signed in 1971.

Critical Biodiversity Areas (CBA) 1

Critical Biodiversity Areas (CBAs) are those areas that are critical for biodiversity conservation. For the RSDF, CBA 1 is incorporated into the EPT focus area and includes areas that are crucial for meeting biodiversity targets. They are "no go" areas for development and are basically open spaces where only low-impact ecotourism or recreation can be accommodated.

National Protected Area Expansion Strategy (NPAES)

The inclusion of the National Protected Area Expansion Strategy (NPAES) as part of the EPT in the RSDF is in support of the government's initiatives to achieve cost-effective protected area expansion for improved ecosystem representation, ecological sustainability and resilience to climate change.

The proposed NPAES priority focus areas in the Region include:

- ▲ The Pondoland Centre of Endemism
- ▲ The grasslands of the southern Drakensberg
- ▲ The wetland complexes of Matatiele
- ▲ Remaining pockets of coastal forest and grassland
- ▲ Critical landscape corridors that link ecological regions have also been identified, particularly linking the KwaZulu-Natal Coast with the interior

- Trafalgar and Aliwal Shoal

▲ The Ramsar wetlands, namely:

- The Ntsikeni Vlei near the town of Matatiele
- The Natal Drakensberg Park, located in the Maloti-Drakensberg Transfrontier Park

- Coastal Conservation Area
- Coastal Protection Zone

▲ Various provincial and local nature reserves

There are also other protected areas such as conservancies and those under biodiversity stewardship programmes.

In respect of the **Marine Protected Areas**, it is recommended that future development along the coast be kept low-impact and focused on tourism or conservation uses. This is supported by the spatial development proposals in the Wild Coast Tourism Development Policy (DEAET, 2001) and the Wild Coast EMP (DEDEAT, 2014), which identify existing settlements such as Coffee Bay, Port St Johns, Mthatha Mouth and Mazeppa Bay, rather than new ones. These areas should rather promote sustainable tourism as the key economic sector, whilst preserving the unique environmental character of the area.

Transkei Decree No 9 (Environmental Conservation) of 1992 established a **Coastal Conservation Area (CCA)** along the entire length of what was previously the Transkei homeland. This Coastal Conservation Area extends 1 km inland from the high-water mark of the sea and/or tidal river. No development may take place in the CCA without a permit first being obtained from the relevant environmental authority (the Department of Economic Development, Environmental Affairs and Tourism in the Eastern Cape).

The National Environmental Management: Integrated Coastal Management Act (NEM:ICMA) identifies a **Coastal Protection Zone** that starts at the high-water mark and extends inland for a 100 m in urban areas (where properties are zoned as residential, commercial, industrial, multi-purpose or similar) and

(e.g. the corridor from Port Edward up to Kokstad and then to the Drakensberg; that from Port Shepstone to the Drakensberg; and that from Scottburgh inland towards the Free State).

Cultural and Heritage Areas

It was indicated during the Analysis phase of this project that the areas of growth in tourism and increase in visitor numbers to the region are of significance and that significant opportunities exist in the development of eco-tourism, agri-tourism and the accommodation industry. It was also indicated that potential linkages between tourism, small enterprises and agriculture are critical opportunities for growth.

Heritage sites, routes and places of cultural significance in the Region therefore include:

- ▲ The Hole in the Wall along the Wild Coast, a geological feature on the coast closest to Coffee Bay that holds the potential to be declared and registered as a National Heritage Site
- ▲ Proposed UNESCO sites of the "Human Rights, Liberation Struggle and Reconciliation: Nelson Mandela Legacy Sites", including the towns of Qunu, Mvezo and Mqokezwi
- ▲ The Nelson Mandela Cultural Precinct and Cultural Corridor located between Lake Gariep in the Southern Drakensberg
- ▲ The Mandela Museum, Mandela's birthplace
- ▲ The Sani Pass, the "Gateway to Lesotho"

Please note that these heritage sites are not all mapped for purposes of the RSDF though. However, they should not be regarded as less important.

Strategic Water Source Areas (SWSAs)

Much of the region falls within Strategic Water Source Areas (SWSA), which makes water resource management a high priority. The focus should be on maintaining and enhancing ecosystem services, limiting water-intensive land uses (e.g. afforestation or irrigated crops), those which have a high potential for surface water pollution (e.g. heavy industry or crops which require high levels

of fertiliser or pesticides) or those which result in a considerable "hardening" of the catchment area (i.e. land uses which result in hard, impermeable surfaces such as urban areas where rainwater cannot infiltrate the ground). Development applications in these areas should be strictly considered in terms of their inference with these water resources.

4.1.2.2 Rural Region and Agricultural Focus Area (RRA)

The Rural Region and Agricultural Focus Area (RRA) includes:

- ▲ High Potential Agricultural Areas
- ▲ General Farming Areas
- ▲ Rural towns and settlements

High Potential Agricultural Areas (HPAA)

The provision for High Potential Agricultural Areas as depicted in Figure 9 of the RSDF is in support of the Conservation of Agricultural Resources Act (CARA), 1983 (Act 43 of 1983), which has the main objective to provide control over the utilisation of the natural agricultural resources in order to promote the protection, recovery and reclamation of those resources, including soil, water resources and vegetation (both cultivated land and grazing land) for agricultural purposes.

The proposal is further that HPAA's will serve as interim measures in the RSDF until the Department of Agriculture, Land Reform and Rural Development (DALRRD) has formally promulgated or gazetted the Protected Agricultural Areas in terms of CARA. At that stage, the HPAA's should be converted and called PAA.

This strategy and proposal are also in support of the objectives and strategies in this RSDF, whereby agriculture must contribute largely towards economic transition, unlocking economic potential and ensuring sustainable human settlements.

General Farming Areas

General Farming Areas include those areas other than High Potential Agricultural Areas where agricultural activities (farming) or agriculture-related enterprises form the predominant use or where land is not reserved otherwise, such as for human settlement or for environmental protection and conservation.

Rural towns and settlements

Rural towns and settlements include those lower-order settlements used for occupation and for providing supporting community facilities and services, which include Rural Service Centres, Local Towns and Large Villages, and Small Rural Villages as referred to in Objective 3 (Section 4.3.2.1). These areas should be further defined by development edges in local municipal SDFs.

4.1.2.3 Urban Development Focus Areas (UD)

The Urban Development Focus Area (UD) includes higher-order settlements or urban areas, namely National Urban Nodes and Regional Development Anchors as referred to in Objective 3 (Section 4.3.2.1)

These focus areas are or should be further defined by a clear development edge or urban edge.

4.1.2.4 Renewable Energy

In 2015 and 2019 Strategic Environmental Assessments (SEAs) were carried out nationally to identify areas where large scale wind and solar PV energy facilities could be developed with least environmental impact and maximum socio-economic benefits. The outcome of these SEAs was the establishment of Renewable Energy Development Zones (REDZ), of which none exist in the Eastern Seaboard Region. Although this might suggest that wind or solar farm developments might be more appropriately situated elsewhere in the country, the Renewable Energy Study currently underway should provide more guidance on potential renewable energy generation in the region.

4.1.3 Implementation Action Plan

Table 2: Objective 1 - Spatially sustainable Region: Action Plan for implementation

Strategies	Guidelines and policies		Action Plans and Implementation	
			Actions	Timeframe
Objective 1: Ensure a spatially sustainable Region that optimises the use and protection of its different resources				
► Protect the Region's heritage, biodiversity and environmentally sensitive areas, including marine resources	► The respective departments of Economic Development and Tourism in KwaZulu-Natal and Eastern Cape Economic Development, Environmental Affairs and Tourism must be consulted for any land development proposal and/or activities and/or use of land other than agriculture on land located in Environment Protection and Tourism Focus Areas (EPT) and Rural Region and Agricultural Focus Areas (RRA) as provided in the RSDF, and is subject to the following further conditions, applicable over the entire Region:	► All land development applications that serve before a Municipal Planning Tribunal (MPT) and that are located in the Environment Protection and Tourism Focus Areas (EPT) must be referred to the respective responsible environmental authorities of that province for inputs and their consent.	Continued basis	
► Protect areas of great scenic beauty for tourism and economic development				
► Protect the Region's water resources	• The land use guidelines for land use activities in CBAs, ESAs and Protected Areas as set out by Ezemvelo KZN Wildlife, August 2021, titled: KZN guide for how biodiversity spatial information can be incorporated into Spatial Development Frameworks, including: • Appendix A for matrix to identify land use compatibility • Appendix B for buffers around Protected Areas	• It is the responsibility of the Department of COGTA to oversee that Local Municipalities and MPTs comply with these provisions/strategies.		
Protect and ensure the utilisation of high-potential agricultural land and protected agricultural areas in support of commercial farming and livelihoods in rural areas	► The Department of Agriculture Land Reform and Rural Development (DALRRD) must be consulted for any land development proposal and/or activities and/or use of land other than agriculture on land located in Environment Protection and Tourism Focus Areas (EPT) and Rural Region and Agricultural Focus Areas (RRA) as provided in the RSDF, and is subject to the following further conditions: • Any subdivision of agricultural land, or change in land use, must comply with the Department of Agriculture.	► All land development applications that serve before a Municipal Planning Tribunal and that are located in the Environment Protection and Tourism Focus Areas (EPT) and Rural Region and Agricultural Focus Areas (RRA) set out in the RSDF must be referred to	Continued basis	

Provide opportunities for human settlement development in desirable locations without prejudice to the environment or agricultural potential	Forestry and Fisheries' provisions of the Subdivision of Agricultural Land Act, 1970 (Act 70 of 1970) and related policies for the preservation of agricultural land. The use and/or change in land use must be consistent with the provision of the Conservation of Agricultural Resources Act (CARA), 1983 (Act 43 of 1983) whose main objective is to provide for control over the utilisation of the natural agricultural resources in order to promote the protection, recovery and reclamation of those resources. ▲ Areas in HPAA should not be compromised by undesirable development, including the expansion of settlements. ▲ Agriculture in the HPAA should remain the dominant land use in this area and agricultural land uses should receive preference over other uses. ▲ Agricultural land should be managed to ensure that it is protected against negative impacts from adjacent non-agricultural land uses, including mining and quarrying. ▲ Land uses associated with primary agricultural uses such as the processing and packing of agricultural products and servicing of these farming communities may be permitted in these areas if the use is desirable and policy consistent. It also includes uses such as farmsteads and houses for farm workers, game lodges, etc. ▲ These areas may also support the tourism industry, with specific focus on adventure tourism, game farming, safari, hunting and fishing lodges, etc. ▲ Towns identified for tourism can also provide supporting facilities such as overnight accommodation, shopping facilities, taxi/dermy businesses, meat processing facilities and butcheries and training facilities for tour guides and workers in the hospitality industry. ▲ Local Municipalities must ensure that Development Edges are provided for in their respective municipal SDFs, Precinct and Local Area Plans, with due consideration of the impact on the biodiversity and agricultural land.	▲ DALRRD for inputs and their consent. The Department of COGTA must oversee that Local Municipalities and MPTs comply with this provision.	Annually
		▲ District Municipalities and the Department of COGTA must ensure that when Local Municipalities	Short to medium term

Exploit renewable energy potential opportunities	▲ Human settlement development must be focused on development within demarcated development edges. ▲ Densification in existing settlements must receive preference over expansion, especially in agricultural or environmentally sensitive areas. ▲ Leapfrog development and urban sprawl encroaching on high-potential or protected agricultural land must be prevented and prohibited.	review their SDFs, provision is made for development edges (5 years). ▲ Renewable Energy Study to be concluded to guide ESRDF	Short-term

4.2 Objective 2: Spatial transformation and economic transition of the Region



Ensure the **spatial transformation** and economic transition of the Region

- ▶ Ensure spatial transformation and economic transition in the Region by supporting National Government's initiatives in this regard as contained in the NSDF's Coastal National Spatial Transformation and Economic Transition Region (NSTETR).
- ▶ Redress spatial imbalances and promote integration and transformation throughout the Region.
- ▶ Ensure that marginalised settlements and rural areas where services are lacking and where apartheid-based planning resulted in poverty and exclusion are transformed.
- ▶ Provide for the upgrading of informal settlements.
- ▶ Ensure that the development and upgrading of settlements will result in secure tenure (full ownership), especially in rural areas and areas under the custodianship of Traditional Authorities.

4.2.2 Proposals

The components for spatial transformation and economic transition in the Region include:

- ▶ The Eastern Seaboard Spatial Transformation and Economic Transition Focus Area (ESTETR)
- ▶ Smart African Cities (SAC)
- ▶ Services Upgrading and Economic Transformation Intervention Areas (SUET)

Also refer to Figure 13.

4.2.2.1 Eastern Seaboard Spatial Transformation and Economic Transition Region (ESTETR)

The part of the Region that falls in the NSDF's demarcated Coastal NSTETR is identified as the Region's focus area for spatial transformation and economic transition and called the **Eastern Seaboard Spatial Transformation and Economic Transition Region (ESTETR)**.

4.2.1 Strategies

In reaction to distressed regions in need of urgent attention to bring about national spatial transformation and economic transition, the NSDF identified National Spatial Action Areas (NSAAs), which require integrated and intergovernmental action (strategies) of both regional and national interest. Although the Coastal NSTETR stretches from KwaZulu-Natal's northern coast down to Cape Town, a part of the demarcated Coastal National Spatial Transformation and Economic Transition Region (NSTETR) is located in the Eastern Seaboard Region.

In support of the NSDF's requirement for intergovernmental co-operation and for spatial alignment with the NSDF, as well as in the interest of the Region, the following strategies for ensuring spatial transformation are adopted:

Therefore, in support of, and in reaction to, the NSDF, the strategies for the Region in this regard are aligned with national action plans and include the following most prominent spatial features and interventions for the Region.

It should be stated that, although part of the ESTETR proposals, many of the strategies are contained in other objectives and strategies of this RSDF and should be read in conjunction with one another. These strategies include:

Environment and tourism

The protection and management of ecological infrastructure, national resources and protected areas that are regarded as critical for the transformation and economic transition of the Region are provided for in Objective 1 as described in Section 4.1.2.1.

The NSDF also provides for the transformation and economic transition region that agricultural opportunities should be optimised, and that the establishment of small-scale farming activities, agri-enterprises and agri-led industrialisation must be supported. The potential agricultural areas are already provided for as protected areas in Objective 1 and the detail that supports the notion of establishing agri-enterprises and agri-led industrialisation in terms of economic transition is further provided for in Objective 5 as set out in Section 4.5.2.3.

Tourism is a prominent feature and theme throughout the entire RSDF and also one of the transformation components.

The overarching strategy is to develop the tourism sector, including creative industries such as the film-making industry.

In further support of tourism and the utilisation of natural resources, it is proposed that small harbour development in support of fishing tourism and the maritime economy be undertaken at the following locations:

- ▲ Port St. Johns
- ▲ Port Edward
- ▲ Port Shepstone

Transportation networks

Transport and connectivity contribute towards various aspects in the RSDF. One aspect is to assist in transformation, especially with regard to components that can contribute towards transforming the economy towards rural development in the Region.

Connectivity and proper transportation networks will, for example, contribute towards the tourism sector simply by making the resources or areas in the Region accessible. Access should not only apply to the Region (internally) but also be inter-regional. In other words, the Region must provide proper, safe and convenient access to visitors and tourists from all over the country and world.

The most prominent strategies in respect of the transportation networks in the Region include:

- ▲ Extending and improving the transportation networks and enhancing urban-rural and rural-rural connectivity
- ▲ Introducing and upgrading communication infrastructure
- ▲ Upgrading public transport facilities

The most prominent route that will ensure transformation and improve inter-regional connectivity for the region as well as for the country is the new proposed N2 toll road as discussed in Section 4.4.2.1 (Objective 4: Ensuring the proper connectivity of the Region). This route is a national priority and has been earmarked in the NSDF as National Development Corridor that links Cape Town, Gqeberha, Buffalo City, eThekweni, uMhlathuzi, Gauteng, Rustenburg, Polokwane and Mbombela.

In order to improve inter-regional connectivity further and ensure that the Region is connected nationally and internationally, the proposed development and upgrading of airports at Margate and Port St. Johns as discussed in Section 4.4.2.2 must also be prioritised.

Settlement development and planning

One of the most important vehicles for transforming the Region and its communities is the transformation of human settlement space. In other words, changing the spaces people live and work in.

To give execution to the strategies to consolidate settlement development, prevent urban sprawl and ensure effective city, town and land-use management, the following is proposed for introduction by Local Municipalities where their Municipal SDF does not provide for it:

- ▲ Development edges for all settlements
- ▲ Areas of integration and expansion of settlements

The detail planning of this is regarded as a Local Municipality function and will therefore not be provided for individual settlements as such. However, the guidelines for applying these planning tools to be implemented are provided.

Despite the fact that it is regarded as a Local Municipality function, the Region, through the Provincial Government and District Municipalities, must ensure compliance with this proposal, since it will ensure transformation, effective service delivery and sustainable human settlement development in the Region at large.

4.2.2.2 Smart African Cities Focus Areas

For the purposes of this RSDF, "Smart African Cities" (SAC) represent a combination of the Smart City development model combined with the principles for an African City and will provide proposals for the development or transformation of urban spaces.

In respect of settlement development, the NSDF includes the action or proposal wherein the development of new cities be undertaken in areas of significant growth pressure and that are facing significant challenges but offer opportunities for spatial transformation.

In other components of this plan and the NSDF, these settlements have also been identified either as National Urban Nodes or as Regional Development Centres.

It is proposed that the following urban areas be identified as pilot projects for Smart City development due to significant growth pressure which also holds opportunities for spatial transformation and is strategically located along the new N2 National Development Corridor route:

- ▲ Mthatha Smart African City (SAC 1)
- ▲ Port Shepstone-Margate Smart African City (SAC 2).

These two areas can then serve as pilot areas in the Region to assist in extending the programme to other towns/settlements based on the outcome of the smart-readiness assessments (**see the section for assessing the smart-readiness of a city: a decision-making framework**), including:

- ▲ Kokstad
- ▲ Lusikisiki
- ▲ Pennington/Scottburgh
- ▲ Port St. Johns
- ▲ Matatiele

For the purposes of developing new Smart Cities, the principle is to redevelop and invest in current towns, spatially transform them and augment their function to give them city status.

As opposed to approaches for settlement development and land use guidelines in the past, the smart city is also regarded as a polycentric city with a range of nodal areas and suburban nodes that provide services and goods to residents.

Mthatha Smart African City (SAC 1)

It should be recognised that Mthatha has been identified as a National Urban Node. Linked to the proposals for the Wild Coast SEZ, this area is most ideal to serve as pilot area for the Smart City Concept.

The Mthatha Smart African City (SAC 1) should preferably be located in the settlement boundary as envisaged for the future metropolitan area as identified in the OR Tambo District Municipality SDF, 2021, and depicted in Figure 11.

Any new Smart City or conversion of existing areas or neighbourhoods into a Smart City must comply with legislative provisions such as township establishment or rezoning processes as prescribed by Local Municipalities. However, the Smart City concept will require a new approach towards the design of layout plans, etc.

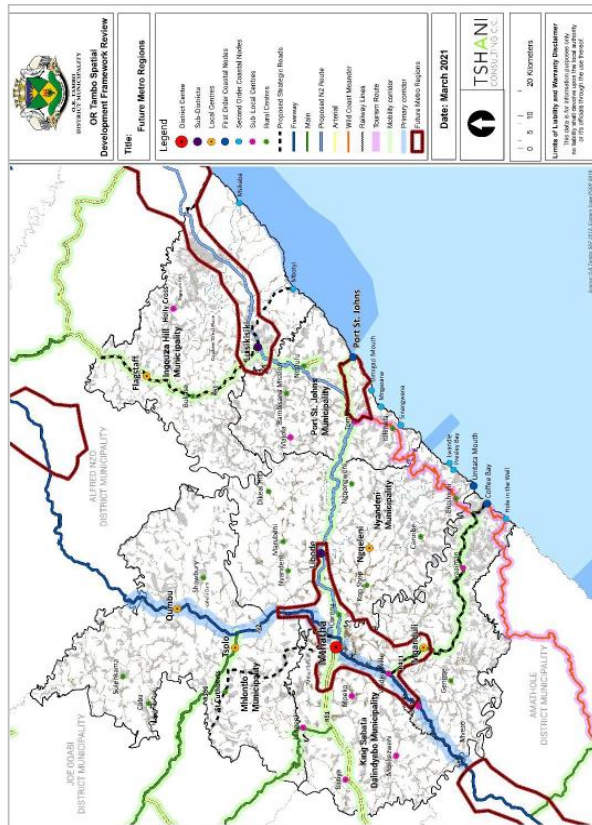


Figure 11: Mthatha future metropolitan urban area boundary

Source: OR Tambo District Municipality SDF, 2021

Port Shepstone-Margate Smart African City (SAC 2)

The KwaZulu-Natal South Coast is not only one of the fastest-growing areas in the Region but also located along the strategic N2 route and national Development Corridor.

The Port Shepstone-Margate Smart African City (SAC 2) should preferably be located in one of the identified PSHDAs of Gamalakhe Nositha (PHSHDA 10), the Greater Port Shepstone (PHSHDA 11), Shelly Beach (PHSHDA 12) or Uvongo-Margate (PHSHDA 13).

Also refer to Section 0, which deals with Priority Human Settlement and Housing Development Areas for the boundaries of the demarcated areas.

Implementation

Firstly, a Special Purpose Vehicle (SPV) to drive the planning and implementation of Smart Cities in the Region must be established. The SPV should:

- ▲ Drive the entire process of Smart Cities in the Region and coordinate with all the different stakeholders
- ▲ Identify, align, prepare and fund catalytic projects related to Smart Cities in the Region
- ▲ Raise capital
- ▲ Procure flexibility and efficiency, e.g. through Public Private Partnerships
- ▲ Build specialised capacity for this specific purpose

Secondly, the Smart City initiatives must be linked to existing municipal functions, interventions and strategies (i.e. the IDP and District Development Model) in order to succeed and be implemented.

It is stated in the government's framework that to have an impact and implement Smart cities, Municipalities would require support from the Department of Cooperative Governance, the Provinces, SALGA and other National Departments. The support should inter alia include:

- Assistance with assessments to establish the smart-readiness of a municipality
- The development of a local smart city strategy
- The planning and implementation of smart city initiatives
- A capacity building programme to empower local government officials, councillors and other role players to ensure appropriate, inclusive smart initiatives are implemented
- A platform for the sharing of smart city learning amongst all role players

Assessing the smart-readiness of a city: a decision-making framework

A *Guide to Establishing a Municipal Smart City Initiative* was developed by the CSIR and published in 2022. The decision-making framework clearly outlines the steps in assessing the smart-readiness of a city. This decision-making framework is a summary of the framework described in *A South African Smart Cities Framework (SCF)*. It provides municipalities and other role players with guidance on the planning of smart cities. The framework is structured as a two-stage process to determine the readiness of a municipality to establish a smart city initiative, involving the following:

Stage 1: Consider the pre-conditions for becoming smarter

Assess the current state of the municipality to establish whether there is a strong foundation on which to build a smart city initiative. Gather information about current conditions with respect to, for instance, the existing engineering infrastructure, the facilities, amenities and housing available to residents, the ability of the municipality to deliver services, the governance structures and the available financial resources. These aspects could be grouped into three interlinked clusters:

- **Institutional and organisational arrangements:** Aspects to consider include the robustness of current governance structures, levels of cooperation within the municipality, levels of cooperation between the

municipality and role players outside the municipality, compliance with legal requirements and sectoral policies, existence and scope of internal policies and by-laws, the effectiveness of business processes, and vacancy levels.

- **Existing infrastructure:** This step involves an assessment of existing municipal infrastructure, facilities, amenities and housing with respect to, for instance, their quality or condition, quantities or the number per population (where appropriate), their age, their distribution across the city, backlogs and the planned future developments.

- **Capacity of government officials and communities:** In addition to an assessment of physical infrastructure, an assessment also needs to be conducted to establish if the human resources are available to utilise the infrastructure. People are required to provide services and maintain infrastructure. Factors to consider include people's knowledge, skills, competencies, experience, qualifications, attitudes, values and past performance, as well as possible re-skilling and training programmes that may be required when implementing a smart city initiative. Another critical aspect to consider relates to the capacity of communities to participate in and contribute to smart city initiatives.

Stage 2: Consider the enablers

The assessment of the pre-conditions will assist in reaching an understanding of where a municipality's challenges or 'pain points' are. This will guide the direction of the second component, which involves the assessment of the following enablers:

- **A smart city plan:** The drive to become smarter should be a coherent effort across the municipality and it is dependent on partnerships with the business sector, communities and other spheres of government. There are different ways to coordinate, plan and implement smart city initiatives, such as developing a plan, strategy or roadmap, or designing programmes and projects. It would be useful to follow a sound project management approach where there are programmes linked to projects to allow for effective planning, budgeting and resourcing. Any of these

approaches should be informed by a thorough understanding of the local context. Questions that should be answered include the following:

- Should a city-wide strategy be developed, or should sector-specific strategies be developed dealing with specific smart city initiatives, e.g. a strategy focusing on smart water initiatives?
- What is the intention with the smart city initiative (vision, purpose, impact)?
- How do we link our intended interventions with existing plans (e.g. the IDP) and policies (such as the Integrated Urban Development Framework and the National Spatial Development Framework)?
- Do we need to develop a focused implementation plan for smart city initiatives or do we incorporate these initiatives into other plans?
- How do we ensure that our smart city initiatives contribute to the development of a sustainable and resilient city and also address climate change and natural resource challenges?
- Can the strategic intent and vision be translated into reality by those responsible for implementation? In other words, are the strategic / management decisions synchronised with the realities at an operational level?
- How do we link smart city initiatives to a budget, especially if such initiatives are cross-cutting and involve various departments and role players?
- How does a smart city strategy relate to line functions, and how would progress and impact be monitored and measured across the city?
- How is synergy across the city strengthened to enable the smooth implementation of a smart city initiative?
- How can we exploit 4IR technologies, and what are the challenges?
- What are the risks and unintended consequences linked to the implementation of smart initiatives and technologies?

- How do we plan for monitoring and evaluation of the smart city initiative?

▲ **Digital infrastructure:** The availability and quality of digital infrastructure are important for smart cities. In this instance, digital infrastructure refers to the physical assets required to operate technologies such as digital communication, computing or data storage. To enable smart city development, digital infrastructure is required to collect data, bring the data to a central point, and then analyse the data to make it useful. The following should be considered:

- What types of instrumentation do we need (meaning a network of sensors that can detect, sense, measure and record real-time data)?
- What type of interconnected and integrated systems do we need (i.e. a system that can communicate and interact with users, operators and managers)?
- What type of systems do we need that can analyse the situation, enable quick responses and optimise solutions (how do we gain useful intelligence)?

▲ **Skilled people:** To enable smart city implementation, people with the right skills and abilities in the right places are critical. It is the people, not just the technology, that makes a city smart and therefore municipalities will have to extend investments beyond technology and data to investment in human resources. In some instances, it may be possible to upskill or retrain existing staff, but in other instances people with specific competencies may have to be employed. The possibility of certain skills becoming redundant as a result of implementing smart technologies should be carefully considered. Decisions need to be made regarding the following:

- Would we need to employ people with specialist skills and experience to implement a particular smart city initiative?
- Would we be able to upskill existing staff to operate and maintain technologies associated with a smart city initiative?

schools and youth organisations, research organisations, government departments and industry. Smart city initiatives allow city citizens to co-create their living environments by becoming active role-players that provide data that feed into the smart city system and contribute to better decision-making. However, it is important to consider the fact that many people may not be able to make use of ICT-based initiatives because they do not have the financial means, they are not IT literate, they do not have access to ICT services and equipment, etc.

4.2.2.3 Services Upgrading and Economic Transformation Intervention Areas (SUET)

In terms of ensuring economic transformation, the entire Rural Development and Agricultural Focus Area and all settlements identified as Small Town Regeneration Areas (STR) are proposed as Services Upgrading and Economic Transformation Intervention Areas (SUETs).

Small-town regeneration should be closely linked to strategies or initiatives set out in Section **Error! Reference source not found.** (Objective 5) with regard to unlocking economic potential.

Programmes and systems must be put in place to ensure:

- ▲ The proper maintenance of infrastructure in the SUETs
- ▲ Sufficient institutional arrangements at the different levels of government to ensure the implementation of government programmes for rural development and specifically for the maintenance and upgrading of services
- ▲ Focus on the upgrading of infrastructure and social services in settlements in rural areas
- ▲ Economic transformation
- ▲ The upgrading of informal settlements
- ▲ The development and upgrading of settlements to ensure secure tenure (full ownership), especially in rural areas and areas under the custodianship of Traditional Authorities

- What skills/competencies would we require in future to support and maintain smart interventions?
- Do our politicians and officials have the willingness and ability to embrace change and accept innovations and smart interventions? Do all involved share the same vision?

▲ **Partnerships:** Collaborating with appropriate partners could play a significant role in the success of smart city initiatives. The key is to establish partnerships that will contribute to the success of the initiative and support the overall aim of creating an inclusive smart city. It is therefore important to identify reliable partners that share the same values and objectives. Partners would have different motivations for participating in a smart city initiative, and it may sometimes be difficult to reconcile, for instance, the purely commercial intentions of some partners with more benevolent intentions of others. Partners could represent a range of interest groups, including the ICT industry, business (often technology companies), academia and the research fraternity. The following need to be resolved:

- Who should take ultimate responsibility for the coordination of our smart city initiative?
- How do we ensure that all relevant departments participate meaningfully in such initiatives?
- How do we measure the performance and impact of cross-cutting smart city initiatives?
- How do we improve synergy between various role players with different mandates and performance indicators to ensure the success of smart city initiatives?

▲ **Community involvement:** The active participation of the community in the identification, development and implementation of smart city initiatives could contribute significantly to the success of the initiative. The term 'community' could refer to all role players, stakeholders and affected parties relevant to the proposed initiative. These include residents, the business community (formal and informal), universities,



4.2.3 Implementation Action Plan

Table 3: Objective 2 - Spatial transformation and economic transition of the Region: Action Plan for implementation

Strategies	Guidelines and policies	Action Plans and implementation	
		Actions	Timeframe
Objective 2: Ensure the spatial transformation and economic transition of the Region			
Ensure spatial transformation and economic transition in the Region by supporting National Government's initiatives in this regard as contained in the NSDF's Coastal National Spatial Transformation and Economic Transition Region (NSTETR), inter alia by the use of Smart City principles coupled with the new African City principles to develop and promote sustainable human settlement development practices in both existing and new human settlements in the Region	▲ Use the Department of Cooperative Governance's Smart Cities Framework, March 2021, as a guideline in the Region for the implementation of Smart Cities.	▲ Establish a Special Purpose Vehicle to drive the planning and implementation of Smart Cities in the Region	Short term
	▲ The guiding principles for the creation of inclusive Smart Cities in the Region include the following: • An inclusive smart city is smart for all • An inclusive smart city uses technology as an enabler rather than a driver • An inclusive smart city is shaped by, and responds to, local context • An inclusive smart city is informed by the real needs of the community • An inclusive smart city embraces innovation, partnerships and collaboration • An inclusive smart city is sustainable, resilient and safe	▲ Lodge the following settlements as pilot projects for the implementation of the Smart African Cities in the Region: • Mthatha Smart African City (SAC 1) • Port Shepstone-Margate-Port Edward Smart African City (SAC 2).	
	▲ The design principles for the African Smart City should include: • African • Equality • Localisation of material and procurement • Safety and security • Ease of travel and connectivity • Integrated • Renewable energy	▲ The District and Local Municipalities must incorporate the proposals in respect of Smart Cities of this RSDF into their Municipal SDFs, their IDP and the District Development Model's One Plan	Long term
		Extend the programme for Smart African city development after proven feasibility of the pilot projects to other towns/settlements such as: • Kokstad	

		• Lusikisiki • Pennington/Scottburgh • Port St. Johns • Matatiele	Short to medium term
▲ Support the development of new cities in areas of significant population growth that are facing significant challenges but offer opportunities for spatial transformation	▲ Undertake an assessment to establish the smart-readiness of the two pilot areas	▲ Develop a local smart city strategy for each of the areas ▲ Undertake complete due diligence and proceed to the planning and implementation of smart city initiatives	Medium term
		▲ Undertake an assessment of the following areas to establish their smart-readiness: • Kokstad • Lusikisiki • Pennington/Scottburgh • Port St. Johns • Matatiele ▲ Develop a local smart city strategy for each of the areas ▲ Undertake complete due diligence and proceed to the planning and implementation of smart city initiatives	Medium term
Redressing spatial imbalances and promoting integration and transformation throughout the Region	▲ Introduce innovative settlement planning, rural design, urban land reform, urban and rural edges, and ensure effective city and town and land-use management land administration to prevent urban sprawl and consolidate place-specific urbanisation in dense rural settlements	Local Municipalities must ensure that the guidelines are implemented in Layout Plans and Rezoning during all land development applications, and may further adopt their	Continued basis

Ensure that marginalised settlements and rural areas where services are lacking and where apartheid-based planning resulted in poverty and exclusion are transformed	▲ Promote the polycentric city model where there are multiple major activity nodes instead of a concentration of an activity node or nodes in settlements ▲ Develop a network of strong and vibrant existing and emerging cities and large towns to fulfil the role of fully fledged national urban nodes, viable regional development anchors and well-capacitated rural service centres ▲ Promote the design of safe urban spaces, especially for women and children ▲ Ensure ease of movement with effective transportation networks/systems	owns policies and further guidelines to give effect hereto.	
	▲ Provide for the maintenance of infrastructure ▲ Focus on upgrading infrastructure and social services in settlements in the rural areas first and foremost	Ensure that institutional arrangements on the different levels of government are sufficient to ensure the implementation of government programmes for rural development and the transformation of rural areas	Short term
	▲ Provide for the upgrading of informal settlements ▲ Ensure that development and upgrading result in secure tenure, especially in rural areas and areas under the custodianship of Traditional Authorities ▲ Ensure tenure reform in that apartheid-based legislation and outdated tenure systems are replaced by systems that result in security in tenure and sustainable development, especially in rural areas and areas under the custodianship of Traditional Authorities	Develop a programme in co-operation with national government for the incremental upgrading of informal settlements and settlements in the Traditional Authority areas	Short term

4.3 Objective 3: Integrated and sustainable human settlements

Objective 3



Ensure that **integrated and sustainable human settlements** are created and maintained

4.3.1 Strategies

The strategies that will ensure integrated and sustainable human settlement development in the Region include:

- ▲ Achieving the objectives of **spatial transformation** of the Region as already set out in Objective 2.
- ▲ Providing a **hierarchy of settlements** throughout the Region to distinguish between high-order urban nodes and lower-order rural nodes or service centres. The identified nodes serve as spatial targeting areas
- ▲ Promoting compact settlement development and preventing urban sprawl
- ▲ Providing for **spatial targeting areas** as key focus areas for future human settlement development
- ▲ Using **transport networks** to support economic activity along them

4.3.2 Proposals

The proposals for integrated and sustainable human settlement development in the Region include the following:

- ▲ Nodes and a hierarchy of settlements
- ▲ Development edges for settlements
- ▲ Spatial targeting areas for human settlement development
- ▲ Development Corridors and Strategic Corridor Links

4.3.2.1 Hierarchy of settlements

Urban nodes or growth points

Urban Nodes or growth points include the first- and second-order settlements in the Region that are located in the Urban Development Focus Areas and include the following hierarchy of settlements:

- ▲ National Development Nodes
- ▲ Regional Development Anchors

Rural nodes or service points

Rural Nodes or service points include the third- and fourth-order settlements located mainly in the Rural Development and Agricultural Focus Areas.

The hierarchy includes Rural Service Centres.

Rural areas

The following are not regarded as nodes, although they are part of the hierarchy of settlements in the Region and include the following:

- ▲ Local towns and large villages
- ▲ Small rural villages
- ▲ Farmsteads

The hierarchy of settlements under the different focus areas for the Region is depicted in Figure 13. Section 4.4.2.1 discusses the connectivity of the nodal areas in the hierarchy in detail.

In the proposal that deals with the hierarchy of settlements, the hierarchy shown in **Error! Reference source not found.** is proposed:

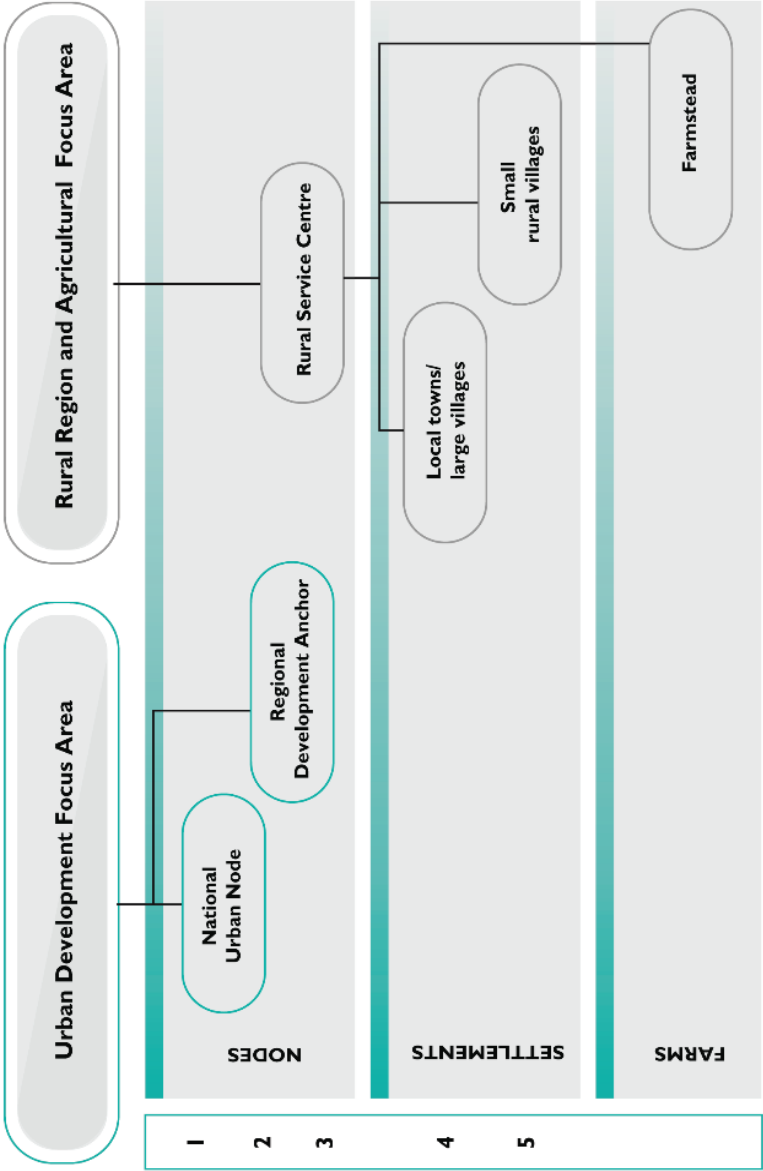


Figure 12: Schematic illustration of settlement hierarchy in relation to urban and rural development

Figure 13: Eastern Seaboard Region Settlement Hierarchy

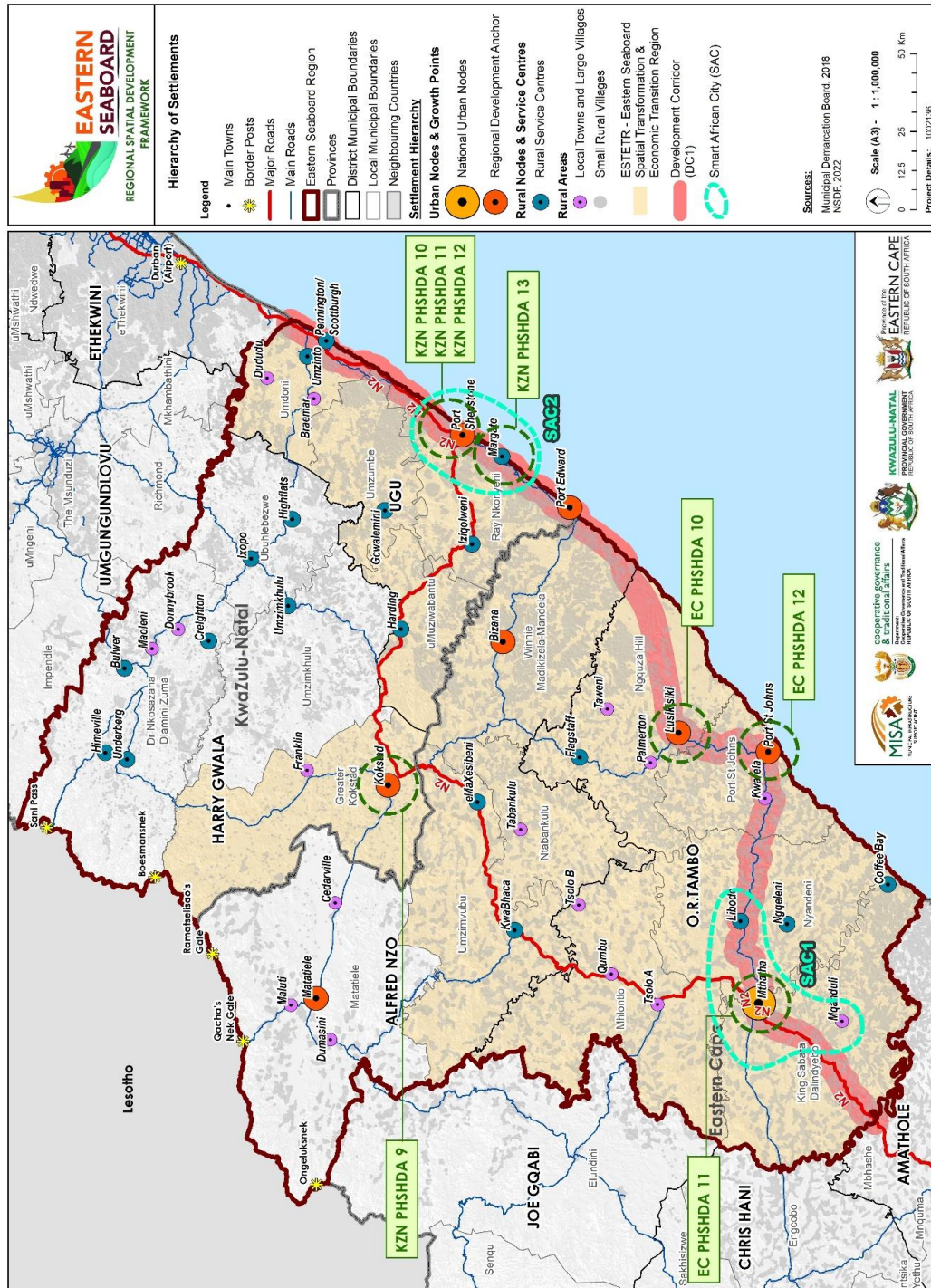
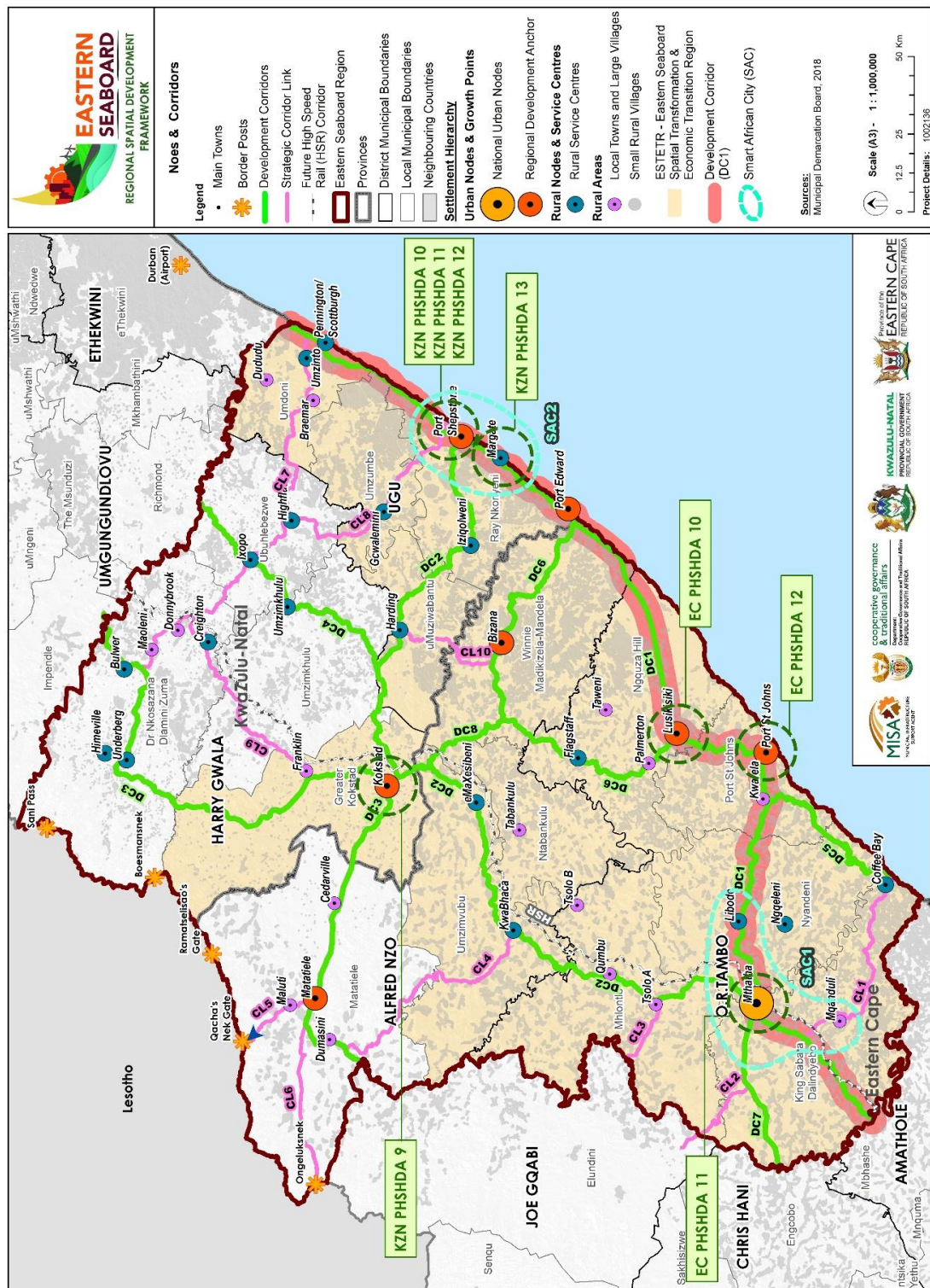


Figure 14: Eastern Seaboard Nodes and Corridors



National Urban Nodes

National Urban Nodes include those urban areas with existing or emerging and rapid population growth where quality human settlements and centres of human excellence, innovation, trade, inclusive green economies and regional enterprises must be created or strengthened, or where emerging new cities in transformation corridors must emerge.

The only **National Urban Node** and **first-order settlement** in the Region is Mthatha.

Proposals in the Provincial SDF indicate that Mthatha-Libode is earmarked as a metropolitan area. However, at this point in time, Mthatha is not regarded as a secondary city and would therefore not be elevated as a metropolitan area for the purposes of the RSDF.

Regional Development Anchors

Regional Development Anchors are those productive second-order nodes or secondary cities in the Region and in priority national development corridors. They provide a range of services in the specific towns or cities and surrounding network of settlements and productive rural regions.

These settlements also serve a district-level administrative function and service centre for commercial goods and services as well as educational centre of excellence.

These secondary cities should be prioritised and strengthened as key anchors or “engines” of the regional economy.

Rural Development Anchors are the **second-order nodes** in the Region and include the following settlements:

- ▲ Bizana
- ▲ Kokstad
- ▲ Lusikisiki
- ▲ Matatiele
- ▲ Port Edward

- ▲ Port Shepstone
- ▲ Port St. Johns

Although it is not prominent in the NSDF, Port St. Johns has been included as a Regional Development Anchor for the Region due to its provincial status and its possible function in the future, being located adjacent to the new N2 toll route, which is recognised as a National Development Corridor in the NSDF. This will most likely change its role and development possibilities in the future.

Furthermore, in the light of their national status in the NSDF, Port Edward and Matatiele have been included as Regional Development Anchors. The fact that Port Edward will be located along the new N2 National Development corridor contributed to its inclusion. Matatiele was included partly because it is located along a proposed inland development corridor.

Rural Service Centres

Rural Service Centres are service centres where people in rural areas and settlements can be optimally provided with municipal and social services, and where rural logistics and support can be provided to support rural development.

These towns are mostly formal towns where a formal and established structure and a commercial component are already present, together with associated higher-order social facilities. Towns are furthermore located at noticeable access points or at frontier points that serve as important border towns. Although these nodes are not envisaged to make the same kind of contribution to the provincial economy as the Regional Development Anchors might, they are important points for the transformation of the Region and provide a vital distribution and support function to other smaller towns and villages.

Therefore, they serve as a municipal-scale administrative centre, which is a municipal-scale service centre for commercial and social goods and services.

These settlements are regarded as **third-order nodes** in the Region and include the following settlements:

- ▲ Bulwer

- ▲ Coffee Bay
- ▲ Creighton
- ▲ eMaxesibeni
- ▲ Flagstaff
- ▲ Gqwalemini
- ▲ Harding
- ▲ Highflats
- ▲ Himervale/Underberg
- ▲ Ixopo
- ▲ Izigolweni
- ▲ KwaBhaca (Mount Frere)
- ▲ Libode
- ▲ Margate
- ▲ Ngqeleni
- ▲ Pennington/Scottburgh - Umzinto
- ▲ Riversdale
- ▲ Umzimkulu

Local towns and large villages

The local towns and large villages are the fourth-order settlements in the hierarchy. They range from small towns to larger rural villages with populations of less than 20,000 people but may include a niche economic activity.

They include inter alia the following local towns:

- ▲ Braemar
- ▲ Cedarville
- ▲ Donnybrook
- ▲ Dududu
- ▲ Dumasini
- ▲ Franklin
- ▲ Kwarela
- ▲ Maluti
- ▲ Maoleni
- ▲ Mqanduli

- ▲ Palmerton
- ▲ Qumbu
- ▲ Tabankulu
- ▲ Taweni
- ▲ Tsolo A and B

Small rural villages

The last category includes all the settlements that are not included in any of the other categories. They include mainly small rural villages with a very small service economy.

Farmsteads

Farmsteads form part of agricultural farms rather than settlement, although they are similar to settlements in that they may have several dwelling houses and grouped outbuildings.

4.3.2.2 Development edges

A Development Edge, also referred to as an urban edge or rural edge, can be defined as a demarcated line and an interrelated policy that serve to manage, direct and limit urban expansion or the expansion of human settlements.

The RSDF will not propose any Development Edges because that is regarded as the responsibility of the Local Municipalities. They know the local circumstances and needs so they are better able to delineate such borders. It also requires much more study in order to provide proper boundaries and make provision for sufficient expansion to accommodate future development needs, promote integration and ensure that such edges contribute towards sustainability.

Where Municipal SDFs already provide development edges, recognition is given in the SDF for it. Where Local Municipalities have not yet determined development edges for settlements, it must be prioritised in the review of their SDF or during the compilation of Precinct or Local Area Plans.

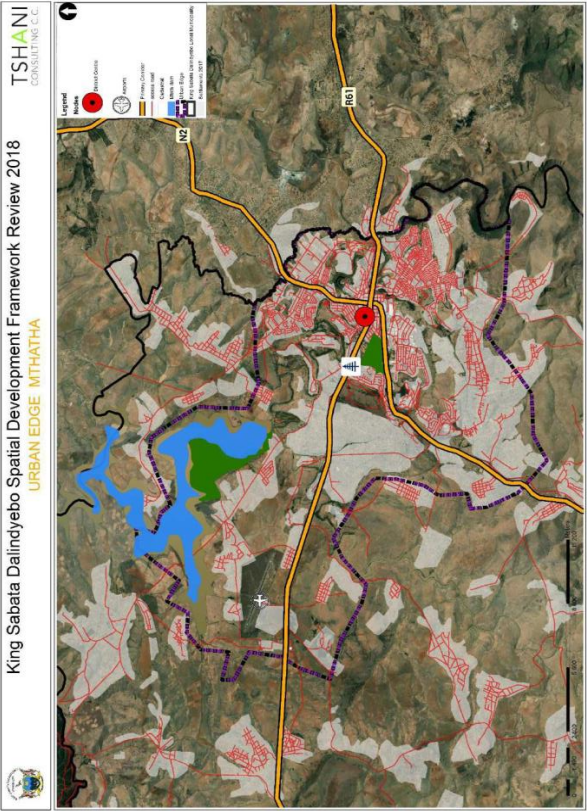


Figure 15: Mthatha Urban Edge

The District Municipalities and Provincial Government must further oversee this process and ensure that no development is supported or initiated until such time that the development edges have been determined.

The most important development edges are those for the Urban Development areas and where development pressure exists. This includes the National Urban Node and Regional Development Anchors referred to in other parts of this section.

The RSDF recognises the following development edges for higher-order settlements in the Urban Development Areas where local municipalities have delineated development edges:

- ▲ Mthatha Urban Edge as contained in the King Sabata Dalindyebo SDF, 2020 (see Figure 15)
- ▲ Kokstad Urban Edge as contained in the Greater Kokstad Local Municipality Spatial Development Framework, 2022-2027 (see Figure 16)
- ▲ Matatiele Urban Edge as contained in the Matatiele Local Municipality Spatial Development Framework, 2020 (see Figure 17)
- ▲ Lusikisiki Urban Edge as contained in the Ingquza Hill Local Municipality SDF, 2018 (see Figure 18)

The demarcation or improvement of Urban Edges for the following settlements is required to comply with this objective:

- ▲ Bizana
- ▲ Port Edward
- ▲ Port Shepstone
- ▲ Port St. Johns

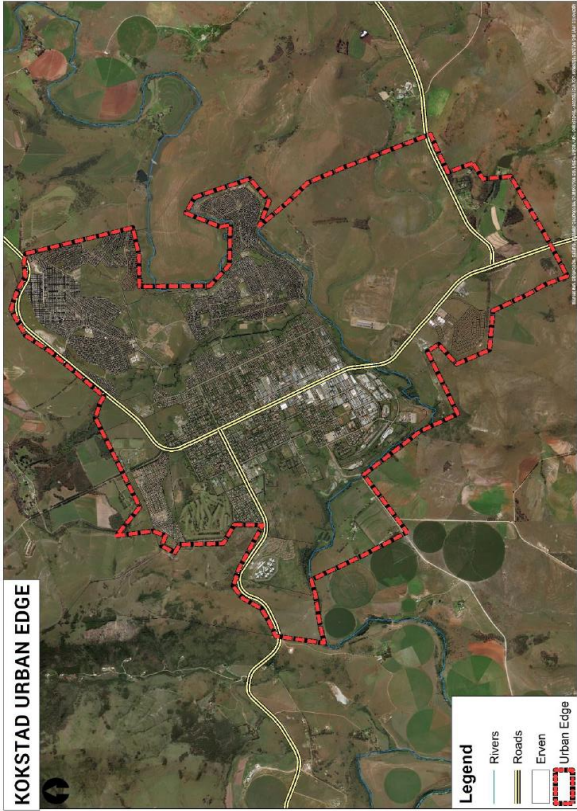


Figure 16: Kokstad Urban Edge

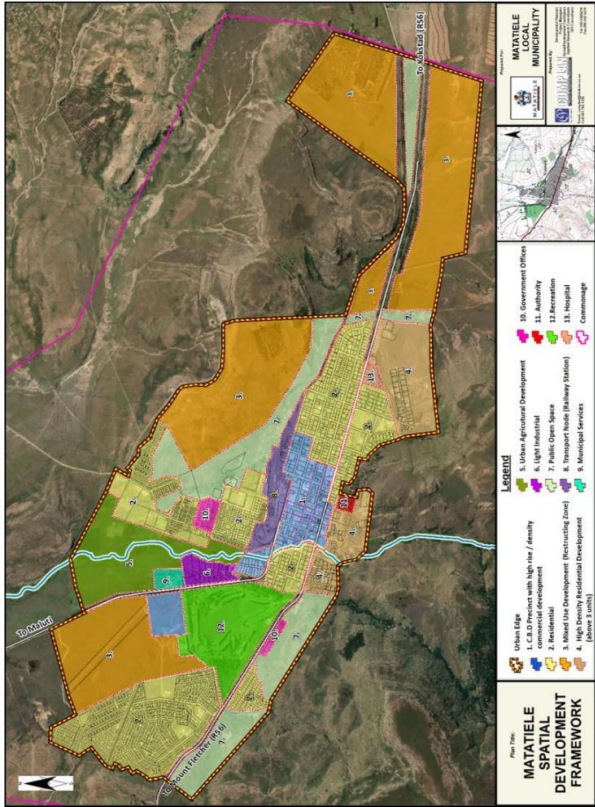


Figure 17: Matatiele Urban Edge

- ▲ Ensure integration (spatial justice)
- ▲ Ensure efficiency (make optimal use of resources, including land and engineering infrastructure)
- ▲ Provide compact urban forms (sustainability)
- ▲ Prevent urban sprawl as far as possible (sustainability)

Areas for the expansion of settlements to accommodate human settlement development or future developmental needs must include measures by Local Municipalities to:

- ▲ Restructure fragmented spatial patterns of settlements in the Region, especially in the Rural Development Area, through the provision of:
 - The development edges mentioned above
 - Areas for minimal expansion to accommodate natural growth and provision of any housing development in the next 5 years
 - Directions and/or areas of future expansion (10-30 years)
- ▲ Identify focus areas for subsistence farming and agricultural activities in the rural settlement environment

The execution of the development edges and areas for expansion must be enforced on two levels, namely spatial forward planning and land use management.

In terms of spatial forward planning, the Municipal SDF, Precinct Plans, etc. must capture the development edges and areas for future expansion as set out above.

In order to ensure that settlements are planned and developed consistent with these proposals of Municipal SDFs and Precinct Plans, government at all levels must enforce this policy as part of land use management. In cases of new development or site demarcations, no development must be:

- ▲ Permitted by Municipal Planning Tribunals if it does not fall in a development edge or envisage expansion area

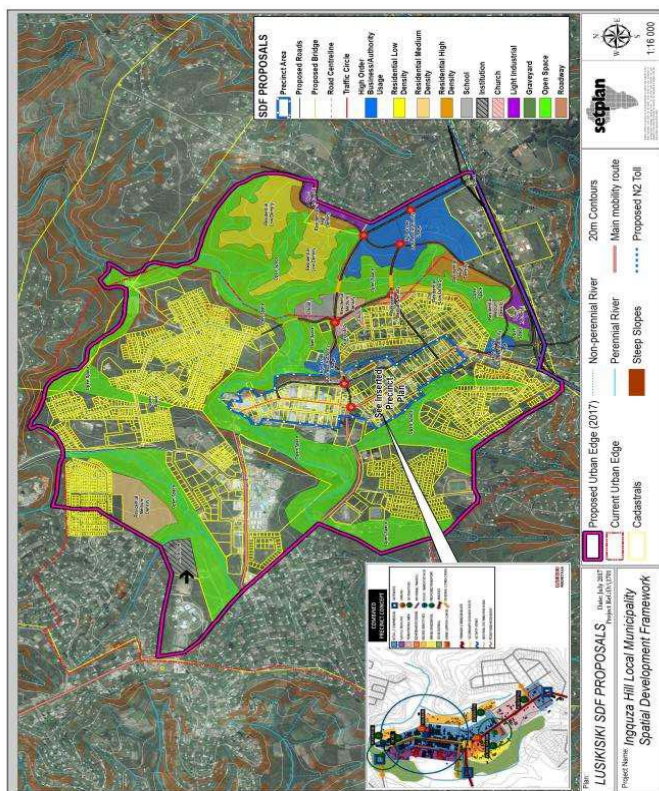


Figure 18: Lusikisiki Urban Edge

Guidelines for development edges and areas for expansion of settlements

A **development edge** can be defined as a demarcated line and interrelated policy that serves to manage, direct and limit urban expansion or the expansion of human settlements.

Development edges should be delineated for all settlements in the Region, including urban and rural settlements and formal and less-formal settlements in such manner that it will:

- Supported financially or otherwise by the Provincial Government and District Municipalities if it is not compliant
- Support the process and guide spatial planning for local and provincial authorities.

4.3.2.3 Spatial targeting areas for human settlement development

Spatial targeting is proposed as an approach to define or demarcate specific geographical areas and expected outcomes supported by fiscal programmes. Spatial targeting may occur at different scales (national, provincial, regional, municipal) simultaneously with different programmes to address different outcomes.

The principle is that spatial targeting areas will direct investment in places that optimise the existing capacity of settlements and other benefits before engaging in fiscally onerous (expansive) settlement approaches with no or little impact.

The purpose of the identification of spatial targeting areas in the Region is firstly to ensure sustainable human settlement development and secondly to promote spatial transformation. These spatial targeting areas should:

- Eradicate social inequality and economic inefficiency.
- Provide guidance on the implementation of strategically located catalytic interventions and projects to achieve spatial transformation.
- Achieve a creative balance between spatial equity, economic competitiveness and environmental sustainability.
- Support individuals, communities and the private sector in engaging with the state on the future of spaces and settlements in which they live and work.
- Assist local municipalities to implement strategic spatial interventions.
- Create a spatial framework to guide investment by all state departments and state-owned companies and specifically the Human Settlements Sector.
- Provide guidance on the implementation of all MTSF targets in alignment with a spatial plan and on the approval of projects.

Spatial targeting in the Region should be focused on prioritising and directing development to the following areas:

- Settlements in the Urban Development Focus Area, including the Urban Nodes and Growth point (National Urban Node, Regional Development Anchors).
- Special Economic Zone (SEZ), namely the Wild Coast SEZ.
- Priority Human Settlement and Housing Development Areas (PHSHDAs).

Settlements in the Urban Development Focus Area

The inclusion of the first- and second-order settlements in the Urban Development Focus Areas in the RSDF and as spatial targeting areas is based on the fact that these settlements experience the most growth pressure, already provide a wide range of tertiary services and functions, holds the most agglomeration benefits, etc.

The following settlements as discussed in more detail in Section 4.3.2.1 are therefore the priority development areas:

National Urban Node

- Mthatha

Regional Development Anchors

- Bizana
- Kokstad
- Lusikisiki
- Matatiele
- Port Edward
- Port Shepstone
- Port St. Johns

Wild Coast Special Economic Zone (SEZ)

The proposed Wild Coast SEZ in the Mthatha National Urban Node as described in Section 4.5.2.1. is also identified as a spatial targeting area that will contribute towards unlocking the economic potential of the Region.

Priority Human Settlement and Housing Development Areas (PHSHDAs)

The inclusion of the Priority Human Settlement and Housing Development Areas (PHSHDAs) in the RSDF and as spatial targeting areas is based on Government's declaration in this regard (Notice 526 of Government Gazette No. 43316 of 15 May 2020) and intends to advance human settlements' spatial transformation and consolidation by ensuring that the delivery of housing is used to restructure and revitalise towns and cities, strengthen the livelihood prospects of households and overcome apartheid spatial patterns by fostering integrated urban forms.

The locations of the PHSHDAs for the Eastern Seaboard Region are depicted in Figure 13 and reflected in Table 4.

The PHSHDAs are the areas targeted for future human settlements and other types of urban development. Subsidised housing and government funding should be prioritised for these areas.

Furthermore, the Human Settlements Framework for Spatial Transformation and Consolidation, 2019 stipulates that the IDPs, SDFs and land use management schemes of local municipalities will need to be amended to incorporate the national directive related to the PHSHDAs. By doing so, these priority development areas can support municipalities to prioritise housing development applications in terms of SPLUMA, thus directing housing finance to areas that promote inclusive residential markets.

The areas with existing Development Plans and demarcated priority areas are depicted in Figure 19 to Figure 23 and include the following:

- Kwazulu-Natal PHSHDA 10: Gamalakhe Nositha
- Kwazulu-Natal PHSHDA 11: Greater Port Shepstone

- ▲ Kwazulu-Natal PHSFDA 12: Shelly Beach
 - ▲ Kwazulu-Natal PHSFDA 13: Uvongo-Margate
 - ▲ Eastern Cape PHSFDA 12: Port St. Johns Urban Centre
- Ensure that local municipalities, together with HDA, develop credible Development Plans for the PSHSDAs in the Region that still do not have such plans. They include:
- ▲ Kwazulu-Natal PHSFDA 9: Kokstad
 - ▲ Eastern Cape PHSFDA 10: Lusikisiki Urban Development Node
 - ▲ Eastern Cape PHSFDA 11: Mthatha CBD and surrounds

Table 4: Declared Priority Human Settlement and Housing Development Areas in the Region

Province	Local Municipality	PHSHDA			Development Plan status
		Number	Name	Main places	
KwaZulu-Natal	Greater Kokstad	9	Kokstad town	Bhongweni, Kokstad	Outstanding
	Ray Nkonyeni	10	Gamalakhe Nositha	Gamalakhe A, Nositha, Qina-About	Completed
		11	Greater Port Shepstone	Port Shepstone (Albersville, Anerley, Bhobhoyi, Broadview Estate, Lions Grove, Louisiana, Marburg, Merlewood, New Bolton, Oslo Beach, Rathboneville, Sea Park, Southport, Success, Umbango, Umtentweni)	Completed
		12	Shelly Beach	Shelly Beach, Windsor on Sea	Completed
		13	Uvongo-Margate	Margate, Uvongo	Completed
Eastern Cape	Ingquza Hill	10	Lusikisiki Urban Development Node	Lusikisiki (Unity Park, New Rest, Zwelitsha, Joe Slovo, Mdikane, Malizole, Nqaghumbhe, Ingquza Hill NU)	Outstanding
	King Sabata Dalindyebo	11	Mthatha CBD and surrounds	Mthatha (De Colligny Mission Station, Efata, Fort Gale, Hillcrest, Ikwezi, Ncise, Qweqwe, Upper Ncise, Zimbane, Mabhelani A, Manxweni, Matshongwe, Mazizini, Mbane, Mbuqe, Mthatha Central, Myezo Park, Ncambedlana, Ngxubevange, Nkanini, Northcrest, Norwood, Ntekiseni, Ntshabeni, Pola Park, Sheshegu, Lindini, Nyandeni B, Nyandeni, eZintabeni, Ngxubevange, Mazizini, Payne, Ntekiseni, Amendu, Sidwada, Sidwadwa View, Southernwood, Southridge, Southridge Park, Tipini, Waterfall, Wellington Prison, Chris Hani, Mandela Park, Joe Slovo, King Sabata Dalindyebo NU)	Outstanding
	Port St. Johns	12	Port St. Johns Urban Centre	Port St. Johns	Completed

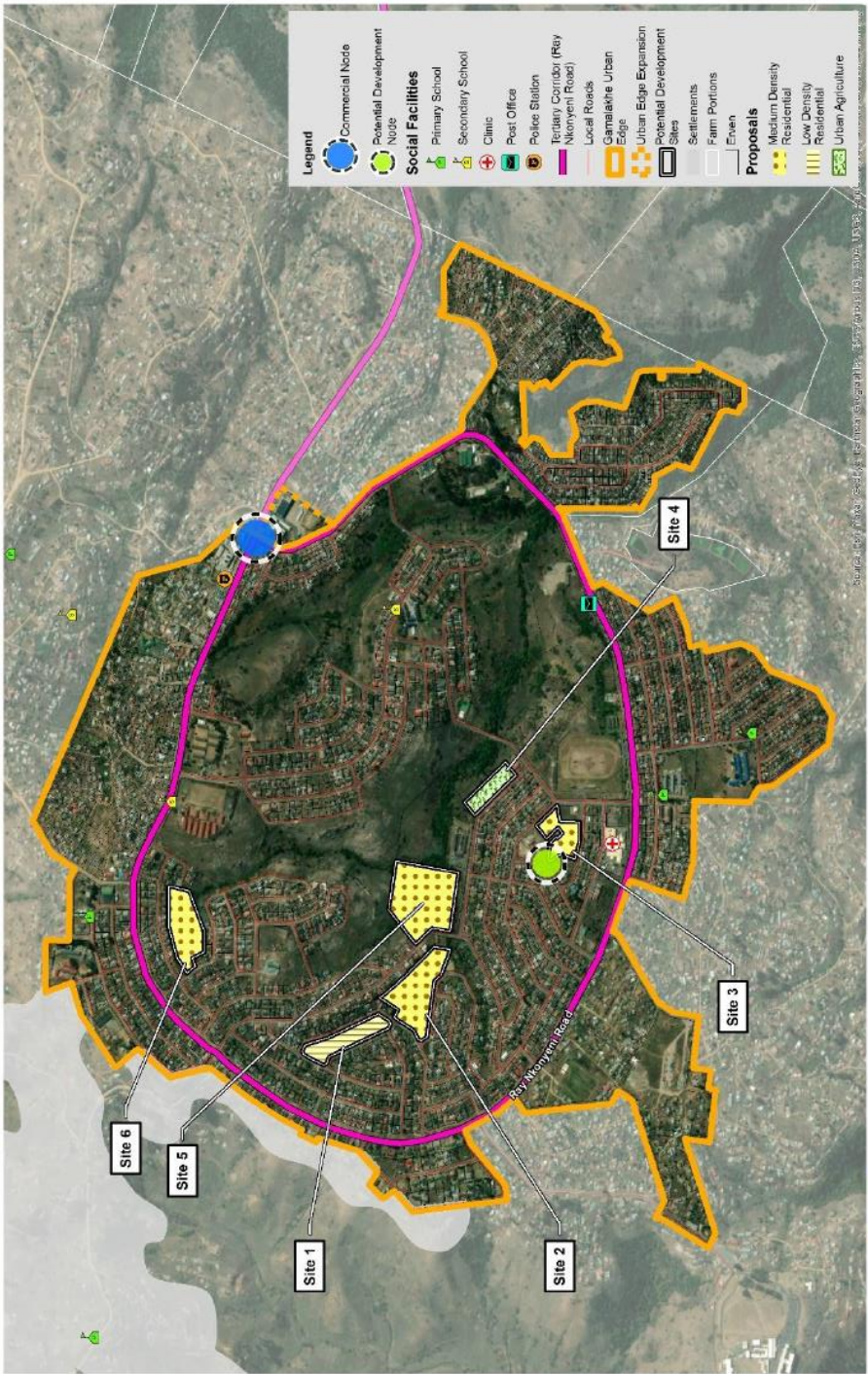


Figure 19: KwaZulu-Natal PHSDA 10: Gamalakhe Nositha Concept Plan and Proposals

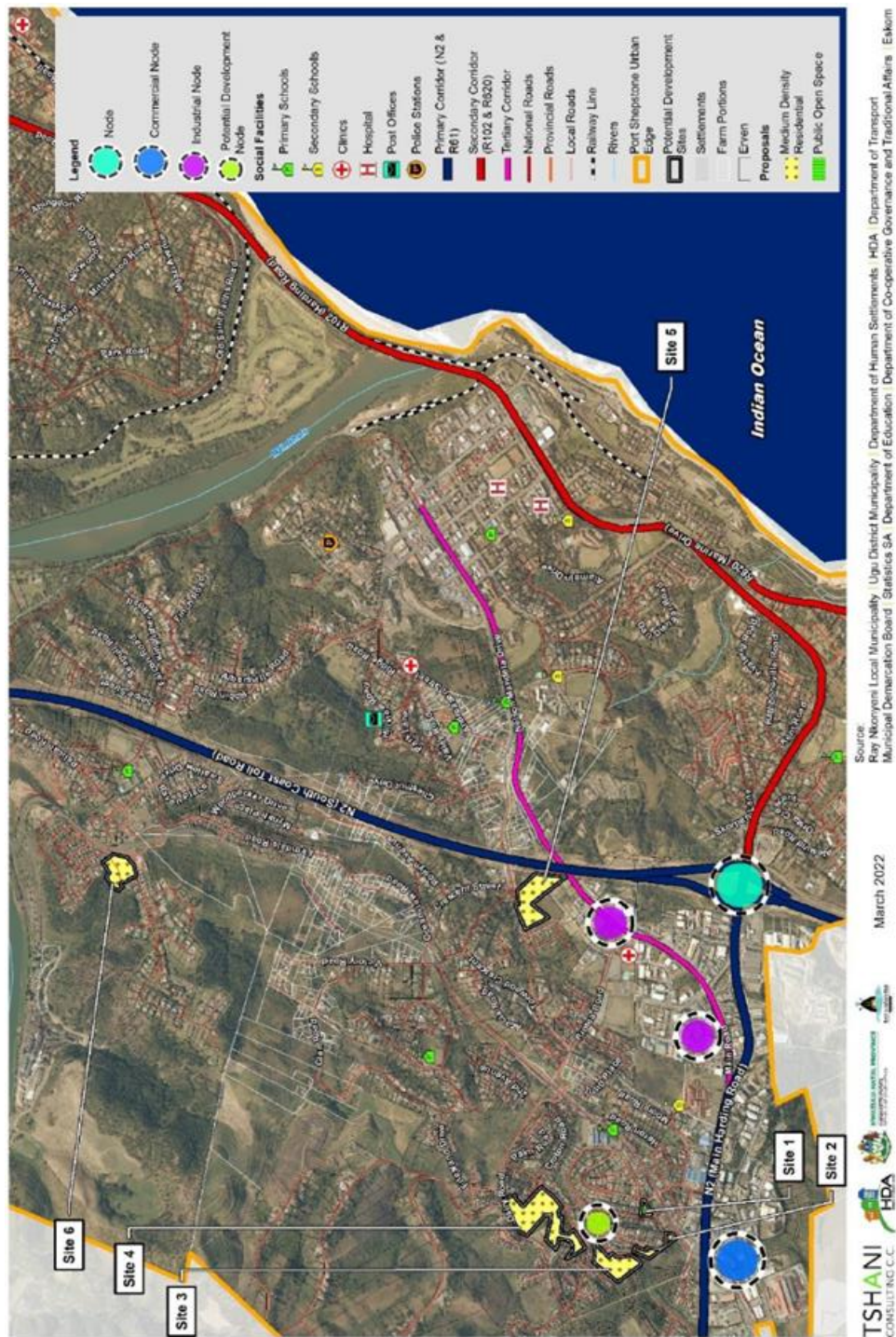


Figure 20: KwaZulu-Natal PHSHDA 11: Greater Port Shepstone Concept Plan and Proposals

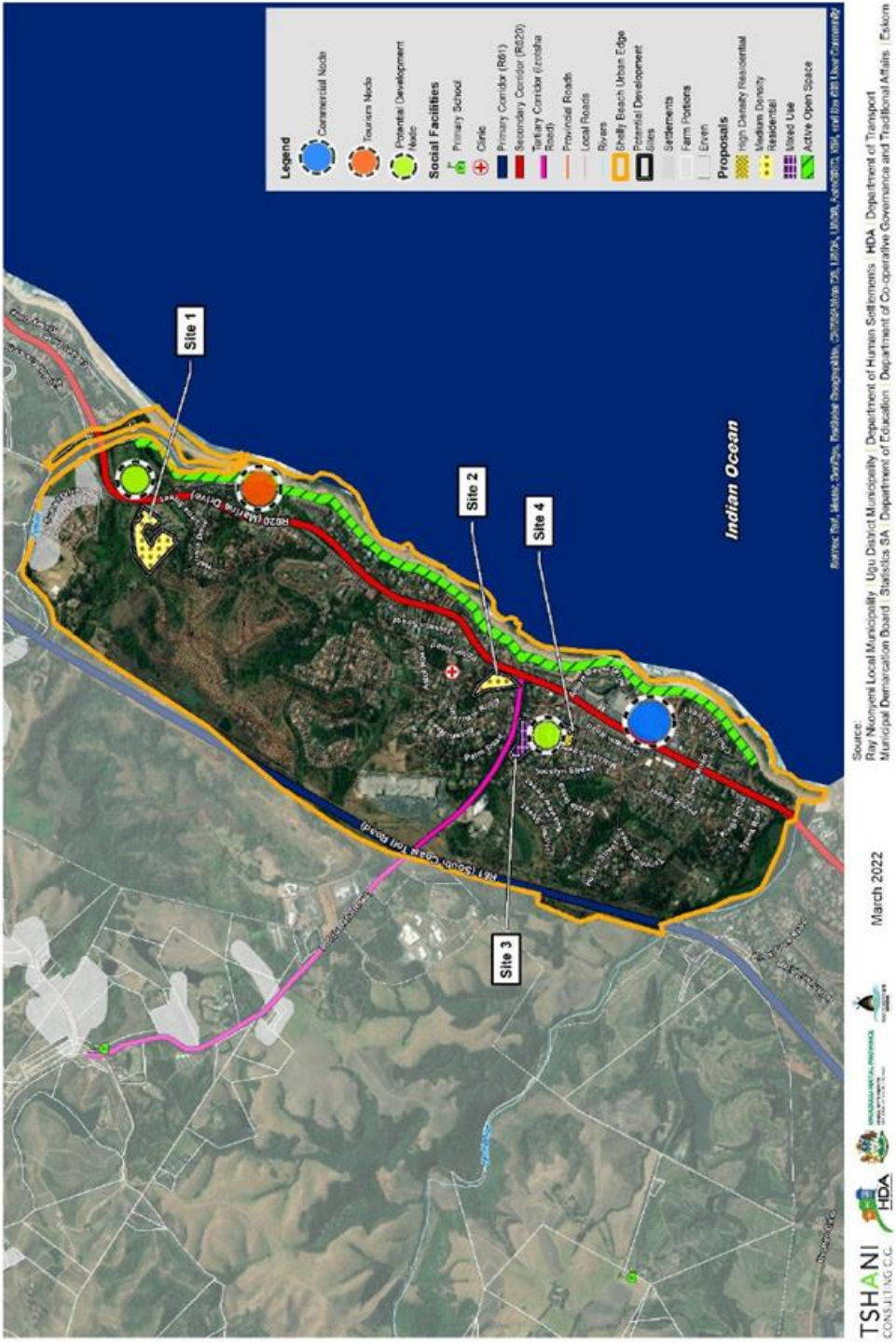
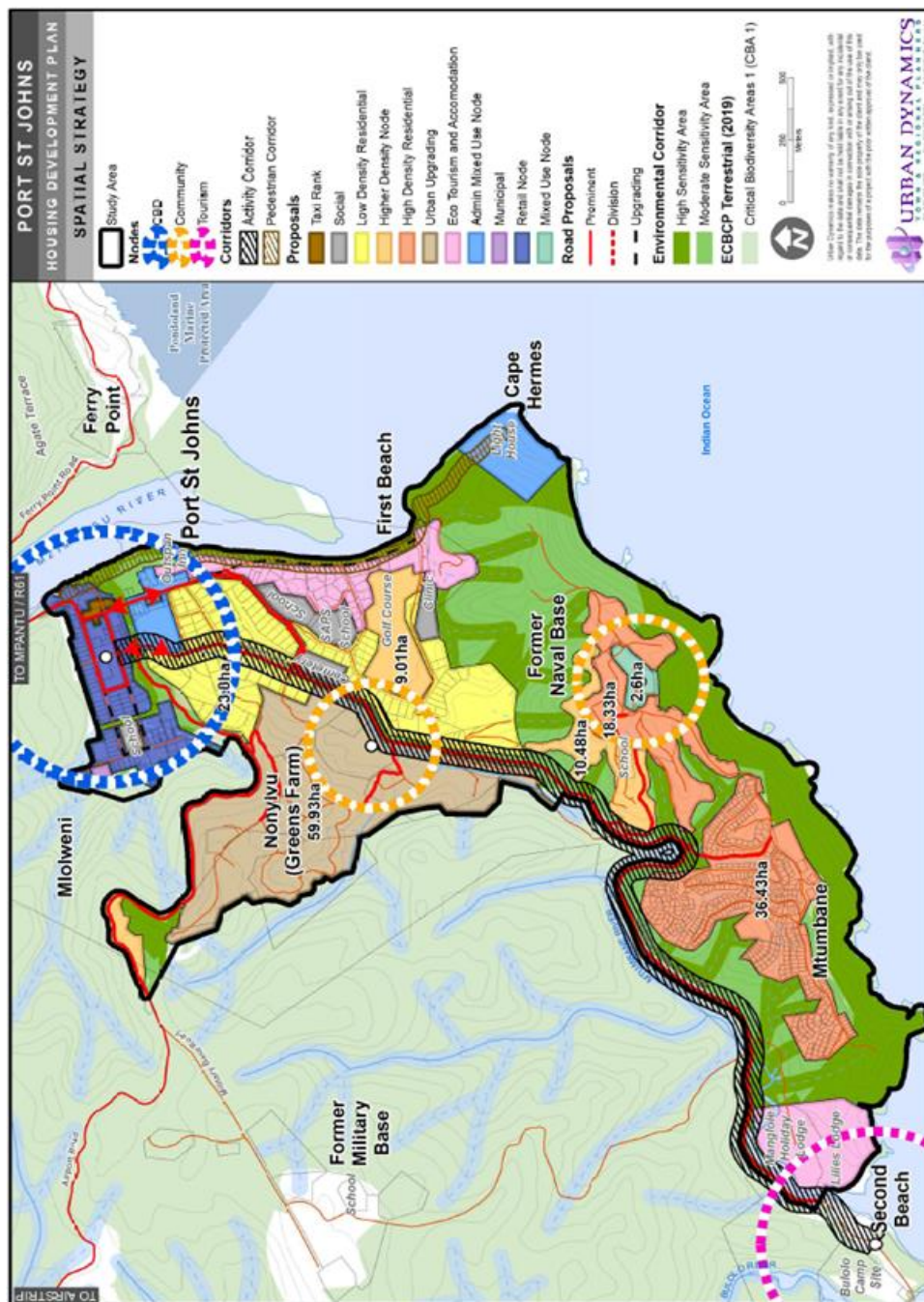


Figure 21: KwaZulu-Natal PHSHDA 12: Shelly Beach Concept Plan and Proposals



Figure 22: KwaZulu-Natal PHSDA 13: Uvongo-Margate Concept Plan and Proposals



The inclusion and implementation of the Priority Human Settlement and Housing Development Areas (PHSHDAs) in the Region are found in the Minister of Human Settlements, Water and Sanitation's declaration in terms of Section 3 of the Housing Act (1997 (Act 107 of 1997) read with Section 7(3) of the Housing Development Agency Act, 2008 (Act 23 of 2008) and some other laws to declare PHSHDAs on 15 May 2020 in the Government Gazette.

The intention and objective of the PHSHDs are to advance human settlements spatial transformation and consolidation by ensuring that the delivery of housing is used to restructure and revitalise towns and cities, strengthen the livelihood prospects of households and overcome apartheid spatial patterns by fostering integrated urban forms.

The PHSHDAS is first and foremost based on the principles and objectives set out in the NDP and SPLUMA, namely spatial justice, spatial efficiency, access to connectivity, economic and social infrastructure, access to adequate accommodation and the provision of quality housing options.

More importantly for the implementation of the RSDF is that emphasis must be placed on synchronising national housing programmes in the priority human settlements and housing development areas. This includes the following programmes that may find relevance in the Region:

- ▲ Integrated Residential Development Programme
- ▲ Social Housing Programme in Restructuring Zones
- ▲ Informal Settlements Upgrading Programme
- ▲ Finance Linked Individual Subsidy Programme
- ▲ Enhanced People's Housing Process

4.3.2.4 Human settlements (housing)

As discussed in Section 5.7.4 of the Situational Analysis report, the overall housing need in the Region is 329,074 from a total of 818,163 households, based on inadequate housing.

This will require a total area of 39,818 ha of land for human settlement development. The detail per District is shown in Table 5. (Please note, not all dwellings can be regarded as inadequate and thus do not form part of the housing backlog. See the paragraph below, which deals with the Rural Regional and Agricultural Focus Area.)

Households with adequate housing amounts to 489,089 households in the Region.

Urban Development Focus Areas (UD)

In the Urban Development Focus Areas, the total area required to accommodate **18,823 housing units** in the Region is estimated at **1,213 ha**, calculated at densities of 20 dwelling units/ha of land. This will include land for community facilities, open space and roads.

If considered per district, the required number of dwelling units and area of land for integrated human settlement development to address the housing backlogs are as follows:

- ▲ OR Tambo District: 349 ha of land required for 5,424 housing units
- ▲ Alfred Nzo District: 284 ha of land required for 4,411 housing units
- ▲ Ugu District: 355 ha of land required for 5,504 housing units
- ▲ Harry Gwala District: 224 ha of land required for 3,484 housing units

As mentioned above in Section 0, the eight promulgated PHSHDAs are the primary areas to direct subsidised housing in the Region in order to assist local municipalities in their efforts to address the provision of housing.

PHSHDAs has been promulgated in the areas where the most growth pressure exists, as presented in the Situational Analysis report. These areas include urban areas such as Mthatha, Kokstad, Lusikisiki, Port Shepstone, Margate/Shelly Beach, Port Edward, Matatiele and Pennington/Scottburgh/Umzimto. These PHSHDAs should be able to address the land requirements.

Due to high growth pressure, however, it is recommended that the additional demarcation of PHSHDAs be considered by government for:

- ▲ Pennington/Scottburgh and Umzinto
- ▲ Matatiele and Maluti
- ▲ Port Edward
- ▲ Bizana
- ▲ Franklin

Furthermore, growth in the following areas which are also experiencing medium growth pressure, and where informal settlements currently exist, must be monitored in order to determine future actions timeously:

- ▲ Ixopo
- ▲ Umzimkulu
- ▲ KwaBaca (Mount Frere)
- ▲ Flagstaff
- ▲ Libode

Rural Region and Agricultural Focus Area (RRA)

In the Rural Region, it is accepted that most of the 310,251 traditional dwelling units do not need to be replaced. As presented in Section of the Situational Analysis report, although Statistics South Africa has classified traditional dwellings/huts/structures made of traditional materials as inadequate housing, not all traditional dwellings can be regarded as inadequate and thus do not form part of the housing backlog. However, Table 5 shows the required land should it be necessary for further planning purposes. It shows that, to accommodate 310,251 housing units, an estimated area of 38,605 ha is required, calculated at densities of 10 dwelling units/ha of land. This will include land for community facilities, open space and roads.

Table 5: 2021 Housing need in the Region

Area	Rural Region (RRA)		Urban Development Focus Areas (UD)				Eastern Seaboard Region	
	Inadequate traditional dwellings	Total area land required (ha)	Inadequate informal dwellings	Other inadequate dwellings	Sub-total inadequate dwellings required	Total area land required (ha)	Total inadequate dwellings	Total area land required (ha)
Eastern Seaboard Region	310,251	38,605	14,097	4,726	18,823	1,213	329,074	39,818
OR Tambo	149,749	18,634	3,582	1,842	5,424	349	155,173	18,983
Ingquza Hill	30,088	3,744	454	222	676	44	30,764	3,787
Port St. Johns	22,823	2,840	269	76	345	22	23,168	2,862
Nyandeni	37,286	4,640	323	476	799	51	38,085	4,691
Mhlontlo	26,326	3,276	896	242	1,138	73	27,464	3,349
King Sabata Dalindyebo	33,225	4,134	1,638	826	2,464	159	35,689	4,293
Alfred Nzo	80,463	10,012	1,528	2,883	4,411	284	84,874	10,296
Umzimvubu	24,262	3,019	558	409	967	62	25,229	3,081
Matatiele	17,708	2,203	521	1,933	2,454	158	20,162	2,362
Winnie Madikizela Mandela	21,951	2,731	353	403	756	49	22,707	2,780
Ntabankulu	16,542	2,058	96	137	233	15	16,775	2,073
Ugu	35,193	4,379	5,504	-	5,504	355	40,697	4,734
Umdoni	10,207	1,270	2,140	-	2,140	138	12,347	1,408
Umzumbe	11,863	1,476	298	-	298	19	12,161	1,495
Umuziwabantu	7,059	878	408	-	408	26	7,467	905
Ray Nkonyeni	6,064	755	2,657	-	2,657	171	8,721	926
Harry Gwala	44,846	5,580	3,484	-	3,484	224	48,330	5,805

Area	Rural Region (RRA)		Urban Development Focus Areas (UD)				Eastern Seaboard Region	
	Inadequate traditional dwellings	Total area land required (ha)	Inadequate informal dwellings	Other inadequate dwellings	Sub-total inadequate dwellings required	Total area land required (ha)	Total inadequate dwellings	Total area land required (ha)
Dr Nkosazana Dlamini Zuma	12,436	1,547	376	-	376	24	12,812	1,572
Greater Kokstad	945	118	784	-	784	51	1,729	168
Ubuhlebezwe	10,910	1,358	1,920	-	1,920	124	12,830	1,481
Umzimkhulu	20,555	2,558	403	-	403	26	20,958	2,584

Source: Own calculations based on Quantec Research – EasyData (2022)

4.3.3 Movement corridors

roads, hold the potential to increase land use and economic activity along them and are therefore also proposed as development corridors or activity spines.

Although the primary function of roads is to distribute people and goods or provide linkages between nodes, transport networks, and more especially

The Development Corridors and Strategic Corridor Links for the Region are discussed under Objective 4 (Section 4.4.2.1.).

4.3.4 Implementation Action Plan

Table 6: Objective 3 – Integrated and sustainable human settlements: Action Plan for implementation

Strategies	Guidelines and policies	Action Plans and implementation	
		Actions	Timeframe
Objective 3: Ensure that integrated and sustainable human settlements are created and maintained			
Provide a hierarchy of settlements throughout the Region to distinguish between higher-order urban nodes and lower-order rural nodes or service centres. These identified nodes serve as spatial targeting areas.	▲ Urban nodes should serve as spatial targeting or priority development areas for: • Urban development (urban development area) for human settlements where the largest spectrum of specialised land uses should be focused • Future integrated human settlements (urban development) or new cities • Future urban development providing the widest range of specialised uses as well as a wide spectrum of housing typologies • Infrastructural and community service provision • Private investment and housing provision by the private sector and housing development agencies	All Local Municipalities in the Region must align their nodal areas to the RSDF and further ensure that the guidelines herein are executed and incorporated into the Municipal SDFs during their next review.	Short term
	▲ Rural nodes should serve as: • Service centres or central places to serve the rural hinterland areas and smaller villages in basic goods and services	All Local Municipalities in the Region must align their nodal areas to the RSDF and further ensure that the guidelines herein are executed and incorporated into the Municipal SDFs during their next review.	Short term

Promote compact settlement development and prevent urban sprawl.	• Focus areas for Small-Town Regeneration • Focus areas for accommodating agri-industries and agri-businesses in support of the agricultural sector	All Local Municipalities in the Region must ensure that development edges as well as expansion areas are incorporated into their Municipal SDFs during their next review.	Short term
Provide for spatial targeting areas as the key focus areas for future human settlement development and monitor growth pressure on a continuous basis.	▲ Consolidate settlement development and prevent urban sprawl and unwanted scattered settlement patterns by providing proper expansion areas and limiting unwanted development or uncontrolled sprawl by: • Providing development edges that will prevent urban sprawl and ensure compact settlements • Providing sufficient expansion areas within proper scale to address the estimated growth for the Region and area ▲ Provide opportunities for human settlement development in rural areas to such an extent that it addresses only natural population growth in those areas and without prejudice to the biodiversity and agricultural potential Spatial targeting areas should be focus areas for investment and human settlement development where development is realistic in terms of fiscal and infrastructure challenges. It should include: ▲ Areas for investment and human settlement development, including the provisions of national government's Priority Human Settlement and Housing Development Areas (PHSHDAs), where government takes the leading role, ▲ Areas to provide opportunities for human settlements development in urban nodes and at locations that are sustainable, and which is the focus areas with significant anticipated population growth in the Region between 2021 and 2030	Ensure through the District and Local Municipalities that Development Plans and Implementation Frameworks and projects for the following PHSHDAs in the Region are implemented:	Long term
		▲ KwaZulu-Natal PHSHDA 10: Gamalakhe Nositha ▲ KwaZulu-Natal PHSHDA 11: Greater Port Shepstone ▲ KwaZulu-Natal PHSHDA 12: Shelly Beach ▲ KwaZulu-Natal PHSHDA 13: Uvongo-Margate ▲ Eastern Cape PHSHDA 12: Port St. Johns Urban Centre	

	▲ Areas to provide in measures and opportunities for urban densification and brown fields development within existing settlements	Ensure through the Department of Co-operative Governance and the HDA that Development Plans and Frameworks for the following PSHDAs in the Region are compiled or completed: ▲ KwaZulu-Natal PSHDA 9: Kokstad ▲ Eastern Cape PSHDA 10: Lusikisiki Urban Development Node ▲ Eastern Cape PSHDA 11: Mthatha CBD and surrounds	Short term
	▲ Government must timeously investigate the promulgation of additional PSHDAs in the Region in order to promote orderly planning and address housing needs in the Region.	District Municipalities must approach the HDA and COGTA to investigate the possible promulgation of additional PSHDAs in the Region as follows: ▲ Pennington/Scottburgh and Umzinto ▲ Matatiele and Maluti ▲ Port Edward ▲ Bizana ▲ Franklin	Short term
	▲ Monitor areas experiencing medium growth pressure and where informal settlements currently occur to ensure timeous action.	The growth pressure in the following areas must be monitored by the District and Local Municipalities: ▲ Ixopo ▲ Umzimkulu ▲ KwaBaca (Mount Frere) ▲ Flagstaff ▲ Libode	Long term
	▲ Areas that provide opportunities for human settlement development in rural areas to such an extent that it addresses only natural population growth in those areas and without prejudice to the biodiversity and agricultural potential	All Local Municipalities in the Region must ensure that expansion areas for realistic growth are incorporated into their Municipal SDFs during their next review	Medium term
	▲ Areas that provide development opportunities in those spatial locations that hold comparative advantages in	Local Municipalities in the Region can identify specific areas that hold comparative advantages and compile	Medium to long term

	terms of infrastructure, economic development and existing community and social facilities	local areas or precincts plans as further spatial targeting areas	
Use transport networks to support economic activity along them	▲ Spatial targeting areas should attract both public and private investment by ensuring that: • A conducive institutional and investment friendly environment is created • Unnecessary development procedures that can delay or discourage development are avoided • Development opportunities are created for private investment • Government takes the lead in providing bulk infrastructure in the spatial targeting areas that can serve as capital web for further development by both government and private sector ▲ Provide for Development Corridors that not only serve as mobility links or transport routes between nodes or areas of economic importance but also allow for increased intensity of land use at certain points along the route.	District Municipalities must assist Local Municipalities in the identification and active marketing of spatial targeting areas for private investment/development.	Short to medium term
		Local Municipalities must investigate the introduction of incentive schemes to attract private investment/development into the spatial targeting areas	Short to medium term
		Local Municipalities must ensure that development is simplified in spatial targeting areas by considering special provisions in the by-laws and land use schemes	Short to medium term
		District Municipalities must assist Local Municipalities in securing financial resources to invest in the development of bulk engineering infrastructure in the identified spatial targeting areas	Short to medium term
		Initiate the development of a land use policy by the District Municipalities that is consistent throughout the entire Region whereby guidelines and requirements are provided for development along Development Corridors.	Medium term

4.4 Connectivity of the Region

Objective 4

Ensure the proper
connectivity of
the Region



4.4.1 Strategies

The objective is supported by the following strategies:

- ▲ Provide connectivity nationally by properly linking the Region and the rest of the country through integrated transport systems.
- ▲ Provide intra-regional connectivity by properly linking the nodal areas to one another as well as inter-regional connectivity by linking the nodal areas and the rest of the Region through integrated transport systems.
- ▲ Provide proper road access and transport facilities to all communities in the Region.
- ▲ Provide integrated transport systems in support of land use and economic activity.
- ▲ Promote the digital connectivity of communities and all economic sectors through improved ICT infrastructure in the Region

4.4.2 Proposals

Figure 24 depicts the integrated transport networks and facilities of the Region, which includes road, railway and air transport.

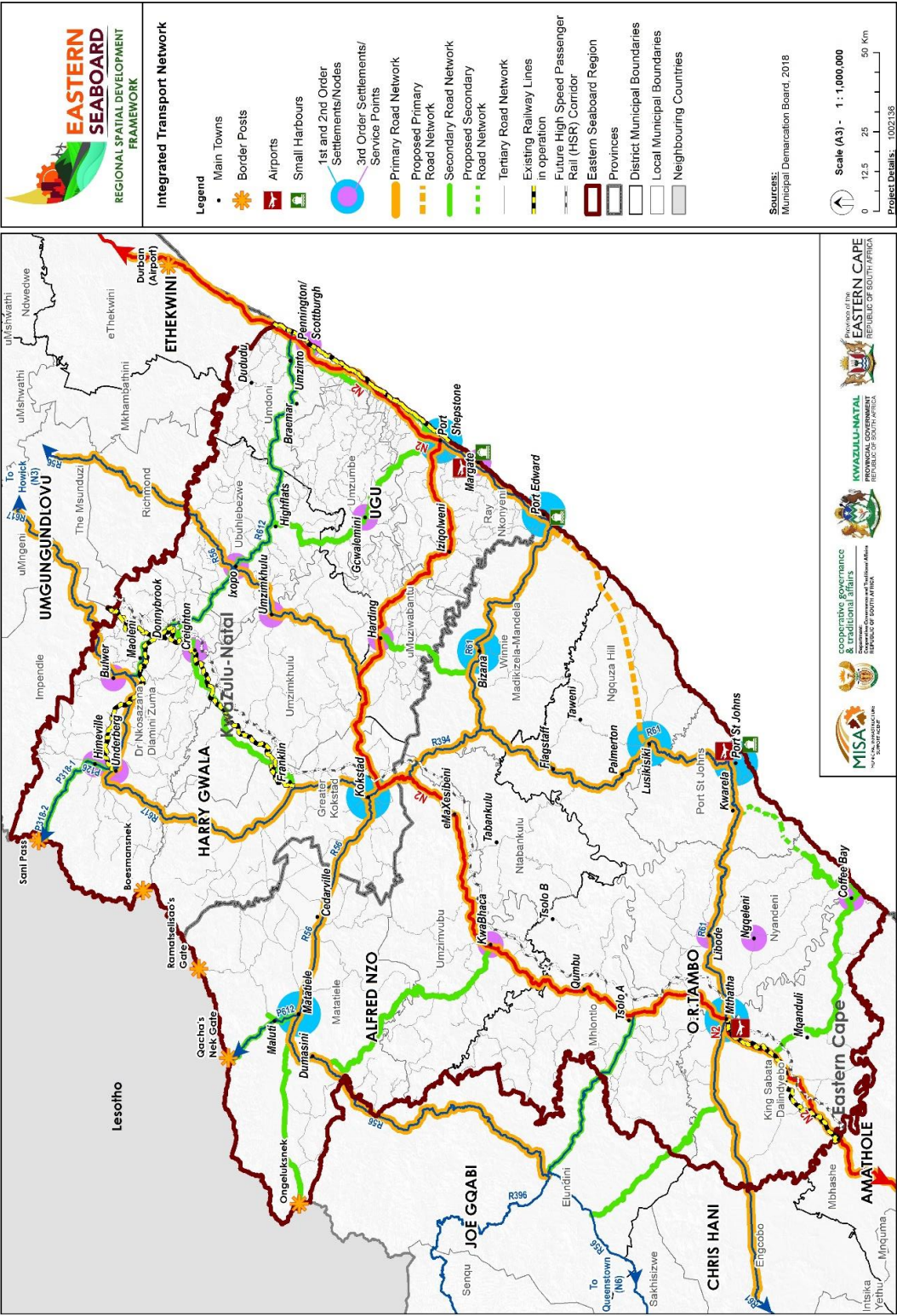
4.4.2.1 Road transport network

The proposals in Figure 24 include a hierarchy of roads that consists of the following transportation network:

- ▲ Primary Road Network – National (N) routes and certain Provincial (R) routes, which mainly include the Development Corridors. This network links all the high-order nodes (first- and second-order settlements) to one another, as well as a large percentage of third-order settlements.
- ▲ Secondary Road Network – Mainly Provincial (R) routes and District (D) routes, and the Strategic Corridor Links.
- ▲ Tertiary Road Network – Other district and local routes.

Road maintenance has been highlighted as major challenge in the Region. It is therefore recommended that a Road Access Management System (RAMS) be implemented in relevant municipalities in order to plan for the maintenance and upgrades of roads. The system should ideally be linked to infrastructure master plans of municipalities.

Figure 24: Eastern Seaboard Region Integrated Transport Network



In addition to the above order, the following Development Corridors and Strategic Corridor Links as depicted in Figure 25 and contained in the composite RSDF map are proposed for the Region:

Development Corridors (DC)

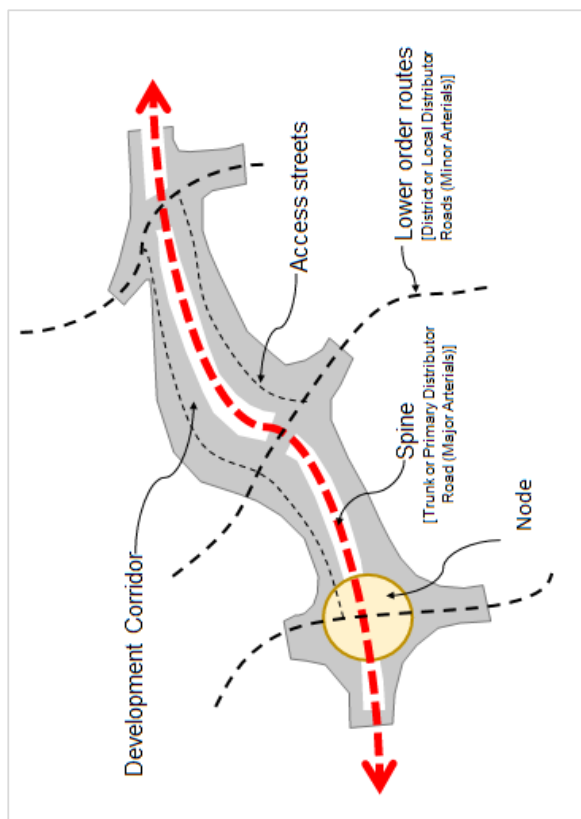
Development Corridors are links or transport routes between nodes or areas of economic importance where mobility should receive preference over land use, but where an increased intensity of land use is encouraged at certain points along the route, or to provide access to other networks or routes where an increased intensity of land use can be accommodated without affecting mobility in the corridor.

Therefore, in this development framework, a Development Corridor is a main route or corridor with a specific theme for development in the adjacent areas via lower-order routes connected to the corridor route. Development Corridors hold a comparative advantage for development. They also fulfil a variety of other interrelated functions, such as the movement of people and freight, retail and trade, and tourism. Furthermore, in this RSDF, the corridors exclusively used for increased levels for the movement of people and goods are referred to as Mobility Corridors, whilst routes also used for promoting tourism and tourism-related economic activity are referred to as Tourism Corridors.

However, high levels of mobility are important and direct access to individual developments along this corridor is restricted.

Development Corridors may include all of the above-mentioned activities and both a human settlement and an economic component, namely higher-density, transit-oriented mixed-use residential development, industrial and logistics, retail, entertainment and tourism, and office development adjacent to, or along, the main transport routes.

Development Corridors may occur along the spine of national and provincial trunk roads (freeways) and also in urban areas along higher-order distributor roads (urban freeways and arterial routes).



The following Development Corridors are proposed for the Region:

- ▲ **DC 1: National Coastal Development Corridor:** The new N2 toll road from the border with the Amatole District close to Mthatha via Port St. Johns, Lusikisiki, Port Edward, Port Shepstone to Pennington/Scottburgh at the border with Ethekwini Metropolitan Municipality, which has also been identified nationally as a corridor that links Buffalo City and eThekweni
- ▲ **DC 2: Mthatha-Port Shepstone Development Corridor:** From Mthatha following the old N2 via Kokstad and Harding to Port Shepstone, where it joins DC1
- ▲ **DC3: Drakensberg Tourism Corridor:** From the border with the Joe Gqabi District close to Dumasini following the R56 via Mataliele to Kokstad, and from Kokstad following the R617 via Underbergh to the Umgungundlovu District border close to Bulwer and finally joining the N3 at Howick

- ▶ DC 4: Kokstad-Ixopo Mobility Corridor: From Vibane at the intersection with the old N2 following the R56 via Ixopo to the border with Umgungundlovu District, finally ending at Pietermaritzburg
- ▶ DC 5: Wild Coast Meander Tourism Corridor: A district/local route from the border with the Amatole District close to the Hole in the Wall up to Tombo, where it joins DC1. A large part of the route through the Region and the Port St. Johns Municipality is a proposed new road.
- ▶ DC 6: Lusikisiki-Bizana-Port Edward Mobility Corridor: From Lusikisiki following the R61 via Flagstaff and Bizana to Port Edward
- ▶ DC 7: Mthatha-Baziya Mobility Corridor: The R 61 from Mthatha to the border with Amatole District close to Baziya, where it finally joins the N6
- ▶ DC 8: Ndimakude Mobility Corridor: From the N2 close to Ndimakude following the R393 up to the junction with the R61, where it joins DC7 toward Port Edward

These represent the development corridors at a regional level. However, they can be expanded or refined by Local Municipalities depending on local circumstances.

DC 1: National Coastal Development Corridor's theme is that of national importance, linking the Region to the rest of the country and linking nodes internally to one another. Its theme is therefore obvious and should be read in conjunction with the NSDF's objective in this regard.

DC2, the Mthatha-Port Shepstone Development Corridor from Mthatha to Port Shepstone which follows the old N2 via Kokstad, is the historical route through the Region, linking many settlements and nodes along the route to one another. Its theme is thus that of the historical or original route.

The Drakensberg Tourism Corridor (DC3's) theme is clear from its name: to serve as tourism route/corridor that links the adjacent provinces and Lesotho to the Drakensberg as well as other tourism attractions and areas of natural beauty. It also links the inland areas of Kokstad and the historical N2 route to the Drakensberg tourism area.

The DC 4 Kokstad-Ixopo Mobility Corridor, with DC 2, serves as a mobility corridor that links to KwaZulu-Natal's capital, Pietermaritzburg, in terms of commercial activities as well as administrative functions.

DC 5: Wild Coast Meander Tourism Corridor's name is also self-explanatory: the corridor follows a scenic route along the Wild Coast. Its theme should thus be that of a scenic tourism route and of the enjoyment of nature, starting from the Hole in the Wall up to Port St. Johns. A large part of this route currently does not exist and is a proposed route at this stage. As mentioned in the OR Tambo District Municipality's SDF, 2021 (p. 186) it is an "initiative of the Eastern Cape Department of Transport to connect and upgrade a series of existing minor roads, aligned more or less parallel to the coast, will in future result in the creation of the Wild Coast Meander route." It continues by saying that this route will "serve as a low volume, low design speed route to improve access to tourism destination along the coast and to higher order social infrastructure that services the residents in the outer lying coastal areas".

The following Development Corridors' themes are that of a mobility corridor with its main focus on distributing people and goods between nodes and areas. They include DC 6, DC 7 and DC8.

Strategic Corridor Link (CL)

Strategic Corridor Links are transport routes between nodes and Development Corridors that provide an important or strategic level of connectivity between important destinations or nodes. It may also link internal nodes or Development Corridors to outside areas (e.g. other municipalities or countries).

However, they are not development corridors, and they do not have a specific theme, although they may hold potential for development at certain strategic intersections.

The Strategic Corridor Links in the Region include:

- ▶ CL 1: Viedgesville-Coffee Bay Corridor Link: From the N2 at Viedgesville following the District Road via Mqanduli and Kwaaiman (Dobe) to Coffee Bay.

- CL 2: Engcobo Corridor Link: Following a District Road from Engcobo at the junction at the R61 on DC 8, up the Amatola District's border close to where it joins the R 56.
- CL 3: Tsolo Corridor Link: From the N2 close to Tsolo, following the R396 up the Amatola District's border close to where it joins the R410.
- CL 4: KwaBhaca (Mount Frere)-Dumasini Corridor Link: From KwaBhaca, following the R405, up to the junction with the R56 close to Kwa Lupindo and Mafa's Halt, where it joins and DC3 to Matatiele.
- CL 5: Matatiele-Qacha's Nek Corridor Link: From Matatiele, following the P612 via Maluti, to the Qacha's Nek border post, where it finally joins the A4 route in Lesotho.
- CL 6: Matatiele-Ongeluks Nek Corridor Link: From the junction with the R56 close to Dengwane, following the DR8646 road, up to Ongeluksnek at the border with Lesotho.
- CL 7: Sani Pass -Himeville/Underberg-Bulwer-Ixopo-Pennington/Scottburgh Corridor Link: From Sani Pass Border to the R617 (DC3) close to Bulwer, following the R612 via Ixopo and Umzinto, to Pennington/Scottburgh, where it joins the N2 (DC1).
- CL 8: Umtentweni-Highflats Corridor Link: From the N2 (DC1) at Umtentweni, following the P61 via Gwalemini and St. Faiths, to Highflats, where it joins the R612 at DC15.
- CL 9: Franklin Creighton Corridor Link: From the R616 (DC3) close to Franklin, following the P602 and D240, to the R612 at DC5 close to Creighton.
- CL 10: Harding-Bizana Corridor Link: From Harding at DC2 to the R61 (DC6) close to Bizana.

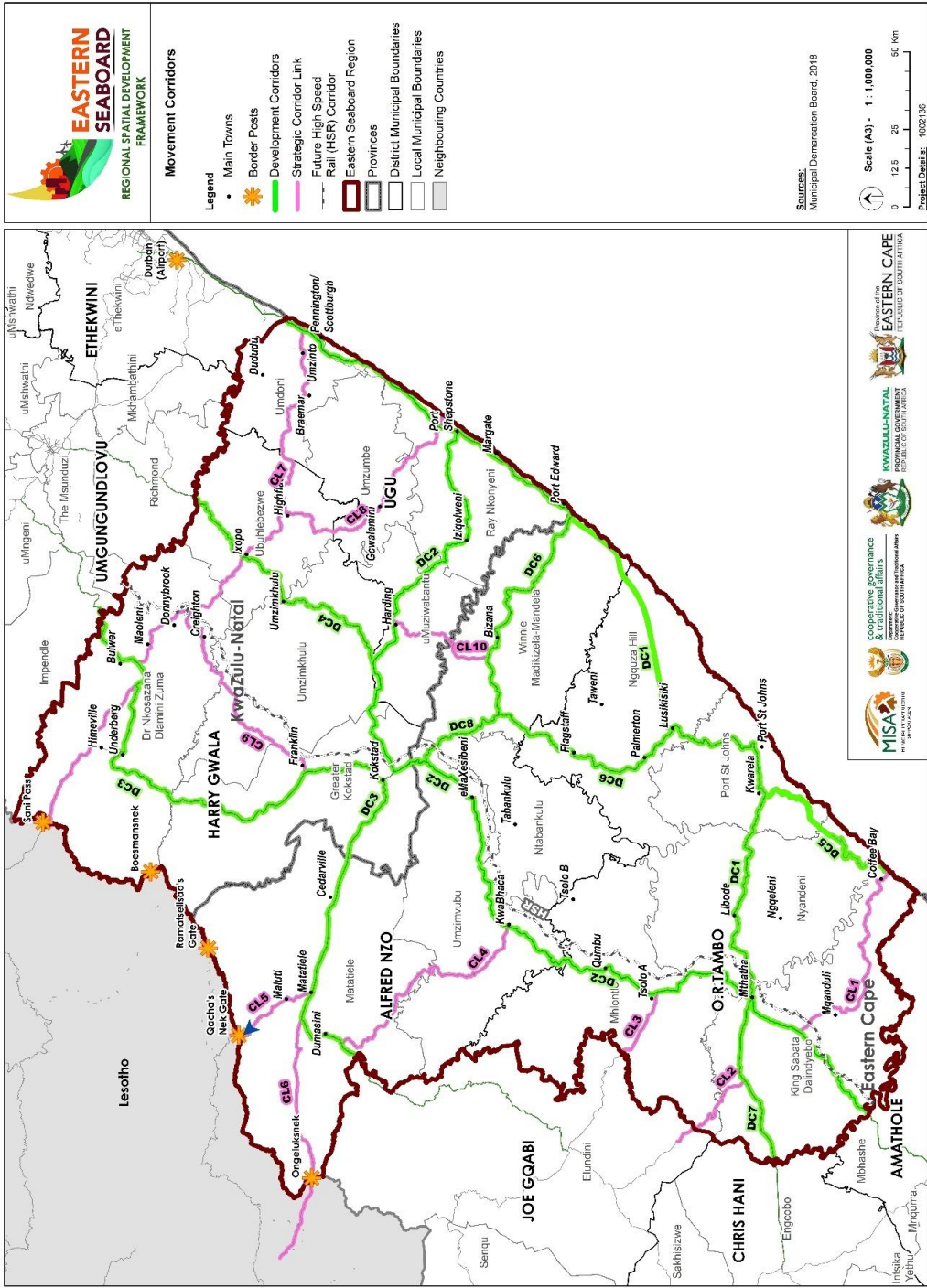


Figure 25: Eastern Seaboard Region Movement Corridors

4.4.2.2 Air transport

In order to improve inter-regional connectivity, it is also proposed that air transport as depicted in Figure 24 be prioritised in the Region with:

- ▶ Mthatha airport serving as the primary airport in the Region because it will be able to handle national air traffic and support the secondary airports at or nearby:
 - Margate airport serving the South Coast;
 - Port St. Johns airport serving the Wild Coast

Mthatha airport

The Mthatha airport should serve as the primary airport in the Region for national and domestic arrivals and departures.

The airport currently offers connecting flights to the major airports in the rest of South Africa for international departures and can thus accommodate international tourists.

However, it should play a more important role in the future in support of the Wild Coast SEZ and serve as logistics hub.

Margate airport

The Margate airport was upgraded recently and is used by local and international tourists visiting the South Coast. It provides a convenient alternative to the King Shaka International Airport in eThekweni and offers the opportunity for direct (charter) flights to the South Coast.

Port St. Johns airport

Similar to the Margate airport, the Port St. Johns airport is used by local and international tourists visiting the Wild Coast. It offers the opportunity for direct (charter) flights to the Wild Coast. It can also be used for fresh fish export to Gauteng.

4.4.2.3 Rail transport

As in the rest of South Africa nowadays, railway transport is not very prominent or the main mode of transport for goods and passengers. However, the NDP includes proposals for the expansion and the revitalisation of rail networks. The proposals in respect of freight and passenger rail transport for the Region are as follows:

Existing freight and passenger rail transport

The existing rail transport network is depicted in Figure 24. It includes a railway network for passengers and freight transport and consists of the following:

- ▶ The lower South Coastline, which was developed mainly for agricultural purposes (freight), runs from eThekweni to Port Shepstone;
- ▶ The lower South Coastline section from eThekweni (Clairwood) to Pennington (Kelso) is also used for passenger rail (Metro Rail);
- ▶ The inland railway from Pietermaritzburg to Donnybrook, and from Donnybrook to Franklin via Creighton, and from Donnybrook to Underbergh;
- ▶ The railway from East London to Mthatha via Ambele and Butterworth, and from Bloemfontein to Mthatha via Queenstown and Ambele

The railway line from Ambele to Mthatha was re-commissioned recently. It provides excellent opportunities for the transport of goods to the East London harbour, and inland to the Free State and Gauteng. The existence and utilisation of this railway line must be protected as the line will contribute towards the local economic development of the Region.

The future of the other railway lines in the Region is uncertain. However, they can also play a significant role in local development, especially in terms of rural development and the export of agricultural produce. Unfortunately, a few lines that would have been uniquely situated in terms of agricultural focus areas (e.g. the lines from Port Shepstone to Harding and from Franklin to Matatiele) have already been decommissioned.

Similar to the East London line, the railway line to Port Shepstone along the coast can play a vital role in the export of goods via the Durban harbour as well as well as passenger transport through the Metro Rail system to the Ethekwini metro, where more job opportunities are available.

The Region must therefore take steps to ensure that the future existence and use of these railway lines are also guaranteed as the lines can play a vital role in the local economy and mobility of people.

Future High-Speed Rail (HSR) Corridor

The proposed future High-Speed Rail (HSR) Corridor is depicted in Figure 26. The planning of this HSR forms part of a national initiative by the Department of Transport. The implementation of the initiative is most likely to take place only after 2050 (see Figure 26).

This HSR will enable the movement of passengers and freight and stimulate economic growth and social development in the Region.

4.4.2.4 Sea transport

Sea transport is another component of integrated transport systems in the Region. However, there are no large harbours proposed in the Region that would serve as seaports for freight or passenger transport. The Durban and East London harbours should be relied on for export and import by means of sea. Therefore, the existence and utilisation of the railway lines discussed under rail transport in Section 4.4.2.3 are of vital importance.

It is however proposed that small harbours be developed to support fishing, tourism and the maritime economy at the following locations:

- ▲ Port St. Johns;
- ▲ Port Edward;
- ▲ Port Shepstone

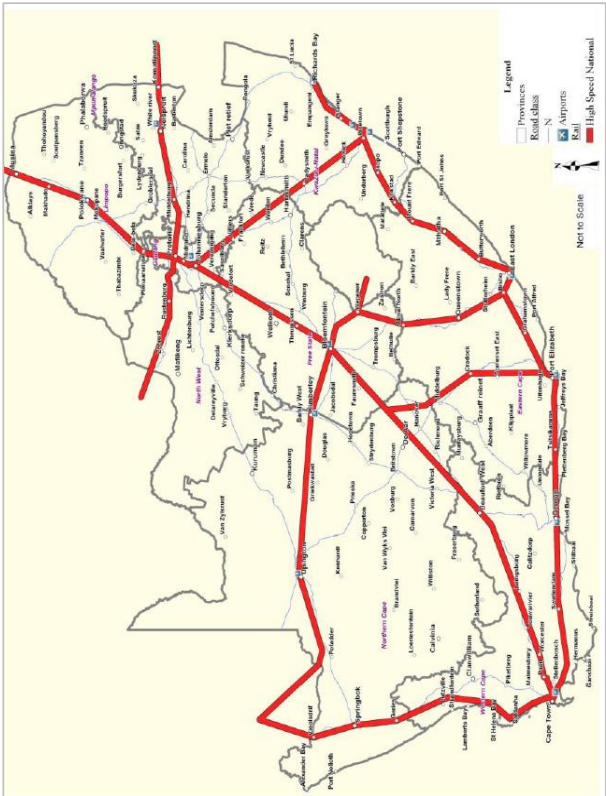


Figure 26: Future RSA National High-Speed Passenger Rail Network
Source: Department of Transport, 2021: Draft South African High-Speed Rail Corridor Framework

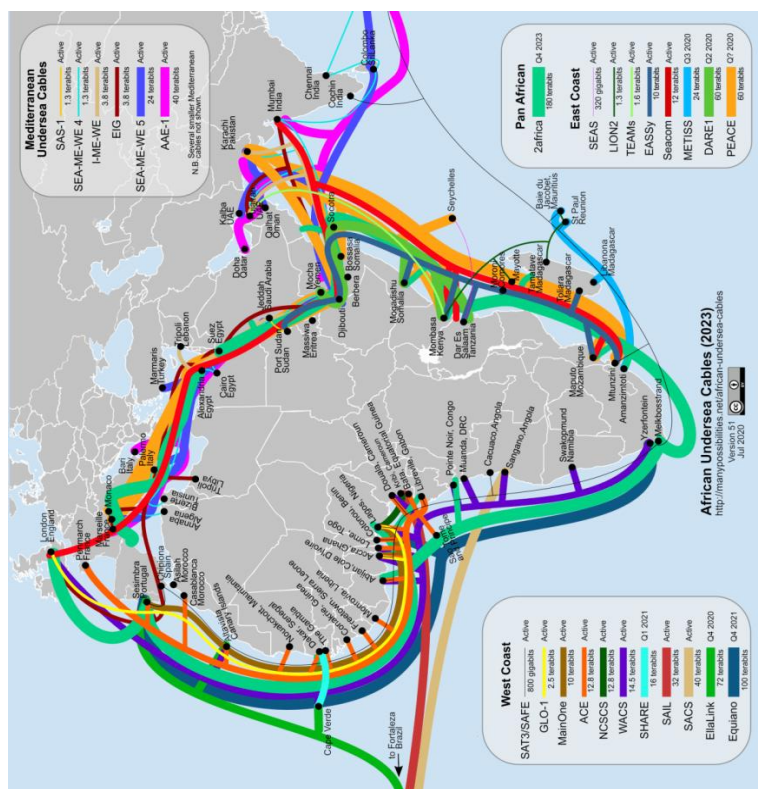


Figure 27 Africa's Under ICT Cables

These harbours can support the fishing, deep sea diving and sea safari tourism industries (refer to Objectives 2 and 5). They would also serve the commercial fishing industry in general, especially at Port St. Johns, where fish can be exported to Gauteng via air.

4.4.2.5 ICT Infrastructure

ICT Infrastructure is seen as the backbone for the 4IR (Fourth Industrial Revolution). The need to exploit opportunities presented by the 4IR (Fourth Industrial Revolution) are increasingly becoming the agenda for modernising the economy and society worldwide. Often, in the African context, marginalised and rural communities are left out of this the movement, further widening and entrenching inequality gap. The NDP recognises the roll out of broadband across the country as a means to create connected vibrant information society and a knowledge economy that is more inclusive and equitable. Broadband communications systems have been implemented in some parts of the Eastern Seaboard Region, however much it is concentrated in urban areas.

There are 8 international subsea cables landing in South Africa, including two cable landing stations on the East Coast in Amanzimtoti (Liquid Telecom and WIOCC) (See Figure 27). Is it therefore recommended that these network cables are further exploited and connect to especially rural areas, proposed Smart African Cities and to support the oceans economy.

The challenge will be to bring suitable levels of coverage to the swathes of rural areas that fall outside of these urban centres. The District and Local Municipalities must ensure that ICT service providers are mobilised to implement ICT in the Region. It is further recommended that the ICT Feasibility Study referenced in the District Development Model – Eastern Seaboard development (April 2022) be expedited for inclusion in the Eastern Seaboard Master Plan. The Investment Rural Master Plan Report 2020 also references rural village WIFI and computer literacy programmes, with a particular focus on schools and should therefore be prioritised in rural regions of the Eastern Seaboard.

4.4.3 Implementation Action Plan

Table 7: Objective 4 – Connectivity of the Region: Action Plan for implementation

Strategies	Guidelines and policies	Action Plans and Implementation	
		Actions	Timeframe
Objective 4: Ensure the proper connectivity of the Region			
Provide connectivity nationally by properly linking the Region to the rest of the country through integrated transport systems	Integrated transport networks and facilities in the Region should include the following modes:		
	▲ Road networks that consist of the major distributor roads, namely national and provincial routes that form the core transportation mode for: ● Private passenger transport ● Freight transport ● Public transport	Develop or review transport sector plans of District and Local Municipalities with due consideration of proposals of the Regional SDF.	Medium term
	▲ Provide small airport/s to support the tourism industry as well as the import and export of local goods	Support initiatives and programmes for the revitalisation and establishment of airports at: ▲ Margate, serving the South Coast ▲ Port St. Johns, serving the Wild Coast	Short term
Provide inter-regional connectivity by properly linking the nodal areas to one another and linking the nodal areas to the rest of the Region through integrated transport systems	▲ Provide a proper hierarchy of access routes throughout the Region that will give access to all users and communities	Develop or review transport sector plans of District and Local Municipalities with due consideration of proposals of the Regional SDF	Medium term
	▲ Provide for Development Corridors that serve as links or transport routes between nodes or areas of economic importance in the Region		
	▲ Provide for Strategic Corridor Links that will ensure that all lower-order nodes and rural areas are well connected to the		

Development Corridors that serve as main connection between nodes ▲ Provide for the High-Speed Rail (HSR) Corridor ▲ Provide for a railway network that supports the freight import and export of products to and from large harbours (Durban and East London) and inland, including the import and export of agricultural produce ▲ Provide for a railway network that supports passenger rail transport facilities between the eThekweni Metropolitan area and the urban nodes along KwaZulu-Natal South Coast ▲ Provide small harbours to support the tourism industry as well as the import and export of local goods ▲ Provide small airport/s to support the tourism industry as well as the import and export of local goods ▲ Provide for Development Corridors that not only serve as mobility links or transport routes between nodes or areas of economic importance but also allow for increased intensity of land use at certain points along the route ▲ Provide access to other lower-order networks and routes where increased intensity of land use can be accommodated without affecting mobility in the corridor	Development Corridors that serve as main connection between nodes ▲ Provide for the High-Speed Rail (HSR) Corridor ▲ Provide for a railway network that supports the freight import and export of products to and from large harbours (Durban and East London) and inland, including the import and export of agricultural produce ▲ Provide for a railway network that supports passenger rail transport facilities between the eThekweni Metropolitan area and the urban nodes along KwaZulu-Natal South Coast ▲ Provide small harbours to support the tourism industry as well as the import and export of local goods ▲ Provide small airport/s to support the tourism industry as well as the import and export of local goods ▲ Provide for Development Corridors that not only serve as mobility links or transport routes between nodes or areas of economic importance but also allow for increased intensity of land use at certain points along the route ▲ Provide access to other lower-order networks and routes where increased intensity of land use can be accommodated without affecting mobility in the corridor	Support National Government's initiatives for the implementation of the High-Speed Rail Corridor after 2050 Initiate a programme to ensure the maintenance and revitalisation of the railway network and railway stations in the Region Ensure the proper maintenance and consistent upgrading of passenger rail transport facilities between the eThekweni Metropolitan area and the urban nodes along KwaZulu-Natal's south coast (Pennington/Scottburgh, Port Shepstone) Support initiatives and programmes for the establishment of small harbours in: ▲ Port St. Johns ▲ Port Edward ▲ Port Shepstone Support initiatives and programmes for the revitalisation and establishment of airports at: ▲ Margate ▲ Port St. Johns Initiate the development of a land use policy by the District Municipalities that is consistent throughout the entire Region whereby guidelines and requirements are provided for development along Development Corridors.	After 2050 Long term Long term Long term Medium term Short term Medium term

Promote the digital connectivity of communities and all economic sectors through improved ICT infrastructure in the Region	All communities in the Region must be properly connected in order to be fully 4IR-ready by 2028, with the focus and incremental upgrading of ICT as follows:	The District Municipalities must ensure that service providers are mobilised to implement ICT in the Region as prioritised in the guidelines.	Short to medium term
▲ Settlements identified for Smart City pilot areas (Mthatha and Port Shepstone)	▲ Settlements identified for the expansion of Smart Cities (Kokstad, Lusikisiki, Pennington/ Scottburgh, Port St. Johns, Matatiele)	▲ ICT Feasibility Study referenced in the District Development Model – Eastern Seaboard development (April 2022) be expedited for inclusion in the Eastern Seaboard Master Plan	
▲ All settlements (National Urban Nodes and Regional Development Anchors) in the Urban Development Focus Areas	▲ All Rural Service Centres in the Rural Region and Agricultural Focus Area		
▲ All other settlements (Local towns, small rural villages) in the Rural Region and Agricultural Focus Area and located in the Tourism Zones	▲ Other areas (farms)		

4.5 Unlock the economic development potential

Objective 5

Ensure that spatial planning proposals unlock the **economic development potential** of the Region



4.5.2 Proposals

The proposal in this section supports the economic transition and strategies set out above.

Figure 28 depicts the following components:

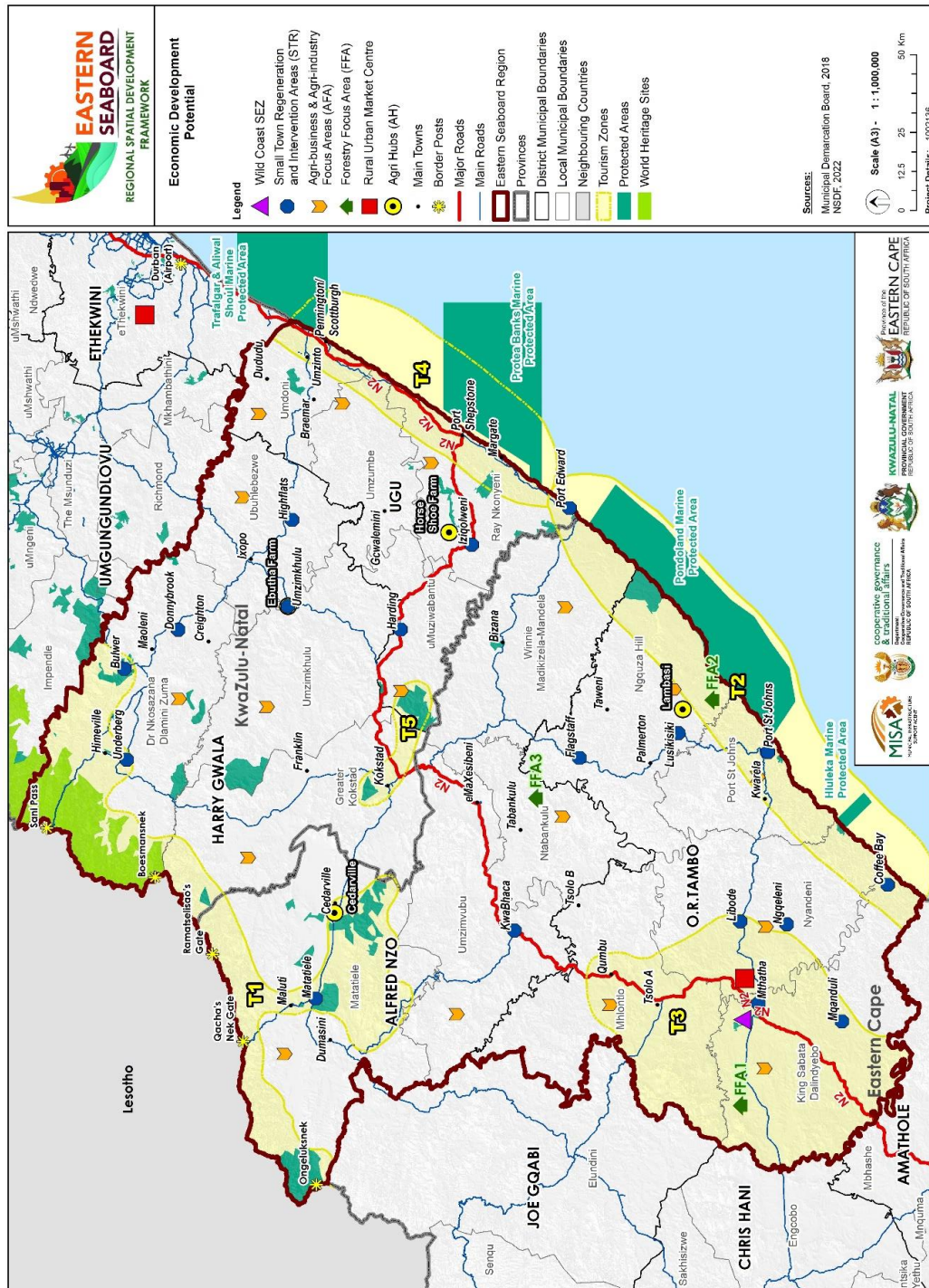
- ▲ Wild Coast Special Economic zone (SEZ)
- ▲ Small-Town Regeneration and Intervention Areas (STR)
- ▲ Agri-business and Agri-industry focus areas (AFA)
- ▲ Forestry Focus Areas (FFA)
- ▲ Tourism Nodes and sites (T)

4.5.1 Strategies

The objective is supported by the following strategies:

- ▲ Providing for the Wild Coast Special Economic Zone (SEZ) at Mthatha, which will be able to provide opportunities for industrialisation and economic diversification
- ▲ Advocating and ensuring small-town regeneration
- ▲ Promoting agriculture and associated agri-business and agri-industry
- ▲ Promoting tourism activities in appropriate areas with a competitive advantage in respect of:
 - Eco-tourism
 - Agri-tourism and the accommodation sector
 - Oceans and aqua economy
 - Heritage areas/sites

Figure 28: Eastern Seaboard economic development potential



4.5.2.1 Wild Coast Special Economic Zone (SEZ) and industries

For the purposes of agglomeration benefits, most of the industrial development, especially when it is extensive, should be directed towards Mthatha and the proposed Wild Coast SEZ.

The proposal in this section supports the proposals contained in the OR Tambo District Municipality SDF, where it is stated that:

The purpose of the Wild Coast SEZ is to create permanent jobs through the attraction of private investment, to create agro-industrial complexes in the region. These complexes will stimulate primary feedstock production and thereby unlock the region's potential competitive advantage in agriculture-based products, particularly those of high-value.

It is proposed that the Wild Coast SEZ be located in the Mthatha area and be part of the Mthatha Smart African City which is strategically linked to the Vullindlela Industrial Park which forms part of the Industrial Parks Revitalisation Programme (IPRP). When a Development Plan is undertaken for Eastern Cape PHSHDA 11: Mthatha CBD and surrounds, the final locality of the SEZ should also be considered.

There may be a need for smaller industrial developments and manufacturing throughout the Region. It is proposed that such types of industrial development be located in the National Urban Node or Regional Development Anchors in the Region.

4.5.2.2 Small-Town Regeneration and Intervention Areas (STR)

In respect of Small-Town Regeneration, the overall strategy is to follow a regional approach in order to address challenges in declining small towns. The strategy therefore aims to revitalise small towns affected by disinvestment, poor

infrastructure and low levels of economic development through alignment and prioritisation that promotes, and will result in, the spatial transformation and economic development of these towns.

In order to support the overall strategy of national government initiatives on small-town regeneration and the IUDF, the following towns and settlements are earmarked as Small-Town Regeneration and Intervention Areas as indicated in Figure 28:

- ▲ Bulwer (STR 1);
- ▲ Coffee Bay (STR 2);
- ▲ Donnybrook (STR 3);
- ▲ Flagstaff (STR 4);
- ▲ Harding (STR 5);
- ▲ Hibberdene (STR 6);
- ▲ Highflats (STR 7);
- ▲ Iziqolweni (STR 8);
- ▲ Libode (STR 9);
- ▲ Lusikisiki (STR 10);
- ▲ Matatiele (STR 11);
- ▲ Mount Ayliff (STR 12);
- ▲ Mount Frere (STR 13);
- ▲ Mqanduli (STR 14);
- ▲ Msikaba (STR 15);
- ▲ Mthatha (STR 16);
- ▲ Mzamba (STR 17);
- ▲ Port Edward (STR 18);
- ▲ Port St. Johns (STR 19);
- ▲ Qunu (STR 20);
- ▲ Riverside (STR 21);
- ▲ Umzimkulu (STR 22);
- ▲ Underberg (STR 23);
- ▲ Viedgesville (STR 24)

It is important to realise that the proposal of Small-Town Regeneration and Intervention Areas does not affect the settlement's status in terms of the settlement hierarchy described or proposed in Section 4.3.2.1.

Guidelines for small-town regeneration

For the purposes of these guidelines, Small Towns are defined as centres that provide services to the local economy (as opposed to the regional and sub-regional economy) and addresses community needs.

The guidelines on the implementation of Small-Town Regeneration and development programmes should also provide coordination mechanisms for a concerted stakeholder effort towards the achievement of spatial transformation and economic development.

The drivers through which revitalisation can be achieved in small towns include:

- ▲ Establishing partnerships for Small-Town revitalisation;
- ▲ Creating Smart Small Towns;
- ▲ Establishing Small Towns as centres of economic development through enterprise development and support;
- ▲ Ensuring that Small Towns provide quality services;
- ▲ Ensuring Small Towns' economic and social infrastructure development;
- ▲ Positioning Small Towns as centres of learning excellence through capacity and skills development;
- ▲ Mobilising underutilised public assets and resources;
- ▲ Ensuring Small Town marketing investment, retention and attraction;
- ▲ Ensuring that Small Towns are well managed by improving their governance and management

Key strategic interventions specifically targeted at these intervention areas and their directly surrounding areas include the following:

- ▲ Provide for secondary growths areas;
- ▲ Promote them as secondary nodes in support of corridor development;
- ▲ Promote compact urban development and combat urban sprawl;
- ▲ Promote focused investment and managed growth;
- ▲ Promote densification (brown agenda) as well as infill development;

- Infill where high levels of services are available (restructuring nodes)
- Increased residential density
- ▲ Provide economies of scale for effective and affordable service delivery
- ▲ Promote socio-economic upliftment;
- ▲ Promote the provision of sufficient bulk infrastructure services (demand and supply);
- ▲ Prioritise spending on infrastructural upgrading needs (new and maintain);
- ▲ Promote effective and efficient public transportation systems linked to multi-modal facilities;
- ▲ Encourage the use of a single land use management system (township formalisation);
- ▲ Encourage social inclusion areas focus investment in people rather than places

4.5.2.3 Agri-business and Agri-industry Focus Areas (AFA)

In all municipalities and in the Rural Region and Agricultural Focus Area (RRA) and Urban Development Focus Area (UD), the establishment and upgrading of agri-businesses and agri-industries must be supported in order to promote economic transition and to unlock the economic development potential in the Region. Therefore, all municipalities within the Region are earmarked as Agri-business and Agri-industry Focus Areas (AFA), as depicted in Figure 28.

The following types of businesses and industries (to mention a few) can serve as examples in this regard:

- ▲ Abattoirs and meat processing and packaging industries;
- ▲ Cotton and wool production and processing industries;
- ▲ Production of biofuel;
- ▲ Fishing-related industries, including tourism-related industries along the coast and trout fishing inland;
- ▲ Tea production industries;

- Forestry development;
- Maize and milling co-operations;
- Agricultural product beneficiation, processing and packaging;
- Fruit farming processing co-operations

4.5.2.4 Forestry Focus Areas (FFA)

The Forestry Focus Areas include:

- The Langeni Forestry Focus Area (FFA 1);
- Ingquza Hill Forestry Focus Area (FFA 2);
- Ntabankulu Forestry Focus Area (FFA 3)

Together with the forestry areas, there is potential for related industries and value chain businesses like furniture making factories and charcoal production.

4.5.2.5 Tourism Zones (T)

Tourism Zones are prosed throughout the Region and overlap with other macro land use areas such as the Environment Protection and Tourism (EPT) Focus Areas, the Rural Region and Agricultural Focus Area (RRA) and even the Urban Development Focus Area (UD).

Tourism zones are areas where tourism must be actively promoted because it can contribute tremendously towards the local economy of the Region. However, all activities are subject to other provisions of this RSDF as well as applicable legislative requirements. The Tourism Zones are merely an indication of the areas where the Region should focus its efforts and resources to attract tourism and therefore contribute towards economic activity, job creation, etc.

For the purposes of the RSDF, the **Tourism Zones (T)** are thus geographical areas or zones in the Region that have been designated or possess common or diverse cultural and environmental characteristics that would support and

attract tourism to the area through its natural and cultural/heritage resources. It includes tourism nodes and sites.

Tourism nodes are functional areas or places that encompass one or more sites of natural beauty, natural resources or heritage sites that attract tourists, visitors or holiday makers and that provide tourists with other facilities such as overnight accommodation and restaurants.

Subsequently, Tourism Zones are proposed as follows:

Tourism Zones (T)

Figure 28 depicts the following tourism nodes, including the tourism sites in the Region:

- **T1: Drakensberg Tourism Zone** consisting of:
 - Maloti-Drakensberg Park World Heritage Site;
 - Two NPAES areas that are a major attribute for tourism are located along the Drakensberg (to the west) from Underberg up to Matatiele ;
 - Various national, provincial and other heritage sites in and around Underberg/Himerville;
 - Sani Pass;
 - Protected Areas (e.g. Nature Reserves), in the following areas:
 - Ongeluksnek ;
 - Matatiele ;
 - Cederville ;
 - Bulwer ;
 - The grasslands of the southern Drakensberg and the wetland complexes of Matatiele;
 - Matatiele Museum heritage site

- **T2: Pondoland-Wild Coast Tourism Zone**, consisting of:
- The Pondoland Centre of Endemism from Coffee Bay up to Port Edward;
 - Hluleka Nature Reserve and Marine Protected Area ;
 - The Pondoland Marine Protected Areas with Port St. Johns as gateway town ;
 - The Hole in the Wall at Coffee Bay ;
 - Provincial heritage sites, including Mzamba Beach at Mbizana and Jubaeopsis Caffra at Mkambati;
 - Wild Coast Agro-tourism route
- **T3: Mthatha-Nelson Mandela Cultural Tourism Zone**, including
- Nelson Mandela Cultural Precinct and Cultural Corridor between Lake Gariep and the Southern Drakensberg;
 - The towns of Qunu, Mvezo and Mqokezweni;
- **T4: South Coast Tourism Zone**, including:
- Port Shepstone area with various heritage sites, including Paddock Station, Kneisel Castle, Port Shepstone Lighthouse, Old Police Fort, Izotsha River Bridge and Royston Hall;
 - All holiday towns with resorts along the KwaZulu-Natal south coast
 - The Marine Protected Areas of:
 - Protea Banks at Shelly Beach and Margate ;
 - Trafalgar and Aliwal Shoal at Scottburgh
- **T5: Kokstad Tourism Zone**, including
- Heritages sites, including the Old Town Hall, Bandstand and Kokstad Museum;
 - Protected Areas in the Kokstad area

4.5.3 Implementation Action Plan

Table 8: Objective 5 – Unlock the economic development potential: Action Plan for implementation

Strategies	Guidelines and policies	Action Plans and implementation	
		Actions	Timeframe
Objective 5: Ensures that spatial planning proposals unlock the economic development potential of the Region			
Providing for the Wild Coast Special Economic Zone (SEZ) in Mthatha	► Provide for agri-business and agri-industries ► Provide opportunities for industrialisation and economic diversification	The Department of COGTA, in co-operation with the Local Municipality, must determine the final location of the SEZ when a development plan is undertaken for the Eastern Cape PSHDA 11: Mthatha CBD and surrounds.	Short term

Advocating and ensuring small-town regeneration	Revitalise small towns affected by disinvestment, poor infrastructure, skills deficits and low levels of economic development, through alignment and prioritisation that promotes, and will result in, the spatial transformation and economic development of these towns as follows: ▲ Strengthen the Regional Development Anchors and Rural Service Centres as focal points ▲ Improve transportation and pedestrian links ▲ Promote local economic development, fight poverty and limit income leakage ▲ Provide sufficient bulk and infrastructure reticulation to support future developments ▲ Provide quality social services and attend to civic development ▲ Provide quality recreational and sport facilities that can lead to the growth of the town ▲ Ensure that the natural environment is protected Demarcate Small-Town Regeneration and Intervention Areas in support of government's programmes and initiatives in this regard.	Ensure that programmes for Small-Town Regeneration are implemented at: Bulwer, Coffee Bay, Donnybrook, Flagstaff, Harding, Hibberdene, Highflats, Izizolweni, Libode, Lusikisiki, Matatiele, Mount Ayliff, Mount Frere, Mqanduli, Msikaba, Mthatha, Mzamba, Port Edward, Port St. Johns, Qunu, Riverside, Umzimkulu, Underberg, Viedgeville	Long term
	Promoting agriculture and linked agri-business and agri-industry in large areas of unused or underused arable land and areas where land reform is being implemented	Local Municipalities must ensure that land use regulations promote and simplify the provision of land uses and activities with regard to agri-businesses and -industries	Short to medium term
	Promoting tourism activities in appropriate areas with a competitive advantage in respect of: ▲ Eco-tourism ▲ Agri-tourism and the accommodation sector	Establish and market the following areas as Tourism Zones: ▲ Drakensberg Tourism Zone ▲ Pondoland-Wild Coast Tourism Zone ▲ Mthatha-Nelson Mandela Cultural Tourism Zone	Short term

▲ ▲ Oceans and aqua economy Heritage areas/sites	▲ Promote tourism through heritage sites and exposure to them	▲ ▲ South-Coast Tourism Zone Kokstad Tourism Zone	Medium term
	▲ Support the provision of land uses and activities that complement tourism and the Tourism Zones in general, such as the catering and accommodation industry	Local Municipalities must ensure that land use regulations promote and simplify the provision of land uses and activities that complement tourism, such as the catering and accommodation industry	

4.6 Objective 6: Integrated rural development

Objective 6

Ensure that **rural development** is integrated and forms a key pillar of the Region's economy



4.6.1 Strategies

This objective in the RSDF is supported by National Government's initiatives and programme for the Comprehensive Rural Development Programme (CRDP), which includes three major pillars:

- ▲ Sustainable land and agrarian transformation;
- ▲ Rural development;
- ▲ Land reform

Agrarian transformation forms the basis of rural development and is a key component of economic transformation in the Region as a whole.

Another key component of rural development and of major importance in the Region is to ensure that rural communities have basic services in order to

secure a better life for communities. It means improving economic security, dignity, rural livelihoods, infrastructure and social facilities.

Lastly, land reform should contribute towards rural development in general and should not contradict the strategies set out in the RSDF. This would include strategies related to the prevention of continued urban sprawl and scattered settlement patterns.

4.6.2 Proposals

The proposal in this section supports the implementation of integrated rural development, namely:

- ▲ The implementation of the Agri-parks concept through the Region and in each District consisting of the following components:
 - Agri-Hub Unit (AH) (see Figure 28);
 - Farmer Production Support Unit (FPSU);
 - Rural Urban Market Centre Unit (RUMC)

Also see Figure 28.

- ▲ Services Upgrading and Economic Transformation Intervention Areas (SUET);
- ▲ Development through land reform

4.6.2.1 Agri Parks and agrarian transformation

The locations of the Agri-park components throughout the Region (see Figure 28) and in each District are subsequently reflected in Table 9 and depicted in Figure 29 to Figure 32.

As indicated above, Agri-Parks contain components or units that support one another and that are henceforth explained as follows:

Table 9: Location of Agri-park components in the Region

District	Agri Hub	Farmer Production Support Unit	Rural Urban Market Centre
Harry Gwala	Umkinkulu (Ebuthu farm) (AH1)	Ebutha Farm (FPSU1), Ndawana (FPSU2), Highflats (FPSU3), Kwa Sani (FPSU4)	eThekweni Municipality
Ugu	Izikolweni (Horse Shoe farm) (AH 2)	Port Edward (FPSU5), Umzinto (FPSU6), Indududu (FPSU7), Weza (FPSU8), Oribi Flats (FPSU9) Pungatshe (FPSU10)	
OR Tambo	Lusikisiki ² (Lambasi farm) (AH3)	Mqanduli (FPSU11), Mthatha (FPSU12), Libode (FPSU13), Qumbu (FPSU14), Port St Johns (FPSU15), Ngqeleni (FPSU16), Tsolo (FPSU1).	Mthatha
Alfred Nzo	Cedarville (AH4)	Matatiele (FPSU18), Umzimvubu (FPSU19)	

▲ The **Farmer Production Support Unit (FPSU)** is a rural outreach unit connected to the Agri-Hub. The FPSU does primary collection, some storage, some processing for the local market, and extension services, including mechanisation;

▲ **Agri-Hub Unit (AH)** is a production, equipment hiring, processing, packaging, logistics and training (demonstration) unit;

▲ The **Rural Urban Market Centre Unit (RUMC)** has three main purposes:

- Linking rural, urban and international markets through contracts;
- Acting as a holding facility and releasing produce to urban markets based on seasonal trends;
- Providing market intelligence and information feedback to the AH and FPSU using the latest information and communication technologies

The detailed proposals and execution of the programme for each of the Agri-Parks must be read with the plans of the Department of Agriculture, Rural Development and Land Reform as set out in the Agri-Parks reports for the respective provinces (refer to KwaZulu-Natal Province Agri-Park and Eastern Cape Province Agri-Park by the Department of Rural Development and Land Reform and that of Agriculture, Forestry and Fisheries).

² Please note: Although the Agri-Park report from DALRRD proposed Port St. Johns, this SDF recommends Lambasi in the Lusikisiki area for the Agri Hub as proposed in the Provincial SDF.

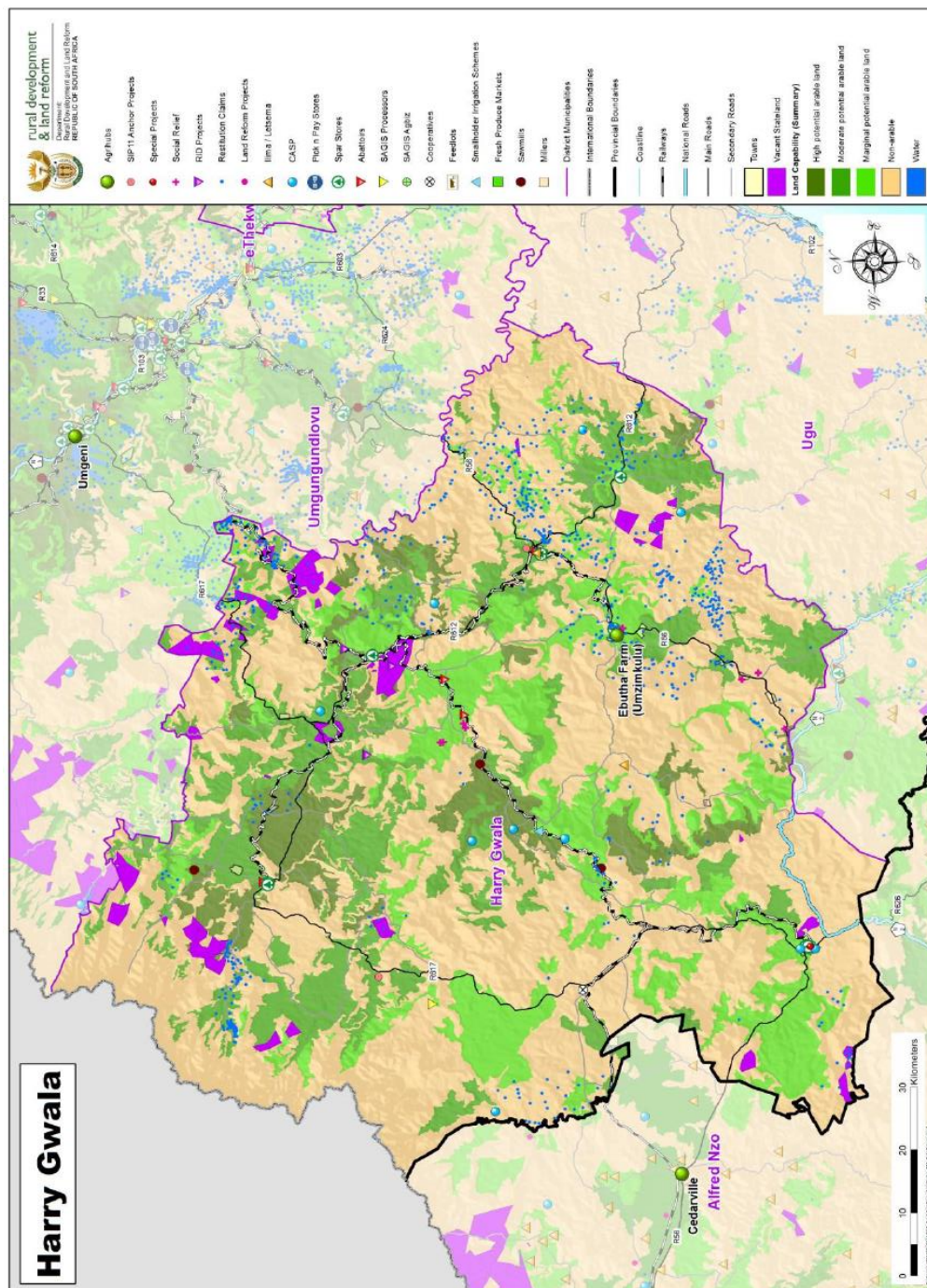


Figure 29: Harry Gwala District Agri-Park

Source: KwaZulu-Natal Province Agri-Park; Departments of Rural Development and Land Reform and Agriculture, Forestry and Fisheries

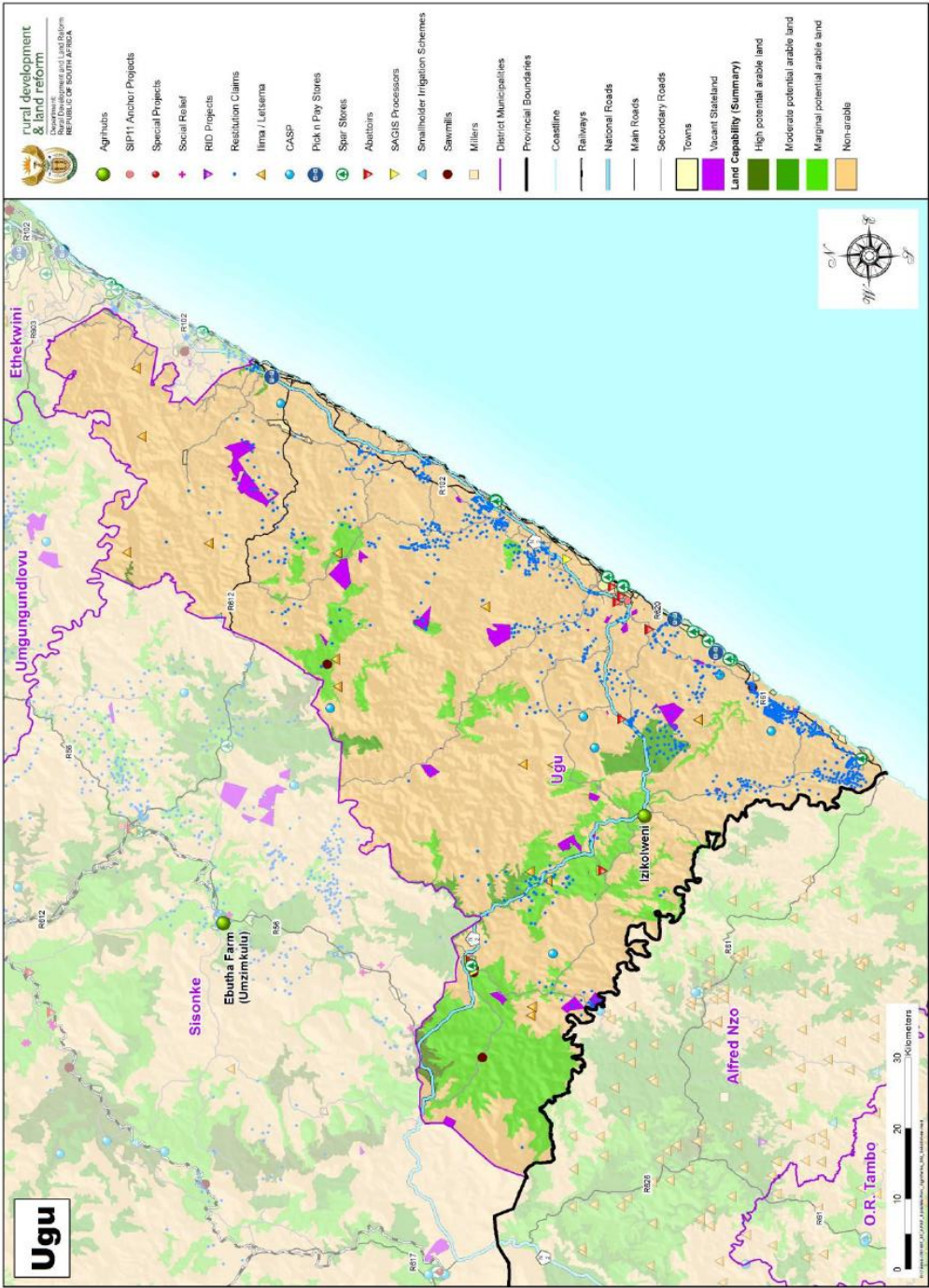


Figure 30: Ugu District Agri-Park

Source: KwaZulu-Natal Province Agri-Park; Departments of Rural Development and Land Reform, Forestry and Fisheries

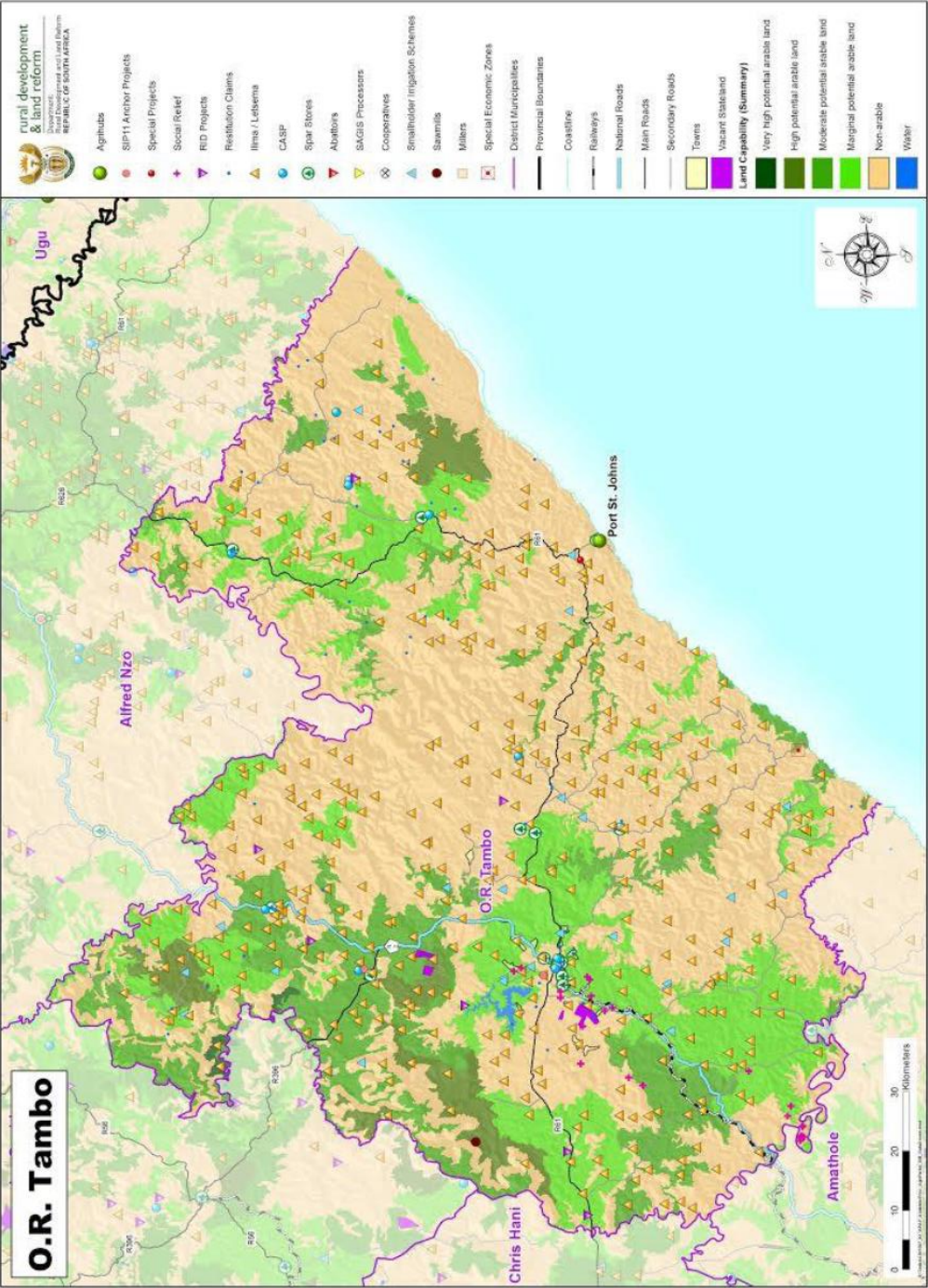


Figure 31: O.R. Tambo District Agri-Park
Source: Eastern Cape Province Agri-Park; Departments of Rural Development and Land Reform and Agriculture, Forestry and Fisheries

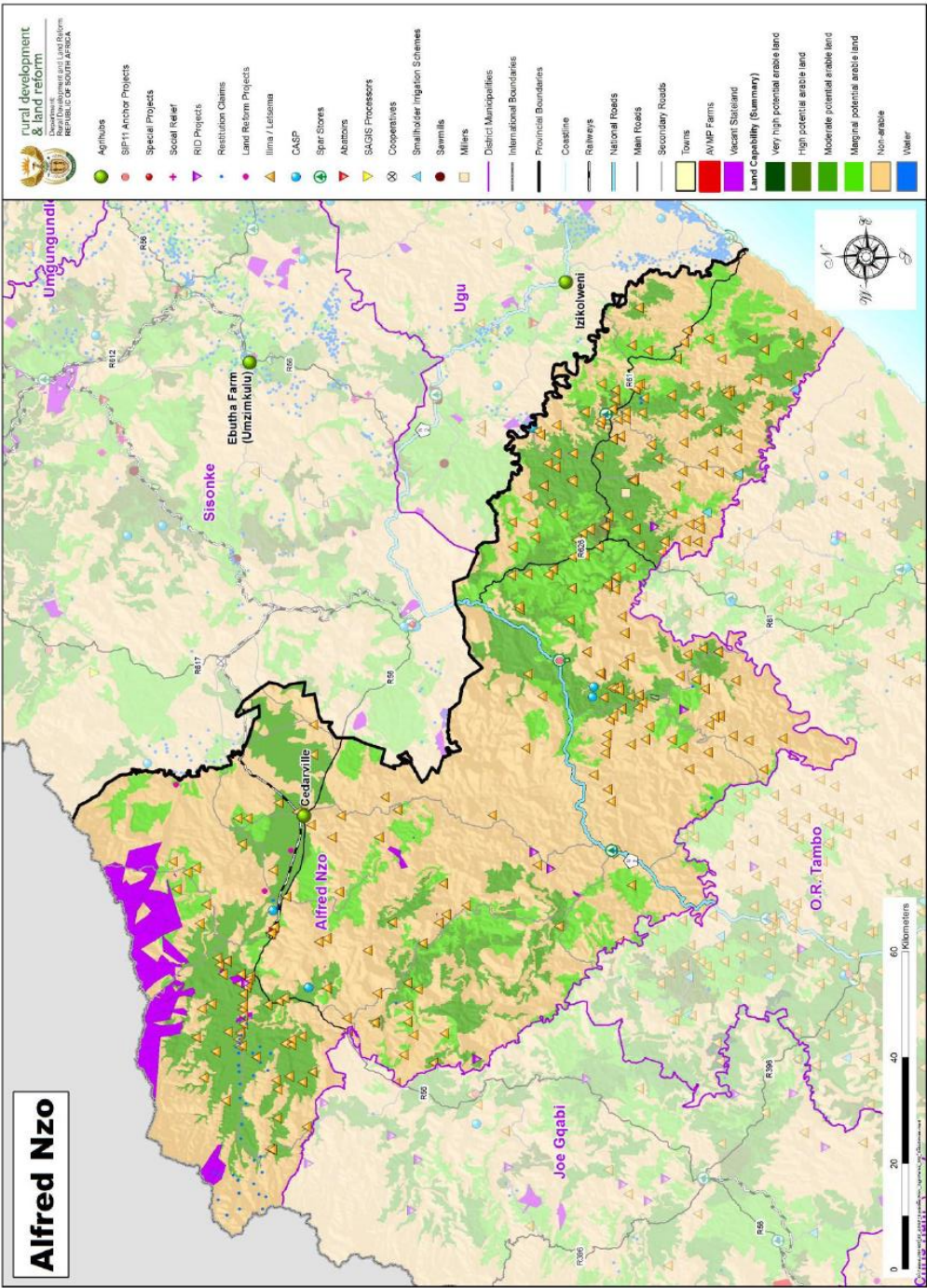


Figure 32: Alfred Nzo District Agri-Park
Source: Eastern Cape Province Agri-Park; Departments of Rural Development and Land Reform and Agriculture, Forestry and Fisheries

4.6.2.2 Services Upgrading and Economic Transformation Intervention Areas (SUET)

With the Service Upgrading and Economic Transformation Intervention Areas, the goal is to ensure that the upgrading of human settlements and community facilities in rural areas is implemented sustainably with due consideration of the fiscal, institutional and administrative means of government to ensure that:

- Communities have access to resources and infrastructure in an equitable manner that ensures conducive living conditions;
- Communities have adequate access to basic services and essential community/social facilities;
- Communities have equal protection of their environment and negative impact of unwanted land uses;
- Development is consistent with national and provincial initiatives;
- Agricultural land and areas of environmental sensitivity, including water resources such as rivers, are protected from encroachment by human settlements

The District Municipalities' role is therefore to ensure that the incremental upgrading of engineering services and community facilities is realised over the medium to long term in support of sustainable human settlements by assisting the local municipalities and provincial government with the technical support and implementation of upgrading programmes. It should be regarded as an intervention measure over a long period, even beyond the timeframes of this SDF.

These SUET areas are focused mainly on the previously disadvantaged rural communities in Traditional Authority areas and therefore include all settlements in the Rural Region and Agricultural Focus Area.

The focus on engineering services upgrades should be the delivery of basic services, namely:

- Improvement of access to water;
- Improvement of access to sanitation;

- Improvement of access roads and roads in settlements;
- Improvement of solid waste disposal;
- Establishment of ICT infrastructure

The District Municipalities must actively assist the Local Municipalities with these SUET Areas in securing financial resources and providing them with technical assistance to ensure that engineering services are upgraded incrementally over the long term.

The immediate priority for the District Municipalities would be to develop a programme over the short to medium term on how this incremental upgrading will take place and what resources are required from National and Provincial Government.

4.6.2.3 Development through land reform

It was indicated in the Situational; Analysis report that land reform consists of three pillars, namely Restitution, Redistribution and Tenure Reform.

The first approach in this SDF is that land reform initiatives and land that has been restored to communities either by means of **restitution or redistribution** must play a role in rural development in the Region, especially in the areas earmarked as Tourism Zones, which also include heritage sites in the rural areas.

The second approach is that **tenure reform**, which is another pillar of land reform, and which impacts significantly on spatial planning and land use management in the Region, must be managed in such a way that it leads to sustainable human settlements and security in tenure, i.e. full ownership of land to individuals.

The approach in the Regional SDF is that, although National Government should lead the process, the Region, through the district and local municipalities, must ensure that effective land use management processes and systems are put in place to ensure tenure security and sustainable human

settlement development. This is proposed considering the current “distorted” spatial patterns of scattered settlements all over the Rural Region.

▶ Ensure small-town redevelopment and regeneration to support the rural communities

settlement development. This is proposed considering the current “distorted” spatial patterns of scattered settlements all over the Rural Region.

The municipalities must ensure that sustainable land development practices take place in the Rural Region and Agricultural Focus areas, where large portions of land are returned or to be restored to Traditional Communities.

It is acknowledged in this SDF that the continuation of urban sprawl and fragmented settlement patterns cannot continue without a negative impact on service delivery and provision of the necessary community amenities.

Subsequently, the strategy in this regard is to:

- ▶ Ensure that land development practices in the Rural Region and Agricultural Focus Area, with specific reference to land under the custodianship of Traditional Authorities, comply with land use regulations and that proper processes are followed in settlement development;
- ▶ Ensure that land reform (restitution, redistribution and tenure reform) transforms rural communities through government’s rural development programmes;
- ▶ Ensure that land reform is anchored by the following:
 - Targeted agrarian reform and coordinated and integrated broad-based agrarian transformation;
 - Tenure reform;
 - An improved land reform programme;
 - Strategic investment in economic, cultural, ICT and social infrastructure for the benefit of all rural communities;
 - Tourism development and the development of the wildlife economy;
- ▶ Ensure coordinated service delivery in rural areas, not only engineering services, but also social facilities, since those will contribute towards the social wellbeing and better life of communities;
- ▶ Ensure and support the development of agri-processing and agri-hubs;
- ▶ Ensure that ecological infrastructure is maintained because it supports water security, food security and disaster risk reduction;

4.6.3 Implementation Action Plan

Table 10: Objective 6 – Integrated rural development: Action Plan for implementation

Strategies	Guidelines and policies	Action Plans and implementation	
		Actions	Timeframe
Objective 6: Ensure that rural development is integrated and forms a key pillar of the Region's economy			
▲ Ensure that land reform contributes towards rural development and agrarian transformation in the Region	Agrarian transformation in the Region must aim to increase agricultural production through: ▲ The optimal and sustainable use of natural resources ▲ The use of appropriate technologies to ensure food security ▲ Investment in restoring and maintaining ecological infrastructure in support of water security, food security and disaster risk reduction as set out elsewhere in these strategies	Support and implement National Government's initiatives and programme for the Comprehensive Rural Development Programme (CRDP)	Short term
▲ Ensure that land reform (restitution, redistribution and tenure reform) transforms rural communities through government's rural development programmes		The programme or principles of the District Rural Development Plan (DRDP) on Agri-Parks programmes should also give further substance to the strategies under this objective	Short term
		Rural development must be coupled with land reform, of which the following should form the key for rural development: ▲ Improve economic security, dignity and rural livelihoods ▲ Improve infrastructure and social facilities	Ensure that institutional arrangements in the Region are put in place for the different levels of Government for the fast-tracked implementation of government programmes mentioned herein.

Ensure that the upgrading of human settlements and community facilities in rural areas is implemented sustainably with due consideration of the fiscal, institutional and administrative means of government.	▲ Promote agrarian transformation as set out elsewhere in these strategies ▲ Ensure tenure reform in that apartheid-based legislation and outdated tenure systems are replaced by systems that result in security in tenure and economic transformation ▲ Government must ensure that restitution and redistribution lead to tenure security and sustainable development ▲ Promote the diversification of the local economy by creating an enabling environment ▲ Create opportunities that ensure sustainable livelihoods in rural areas and marginalised areas to promote transformation of communities and the economy in general and to attract private investment in marginalised areas. ▲ Improve the transportation networks and enhance urban-rural and rural-rural connectivity ▲ Enhance the rural tourism experience, especially along heritage corridors ▲ Develop the "wildlife economy" ▲ Ensure that restitution and redistribution lead to tenure security and sustainable development ▲ Encourage communities and traditional leaders to participate in rural development where land rights have been restored and where there is eco-tourism potential ▲ Ensure and support the development of agri-processing and agri-hubs ▲ Ensure that ecological infrastructure is maintained because it supports water security, food security and disaster risk reduction ▲ Ensure small-town redevelopment and regeneration to support the rural communities The District Municipalities' must ensure that the incremental upgrading of engineering services and community facilities is realised over time in support of sustainable human settlements by assisting the local municipalities and provincial government with the technical support and implementation of upgrading programmes.	Apply the following government policies and programmes in respect of rural development: ▲ Comprehensive Rural Development Programme (CRDP) ▲ District Rural Development Plan (DRDP) on the Agri-Parks programme	Short to medium term
		The District Municipalities must develop a programme on how the incremental upgrading of services will be implemented in the settlements in the SUET areas.	

Ensure coordinated service delivery in rural areas, not only engineering services, but also social facilities, since this will contribute towards the social wellbeing and better life of communities	The District Municipalities must actively assist the Local Municipalities in securing financial resources and providing them with technical assistance with the SUET Areas and ensure that engineering services are incrementally upgraded for all settlements in the Rural Region and Agricultural Focus Area.	The District Municipalities must lobby for the necessary resources from National and Provincial Government in respect of the upgrading of engineering services.	Long term
Ensure that land development practices in the Rural Region and Agricultural Focus Area with specific reference to land under the custodianship of Traditional Authorities comply with land use regulations and that proper processes are followed in settlement development.	Land use management systems should ensure that: ▲ All land development applications or change in land use in the Region, including any development envisage by traditional leaders, are submitted to the Local Municipality as authority of first instance ▲ Land development application procedures provided in the Local Municipality by-laws in areas that fall under traditional leadership must provide for the involvement of the relevant traditional council in whose jurisdiction the proposed development is to be located ▲ All land development application in the Rural Region and Agricultural Focus Area, including areas under the custodianship of Traditional Authorities, as part of the land development application process contemplated above, must take the following into account: • The Regional Spatial Development Framework for the Eastern Seaboard Region • Local Municipalities' land use schemes • Municipal Spatial Development Framework • Any precinct plan or development plan, where available	The District Municipalities, in co-operation with the Local Municipalities, must develop a policy that is standardised over the entire Region and that can later be absorbed into the Municipal by-laws on land use management that set out procedures for land development and the involvement and responsibilities of Traditional Authorities in the rural areas.	Medium term

4.7 Good governance in the Region

Objective 7

Promote **good governance** of District and Local Municipalities that will provide the foundation for a thriving and sustainable Region



4.7.1 Strategies

District and Local Municipalities in the Region are responsible for ensuring good governance that will contribute towards a thriving and sustainable Region over the long term. However, government cannot ensure a sustainable and thriving region without support from the private sector.

Actions should therefore ensure that parties in all spheres of government, the private sector, and communities participate in the development and governance of the Region.

4.7.2 Proposals

It is proposed that a Special Purpose Vehicle (SPV) be created to drive the implementation of the RSDF. The proposed SPV is depicted in Figure 33. In a certain sense, this SPV is already functioning in the Region.

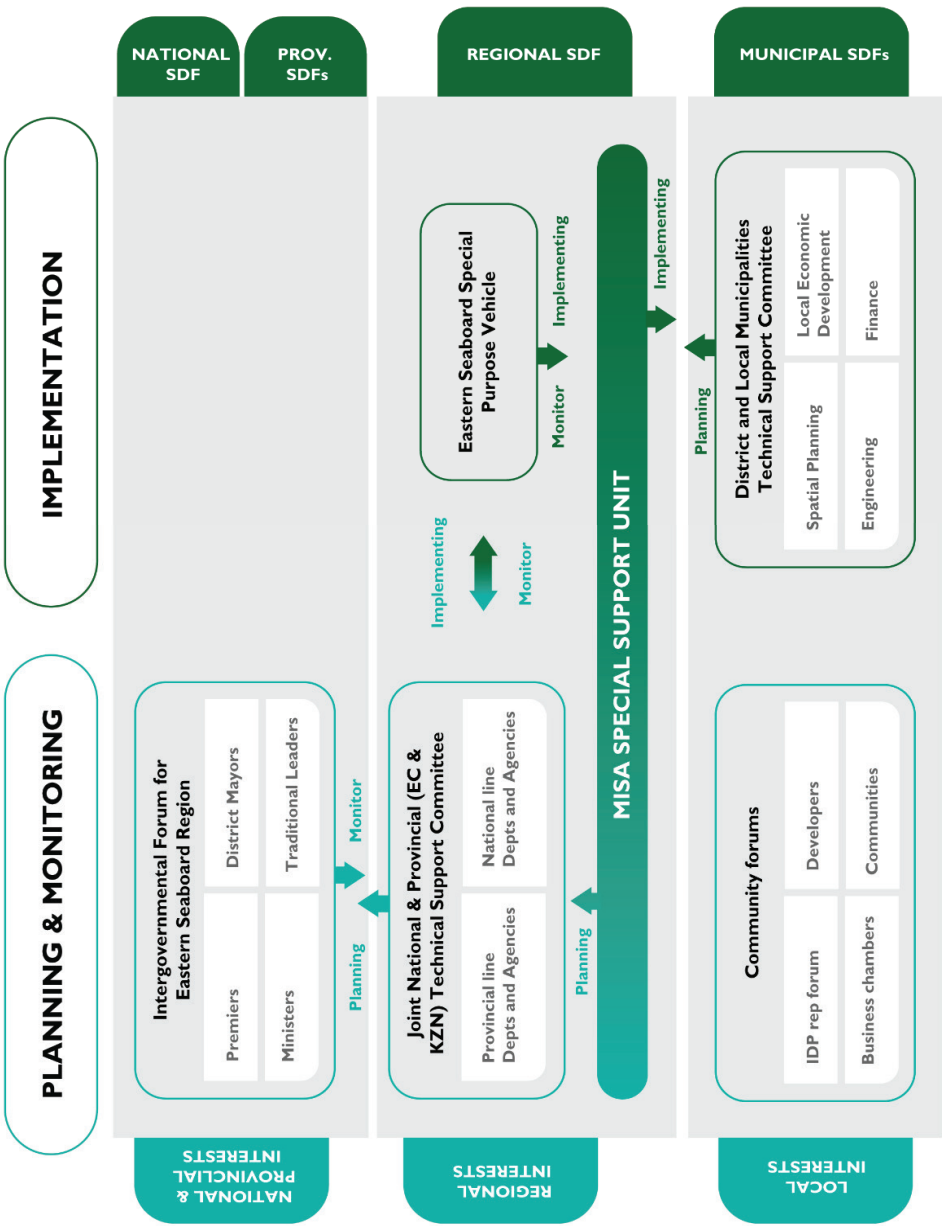


Figure 33: Proposed Special Purpose Vehicle for implementation of the RSDF

4.7.3 Implementation Action Plan

Table 11: Objective 7 – Good governance in the Region: Action Plan for implementation

Strategies	Guidelines and policies	Action Plans and implementation	
		Actions	Timeframe
Objective 7: Promote good governance of the District and Local Municipalities that will provide the foundation for a thriving and sustainable Region			
Ensure good governance of the Region by the District and Local Municipalities that will ensure a thriving and sustainable Region over the long term	Ensure that parties in all spheres of government, the private sector and communities participate in the development and governance of the Region by:	Establish a Special Purpose Vehicle to drive the planning and implementation of the RSDF and Implementation Framework	Short term
	▲ Creating partnerships and ensuring intergovernmental coordination within the Region as well as across boundaries		
	▲ Ensuring that proper institutional arrangements on the different levels of government are sufficient to address developmental needs and deal with sustainable development throughout the Region		
	▲ Ensuring that sufficient bulk engineering infrastructure is planned and provided by Local Municipalities		
	▲ Ensuring that land use management systems, institutional capacity and procedures are efficient and streamlined to accommodate developmental demands in the Region		
	▲ Enhancing the capacity and capability of the state and citizens		
	▲ Ensuring that municipalities collaborate with other spheres of government and stakeholders to attract investment and increase local job creation		

Appendix A

TERRESTRIAL AND AQUATIC LAND USE MANAGEMENT GUIDELINES

LAND-USE		NON-URBAN DEVELOPMENT										MIXED TRADITIONAL URBAN AND NON-URBAN DEVELOPMENT					TRADITIONAL URBAN DEVELOPMENT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		AGRICULTURE							ENVIRONMENTAL SERVICES & CONSERVATION AREAS			TOURISM		INFRASTRUCTURE AND SERVICES					RESIDENTIAL			MAKED USE		CIVIC AND SOCIAL		EXTRACTIVE INDUSTRY / QUARRYING AND MINING		INDUSTRY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
		IRRIGATED CROP PRODUCTION	EXTENSIVE CROP PRODUCTION	INTENSIVE CROP PRODUCTION	AGRI-INDUSTRY	INTENSIVE PRODUCTION OF ANIMALS AND/OR ANIMAL PRODUCTS	***EXTENSIVE ANIMAL PRODUCTION	FORESTRY	CONSERVATION MANAGEMENT	ECOLOGICAL INFRASTRUCTURE	MODIFIED OPEN SPACE	LOW IMPACT/ ECO-TOURISM	MEDIUM IMPACT/ TOURISM	HIGH IMPACT/ TOURISM	AIRSTRIP	ROADS AND RAILWAYS	UTILITIES AND SERVICES	SEWAGE WORKS	WATER WORKS PROJECTS AND CATCHMENT TRANSFERS	RURAL/TRADITIONAL SETTLEMENT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

Source: Ezemvelo KZN Wildlife, 12 August 2021, Draft Version 2.1: KZN guide for how biodiversity spatial information can be incorporated into Spatial Development Frameworks

Appendix B

PROTECTED AREAS BUFFERS

Definition of protected area buffer

Protected areas (PAs) sit within the landscape in a matrix of land uses: natural areas, grazing land, crops, plantations, settlements, subsistence farming, urban, industrial, mining. Through noise, visual, light, water pollution and other aspects such as animal human-conflicts and barrier effects and fragmentation of the natural landscape, surrounding land use may have a significant negative effect on the conservation value and operation of a protected area. The function of a buffer is to reduce or mitigate these negative influences and to better integrate the protected area into its surrounding landscapes.

To fulfil its function, each protected area requires a specified buffer based on its location in the landscape, its interaction with surrounding land uses, its protected area values, its conservation requirements, and its conservation tourism requirements.

These buffers provide guidance on the compatible land uses that would best ensure the mitigation of negative influences and the integration of protected areas into their surrounding landscapes.

Influence on spatial planning

Surrounding development and land uses need to be compatible with the values of the protected areas, with an appropriate gradient of development/land use density and scale as well as development type occurring from the edge of protected area towards the outer edge of the buffer.

Comments and input should always be requested from the environmental authorities with regard to the planning around protected areas.

The precautionary principle should be utilised with regard to the planning of new land uses and the expansion of developments. Duty to prevent environmental damage, even if there is uncertainty regarding its cause and

possible extent, and a lack of scientific certainty should not be used as a reason for postponing cost-effective measures to prevent environmental degradation.

Impacts that can negatively influence Protected Areas (PA)	
Place Through visual, noise and light pollution and intrusion	Visual and noise impacts as well as night light pollution impacts can intrude onto tourism areas and impact on the value of these areas, through impacting or reducing the 'wilderness' experience, peaceful spiritual renewal, landscape/ viewscape experience, etc., expected from these tourism areas.
Alteration of habitat/ ecosystems/ species Through noise and light intrusion, shading and water pollution	Noise can impact on animals within the PA and result in animals moving away or avoiding sections of the PA. Lighting can negatively impact on nocturnal (night), crepuscular (dusk/dawn) and diurnal (day) fauna by disrupting natural behaviour, e.g. reproductive cycles and foraging behaviour and well-being through stress which can affect internal homeostasis of the animals. Lighting can also disorientate migratory species, increase the risk of predation and result in animals moving away or avoiding or even being undesirably attracted to sections of the PA. Shading through external structures such as flats can result in the alteration of the habitat type and condition. Upstream water pollution resulting, for example, from stormwater runoff, effluent discharges, and the contamination of soil and underground water sources from land use activities can reduce the viability of aquatic habitats, wildlife access to drinking water, as well as the aesthetic beauty of the PA, and can result in the death of aquatic species.
Alien invasive encroachment	Alien invasive fauna and flora impact on habitat integrity and biodiversity through the replacement of species, loss of habitat, disturbance of food chains and change in ecological processes. These impact on the ability of the PA to ensure the required persistence of ecological processes, habitats and species and effects the provisions of ecosystem services. Large areas of alien invasive flora can further have an impact on the tourism experience through a change in sense of place. Continual encroachment into the PA also has significant financial implications through increased management expenses.
Impacts on physical infrastructure	The integrity of physical infrastructure surrounding the PAs, such as fencing and entrance gate housing, can be impacted on by inappropriate land management, resulting in erosion/dongas, high volumes of water entering the PA, inappropriate locations of settlements, etc.
Fragmentation and loss of connectivity in the landscape	Protected areas are not closed units within which conservation occurs; connectivity within the landscape and to other core biodiversity habitats is required to provide for species movement, gene flow, and ecological and climate change processes. The fragmentation of these linkages can result in the undesirable isolation of and a reduction in the viability of the protected areas. In urban areas, fine-scale connectivity through stepping stones (patches of indigenous vegetation) and riparian areas is likely to be important for the maintenance of the viability of these urban protected areas.
Animal-human conflicts	Competition over space or food. Desirable crops, such as sugarcane, rye grass and citrus orchards, close to the boundary of a PA, resulting in animals damaging or eating the crops. Cattle or other domestic animals grazing close to the boundary of a protected area can be killed by wild predators.

Impacts that can negatively influence Protected Areas (PA)	
	The intrusion of domesticated dogs and cats into the PA, the killing of animals, as well as the formation of feral populations that have an impact on wild plants and animals. The spreading of disease from domestic animals to wildlife and from wildlife to domestic animals. Road kills on roads that traverse through or surround the PAs, and that do not have adequate under- or overpasses to facilitate the movement of fauna. The poaching of species in the PA can be increased though the densification of settlement on the edge of the PA or the opening up of areas through large-scale developments such as mining. The incorrect or non-management of fire and fire breaks adjacent to the PA can result in the degradation of vegetation in the PA, from too frequent burns or, alternatively, no burning due to danger to property, as well as the loss of species from wildfires. Conflict can also arise from perceived ecosystem disservices resulting from PAs, for example, in rural areas, damage to crops and a loss of animals and, in urban areas, sources of unwanted pests e.g. mosquitoes, monkeys and snakes.

Source: Ezemvelo KZN Wildlife, 12 August 2021, *Draft Version 2.1: KZN guide for how biodiversity spatial information can be incorporated into Spatial Development Frameworks*

Category	Buffer	Buffer
Protected areas	5 km unless stated otherwise	
World Heritage Site	10 km unless stated otherwise	
Critical Biodiversity Areas	Description	Buffer
CBA: Irreplaceable	FSCA and FEPA Fish Sanctuary (Cr and EN) associated perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	30 m
CBA: Optimal	FSCA and FEPA Fish Sanctuary (Vu and NT) associated perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	30 m
CBA: Irreplaceable linkage	FEPA flagship free flowing rivers, adapted to the perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	30 m
<u>Ecological support areas</u>	FSCA identified wetlands	100 m
	Priority wetlands	500 m
	Priority wetland clusters	500 m
	FEPA flagship free-flowing rivers, provincial free-flowing rivers and FSCA associated perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	70 m
Ecological infrastructure	FSCA identified non-perennial rivers extracted from the 1:50000 topographic river network coverage and buffered	70 m
	Priority estuaries	TBD
	KZN top 10 free-flowing rivers adapted to 1:50000 topographic coverage river network (excluding the 4 NFEPA identified Flag Ship rivers in KZN)	70 m
	EI wetlands (all wetlands not identified as a CBA or ESA)	30 m
	Rivers (perennial and non-perennial) not identified as a CBAs or ESAs	20 m

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