

# Eastern Seaboard Regional Spatial Development Framework

Final draft

**Municipal Infrastructure Support Agent (MISA)**



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# Abbreviations

Abbreviation	Term
AH	Agri-Hub
BET	Biodiversity Economy Transformation
BNG	Breaking New Ground
CARA	Conservation of Agricultural Resources Act
CBA	Critical Biodiversity Area
CCA	Coastal Conservation Area
CBD	Central Business District
CL	Strategic Corridor Link
CoGTA	Department of Cooperative Governance and Traditional Affairs
CPI	Commission on Restitution of Land Rights
CRDP	Comprehensive Rural Development Programme (CRDP)
CSIR	Council for Scientific and Industrial Research
DALRRD	Department of Agriculture, Land Reform and Rural Development
DC	Development Corridor
DCS	Department of Correctional Services
DDM	District Development Model
DEDEAT	Department of Economic Development, Environmental Affairs and Tourism
DEDTEA	Department of Economic Development, Tourism and Environmental Affairs
DFI	Development Finance Institution
DHA	Department of Home Affairs

Abbreviation	Term
DM	District Municipality
DoEL	Department of Employment and Labour
ECIP	Eastern Cape Infrastructure Plan
EC PDP	Eastern Cape Provincial Development Plan
EMP	Environmental Management Plan
EPFA	Environment Protection Focus Area
ESA	Ecological Support Area
ESR	Eastern Seaboard Region
ESRSDF	Eastern Seaboard Regional Spatial Development Framework
FFA	Forestry Focus Area
FPSU	Farming Production Support Unit
HDA	Housing Development Agency
HPPAs	High-Potential Agricultural Area
HSR	High-Speed Rail
ICM	Intermediate City Municipalities
ICT	Information and Communication Technology
IDP	Integrated Development Plan
IMP	Infrastructure Master Plan
IPRP	Industrial Parks Revitalisation Programme
IUDF	Integrated Urban Development Framework
KZN	KwaZulu Natal
LILSO	Localised Integrated Land Service Office
LM	Local Municipality

Abbreviation	Term
MISA	Municipal Infrastructure Support Agent
MPA	Marine Protected Area
MTM	Marine Transport and Manufacturing
MTSF	Medium-Term Strategic Framework
NDP	National Development Plan
NDPWI	National Department of Public Works and Infrastructure
NEMA	National Environmental Management Act
NIRDSS	National Integrated Rural Development Sector Strategy
NGP	New Growth Path
NPAES	National Protected Area Expansion Strategy
NPC	National Planning Commission
NSAA	National Spatial Action Area
NSDF	National Spatial Development Framework
NSTETR	Coastal National Spatial Transformation and Economic Transition Region
PAs	Protected Areas
PGDS	Provincial Growth and Development Strategy
PHSHDA	Priority Human Settlements and Housing Development Area
PSDF	Provincial Spatial Development Framework
RAMS	Road Access Management System
RSDF	Regional Spatial Development Framework
RUMC	Rural–Urban Market Centre
SAC	Smart African City
SADC	Southern African Development Community
SALGA	South African Local Government Association
SANBI	South African National Botanical Institute

Abbreviation	Term
SAPS	South African Police Service
SASSA	South African Social Security Agency
SEA	Strategic Environmental Assessment
SEZ	Special Economic Zone
SMME	Small, Medium and Micro Enterprises
SoNA	State of the Nation Address
SPLUMA	Spatial Planning and Land Use Management Act
SPV	Special-Purpose Vehicle
STDF	Small Town Development Framework
STR	Small Town Regeneration
STRIA	Small Town Regeneration and Intervention Area
SWSA	Strategic Water Source Area
ToC	Theory of Change
UNESCO	United Nations Educational, Scientific and Cultural Organisation

# Executive summary

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The Eastern Seaboard Regional Spatial Development Framework (ESRSDF) is a visionary plan aimed at addressing complex challenges arising from decades of apartheid spatial planning. This region, officially declared in June 2022, stretches across significant parts of the Eastern Cape and KwaZulu-Natal, with a population of over 3.6 million. However, despite its potential, the region grapples with underdevelopment, resulting in pervasive poverty, unemployment, and inequality. The ESRSDF seeks to transform this landscape and create a more equitable and prosperous future.

The Eastern Seaboard's strategic importance is recognised at all three levels of government: national, provincial, and municipal. It is traversed by the N2 corridor, a crucial component of the National Spatial Development Framework's National Coastal Spatial Transformation and Economic Transition Region. This prioritises the development of South Africa's eastern coast, including the Eastern Seaboard. The development approach for this region emphasises democratic principles, the preservation of culture and heritage, and the enhancement of rural-urban connections.

Reshaping South Africa's cities and settlements, as envisioned in the National Development Plan, is a formidable, long-term endeavour that requires substantial reforms and unwavering political commitment. Nevertheless, it offers the opportunity for bold and innovative actions, provided they are led by resolute political and traditional leadership. Effective development mandates the adoption of the District Development Model (DDM) and collaboration across all three government levels. If managed effectively, the development of the Eastern Seaboard can effectively address regional challenges, unlock economic potential, and enhance connectivity. This initiative stands as a flagship DDM project, showcasing the benefits of a regional approach focused on economic and functional regions.

This document provides a comprehensive overview of the vision and plans for the development of the Eastern Seaboard, underscoring the importance of

coordinated efforts among government levels and stakeholders to achieve these goals.

Recognising the historical and regional context, legal and policy environment, and guiding development principles described in preceding sections, the spatial vision defined for the Eastern Seaboard Region is:

A region known for its thriving economy, using its natural environment in a way that is responsible, inclusive, 'smart' and **sustainable**.






To give effect to this vision, a Theory of Change has been developed based on three main levers.

The first lever aims to **HARNES** the region's endowments (fertile land, ocean, people, fauna and flora, forests, etc.) by identifying and then unlocking the region's socio-economic development potential. 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 to yield more longer-term benefits for the economy and people of the region.

Once the endowments are uncovered, they should be **ENHANCED**. Through the process of enhancement, there is a conversion from the potential of the region's resources to be used in a way that collectively contributes to the well-being of the region. Critical to the enhancement lever is investment in the people of the region to capacitate them and to provide them with access to opportunities so that they can start actively participating in the economy.

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

The Theory of Change finds expression through the following five development objectives, each with its own set of proposals or interventions:

Development objective	Intended outcome and proposals
 <p>1. Sustainable and resilient natural resources</p>	<p><b>Intended outcome:</b> A resilient and healthy environment that can be enjoyed and leveraged sustainably.</p> <p><b>Proposals:</b></p> <ol style="list-style-type: none"> <li>1. Maintain and protect sensitive environments.</li> <li>2. Resilient and climate-sensitive design</li> </ol>
 <p>2. Viable and inclusive spatial transformation</p>	<p><b>Intended outcome:</b> Using spatial targeting to improve quality of life through sustainable human settlements, accessibility, urban form and hierarchy.</p> <p><b>Proposals</b></p> <ol style="list-style-type: none"> <li>3. Encourage spatial transformation by promoting development in accordance with the spatial hierarchy.</li> <li>4. Spatial targeting for human settlement development</li> <li>5. Manage urban development edges.</li> <li>6. Prioritise connectivity and enable mobility.</li> </ol>
 <p>3. Promoting land reform</p>	<p><b>Intended outcome:</b> Improve land administration and ensure that land issues do not stifle the future development of the Eastern Seaboard.</p> <p><b>Proposals:</b></p> <ol style="list-style-type: none"> <li>7. Localised Integrated Land Service Office (LILSO)</li> <li>8. Enabling land reform</li> </ol>
 <p>4. Smart infrastructure and service delivery</p>	<p><b>Intended outcome:</b> A productive economy that leverages off the region's urban and rural endowments in key catalytic sectors.</p> <p><b>Proposals:</b></p> <ol style="list-style-type: none"> <li>9. Upgrade the services in underserved areas.</li> <li>10. Creating a digitally connected region</li> <li>11. Inclusive smart development</li> </ol>
 <p>5. Productive urban and rural economy</p>	<p><b>Intended outcome:</b> Institutional and governance arrangements that enable the attainment of the objectives for the region.</p> <p><b>Proposals:</b></p> <ol style="list-style-type: none"> <li>12. Support the Wild Coast SEZ.</li> <li>13. Promote and support the economy and full value chains in key sectors (agri-economy, oceans and aqua economy).</li> <li>14. Enable small town regeneration.</li> <li>15. Prioritise skills development.</li> </ol>

The ESRSDF places a strong emphasis on good governance as a critical enabler of sustainable development. Another element is alignment between different spheres of government, which is crucial for successful implementation. It requires cooperation, shared understanding, and commitment to prioritise and implement the RSDF proposals. An implementation programme is outlined to ensure sustainable and efficient execution, through well-coordinated intergovernmental structures, with sector-specific workstreams established to drive implementation.

The implementation framework outlines the approach and key actions required to realise the vision for the Eastern Seaboard. It is based on the work of various stakeholders, including state and non-state actors, and the SPLUMA guidelines for RSDFs. The framework is divided into three main sections: the approach to implementation, implementation actions, and an implementation action plan.

The key actions to enable implementation include the following:

- The RSDF proposes the creation of a special-purpose vehicle (SPV) as the implementing entity for the ESRSDF. This SPV will integrate with existing structures, coordinate with national and provincial interests, and collaborate with various stakeholders. Such an approach promotes transparency, accountability, and efficiency in governance.
- Data and project preparation are essential, and a structured process is recommended to collect the necessary data for decision-making. This process includes the use of “stage-gates” to ensure correct authorisations and decisions are made at relevant stages.
- Capital investment is complex at a regional scale, and the Eastern Seaboard Master Plan is proposed to guide capital investment based on sector, region, or development objectives.
- Asset management is crucial for local governance, and a capacitation program is proposed to improve the management of government assets, including planning, procurement, and management.
- Climate governance is emphasised, with recommendations to plug into support networks to learn from global best practices and contribute unique learnings to the region.

- The spatial interventions are a significant part of the RSDF proposals and are focused on managing development and natural resources in the region. They include protecting endowments, promoting spatial endowments and associated economies, and prioritising infrastructure projects.
- Infrastructure interventions are essential for service delivery and include upgrading service delivery capacity, digital connectivity, road networks, and climate resilience.

Finally, the implementation action plan provides a detailed overview of specific actions and timelines related to governance, spatial planning, infrastructure planning, spatial targeting, and capital investment.

Overall, this framework provides a comprehensive roadmap for implementing the RSDF for the Eastern Seaboard, emphasising coordination, data-driven decision-making, and sustainability. By effectively executing the strategies and actions outlined in the ESRSDF, the region can unlock its potential, address historical challenges, and pave the way for a more equitable and prosperous future.

# PART A:

# SETTING THE SCENE

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# 1 Background and overview of region

## 1.1 Introduction and 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 serves as a key component towards the establishment of an African coastal smart city.

The region is endowed with natural resources across multiple administrative boundaries, but it is largely underdeveloped, with poverty, unemployment, and inequality rampant across the region. Despite its challenges, the Eastern Seaboard has been identified as a strategic area by all three spheres of government. The draft National Spatial Development Framework (NSDF) designates the National Coastal Spatial Transformation and Economic Transition Region, encompassing the east coast N2 corridor. It underscores the significance of the coastline in South Africa's future development, highlighting it as a national priority area that deserves concentrated support.

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 development 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 should also strengthen functional rural-urban linkages. This provides an opportunity to be bold and to 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 processes that impact on one another to ensure that plans and programmes are coordinated.

The Eastern Seaboard 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 district spaces through improved inter-governmental collaboration and joint planning, budgeting and implementation processes focused on 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 and focusing on economic and functional regions rather than administrative boundaries can accelerate development and improve socio-economic conditions.

## 1.2 Rationale behind DDM approach

Implementing regional plans can be challenging due to their spatial size and coverage, multi-faceted nature and institutional complexity. The DDM is spatially integrated to direct strategic investment and project delivery across all spheres of government with a monitoring and evaluation component to drive accountability. The main purpose of the DDM is to consolidate and integrate all government efforts so that implementation is realised, supported, and driven by all spheres of government. The benefit of a regional approach is two-fold:

- **Focused:** Only includes those dimensions of the district space that indicate the area's challenges and opportunities.
- **Scalable:** A plan that can be implemented in all municipalities.

The RSDF is aligned to the DDM impact development areas, which are cross-cutting themes:

- **People:** How many there are, their income profile (level of poverty), education and skills levels, their location and density and where they work as well as their migration patterns.
- **Economy:** The main sectors, the area's contribution in the region, province and the country.
  - Transportation nodes and corridors and other features that support development and growth contribute to the economy
- **Spatial restructuring and the environment:** Where the study area is located, the land use makeup and its physical features, highlighting environmentally sensitive areas.
- **Supporting infrastructure:** The need for different sectors, functioning as an enabler for economic development.
- **Service provision:** What is the status and where there are backlogs.
- **Governance:** How well the district and local municipalities are managed in terms of their finances and inter-governmental relations.

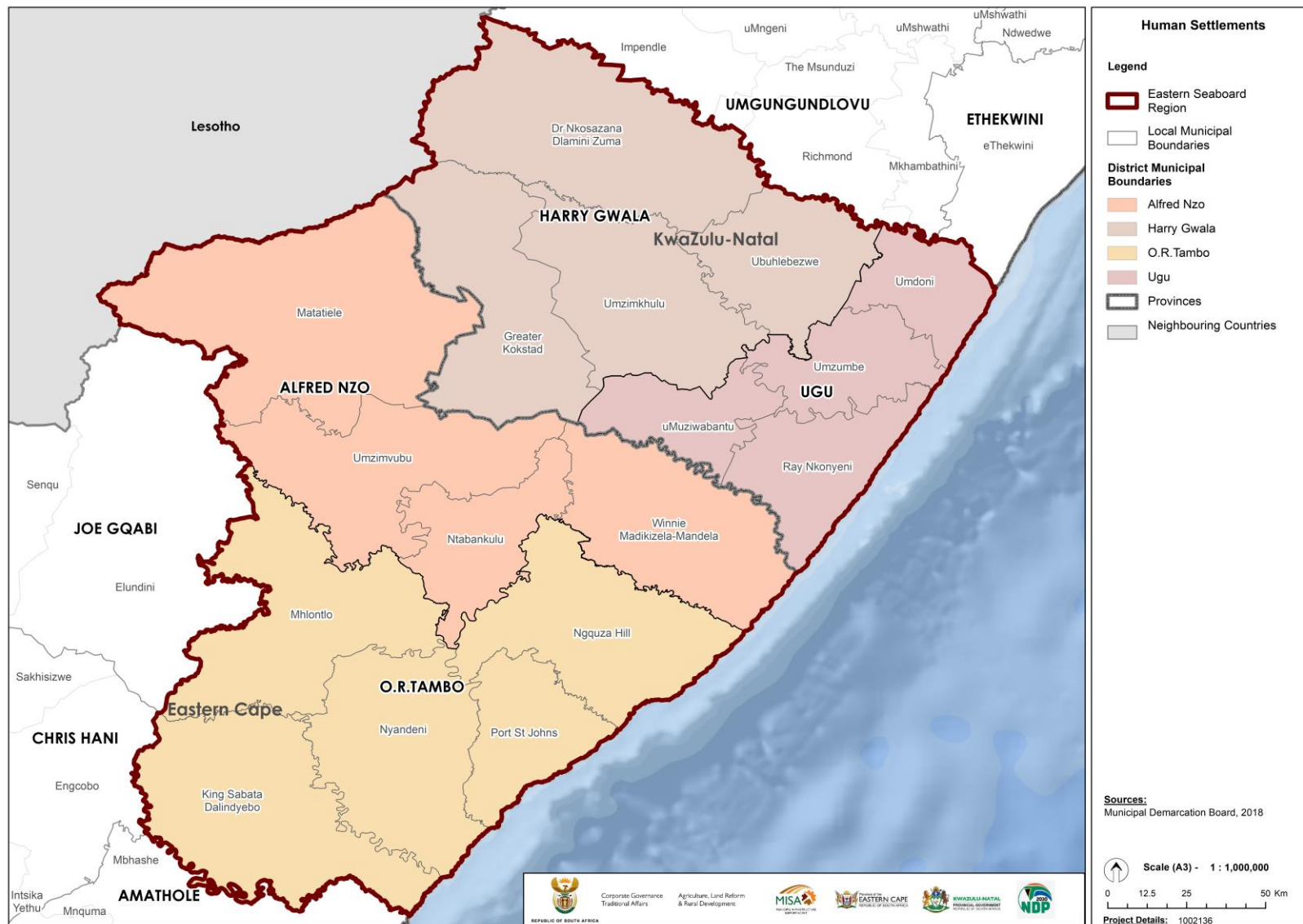
### 1.3 Overview of region

The Eastern Seaboard was declared and gazetted as a region for the purposes of developing an RSDF on 20 June 2022.

The Eastern Seaboard covers the southern coastline of KwaZulu-Natal and the northern parts of the Eastern Cape, spanning across four districts and seventeen local municipalities. Table 1 contains a list of the municipalities in the region, while Figure 1 shows the region's exact location.

**Table 1: List of districts and municipalities in the Eastern Seaboard**

Province	District	Municipality
KwaZulu-Natal	Harry Gwala	Dr Nkosazana Dlamini Zuma Local Municipality
		Ubuhlebezwe Local Municipality
		Umzimkhulu Local Municipality
		Greater Kokstad Local Municipality
	Ugu	Ray Nkonyeni Local Municipality
		uMdoni Local Municipality
		uMuziwabantu Local Municipality
		Umzumbe Local Municipality
Eastern Cape	Alfred Nzo	Matatiele Local Municipality
		Winnie Madikizela-Mandela Local Municipality
		Ntabankulu Local Municipality
		Umzimvubu Local Municipality
	OR Tambo	Ingquza Hill Local Municipality
		King Sabata Dalindyebo Local Municipality
		Mhlontlo Local Municipality
		Nyandeni Local Municipality
		Port St. Johns Local Municipality



**Figure 1: Location of Eastern Seaboard**

The Eastern Seaboard is home to more than 3.6 million people, many of whom live on communal, tribal or state-owned land. The endowments are shown in Figure 2.



**Figure 2: Eastern Seaboard endowments**

Although largely underdeveloped, with widespread poverty, unemployment, and inequality, the region is a high-potential development area with competitive advantage areas. Currently, there are various development plans and initiatives from different spheres of government, the private sector, communities, and particular interest groups in the region. Yet there is no regional-scale plan to coordinate catalytic projects that can unlock the region. The RSDF must adopt an all-of-government and all-of-society approach to unlock the area's potential and set the direction for the implementation of initiatives to realise the area's potential.

## 1.4 Requirements for regional spatial development framework

Transforming existing towns, improving their functions, and elevating them to achieve the status of smart coastal cities within the Eastern Seaboard necessitates the development of a comprehensive Regional Spatial Development Framework (RSDF). The RSDF is aligned to a range of national, provincial and municipal legislation and policies that have been adopted. This includes alignment with planning legislation and policies that have been promulgated, specifically the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA).

SPLUMA provides for spatial planning mechanisms that can help reduce poverty and inequality and can help create conditions for inclusive growth. It also contains development principles, norms and standards for spatial planning and land use management. SPLUMA will be useful only if all three spheres of government work together to establish processes for spatial planning and land use management and to create and coordinate development and management plans and programmes.

According to SPLUMA and the SDF guidelines, there are four types of spatial development frameworks (SDF): national, provincial, local, and regional. But a regional spatial development framework (RSDF) is different from the other three types. National, provincial, and local SDFs are required by law and developed for areas with clearly defined administrative boundaries. RSDFs, on the other hand, are developed at the discretion of ministers. Also, they are developed for regions that have specifically been designated for spatial planning and land use management and that might cross administrative boundaries and thus have no clear jurisdictional demarcations.

Although an RSDF differs from a local, provincial, or national SDF, it must also meet the overarching normative requirements set out in SPLUMA for spatial justice, spatial sustainability, efficiency, spatial resilience, and good administration, as shown in Figure 3. These requirements support and promote the objectives set out in 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
- Maximum openness and transparency in decision-making

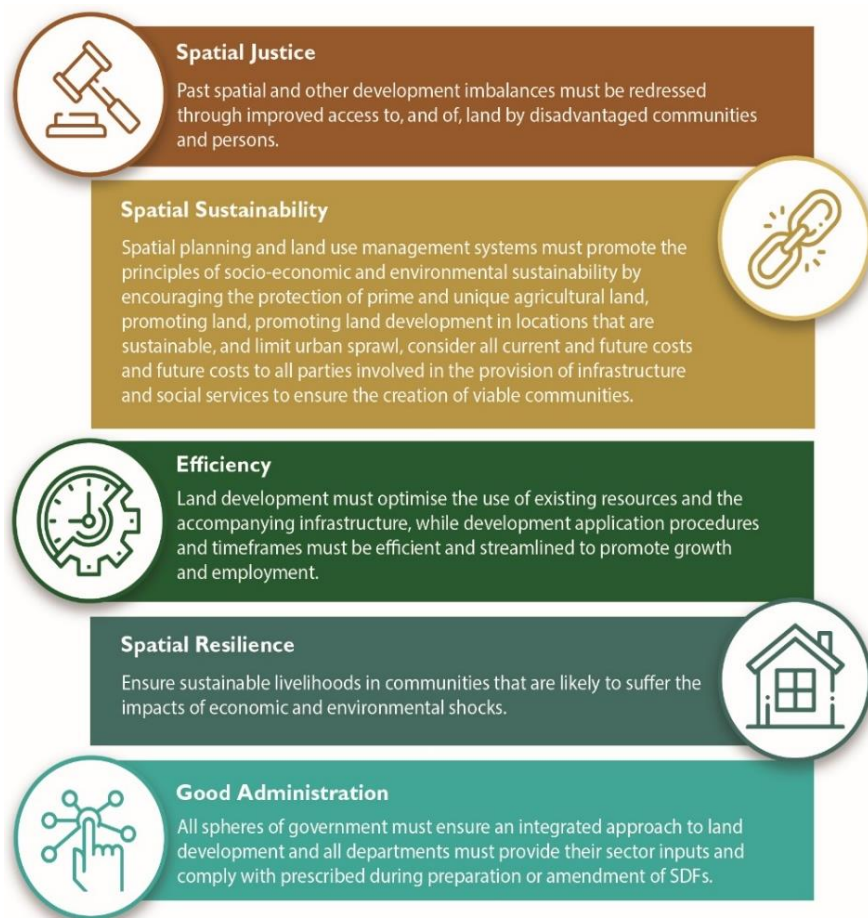


Figure 3: SPLUMA development principles (adapted from SPLUMA, 2013)

SPLUMA Chapter 4 Part D contains legislative requirements for an RSDF. The requirements are listed in Figure 3. The Department of Agriculture, Land Reform and Rural Development (DALRRD) has provided guidelines on how to develop provincial, regional, and municipal spatial development frameworks and precinct plans (2017). In Table 2, each SPLUMA requirement is linked to one of the DALRRD's guidelines.

In addition to meeting the SPLUMA requirements, an RSDF must be aimed at countering the legacy of apartheid spatial planning and providing increased sustainable service delivery that will improve the quality of life of current and future residents across the region. The service delivery must help ensure:

- Inclusive socio-economic development
- Agriculture and environmental sustainability
- The promotion, management and conservation of culture and heritage

Importantly, an RSDF must reflect due consideration of the spatial dynamics of surrounding areas.

Lastly, the compilation of the RSDF has also been aligned to adhere to the recently published Regional Spatial Development Framework Guidelines released by the DALRRD (August 2023). These guidelines imply that regional development pertains to the equitable, inclusive, and sustainable development of a specific geographical area known as a "region". These regions can vary in scope, often defined or outlined by specific spatial coordinates. In order to attain these goals, regional development planning should produce plans aimed at:

- Organising the geographical placement of activities and/or linking them (via transportation and communication infrastructure) in the region in a way that maximises benefits, synergies, and positive effects while minimising costs, conflicts, and negative effects.
- Promoting and/or providing incentives to draw preferred activities to the region, retaining these activities, enhancing and expanding their presence in the region, and guaranteeing that the advantages of these activities are enjoyed by a greater number, if not all, of the region's residents.

- Diversifying the range of activities in the region to strengthen the region's ability to withstand economic shocks brought about by changes in consumer tastes and technologies, resource depletion, and/or loss of markets due to wars, famines, pandemics, etc.
- Preventing unwanted activities from establishing themselves in the region and/or imposing restrictions, limitations, or regulations on such activities in the region
- Allocating funds and making investments, either (1) in individuals, through initiatives like skill development, re-training, school meal programmes, decentralisation of government offices, employment creation projects, and financial aid, or (2) in locations, by building and maintaining infrastructure, expanding it, introducing Wi-Fi/broadband services, providing land and buildings at reduced or no cost, marketing, and offering market access or space for products from rural areas.

In addition to the above, the implementation and financial proposals outlined in an RSDF should generally follow these guidelines:

- As a tool for strategic planning, an RSDF does not grant any individual the authority to use or develop land. To ensure consistency and assist in execution, the necessary directives must be incorporated into municipal SDFs, which have a more immediate connection to land use management at a local level.
- The RSDF can identify particular components that should ideally be incorporated into other frameworks or plans.
- The RSDF can locate areas where government investment and expenditure should be synchronised and concentrated.
- The RSDF may pinpoint capital projects or programmes that hold regional importance and are essential in realising the region's spatial development vision.
- The RSDF may propose technical studies or sectors plans.
- The RSDF may offer choices for structures related to spatial governance.

**Table 2: Regional spatial development framework legislative requirements as per SPLUMA**

<b>SPLUMA legislative requirement (Chapter 4 Part D)</b>	<b>Guideline provided by DALRRD (2017)</b>
(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 five 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	Conceptually map the key status quo elements of the region
(19d) indicate desired patterns of land use in that area	Establish spatial proposals for land use
(19e) provide basic guidelines for spatial planning, land development and land use management in that area	Establish guidelines and management frameworks
(19f) propose how the framework is to be implemented and funded	Set up an implementation and possible funding plan by the authority concerned
(19g) comply with environmental legislation	Align spatial principles to National Environmental Management Act (NEMA) principles

## 1.5 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 reports, which contained the outcomes of an analysis of the current situation as well as the regulatory context applicable to the Eastern Seaboard. ESRSDF is divided into five interdependent parts:

### **PART A: Setting the scene**

This segment establishes the context for the Eastern Seaboard and its RSDF. It outlines the legislative prerequisites for an RSDF and provides a condensed outline of the guideline requirements. Additionally, it offers an insight into the region's overview.

### **PART B: Policy directives**

This section provides a brief overview of the policy and regulatory context of governing the Eastern Seaboard at national, provincial and district level.

### **PART C: Summary of key spatial issues**

This section contains high-level summaries of the regional situational analysis. These elements inform the vision and spatial conceptual framework.

### **PART D: Spatial development framework for Eastern Seaboard**

Part D includes the spatial vision and conceptual framework, followed by spatial strategies and proposals. The spatial vision conceptualised during Phase 2 of the ESRSDF's preparation was later tested against the outcomes of the situational analysis. Structuring elements are layered cumulatively to make up a conceptual framework, highlighting critical elements for unlocking the economic development potential of the region.

This section includes the spatial development framework of the Eastern Seaboard, which indicates the spatial strategies and proposals required for achieve the spatial vision.

### **PART E: Implementing the spatial framework**

Part E with the implementation framework, including the institutional model for how the ESRSDF will be implemented. The section ends with a set of implementation actions across all the objectives, linked to high-level timeframes.

### **PART F: Monitoring and evaluation**

Part F aims to implement the monitoring and reviewing of the ESRSDF, offering prime opportunities to champion and deepen the comprehension of the framework.

# PART B:

# POLICY DIRECTIVES

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## 2 Policy context and directives

This section provides a policy context of the ESRSDF, with the aim to draw directives that will give effect to national and provincial policies, priorities, plans and planning legislation. A synthesised overview and discussions of the key take-aways and strategic spatial directives from national and provincial policies and plans will provide a basis for the spatial strategies and proposals. Although SPLUMA makes specific reference to national and provincial policies, plans and legislation as a foundation for developing a regional spatial development framework, district plans are a key consideration to embrace and give effect to the DDM.

### 2.1 National policy context

Key national spatial policies and plans that inform the ESRSDF are discussed below.

#### 2.1.1 National Development Plan

The NDP 2030 was developed by the National Planning Commission (NPC) in the office of the President in 2012. The NDP sets out an integrated strategy for accelerating growth, eliminating poverty, and reducing inequality based on normative principles. The NDP further identifies a set of national development priorities, which include targets for economic growth, employment, equality, and prosperity.

The NDP further identified critical actions or key enablers to achieve this vision and will subsequently filter down into the ESRSDF. These key enablers can be broadly summarised as follows:

- Alleviate poverty
- Reduce inequality
- Strengthen good governance in government and public institutions
- Attract private investment

- Invest in public infrastructure
- Protect the natural environment
- Adopt good urban practices

It is critical that the ESRSDF be aligned to the principles, levers and targets set out in the NDP. Furthermore, there needs to be strong alignment between the vision and guiding development principles of the ESRSDF and the NDP.

#### 2.1.2 Medium Term Strategic Framework

The Medium-Term Strategic Framework (MTSF) is a high-level strategic document to guide the 5-year implementation and monitoring of the NDP 2030. The MTSF is in line with the electoral mandate and identifies the priorities to be undertaken during 2019–2024 to put the country on a positive trajectory towards achieving the 2030 vision.

The MTSF 2019–2024 sets out the following seven priorities needed to support the achievement of the overarching goals of the NDP:

- Capable, ethical and developmental state
- Economic transformation and job creation
- Education, skills, and health
- Consolidated social wages through reliable and quality basic services
- Spatial integration, human settlements and local government
- Social cohesion and safer communities
- A better Africa and world

Priority 5 aims to tackle historical spatial inequalities, promote the creation of sustainable human settlements, and enhance access to essential services. The specific objectives established for Priority 5 hold particular importance for spatial planning. Thus, the ESRSDF should strive to coordinate with the spatial interventions outlined in this priority.

### 2.1.3 Integrated Urban Development Framework

The Integrated Urban Development Framework (IUDF) is government's policy position to guide the future growth and management of urban areas. The policy levers that have been identified are crucial for maximising the potential of urban areas by integrating and aligning investments in a way that improves the urban form. To reach its vision, the IUDF identifies four strategic goals, which will aid in achieving the transformative vision of restructured urban spaces and compact, connected cities and towns:

1. **Spatial integration:** To forge new spatial forms in settlement, transport, social and economic areas
2. **Inclusion and access:** To ensure people have access to social and economic services, opportunities and choices
3. **Growth:** To harness urban dynamism for inclusive, sustainable economic growth and development
4. **Governance:** To enhance the capacity of the state and its citizens to work together to achieve spatial and social integration

The IUDF further deals with rural–urban interdependency as a cross-cutting issue, recognising the need for a more comprehensive, integrated approach to urban development that responds to both the urban and the rural environments, which is particularly important for the Eastern Seaboard given the rural–urban national and regional trends.

Acting as the implementing agent of the IUDF, CoGTA has developed a new IUDF Implementation Plan 2020–2025 in collaboration with key sectors and partners that the Minister approved in March 2021 (CoGTA, 2021). The implementation of the IUDF relies of three core programmes (CoGTA, 2021):

- Cities Support Programme, focusing on the metros and being driven by National Treasury (not currently relevant to the Eastern Seaboard)
- Intermediate City Municipalities (ICM) Programme, which currently includes a total of 39 municipalities country-wide, in different sub-categories
- Small Town Regeneration (STR) Programme, driven by the South African Local Government Association (SALGA) and CoGTA

The ESRSDF must consider the interventions in the programmes mentioned above where towns and cities in the Eastern Seaboard have been prioritised.

### 2.1.4 Small Town Regeneration Strategy and Implementation Plan

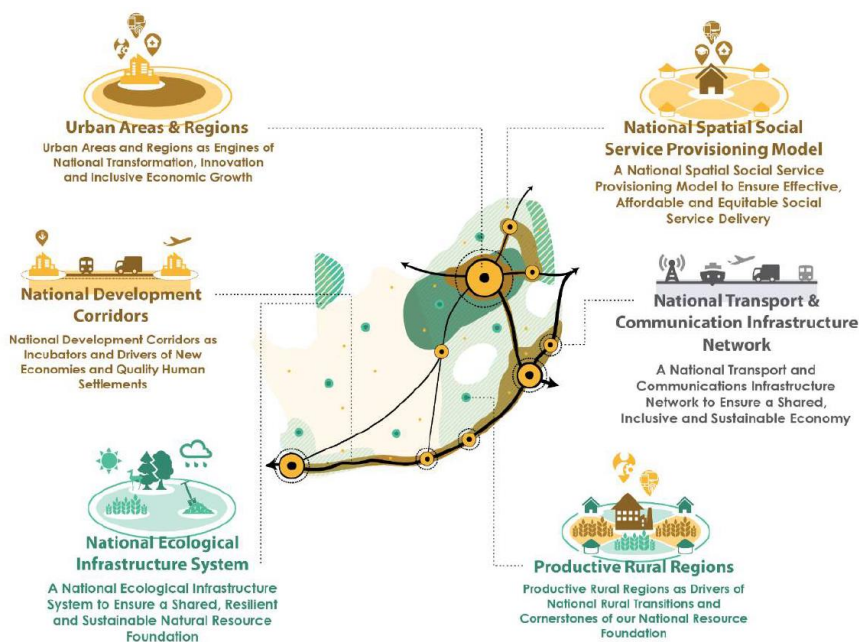
The Small Town Regeneration Strategy and Implementation Plan is an initiative by CoGTA in line with the IUDF. The strategy acknowledges that a regional approach to small town regeneration is required to address some of the challenges in declining small towns, which include a move away from jurisdiction or administrative regions to functional social, spatial, and economic regions, which also requires a coordinated effort in implementation. In relation to the Eastern Seaboard, there is a significant number of distressed small towns in need of investment, economic growth and revival. In particular, Kokstad has been prioritised in the strategy. It is therefore imperative that the ESRSDF be aligned to the small town regeneration strategy.

### 2.1.5 National Spatial Development SDF National Spatial Action Areas (NSAAs) and NSDF sub-Frames relating to the Eastern Seaboard

The National Spatial Development Framework (NSDF), 2022 presents the desired Ideal National Spatial Development Pattern for South Africa by 2050, grounded in the following visions statement:

All our people living in shared and transformed places in an integrated, inclusive, sustainable and competitive national space economy.

To achieve the National Spatial Development Vision of the NSDF, six critical levers are needed to transform national space economy. These are captured in Figure 4.



**Figure 4: National Spatial Development Levers**

The NSDF presents an ideal national spatial development blueprint for South Africa, offering a comprehensive overview of the developmental framework for the country's spatial economy, encompassing the Eastern Seaboard. This ideal spatial pattern is supported by five sub-frames, which were constructed in adherence to the priorities of the National Development Plan, the SPLUMA principles, the National Spatial Development Vision, and the National Spatial Development Levers. The ideal post-apartheid national spatial development pattern is shown in Figure 5.



**Figure 5: National Spatial Development Framework: The Ideal Post-Apartheid National Spatial Development Pattern**

The section that follows elaborates on four sub-frames concerning the Eastern Seaboard and their implications for the ESRSDf.

### NSDF Sub-Frame 2: National System of Nodes and Corridors

The National System of Nodes and Corridors affects several areas in the Eastern Seaboard. The development and investment guidelines for these are that “settlement development, both in urban and rural South Africa, must be undertaken in such a way that it (1) increases development density, (2) reduces urban sprawl, (3) prevents the unsustainable use of productive land, and (4) optimises investment in infrastructure networks.” A number of areas in the Eastern Seaboard have been identified as critical nodes and corridors in the NSDF, including Mthatha, which has been identified as a National Urban Node.

### **NSDF Sub-Frame 3: National Resource Economy Regions**

The development and investment guidance for Sub-Frame 3: National Resource Economy Regions is focused on the development of productive and functional rural regions as well as the well-planned, well-considered, and well-managed use of natural resources in such regions. There is also an emphasis on climate change mitigation and adaptation. As such, the Eastern Seaboard comprises areas identified as natural resource priority areas.

### **NSDF Sub-Frame 4: National Movement and Connectivity Infrastructure System**

The development and investment guidance for Sub-Frame 4: National Movement and Connectivity Infrastructure System is focused primarily on the long-term planning and investment of geo-specific national economic infrastructure, investment in movement and connection infrastructure networks and maintenance of the national electricity grid infrastructure. The N2 Coastal Corridor, including areas of Port Shepstone, Margate and Mthatha in the Eastern Seaboard, falls under the National Development Corridor. There are also several road and rail connections in the Eastern Seaboard that play a crucial role in rural–urban and rural–rural connectivity.

### **NSDF Sub-Frame 5: National Ecological Infrastructure Network**

The development and investment guidance for Sub-Frame 5 is focused on protecting the national ecological infrastructure network, including areas regarded as strategic assets in the country's national and international biodiversity, ecology, and tourism areas. The Eastern Seaboard comprises both biodiversity and marine areas in need of protection. For this reason, several areas in the Eastern Seaboard are proposed as priority areas under Sub-Frame 5, including the Maloti-Drakensberg Park.

### **National Spatial Acton Areas (NSAAS)**

NSDF further identifies the most urgent short-term, strategic spatial development catalysts, namely the National Spatial Acton Areas (NSAAS), which comprise the most critical and distressed sub-national regions/areas in need of urgent attention to bring about national spatial transformation. The

Eastern Seaboard falls largely in the Coastal National Spatial Transformation and Economic Transition Region (NSTETR) (see Figure 6), which is characterised by a large and youthful population, a history of deep deprivation and neglect (former Bantustans), high levels of unemployment as well as dense and sprawling rural settlement forms. The region also comprises areas with high ecological value (surface water producer) and limited high-value agricultural land (key for long-term food security), with climatic conditions that are relatively more favourable than those experienced in other parts of the country. The following short-term actions are therefore proposed for the coastal NSTETR:

- Extend and improve the transportation networks, ensure regular maintenance and upgrading of existing infrastructure, notably roads, increase investment in high-speed ICT infrastructure and enhance urban–rural and rural–rural connectivity.
- Consolidate settlement development and support the development of new cities in areas (1) of significant population growth, and (2) that are facing significant challenges, but offer sizeable opportunities for spatial transformation.
- Develop a network of (1) strong and vibrant existing and emerging cities and large towns to fulfil the role of fully fledged national urban nodes, (2) viable regional development anchors, and (3) well-capacitated rural service centres.
- Introduce and upgrade the built environment, transport, basic service and communication infrastructure with a focus on (1) housing, (2) basic service delivery, (3) public transport, and (4) rural–urban and rural–rural connections, which will trigger enterprise development and expansion.
- 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 (1) curtail sprawl and (2) consolidate place-specific urbanisation in dense rural settlements and fast-growing formal and traditional settlement areas in a strategic network of rural service centres and villages/hamlets.
- Ensure the protection and management of ecological infrastructure, national resources, and protected areas, including strategic water source areas

(SWSAs) and high-value agricultural land, by means of regional and municipal resource management and eco-agri-development strategies.

- Introduce and/or strengthen effective regional collaboration, partnerships, and cooperative governance models to ensure (1) mutually beneficial natural resource use and land development, and (2) optimise national, regional, and local economic development benefits.
- Undertake integrated human capital development to enable a generation of young people to reap the benefits of urbanisation through (1) human capital development, and (2) the opening-up of urban economies to enable and support a multiplicity of livelihood options and opportunities.
- Provide catalytic, innovative, and contextually suitable infrastructure and deliver life-enhancing social and basic services to support enterprise development, well-being and inclusive growth with both an ecological and a human-focused approach.
- Prioritise human capital and people-centred enterprise development, e.g., arts and culture, tourism, knowledge creation, education and innovation.
- Capitalise on the many opportunities that universities and research entities in NSAAs offer for regional development, transformation, and transition.
- Optimise agricultural opportunities in the regions and support the establishment of small-scale farming activities, agri-enterprises and agri-led industrialisation to foster productive regional-rural development, enhance national food security, and strengthen national water security.
- Develop the tourism sector and creative industries in the regions, with an emphasis on small-and-medium-sized farming activities and agri-eco production.
- Accelerate small-harbour development in support of the fishing, tourism and maritime economy in regional development anchors and rural service centres as and where applicable along the coast in the Coastal and North-western NSTETRs.
- Establish strong regional growth and development compacts, including all role-players, i.e. all three spheres of government, traditional leaders or authorities, communities (notably youth), the private sector, CBOs, NGOs, and organised labour, and ensure regional, cross-provincial and cross-

municipal boundary collaborative spatial development planning and governance.

#### COASTAL NATIONAL SPATIAL TRANSFORMATION AND ECONOMIC TRANSITION REGION



**Figure 6: Coastal National Spatial Transformation and Economic Transition Region**

The Eastern Seaboard plays a critical role in terms of spatial transformation. A new approach is required to enable compact and sustainable use of resources in alignment with the sub-frames. The ESRSDf must align to the interventions that have been identified for the Coastal National Spatial Transformation and Economic Transition Region to ensure that the region moves towards the ideal national spatial development pattern.

### 2.1.6 New Growth Path

The New Growth Path (NGP) is a government strategy in pursuit of the national vision contained in the National Development Plan. The New Growth Path has a national strategic vision to place jobs and decent work at the centre of economic policy with a target of creating five million new jobs by 2020. It sets out the key job drivers and the priority sectors (energy, transport, communication, water, and housing) that need to be focused on over the next few years. It further identifies infrastructure development as the foundation for more jobs and for addressing rural under-development.

The ESRSDF should spatially translate this directive of creating jobs through economic growth as emphasised in the New Growth Path.

### 2.1.7 National Integrated Rural Development Sector Strategy

Since the release of the Integrated Sustainable Rural Development Strategy in 2000, the National Integrated Rural Development Sector Strategy (NIRDSS) was promulgated in 2022. The aim of the NIRDSS is to develop an integrated, consented and coordinated response to rural development.

In line with the recommendations and focal points identified in the NDP, MTSF and various approved government economic strategies, plans and policies, the NIRDSS will initially have some key focus areas, which will be reviewed periodically. These can be divided into two parts:

- Geographical and project-specific focus areas to which resources will be channelled
- General focus areas for facilitation, coordination, streamlining, and collaboration

A coordinated rural development approach should also prioritise catalytic programmes and projects in districts with poor infrastructure, significant outmigration, heavy reliance on social grants and increased household poverty.

Similar services provided to the general urban population should be made available to the rural areas through the expansion of the educational and skills

development opportunities to enhance their employability and entrepreneurial capability and to promote job creation in rural areas. Objectives include:

- Linking emerging rural producers (especially women and youth) of farm and non-farm products to markets and appropriate value chains
- Facilitating business development services for rural enterprises
- Assisting rural women, people with disabilities and youth through targeted capacity building and enterprise development support and actively promoting a procurement policy that favours women and youth

Catalytic projects and programmes should be aligned to the various sector master plans, National Infrastructure Plan 2050 and DDM plans.

Implementing the NIRDSS successfully should help improve the livelihoods of those residing in rural areas and provide access to rural services and economic, social and ICT infrastructure.

### 2.1.8 Comprehensive Plan for the Development of Sustainable Human Settlements

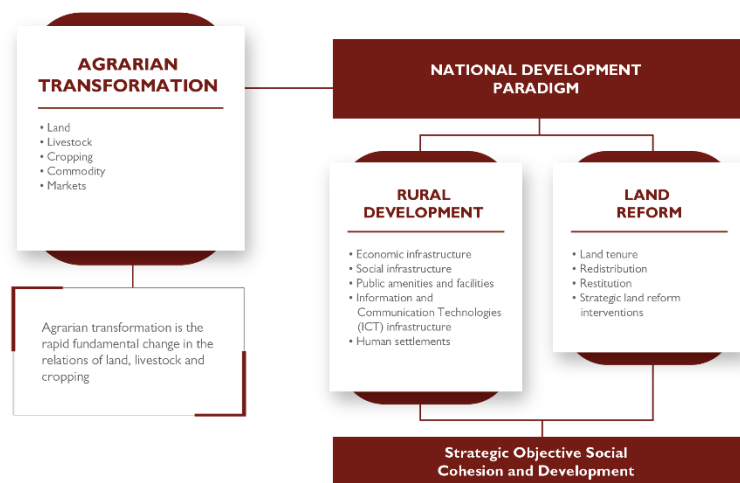
The Comprehensive Plan for the Development of Sustainable Human Settlements, alternatively referred to as Breaking New Ground (BNG) (August 2004), aims to use housing delivery as a mechanism to develop sustainable human settlements in support of spatial restructuring. It moves beyond the provision of basic shelter, towards achieving the broader vision of integrated, sustainable, and economically generative human settlement systems at both local and regional scales and provides fundamental points and principles of this new approach.

This plan moves away from the current singular focus of housing delivery towards more responsive mechanisms that address the multi-dimensional needs of sustainable human settlements. The ESRSDF must adopt this approach in addressing human settlement needs that arise in the region.

### 2.1.9 Comprehensive Rural Development Programme

The Comprehensive Rural Development Programme (CRDP) is aimed at being an effective response against poverty and food insecurity by maximising the use and management of natural resources to create vibrant, equitable and sustainable rural communities. The strategic objective of the CRDP is therefore to facilitate integrated development and social cohesion through participatory approaches in partnership with all sectors of society.

The CRDP presents three strategic thrusts, namely agrarian transformation, rural development, and land reform, as shown in Figure 7. The objectives of the three strategic thrusts are to be considered in the formulation of the ESRSDF.



**Figure 7: Comprehensive Rural Development Programme**

### 2.1.10 Subdivision of Agricultural Land Act

The purpose of the Subdivision of Agricultural Land Act 70 of 1970 is to control and manage the subdivision of agricultural land. The purpose is mainly to ensure that agricultural land is not cut into pieces that cannot be farmed economically. The Act indicates that no municipal area of jurisdiction, local area,

development area, or peri-urban area may be established on or enlarged to include agricultural land. Therefore, the proposals and interventions of the ESRSDF must take into consideration the requirements of the Act.

### 2.1.11 South African Smart Cities Framework (2021)

CoGTA developed and published the Smart Cities Framework in 2020 to guide decision-making and provide all role players with a structured approach to identifying, planning, and implementing smart-city initiatives that are appropriate to the local context. Given the Eastern Seaboard drive toward developing a “New African Smart and Democratic City” along the coastline (between Buffalo City and eThekweni), this framework is critical to defining, planning, and implementing elements that will make the region a smart city. Therefore, much consideration needs to be given in the ESRSDF to smart-city initiatives that will be proposed.

### 2.1.12 Emerging national strategic directives

The national spatial policy discussed in the preceding section points to a number of strategic directives that should be considered for the ESRSDF. These directives are both spatially embedded, but also deal with the many other facets of regional territories. The following bulleted points are a summary of these emerging national strategic directives, all of which are national priorities that need to be translated at the regional level:

- Spatial transformation and restructuring of the national space economy
- Reduce poverty, inequality and unemployment
- Inclusive economic growth
- Enhanced capacity and capability of the state and citizens
- Integrated systems of nodes, movement networks and corridors
- Partnerships and intergovernmental coordination
- Good governance and functional public institutions
- Natural resources protection, management and rehabilitation
- Infrastructure development, maintenance and investment
- A competitive economy and job creation

- Integrated and sustainable human settlements
- Industrialisation and economic diversification
- Rural development, land and agrarian reform
- Rural-rural and rural-urban connectivity
- Retaining cultural heritage
- Small town regeneration and local economic development
- Promotion of agricultural, oceans and aqua economy
- Innovation
- Enterprise development

## 2.2 Provincial growth and development strategies

This section provides an analysis of provincial policies to ascertain the strategic directives that will guide the development of the ESRSDF. The analysis will include the following policies: provincial growth development strategies, provincial development plans, provincial spatial development frameworks, and small town revitalisation frameworks.

### 2.2.1 KwaZulu-Natal Provincial Growth and Development Strategy (2016)

The PGDS aims to provide a framework for accelerated inclusive growth for the province. The PGDS presents the following strategic goals that are aligned to the vision:

1. Inclusive economic growth
5. Human resource development
6. Human and community development
7. Infrastructure development
8. Environmental sustainability
9. Governance and policy
10. Spatial equity

Goal 7 specifically addresses spatial issues. The outcome of this goal is spatial equity and integrated land use management that will guide the distribution and use of human and environmental resources towards sustainable growth and development. The PGDS further outlines nine spatial principles that underpin the spatial intentions of the PGDS and are expected to be pursued at regional, district and local level for planning at these scales to align with the provincial spatial development strategy.

The PGDS identifies various towns that are located in the Eastern Seaboard as important intervention nodes, as shown in Table 3. The PGDS indicates that public and private investment will be directed to these areas to catalyse development.

The ESRSDF must be aligned to the broader intentions of the PGDS to accelerate inclusive economic growth and should spatially express the PGDS to give effect to its spatial principles as well as the identified interventions, whilst also strengthening the broader role of the Eastern Seaboard in the province.

**Table 3: PGDS Intervention nodes**

Intervention node	Eastern Seaboard town	Broad intended function
Secondary nodes	Port Shepstone	These are urban centres with good existing economic development and have potential for growth and services to the regional economy.
Tertiary nodes	Ixopo, Kokstad, Margate, Hibberdene, Scottburgh	These are centres intended to provide services to the sub-regional economy.
Quaternary nodes	Uzimbhulu, Creighton, St Faith's, Underberg, Umtamvuna, Port Edward, Harding	Service providers to the local economy and community needs
Rural service nodes	To be identified through consultation	These towns will serve the lowest level of provincial nodes, provide basic services to rural areas

## 2.2.2 Eastern Cape Provincial Economic Development Strategy

The Eastern Cape Provincial Economic Development Strategy (PEDS) seeks to promote inclusive economic development geared towards specific priority sectors with high potential for growth. The following PEDS sectors and identified Eastern Seaboard areas should have a critical influence on the development of the ESRSDf vision, spatial principles, and the subsequent spatial proposals:

- **Agri-industry:** OR Tambo and Alfred Nzo (forestry and timber)
- **Oceans economy:** Port St. Johns
- **Light manufacturing:** Mthatha
- **Tourism:** Wild Coast

The cornerstone of the PEDS is its strategic goal, marking the initial phase in executing the strategy and addressing the persistent issues in the provincial economy. In harmony with the Provincial Development Plan, the PEDS establishes a strategic, long-term objective and vision:

To foster a growing, inclusive, and equitable economy, one that is more extensive and operationally efficient, leveraging the province's competitive advantages, boosting employment, and mitigating disparities in income and wealth.

## 2.3 Provincial development plans

### 2.3.1 Eastern Cape Provincial Development Plan Vision 2030

The Eastern Cape Provincial Development Plan (EC PDP) provides an agenda for the growth and development of the province in alignment with the 2030 Sustainable Development Goals and the African Union 2063 Agenda. The EC PDP envisions that “by 2030, [the] Eastern Cape will be an enterprising and connected province where its people reach their potential”. The plan further identifies six interconnected goals in the region which place much emphasis on human development, active citizenship, and community-driven development in the Eastern Cape.

The EC PDP recognises the importance of rural development as most of the people live in rural areas. It also identifies the coastal corridor and the agro-industry as potential sectors for inclusive economic growth and development. The following priorities that have been highlighted for the region should be considered in the ESRSDf spatial proposals:

- Mthatha peri-urban infrastructure development programme
- N2 Wild Coast and meander (including bypasses)
- Mthatha–PSJ–Coffee Bay development triangle
- Lusikisiki–Flagstaff peri-urban development corridor
- Lusikisiki regional water supply scheme (Zalu Dam – domestic water supply and small-scale irrigation)
- Access roads from new N2 to coastal resorts
- NHI health infrastructure
- Mzimvubu multi-purpose dam
- ASIDI and education infrastructure
- Agri-park and industrial revitalisation (Wild Coast SEZ)

### 2.3.2 KwaZulu-Natal Provincial Growth and Development Plan (2018)

The Provincial Growth and Development Plan (PGDP) is a tool for strategic management in KwaZulu-Natal that seeks to ensure that an important effort is made towards achieving the 2035 Vision. The PGDP summarises the spatial vision for KwaZulu-Natal as follows:

Optimal and responsible utilisation of human and environmental resources, building on addressing need, and maximising opportunities, toward greater spatial equity and sustainability in development. (PGDP, 2018).

Therefore, its main purpose is to translate the PGDS into an implementation plan that will provide a comprehensive platform for departmental, sectoral and stakeholder annual performance planning, which will guide resource allocation.

The PGDP is also guided by the Provincial Spatial Development Framework in realising the spatial priorities and imperatives of the province.

The ESRSDF must give effect to the principles of the PGDP and ensure that the region aligns its development goals with the broader provincial goals. Moreover, the ESRSDF should make a concerted effort to strengthen and assist in realising the identified PGDP catalytic projects that are located in the region through its development principles and spatial proposals. The catalytic projects in the KwaZulu-Natal portion of the Eastern Seaboard are listed in Table 4.

**Table 4: PGDP catalytic projects**

Catalytic project	Project type
Harry Gwala District	
Agri-possessing village at Franklin, Kokstad	Major need
Construction of a new electrical substation	Major enabler
Kokstad sports complex	Major need
R56 Housing development	Major need
Upgrade of MV electrical cables in Kokstad	Major enabler
UGU District	
Techno Hub in Hibiscus Coast	Game changer
Vulindlela	Major need

## 2.4 Provincial Spatial Development Framework

### 2.4.1 KwaZulu-Natal Provincial Spatial Development Framework

The KwaZulu-Natal Provincial Spatial Development Framework (PSDF) spatially expresses the PGDS and provides spatial context to the proposed strategic interventions. It further provides principles to guide the province in dealing with socio-economic issues that have manifested spatially, to provide mapping guidance for future spatial developments, and to prioritise investment and development initiatives (see Table 4). The PSDF provides spatial and land use guidance in the province that the ESRSDF should align with. It is important that the spatial proposals of the ESRSDF be aligned with the strategic direction of the PSDF.

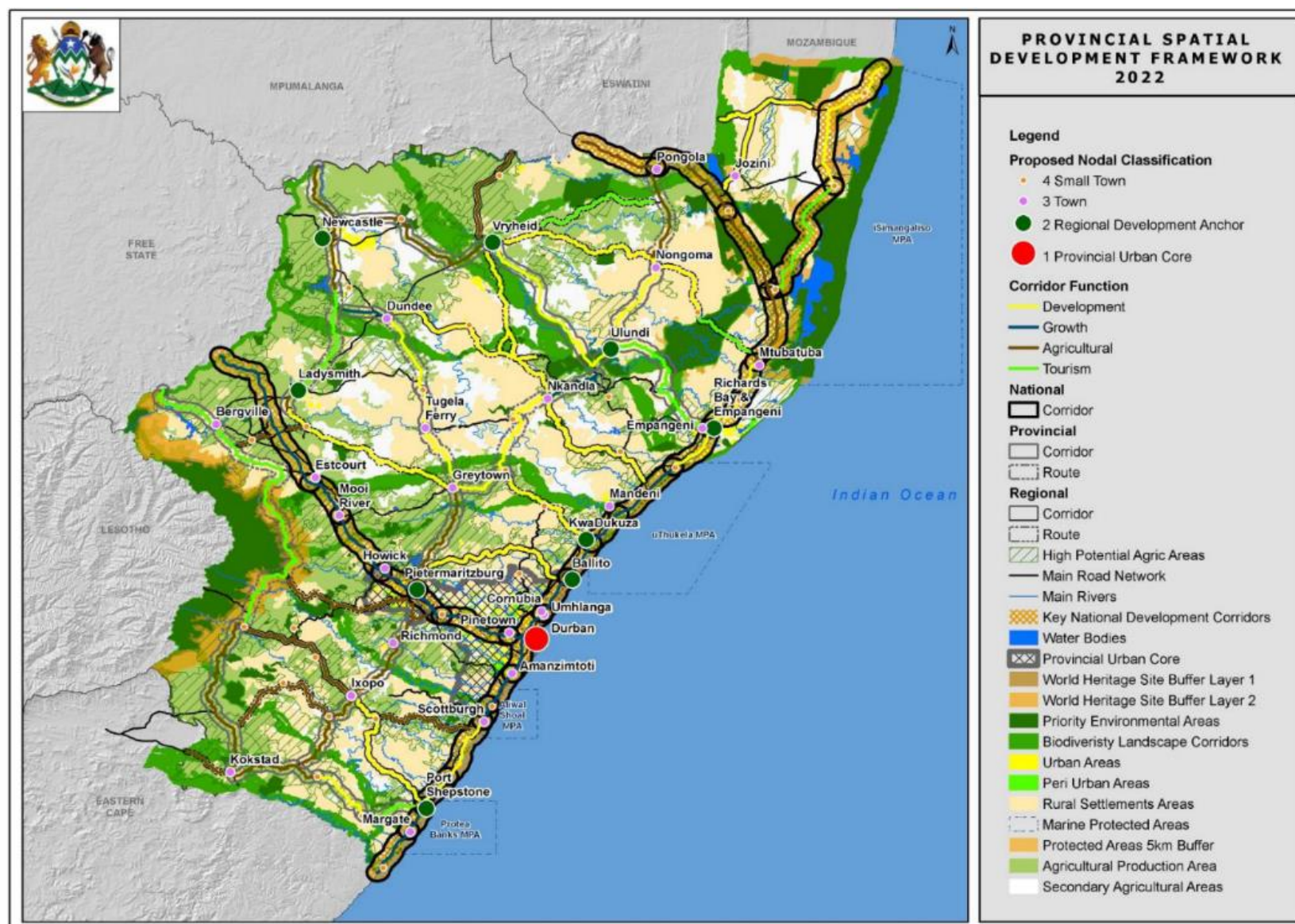


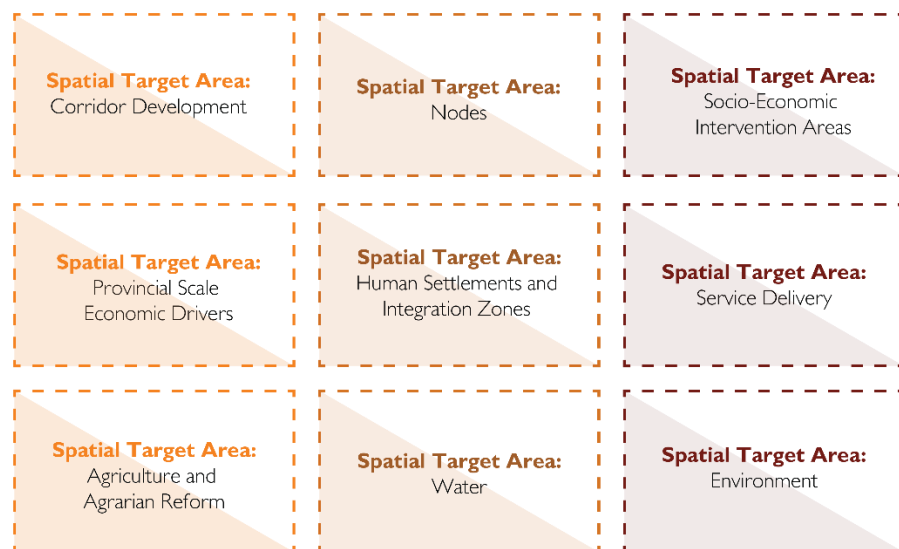
Figure 8: KwaZulu-Natal Provincial Spatial Development Framework

**Table 5: PSDF sub-frames**

Sub-frame	Strategic spatial guidance	Implications for the Eastern Seaboard
Natural Resource Protection	<ul style="list-style-type: none"> <li>■ Protection of critical natural resources</li> <li>■ Water resource and quality management</li> <li>■ Human vulnerability and environmental change</li> <li>■ Environmental degradation</li> <li>■ Human and natural resilience in spatial planning</li> </ul>	<p>The spatial framework for future development planning in the region is influenced by the spatial distribution of biodiversity areas. These assist in delineating areas for development and conservation. The region consists of the following natural resource protection areas:</p> <ul style="list-style-type: none"> <li>■ Priority environment areas</li> <li>■ Critical biodiversity areas (irreplaceable)</li> <li>■ Agricultural production areas</li> </ul>
Productive Rural Regions	<ul style="list-style-type: none"> <li>■ Protect high-potential agricultural land for economic development</li> <li>■ Increased access to and development of productive agricultural land</li> </ul>	<p>The Eastern Seaboard is largely rural and consists of large traditional authority areas. The region is also characterised by agricultural activities with five farming production support units projects underway in Harry Gwala and the Ugu District Municipality. These projects contribute to the regional agricultural production.</p>
Land and agrarian reform	<ul style="list-style-type: none"> <li>■ Sustainable land reform</li> <li>■ Management of land rights on Ingonyama Trust land</li> <li>■ Coordinated and integrated broad-based agrarian transformation</li> </ul>	<p>The sub-frame, which is largely rural, is important, as mentioned before, to unlock the development potential of land, support agrarian reform, and improve access to land through sustainable land reform.</p>
Cross Border Alignment and Infrastructure	<ul style="list-style-type: none"> <li>■ Long-term planning of regional infrastructure</li> <li>■ Data connectivity</li> <li>■ Access and provision of basic services and resources</li> </ul>	<p>The Eastern Seaboard extends beyond the jurisdictional boundaries and encompasses functional inter- and intra-provincial spatial regions. Therefore, this sub-frame is important to ensure spatial connectivity and linkages.</p>
Provincial Corridor and Accessibility	<ul style="list-style-type: none"> <li>■ Regional infrastructure networks to support economic production</li> <li>■ Improve accessibility and movement</li> </ul>	<p>The Eastern Seaboard supports connectivity of the region with various corridors and routes provincially. The due to its location and socio-economic setting, the region is characterised by linkages with the following functions:</p> <ul style="list-style-type: none"> <li>■ Development</li> <li>■ Growth</li> <li>■ Agricultural</li> <li>■ Tourism</li> </ul>
Nodal Investment Framework	<ul style="list-style-type: none"> <li>■ Development nodes and service points</li> <li>■ Cluster social facilities and economic activities in development nodes</li> <li>■ Improved access to social facilities and basic services</li> <li>■ Promote compact development and densification</li> <li>■ Identify integration zones</li> </ul>	<p>The Eastern Seaboard is characterised by a high concentration of people, urban sprawl, and fragmented morphological form. The identified nodes aim to improve service delivery and social and economic activities. The following nodes are identified in parts of the region:</p> <ul style="list-style-type: none"> <li>■ Regional development anchor located in Port Shepstone</li> <li>■ Rural service node</li> <li>■ Small service centre</li> <li>■ Small town node in various small towns</li> <li>■ Town nodes</li> </ul>

Sub-frame	Strategic spatial guidance	Implications for the Eastern Seaboard
Sustainable and Integrated Human Settlements	<ul style="list-style-type: none"> <li>■ Spatial planning systems</li> <li>■ Integrated and Sustainable Human Settlement Development</li> </ul>	<p>The following specific towns in the Eastern Seaboard have been identified priority towns in the PSDF:</p> <ul style="list-style-type: none"> <li>■ PHSHDAs</li> <li>■ Kokstad Town</li> <li>■ Port Shepstone</li> <li>■ Uvongo-Margate</li> <li>■ Human settlement focus areas</li> <li>■ Kokstad</li> <li>■ Port Shepstone</li> <li>■ Margate</li> <li>■ uMzimkhulu</li> <li>■ Harding</li> <li>■ St Faith's</li> <li>■ Creighton</li> <li>■ Informal settlement upgrading</li> <li>■ Greater Kokstad, Ray Nkonyeni, uMzimkhulu</li> </ul>
Economic Framework	<ul style="list-style-type: none"> <li>■ Focus spatial economic development in strategic areas</li> <li>■ Green economy</li> </ul>	<p>The following towns in the Eastern Seaboard have notable economic sectors:</p> <ul style="list-style-type: none"> <li>■ Kokstad</li> <li>■ Port Shepstone</li> <li>■ Margate</li> </ul>

The PSDF further identifies spatial target areas in the province that aim “to direct, guide, align, and coordinate public social and infrastructure investment and development spending in the province” (KwaZulu-Natal Provincial Cooperative Governance and Traditional Affairs, 2022). The spatial target areas are framed by the spatial vision, objectives, and spatial subframes discussed above. It is important that the ESRSDf align its spatial proposals and focus areas with these spatial target areas.



**Figure 9: Spatial Target Areas**

Port Shepstone in the Ugu District Municipality has been identified as a regional development anchor to be prioritised and strengthened to provide basis for regional economies. Regional development anchors are also considered centres for high-order social services to rural communities. Various strategic interventions have been identified for development, all of which the ESRSDF should take into consideration. The PSDF also identifies several towns as small service centres, rural service nodes and rural service points that are important in the economic development of the province, including the revitalisation of small towns.

The PSDF also identified integration zones in the Eastern Seaboard that are important in spatially integrating marginalised areas into economic nodes. The ESRSDF should consider these areas as important development nodes for the Eastern Seaboard:

- Integration zone 10 concentrated around Riverside and the surrounding rural settlements and extend east to include uMzimkhulu town as an anchor

The R749 serves as the main transport route in this zone and between these anchors.

- Integration zone 11 is concentrated around Port Shepstone in the north and extends south along the N2 (key national development corridor), including Margate.

Lastly, in alignment with the NSDF, the PSDF has identified regional focus areas in KwaZulu-Natal that indicate broad spatial boundaries where regional planning should be considered. However, with the declaration of the Eastern Seaboard in June 2022, for the purposes of developing a RSDF, the identified regions will have to be refined to reflect the Eastern Seaboard, which extends beyond the jurisdictional boundaries of the Eastern Cape and KwaZulu-Natal.

## 2.4.2 Eastern Cape Provincial Spatial Development Framework

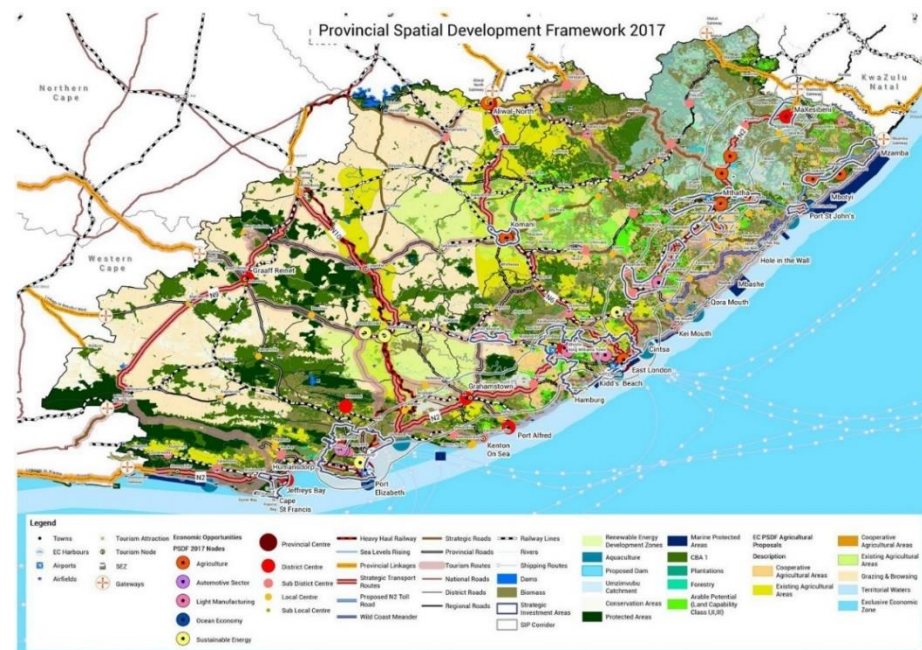
The Eastern Cape Provincial Spatial Development Framework (EC PSDF) provides the spatial direction of the province. The PSDF is founded on a concept of a “modern ecologically sustainable economy based on agriculture, tourism and industry”.

The EC PSDF spatial proposals illustrated in Figure 10 aim to transform the spatial fragmentation between the eastern and western parts of the province. The EC PSDF spatial proposals are therefore informed by the following key development enablers:

- Good governance across all spheres of government is considered key in achieving development in the province.
- Water is life and with the province facing severe water challenges, it is imperative that water management systems and future plans be developed.
- Finance and debt in the different spheres of government are considered volatile due to shrinking budget allocations. The Eastern Seaboard will have to consider establishing innovative strategies for debt reduction and effective revenue generation for the region.
- Spatial planning is a key informant of the PSDF, which is highly influenced by SPLUMA. The focus for this informant is planning around existing and

proposed transportation corridors. The PSDF identified the N2 toll road and the Wild Coast Meander route as strategic transport routes in the province.

- Local economic development is an important element of the PSDF. The PSDF identifies the importance of an improved “people’s economy” for the development of a sustainable local economy.
- Climate change is a critical informant that requires long-term planning and the development of mitigation and adaptation measures.
- Small town regeneration has been identified as a critical programme in the province. The following towns in the Eastern Seaboard are part of the small town regeneration programmes: Lusikisiki, Mzamba, PSJ, Libode, Mqanduli, Qunu, Mt Ayliff and Matatiele towns. The PSDF provides strategic guidance on the prioritisation of infrastructure in small towns;
- Environmental protection is a critical PSDF informant. The PSDF has aligned with the latest Eastern Cape Biodiversity Conservation Plan, which has considered new critical biodiversity areas (CBAs). The PSDF also provides proposals on renewable energy production for the province to reduce greenhouse gas emissions.
- Bridging the gap between rich and poor through developing the people’s economy, empowerment, as well as realising the importance of both rural and urban areas in economic development.



**Figure 10: EC Provincial Spatial Development Framework**

The EC PSDF provides spatial guidance on future spatial development and on where to prioritise investment and development initiatives in the province. The PSDF makes a distinction between the eastern and the western portions of the province. The eastern portion, in which the Eastern Seaboard is located, has the following status quo:

- Establishing economic base
- Heavily dependent on social grants
- The people’s economy becoming critical
- A need for town expansion linked to social upliftment
- Creation of metro regions:

- Nyandeni LM (Libode) – KSD LM (Mthatha)
- Mbhashe LM (Idutywa) – Mnquma LM (Butterworth and Ndabakazi) – Instsika Yethu LM (Nqamakwe)
- Port Edward – Mzamba/Mtentu – Mambati
- Ingquza Hill LM (Lusikisiki)
- District SDF requiring focus on criticality of relationships with local municipalities
- Linkage between metro and future metro regions through road, rail, and air for movement of goods and services
- High-access corridors created at high cost
- Accessibility is fundamental
- Compact human settlement to promote sustainable human development
- Future citizenry to enjoy benefits of urban/rural areas
- Sharing resources (electricity, water, transport, economy)

The ESRSDF vision, principles and spatial proposals should aim to contribute to the improvement and development of the above status quo.

## 2.5 Provincial infrastructure plans

### 2.5.1 Eastern Cape Infrastructure Plan 2030

The Eastern Cape Infrastructure Plan (ECIP) is a macro-level infrastructure planning tool for the province. It sets out strategic infrastructure priorities in the province. The ECIP identified 11 provincial strategic projects, indicated in Table 6. The ESRSDF should take strategic and spatial guidance from the ECIP to ensure the delivery of priority provincial infrastructure projects.

**Table 6: ECIP strategic projects**

Provincial strategic projects	Description	Identified projects/areas/strategy
Strategic catalytic projects	Catalytic projects identified in three economic growth regions that have been prioritised for investment	N2 Wild Coast N2 highway (linked to the Meander and coastal tourism nodes) Wild Coast SEZ (with feedstocks from Mzimvubu irrigation and Agri-Parks) PSJ infrastructure Completion of Mthatha airport complex Vulindlela Heights industrial area upgrade
Small town development	Small town development through urban planning, including adequate service provision for economic development	Port St. Johns, Mt Ayliff The Office of the Premier will be the driver of the initiative, which will entail the integration of the implementation of small town development and link to the municipality plans (joint infrastructure plan and beyond infrastructure interventions).
Urban settlements infrastructure	Provision of integrated settlements with full suite of services	All growth areas in the province. Human settlement planning must be completely integrated with infrastructure planning. For example, investment in infrastructure for human settlements must be focused on the three growth regions outlined in PSP1, and the HS Masterplan should be aligned to the ECIP.
Water and sanitation	Provision of universal access to water and sanitation and eliminate backlogs	Alfred Nzo and OR Tambo districts Universal household access to basic sanitation by 2020. Develop a new programme to empty VIP toilets. Universal household access to water by 2030 DWS to complete Eastern Cape water and sanitation masterplan, and RBIG bulk water projects. Implement water conservation and water demand management measures (WCWDM) (using, for example, DWS's War on Leaks Artisan Programme). Improve management of WTWs and WWTWs and improve blue drop and green drop scores. Consider a new utility to manage all WWTWs. Also ring-fence O&M budgets and split infrastructure development from O&M functions.
Energy and electricity	Provision of universal access to electricity and position the province as a future energy hub	Alfred Nzo district Reduce electrification backlogs, particularly in Alfred Nzo District and Elundini Local Municipality (once the high-voltage line is completed from Mthatha through to KZN is completed in 2017) Support Eskom programme to strengthen the grid Municipalities to improve maintenance of, and extend, distribution networks. Continue to implement the renewable energy programme (establish renewable energy zones and ensure integration of new electricity generation into the grid). Continue work to position the Eastern Cape as an energy hub (shale gas, nuclear, offshore oil and gas, LNG): conclude technical and viability studies and mobilisation of resources.

Provincial strategic projects	Description	Identified projects/areas/strategy
Agri-logistics	Promote infrastructure investment in the agriculture sector and support rural enterprise	<p>Agricultural areas, rural villages</p> <p>Provision of public infrastructure (access roads, water, electricity, ICT) to viable and employment-creating agriculture sector activity and other rural economic activities (such as tourism nodes)</p> <p>Infrastructure to help build the RED Hub/AgriPark network.</p> <p>Design and facilitate the implementation of a provincial irrigation plan (as per NGP, NDP and PDP etc), working closely with DWS and the DWAs. Section 7.6 of ECIP lists irrigation expansion opportunities.</p> <p>Maintain and upgrade village infrastructure, with local employment and skilling (CRDP/NARYSEC)</p>
Education	The project's objective is to enhance fair access to education by aligning educational facilities with the norms and standards established at the national level.	<p>Education and health facilities</p> <p>The design and implementation of rationalisation plans for education and health service delivery platforms. Invest in fewer but larger schools and hostels (to reduce scholar transport). Investigate alternative uses for closed schools (such as ECD centres).</p> <p>Complete the eradication of mud schools (ASIDI).</p> <p>Ensure all schools and health facilities have basic infrastructure (water, sanitation, electricity and fencing). To be achieved by 2020.</p> <p>Ensure accommodation facilities are provided for education and health workers(possibly leveraging private investment)</p> <p>Shift resources from new infrastructure to maintenance. Increase preventative maintenance and employ local contractors. Maintenance budgets should be ring-fenced.</p> <p>Introduce reliable infrastructure information systems for both education and health facilities. Institutionalise the Education Facility Management System.</p> <p>Strengthen capacities for planning and provide a rigorous basis for the B5 project lists.</p> <p>Provide infrastructure for ECD and support development of TVET college infrastructure.</p> <p>Support NHI infrastructure initiatives in OR Tambo and Alfred Nzo Districts.</p> <p>Municipalities are required to provide basic infrastructure at NHI sites.</p>
Health	Project seeks to provide equitable access to health	<p>The design and implementation of rationalisation plans for health "service delivery platforms".</p> <p>Prioritise engagement with key stakeholders to support the rationalisation of health facilities.</p> <p>Ensure all health facilities have basic infrastructure (water, sanitation, electricity and fencing) by 2020.</p> <p>Ensure accommodation facilities are provided for health professionals (possibly leveraging private investment).</p>
Roads	Maintenance and upgrading provincial road networks to unlock economic opportunities	<p>Main and access roads, public transport facilities</p> <p>SANRAL to continue to maintain and upgrade main roads in the province to a good standard. (Priority roads are listed in ECIP, Box 9, and include the new N2 and bypasses.)</p>

Provincial strategic projects	Description	Identified projects/areas/strategy
		<p>DRPW has identified 3,000 km of high-traffic volume gravel roads. These should be a main priority for maintenance and upgrading.</p> <p>DRPW and municipalities to do more planned preventative maintenance (rather than expensive rehabilitation). The use of Household Contractor Road Maintenance should be increased (by both DRPW and municipalities).</p> <p>There should be an independent evaluation of the design and implementation of DRPW's Road Access Management System (RAMS), which is used to prioritise roads for maintenance and upgrades, and uses regular recorded visual inspections of road conditions and data on traffic volumes etc. RAMS principles should also be used by municipalities.</p> <p>Access roads to economic activity nodes should be prioritised (industrial estates, tourism nodes, intensive agricultural nodes, etc.)</p> <p>Investment in public transport facilities, and in particular four inter-regional and inter-modal public transport terminals (in PE, EL, Queenstown and Mthatha).</p> <p>The institutional home of the provincial roads function should be settled once and for all.</p>
ICT	Project aims to improve public services and promote enterprise activity through ICT.	<p>Alfred Nzo and OR Tambo districts</p> <p>Roll-out of the eLearning Project, targeting 560 schools and requiring an initial investment of R13.4 million to provide connectivity to the targeted schools, most of which are in existing areas covered by the fibre network.</p> <p>Roll-out of Project Paperlite to ensure Cecilia Makiwane Hospital (and feeder clinics and CHCs) become paperless by 2019. The national health department has also prioritised the OR Tambo and Alfred Nzo districts for web connectivity and ICT upgrades as part of the NHI roll-out.</p>
Enabling interventions	Project outlines cross-cutting issues that aim to address political governance, infrastructure planning, delivery support, procurement and skilling	<p>These include the following:</p> <p>Political governance: In order to strengthen infrastructure governance and political championship and oversight.</p> <p>Infrastructure planning: A new Infrastructure Planning and Coordination Office (IPCO) should be established to have various functions to assist with clear and rational infrastructure planning based on agreed methodologies.</p> <p>Infrastructure delivery and implementation support: It is imperative that an improved infrastructure plans should be implemented by improved infrastructure delivery systems.</p> <p>Procurement: The SIPDM establishes targeted procurement procedures that may be used to promote social and economic objectives, as well as those for specifying minimum local content.</p> <p>Infrastructure skills: There is a need to improve the supply of critical skills for infrastructure planning, delivery and maintenance (such as urban planners and the other built-environment professionals, project managers, municipal artisans and plant operators etc). The HRD Council and the Provincial Skills Development Forum must ensure that the training system meets infrastructure skills needs, and also that infrastructure delivery promotes workplace training opportunities.</p>

## 2.5.2 KZN Infrastructure Master Plan 2035

The KZN Infrastructure Master Plan (IMP) aims to coordinate infrastructure planning in the province and ensure alignment with provincial objectives. The IMP aspires to enable the realisation of the provincial vision for 2035 and is aligned to national policies such as the NDP (SIPs) and provincial policies, PGDS, PGDP and the PSDF. The IMP presents the following infrastructure provision focus areas:

- Infrastructure to support aspirations of a secure, dignified and harmonious population (household infrastructure and community services infrastructure)
- Infrastructure to support aspirations of a healthy population (health infrastructure)
- Infrastructure to support a skilled population (education infrastructure)
- Infrastructure to support aspirations of a gateway and prosperous province (enabling economic infrastructure)

It is crucial for the ESRSDF to align with the IMP as it identifies provincial infrastructure goals and strategic interventions.

## 2.6 Small town rehabilitation programmes

### 2.6.1 KwaZulu-Natal Implementation Evaluation of Small Town Rehabilitation Programme (2017)

The Small Town Rehabilitation Programme (STR programme) is aimed at improving selected small towns' socio-economic status through job creation and retention of businesses for investment in alignment with the provincial growth and development strategy. The STR programme was implemented in only 38 selected prioritised towns. Five small towns in the Eastern Seaboard were identified to form part of the Small Town Rehabilitation Programme. These are located in the Ugu and Harry Gwala district municipalities. Economic interventions to be identified in the ESRSDF should aim to support the identified projects for the small towns in the two districts.

Table 7 indicates prioritised small towns from two districts in the Eastern Seaboard and the projects identified to rehabilitate these towns. The projects have since been completed. The ESRSDF should provide updated information if there are ongoing projects in these small towns.

**Table 7: KwaZulu-Natal STR programme priority towns and projects**

District municipality	Towns	Projects identified
Harry Gwala	Ixopo	Upgrading of Centenary and Grant roads
	Kokstad	Street lighting along R612 and R56
	Bulwer	Rehabilitation of dilapidated library building
	St Faiths	Waste management Ixopo taxi rank, bus rank and hawkers' market
Ugu	Harding	Infrastructure to facilitate the new mall in Harding, Ward 3

### 2.6.2 Eastern Cape Small Town Development Framework 2021

The EC Small Town Development Framework (STDF) was developed by the Department of Cooperative Governance to improve the coordination of the EC STR programme. The STDF aims to provide strategic guidelines and direction towards the STR programme through alignment with the Integrated Urban Development (IUDF), NSDF and PSDF priorities in order to achieve spatial transformation and economic development (Eastern Cape Department of Cooperative Governance and Traditional Affairs, 2021).

The STR programme includes 109 small towns, some of which fall in the Eastern Seaboard (Lusikisiki, Mzamba, PSJ, Libode, Mqanduli, Qunu, Mt Ayliff and Matatiele). Therefore, it is important for the ESRSDF to make a concerted effort to strengthen and assist in providing directives to be taken to support the revitalisation of these towns in the region through its identified development principles and resource allocation mechanisms.

## 2.7 National Environmental Management Act 1998 (Act107 of 1998) Wild Coast Environmental Management

The Department of Economic Development, Environmental Affairs, and Tourism (DEDEAT) developed a planning instrument to guide and facilitate both economic development and environmental management in order to create a balance between the development of an underdeveloped, high-poverty region and the protection of an environment that is nationally and internationally recognised. The plan is used to guide development in the form of settlement structure, infrastructure provision, location and management of landfill sites, nodal hierarchy development, mining activity, development of resort towns, management and authorisation of local community settlements, protection of heritage and paleontological sites.

The ERSDF proposals and interventions must meet the requirements of the National Environmental Management Act 1998 (Act107 of 1998) Wild Coast Environmental Management.

## 2.8 District Development Model

The DDM was initiated in 2019 by President Cyril Ramaphosa during his Budget Speech. It was later approved and adopted by Cabinet. The DDM acts as the all-encompassing strategy to be implemented through joint and collaborative planning by all spheres of government. However, focussed One Plans are required to be developed for districts and metros. District One Plans will be discussed in this section as the main policy directives for district planning. However, district and local municipal spatial plans will also be taken into consideration throughout the development of the ERSDF.

The four district One Plans are discussed below.

### 2.8.1 Draft Alfred Nzo DDM One Plan 2021

The Alfred Nzo District One Plan emphasises the importance of intergovernmental coordination and stakeholder engagements. It provides an indication of the intergovernmental interventions and institutional arrangements required to catalyse development district. Therefore, it provides a necessary platform for public and private stakeholders to engage, which is critical for the development of the ERSDF.

### 2.8.2 Draft OR Tambo DDM One Plan 2021

The One Plan indicates that the district has great potential for development that needs to be harnessed. Therefore, the basis of the One Plan was to work from the challenges and opportunities that provide a strong baseline for the successful development of the area. The One Plan envisions “A coastal smart city, anchored by a thriving oceans and agricultural economy”.

It represents the ultimate destination point and gives direction to how strategies, programmes, budgets and resources in both the government and the private sector need to be oriented, which will play a critical role in the development of spatial proposals in the ERSDF.

### 2.8.3 Draft Ugu DDM One Plan 2021

The Ugu District One Plan is a short-term action plan aimed at addressing various social, economic, spatial and governance challenges faced by the district. The district One Plan aligns itself with the Ugu Growth and Development Plan, which prioritises accelerated shared growth through comparative and competitive advantages of the district. The One Plan identified fifteen strategic thrusts aimed at unlocking the district’s economic potential and to subsequently contribute to the transformation of the province’s space economy. The following projects and possible partnerships have been identified to achieve the above strategic thrusts:

#### 2.8.4 Draft Harry Gwala DDM One Plan 2021

The Harry Gwala District One Plan aims to integrate planning in all three spheres of government, sector departments and state entities. The plan highlights the importance of coordinated planning to achieve the district developmental objectives and outcomes. In response to various challenges faced by the district, the Harry Gwala One Plan identified critical enablers and interventions required for the recovery of the district economic. It also outlines catalytic and key infrastructure projects required to unlock economic development, which will be key in identifying areas of intervention for the ESRSDF.

### 2.9 Regional spatial directives

The national, provincial and district policy analysis discussed in preceding sections highlights various spatial directives that this ESRSDF should take into consideration in the development of the vision, design principles and the spatial proposals for the region. These spatial directives were categorised based on the DDM impact areas indicated in Table 8. The table further illustrates the alignment of the spatial directives across national, provincial and district policies.

**Table 8: Alignment of spatial directives**

DDM impact development areas	Policy directives			
	National spatial policies	Provincial spatial policies		District spatial policies
		Eastern Cape	KwaZulu-Natal	
Spatial restructuring and the environment	Spatial transformation and restructuring of the national space economy Integrated systems of nodes, movement networks and corridors Natural resources protection, management and rehabilitation Small town regeneration and local economic development	Spatial integration Sustainable development and human settlements	Regional spatial integration and competitiveness Sustainable development and communities Integrated planning and land use management Rural development and land and agrarian reform	Spatial restructuring and environmental sustainability Accessible linkages between settlements Smart city and information technology Sustainable and functioning environment
Economy	Inclusive economic growth A competitive economy and job creation Industrialisation and economic diversification Promotion of oceans and aqua economy Innovation Enterprise development Promotion of agricultural economy	Economic development driven by active citizenry Inclusive economy Revitalisation of small towns	Economic transformation Development of inclusive rural economy Revitalisation of small towns	Inclusive economic growth and development Revitalisation of small towns
Engineering infrastructure	Infrastructure development, maintenance and investment	Development of an enabling infrastructure network Infrastructure investment	Integrated strategic infrastructure Maintenance and upgrade of bulk infrastructure	Integrated infrastructure and service provisioning Affordable public transportation
People	Reduce poverty, inequality and unemployment Enhanced capacity and capability of the state and citizens Retaining cultural heritage	Human development Skills development	Equitable distribution of social facilities	Human development Development of sustainable human settlements
Service provision	Integrated and sustainable human settlements	Universal access to basic social services	Infrastructure maintenance and upgrade to improve service delivery	Integrated infrastructure and service provisioning
Governance	Partnerships and intergovernmental coordination	Promote good governance Improve the use of financial resources.	Promotion of good governance	Effective and efficient in using financial resources

DDM impact development areas	Policy directives			
	National spatial policies	Provincial spatial policies		District spatial policies
		Eastern Cape	KwaZulu-Natal	
	Good governance and functional public institutions			
Additional to DDM impact development area				
Rural development	Rural development, land and agrarian reform Rural–rural and rural–urban connectivity	Protection of agricultural land Rural development and land and agrarian reform	Development of inclusive rural economy Protection of agricultural land	Rural development

# PART C:

# SITUATIONAL ANALYSIS AND

# SYNTHESIS

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### 3 Regional situational analysis

This section provides an overview of key spatial issues assessed across six impact areas. It begins by highlighting key take-away 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 has a relatively high population, particularly along the coast. Municipalities in the southern parts of the region are experiencing high development and growth pressure, whilst inland municipalities are experiencing negative population growth rates. The population is youthful, where 48% is between 1 and 19 years of age. The older population (>19) predominantly comprises women, which implies that men have migrated to other areas to find gainful employment. The current levels of education are low and will need to be addressed in order for the population to take advantage of job opportunities that arise from the Eastern Seaboard development initiative.

#### Economy

The Eastern Seaboard contributes roughly 2.2% to South Africa's GVA. The region's economy is rural and dependent on government and informal activities. Improving the region's economic resilience will require diversifying 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 exceptional biodiversity, including a World Heritage site and Transfrontier Park. A large portion of the

area is critical in supplying water to the rest of South Africa. The region also has an ecologically diverse and scenic coastline, but the coastline will degrade due to climate change and development pressures if no steps are taken to actively protect and preserve it.

#### Spatial Structure

The Eastern Seaboard's spatial structure reflects the inequality as a result of apartheid spatial planning. 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

Infrastructure provision levels across the region are some of the lowest in the country. Communities in the region who are situated along the coast have higher access to services than those located more inland. 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.

#### Governance

At present, the region lacks the necessary institutional and governance arrangements (and capacity) to successfully implement and manage the Eastern Seaboard development initiative.

The sections that follow contain a high-level summary for each impact area described above.



## 3.1 People

This section discusses the people that work, live and travel through the area, with a focus on their well-being and improvement in their living conditions. The following socio-economic elements are used as indicators: how many people there are, their income profile (level of poverty), their education and skills levels, their location and density, where they work, and their migration patterns.

### 3.1.1 Featured indicators

Indicators shown in this section are the elements that are displayed as targets to be met for the study area. Therefore, the following will be possible only once the success factors are realised:

- The current population in the area is below 2 million people. The population is expected to grow to 4.8 million people over the next 50 years.
- The average skills level will improve to above the national average due to the skills revolution. Investment in the area will spark new work opportunities in the educational sector and affiliated sectors and subsectors, e.g. places for students to stay and eat.
- The average income level will improve to above the national average due to the improvement in the average skills levels.
- Currently, the area has more women than men due to an outmigration of men looking for work opportunities. In future, the number of men and women will become more equal in the region when men move back to take up local work opportunities.
- The promotion of workplace equality, as promoted through national government policy, would improve equality between men and women.
- The socio-economic profile of the area indicates the need for youth and adult training and upskilling to match the economic development potential of the area. .
- The development of the area should incorporate design elements focused on the safety and security of the people, specifically vulnerable women and children, so that everyone can move freely without potential harm.

### 3.1.2 Success factors

The success factors indicate the different components that need to be implemented in order to drive the required change in the area to meet the target set by the featured indicators. The success factors drive change in the area towards the conceptual vision. The area will develop based on investment by the public and private sector in the form of funding and human resources and skills development:

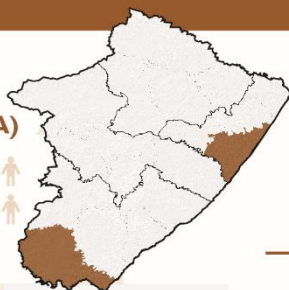
- A skills revolution is required to develop the region into the training hub of the country. This will require a joint effort by government, academia and research institutions. The focus needs to be on the development of people from junior to senior schooling level, and from there to technical and university levels. Collaboration between the various institutions is required to cover the entire academic spectrum by the region as well as the rest of the country.
- Investment by the public sectors will be required in the following:
  - Adult education for those too old to attend school
  - Training colleges for technical courses
  - Universities specialising in agrarian, engineering and oceans economic courses. The current curriculum does not attend to the required courses that will support the future agrarian crops and the development of the oceans economy.
- The current ICT infrastructure covers a small portion of the developed area.
- New developments must prioritize access to Information and Communication Technology (ICT) infrastructure to facilitate the promotion of online learning within the area.



# The People High Level Summary

Population 2021:

**3,638,002** (6.1% of SA)



## The female population

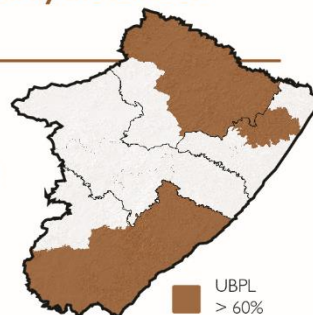
accounts for **52%** of the total Eastern Seaboard Regions population.

## Youthful population:

**48.1%** of the Eastern Seaboard Region's population is aged between 0 to 19 years



The age groups **0 to 14 years** are dominated by **males** while the **working age and aged population is dominated by the females.**



In 2021, **60.2%** of the Eastern Seaboard Region population (**almost 2.2 million individuals**) were within the upper-bound poverty line (UBPL)

UBPL > 60%

Functional Illiteracy Rate in South Africa stood at **22.9%** in 2021 significantly lower than that of the Eastern Seaboard Region by which totalled **35.3%**. This translates to a total of 667,718 adults (**aged 20 and above**) within the Region that highest level of education less than grade 7.

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%**.



Population 2030:

**3,920,796**

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

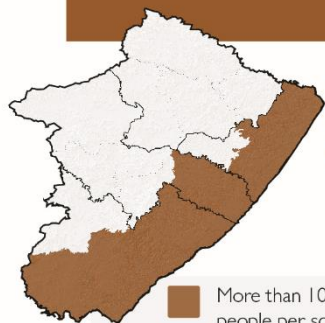
Largest population concentration



**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



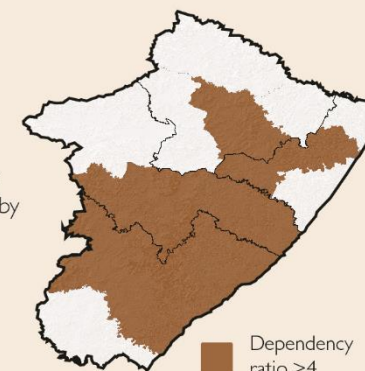
The youth unemployment rate (**individuals aged 15 to 34 years**) stood at an alarmingly high rate of **61.7%** in the region, **13.5%** higher than the national youth unemployment rate.



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**).

## Dependency ratio:

the number of persons each economically active person has to support is measured by the. Eastern Seaboard's 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.



## 3.2 Economy

This section includes the main economic sectors, the area's contribution in the region, province and the country. Also, the economic development required to realise the region's potential for development is discussed.

### 3.2.1 Featured indicators

Following are the featured indicators, these are the targets to be met for the study to realise its potential:

- Main sectors to be developed in the region are commercial agriculture, oceans and aquaculture, tourism, forestry, as well as education (training centres for a wide variety of skills) – on-site and online formats.
- Secondary economic sectors include the agro-processing, arts and culture and governance sectors.
- Agro-processing could be supported by the National Agri-Enterprise and Small-scale Farming Resource centres.
- A small contribution to the economic potential for development is the mineral resources, which include oil and gas.
- The Eco-Resource Production Region is made up of the Kokstad and Estcourt areas.
- Development of energy resources development as a source of income for the region, focusing on sun, wind, wave, tidal and hydrogen energy development projects
- Land ownership supports economic development and the commercialisation of farmland.
- National and international investors are identified and actively pursued to invest in the region.
- Skills revolution works towards the needs of the area – alignment between economic needs of the region and the curriculum of the training institutions
- Localisation of material and procurement for the restoration of the dignity of rural people

- Inclusivity working towards equal access for all to work opportunities, in order to assist the marginalised
- Towns in the ESR with notable economic sectors:
  - Kokstad
  - Port Shepstone
  - Margate

### 3.2.2 Success factors

These components need to be implemented to drive the required change in the area to meet the targets set by the featured indicators:

- Land under traditional ownership that has been identified with the potential for development needs to be released according to a land release model that will be determined as part of phase four's implementation plans.
- Development in the region will be managed according to the principle of non-competitiveness, using a support model whereby the different areas work towards their strengths.
- Economic development needs to be supported by the planning and implementation of the required enabling infrastructure, which includes energy, water, roads and ICT.
- The skills revolution needs to be aligned with the economic developmental needs of the region.
- Municipalities provide effective infrastructure maintenance and upkeep, clean financial management and effective governance performance in support of economic development.

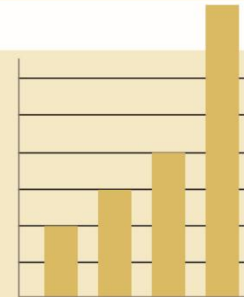


# The Economy High Level Summary

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%**.

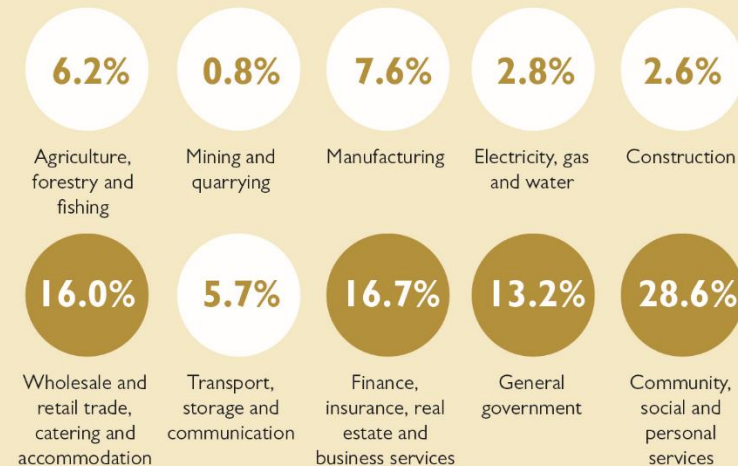


The total GVA per capita of the Eastern Seaboard Region (**R33,807**) is significantly lower than the national average of **R92,954**

## 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:

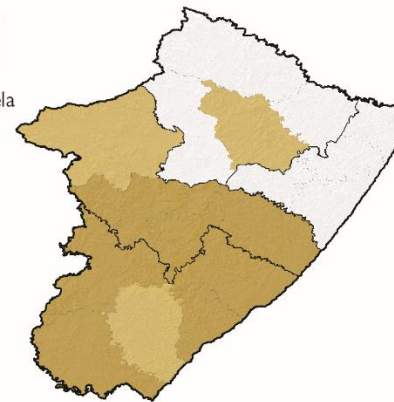
Ten municipalities have a tress index of more than 50, indicating that their economy is especially concentrated and vulnerable to exogenous variables

### More than 60:

- Ntabankulu
- Winnie Madikizela Mandela
- Umzimvubu
- Port St Johns
- Ngquza Hill
- Mhlontlo
- King Sabata Dalindyebo

### More than 50:

- Matatiele
- Nyandeni
- Umzimkhulu



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 Regions total economy.

## Focus industries:



### Agriculture and agro-processing

- Agri-Parks Programme



### Manufacturing

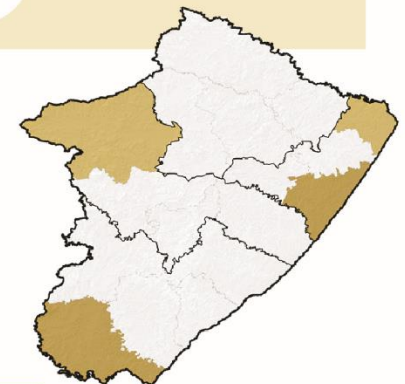
- Wild Coast Special Economic Zone: located around the Mthatha



### Tourism



### Oceans Economy





## 3.3 Spatial structure and environment

This section relates to the location of the study area, makeup of the land use in the region and its physical features. Also, the environment is discussed to ensure it is preserved, on the one hand, and responsibly used for economic development potential like eco-tourism.

### 3.3.1 Featured indicators

Following are the featured indicators, these are the targets to be met for the study area to realise its potential:

- Development principles for the new African coastal city:
  - Development of the key anchor nodes according to the polycentric development principles
  - Embrace African culture and heritage, ease of gatherings, free movement, transparency, and the blending and integration of nature
  - Using the promulgated regional status to develop regional planning and design standards for land use management, for developments in the area
  - Including endowments in the development of the region
  - Development of the tourism sector, cognisant of environmental sensitive areas
- Development of a new African coastal city as well as a new inland African city
- Learning institutions focusing on the potential of agrarian, tourism and the oceans economy
- Development of the oceans economy to establish ports for vessel and sea ferry construction, fisheries and tourism activities
- Restructuring of land ownership to advance the development of commercial farming to improve agrarian production output and create work opportunities
- Commercial farming would promote the need for access roads to markets as well as water and energy support to develop the farmlands. There are several road and rail connections that play a crucial role in rural–urban and rural–rural connections that need to be prioritised for implementation.
- Potential greenfield experiment to correct apartheid spatial planning legacy, promote new black industrialists and integrated city development (taken directly from the strategic documentation)
- Nodal development strategy promoted through national and provincial policy:
  - Development of Mthatha as a national urban node and development of a corridor between Mthatha and Lusikisiki
  - Extending the N2 from East London to Port Shepstone as part of the National Development Corridor
  - Development of the National Development Corridor along the N2, which passes through Port Shepstone, Lusikisiki and Mthatha
  - Regional development anchors proposed for Kokstad, Port Shepstone and Lusikisiki
  - Implementation of rural service centres
- Portions of the study area fall in the national ecological and biodiversity management areas that need to be preserved (including areas of Kokstad and Estcourt).
- The following specific towns in the Eastern Seaboard have been identified as priority towns in the PSDF:
  - Priority human settlements and housing development areas (PHSHDAs):
    - Kokstad
    - Port Shepstone
    - Uvongo–Margate

– Human settlement focus areas:

- Kokstad
- Port Shepstone
- Margate
- uMzikhulu
- Harding
- St Faith's
- Creighton

– Informal settlement upgrading:

- Kokstad

### 3.3.2 Success factors

These components need to be implemented to drive the required change in the area to meet the targets set by the featured indicators:

- Developments to correct the apartheid spatial planning legacy
- Development of nodes and corridors according to the direction set in the policy and strategic documentation
- Promotion and development of the economic sectors with strong potential for expansion in the area
- Enabling infrastructure, in the form of ICT, roads, water and energy, is required to support economic development.
- The landscape will shape and develop according to the unique features and endowments in the region.



# 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.

## 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.

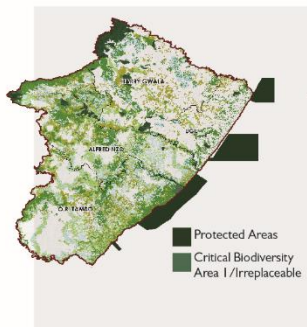
### Climate change: rainfall change

- 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.

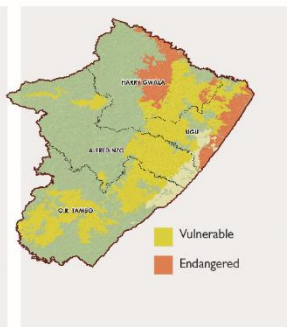
### Climate change: temperature change

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

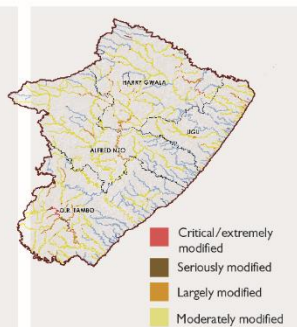
### Critical biodiversity and protected areas



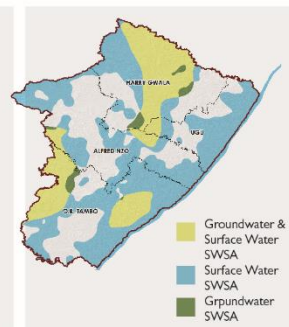
### Terrestrial ecosystem threat levels



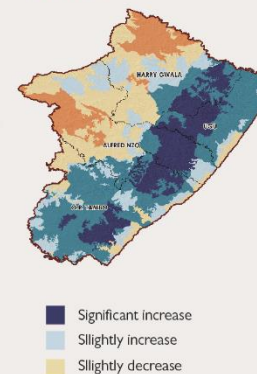
### Present ecological status of rivers



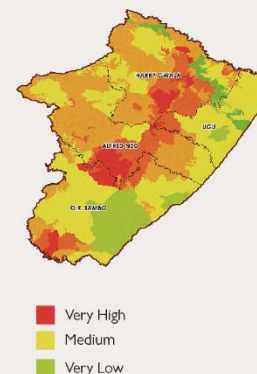
### Strategic Water Source Areas



### Changes in extreme rainfall



### Flood Hazard Index



### Changes in maximum temperature



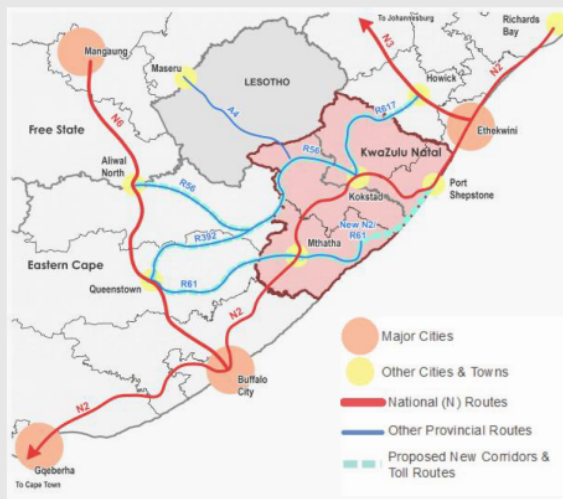


# The Spatial Structure High Level Summary

## 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 Ethekeini 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 Ethekeini
  - to the south following the N2 to Mthatha
- R61 Corridor: From the N6 close to Queenstown following the R61 to Mthatha.



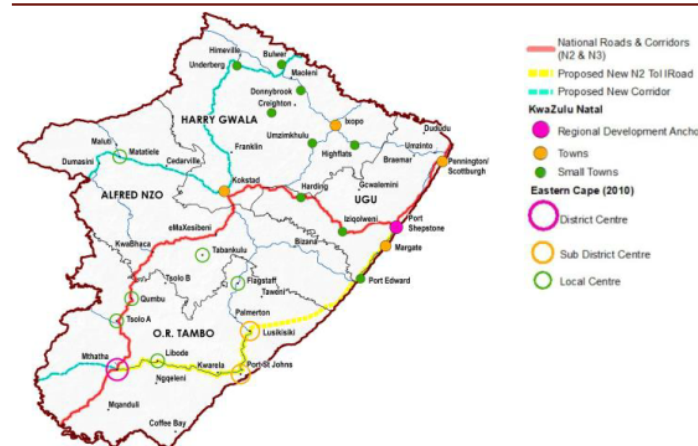
## Inter-regional Connectivity

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:



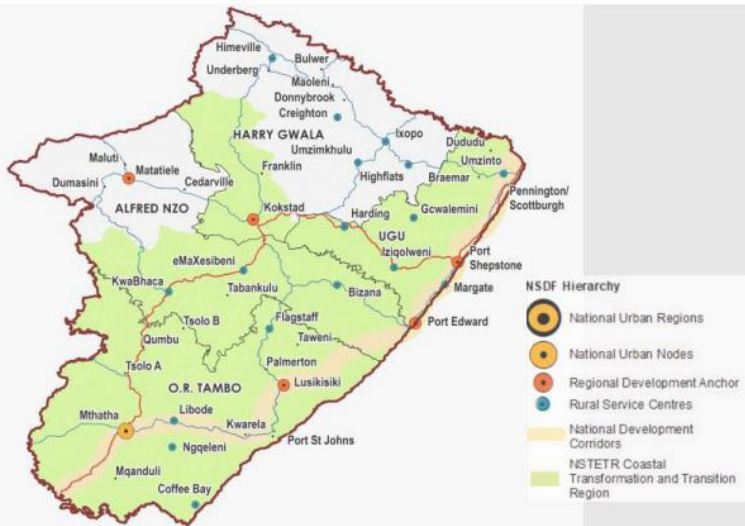
## Rural Development and land reform

Core for rural development in the Region:

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



# The Spatial Structure High Level Summary



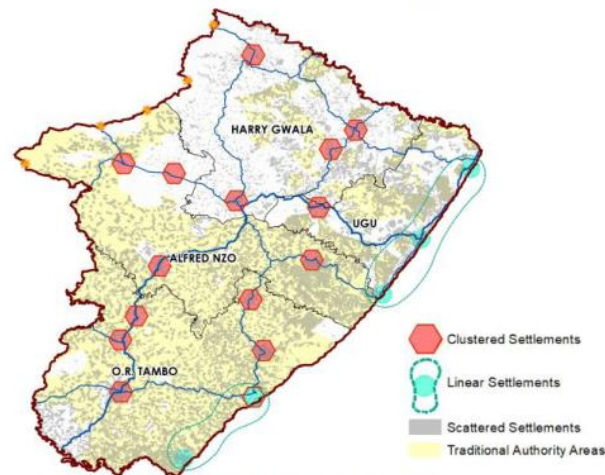
## Provincial SDF settlement hierarchy and nodes

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: **Gcwaremini**, **Creighton**, **Iziqulweni**, **Riversdale**, **Donnybrook**, **Bulwer**, **Tsolo**, **Qumbu**, **Tabankulu**, **KwaBhaca**, **eMaxesibeni**, **Ngqeleni** and **Coffee Bay**

## 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.

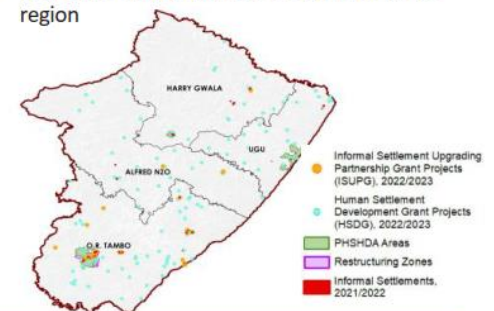


## Settlement development must:

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

## Human settlements

- Adequate dwellings 2021: 59.8% of households live in adequate dwellings (formal housing)
- Inadequate dwellings 2021:**
  - Informal housing: 1.7% of households (14,097 households) reside in an informal dwelling in backyard or in an informal/squatter settlement or on a farm. There are 36 informal settlements in the region.
  - Traditional structures: 37.9% of households (310,251 households) reside in a dwelling made of clay, mud, reeds or other locally available materials, such as huts or rondavels.
- Urban vs Rural:**
  - In 2021 a total of 19.9% of the population reside in urban areas, 74.4% in non-urban (traditional areas) and 5.7% on farms
  - Increase in urban population 2016 to 2021: 10,566 (highest increase in King Sabata Dalindyebo Municipality)
  - Increase in non-urban population 2016 to 2021: 30,457 (highest increases across Ugu and OR Tambo Districts)
- Settlement growth pressure projections for 2050 indicate that Kokstad will experience extreme settlement growth pressure. Mthatha, Lusikisiki, Matatiele and the coastal areas of Pennington/Scottsburg, Port Shepstone, Margate and Port Edward will experience high growth pressure.
- There are eight (8) declared PHSHDAs in the region





## 3.4 Engineering infrastructure

Supporting infrastructure, also called enabling infrastructure, is required for the development and expansion of economic development. No development can be done without additional bulk infrastructure capacity.

### 3.4.1 Featured indicators

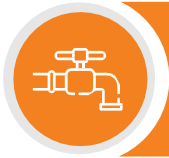
Following are the featured indicators, these are the targets to be met for the study area to realise its potential:

- Energy generation from the sun, wind and ocean. The region is the leader in wave and tidal generation, supplying power to the region and spare capacity to the nation grid.
- Development and expansion of water resources in the form of new dams as well as desalination plants
- Energy generation from tidal and wave generation and the desalination plants provide work opportunities to the area's people and learning opportunities to other provinces to promote sustainability.
- Additional bulk capacity in energy and water to sustain the economic development potential of the area
- Transport bulk infrastructure provided to the region in the form of air, road and rail for passenger and cargo
- ICT covers the region, reducing the need for travel, thereby minimising the load on air, road and rail for passengers.
- Due to an increase in people visiting the area, new roads, rail, ports and airport developments are required.
- The municipalities and regional SOEs focusing on infrastructure maintenance
- Prioritising local skills development from the local universities and training colleges to support the economic development in the area

### 3.4.2 Success factors

These components need to be implemented to drive the required change in the area to meet the set targets:

- Additional bulk Infrastructure capacity is required that functions as the enabler of economic development;
- The focus of development in the area is on the sustainability of resources and supply of additional infrastructure capacity;
- Planning and implementation are done according to the integrated regional plan;
- Scheduled maintenance is done by the relevant municipalities without delay; and
- Capital budgets are prioritised towards infrastructure development and maintenance.



# The Services of the Eastern Seaboard Region

## 3.5 Services Provision

The section focusses on the needs of local communities for services, the provision thereof as well as the current backlogs.

### 3.5.1 Featured Indicators

Following are the featured indicators, these are the targets to be met for the study area to realise its potential:

- Sufficient electricity and water supply to all industrial, commercial and residential areas;
  - All residential areas are formalised with no informal settlements;
- Municipalities are maintain an acceptable collection ratio for rates and taxes;
- Implementation of new and maintenance of current infrastructure;
- Planning for extension of services to cater for new developments;
- IGR effectiveness to manage infrastructure for social services; and
- SCADA systems to manage electricity and water infrastructure.

### 3.5.2 Success factors

These components need to be implemented to drive the required change in the area to meet the targets:

- No existing backlogs for services for all households;
- Up to date maintenance schedules for all municipal services;
- Effective financial management controls; and
- Integration between the regional SPV and the municipalities with infrastructure planning and development.

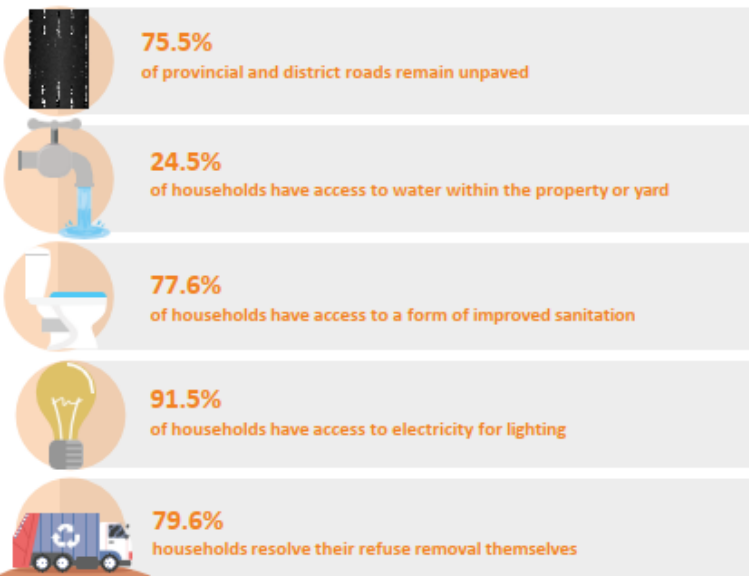


# The Infrastructure and services High Level Summary

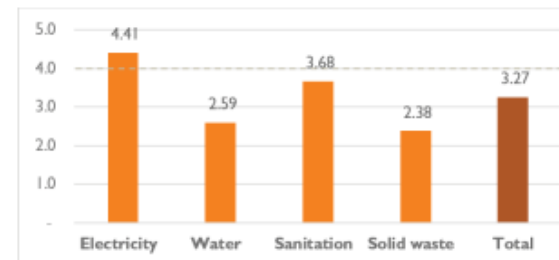
## Overall infrastructure summary

Infrastructure provision varies in terms of level of service across the region, with the coastal area of Ugu in Kwazulu-Natal being generally better serviced than the more rural, inland areas and the coastal areas of OR Tambo in the Eastern Cape. Much of this remains a legacy of historic service provision. The inland urban centres of Mthatha and Kokstad do have relatively mature infrastructure networks, which are however requiring investment in rehabilitation and renewal of key assets. They do however represent existing systems that can be leveraged, through infrastructure investment, to provide the necessary enabling services to unlock future development and should therefore be viewed as key enablers.

The lack of basic services in rural areas remains a significant challenge, and needs to be addressed in future plans, at both district and local level. Given the challenging topography and dispersed nature of rural development, localised forms of infrastructure provision need to be considered to overcome the cost and implementation challenges. Key opportunities here include localised renewable energy generation, particularly solar, as well as formalised water treatment options for groundwater abstraction and localised wastewater treatment facilities, taking into account the requisite operations and maintenance requirements.



## Infrastructure Quality Index – Eastern Seaboard Region average

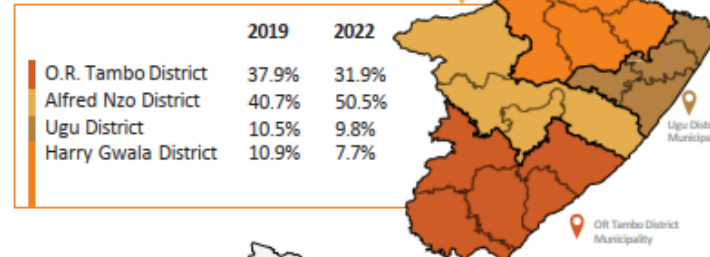


**Infrastructure Quality Index:** Figures below a value of 4 represent average levels of service below the basic requirement. While electricity is relatively well provided throughout the region, there is a significant challenge in delivering adequate levels of service for both water and sanitation. Solid waste, a local municipal function, is currently operating at a sub-rudimentary level.

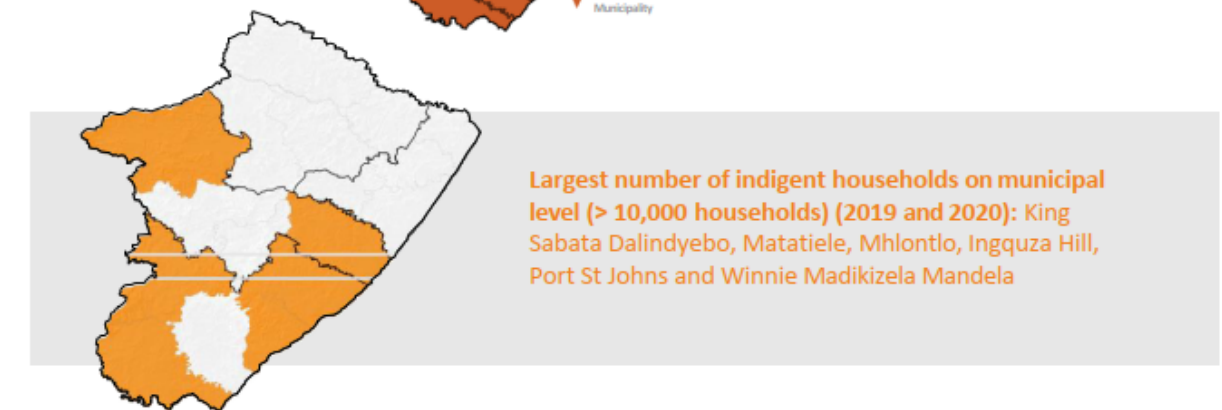
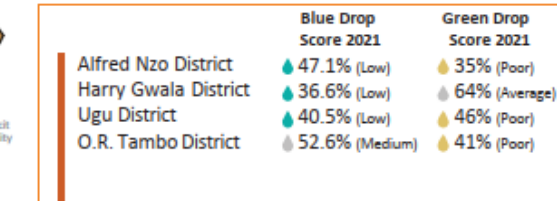
Eastern Seaboard Region total indigent households identified by the municipalities in 2019: 191,274 (23.8% of total households).

For indigent households who are designated to receive free basic services, **42.5%** of these households have access to free basic electricity, **29.4%** to water, **27.6%** to sanitation and **7.4%** solid waste management. This illustrates the significant backlog in provision of necessary indigent services to such households in the region.

## Distribution of indigent households



## Blue Drop and Green Drop Status 2021





## 3.6 Governance

Governance is an indication of how well the districts and local municipalities perform against national standards set by the Auditor General of South Africa. The section also includes the contribution of the provincial sector departments and SOEs contribution through IGR.

The financial sustainability of the municipalities is discussed which includes their sources of own revenue and dependency on national / provincial grants.

### 3.6.1 Featured Indicators

Following are the featured indicators, these are the targets to be met for the study area to realise its potential:

- The Regional SPV manages the planning of the region's development, funding and investments towards regional development, management of programmes and implementation of regional projects;
- Clean audit from the Auditor General of South Africa for all District, Local Municipalities, Provincial Departments and SOEs;
- High level of skills is available for financial, technical, planning and managerial positions;
- Highly functional IGR forums that includes the SOEs;
- Effective management of district level investment. Investment forums held at bi-annual conferences to attract international and national investment; and
- Collaboration is driven by the municipalities to attract other spheres of government and stakeholders for investment in the region and boost local job creation.

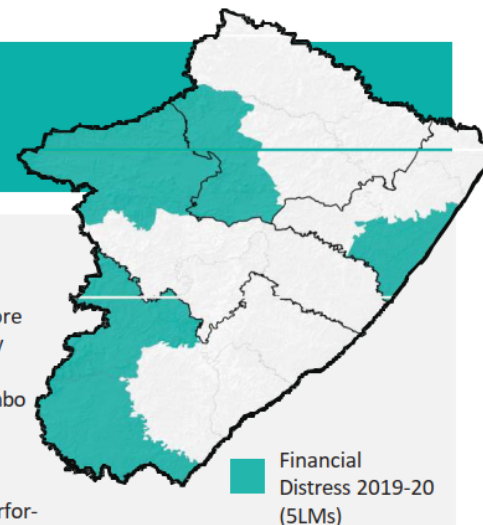
### 3.6.2 Success factors

These components need to be implemented to drive the required change in the area to meet the targets:

- Effective financial management in all municipalities with a low dependency on grants;
- Policy of skills promotion within all public offices;
- Focus on the implementation of enabling infrastructure components that supports economic development, as well as pro-active maintenance of current infrastructure; and
- Effective IGR between all levels and SOEs.



# 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.



## 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: O.R 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

Staff 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. Nkosasana Dlamini Zuma (31.4%), Ray Nkonyeni (24.2%) and Umzumbe (17.3%)
- **Municipalities with Municipal Manager vacancies (2019/2020):** Port St Johns, Nyandeni, Matatiele, Ugu DM, Umdoni, Umuziwabantu 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.

# PART D: SPATIAL DEVELOPMENT FRAMEWORK FOR EASTERN SEABOARD REGION

<b>4</b>	<b>Spatial Vision and Conceptual Framework.....</b>	<b>54</b>	<b>5</b>	<b>Spatial Strategies and Proposals.....</b>	<b>63</b>
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## 4 Spatial Vision and Conceptual Framework

### 4.1 Spatial Vision

Recognising the historical and regional context, legal and policy environment, guiding development principles described in preceding sections, the following spatial vision has been defined for the Eastern Seaboard Region:

A Region known for its thriving economy, using its natural environment in a way that is responsible, inclusive, 'smart' and sustainable.

### 4.2 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 to 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 is largely focused on taking advantage of the region's endowments and resources, whilst 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 region's endowments (fertile land, ocean, people, fauna and flora, forests, etc.) by identifying and then unlocking the region's socio-economic development potential. In doing so, priority should be given to identifying key assets and natural resources that form the region's competitive advantage and that stimulate and catalyse economic development and spatial transformation. 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 to yield more longer-term benefits for the economy and people of the region.

Once the endowments are uncovered, these should be **ENHANCED**. Through the process of enhancement, there is a conversion from the potential of the region's resources to be used in a way that collectively contributes to the well-being of the region. 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 (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 investment in the people of the region to capacitate them and provide access to opportunities to begin actively participating in the economy.



Figure 11: Framework for the ESRSD Theory of Change

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

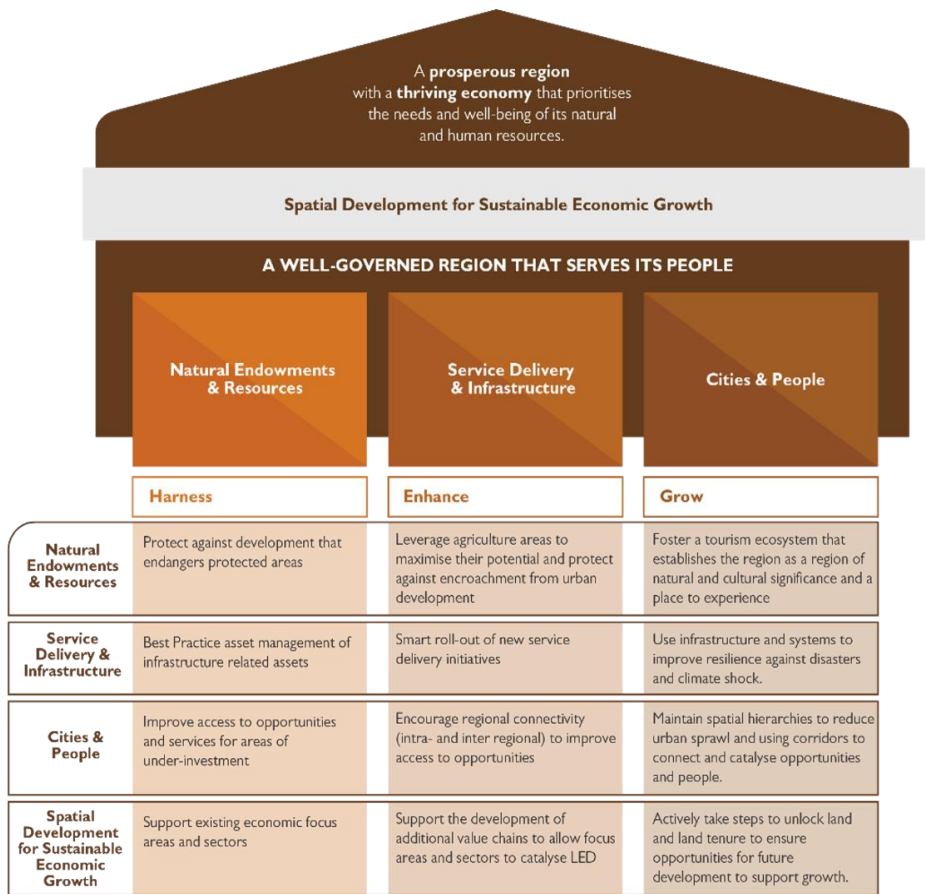


Figure 12: ESRSDF Theory of Change

### 4.3 Development principles for ESR

The development principles are concepts and design considerations that must be applied to the Eastern Seaboard Region and guide the vision and conceptual framework. The principles were developed to provide structural support to the initiative and ensure the spatial vision is built on a strong strategic base that provides direction for the development of ESR. The section below articulates the interpretation of the nine principles set out for the ESR.

#### 4.3.1 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 ESRSDF 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.**

### 4.3.2 Polycentric Region

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

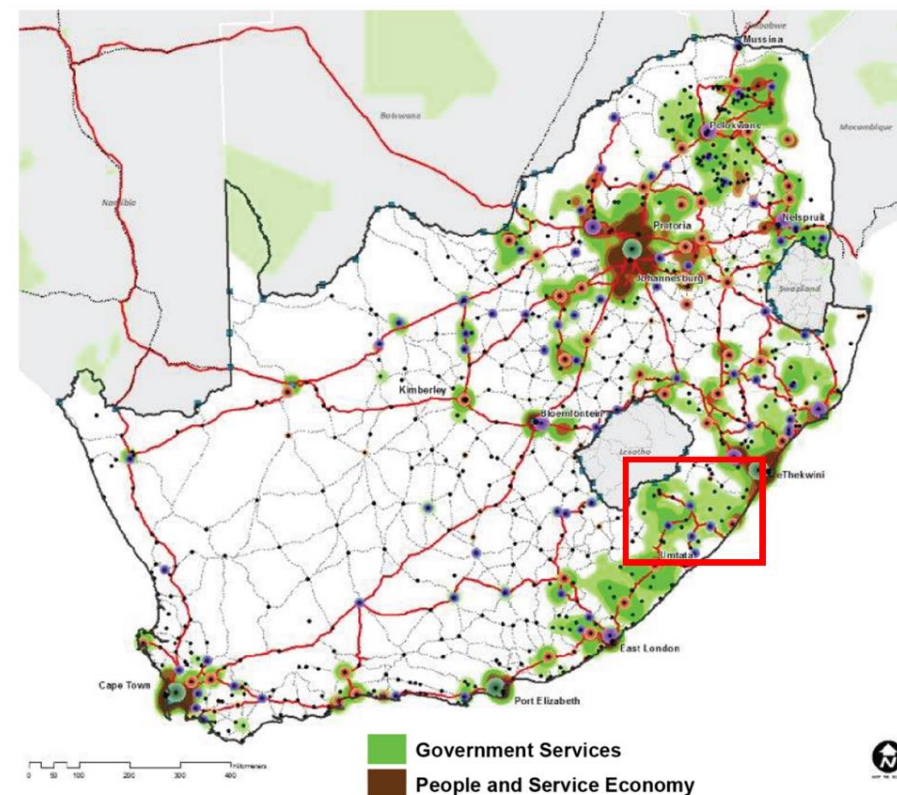
The NSDF calls for plans to make a clear distinction between the roles and capacities of different types of settlement on the national settlement network. This should be done by developing a systems-based polycentric rural service-delivery network around regional developments anchor and carefully selected 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.**



**Figure 13: People and agglomeration economies in polycentric network of cities and towns**

In driving productive rural regions, such as the ESRSDf, 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 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 sprawl so that 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.

### 4.3.3 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 emphasises 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.

### 4.3.4 Localisation

The situational analysis revealed 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 the connection of 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:

- Coastal, cultural and heritage tourism
- An oceans 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 that promotes and supports local businesses and involves communities.

### 4.3.5 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 can access 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 functionality of the movement network. This network follows development and in turn the network can open up development opportunities. If managed well, 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 form critical informants to the conceptual framework and spatial strategies contained in this framework.

#### 4.3.6 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 provide economic opportunities such as proper sanitation and the supply of quality food and water. Renewable energy sources such as 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.

#### 4.3.7 African 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 in 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 their 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 (4IR) 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 in 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 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 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 decisions 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 ESRSDF, 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.

#### 4.3.8 Smart villages

Research on smart cities is growing and sparking discussions that promote diverse viewpoints. However, most of this research focuses on large, densely populated urban areas with abundant technology and resources, leaving rural areas largely unexplored.

Some researchers believe that smart city research can be seen as a scalable approach to be applied equally to the study of social phenomena unfolding at the level of villages as well as cities. However, others argue that rural areas have their own unique characteristics, so the solutions should be distinct. While current smart city research has laid the foundation for smart rural development, rural areas require more tailored approaches. Smart rural development initiatives, often called “smart villages”, are seen as essential solutions to address challenges like remoteness and declining populations in rural areas.

The idea of smart villages focuses on enhancing rural areas and communities by leveraging their existing strengths and assets while creating new opportunities, which is relevant to the ESRSDf. In smart villages, both traditional and modern networks and services are improved using advanced digital technology, telecommunications, innovation, and knowledge utilisation. This benefits rural communities and businesses by supporting a better quality of life, improved living standards, enhanced public services, efficient resource utilisation, reduced environmental impact, and fresh opportunities for rural value chains through improved products and processes.

It is important to note that the concept of smart villages is not a one-size-fits-all solution. It is tailored to the specific needs and potential of each region and its strategy, with support from either new or existing territorial plans. Key elements include investing in infrastructure, fostering business growth, developing human capital, building capacity, and promoting community development. Effective governance and citizen engagement are also essential components.

Smart villages hold particular significance for the Eastern Seaboard not only due to the rural nature of Eastern Seaboard, with only 19.9% of its population in urban areas, but also due to the significant migration of young people from sparsely populated rural areas to urban centres and smaller towns. This migration is driven primarily by the limited economic prospects and inadequate access to essential services in rural areas. This migration puts further constraint on the urban centres and smaller towns in terms of bulk infrastructure and services. South African cities are struggling to keep up with the demands on service delivery and cannot respond to their constituencies’ needs. The perceptions are often linked to high-end technology and innovations, which may seem impractical for a developing country like South Africa that has more basic priorities to address.

There should, however, be a balanced approach to development that includes both urban and rural areas. Here are the key points:

- Inclusion of smart villages: It is argued that the concept of “smart cities” should extend beyond urban centres and encompass rural areas as well. The idea is that no city or urban area should be isolated from its surrounding localities. This inclusive approach recognises the need to bridge the digital and developmental divide between urban and rural areas.
- Preventing isolation: Focusing exclusively on urban development can create a significant divide between areas with access to advanced technology and efficient services and those that do not. This division can exacerbate disparities and inequality.
- Maintaining rural–urban linkages: It is essential to ensure that as urban areas develop and become “smart cities”, they maintain and strengthen their linkages with rural areas. These linkages can be economic, social, or infrastructural, and can help in the equitable distribution of opportunities and resources.
- Efficiencies in urban areas: While densely populated urban areas often offer the best opportunities for implementing efficient smart solutions due to economies of scale, this should not deter efforts to address the unique challenges faced by rural communities.

- Benefits of smart approaches in rural areas: Rural areas play a critical role in primary sectors such as agriculture, which are essential for food security and economic stability. Applying smart approaches in rural areas can lead to increased agricultural productivity, improved healthcare and education, better infrastructure, and enhanced quality of life for rural populations.

Incorporating smart technologies and innovative solutions in rural areas can help bridge the urban–rural divide, promote sustainable development, and create a more inclusive and interconnected society. It is important for governments and policymakers to adopt comprehensive strategies that take into account the unique needs and opportunities of both urban and rural regions to achieve balanced and equitable development.

#### 4.3.9 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 is possible to start addressing the challenges of poverty, unemployment and inequality particularly amongst women, youth and people living with disabilities.

#### 4.3.10 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 be sufficiently addressed.
- Communities be activated to play a larger role in crime prevention.
- Public spaces should be properly planned and managed for crime prevention.
- Local safety be mainstreamed into the community fabric.

### 4.4 Development objectives

The development objectives for the Eastern Seaboard were derived by considering and aligning the policy context, the opportunities and challenges the vision for the area and the development principles for Eastern Seaboard. Five development objectives have been set out for the ESRSDf. Table 9 sets out the development objectives together with the resulting proposals, which are discussed in the chapter that follows.

**Table 9: ESRSDF objectives and proposals**

Development objective	 <p><b>1</b> <b>Sustainable and resilient natural resources</b></p>	 <p><b>2</b> <b>Viable and inclusive spatial transformation</b></p>	 <p><b>3</b> <b>Promoting land reform</b></p>	 <p><b>4</b> <b>Smart infrastructure and service delivery</b></p>	 <p><b>5</b> <b>Productive urban and rural economy</b></p>
Outcomes	A resilient and healthy environment that can be enjoyed and leveraged sustainably	Using spatial targeting to improve quality of life through sustainable human settlements, accessibility, urban form and hierarchy	Improve land administration and ensure that land issues do not stifle the future development of the Eastern Seaboard	Strategic application of “smart” principles for improved implementation of infrastructure and service delivery in the region.	A productive economy that leverages off the region’s urban and rural endowments in key catalytic sectors
Proposals	<ol style="list-style-type: none"> <li>1. Maintain and protect sensitive environments</li> <li>2. Resilient and climate sensitive design</li> </ol>	<ol style="list-style-type: none"> <li>3. Encourage spatial transformation by promoting development in accordance with the spatial hierarchy</li> <li>4. Spatial targeting for human settlement development</li> <li>5. Manage urban development edges</li> <li>6. Prioritise connectivity and enable mobility</li> </ol>	<ol style="list-style-type: none"> <li>7. Localised Integrated Land Service Office (LILSO)</li> <li>8. Enabling land reform</li> </ol>	<ol style="list-style-type: none"> <li>9. Upgrade the services in underserved areas</li> <li>10. Create a digitally connected region</li> <li>11. Inclusive smart development</li> </ol>	<ol style="list-style-type: none"> <li>12. Support the Wild Coast SEZ</li> <li>13. Promote and support the economy and full value chains in key sectors (agri-economy, oceans and aqua economy)</li> <li>14. Enable small town regeneration</li> <li>15. Prioritise skills development</li> </ol>

## 4.5 Spatial concept

The intention of this framework is to address regional challenges and to work towards transforming the Eastern Seaboard into a space that is more equitable and inclusive.

The conceptual framework brings together structuring elements of the following:

- Natural resources and assets
- Nodes and hierarchies
- Development corridors and linkages
- Smart cities
- 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 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 details are set out in the spatial proposals.

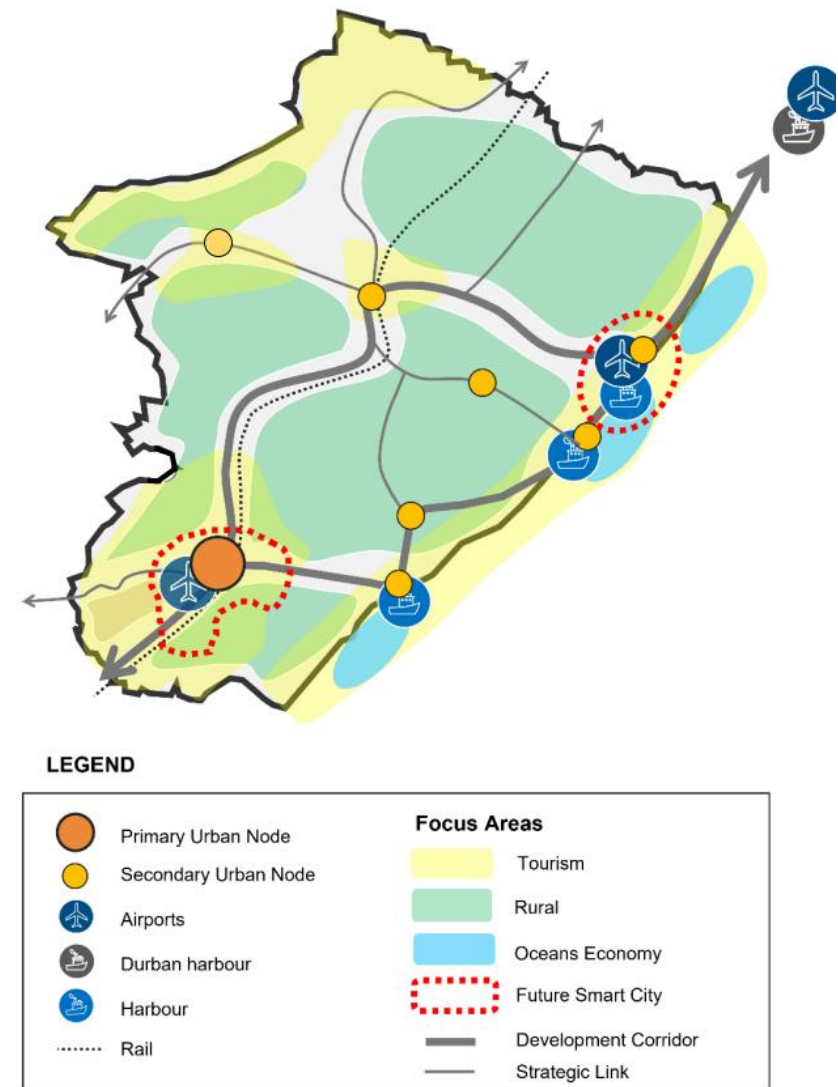


Figure 14: Conceptual framework

## 5 Spatial strategies and proposals

The vision for the Eastern Seaboard is underpinned by five objectives, which will work together to ensure 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 spatial proposals followed by tangible actions for implementation.

### 5.1 Development Objective 1: Sustainable and resilient natural resources

**The intention of this development objective is to promote a resilient and healthy environment that can be enjoyed and leveraged sustainably.**

#### 5.1.1 Proposal 1: Maintain and protect sensitive environments

The Eastern Seaboard has a wealth of natural resources and assets that currently experience pressures from competing interests such as development pressure. There are also future threats expected to impact the region as the effects of climate change begin to impact on the environment and communities.

This proposal identifies an environment protection focus area that covers the most sensitive resource areas that require protection and management. Some of these areas are already formally protected by legislation. **In these areas, only limited or very low impact activity should be permitted.**

The environment protection focus area is comprised of the following natural resource categories:

- Protected areas
- Critical Biodiversity Area 1 – CBA 1
- National Protected Area Expansion Strategy (NPAES)

- Cultural and heritage areas
- Strategic water source areas (SWSA)
- High-potential agricultural areas (HPAAs)

#### 5.1.1.1 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 following areas in the region are formally protected in terms of the National Environmental Management: Protected Areas Act or other laws and convention agreements:

- 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 buffer zone around the Maloti-Drakensberg Transfrontier Park /uKhahlamba Drakensberg World Heritage site is also considered an environmental focus protected area
- Marine protected areas:
  - Hluleka
  - Pondoland
  - Protea Banks
  - Trafalgar and Aliwal Shoal
- The Ramsar wetlands are considered internationally important and are registered and protected in terms of the Ramsar Convention on Wetlands, signed in 1971. The Ramsar wetlands include:
  - The Ntsikeni Vlei near the town of Kokstad
  - The Natal Drakensberg Park in the Maloti-Drakensberg Transfrontier Park
  - Coastal Conservation Area
  - Coastal Protection Zone
- Various provincial and local nature reserves

In respect of the **marine protected areas**, future development along the coast should 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.

In addition, 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 area extends 1 km inland from the high-water mark of the sea and tidal river. Before development may take place in the area, a permit must be obtained from the Department of Economic Development, Environmental Affairs and Tourism in the Eastern Cape.

Lastly, a **coastal protection zone** is identified in the National Environmental Management: Integrated Coastal Management Act. The zone starts at the high-water mark and extends inland for 100 m in urban areas (where properties are zoned as residential, commercial, industrial, multi-purpose or similar) and 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 will compromise the purpose of the zone may take place.**

#### 5.1.1.2 Critical biodiversity areas (CBAs)

CBAs are areas that are critical for biodiversity conservation. For the ESRSDF, CBAs are incorporated under protected areas and include 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, recreation or sensitively managed game farming can be accommodated.

#### 5.1.1.3 National Protected Area Expansion Strategy

The inclusion of the National Protected Area Expansion Strategy (NPAES) in the ESRSDF aligns 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 are as follows:

- The Pondoland Centre of Endemism
- The grasslands of the southern Drakensberg
- The wetland complexes of Matatiele
- The remaining pockets of coastal forest and grassland
- Critical landscape corridors that link ecological regions, particularly those that link the coast of KwaZulu-Natal to the interior

#### 5.1.1.4 Cultural and heritage areas

Tourism and the expected increase in the number of visitor numbers to the region have been identified as a significant opportunity, specifically relating to the development of eco-tourism, agri-tourism and the accommodation industry. There are also potential linkages between tourism, small enterprises and agriculture, which are discussed in Objective 5.

Heritage sites, routes and places of cultural significance in the region 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 Mqokezweni
- 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"

#### 5.1.1.5 Strategic water source areas (SWSAs)

Much of the region falls in strategic water source areas (SWSAs), which makes water resource management a high priority. Therefore, the focus of the ESRSDf should be on the following:

- Maintaining and enhancing ecosystem services
- Limiting water-intensive land uses (e.g. afforestation or irrigated crops) and those that have a high potential for surface water pollution (e.g. heavy industry or crops which require high levels of fertiliser or pesticides)
- Limiting land uses that result in a considerable “hardening” of the catchment area (i.e. land uses that result in hard, impermeable surfaces such as urban areas where rainwater cannot infiltrate the ground)

Land use management is a municipal function, and development applications submitted to municipalities should be strictly considered in terms of their potential inference with these water resources.

#### 5.1.1.6 High-potential agricultural areas (HPAA)

High-potential agricultural areas (HPAAs) support the Conservation of Agricultural Resources Act (CARA), 1983 (Act 43 of 1983). The main purpose of this Act is to provide control over the use of natural agricultural resources 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 aim of the ESRSDf is therefore to further promote the protection of high-potential agricultural land in line with the CARA.

The proposal is further that HPAAs 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 the Act.

Some of the proposed protected agricultural areas may potentially conflict with existing or proposed land uses, such as those areas designated as already protected or in the protected area expansion strategy areas and in the wetland complex areas near Matatiele, Cedarville, Himeville, Creighton and Ixopo. This

does, however, present the opportunity to use these areas for non-intensive agricultural activities that will indirectly benefit the environment by discouraging the use of the land for more destructive uses such as industry or urban nodal development.

Furthermore, it's crucial to designate general farming areas, apart from high-potential agricultural zones, as environmental protection areas. This designation aims to prioritize the promotion of sustainable farming practices that do not compromise or harm the environment.

General farming areas include areas where agricultural activities (farming) or agriculture-related enterprises form the predominant land use should be or where land is not reserved for other uses such as for human settlement or for environmental protection and conservation.

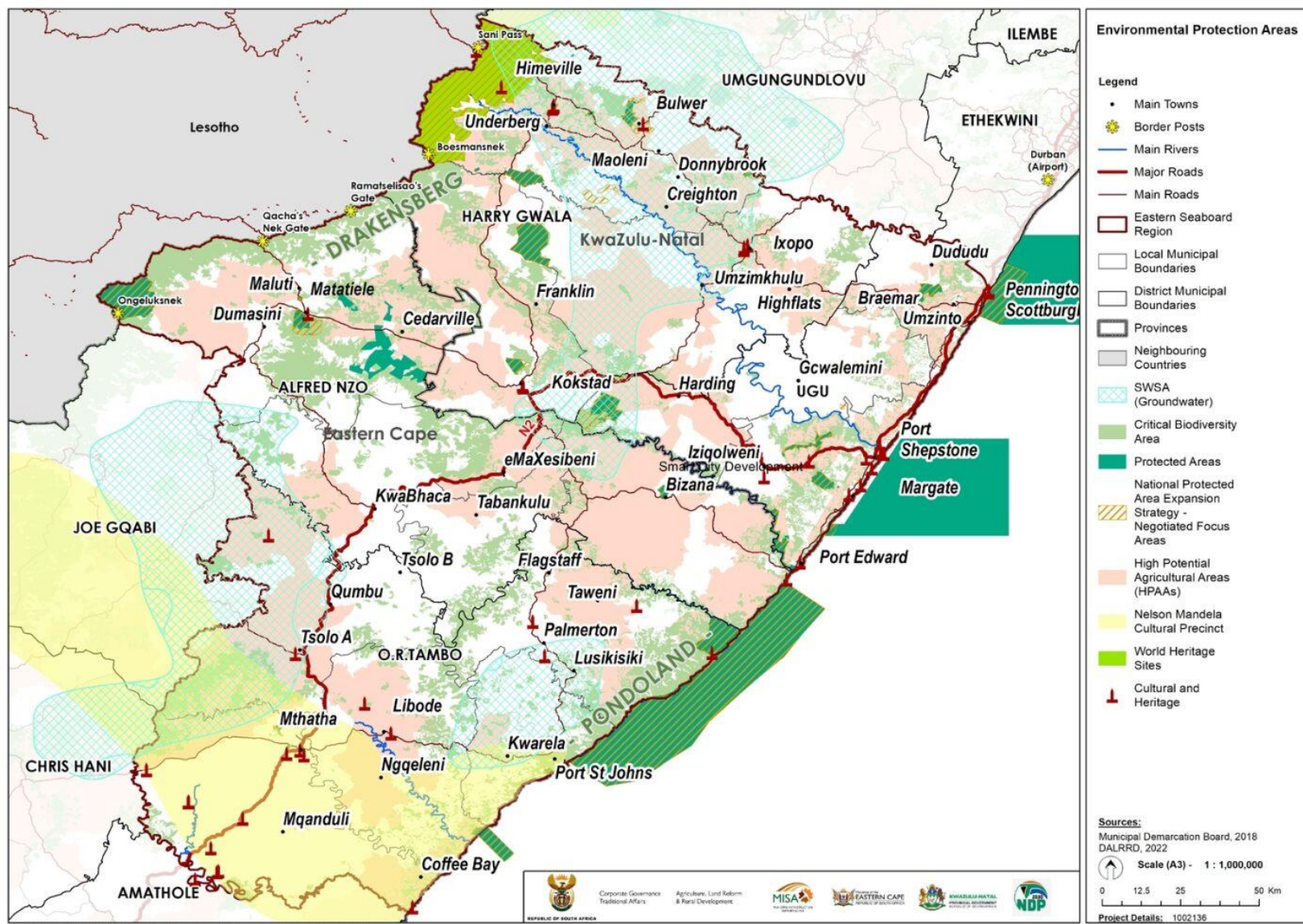


Figure 15: Proposal 1: Maintain and protect sensitive environments

## 5.1.2 Proposal 2: Resilient and climate sensitive

To ensure the resilience of communities and the environment for the future, it's imperative to implement mitigation measures aimed at reducing vulnerability. These measures are essential for assisting communities in initiating adaptations to cope with the impacts of a changing climate. This proposal identifies the following three key areas for intervention:

- Climate adaptation measures
- Supporting subsistence farmers
- Renewable energy

### 5.1.2.1 Climate adaptation measures

The region exhibits a high degree of natural climate variability and is prone to both flood and drought conditions. Climate change is expected to increase the frequency and magnitude of these and other extreme weather events. In responding to the likely impacts of climate change, the following should be considered:

- Develop strategies to support the transition to more water-sensitive cities and communities, particularly in the Alfred Nzo and Harry Gwala districts.
- Invest in ecological infrastructure and ecosystems-based adaptation: restoration of wetlands and rehabilitation and protection of catchment areas.
- Invest in the development, maintenance and restoration of ecological infrastructure to increase resilience to climate change and encourage long-term sustainability and job creation.
- Incorporate climate change into infrastructure design standards, considering both adaptation and mitigation benefits.
- Improve the coordination of policies and co-creation of adaptation solutions with key stakeholders and vulnerable communities.
- Invest in monitoring and early warning systems (disaster risk reduction).
- In addition to the above, the following should also be noted for areas most susceptible to flooding risk (Figure 16):

- Keep development away from rivers and floodplains. Plan a phased retreat of existing infrastructure if feasible. Prioritise Port St. Johns in the short term for urgent intervention.
- Municipalities along the coast should indicate the coastal buffers and set-back lines in their SDFs.

### 5.1.2.2 Supporting subsistence farming

The correlation between climate and food security is evident as factors like rainfall and temperature significantly impact agricultural productivity. Within the region, communities heavily rely on subsistence farming, constituting approximately 71% of current field crop agriculture. It's crucial to enhance and support subsistence farming through targeted programs aimed at bolstering rural communities and aiding subsistence farmers in building resilience while improving food security.

These support programs should prioritize skill development and training initiatives, specifically focusing on fostering sustainable farming practices. By providing guidance aligned with the guidelines outlined in the District Rural Development Plans for KwaZulu-Natal and the Eastern Cape, interventions can be more effective and attuned to the needs of these regions. These programs need to align with the strategies laid out by the Department of Agriculture, Land Reform, and Rural Development to ensure comprehensive and impactful support for subsistence farmers and rural communities.

### 5.1.2.3 Renewable energy

The Eastern Seaboard Renewable Energy Feasibility Study was concluded in July 2023, which confirms that there is solar energy and hydropower potential in the region. The highest potential is situated in OR Tambo and Alfred Nzo (see Figure 17 and Figure 18). In addition to this, there is currently one hydro and nine solar PV projects prioritised in the region. The total generation capacity across all prioritised renewable energy projects in the region is 4,878 MW with a capex budget of R66,991 billion.

It is recommended that detailed project assessments be conducted to evaluate technical feasibility and site suitability for the selected projects. Additionally, it is advised that grid integration studies also be conducted to assess compatibility with the existing grid infrastructure and identify necessary upgrades. A generation connection capacity assessment for the Eastern Seaboard network at all nodes should be kept updated as well to make generation capacity information readily available to potential investors.

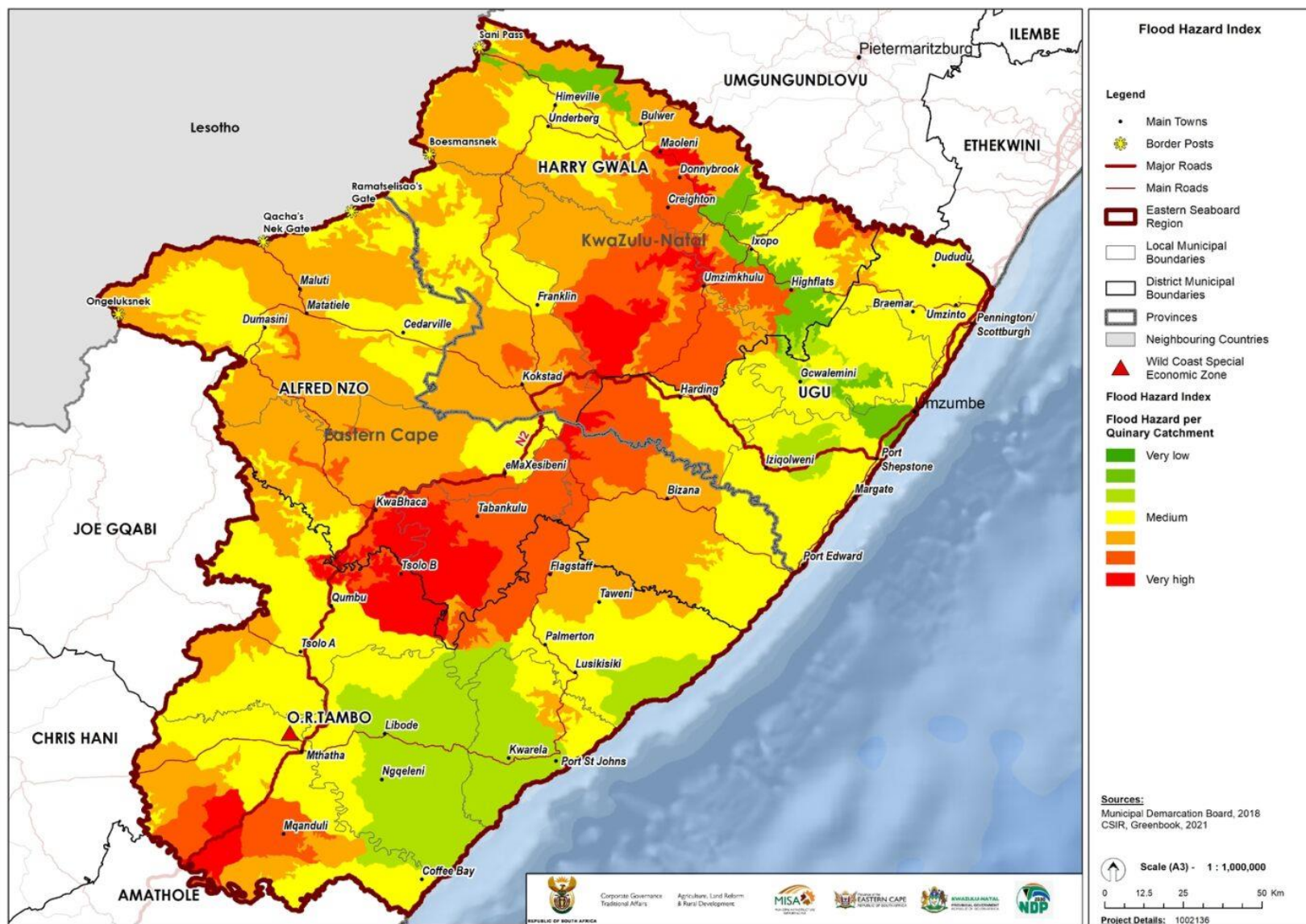


Figure 16: Flood hazard index

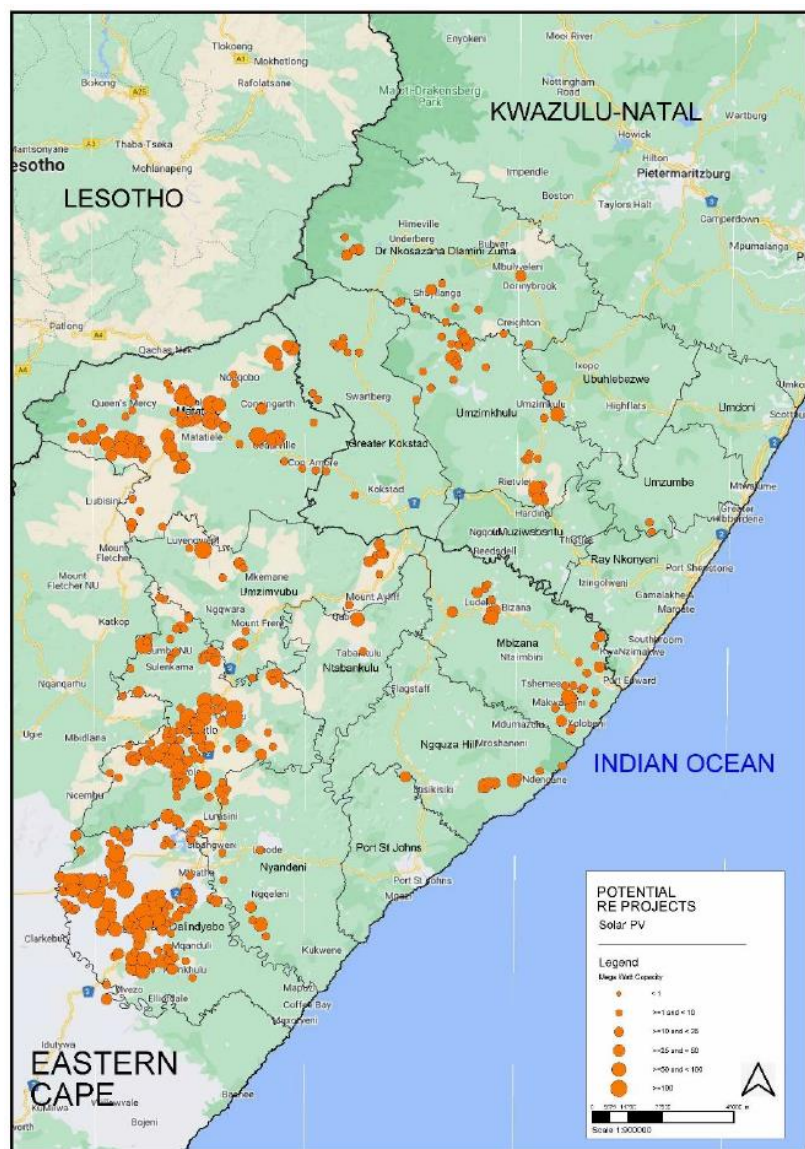


Figure 17: Potential solar PV projects



Figure 18: Potential hydropower sites

## 5.2 Development Objective 2: Viable and inclusive spatial transformation

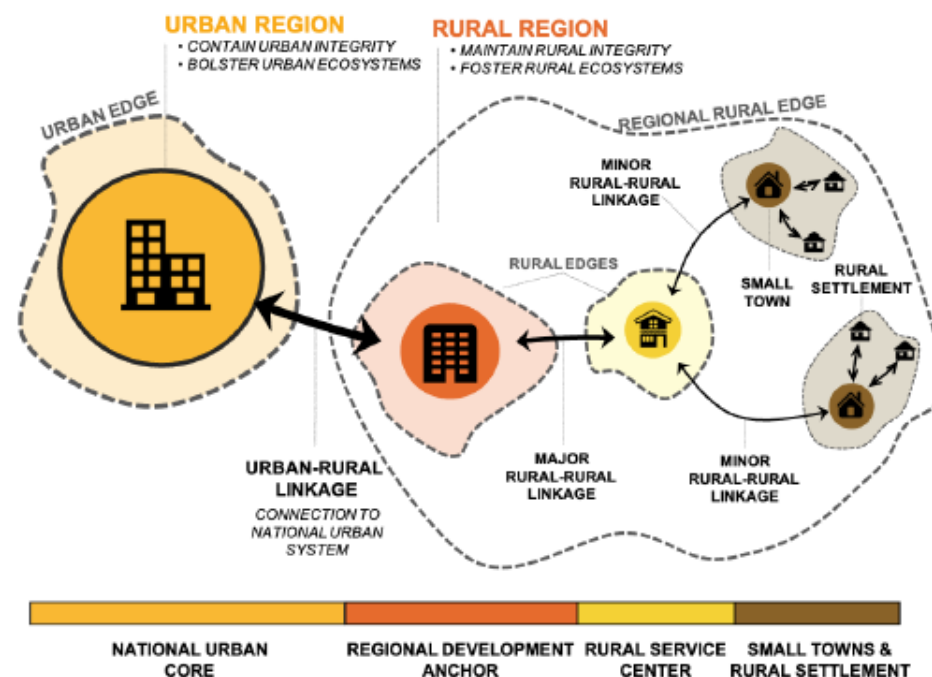
The intention of this development objective is to use spatial targeting to improve quality of life through sustainable human settlements, accessibility, urban form and hierarchy.

### Proposal 3: Encourage spatial transformation by promoting development in accordance with the spatial hierarchy

To minimise the impact on the region's natural resources and to promote spatial transformation of emerging and underdeveloped areas, it is essential that human settlement and economic activities be consolidated around a number of strategically located settlements or nodal points in the region. These settlements will become focal points for future social and economic investment (spatial targeting) by all spheres of government as well as the private sector.

Rural areas in the region have experienced unintegrated and fragmented spatial and economic initiatives. To enable these rural areas to become and stay productive, the ESRSDf aligns with the NSDF's Regional–Rural Development Model (Figure 19), which:

takes a systemic view of rural areas, and proposes the “soft delineation” of “polycentric functional rural regions” that have (1) at least one well-connected regional development anchor, both within the region on the national transport network to “anchor” the region in 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 intraregional trade between towns and villages in the region (NSDF, p. 94).



**Figure 19: NSDF's Regional–Rural Development Model**

Following the national model, the spatial hierarchy for the RSDF is illustrated spatially Figure 20 and includes:

- Urban nodes
  - National urban nodes
  - Regional development anchors
- Rural nodes
  - Rural service centres
- Rural settlements
  - Local towns and large villages
  - Small rural villages
  - Farmsteads

**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.

**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 as 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.

Given their regional significance and spatial function, national urban nodes and regional development anchors are categorised as higher-order settlements and form the urban development focus areas. These focus areas should be defined by clear development or urban edges to delimit sprawl and focus investment. In addition, these are areas where human settlements development should be focused to support settlement growth pressure and resultant demand for housing and basic services.

Although it has been identified as a regional anchor, Port St. Johns faces multi-faceted challenges to its development potential, including the following:

- Limited developable land: Only 6.5% of land is suitable for development, constraining expansion, and new projects, and limiting economic and infrastructural growth.
- Environmental sensitivity: The presence of environmentally sensitive areas complicates development, making it hard to balance progress and ecological preservation.

- Soil composition issues: Collapsible and expansive soils create challenges in building foundations, requiring specialised engineering and increasing project costs.
- Lack of essential infrastructure: Inadequate bulk infrastructure, such as electricity and water supply, hampers both residential and commercial projects, negatively affecting investor attraction.
- Neglected infrastructure: Deteriorating roads and utilities hinder potential investments, impacting economic growth.
- Topographical challenges: Available land often has steep gradients, necessitating innovative engineering solutions for development on difficult terrain.
- Land ownership disputes: Conflicts over land ownership create legal complexities, deterring investors and stalling projects, further impeding the region's development.

**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:

**Small rural villages** refer to and include 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** form part of agricultural farms rather than settlements, although they are similar to settlements in that they may have several dwelling houses and grouped outbuildings.

**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.

The RSDF's hierarchy of settlements is shown in Figure 21. A full list of settlements and their hierarchy classifications is shown in Table 10.

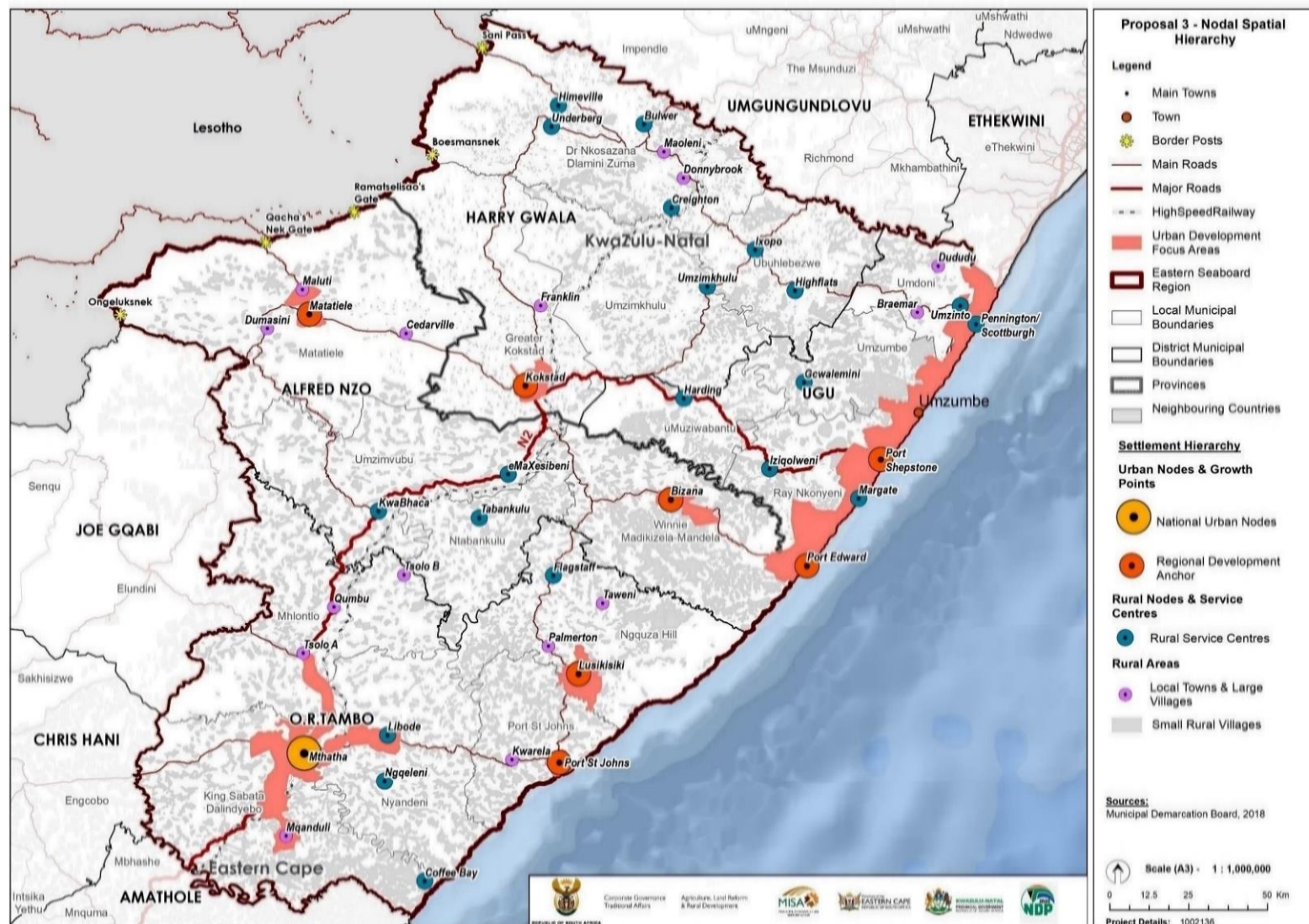


Figure 20: Proposal 3: Encourage spatial transformation by promoting development in accordance with the spatial hierarchy

**Table 10: Hierarchy of settlements**

Hierarchy	National urban node	Regional development anchor	Rural service centre	Local towns and large villages	Farmsteads
Harry Gwala		<ul style="list-style-type: none"> <li>Kokstad</li> </ul>	<ul style="list-style-type: none"> <li>Bulwer</li> <li>Creighton</li> <li>Highflats</li> <li>Himervale</li> <li>Underberg</li> <li>Ixopo</li> <li>Umzimkhulu</li> </ul>	<ul style="list-style-type: none"> <li>Donnybrook</li> <li>Franklin</li> <li>Maoleni</li> </ul>	Farmsteads form part of agricultural farms rather than settlements, although they are similar to settlements in that they may have several dwelling houses and grouped outbuildings.
Ugu		<ul style="list-style-type: none"> <li>Port Edward<sup>1</sup></li> <li>Port Shepstone</li> </ul>	<ul style="list-style-type: none"> <li>Harding</li> <li>Izigolweni</li> <li>Gqwalemini</li> <li>Pennington/Scottburgh</li> <li>Umzinto</li> <li>Margate</li> </ul>	<ul style="list-style-type: none"> <li>Braemar</li> <li>Dududu</li> </ul>	
OR Tambo	<ul style="list-style-type: none"> <li>Mtatha<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Port St. Johns<sup>3</sup></li> <li>Lusikisiki</li> </ul>	<ul style="list-style-type: none"> <li>Coffee Bay</li> <li>Ngqeleni</li> <li>Libode</li> <li>Flagstaff</li> </ul>	<ul style="list-style-type: none"> <li>Qumbu</li> <li>Taweni</li> <li>Tsolo A and B</li> <li>Palmerton</li> <li>Kwarela</li> <li>Mqanduli</li> </ul>	
Alfred Nzo		<ul style="list-style-type: none"> <li>Matatiele<sup>4</sup></li> <li>Bizana</li> </ul>	<ul style="list-style-type: none"> <li>KwaBhaca (Mount Frere)</li> <li>eMaxesibeni</li> <li>Tabankulu</li> </ul>	<ul style="list-style-type: none"> <li>Dumasini</li> <li>Maluti</li> <li>Cedarville</li> </ul>	

<sup>1</sup> In line with the NSDF proposal, Port Edward has been included as a regional development anchor because it will be located along the new N2 national development corridor.

<sup>2</sup> 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 will therefore not be elevated as a metropolitan area for the purposes of the RSDF.

<sup>3</sup> 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.

<sup>4</sup> In line with the NSDF proposal, Matatiele has been included as a regional development anchor because it is located along a proposed inland development corridor.

#### Proposal 4: Spatial targeting for human settlement development

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.

Spatial targeting is an approach where outcomes are linked to a clearly defined or demarcated area, and further supported through 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 (expensive) 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:

- Address historical spatial injustices that led to social inequality and economic inefficiency.
- Guide the implementation of strategically located catalytic interventions and projects to achieve spatial transformation.
- Achieve a balance between spatial equity, economic competitiveness, and environmental sustainability.
- Assist local municipalities in implementing strategic spatial interventions.
- Create a spatial framework to guide investment by all state departments and state-owned companies and specifically the human settlements sector.

The overall housing need in the Eastern Seaboard 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.

Spatial targeting for human settlements in the region should thus be focused on prioritising and directing development to the following areas:

- Settlements in urban development focus areas (national urban nodes and regional development anchors)
- Priority human settlement and housing development areas (PHSHDAs)

#### Housing need in the region

The total area required to accommodate **18,823 housing units** in urban development focus areas is estimated at **1,213 ha**.<sup>5</sup> This includes land for community facilities, open spaces and roads.

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

**Table 11: Land and housing unit requirements per district**

District	Land required (ha)	No. housing units
Harry Gwala	224 ha	3,484
Ugu	355 ha	5,504
Alfred Nzo	284 ha	4,411
OR Tambo	349 ha	5,424
<b>TOTAL</b>	<b>1,213 ha</b>	<b>18,823</b>

<sup>5</sup> Calculated at densities of 20 dwelling units/ha of land

#### 5.2.1.1 Priority human settlement and housing development areas (PHSHDAs)

The inclusion of the priority human settlement and housing development areas (PHSHDAs) in the RSDF as spatial targeting areas is based on government's declaration in this regard (Notice 526 of Government Gazette No. 43316 of 15 May 2020).<sup>6</sup> The PHSHDAs are areas targeted for future human settlements and other types of urban development. Subsidised housing and government funding should be prioritised for these areas.

The intention and objective of the PHSHDAs 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 promulgated PHSHDAs are the primary areas to direct subsidised housing in the region in order to assist local municipalities in their efforts to provide housing. The locations of the eight PHSHDAs for the Eastern Seaboard are depicted in Figure 22.

Importantly, emphasis must be placed on synchronising national housing programmes in the priority human settlement and housing development areas identified in the RSDF. This includes the following programmes that may be relevant 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

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.

Local municipalities, together with the Housing Development Agency (HDA), are expected to develop credible development plans for the PHSHDAs in the region.

The areas with existing development plans and demarcated priority areas are included in the following (see Appendix C):

- 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

The PHSHDAs that still require development plans are as follows:

- KwaZulu-Natal PHSHDA 9: Kokstad
- Eastern Cape PHSHDA 10: Lusikisiki Urban Development Node
- Eastern Cape PHSHDA 11: Mthatha CBD, Tsolo Town and surrounds

Local municipalities should also ensure adequate buy-in of the development plans by local communities.

Due to high growth pressure as depicted in Figure 21, it is recommended that the additional demarcation of PHSHDAs be considered by government for:

<sup>6</sup> The inclusion and implementation of the 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.

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

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

- Ixopo
- Umzimkhulu
- KwaBhaca (Mount Frere)
- Flagstaff
- Libode

Table 12 contains the information above per district.

**Table 12: PSHDAs per district**

	Existing priority human settlement and housing development areas	Existing development plans	Proposed PSHDA areas with high growth pressure	Proposed PSHDA areas with medium growth pressure and existing informal settlements
Harry Gwala	<ul style="list-style-type: none"> <li>■ KwaZulu-Natal PSHDA 9: Kokstad</li> </ul>	Yes	-	-
				<ul style="list-style-type: none"> <li>■ Umzimkhulu</li> <li>■ Ixopo</li> </ul>
Ugu	<ul style="list-style-type: none"> <li>■ KwaZulu-Natal PSHDA 10: Gamalakhe Nositha</li> <li>■ KwaZulu-Natal PSHDA 11: Greater Port Shepstone</li> <li>■ KwaZulu-Natal PSHDA 12: Shelly Beach</li> <li>■ KwaZulu-Natal PSHDA 13: Uvongo-Margate</li> </ul>	Yes	-	-
			<ul style="list-style-type: none"> <li>■ Pennington</li> <li>■ Scottburgh</li> <li>■ Umzinto</li> <li>■ Port Edward</li> </ul>	
OR Tambo	<ul style="list-style-type: none"> <li>■ EC PSHDA 12: Port St. Johns Urban Centre.</li> </ul>	Yes	-	-
	<ul style="list-style-type: none"> <li>■ EC PSHDA 10: Lusikisiki Urban Development Node</li> <li>■ EC PSHDA 11: Mthatha CBD, Tsolo Town and surrounds</li> </ul>	No	-	-
			-	<ul style="list-style-type: none"> <li>■ Flagstaff</li> <li>■ Libode</li> </ul>
Alfred Nzo	-			<ul style="list-style-type: none"> <li>■ KwaBaca (Mount Frere)</li> </ul>
	-		<ul style="list-style-type: none"> <li>■ Matatiele</li> <li>■ Maluti</li> <li>■ Bizana</li> <li>■ Franklin</li> </ul>	

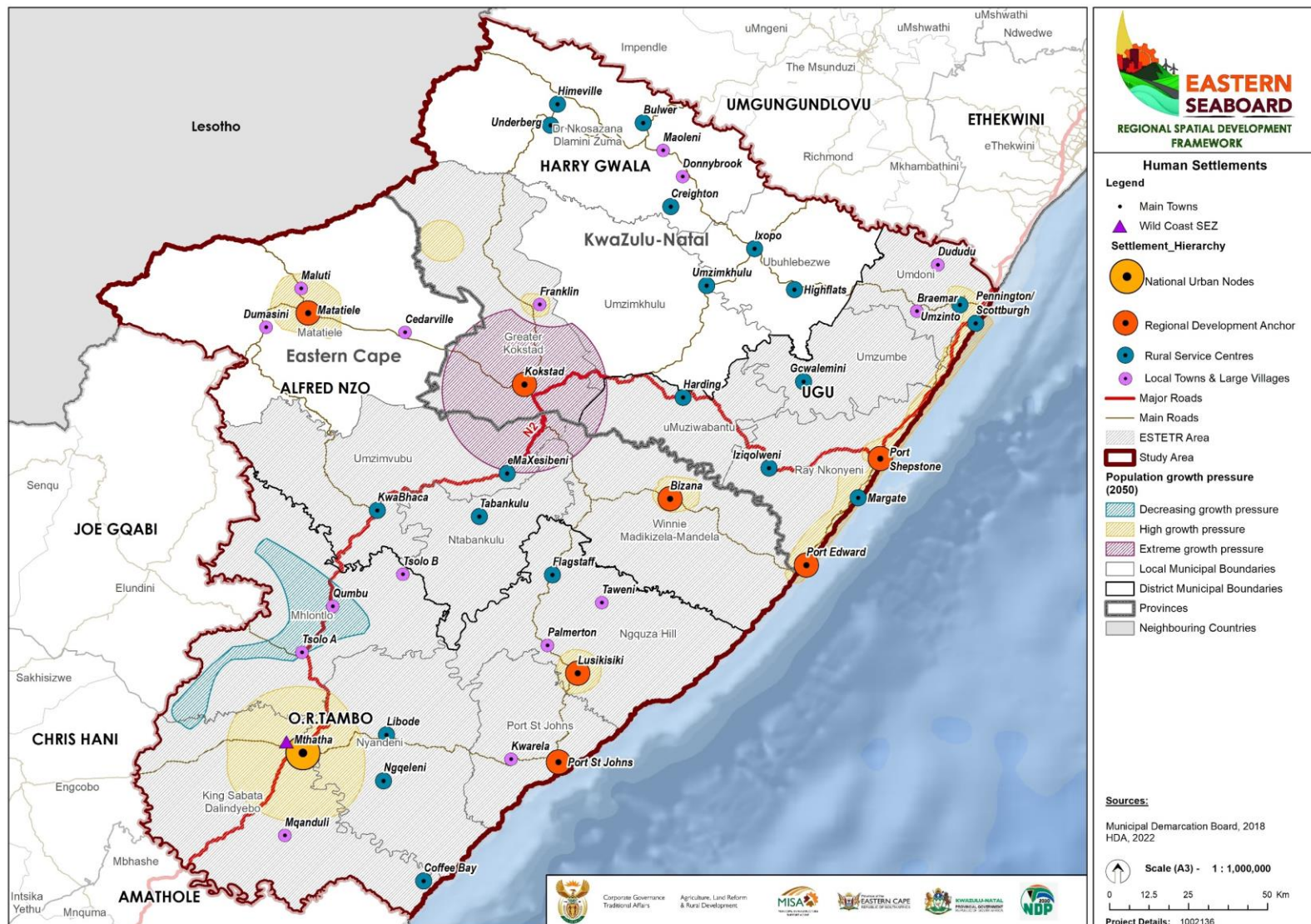


Figure 21: Housing growth pressure

### Ecological infrastructure

It is important that any investment in human settlement development and infrastructure be complemented by investment in ecological infrastructure. This infrastructure must be supported to ensure that it is sustainable and functions efficiently.

In doing so, human settlements and quality of life will be improved.

### Social facilities

The distribution of social facilities, and access to those facilities, vary across the Eastern Seaboard, with some areas far more underserved than others. The district that is most notably underserved across most of the social facilities categories (health, education and emergency) is Harry Gwala.

The proposed and planned NDPWI government precincts (shown in Table 14) should be prioritised to better support underserved areas, primarily in the rural areas and major economic centres. Where feasible and appropriate, precincts should be supplemented by a clustering of other lower-order social facilities (e.g. Thusong centres/multi-purpose centres, libraries, etc.) depending on the service catchment area and population threshold.

The provision and clustering of social facilities should be prioritised in accessible areas in the more rural parts of the Eastern Seaboard, especially in the rural service centres identified in this document.

**Table 13: Suggested clustering of social facilities**

Central facilities at core nodes/in CBDs		Local/Neighbourhood facilities
Facilities to be situated in core zones within 1 km from each other	Facilities to be situated near to core zone	Local provision in neighbourhood nodes
<ul style="list-style-type: none"><li>• Home Affairs offices</li><li>• SASSA offices</li><li>• Labour offices</li><li>• Municipal offices</li><li>• Magistrates' Courts</li><li>• National youth development centres</li></ul>	<ul style="list-style-type: none"><li>• Community halls</li><li>• Primary health clinics</li><li>• Sports complexes</li><li>• Libraries</li><li>• Police stations</li><li>• Post offices</li></ul>	<ul style="list-style-type: none"><li>• Community halls</li><li>• Social grant pay points</li><li>• Children's homes</li><li>• Homes for the elderly</li><li>• Sports fields</li><li>• Parks</li><li>• Schools</li></ul>

*Source: CSIR Guidelines for the Provision of Social Facilities in South Africa (2012, reprinted 2015)*

**Table 14: Planned government precincts**

<b>Name</b>	<b>Completion date</b>
<b>Kokstad Government Precinct – Justice Cluster</b> South African Police Service (SAPS), Public Protector of SA, Family Advocate, State Attorney, Master of the High Court, Office of the Special Investigation Unit, (NPA) Director of Public Prosecution	Construction 2024 to 2026
<b>Port Shepstone Government Precinct</b> Department of Correctional Services (DCS), Department of Employment and Labour (DoEL), Department of Home Affairs (DHA), South African Police Service (SAPS), Department of Agriculture, Land Reform and Rural Development (DALRRD)	2030
<b>Umtata Government Precinct – Justice Cluster</b> Magistrates' Court, Public Protector of SA, Family Advocate, State Attorney, Master of the High Court, Office of the Special Investigation Unit, (NPA) Director of Public Prosecution	Construction 2025 to 2026
<b>Port St. Johns Government Precinct</b> Department of Home Affairs (DHA), South African Social Security Agency (SASSA), Department of Correctional Services (DCS)	2025
<b>Bizana Government Precinct</b> Department of Home Affairs (DHA), South African Social Security Agency (SASSA)	Construction 2025 to 2026
<b>Libode Government Precinct</b>	2026
<b>Mount Ayliff Government Precinct</b>	Construction 2022 to 2026

*Source: National Department of Public Works and Infrastructure*

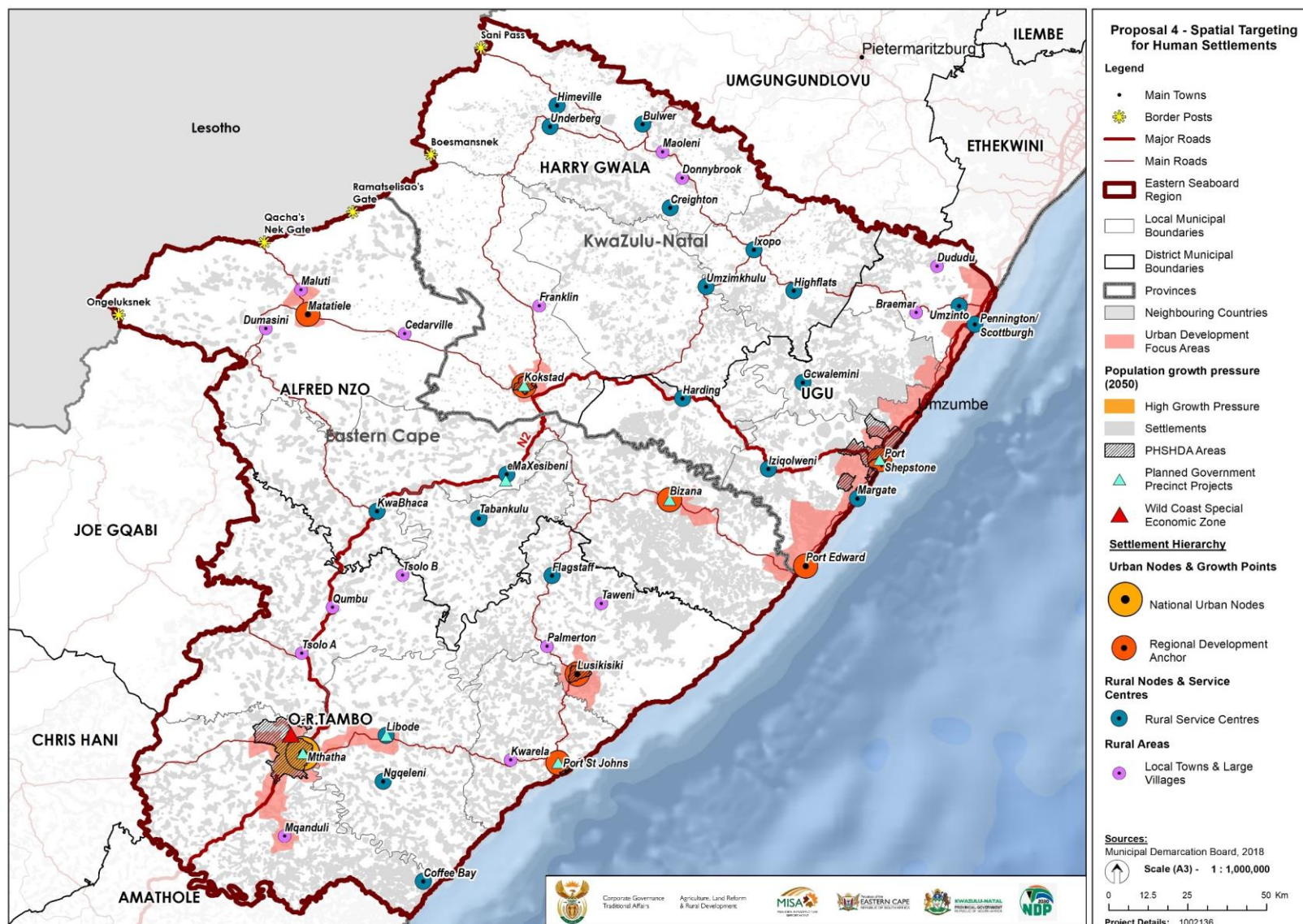


Figure 22: Proposal 4: Spatial targeting for human settlement

## Proposal 5: Manage urban development edges

To execute the strategies to consolidate settlement development, prevent urban sprawl and ensure effective land-use management, the RSDF proposes the introduction of development edges for all settlements by local municipalities (where their municipal SDF does not already provide for it).

A development edge, also referred to as an urban edge, can be defined as a demarcated line and an interrelated policy that serves to manage, direct and limit urban expansion or the expansion of human settlements. This is an important tool in the protection of urban development encroaching on natural environments.

Although detailed planning, such as the delineation of a development edge, is regarded as a local municipal 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.

The RSDF does not propose any development edges because land use management is a function and mandate of municipalities. Development edges should be informed by a detailed assessment of future expansion and development needs of the municipal space. More importantly, regional dynamics and drivers should also be considered, especially in urban development focus areas.

The RSDF recognises the development edges shown in Figure 23 to Figure 26 for higher-order settlements in urban development areas where local municipalities have delineated development edges:

- Mthatha Urban Edge as contained in the King Sabata Dalindyebo SDF, 2020
- Kokstad Urban Edge as contained in the Greater Kokstad Local Municipality Spatial Development Framework, 2022-2027
- Matatiele Urban Edge as contained in the Matatiele Local Municipality Spatial Development Framework, 2020
- Lusikisiki Urban Edge as contained in the Ingquza Hill Local Municipality SDF, 2018.

Urban edges should be demarcated for the following settlements to meet this objective:

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

Where local municipalities have not yet determined development edges for settlements, their delineation must be prioritised in the review of municipal SDFs or during the compilation of precinct or local area plans.

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 for areas experiencing development pressure. This includes the national urban nodes and regional development anchors referred to in other parts of this section.

### Guidelines for development edges and areas for expansion of 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:

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

**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 rural development areas, through the provision of:

- Well-defined development edges
- 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)
- 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 planning, and land use management.

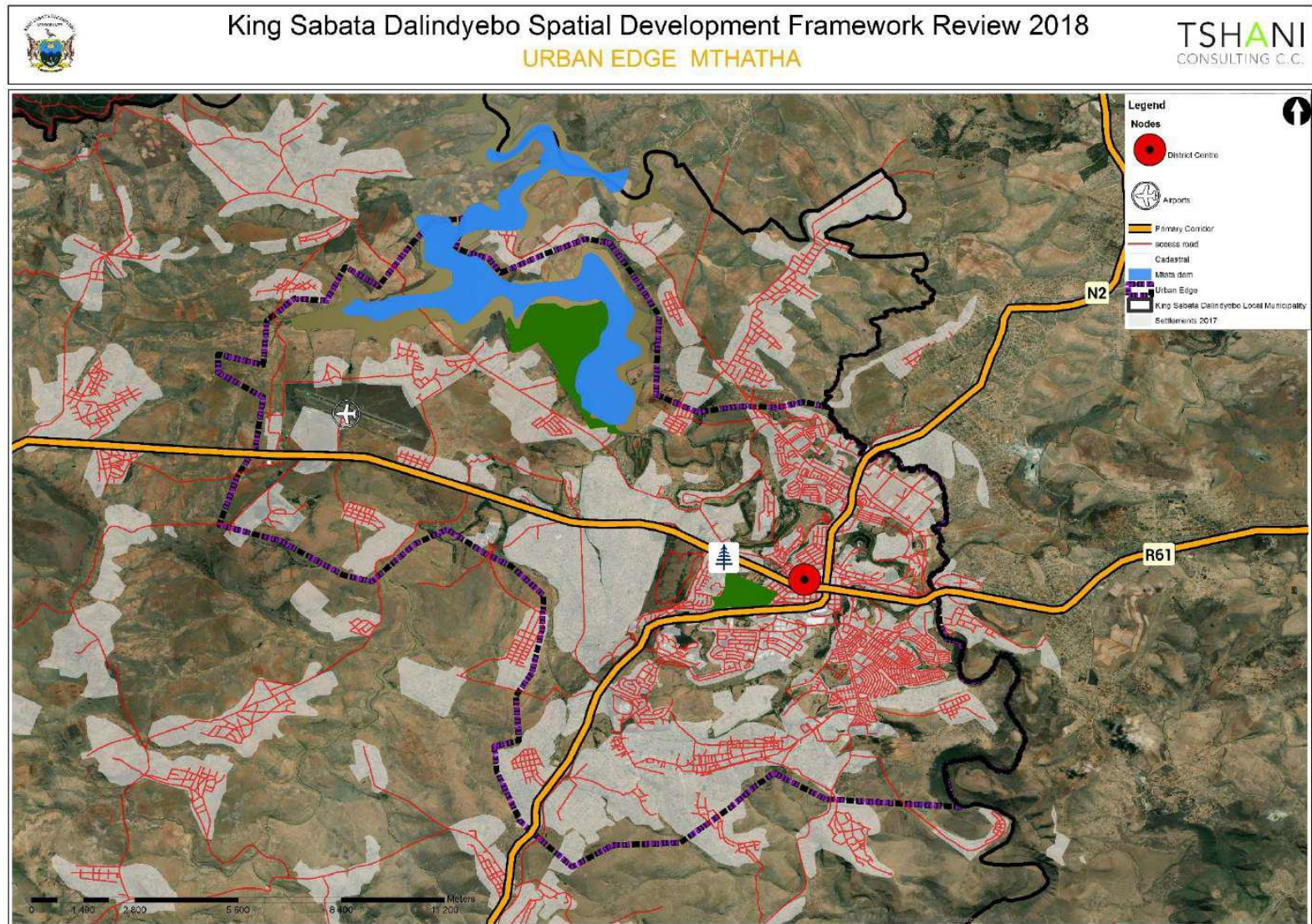


Figure 23: Mthatha Urban Edge

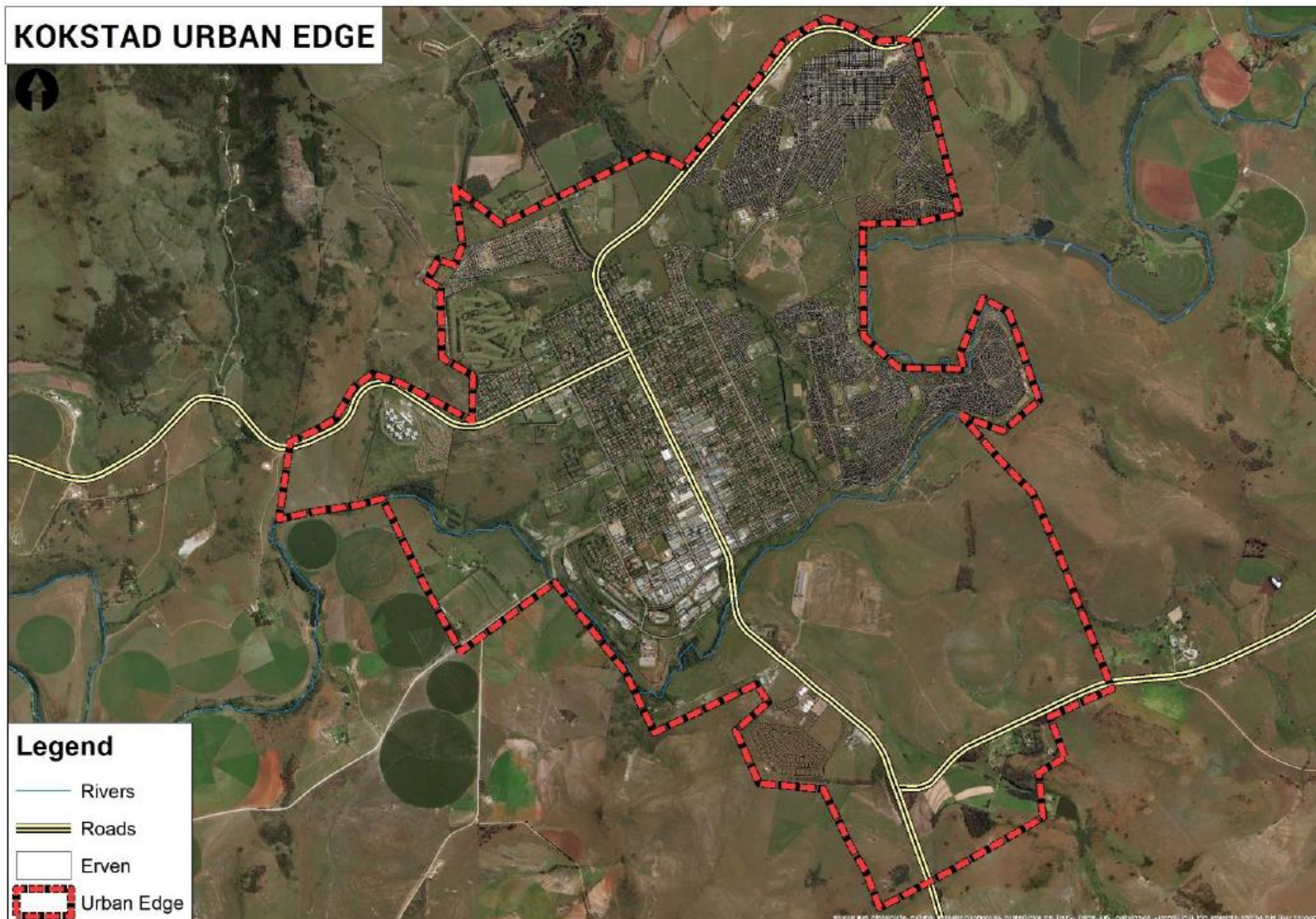


Figure 24: Kokstad Urban Edge

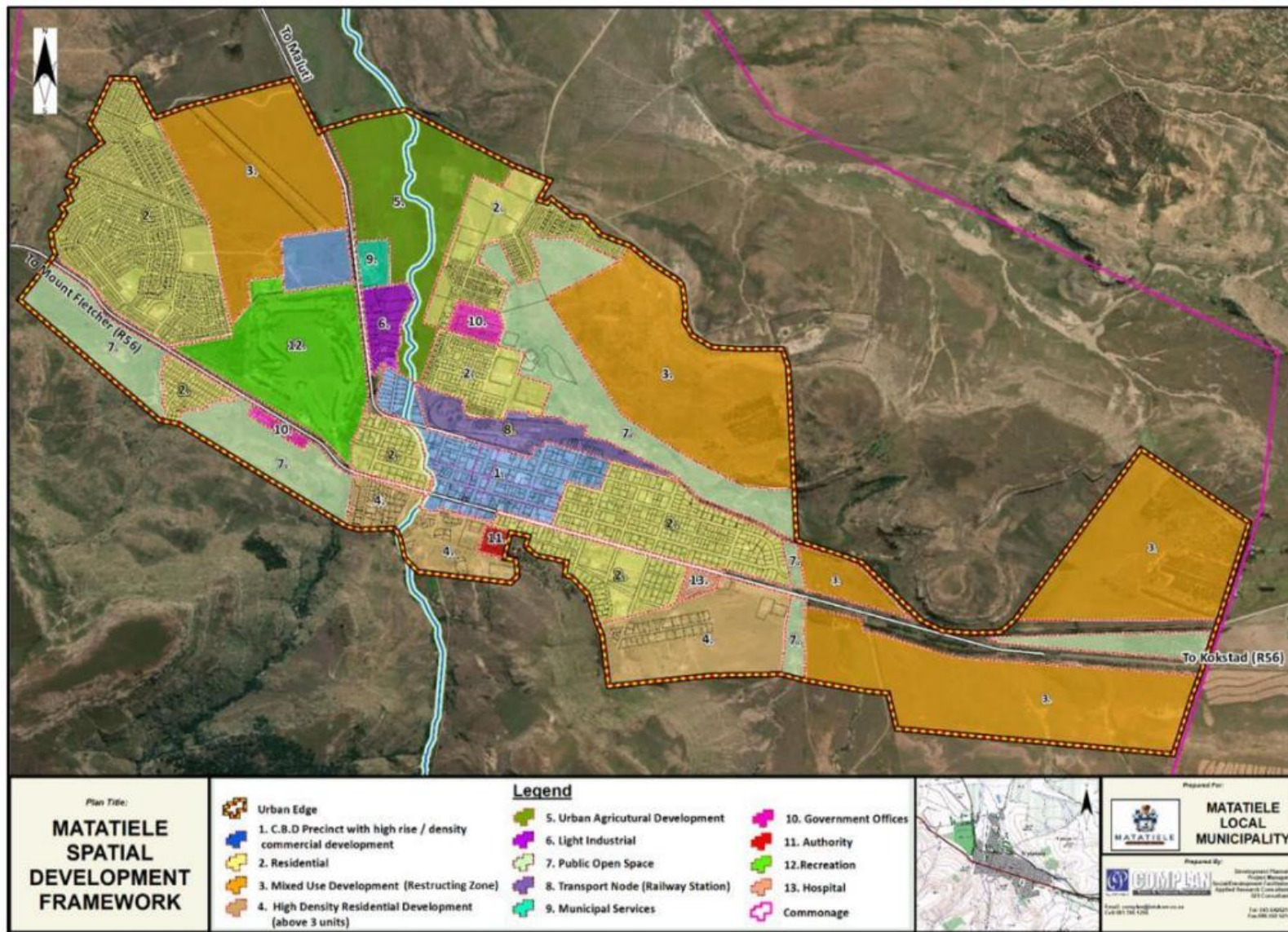


Figure 25: Matatiele Urban Edge

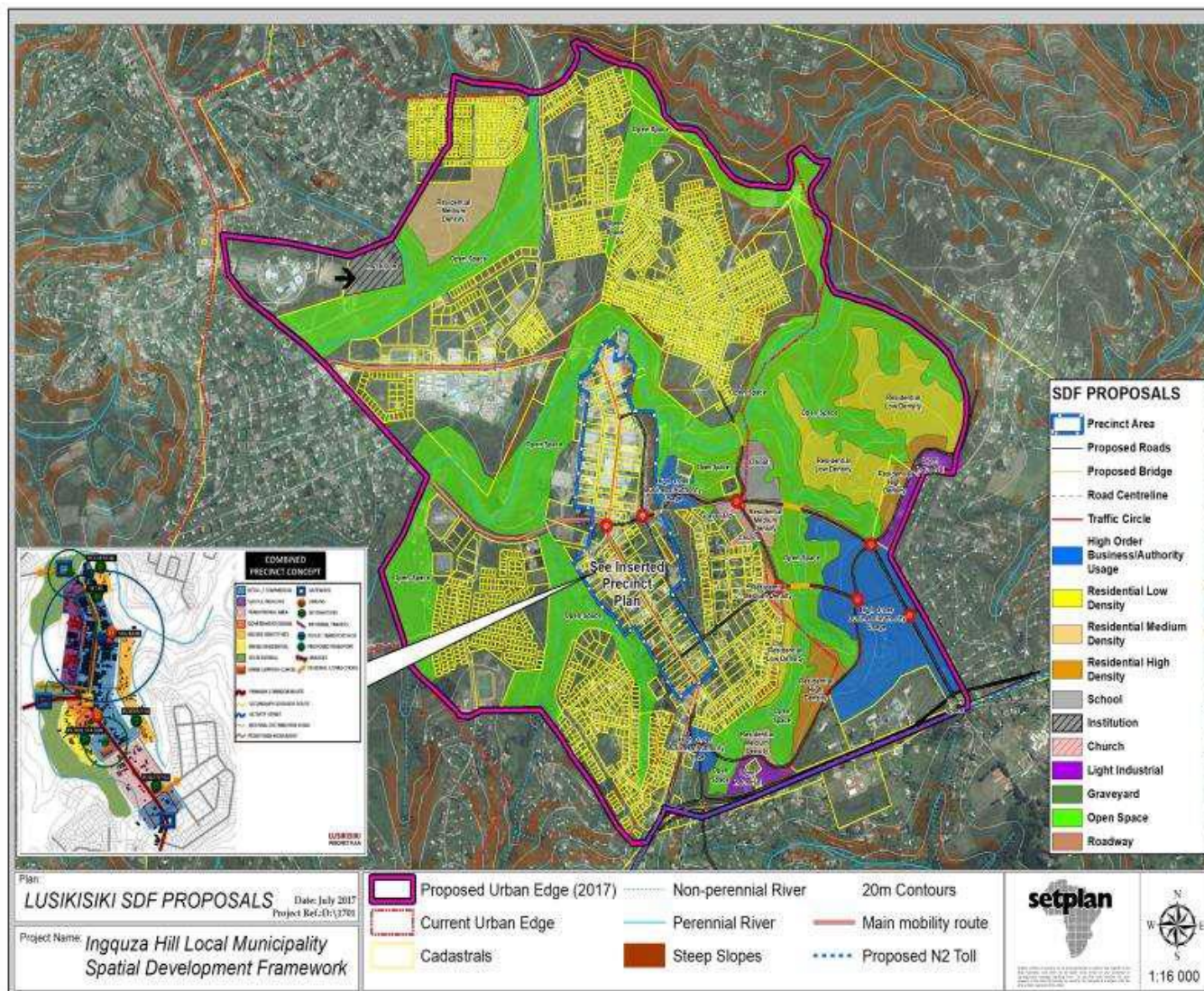


Figure 26: Lusikisiki Urban Edge

## Proposal 6: Prioritise connectivity and enable mobility

The key to successful regional–rural development is connecting infrastructure that facilitates the movement of people, goods and services as well as the flow of information between points in the network.

The proposal to prioritise connectivity will address the following:

- Inter-regional connectivity
- Intra-regional connectivity
- Digital connectivity

### 5.2.1.2 Inter-regional connectivity

Urban regions act as international gateways for trade in the SADC region and globally. The NSDF suggests that improved exports require strong African integration and inter-regional gateways and an enabling trade environment. As such, the NSDF highlights the following priorities relating to supra-national cross-border and regional inter-relations:

- Facilitation of trade and movement in the SADC trade region
- Strengthening and expansion of South Africa's role in facilitating inter-regional trade and providing regional gateways, i.e. in core urban regions and nodes
- Protection of strategic regional ecosystems and biodiversity through shared management of International Transfrontier Parks
- Effective and efficient management of cross-border movement, service delivery and inter-regional migration

With this said, the Eastern Seaboard provides much opportunity for inter-regional connections, particularly due to the existence of the Sani Pass Border (Gateway to Lesotho) and the Maloti-Drakensberg Transfrontier Park and the region's proximity to major urban centres such as Pietermaritzburg, Durban, and East London.

From a transport perspective, there are several modes of transport that should play a crucial role in connecting the region both nationally and internationally.

## Air transport

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. It is further proposed that Mthatha airport play a more important role in support of the Wild Coast SEZ (i.e. serve as logistics hub).

The **Margate airport** was upgraded recently and is used by local and international tourists visiting the South Coast.

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.

## Rail transport

The existing rail transport network includes a railway network for passengers and freight transport and consists of the following:

- The lower southern coastline, developed mainly for agricultural purposes (freight), runs from eThekweni to Port Shepstone.
- The lower southern 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 Underberg
- 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.

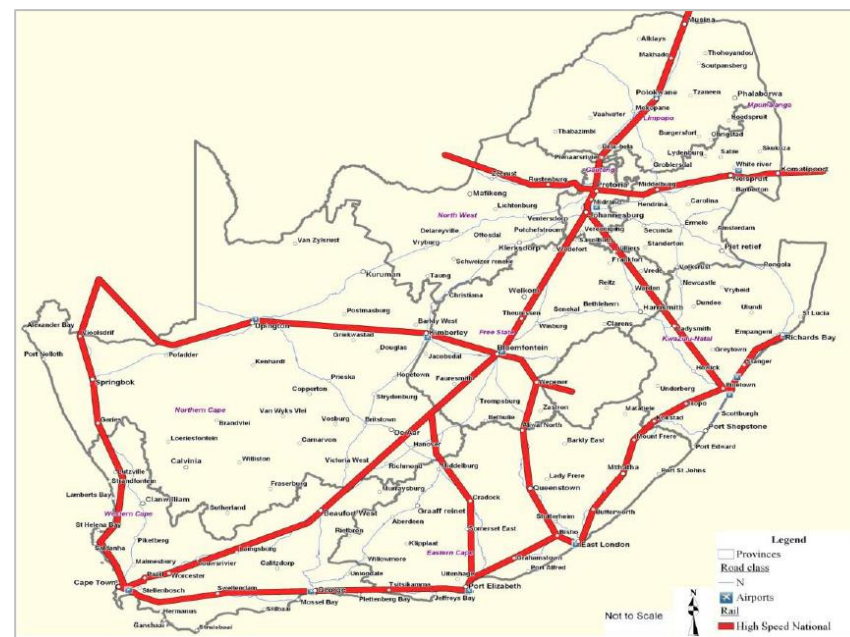
The future of the other railway lines in the region is uncertain. However, they can also play a significant role in local development, especially in terms of rural development and the export of agricultural produce. Unfortunately, a few lines that would have been uniquely situated in terms of agricultural 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 eThekweni 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 27. The proposed network traverses the entire Eastern Seaboard, passing through Mthatha and KwaBhaca (Mount Frere). The planning of this HSR forms part of a national initiative by the Department of Transport and the implementation of the initiative is most likely to take place in the long-term (i.e. 2050 or beyond). Although this is a long-term plan, the proposed network has the potential to better enable the movement of passengers and freight and stimulate economic growth and social development in the region.



**Figure 27: Future RSA National High-Speed Passenger Rail Network**

Source: Department of Transport, 2021: Draft South African High-Speed Rail Corridor Framework

### Sea transport

Sea transport is another component of integrated transport systems in the region. There are no large harbours proposed in the region that would serve as seaports for freight or passenger transport as the Durban and East London harbours should be relied on for export and import by means of sea. Therefore, the existence and future utilisation of the railway lines are vital.

It is, however, proposed that further investigation (i.e. feasibility) be conducted for the development of small harbours to support fishing, tourism and the maritime economy at the following locations:

- Port St. Johns
- Port Edward
- Port Shepstone

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

#### 5.2.1.3 Intra-regional connectivity

Intra-regional connectivity for the Eastern Seaboard should ideally support rural-rural and rural-urban movement and trade between towns and villages in the region through infrastructure (e.g. road network) and transport linkages. The proposed road network for the Eastern Seaboard therefore consists of the following road networks:

- 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

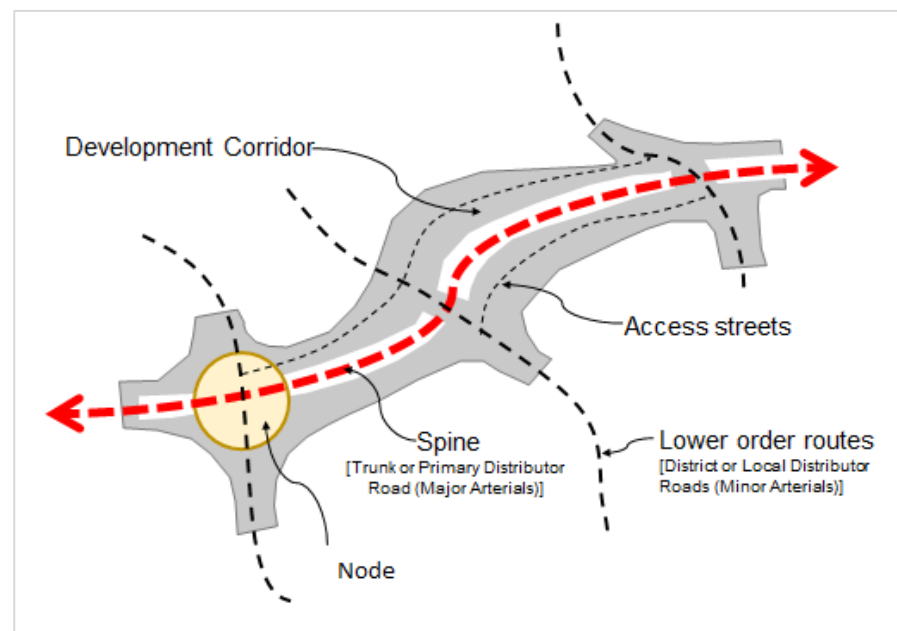
#### Development corridors (DC)

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. Such uses could include both human settlement and an economic component, namely higher-density developments, 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 also fulfil a variety of other

interrelated functions, such as the movement of people and freight, retail and trade, and tourism at an inter- and intra-regional level.

It is proposed that the corridors used exclusively for increased levels of movement of people and goods be referred to as **mobility corridors**, whilst routes used for promoting tourism and tourism-related economic activity be referred to as **tourism corridors**.

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). High levels of mobility are important and direct access to individual developments along this corridor is restricted.



**Figure 28: Development corridor concept**

The following development corridors are proposed for the region: These represent the development corridors at a regional level. However, they can be expanded or refined by local municipalities depending on local circumstances.

**Table 15: Proposed development corridors**

Corridor	Spatial location	Description
<b>DC 1: National Coastal Development Corridor</b>	The newly constructed N2 toll road runs from the border near Mthatha in passing through Port St. Johns, Lusikisiki, Port Edward, and Port Shepstone, ultimately reaching Pennington/Scottburgh at the border with the eThekweni Metropolitan Municipality.	<p>The National Coastal Development Corridor is strategically positioned for the development of coastal tourism, green or eco-friendly nodes and settlements and transportation connectivity and infrastructure, thereby stimulating regional economic growth. Furthermore, the development of the D1 will enable the following:</p> <ul style="list-style-type: none"> <li>• The establishment of industrial and economic zones strategically linked to transportation corridors, attracting industries, businesses, and investments due to improved connectivity.</li> <li>• A dedicated transport service to high-priority goods and passengers and provide a transport platform for bulk commodities in new areas being unlocked for agriculture development. Unleashing the agricultural potential of the corridor (as manufacturing inputs and high value commodities) through land reform and transformation of the agricultural support structures such as agri-parks.</li> <li>• Stimulate employment opportunities and fosters regional development by linking transport corridors to economic activities, leading to increased business opportunities and livelihoods.</li> <li>• It also establishes industrial and economic zones strategically linked to transportation corridors, attracting industries, businesses and investments due to improved connectivity.</li> </ul> <p>The NSDF recognises this corridor as having strong interconnection with:</p> <ul style="list-style-type: none"> <li>■ High-value rural resource production areas</li> <li>■ Ecological resource regions</li> <li>■ Popular tourist destinations</li> <li>■ “comfortable” climatic zones</li> <li>■ Urban nodes</li> </ul> <p>The development along the N2 wild coast toll road between Lusikisi and Port Edward will require careful planning as increased development pressure may result in negative environmental impacts, the potential for disorderly and undesirable land use patterns along the coast, and the emergence of ribbon development, which could disrupt the natural landscape and local communities. Therefore, it is critical for the planning approach to incorporate sustainable development practices and mitigation strategies to minimize adverse impacts while maximizing the benefits of improved infrastructure and economic development.</p>
<b>DC 2: Mthatha-Port Shepstone Development Corridor</b>	From Mthatha, following the old N2 via Kokstad and Harding to Port Shepstone, where it joins DC1	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

Corridor	Spatial location	Description
		settlements and nodes along the route to one another. Its theme is thus that of the historical or original route.
<b>DC3: Drakensberg Tourism Corridor</b>	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	The Drakensberg Tourism Corridor (DC3) to serve as tourism route or 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.
<b>DC 4: Kokstad-Ixopo Mobility Corridor</b>	From Vibane at the intersection with the old N2, following the R56 via Ixopo to the border with the Umgungundlovu District, ending at Pietermaritzburg	The 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.
<b>DC 5: Wild Coast Meander Tourism Corridor</b>	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.	Wild Coast Meander Tourism 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".
<b>DC 6: Lusikisiki-Bizana-Port Edward Mobility Corridor</b>	From Lusikisiki, following the R61 via Flagstaff and Bizana to Port Edward	DC 6, DC 7 and DC8 are focused mainly on mobility, with a focus on distributing people and goods between nodes and areas.
<b>DC 7: Mthatha-Baziya Mobility Corridor</b>	The R 61 from Mthatha to the border with Amatole District close to Baziya, where it finally joins the N6	
<b>DC 8: Ndimakude Mobility Corridor</b>	From the N2 close to Ndimakude, following the R393 up to the junction with the R61, where it joins DC7 toward Port Edward	

### Strategic corridor links (CLs)

Strategic corridor links are transport routes between nodes and development corridors that provide important or strategic connectivity between nodes and other strategic areas. They 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-Ongeluksnek Corridor Link:** From the junction with the R56 close to Dengwane, following the DR8646 road, up to Ongeluksnek at the border with Lesotho
- **CL7: 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 Gcwalemini 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

Other critical initiatives to strengthen connectivity and mobility include critical road upgrades to the following:

- P12 Himeville to Loteni and Nottingham Road
- R56 Pietermaritzburg to Kokstad to Eastern Cape; and R612 Mzinto to Bulwer
- The N2 Kokstad intersection, including the upgrading of the N2/R56 junction to the south of Kokstad, the construction of the interchange, a new bridge over the N2, on- and offramps, the realignment and widening of the R56
- Construction of a traffic control centre for trucks, including the relocation of the KZN Road Traffic Inspectorate from the Kokstad CBD to a new site to the west of the intersection

### Asset management

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.

#### 5.2.1.4 Digital connectivity

ICT infrastructure is seen as the backbone for the 4IR. The need to exploit opportunities presented by the 4IR is 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 the inequality gap.

The NDP recognises the roll-out of broadband across the country as a means to create a 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 but are concentrated in urban areas.

Providing reliable digital connectivity is the starting point in transforming both urban and rural communities in the region. Technology, specifically ICT, provides an opportunity for impoverished communities to access markets and economic opportunities outside the location to which they are bound.

The concept of delivering the service of digital connectivity is discussed further in Proposal 10.

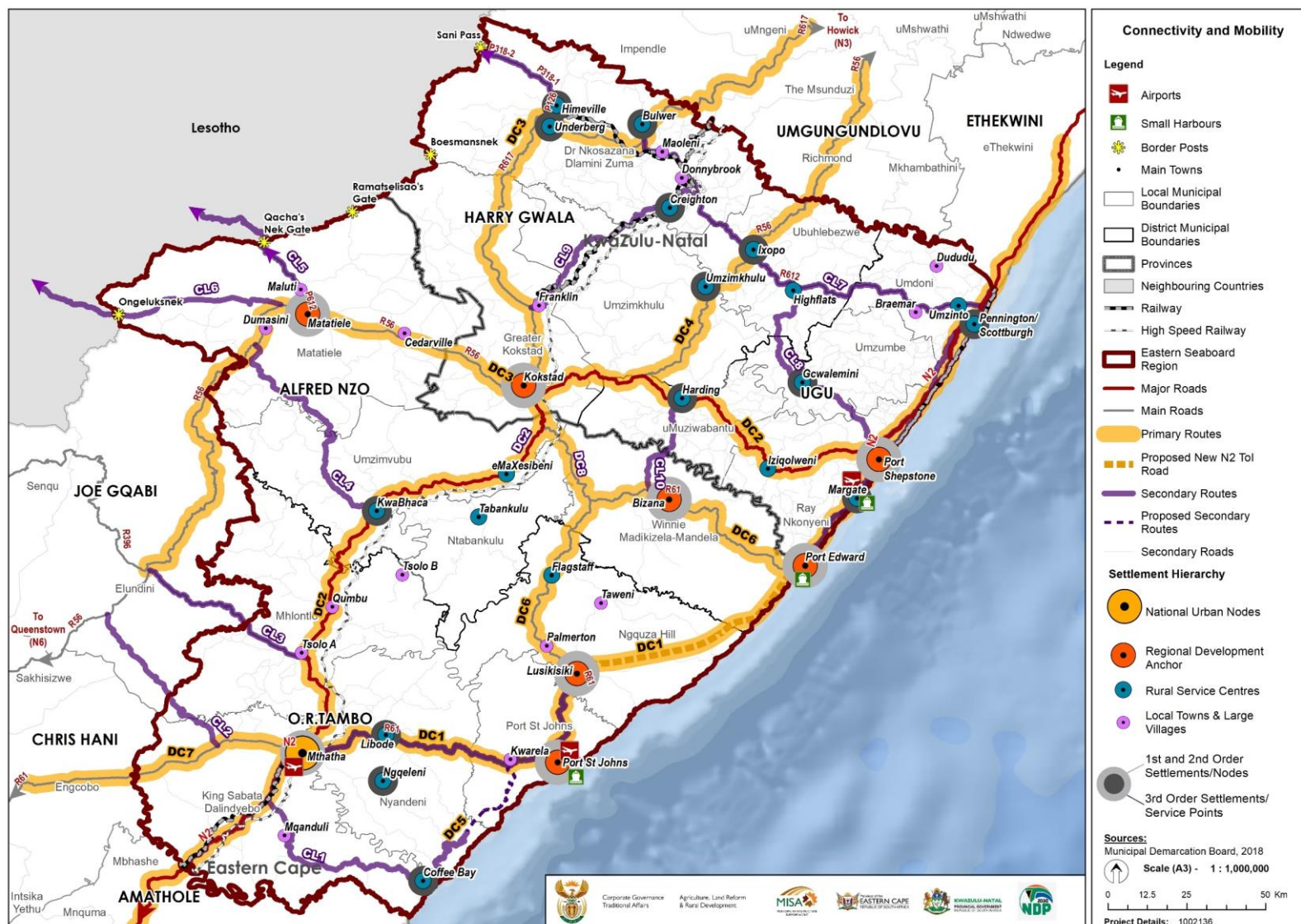


Figure 29: Proposal 6: Prioritise connectivity and enable mobility

## 5.3 Development Objective 3: Promoting land reform and unlocking land for development

**The intention of this development objective is to improve land administration and ensure that land issues do not stifle the future development of the Eastern Seaboard**

Land administration (systems), governance and ownership have been highlighted as critical issues affecting the Eastern Seaboard, with many of challenges being social or regulatory in nature. In many respects, the future development and success (to an extent) of the development of the Eastern Seaboard will rely on ensuring that access to land and the administration thereof unlocks future development.

### 5.3.1 Proposal 7: Localised integrated land service office (LILSO)

This proposal deals with piloting a localised integrated land service office (LILSO). The Provincial Executive Council Lekgotla took a resolution in November 2019 for COGTA to host a summit, noting the following:

There needs to be a close collaboration on planning issues as well as allocation of sites between amaKhosi and local municipalities in order to improve planning as well as provision of services. In this regard, an urgent summit should be held between amaKhosi, iziNduna, municipalities and Provincial Departments. The summit must also deal with the implementation of SPLUMA in the Ingonyama Trust Land. (KZN Provincial Land Governance Summit, 2022)

Through a participatory and collaborative planning process, CoGTA successfully conceptualised, planned and then hosted the summit on 15 and 16 March 2022.

LILSO is a concept CoGTA developed in response to a call by KwaZulu-Natal citizens for efficient land administration and management. This concept aims to

provide an accessible, affordable and integrated land administration service to a wide target audience to enable efficient and effective land governance.

The intended beneficiaries of LILSO are citizens, government, traditional authorities and the private sector.

Key objectives of the LILSO are to:

- Empower communities through improved access to land information about land rights and services
- Improve land governance and land administration
- Build an equitable and integrated land administration system
- Improve social development and secure tenure for all citizens, making all citizens visible
- Support a more transparent and effective land market as people are more aware of land rights on land being bought or sold or developed
- Improve economic development through efficient services
- Improve and support land use management systems towards agreed development objectives

There needs to be an agreement and identification of key strategic areas and where development can take place in the province.

The pilot initiative is set to commence by the end of 2023, aiming to benchmark and assess the cost implications for implementing similar programmes in other regions. While recognising that there is no one-size-fits-all solution, all regions are governed by the same legislative and policy frameworks. The pilot intends to uncover commonalities among different land rights in various areas in the province.

Its primary goal is to identify a comprehensive suite of services tailored to specific needs. For instance, in areas with many communal property institutions (associations and trusts), including traditional authorities, services will be geared towards addressing their unique requirements. In commercial farming regions, the focus may shift towards accommodating farm dwellers' needs, while in urban areas, attention could be directed towards addressing the needs of RDP recipients and residents in informal settlements.

Given that the package of services spans across different government spheres and sectors, the challenge lies in devising a mechanism that facilitates the delivery of integrated and consolidated services. The pilot will test various aspects of the service package across diverse areas to determine an optimal approach for offering comprehensive services effectively.

Key support programmes or services to be piloted in potential areas identified for a LILSO include the following:

- A one-stop shop with integrated services (the ideal aim is for customers to stand in one queue for all related services rather than having access to all services in one place)
- An integrated land information system
- Localised and decentralised scope of services
- Land administration services that include information, advice and support services

It is recommended that LILSOs be piloted primarily in rural service centres in the region, especially in rural towns that already provide administrative and institutional functions (e.g. eMaxesibeni). CoGTA, together with the DALRRD and traditional leaders, and with support from the other relevant provincial departments, should ideally champion the initiative within the bounds of their legal mandate.

More details on the concept of LILSOs and a detailed report from the provincial land governance summit are included in Annexure G and Annexure H.

### 5.3.2 Proposal 8: Enabling land reform

Land reform consists of two pillars:

- Restitution or redistribution
- Tenure reform

Land reform initiatives and land that has been restored to communities by means of either **restitution or redistribution** must play a role in rural

development in the region, especially in the areas earmarked as tourism zones, which include heritage sites in the rural areas.

**Tenure reform** is another pillar of land reform that impacts significantly on spatial planning and land use management in the region. With a significant proportion of land (approximately 2,291,274 hectares) under the custodianship of traditional authorities in the Eastern Seaboard as well as complex land ownership patterns, land administration systems and supporting regulatory instruments are pertinent to tenure reform.

The role of traditional leaders in land reform involves a collaborative and consultative approach to ensure the integration of traditional governance systems with broader land reform initiatives. Their roles may include:

**Custodianship of customary land:** Traditional leaders often act as custodians of customary land, playing a crucial role in managing and preserving the cultural and historical significance of the land.

**Community engagement:** Traditional leaders can facilitate community engagement and participation in land reform processes, ensuring that the voices of local communities are heard and considered.

**Conflict resolution:** Traditional leaders may play a role in resolving land-related conflicts in their communities, drawing on their knowledge of local customs and traditions.

**Supporting sustainable land use practices:** Traditional leaders can advocate for, and enforce, sustainable land use practices, aligning with environmental conservation and long-term community well-being.

**Preserving cultural heritage:** Traditional leaders contribute to preserving the cultural heritage associated with the land, ensuring that development initiatives respect and integrate with local customs and traditions.

**Collaboration with government agencies:** Collaboration between traditional leaders and government agencies involved in land reform can enhance the effectiveness and inclusivity of land reform policies and programmes.

**Advocacy for community rights:** Traditional leaders can advocate for the recognition and protection of community land rights, ensuring that their communities benefit from land reform initiatives.

It is important for land reform initiatives to recognise and respect the role of traditional leaders, fostering collaboration between traditional governance structures and formal government systems for comprehensive and culturally sensitive land development.

It is envisaged that LILSO will implement programmes dealing with tenure security issues (i.e. land dispossessed farm communities, informal and/or unrecorded/unregistered land customary rights, etc.).

Community members and CPAs should be capacitated and encouraged to participate in tenure reform in the following ways:

Tenure reform actions	
CPA	<ul style="list-style-type: none"> <li>Facilitate community meetings to raise awareness of land tenure administration and the land claims process.</li> <li>Check for compliance with relevant legislation.</li> <li>Refer cases to the Commission on Restitution of Land Rights (CPI) at the national level for registration.</li> </ul>
Farm dwellers and labour tenants	<ul style="list-style-type: none"> <li>Conduct land rights inquiries and valuations.</li> <li>Negotiate with landowners for fair compensation and transfer of land ownership.</li> <li>Submit approval submissions for subdivision and registration of legal entity transfers.</li> </ul>

#### *Land use management processes and systems*

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 promote tenure security and sustainable human settlement development.

Subsequently, the proposal is to:

- Ensure that land development practices in the agri-economy focus areas, 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 in 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 well-being and better quality of 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.
- Ensure small town redevelopment and regeneration to support the rural communities.

## 5.4 Development Objective 4: Smart infrastructure and service delivery

**The intention of this development objective is to guide the strategic application of smart principles to improve the implementation of infrastructure and service delivery to unlock economic development.**

### Proposal 9: Upgrade the services in underserved areas

Proposal 9 aims to upgrade services in underserved areas to support better quality of life. This applies primarily to disadvantaged rural communities in traditional authority areas, including settlements in the agri-economy focus areas identified in Development Objective 5 (Proposal 13) as well as the rural service centres.

The envisaged outcome of this proposal is access to basic services and community facilities in rural areas. Key actions to achieve this outcome include:

- Maintenance of infrastructure
- Coordination and alignment of rural development programmes across the different spheres of government, specifically for the maintenance and upgrading of services.
- Upgrading of informal settlements
- Transformation of marginalised settlements and rural areas where services are lacking, and where apartheid-based planning resulted in neglected ecological infrastructure and biodiversity assets, poverty, and exclusion, by:
  - Providing for the maintenance of built and ecological infrastructure
  - Focusing on upgrading infrastructure and social services in settlements in the rural areas first and foremost
  - Investing in the maintenance and restoration of ecological infrastructure
  - Encouraging the development of biodiversity stewardship programmes in appropriate areas to unlock benefits that contribute to the biodiversity economy.

District municipalities should provide both technical and implementation support to local municipalities for upgrading of engineering services. This should also be a coordinated effort with provincial and national departments with an infrastructure development mandate.

#### 6.1.1.1 Asset management

A regional asset management capacitation programme is proposed and can likely be funded through a similar technical assistance type funding from an appropriate development finance institution (DFI) or national level source to improve overall local governance of government assets (their planning, procurement and management). This type of programme will include an assessment of current asset management maturity and make appropriate recommendations for municipal-level programmes to improve the overall asset management in the region.

Introduce asset management best practices at local municipality level:

- Establish an asset management best practice programme at a regional level attended by local champions of best practice where shared learning and support can be obtained to uplift and monitor the state of asset management across the region.
- Conduct an asset management maturity assessment to determine the state of asset management at local municipalities.
- Develop a strategic asset management plan, and associated improvement projects, to increase organisational asset management maturity and the ability to sustainably plan, implement and manage the delivery of infrastructure to contribute to suitable service delivery.

### Proposal 10: Creating a digitally connected region

There are eight international undersea cable landing stations in South Africa; two of them are on the east coast in Amanzimtoti (Liquid Telecom and WIOCC) (see Figure 30).

Despite the presence of undersea cables connecting to the Eastern Seaboard, access to ICT infrastructure remains limited. Rural areas beyond urban centres

lack sufficient coverage. Given the potential impact of digital connectivity, it is recommended to optimise these network cables, especially for rural connection. Future technologies such as Starlink offer affordable satellite-based high-speed internet for rural regions. District and local municipalities should coordinate with ICT providers to implement ICT services. Additionally, promoting digital literacy, especially in schools, is vital for preparing communities for the digital future, as outlined in the 2020 Invest Rural Master Plan Report.

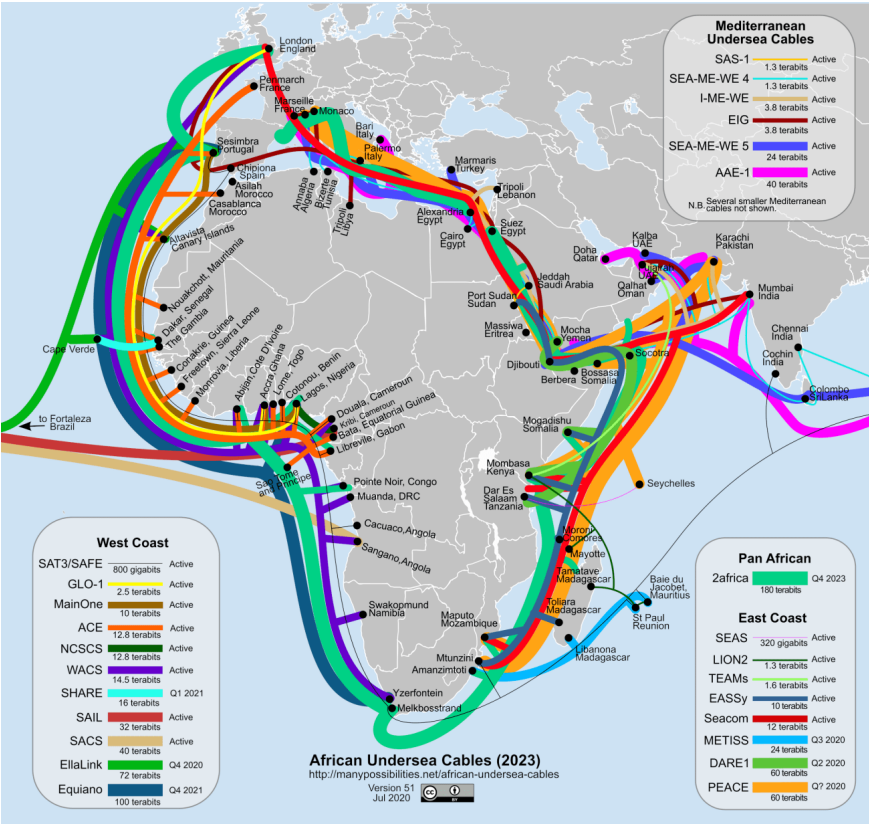


Figure 30: Africa's undersea ICT Cables (Warsame, AS. 13(5):22-35, 2021)

### Proposal 11: Inclusive smart development

The region's infrastructure and service delivery challenges, along with socio-economic dynamics, necessitate inclusive smart initiatives to achieve both community upliftment and increase economic development. The proposal is to pilot the smart city concept through smart city development and smart initiatives first in pilot sites and then incrementally expand smart city development to other areas in the region where smart city development is feasible and appropriate. As shown in Figure 31, the following urban areas have been identified as pilot areas for smart city development:

- **Mthatha–Tsolo–Libode Town Smart African City (SAC 1)**
- **Port Shepstone–Margate Smart African City (SAC 2)**

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. Technology, specifically ICT, should be used as a means to an end; a tool or mechanism that enables and improves certain functions and operations to create efficiency and effectiveness (i.e., in municipal service delivery). A blanket approach is cautioned against.

Mthatha and Port Shepstone–Margate were identified as pilot smart city areas due to growth pressure and existing and potential economic activity and strategic locations along the N2 corridor. These areas will pioneer the programme, aiding expansion to other towns based on best practice. Other areas identified for future smart city development are as follows:

- Kokstad
- Lusikisiki
- Pennington/Scottburgh
- Port St. Johns
- Matatiele
- Tsolo A
- Ngqeleni
- Bizana
- Port Edward

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

The *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 to be followed 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. A detailed description of the stages is provided in **Appendix D**.

Establishing a special purpose vehicle (SPV) (**see Section 6.1**) is crucial for smart city planning and implementation. The SPV is intended to help coordinate all relevant stakeholders from the public and the private sector, identify and fund projects, secure capital and partnerships, and support capacity-building in municipalities to implement smart city projects. Additional support from COGTA, the two Eastern Seaboard provinces, SALGA and other national departments will also be required. The support should include the following, amongst other things:

- 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 that appropriate, inclusive smart initiatives are implemented
- A platform for the sharing of smart city learning amongst all role players

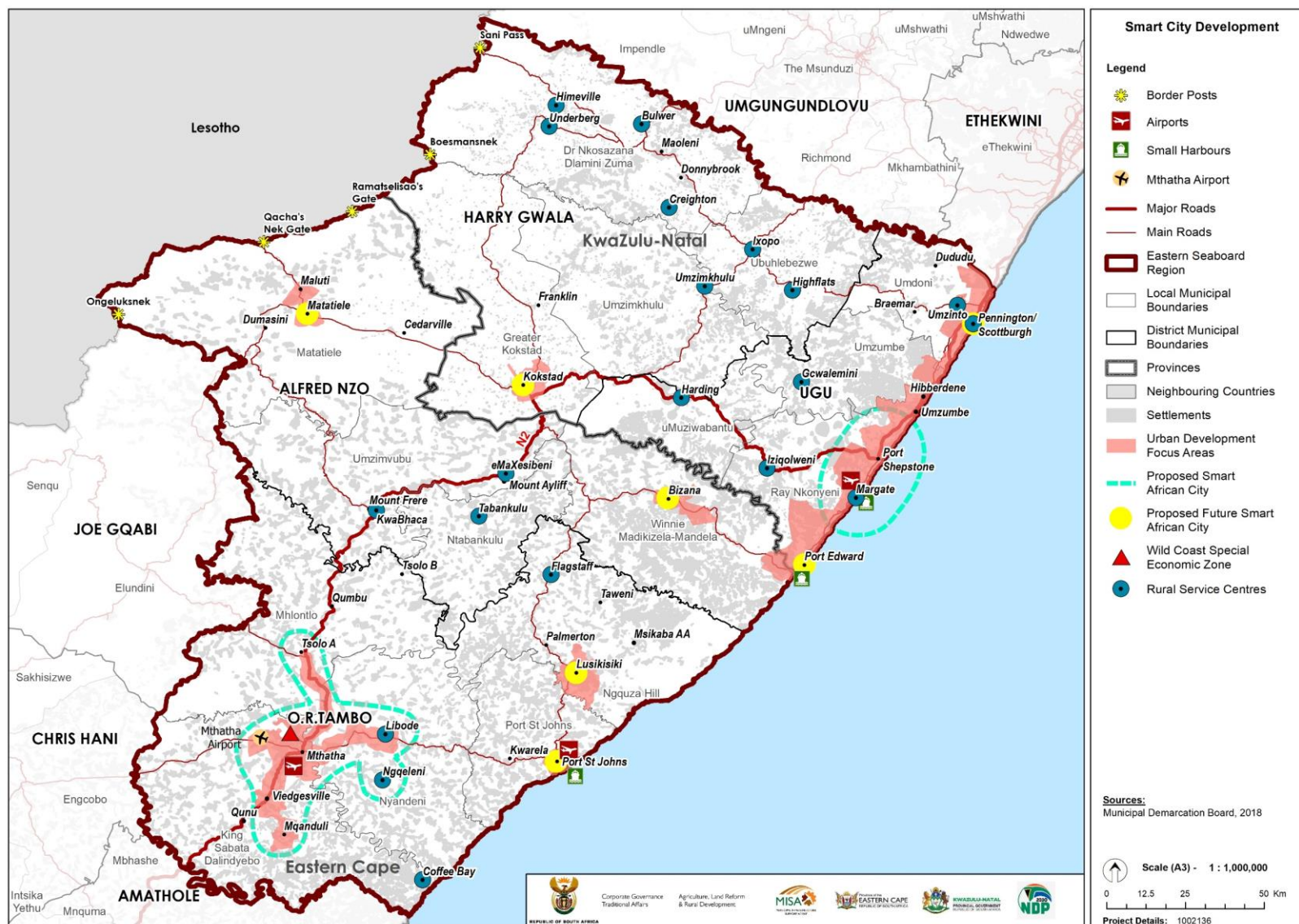


Figure 31: Smart city development

## 5.5 Development Objective 5: Productive urban and rural economy

**The intention of this development objective is to enable a productive economy that leverages off the region's urban and rural endowments in key catalytic sectors.**

### Proposal 12: Support the Wild Coast SEZ

For the purposes of agglomeration benefits, most of the industrial development, especially when it is extensive, should be directed towards Mthatha and the 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 and to create agro-industrial complexes in the region. These complexes will stimulate primary feedstock production and thus unlock the region's potential competitive advantage in agriculture-based products, particularly those of high value.

The Wild Coast SEZ is located in the Mthatha area and is part of the Mthatha smart African city, which is strategically linked to the Vulindlela Industrial Park. The Vulindlela Industrial Park forms part of the Industrial Parks Revitalisation Programme (IPRP).

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 the regional development anchors in the region.

### Proposal 13: Promote and support the economy and full value chains in key sectors.

Proposal 13 is focused on the key catalytic sectors of the Eastern Seaboard, including agriculture (agri-economy), tourism and the ocean/aqua economy.

#### 5.5.1 Agri-economy focus areas

In all municipalities, 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. The composition of the agri-economy of the Eastern Seaboard should ideally comprise the elements shown in Figure 32.

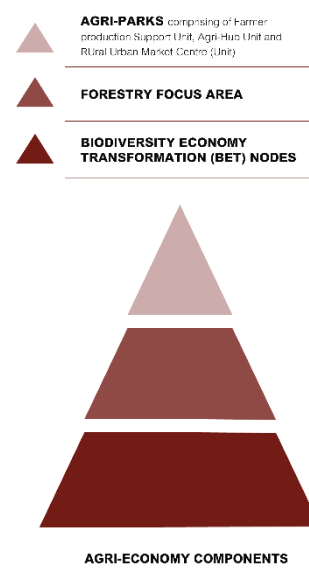


Figure 32: Components of agri-economy in Eastern Seaboard

#### 5.5.1.1 Agri-Parks

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 (including both commercial and game meat)
- 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, including bush tea
- Forestry development
- Maize and milling cooperations
- Biodiversity product and agricultural product beneficiation, processing and packaging
- Fruit farming processing cooperations
- Cannabis farming and value chain (Winnie Madikizela-Mandela and Ntabankulu)

The locations of the agri-park components in the region and in each district are shown in Figure 33 to Figure 36.

Agri-parks contain components or units that support one another and that are explained as follows:

- A **farmer production support unit (FPSU)** is a rural outreach unit linked to an agri-hub. The FPSU does primary collection, some storage, some processing for the local market, and extension services, including mechanisation.
- An **agri-hub (AH)** is a production, equipment hiring, processing, packaging, logistics and training (demonstration) unit.
- A **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.

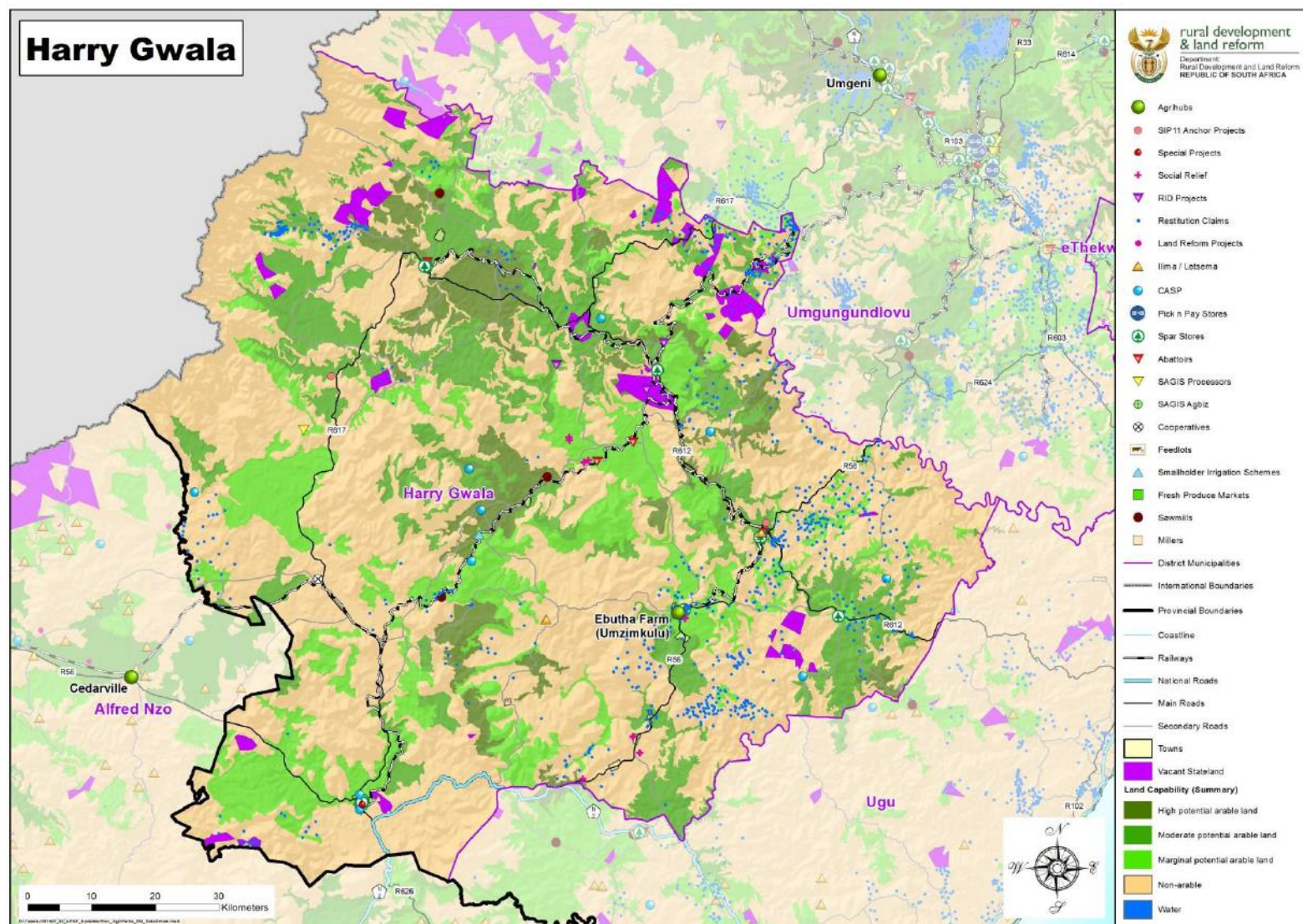
- Providing market intelligence and information feedback to the AH and FPSU using the latest information and communication technologies

The detailed proposals and execution of the programme for each agri-park 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).

**Table 16: Location of agri-park components in the region**

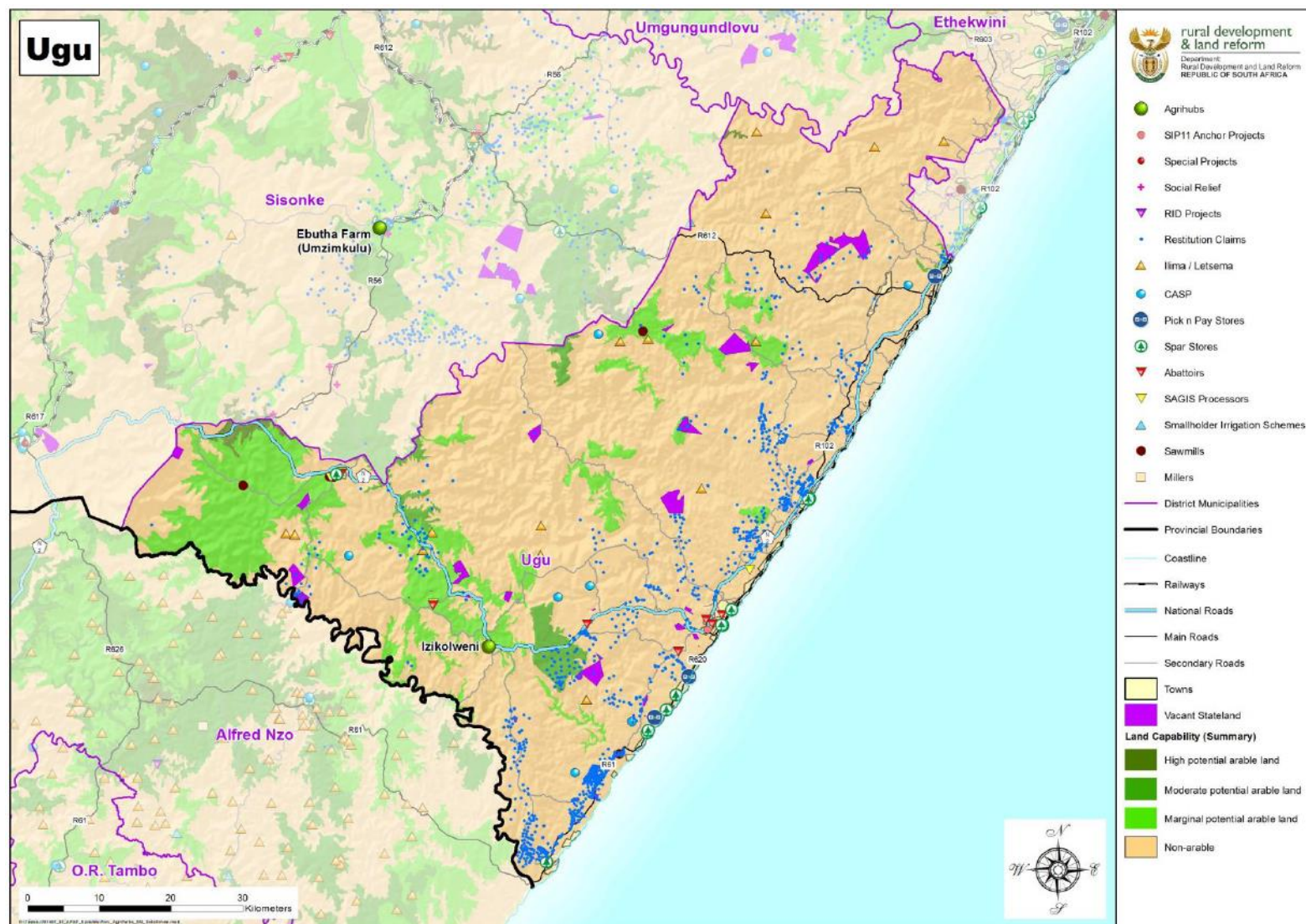
District	Agri-hub	Farmer production support unit	Rural-urban market centre
Harry Gwala	Umzimkhulu (Ebuthu farm) (AH1)	Ebutha Farm (FPSU1), Ndawana (FPSU2), Highflats (FPSU3), Kwa Sani (FPSU4)	eThekweni Municipality
Ugu	Izikolweni (Horse Shoe farm) (AH 2) Ugu Fresh Produce Market	Port Edward (FPSU5), Umzinto (FPSU6), Indududu (FPSU7), Weza (FPSU8), Oribi Flats (FPSU9) Pungatshe (FPSU10)	
OR Tambo	Lusikisiki <sup>7</sup> (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)	

<sup>7</sup> 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.



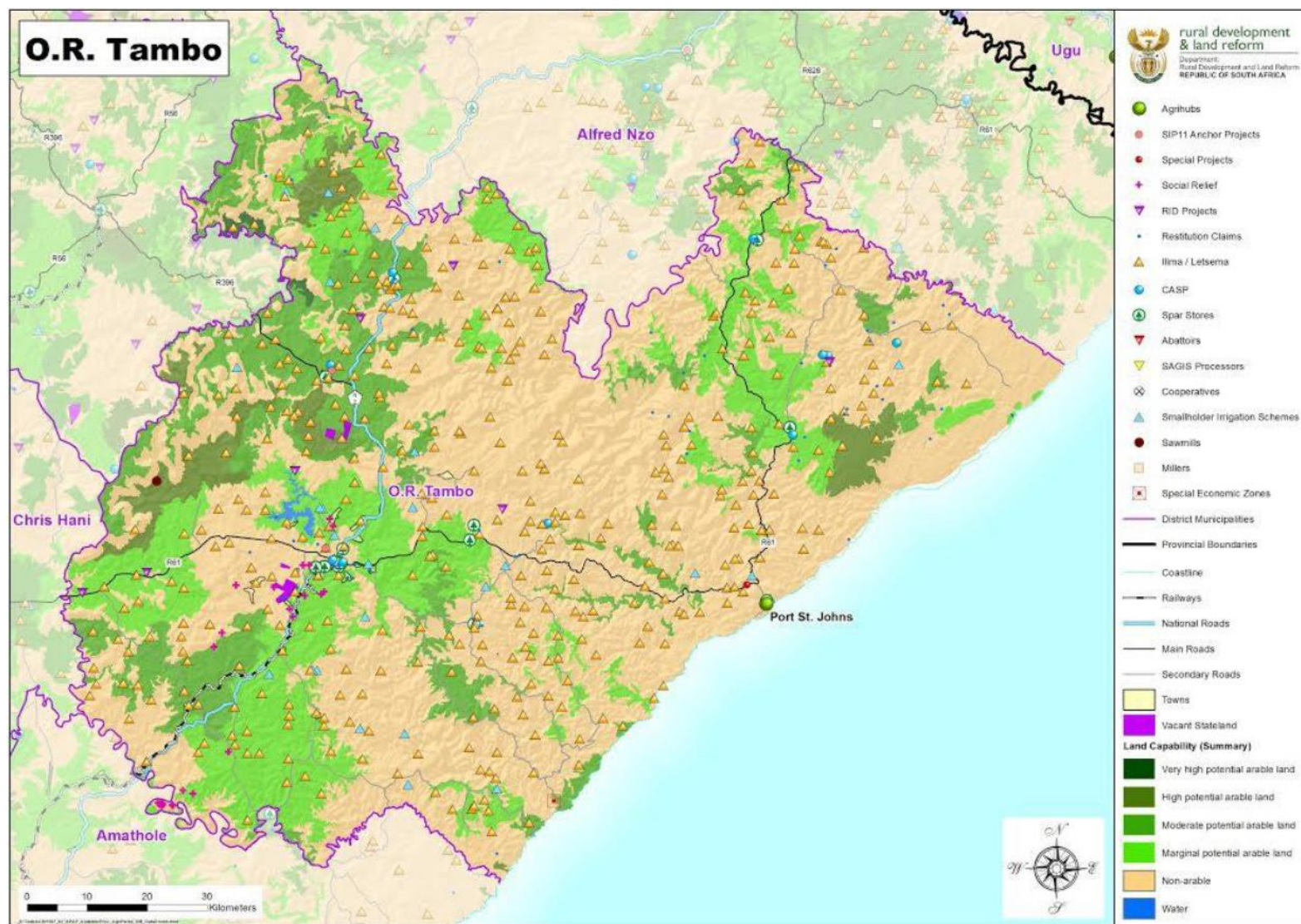
**Figure 33: Harry Gwala District Agri-Park**

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



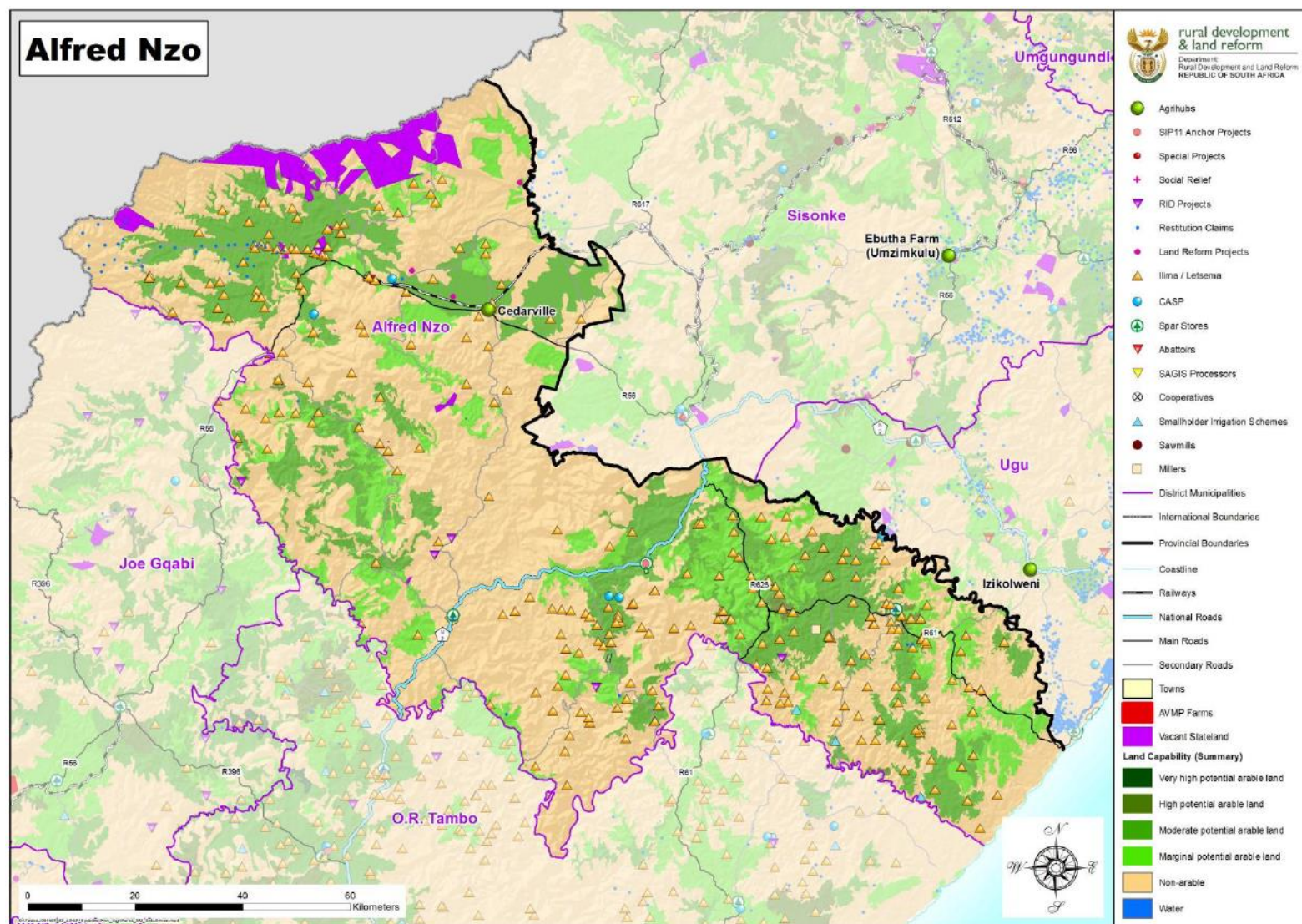
**Figure 34: Ugu District Agri-Park**

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



**Figure 35: OR Tambo District Agri-Park**

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



**Figure 36: Alfred Nzo District Agri-Park**

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

#### 5.5.1.2 Forestry focus areas

The forestry focus areas include:

- 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.

#### 5.5.1.3 Biodiversity economy transformation (BET) nodes

In accordance with the National Biodiversity Economy Strategy (NBES), the following rural biodiversity economy transformation (BET) nodes have been acknowledged:

- Alfred Nzo District, including:
  - Bizana
- OR Tambo District, including:
  - Mhlontlo
- Ugu District, including:
  - uMzumbe
  - Vulamehlo
  - Umdoni
  - Ray Nkonyeni
  - Ezinqoleni
  - Umuziwabantu

#### 5.5.1.4 Tourism zones

Tourism zones are proposed throughout the region and overlap with other macro land use areas such as the environment protection and tourism (EPT) focus areas, the agri-economy focus areas and even the urban development (UD) focus area.

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 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 and heritage resources. That 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.

The **Beach to Berg Corridor** is a unique tourism attraction within the Eastern Seaboard which encompasses a variety of initiatives and programs under a single framework. The framework aims to foster regional growth and contribute to the economic development of the area through tourism. The corridor includes the following tourism facilities:

- Mariazel Mission
- Ongeluksnek Nature Reserve
- Queens Mercy Cultural village
- Mountain Lake

- Mehlooding Hiking trail
- Amabhaca Craft Centre
- Mkhobeni Forest
- Umzimvubu River
- Madzikane Monument
- Ntanetyana Dam
- Ntabankulu July
- Gomo Forest
- Lalashe Horse-shoe Bend
- Diko Monument
- Ntabankulu Arts & Craft Centre
- Pondo Festival Annual Event
- O.R. Tambo Cultural Village
- O.R. Tambo Garden of Remembrance
- Mzamba & Mthentu beaches (30 km coastline)
- Mzamba Nature Reserve & Lodge

The following tourism zones are proposed:

- **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 Underbergh/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
  - Mandela Museum, Mandela's birthplace
  - Various cultural sites consisting of memorials and monuments
- **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

In further support of tourism and the use of natural resources, it is proposed that small harbour development in support of fishing tourism and the maritime economy be further investigated (i.e. feasibility) at the following locations:

- Port St. Johns
- Port Edward
- Port Shepstone

## 5.5.2 Oceans and aqua economy

The main corridors identified by the NSDF for the region include:

- The KwaZulu-Natal Coastal Growth and Development Corridor identified the region between Port Shepstone and Richards Bay as a development corridor.
- Eastern Cape spatial transformation corridors establishment will link urban nodes with regional economic anchors and rural service centres along a national transformation corridor. The region between Nelson Mandela Bay to Port Shepstone was identified as a transformation corridor earmarked for the acceleration of small harbour development.

### 5.5.2.1 Operation Phakisa

Operation Phakisa serves as the national strategic initiative to drive forward the ocean's economy. It plays a central role in setting the comprehensive strategic framework for the Eastern Cape to devise and execute its interventions within the ocean's economy.

Consequently, the strategic context of the Eastern Cape's oceans economy is primarily shaped by Operation Phakisa's dual strategic imperatives. These imperatives entail the ambitious goals of boosting South Africa's gross domestic product (GDP) by between R129 and 177 billion and generating one million new jobs within the ocean's economy by the year 2033.

In March 2015, the Agricultural Policy Action Plan (APAP) was endorsed to rejuvenate the agriculture sector. Focused on commodities exhibiting high growth potential and significant labour absorption, the plan adopts a commodity value chain approach to agricultural production. The Operation Phakisa: Agriculture, Land Reform, and Rural Development initiative has concentrated efforts on enhancing sector development. This includes revitalising

underutilised land, fostering greater involvement of emerging farmers, and cultivating competitive, inclusive value chains in rural areas. The establishment of Agri-parks aims to connect smallholder producers with markets. These collective endeavours aim to elevate agriculture's current contribution to GDP, which presently stands below 3% – a figure notably lower than that of developed economies.

Operation Phakisa prioritises the following sectors:

### Marine transport and manufacturing (MTM)

The Eastern Cape hosts three of the nine principal commercial ports, featuring state-of-the-art logistics infrastructure, dry-dock and slipway facilities, and a proficient and seasoned workforce. Within this industry, strategic initiatives have been delineated to unleash economic potential, encompassing the following plans:

- Oil and gas port infrastructure
- Maintaining and refurbishing existing port and ship repair facilities
- Fast-tracking of decisions for the issuing of trading licenses
- Skills capacity building

The initiatives identified in this sector are designed to foster economic growth by generating positive operational value and benefits upon initiation. Additionally, they aim to create formal employment opportunities directly stemming from these operations. These initiatives include:

- Unlocking investment in new and existing port facilities
- Supporting a local registry of vessels to encourage SA Flagged Ships and construction.
- Encouraging Transnet local procurement

### Offshore oil and gas exploration

The Eastern Cape and southern coastline have the highest potential reserves of natural gas in South Africa. Concentrated efforts in this sector are centred on the Port of Ngqura and Coega Special Economic Zone (SEZ). The overarching

goal is to establish an internationally recognised oil and gas hub centred around the Port of Ngqura. The Eastern Seaboard stands to gain from the positive cascading effects and opportunities stemming from these strategic initiatives.

### **Aquaculture**

The Eastern Cape has taken a leading role in spearheading specific aquaculture initiatives. This sector presents vast potential for the Eastern Seaboard, given the region's abundant natural ocean resources and its variety of well-suited sites for commercial utilisation. The projects identified in this sector are characterised by a labour-intensive nature and extensive value chains that reach into rural areas. As a result, these initiatives have the potential to offer crucial employment opportunities in marginalised regions.

### **Marine protection services and ocean governance**

The marine protection and ocean governance sector in the oceans economy is of paramount significance in safeguarding the future of ocean resources against destruction or degradation, whether stemming from international or local entities. This sector is instrumental in ensuring the preservation of ocean assets, thereby promoting their long-term sustainability and responsible utilisation.

### **Small harbour development in Port St. Johns, Port Edward, and Port Shepstone**

The small harbour development sector is focused on small harbour revival and development holds significant economic potential, primarily attributed to the pivotal role harbours can play in communities and their capacity to stimulate or support various other ocean economic activities. Establishing a network of small harbour developments in the Eastern Seaboard could create essential infrastructure linkages with the three national ports under the ownership and operation of Transnet's National Port Authority. Exploring opportunities for

public-private partnerships and attracting world-class developers and operators for harbour projects supported by appropriate commercial incentives are advisable.

The initiation of two catalytic small harbour developments in Port St. Johns and Port Alfred will serve as initial anchor projects, forming a crucial part of a broader strategy to establish an integrated network of small harbours and associated facilities.

### **Coastal and marine tourism**

The coastal and marine tourism sector is potentially one of the most diverse and widespread sectors, with significant possibilities for substantial and meaningful development, as well as positive economic benefits on a large scale. To realise this potential, a focused and multi-tiered approach is essential. This approach involves engaging relevant stakeholders from both the public and private sectors to collaboratively craft an inclusive roadmap and strategy that garners universal acceptance.

The comprehensive proposals and implementation of development initiatives within Operation Phakisa should be closely aligned with the strategies outlined for the oceans economy in both the Eastern Cape and South Africa.

## **Proposal 14: Enable small town regeneration**

In respect of small-town regeneration (STR), the overall strategy is to follow a regional approach 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:<sup>8</sup>

- Bulwer (STR 1)

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<sup>8</sup> The proposal of small town regeneration and intervention areas does not affect the settlements' status in terms of the settlement hierarchy described or proposed in Development Objective 2.

- 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)
- Umzimkhulu (STR 22)
- Underberg (STR 23)
- Viedgesville (STR 24)
- Tabankulu (STR 25)
- Bizana (STR 26)
- Emaxesibeni (STR 27)

#### Guidelines for small town regeneration

For the purposes of these guidelines, small towns are centres that provide services to the local economy (as opposed to the regional and sub-regional economy) and address community needs.

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 areas are as follows:

- 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)
- Increase 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)

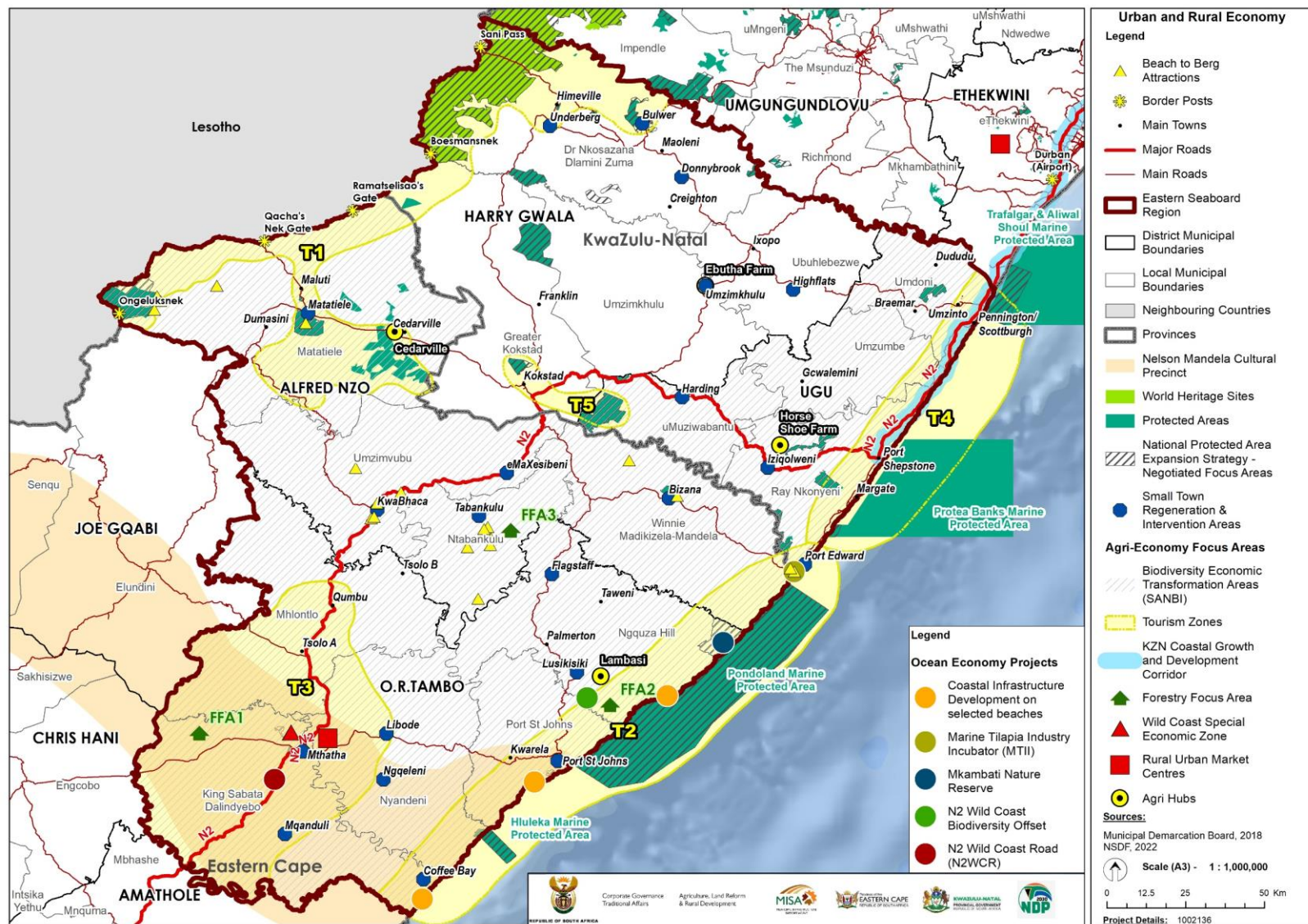


Figure 37: Urban and rural economy

## Proposal 15: Prioritise skills development

Proposal 15, aimed at prioritising skills development in the Eastern Seaboard, is a strategic endeavour to support both urban and rural economic productivity. This proposal materialised through the Eastern Seaboard Development Skills Revolution Summit, aligning with the national skills development plan for 2030.

The summit, themed “From Skills Revolution to Productivity”, was part of the comprehensive Eastern Seaboard Skills Revolution Programme. That programme targets the integration of natural, human, and capital resources in the district municipalities of Alfred Nzo and OR Tambo in the Eastern Cape and Ugu and Harry Gwala in KwaZulu-Natal.

Central to this proposal is the emphasis on translating the Eastern Seaboard development vision into reality for ordinary communities. It focuses primarily on empowering the region's youth with the essential skills necessary for regional development.

The implementation of the Eastern Seaboard development is expected to stimulate economic growth. The targeted strategy associated with this development will streamline the identification of key projects aimed at creating economic opportunities, leading to a thriving economy and better living standards for local communities.

The summit underscored the critical need for collective efforts in South Africa to address challenges related to skills availability for development. It was evident that a lack of skills perpetuates poverty and inequality.

CoGTA highlighted MISA's ongoing commitment to education and bursary schemes to help foster a culture of learning.

The consensus from the summit emphasised that skill development can drive structural transformation and economic growth by enhancing employability and labour productivity, benefitting both individuals and the economy.

This strategic initiative is poised to significantly align growth and development with the National Skills Development Plan (NSDP). The NSDP aims to ensure

that South Africans possess adequate, relevant, and high-quality skills that positively contribute to economic growth, employment creation, and social development.

The primary objectives aligned with the NSDP's aim are as follows:

**Economic growth:** The plan aims to address the skills gap in the workforce, ensuring that the skills available are in line with the needs of the economy. By doing so, the plan contributes to improved productivity and innovation, both of which are essential for economic growth.

**Employment creation:** A skilled workforce is critical for creating job opportunities and enhancing employability. By providing appropriate training and education, the plan seeks to improve the chances of individuals finding gainful employment.

**Social development:** The NSDP aims to contribute to broader social development by empowering individuals with relevant skills. This can lead to increased social mobility, reduced inequality, and an overall improvement in living standards.

**Green economy** can be defined as a network of economic endeavours involving the creation, allocation, and use of goods and services aimed at enhancing long-term human welfare without jeopardizing the environment for future generations by avoiding substantial environmental risks or resource scarcities. (Kaggwa, et al. 2013)

It implies the decoupling of resource use and environmental impacts from economic growth. The green economy refers to two inter-linked developmental outcomes for the South African economy:

- Growing economic activity (which leads to investment, jobs and competitiveness) in the green industry sector.
- A shift in the economy as a whole towards cleaner and lower-carbon industries and sectors

**Agriculture** contributes to economic development through food (and other commodity) production, providing a market for produced goods, providing employment and as a net exporter of agricultural products.

**Aquaculture** has the potential to improve food security and provide local employment opportunities in the Eastern Seaboard. Providing skills training for entrepreneurs and engaging and involving local communities, particularly the youth, could provide opportunities for improved uptake of this sub-sector.

Potential linkages between tourism, small, medium and micro-sized enterprises (SMMEs and cooperatives) and agriculture are critical opportunities for growth. The critical aspect to consider in upskilling people in these areas is quality of goods and reliability of supply. Skills development in the tourism sector is also important and the opportunity for establishing a hotel or hospitality school to train local people to work in the tourist sector could be considered.

Within Operation Phakisa, several sectors have been identified to unlock the economic potential of the ECR and skills development in these sectors is required to unleash its mandate.

Moreover, skills development is critical in the following high-potential sectors identified in the Eastern Seaboard:

- **Agri-industry**

This sector extends spatially into economically disadvantaged regions in the province and represents a labour-intensive industry that generates employment opportunities for individuals with lower skill levels. Additionally, this sector plays a role in fostering the development of small-scale farmers and communities, with the potential to unlock significant domestic and international markets.

- **Sustainable energy**

Sustainable energy initiatives play a vital role in reaching economically disadvantaged regions in the province, contributing to a more inclusive and equitable energy landscape. Leveraging the natural resource endowment of these regions, sustainable energy becomes critical for establishing a competitive base. Its significance extends beyond mere energy provision, as it forms essential

linkages to various sectors, fostering a holistic and interconnected approach to regional development. Notably, the renewables sector is emerging as a high-performing force, demonstrating its potential to drive economic growth while aligning with environmentally conscious practices.

- **Oceans economy**

As a coastal region, the Eastern Seaboard is strategically positioned to capitalise on its abundant natural resource endowment. This aligns seamlessly with national policies and the Operation Phakisa mandates, which emphasise the region's potential to emerge as a key player in the utilisation of its vast natural assets. Notably, the exploration of natural gas resources and offshore oil extraction emerges as a focal point in the Operation Phakisa initiative, further solidifying the region's role in this strategic economic endeavour.

- **Automotive**

Serving as the cornerstone of the Eastern Cape economy, the region boasts the largest industrial base, contributing significantly to economic vibrancy. This sector actively promotes skills and technology transfer, fostering innovation and knowledge-sharing within the community. It further provides low-skills jobs, underscoring the sector's commitment to inclusive economic development and job creation.

- **Light manufacturing**

The light manufacturing industry spearheads a strategic diversification of automotive capabilities. The sector actively provides opportunities for low-skills jobs, fostering employment in the local community.

- **Tourism**

The tourism sector exhibits a notable spatial reach, extending into economically disadvantaged regions, thus contributing to more inclusive and widespread economic development. This outreach not only stimulates the tourism industry but also presents significant development opportunities for small, medium and micro-sized enterprises (SMMEs), encouraging entrepreneurial initiatives in these areas. A distinct feature of this sector is its capacity to generate low-skills

jobs, aligning with its role as a labour-absorbing industry that not only drives economic growth but also fosters employment opportunities for individuals with varying skill levels.

### **Uplifting the people: The way forward**

- **Strengthening education:** The foundation of the skills revolution lies in a robust education system. Investment in schools, colleges, and vocational training centres is essential. Modernising curricula to align with industry needs ensures that graduates are job-ready and equipped with relevant skills.
- **Public-private partnerships:** Collaboration between the government, private sector, and educational institutions is pivotal. Partnerships can facilitate internships, apprenticeships, and on-the-job training, bridging the gap between theoretical knowledge and practical application.
- **Embracing technology:** Technology is the cornerstone of the 4IR. Embracing digital education and technical training prepares individuals for the demands of the modern workforce. Access to online courses and digital resources democratises education, reaching even the remotest corners of the region.
- **Fostering a culture of lifelong learning:** The pace of change in the job market demands continuous learning. Encouraging adults to upskill and reskill throughout their careers ensures that the workforce remains adaptable and competitive.
- **Community engagement:** Empowering communities to take charge of their educational destinies creates a sense of ownership. Community-driven initiatives, supported by local leaders and organisations, can help identify specific skill needs and tailor programmes to address them effectively.

In embracing the skills revolution, the Eastern Seaboard not only secures its economic future but also uplifts the aspirations and dreams of its people. By investing in education, fostering innovation, and nurturing a culture of lifelong learning, the region can embark on a journey toward sustainable development, prosperity, and inclusivity for all.

The composite map in Figure 38 delineates spatial priorities aimed at balancing urban expansion with targeted economic development in the Eastern Seaboard. It amalgamates multiple layers, integrating land use changes, infrastructure needs, and economic growth potential.

The map identifies specific zones poised for controlled urban expansion, focusing on areas with existing infrastructure and proximity to transportation networks. These zones aim to accommodate population growth while minimising environmental impact.

The map highlights designated economic development corridors that align with proposed urban expansion zones. These corridors prioritise infrastructural investment and industrial growth, fostering economic vibrancy in strategic locations.

The following development proposals are outlined in Figure 38:

- Development corridors
- Strategic corridor links
- Smart African city areas
- Urban development focus areas
- Tourism zones

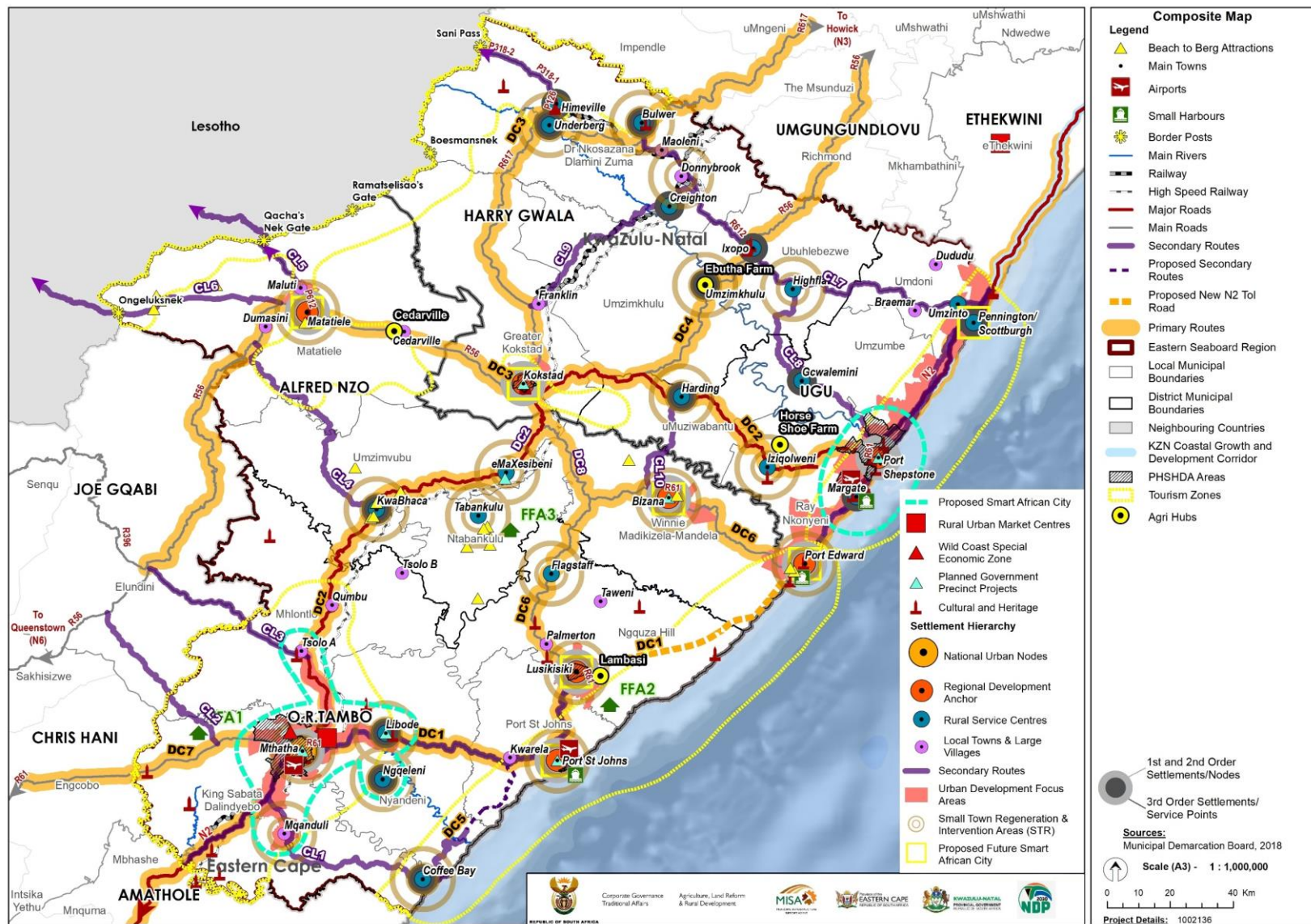


Figure 38: Composite map of ESRSDF

# PART E:

# IMPLEMENTING THE SPATIAL

# FRAMEWORK

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## 6 Implementation framework

The implementation framework outlines the approach and key actions required to realise the vision for the Eastern Seaboard. It is important to remember that the actioning of the RSDF not only involves the implementation of capital projects but also plays an important role in guiding the “refocussing” of other frameworks, plans and existing initiatives so that the Region’s potential can be unlocked. The implementation framework also draws on the work already undertaken by the various role-players in the Region, including both state and non-state actors.

The implementation framework is directed by the guidelines set out in SPLUMA and those developed by DALRRD for RSDFs. The approach to implementation covers the following:

- Implementation principals
- Governance and capacitation interventions
- Institutional and governance arrangements for implementation
- Spatial targeting for capital investment (Where?)
- Implementation actions (What? When?)
- Funding (How?)

### 6.1 Implementation principles

The successful implementation of the ESRSDF requires establishing the right foundation for take-off in the initial stages and addressing aspects that can hamper its effectiveness and sustainability over time. Several prerequisite factors have been identified and are discussed in detail below.

#### 6.1.1 Awareness raising

**Stakeholder engagement:** Before diving into implementation, it is crucial to create awareness among all relevant stakeholders, including government

agencies, local communities, businesses, and civil society organisations. Organise workshops, seminars, and public meetings to ensure that everyone understands the objectives and benefits of the RSDF.

**Communication strategy:** A clear and comprehensive communication strategy should be developed to disseminate information about the implementation phases of the ESRDF to ensure adequate participation by all the relevant stakeholders. Information dissemination is also critical for transparency and buy-in from interested and affected parties, especially at project level. Existing ESD communication platforms (ESRSDF website, MISA website, social media, etc.) should be utilised as far as possible to capitalise on the existing reach.

#### 6.1.2 Endorsement

**Political support:** Secure political endorsement at various levels of government. High-level buy-in is critical to ensure that the ESRDF becomes a priority and receives the necessary resources (i.e. financial) and attention.

**Stakeholder consensus:** Seek consensus and support from diverse stakeholders, including municipal officials, sector departments, DDM structures, KwaZulu-Natal and the Eastern Cape, traditional leaders, and interest groups. Establishing a common vision and objectives can mitigate potential opposition and conflicts during implementation.

#### 6.1.3 Embedding

**Regulatory framework:** Ensure that the ESRDF is integrated into the legal and policy framework of the region. Align it with existing national, SOE, provincial, district and local plans to ensure that projects are planned and budgeted for. Critical pursuits for embedding are the acknowledgement of the ESRSDF in the MTSF as one of six targeted regional spatial development frameworks as well as targeted and committed budgets for the ESRDF implementation in national sector plans, and provincial SDFs and strategic and sector plans, municipal SDFs and IDPs, and the DDM’s One Plans.

A shared understanding among all three spheres of government and SOEs on the objectives and actions required to realise the regional spatial development framework is critical. This can be achieved through proper coordination across the institutional structures.

**Institutional arrangements:** Establish or adapt institutions responsible for RSDF implementation, such as a regional planning authority or coordinating body.

#### 6.1.4 Alignment

A critical element in the implementation of the ESRSDF will be to ensure that the implementation of spatial proposals is coordinated at different spheres of government. This will require an implementation process that will enable alignment. It will also require different spheres of government to be intentional about their intergovernmental relations. It further requires resource allocation to be aligned with the strategic development priorities set out in the ESRSDF.

The actions in the implementation framework respond to the need for the capacitation of actors at various levels of government and in various sectors to operate in a manner that is aligned.

As such, the following guidelines must be adhered to ensure adequate alignment for implementation:

- All spheres of government must support coordinated and integrated planning.
- All spheres of government and other stakeholders must reach a shared understanding and agreement on the tasks required to implement the ESRSDF.
- Each sphere of government needs to take responsibility for its own planning-related task, as detailed in the ESRSDF.
- Alignment between spheres of government will require cooperation to ensure that the plans of one sphere support, and are aligned to, the plans of another.

- All spheres of government and other stakeholders must commit to the prioritisation and an implementation schedule for the implementation of the ESRSDF proposals.

Stemming from the guidelines listed above, the following immediate actions have been identified:

- It is suggested that an ESRSDF implementation programme be established and financed through a technical support facility, with an appropriate PMO under instruction by CoGTA, to ensure that the programme is implemented efficiently and sustainably.
- The implementation programme should be driven and coordinated by MISA on behalf of CoGTA (as part of their accountability for the ESD). However, implementation will need to be executed by the various district and local municipalities.
- Regional sector-specific working groups should be established to drive the implementation of sector-specific projects and monitor progress. These can build on the existing workstreams structure implemented by MISA for the execution of the ESD.

#### 6.1.5 Capacity-building

Investing in training and capacity-building programmes for public officials (especially at municipal and district levels) and other relevant stakeholders involved in the implementation of the ESRSDF is crucial to ensure that applicable and appropriate skills are developed to carry forward the implementation of the ESRSDF. The high vacancy rates in local municipalities in the Eastern Seaboard support the potential need to increase the staff complement of local government to implement the ESRSDF. However, the focus should be on upskilling current and incoming public officials rather than embarking on a mass recruitment drive. The role of Workstream 6 (skills development and poverty alleviation) should champion and provide strategic guidance on capacity-building programmes, including non-state entities and stakeholders. The participation of institutions of higher learning should also aid such programmes.

Equip them with the knowledge and skills necessary to execute the framework effectively. Ensure access to the necessary technical resources, such as geographic information systems (GIS), data analytics, and modelling tools, to support evidence-based decision-making.

### 6.1.6 Political spearheading

Leverage political spearheading to garner public support for the ERSDF, making it a topic of discussion in political campaigns and policy discussions. The establishment of an intergovernmental forum for the Eastern Seaboard should comprise premiers, district mayors, traditional leaders, and relevant MECs as key political leadership to mobilise resources and advocate for and support the implementation of the ERSDF.

## 6.2 Institutional and governance arrangements for implementation

Specific institutional arrangements are not dictated by SPLUMA, thus allowing alternative frameworks for implementation to be explored and proposed, providing an opportunity to do things differently. It also allows the RSDF to tailor implementation to its specific priorities and context. There are, however, a few principles that should guide the arrangements:

- Clear champion and strong messaging
- Administrative simplicity – infuse the RSDF into existing structures
- Resource efficiency and avoidance of duplication
- Multi-stakeholder collaboration and action
- Phasing in regional spatial governance

The diagram below indicates the institutional structure defined by four levels:

- The political level includes the ministers from DALRRD and CoGTA as well as the provincial premiers responsible for providing leadership and political support for the implementation of the RSDF.

- The accounting officers level includes national and provincial officials responsible for ensuring support and buy-in from the public sections throughout the IGR structure.
- The third level includes the district and local municipal officials engaging through the DDM structures in the four district municipalities, making use of the IDP forums responsible for supporting the RSDF implementation on local level
- The implementation level, fourth level, includes the technical task teams from each province as well as the National Project Steering Committee responsible for the implementation of programmes and projects of the RSDF.

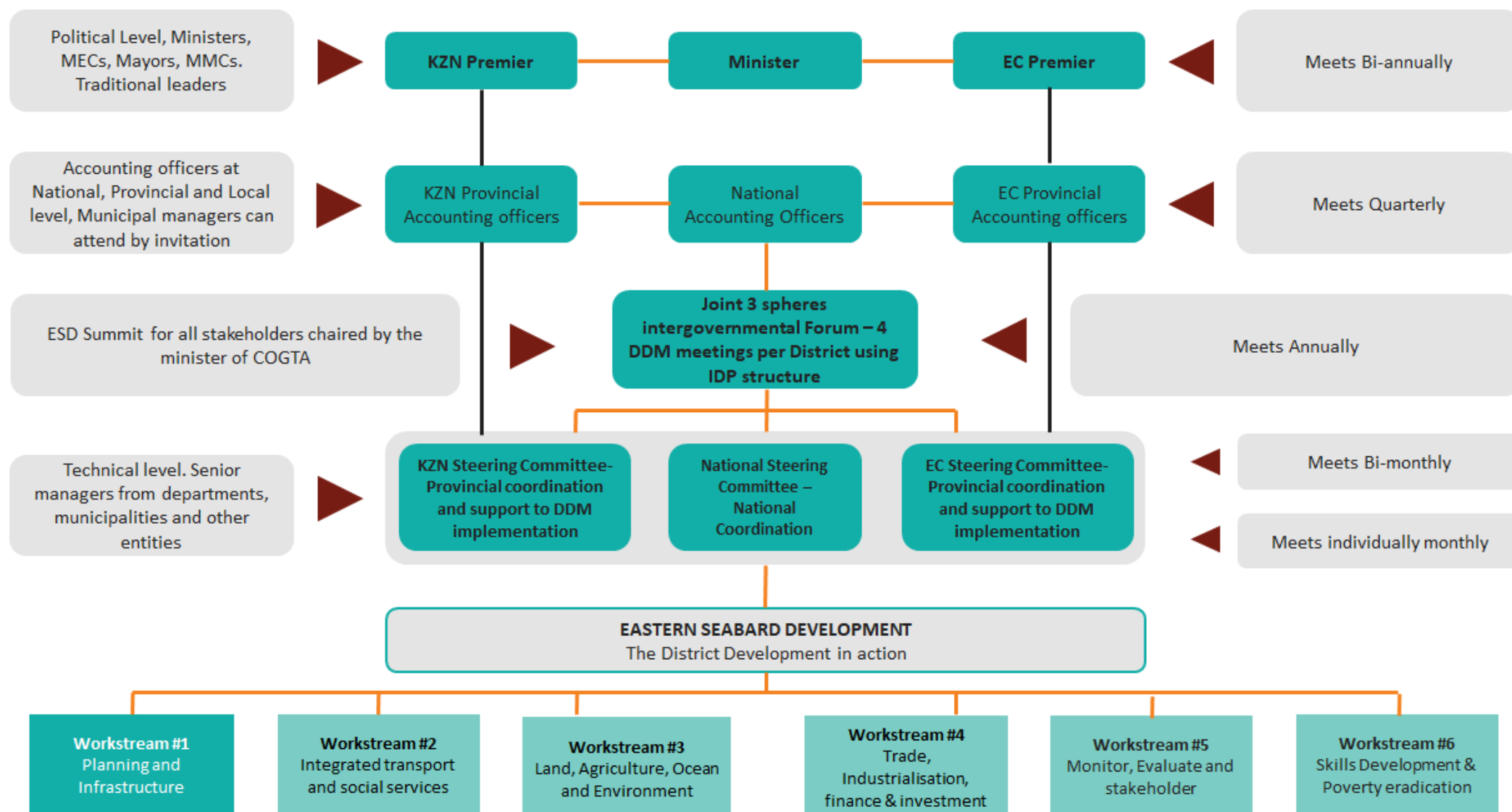


Figure 39: Eastern Seaboard intergovernmental structure

## 6.3 Spatial targeting for capital investment

Spatial targeting is a critical component of capital investment and involves the strategic allocation of capital investment resources to specific geographic areas in a region, with the aim of ensuring that capital investments are directed where they can have the most significant impact, therefore maximising the return on investment for the region.

The ESRSDf has identified key catalytic projects from the across the four districts, as proposed in provincial, district and local sector plans, with regional significance. These catalytic projects have been aligned to development objectives in the ESRSDf and set out in Table 17.

The approach to classifying catalytic projects was adapted from the KZN Infrastructure Master Plan (2021), which defines catalytic projects as follows:

a project of significant scale (i.e. its reach) and scope (i.e. impact on employment, services, economic and social investment, and/or property rates), thereby displaying some or all of the following characteristics:

- It makes a substantial impact,
- It provides leverage and/or creates multiplier effects,
- It has the power to radically activate development (social, economic or both),
- It significantly impacts spatial form,
- It creates jobs, and increases land value; and
- contributes to the achievement of the vision and goals of the province.

The master plan further defines three broad categories for catalytic projects:

- **Game changers:** These projects are oriented towards addressing wide-scale regional needs, creating a substantial impact.
- **Major enablers:** Their primary function lies in unlocking downstream infrastructure and services, facilitating the progression of economic and social activities.
- **Major needs:** (of a high order or significant magnitude) These are projects that have the potential to structurally reshape the regional economy but must satisfy other development outcomes such as alignment with other strategic

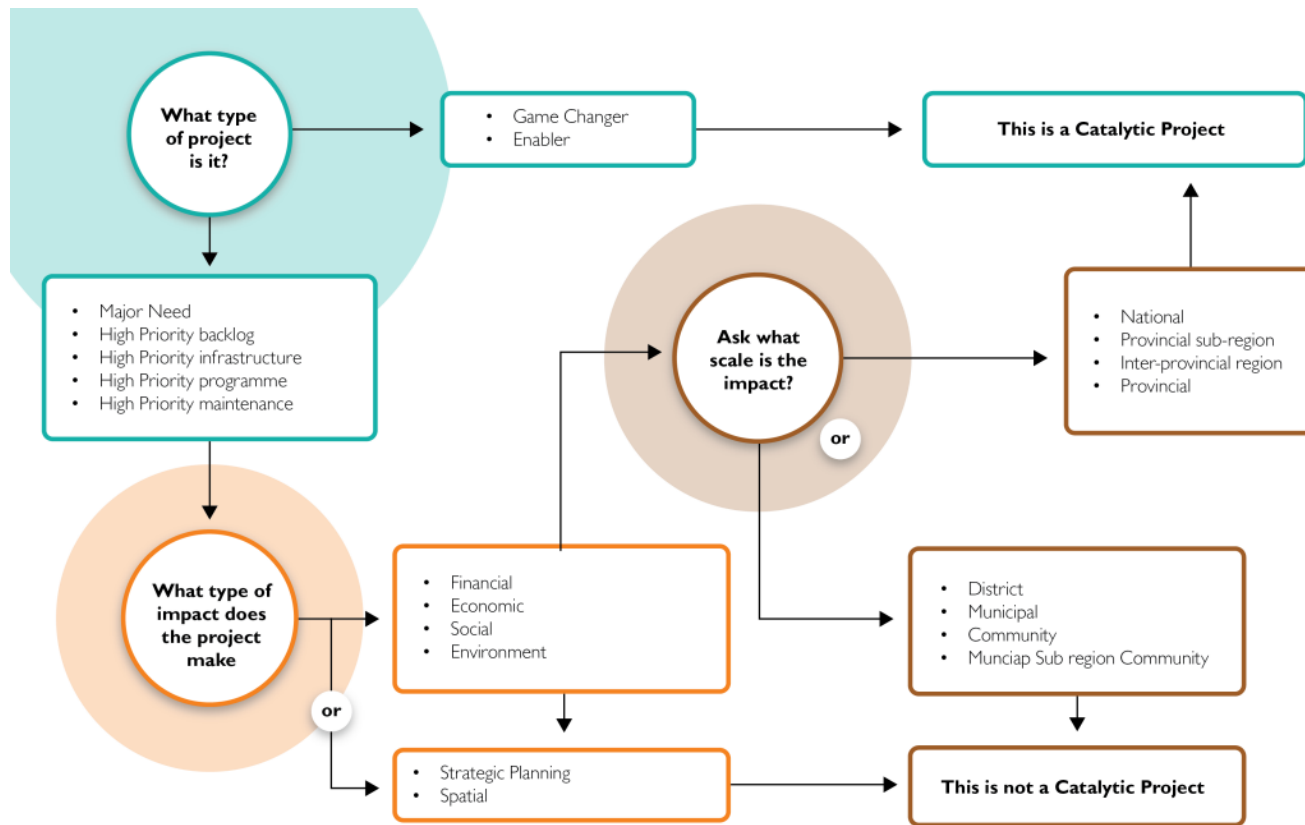
spatial planning policy (i.e. NSDF), contribution to spatial form, potential to mitigate negative environmental impact, economic and/or social investment, regional comparative advantage, and social benefit, amongst other things.

Figure 41 provides an overview of the broad categories and some examples of projects under each category.

Nevertheless, categorising projects as game changers or major enablers inherently stems from their ability to ignite economic and social activities upstream and downstream. Major needs projects, however, do not automatically possess this catalytic quality and must meet other criteria to earn that designation. Nonetheless, this distinction should not diminish the importance of major needs projects or their priority status. When a project is deemed a major need, it must also demonstrate a substantial impact on one or more of the following factors:

- Strategic planning – Evaluating the project's influence on the PGDS and its alignment with the spatial development framework.
- Land use impact – Assessing how the project affects specific land parcels, such as whether it encourages densification, infill development, or the versatile use of land parcels.
- Environmental contribution – Appraising the project's potential to mitigate adverse environmental effects or reduce greenhouse gas emissions.
- Regional investment – Measuring the extent of economic and/or social investment in a region, including the allocation of resources to regional services.
- Regional economic impact – Determining whether the project enhances the region's competitive advantage, thereby enhancing opportunities for success.
- Social advantages – Analysing whether the project's social investment can be a game changer for the region or beyond, either through its spatial impact, substantial job creation, or as a key facilitator.

Figure 40, adapted from the KZN Infrastructure Masterplan (2021), shows how projects are classified as either catalytic or not.



\* The RSDF is at the inter-provincial region

Figure 40: Project classification process



Figure 41: Examples of types of projects and their classification

A project labelled as catalytic still requires evaluation to determine the scale at which it exerts catalytic influence. It may be deemed catalytic while primarily impacting at a local or district level, without necessarily extending its influence at a provincial or national level.

The assessment process for catalytic projects, as derived from the KZNIMP, follows a specific set of criteria. If a project is classified as an enabler or a game changer and has an impact at a provincial sub-regional, provincial, or national level, it qualifies as catalytic and is in the province's interest to support. However, if the project falls under the enabler or game changer category but exerts its impact at a district, metropolitan, or local level, it will still be considered catalytic in its respective sphere of influence and prioritised and monitored accordingly.

On the other hand, if the project is categorised as a major need, it must meet additional conditions in one or more impact categories (beyond its strategic and land use impact) before being designated as catalytic. If the project fulfils these conditions and does not operate at a provincial sub-regional, provincial, or national level, it will be prioritised accordingly.

**Table 17: Capital project investment for spatial targeting**

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
1	Alfred Nzo	Great Mountain Agriculture	Major enabler	Agriculture	OB1 , OB5	No key spatial priorities	Employment
2	Alfred Nzo	Matatiele Taxi Rank	Major need	Transport	OB 2 OB4	Development Corridor 8 Strategic Corridor Line 5 (CL5) Tourism Zone 1 Urban development focus areas Small town regeneration and intervention areas Proposed future smart African city	Employment
3	Alfred Nzo	KwaBhaca Trading Hub	Major enabler	Circular economy	OB 2, 4, 5	Development Corridor 2 (DC2) Strategic Corridor Line 4 (CL4) Small town regeneration and intervention areas	Employment
4	Alfred Nzo	KwaBhaca Transport Facility	Major enabler	Transport	OB2, 4	Development Corridor 2 (DC2) Strategic Corridor Line 4 (CL4) Small town regeneration and intervention areas	Access to opportunities, Connectivity of the region to economic influx (tourism and trade)
5	Alfred Nzo	Construction of Market Square/Tradeport in Bizana	Major need	Circular Economy	OB4	Development Corridor 6 Urban development focus areas	Employment
6	Alfred Nzo	Development of Ntenetynana dam	Major enabler	Maritime and Eco-tourism Infrastructure	OB1,3,4,5	Development Corridor 2	Employment
7	Alfred Nzo	Ntabankulu Tradeport	Major enabler	Circular Economy	OB4,5	No key spatial priorities	Access to opportunities
8	Alfred Nzo	Agro-Processing Hub	Game changer	Agriculture	OB2,OB5	Development Corridor 2 (DC2) Strategic Corridor Line 4 (CL4) Small town regeneration and intervention areas	Tourism revenue for economic influx
9	Alfred Nzo	Ntabankulu Agro-hub	Game changer	Agriculture	OB2, OB5	No key spatial priorities	Employment, Economic opportunities

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
10	Alfred Nzo	Mzamba Beach Infrastructure Development	Game changer	Maritime and Eco-tourism Infrastructure	OB4,OB5	Development Corridor 1 Development Corridor 6 Tourism Zone 2 Small town regeneration and intervention areas	Employment, food security, Export as economic stimulant
11	Alfred Nzo	Mzimvubu Water Project	Major enabler	Water	OB4	No key spatial priorities	Employment, Access to opportunities, Connectivity of the region to economic influx (tourism and trade)
12	Harry Gwala	Private Hospital and Urban Development	Major enabler	Health	OB4,OB5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Employment, Export as economic stimulant
13	Harry Gwala	Development of Umzimkhulu Agri-Park	Game changer	Agriculture	OB2,OB5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Employment
14	Harry Gwala	Integrated Municipal Infrastructure Delivery, Strategic Infrastructure Project 6 (SIP 6) – Roads	Game changer	Transport	OB2,4,5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Employment, Export as economic stimulant
15	Harry Gwala	Logistics and ICT Hub	Game changer	Transport	OB5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Access to basic services, Human settlements, Enabling environment for private sector business
16	Harry Gwala	New District Road/Transport route (District road or similar) – Kokstad to Bulwer and Umzimkhulu to Swartberg (and beyond) to service the rural island	Major enabler	Transport	OB5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Employment, Access to opportunities, Connectivity of the region to economic influx (tourism and trade)

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
17	Harry Gwala	Alan Paton Railway Project	Major enabler	Transport	OB2,4,5	Strategic Corridor Line 7 (CL7) Small town and regeneration intervention areas	Employment, Economic opportunities
18	Harry Gwala	Regeneration of Underberg to improve performance as a node	Major need	Circular economy	OB2,5	Development Corridor 3 Strategic Corridor Line 7 (CL7) Small town regeneration and intervention areas Tourism Zone 1 Strategic water source areas (SWSAs) Railway	Economic opportunities, Additional value chain opportunities
19	Harry Gwala	Regeneration of Donnybrook to improve performance as a node	Major need	Circular economy	OB1,2,3,4,5	Strategic Corridor Line 7 (CL7) Small town regeneration and intervention areas Strategic water source areas (SWSAs) Railway	Employment, Access to opportunities, Connectivity within the region
20	Harry Gwala	Regeneration of Umzimkhulu to improve performance as a node	Major need	Circular economy	OB3,OB5	Small town regeneration and intervention area Agri-hubs zone Development Corridor 4 Strategic water source areas (SWSAs)	Access to opportunities, Connectivity of the region to economic influx (tourism and trade) Enabling environment for private sector business
21	Harry Gwala	Highflats Light Industrial Park	Game changer	Circular economy	OB2,OB5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Access to basic services, Human settlements, Enabling environment for private sector business
22	Harry Gwala	Industrial / Agro-processing Economic Hubs	Game changer	Agriculture	OB2,3,5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Access to opportunities, Connectivity within the region

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
23	Harry Gwala	Construction of Ixopo Light Industrial Park	Game changer	Circular economy	OB2,4,5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Access to basic services, Human settlements, Enabling environment for private sector business
24	Harry Gwala	Integrated Municipal Infrastructure Delivery, Strategic Infrastructure Project 18 (SIP 18) – Regional Bulk Water Schemes and IDP 2014 – 2017	Game changer	Water	OB4,5	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
25	Harry Gwala	Regeneration of Bulwer to improve performance as a node	Major need	Circular economy	OB2,4	Strategic Corridor Line 9 (CL9) Railway Strategic water source areas (SWSAs)	Employment, Enabling environment for tourism
26	Harry Gwala	Regeneration of Ixopo to improve performance as a node	Major need	Circular economy	OB2,4	Strategic Corridor Line 7 (CL7) Small town and regeneration intervention areas	Access to basic services, Human settlements, Enabling environment for private sector business
27	Harry Gwala	Regeneration of Highflats to improve performance as a node	Major need	Circular economy	OB4	Strategic Corridor Line 7 (CL 7) Strategic Corridor Line 8 (CL 8) Small town and regeneration intervention areas	Access to opportunities, Connectivity within the region
28	Harry Gwala	Regeneration of Kokstad Town Centre to improve performance as a node Source: Kokstad Regeneration Plan (2012)	Major need	Circular economy	OB5	Development Corridor 3	Access to opportunities, Connectivity within the region
29	OR Tambo	N2 Wild Coast Road Msikaba Bridge	Major enabler	Transport	OB4	Development Corridor 1 Tourism Zone 2	Access to opportunities, Connectivity within the region
30	OR Tambo	Kingship-based Thusong and Economic Hub Centres	Major need	Circular economy	OB2,4,5	Development Corridor 1 Smart city zone Small town regeneration and intervention areas	Employment, Economic opportunities, Additional value chain opportunities

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
31	OR Tambo	Wild Coast Special Economic Zone (SEZ)	Major enabler	Circular economy	OB2,4,5	Development Corridor 1 Smart city zone Small town regeneration and intervention areas Tourism Zone 3	Economic opportunities, Additional value chain opportunities
32	OR Tambo	Mthatha Airport Upgrade	Major enabler	Transport	OB2,4,5	Development Corridor 7 Tourism Zone 3 Smart city zone Nelson Mandela Cultural Precinct	Employment, Enabling environment for private sector business
33	OR Tambo	Growing the town of Mthatha along R61 towards the airport with mixed land-use development (housing and retail)	Major enabler	Circular economy	OB2,5	Development Corridor 1 Development Corridor 2 Development Corridor 7 Wild Coast Special Economic Zone Tourism Zone 3 Smart cities Small town regeneration and intervention areas Nelson Mandela Cultural Precinct	Employment, Enabling environment for private sector business
34	OR Tambo	PSJ Aerodrome	Major need	Transport	OB2,4	Development Corridor 1 Development Corridor 6 Small town regeneration and intervention areas Proposed future smart African city Tourism Zone 2	Access to private healthcare, Employment, Enabling environment for private sector business
35	OR Tambo	SANRAL N2 Wild Coast Road	Major enabler	Transport	OB2,4,5	Development Corridor 1 Smart city zone Small town regeneration and intervention areas Tourism Zone 3	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
36	OR Tambo	Agro-ecological Zones	Game changer	Agriculture	OB2,4	Development Corridor 1 Smart city zone Small town regeneration and intervention areas Tourism Zone 3	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
37	OR Tambo	Sector Analysis and Development	Major need	Agriculture	OB2,5	Development Corridor 1 Smart cities Small town regeneration and intervention areas Tourism Zone 3	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
38	OR Tambo	Cannabis Industry Development	Major enabler	Agriculture	OB2,4	Development Corridor 1 Smart cities Small town regeneration and intervention areas Tourism Zone 3	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
39	OR Tambo	Wild Coast Meander Road	Major enabler	Transport	OB2,4,5	Development Corridor 1 Smart city zone Small town regeneration and intervention areas	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
40	OR Tambo	Agro-processing	Game changer	Agriculture	OB2,2,1	Development Corridor 1 Smart city zone Small town regeneration and intervention areas	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
41	OR Tambo	Mbizana Regional Water Supply Scheme	Major enabler	Water	OB4	Development Corridor 6 Urban development focus areas	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
42	OR Tambo	N2 Wild Coast Highway	Major need	Transport	OB2,4,5	No key spatial priorities	Employment, Access to opportunities, Connectivity within the region Enabling environment for tourism and other private sector business activities
43	Ugu	South Coast Pipeline 2B - Kelso to Malangen	Major enabler	Water	OB4	Development Corridor 1 KZN Coastal Growth and Development Corridor Proposed future smart African city Urban development focus areas Tourism Zone 4	Access to opportunities, Connectivity within the region
44	Ugu	Lovu Raw Water Augmentation Pipeline	Major enabler	Water	OB4	Strategic Corridor Line 8 (CL8)	Economic opportunities, Additional value chain opportunities
45	Ugu	South Coast Pipeline Phase 3	Major enabler	Water	OB4	Development Corridor 1 KZN Coastal Growth and Development Corridor Proposed future smart African city Urban development focus areas Tourism Zone 5	Access to basic services, Human settlements, Enabling environment for private sector business
46	Ugu	Umkhomazi Water Project	Major enabler	Water	OB4	Development Corridor 1 KZN Coastal Growth and Development Corridor Proposed future smart African city Urban development focus areas Tourism Zone 4	Access to basic services, Human settlements, Enabling environment for private sector business

No	District	Project name	Infrastructure type	Primary sector	Alignment with development objective	Alignment to spatial priorities	Needs response
47	Ugu	Ifafa Industrial Park	Major enabler	Circular economy	OB2,4	Development Corridor 1 KZN Coastal Growth and Development Corridor Proposed future smart African city Urban development focus areas Tourism Zone 4	Access to basic services, Human settlements, Enabling environment for private sector business
48	Ugu	Port Shepstone Technology Hub (Innovation Centre)	Game changer	Information and communications technology	OB2,4	Development Corridor 1 KZN Coastal Growth and Development Corridor Tourism Zone 4 Urban development focus areas Smart cities	Access to opportunities, Connectivity within the region Tourism opportunities
49	Ugu	Port Shepstone Technology Hub (Internal Infrastructure)	Game changer	Information and communications technology	OB2,4	Development Corridor 1 KZN Coastal Growth and Development Corridor Tourism Zone 4 Urban development focus areas Smart cities	Employment, Economic opportunities, Additional value chain opportunities, Enabling environment for private sector business

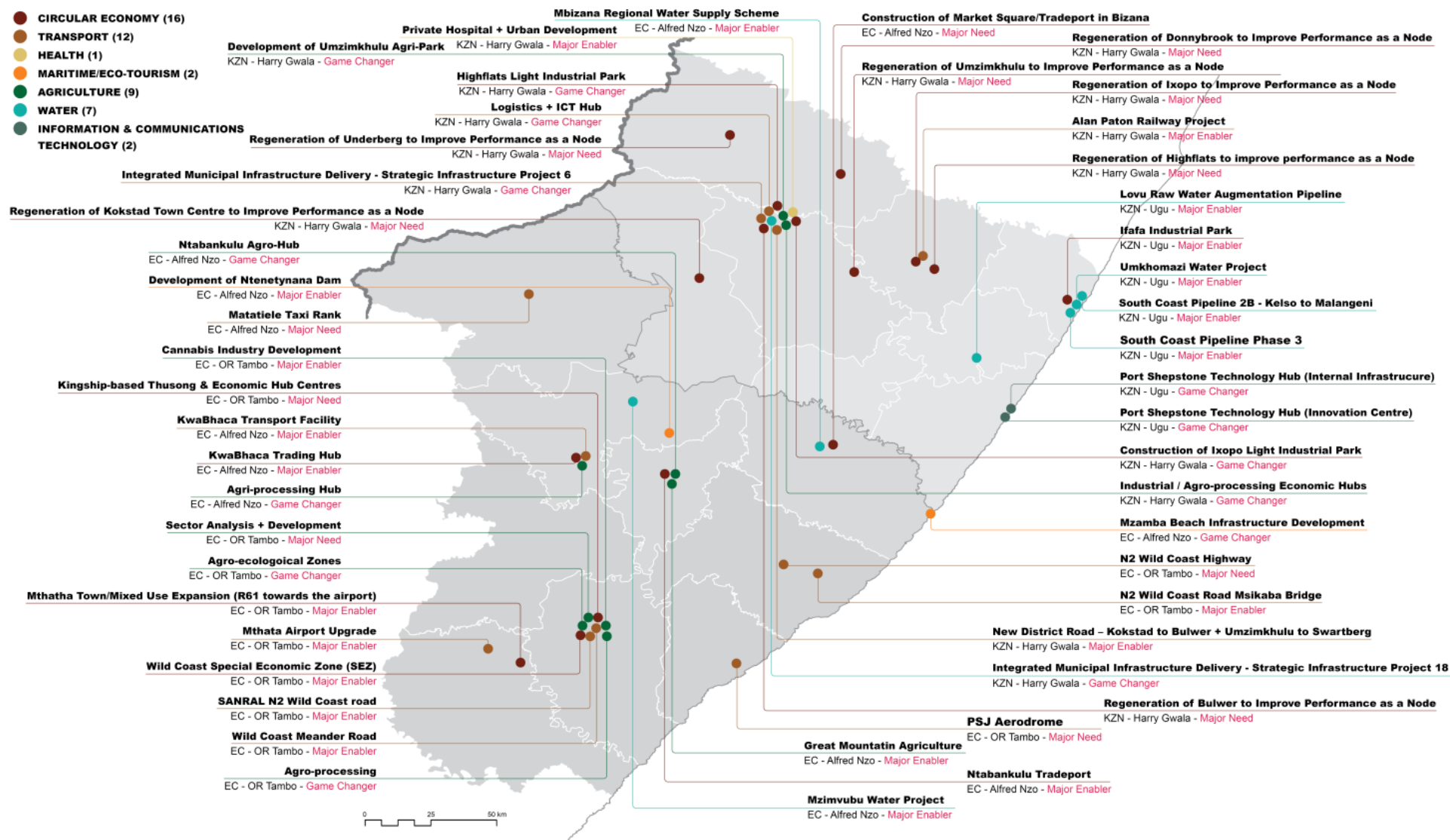


Figure 42: RSDF catalytic projects

### 6.3.1 Capital investment framework

Given the regional scale, capital investment can be complex to navigate and manage, as funding instruments hardly ever operate outside of the three spheres of government's administration.

Given the regional nature of the RSDF, and the likelihood that projects span jurisdictions and mandates, as well as the perceived lack of capacity to execute infrastructure projects in the region, which led to the declaration of the region, individual interventions will likely be financed by means of a blended financial approach (either as projects or programmes).

Finance sources are likely to be a combination of:

- Local, district and provincial municipalities' existing budget allocations
- National programmes prioritising certain sectors (e.g. Human Settlements Grant for PHSDAs)
- Special funds (government impact focused funds targeting specific development objectives, e.g. Infrastructure fund)
- Development finance institutes (either as convertible grants or low-interest loans)
- International development aid programmes that have specific focus sectors or mandates

The combination of finances allows for a reduction in the cost of capital for development by introducing tiered financial structures, where some sources of finances may require lower or slower returns, some may specifically provide technical assistance, or some currently unlocked government funding sources can be unlocked through either of these top-ups, providing high chances of project success.

Where relevant and possible, investment requirements for proposals outlined in the RSDF have touched on the appropriate level of government or proposed as programmatic investments across the region. The Eastern Seaboard Master Plan should address the sources of finance available by sector, region or development objective, and will better guide capital investment.

### 6.3.2 Data and project preparation

Aligning planning and budgeting across sectors and spheres of government is a complex undertaking. It requires input from a wide range of information to provide a basis to conduct analysis and to inform decision-making. It is therefore necessary to ensure that appropriate data for all projects is centralised easily accessible and transparent.

It is recommended that a process of project preparation be undertaken. This process entails collecting the minimum data required for the consideration, prioritisation and subsequent implementation of projects.

National Treasury encourages the use of "stage-gates" in planning to ensure the following:

- Correct authorisations and decisions are taken at relevant stages
- Confirmation of need, resources required and expected timelines at appropriate milestones
- Provision of information at key stages to provide opportunity for correction or mitigation measures

A structured project preparation process ensures that oversight is provided and that the appropriate stakeholders are consulted. A mature preparation process provides:

- A framework from which accountability can be derived
- A platform from which organisational needs can be drawn and directed
- A measured improvement in effective and efficient implementation of public infrastructure
- A significant and measurable saving in public sector infrastructure expenditure

The above project preparation process, when paired with robust data inputs, provides a basis for a strong decision support system to aid integrated planning and infrastructure provision. Such a system ensures that sector planning is informed by a clear indication of capital needs and identified data gaps.

### 6.4.3. Funding

The private sector has a significant role to play in the realisation of the Eastern Seaboard as a region. Many of the local municipalities in the region lack the available budget to fund infrastructure and development project. This opens the door for investors and developers to step in and provide support in partnership with various spheres of government. The SPV could play a pivotal role by undertaking the initial stages of project preparation, which will identify projects that are feasible for the private sector to take forward into implementation.

## 7 Implementation action plan

This section details the action plan for implementation. It gives a full list of actions per proposal and a proposed timeframe for their implementation. All actions have been classified according to five key themes:

- Economic development
- Governance and capacitation
- Spatial planning
- Infrastructure planning
- Climate change resilience

### 7.1 Economic development

Economic potential plays a crucial role in realising economic development by providing the foundation and opportunities for growth. Economic potential contributes to and facilitates economic development as follows:

**Utilisation of resources:** Economic potential encompasses various resources such as human capital, natural resources, technological advancements, and infrastructure. Effectively harnessing and utilising these resources can drive economic development. For instance, investing in education and skills development (human capital) can lead to a more productive workforce, thus contributing to economic growth.

**Attracting investments:** Recognised economic potential can attract domestic and foreign investments. Investors are more likely to commit resources when they see potential for growth and profitability in an economy. These investments can stimulate economic activity, create jobs, and enhance infrastructure, all of which contribute to development.

**Innovation and technology:** Economic potential often aligns with technological advancements and innovation. Embracing technological progress and innovation

can significantly boost productivity, efficiency, and competitiveness, leading to economic growth and development.

**Infrastructure development:** Recognising economic potential encourages investment in infrastructure such as transportation, communication, energy, and healthcare. Improved infrastructure facilitates trade, reduces transaction costs, enhances connectivity, and supports economic activities, thereby fostering development.

**Policy formulation:** Identifying economic potential guides policymakers in formulating strategies and policies that capitalise on these strengths and opportunities. Policies aimed at enhancing sectors with high potential can spur growth and development more effectively.

**Creation of employment opportunities:** Economic potential, when realised, often results in the creation of jobs. This contributes to reducing unemployment rates and poverty, improving living standards, and driving economic development.

In summary, realising and leveraging economic potential involve recognising and utilising an economy's inherent strengths and opportunities. By capitalising on these advantages through strategic investments, policies, innovation, and infrastructure development, a country or region can stimulate economic growth, create opportunities, and achieve sustainable economic development over time.

### 7.2 Governance and capacitation

The successful implementation of the ESRSDF requires a robust governance and capacitation framework to ensure that the objectives and strategies outlined in the framework are effectively translated into action.

#### 7.2.1 Institutional arrangements

The Eastern Seaboard's implementation requires a dedicated implementing agent. As such, a special-purpose vehicle (SPV) has been put forward as an appropriate implementing vehicle.

To establish an SPV, a full assessment of the existing institutional arrangements and capacity will have to be undertaken together with an options analysis for how the SPV might be established. These assessments consider the following:

- Relation to DDM structures
- Alignment to national and provincial objectives
- Stakeholders or entities who will form part of the SPV
- The SPV's mandate and authority (planning support, capacitation, financial support, etc.)
- The financial arrangements of the SPV

The roles and functions of the SPV will also need to be clarified. The following is envisaged:

- This SPV should be integrated with, or should relate to, the DDM institutional and One Plan One Budget model.
- At a national level, the SPV will serve to help ensure that proposed RSDF regions are evaluated to serve national and provincial interests and ensure equal standards across the region.
- The SPV will be able to assign strategic partners (e.g. departments) for purposes of resources, implementation and budget commitments.
- The SPV will work with provinces and national government to coordinate the implementation of the proposals of the RSDF.

The SPV will be responsible for ensuring that the necessary feasibility studies are carried out for projects that are catalytic to the RSDF's proposals, which will include an assessment of the available financial sources to finance these projects, as well as the particular transaction and procurement for each project.

As part of the implementation of the RSDF by the SPV, the question of finance becomes a critical question. The SPV's task of conducting feasibility studies for the individual interventions will include quantifying the scale of the investment required, as well as determining the ideal financial arrangements for each project.

### 7.2.2 Examples of SPVs

SPVs are often established in South Africa to set up, manage and execute specific initiatives. Some well-known examples of effective SPVs in South Africa are as follows:

- The Gautrain Management Agency (GMA) oversees the Gautrain rapid rail link system. The GMA is a public-private partnership responsible for managing the Gautrain system. It was established as an SPV to oversee the design, construction, operation, and maintenance of the Gautrain project.
  - The success factor of the SPV includes the involvement of a partnership between the South African government and the private sector, allowing for efficient project financing and operation.
- The Coega Development Corporation (CDC) is a state-owned enterprise mandated to help develop the Coega Industrial Development Zone (IDZ). It operates as an SPV and plays a key role in attracting investment, developing infrastructure, and promoting economic growth in the Eastern Cape.
  - The CDC has successfully attracted major investments, including automotive and manufacturing industries, creating jobs and stimulating economic development in the region.
- The Cape Town International Convention Centre (CTICC), a leading convention centre in Africa, is managed by an SPV. It hosts international conferences, exhibitions, and events, boosting tourism and business in Cape Town.
  - It has gained international acclaim for its facilities and services, attracting large-scale events and boosting Cape Town's reputation as a global conference destination.
- The Bloemfontein International Airport (BIA) is managed by an SPV and serves as a vital transportation hub in the Free State. It plays a crucial role in connecting the region to domestic and international destinations.

- BIA's modern facilities and efficient operations have contributed to its effectiveness, enhancing connectivity and supporting regional economic activities.

These examples indicate the effectiveness of the SPV as an option for the implementation of the RSDF for the Eastern Seaboard. The document proposes some options to mitigate the current challenges identified in the study area. The ownership and detailed setup of the SPV need to be decided upon once the Eastern Seaboard Master Plan has been finalised.

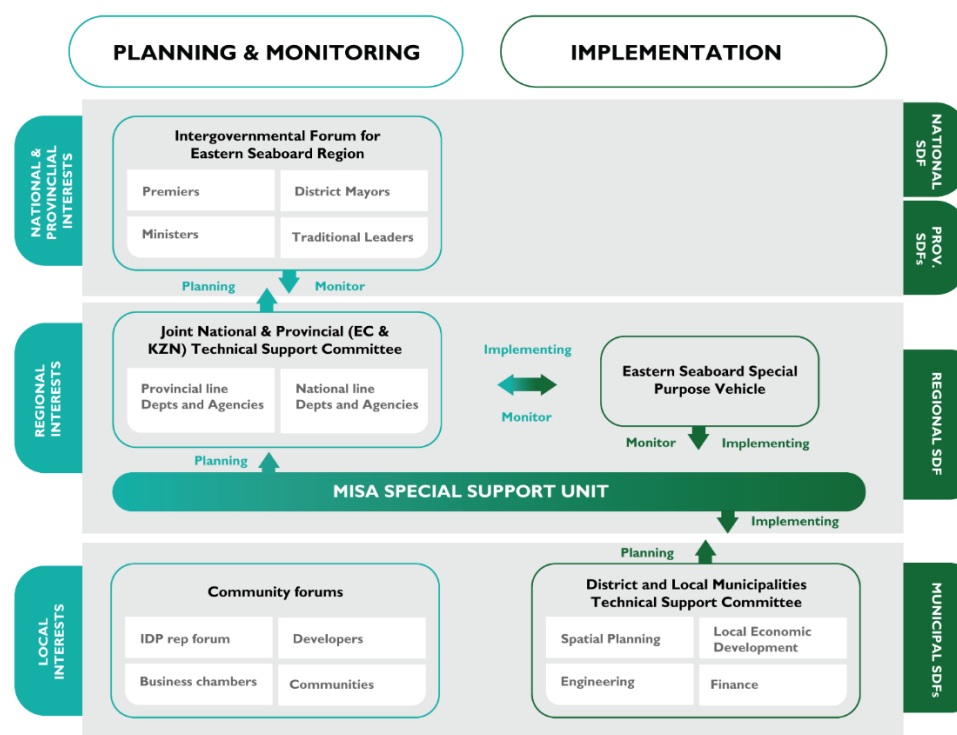


Figure 43: Proposed model for SPV for implementation of RSDF

## 7.3 Spatial planning

Spatial interventions make up the bulk of the ESRSDF proposals and are outlined in the objectives. In brief, spatial interventions deal specifically with how development and natural resources in the region are managed.

The region has significant endowments (areas of natural, cultural or agricultural significance) that are spatially located throughout the region. A major objective of the RSDF and the proposed implementation deals with the protection of these resources. Protection involves physically protecting these areas by ensuring current protection measures are enforced and maintained, but also protecting these regions against encroachment. However, this does not imply the restriction of all development in these areas, and it is the responsibility of local municipalities to ensure that planning permissions are granted for activities that actively support and amplify the potential of these endowments to improve the livelihoods of the people in the region sustainably.

Existing economies tied to macro land uses are integral to the region's economy. As such, demarcated focus areas for forestry, agriculture, oceans economy, and biodiversity economy transformation nodes need to be protected through legislated land use that is strictly administrated through local municipalities. However, additional planning for these zones should include provision for associated functions, allowing for associated value chains to be tapped into and accommodated locally. This is both a spatial proposal and a call for sufficient trade and industry to support existing and new SMMEs in an effort to begin integrating these value chains into their service offering.

Infrastructure projects that support the regional objectives need to be prioritised, as this will help to unlock latent potential in the region.

## 7.4 Infrastructure planning

The implementation of **service delivery** in the region offers the most prominent opportunity for unlocking the economic potential in the region and moving towards smart cities and towns. Smart does not always equate to the

application of technology but refers to the provision of services through the application of smart principles.

**Smart principles should be rolled out in the region in a manner that is appropriate to the local contexts.** For example:

- Where social services are currently lacking, undertaking regional spatial and capacity assessments of service delivery can help optimise the location and level of service.
- Instead of providing water to rural areas through costly bulk pipelines, rather consider rolling out a programme of issuing households with water tanks. This type of intervention has proved to be more cost- and time-efficient in other areas, improving community resilience.
- New engineering services should be rolled out with smart metering (and old services upgraded to include smart meters) to enable better measurement of service use (and loss), better control by users over their own consumption, and the ability to better forecast demand by tracking long-term usage.
- Smart metering at a consumer level but also through measuring bulk service throughout will better enable fault-finding to determine where service losses are occurring, to target maintenance and reduce waste.
- Smart metering and technology-driven payment platforms begin to form the basis of technological communication channels between citizens and government and begin to enable better participation by people, as well as an opportunity to measure citizens' quality of life, in order to determine the effects of interventions on improving livelihoods.
- As organisations and systems mature, further integration between social and engineering service delivery as well as fault-logging and other customer service elements can improve overall service delivery as well as measurement of satisfaction and service levels. This will require improved digital connectivity as well.
- All service delivery should be developed with the understanding that the region is under threat from climate disaster and that there is an urgent need to reduce the use of finite resources. Future planning should include planning for disasters and their effects, as well as appropriate demand

forecasting, taking into accounting rapidly growing populations and rapidly decreasing resources. Nature-based solutions should form an integral part of design of any new infrastructure.

The roll-out of **ICT infrastructure** in underserved regions is becoming as critical as access to water and sanitation. Providing access to digital services through state-owned infrastructure is often a slow process, and this should be a primary area for the focus of implementation.

All measures should be taken to enable and expedite **the development of road networks linking the urban and rural communities and nodes**. By ensuring that roads are safe, reliable and accessible by all, citizens should be able to move freely to access the services they require, limiting the need for urban sprawl and informal development.

## 7.5 Climate change resilience

Tackling climate change resilience requires an approach that is holistic, works across administrative boundaries, and works closely with affected and vulnerable communities to find solutions.

Therefore, from a climate-responsive and environmental resilience point of view, it is recommended that the region plug into broader support networks, both nationally and internationally, with the aim to learn from global best practice and contribute learnings unique to the region. This will likely become the responsibility of individual local officials who are part of their municipalities' strategic planning. These programmes can typically be financed through development finance institutions or national initiatives.

The detailed implementation actions plan is attached in Annexure E of the rsdf document.

# PART F:

# MONITORING AND

# EVALUATION

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## 8 Background

The purpose of programme or project monitoring and evaluation (M&E) is to establish impact, and the nature and extent of the impact, over time, to ascertain whether the programme or project's primary and secondary objectives have been achieved. To enable M&E, an M&E framework needs to be developed. The framework needs to include a baseline monitoring sector dataset consisting of several individual indicators that ultimately form the measurement instrument against which future data in the respective areas for which indicators were identified can be measured.

### 8.1 Monitoring

Monitoring is focused primarily on the achievement of intended programme-level outputs and involves the routine collection of information on an on-going basis. To enable project monitoring, frequent data collection is required with respect to the pre-identified set of baseline monitoring indicators to provide new data that can be measured against the baseline data. Effective monitoring of project outputs is also a critical aspect of evaluating programmes: it establishes whether programme inputs, activities and outputs have occurred and tracks progress over time.

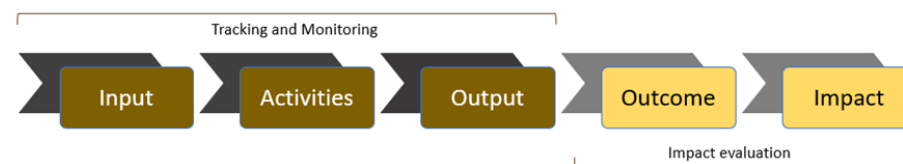
### 8.2 Evaluation

Evaluation refers to the assessment of the value of the programme or project implementation. Results from impact evaluations are critical to guide the management of current activities, to inform resource allocation decisions across programme components and to support the design or re-design of future interventions to maximise their potential impacts. Project evaluation should aim to answer the following questions once it has been completed:

- Is the project effective in achieving its intended goals?
- What change, and how much change, occurred at the project or beneficiary level that is attributable to the programme?
- Is the project an efficient use of resources to meet intended impacts as compared to alternative uses?

### 8.3 Monitoring and evaluation approach

The monitoring and evaluation approach is guided by clear, relevant and measurable targets that support the spatial proposals indicated in the SDF Guidelines. M&E for the RSDF will be the responsibility of relevant stakeholders and identified beneficiaries.



An effective M&E process includes the following key elements of the RSDF:

- Project inception
- Status quo analysis and vision setting
- Regional situational analysis and synthesis
- Development of spatial proposals
- Public participation and stakeholder engagement
- Implementation framework

**Table 18: Elements of RSDF monitoring and evaluation process**

RSDF elements	Action
Project inception	<ul style="list-style-type: none"> <li>Setting of project deliverables, timeline and project costing components</li> </ul>
Status quo research	<ul style="list-style-type: none"> <li>Establishment of the spatial vision and strategies according to the DDM Impact Development Areas</li> </ul>
Regional situational analysis & synthesis	<ul style="list-style-type: none"> <li>Baseline review of municipal SDF targets in terms of the proposed spatial planning outcomes</li> </ul>
ESRSDF spatial proposals & implementation framework	<ul style="list-style-type: none"> <li>Establish clear, realistic, relevant and measurable indicators and targets according to the spatial strategies</li> <li>Target measurement alignment with policies and institutional arrangements set out in the implementation framework</li> </ul>
Public participation and stakeholder engagement	<ul style="list-style-type: none"> <li>Establish effective communication channels</li> <li>Develop a website and spatial information system</li> </ul>
Final RSDF	<ul style="list-style-type: none"> <li>Development of a monitoring and evaluation process based on established targets</li> <li>Assign champions responsible the monitoring and evaluation process</li> </ul>

To enable efficient M&E, frequent data collection is required with respect to the pre-identified set of baseline indicators to provide new data that can be measured against the baseline data. Ideally, KPI data should be collected consistently on an annual basis to provide as clear and accurate a picture as possible of annual progress made in the specific key performance areas measured. Consistent collection of KPI data on an annual basis will immediately identify low or poor performance areas, which can be addressed without delay.

The criteria in Table 19 were considered when indicators were selected.

**Table 19: Criteria for selecting monitoring indicators**

Selection criteria	Description
Relevance	The indicator should be relevant to the project as well as the objectives of the project and what needs to be monitored and evaluated over a certain period of time and also needs to be representative of the system being assessed and must relate logically and directly to an aspect of the institution's mandate, and the realisation of strategic goals and objectives
Measurable	The indicator should be able to monitor the changes that need to be evaluated appropriately over the specific timeframe
Reliability	The indicator needs to be reliable over the specific timeframe for its intended use and needs to respond to changes in the level of performance
Analytically valid	Data used as a basis for the indicator should be clearly defined, verifiable and scientifically acceptable
Environmentally informative	The indicator is responsive to environmental change and can provide a baseline for future trends and allow for trend analysis
Cost-effective	The indicator is based on existing data and information where possible and is simple to monitor and the usefulness of the indicator must justify the cost of collecting the data
Simple and easily understood	The indicator is simple to interpret, accessible and clearly defined
Comparability	It should be possible to standardise the indicator to enable application in other similar studies and to compare with the same or similar indicators from other relevant monitoring projects
Well-defined	The indicator needs to have a clear, unambiguous definition so that data will be collected consistently, and be easy to understand and use
Verifiable	It must be possible to validate the processes and systems that produce the indicator
Appropriate	The indicator must avoid unintended consequences and encourage service delivery improvements and must not give managers incentives to carry out activities simply to meet a particular target.

## 8.4 Institutionalisation of monitoring and evaluation

The objective of institutionalisation is to secure enduring benefits for both the client and the local community from the work that has been accomplished.

The organisation to take responsibility for the implementation of the programmes identified through the ESRSDF needs to ensure that processes and procedures are put in place to effect the M&E responsibilities.

The implementation framework created through the RSDF needs to be realised through identified programmes and projects.

The Monitoring and Evaluation (M&E) framework is designed to coordinate with the implementation actions, ensuring its integration within the RSDF Project Steering Committee until the handover to the Eastern Seaboard special-purpose vehicle for institutionalization. This ensures that M&E remains in use to ensure the pursuit for value for money and effectiveness in the implementation of the ESRSDF.

## 9 Alignment to regional spatial directives

The national, provincial and district policies discussed in the status quo report as part of Phase 2 highlights spatial directives or informants that the ESRSDF should take into consideration in order to improve alignment between the various dimensions. The ESRSDF aims to contribute to the spatial directives listed in Table 20, which indicates the alignment of the directives.

**Table 20: Alignment of spatial directives**

DDM impact development areas	District spatial policies
Spatial restructuring and the environment	<ul style="list-style-type: none"> <li>■ Spatial restructuring and environmental sustainability</li> <li>■ Accessible linkages between settlements</li> <li>■ Smart city and information technology</li> <li>■ Sustainable and functioning environment</li> </ul>
Economy	<ul style="list-style-type: none"> <li>■ Inclusive economic growth and development</li> <li>■ Revitalisation of small towns</li> </ul>
Engineering infrastructure	<ul style="list-style-type: none"> <li>■ Integrated infrastructure and service provisioning</li> <li>■ Affordable public transportation</li> </ul>
People	<ul style="list-style-type: none"> <li>■ Human development</li> <li>■ Development of sustainable human settlements</li> </ul>
Service provision	<ul style="list-style-type: none"> <li>■ Integrated infrastructure and service provisioning</li> </ul>
Governance	<ul style="list-style-type: none"> <li>■ Effective and efficient in utilising financial resources</li> </ul>
Rural development	<ul style="list-style-type: none"> <li>■ Rural development</li> </ul>

### 9.1 Key performance indicators

The M&E for the implementation of the ESRSDF are integrated with the implementation framework and the implementation action plans. The roles and responsibilities provide information on the relevant government departments and municipalities that are responsible for the implementation of the indicated actions.

### 9.2 Implementation of key performance indicators

The institutional framework in Figure 41 provides the institutional structure and role-players responsible for the M&E of the ESRSDF.

Developing key performance indicators (KPIs) and an M&E framework for the ESRSDF require aligning the KPIs and the framework with the DDM impact development areas and policies. Table 21 shows the KPIs to be monitored as part of the M&E. A detailed M&E plan is attached as Annexure F.

**Table 21: KPIs for monitoring the implementation of the ESRSDF**

DDM IDA	M&E framework	KPIs
Spatial restructuring and the environment	Regular assessments of spatial restructuring initiatives.	Percentage increase in green spaces and conservation areas.
	Environmental impact assessments for development projects.	Number of accessible linkages established between settlements.
	Monitoring the implementation of smart city technologies.	Adoption rate of smart city technologies.
Economy	Economic impact assessments for key projects.	GDP growth rate.
	Employment statistics and demographics.	Job creation in key economic sectors.
	Regular reviews of small town regeneration projects.	Number of small towns revitalised.
Engineering infrastructure	Regular infrastructure project evaluations.	Percentage increase in integrated infrastructure projects.
	Assessments of public transportation services.	Affordability and accessibility of public transportation.
	Affordability studies for transportation.	Percentage completion of comprehensive affordability studies for transportation projects.
People	Tracking changes in education, health, and income levels.	Human development index improvements.
	Monitoring the development of human settlements.	Number of sustainable human settlements developed.
	Assessments of community well-being.	Frequency and comprehensiveness of

DDM IDA	M&E framework	KPIs
		community well-being assessments conducted.
Service provision	Regular audits of service integration.	Integration level of infrastructure and services.
	Community feedback on service provision.	Percentage of positive community feedback on service provision based on regular assessments.
Governance	Regular financial audits.	Efficiency ratio of financial resource utilisation.
	Assessments of government efficiency.	Annual percentage improvement in assessments of government efficiency.
Rural development	Monitoring the implementation and impact of rural development initiatives.	Percentage increase in rural development projects.

These KPIs and the associated M&E elements provide a basis for evaluating the success and impact of the ESRSDF across its key development areas. Regular reviews and adjustments to the framework will ensure its relevance and effectiveness over time.

# GLOSSARY

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**critical biodiversity area:** an area that must be maintained in, or restored to, good ecological condition to conserve a viable representative sample of all ecosystem types and species and maintain ecologically functional systems

**biodiversity economy:** an economy that encompasses business and other economic activities that either directly depend on biodiversity for their core business or contribute to the conservation of biodiversity through their activities

**ecological infrastructure:** naturally functioning ecosystems that generate or deliver valuable services to people; for example, healthy mountain catchments, rivers, wetlands, coastal dunes, and nodes and corridors of natural habitat that together form a network of interconnected structural elements in the landscape

**ecosystem-based adaptation:** the use of biodiversity and ecosystem services as part of an overall adaptation strategy to help people to adapt to the adverse effects of climate change

**strategic water source area:** a natural source area for water that supplies a disproportionately large volume of water and that is considered of strategic significance for water security from a national planning perspective for surface water or groundwater or both

## Appendix A

### Terrestrial and aquatic land use management guidelines

		Key																							
		1.Compatible activity												Recommended											
		2.Potential activity												Potential may exist depending on the existing land-use and potential, the current ecological state, and the sustainable nature of the development type in question.											
		3.Incompatible activity												Not Recommended											
LAND-USE		NON-URBAN DEVELOPMENT												MIXED TRADITIONAL URBAN AND NON-URBAN DEVELOPMENT								TRADITIONAL URBAN DEVELOPMENT			
		AGRICULTURE						ENVIRONMENTAL SERVICES & CONSERVATION AREAS			TOURISM			INFRASTRUCTURE AND SERVICES								INDUSTRY			
Conservation Category		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 AND ECOLOGICAL INFRASTRUCTURE	MODIFIED OPEN SPACE	LOW IMPACT/ ECO-TOURISM	MEDIUM IMPACT TOURISM	HIGH IMPACT TOURISM	AIRSTRIP	ROADS AND RAILWAYS	UTILITIES AND SERVICES	SEWERAGE WORKS					WATER WORKS PROJECTS AND CATCHMENT TRANSFERS	RURAL/TRADITIONAL SETTLEMENT	RESIDENTIAL	MIXED USE
TERRESTRIAL	Terrestrial Protected Area	3	3	3	3	3	2	3	1	1	3	2	2	3	3	3	3	3	3	3	3	3	3	3	3
	Critical Biodiversity Area: Irreplaceable	3	3	3	3	3	2	3	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Critical Biodiversity Area: Optimal	3	3	3	3	3	2	3	1	1	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3
	Ecological Support Areas	3	3	2	3	3	1	3	1	1	2	2	3	3	2	2	2	3	2	3	3	3	3	3	3
	Ecological Support Areas: World Heritage Site Buffers**	2	2	2	2	2	1	2	1	1	2	1	2	2	2	2	2	2	2	2	3	3	3	3	3
	Ecological Support Areas : Protected Area Buffers	2	2	2	2	2	1	2	1	1	2	1	2	2	2	2	2	2	2	2	3	3	3	3	3
AQUATIC*	Critical Biodiversity Areas: Irreplaceable	3	3	3	3	3	3	3	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Critical Biodiversity Areas: Optimal	3	3	3	3	3	3	3	1	1	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3
	Aquatic Ecological Support Area	3	3	3	3	3	2	3	1	1	3	2	3	3	3	3	2	3	3	3	3	3	3	3	3
Modified/ Degraded	Other Natural Areas	2	2	2	2	2	1	2	1	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2
	Modified: Degraded natural	2	2	2	2	2	1	2	2	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2
	Modified: Old cultivated lands	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Modified: Agriculture	1	1	1	1	1	1	1	3	3	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3
	Built-up / Settlement	3	3	2	2	3	3	3	3	2	1	3	1	1	3	1	1	1	1	1	1	1	1	2	1

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 area buffers

#### Definition of protected area buffer

A protected area (PA) is situated in a landscape with a matrix of land uses, such as natural areas, grazing land, crops, plantations, settlements, subsistence farming, urban, industrial, mining. Through noise, visual, light and 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 better integrate the protected area into 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 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)	
<b>Place</b> 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.
<b>Alteration of habitat/ ecosystems/ species</b> Through noise and light intrusion, shading and water pollution	<p>Noise can impact on animals within the PA and result in animals moving away or avoiding sections of the PA.</p> <p>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.</p> <p>Shading through external structures such as flats can result in the alteration of the habitat type and condition.</p> <p>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.</p>
<b>Alien invasive encroachment</b>	<p>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.</p> <p>Large areas of alien invasive flora can further have an impact on the tourism experience through a change in sense of place.</p> <p>Continual encroachment into the PA also has significant financial implications through increased management expenses.</p>
<b>Impacts on physical infrastructure</b>	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.
<b>Fragmentation and loss of connectivity in the landscape</b>	<p>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.</p> <p>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.</p>

## Impacts that can negatively influence protected areas (PA)

<b>Animal–human conflicts</b>	<p>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.</p> <p>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.</p> <p>The spreading of disease from domestic animals to wildlife and from wildlife to domestic animals.</p> <p>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.</p> <p>The poaching of species in the PA can be increased through the densification of settlement on the edge of the PA or the opening up of areas through large-scale developments such as mining.</p> <p>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.</p> <p>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.</p>
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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	
<b>Protected areas</b>	5 km unless stated otherwise	
<b>World Heritage site</b>	10 km unless stated otherwise	
<b>Critical biodiversity areas</b>	Description	Buffer
<b>CBA: Irreplaceable</b>	FSCA and FEPA Fish Sanctuary (Cr and EN) associated perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	30 m
<b>CBA: Optimal</b>	FSCA and FEPA Fish Sanctuary (Vu and NT) associated perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	30 m
<b>CBA: Irreplaceable linkage</b>	FEPA flagship free flowing rivers, adapted to the perennial rivers coverage extracted from the 1:50000 topographic river network and buffered	30 m
<b>Ecological support areas</b>	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
	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
<b>Ecological infrastructure</b>	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

## Appendix C

### Declared priority human settlement and housing development areas in the region

Province	Local municipality	PHSHDA			
		Number	Name	Main places	Development plan status
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, Nqaghumba, Ngquza 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, Manxiweni, Matshongwe, Mazizini, Mbane, Mbuqe, Mthatha Central, Myezo Park, Ncambedlana, Ngxubevange, Nkanini, Northcrest, Norwood, Ntlekiseni, Ntshabeni, Pola Park, Sheshegu, Lindini, Nyandeni B, Nyandeni, eZintabeni, Ngxubevange, Mazizini, Payne, Ntelkiseni, 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

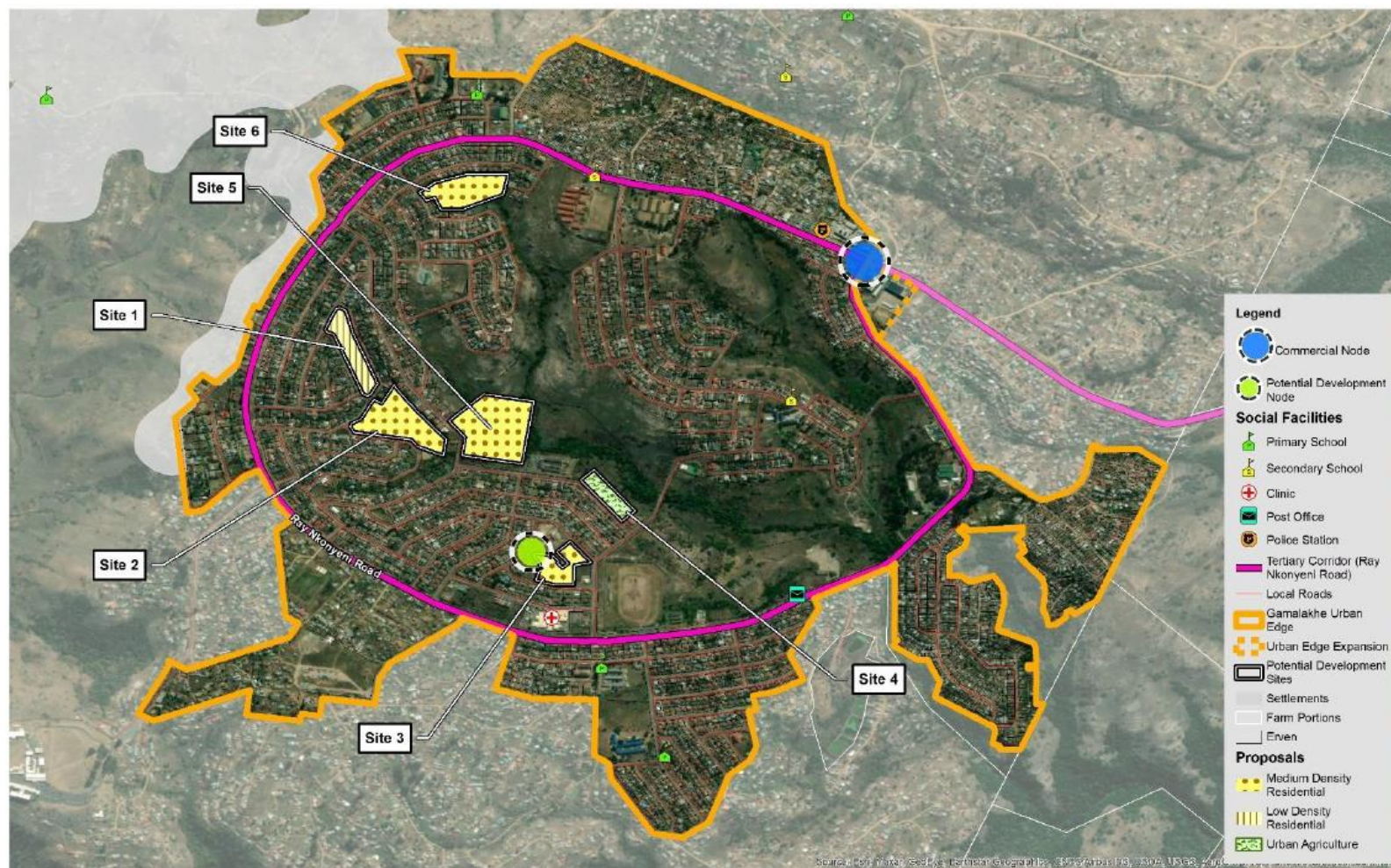
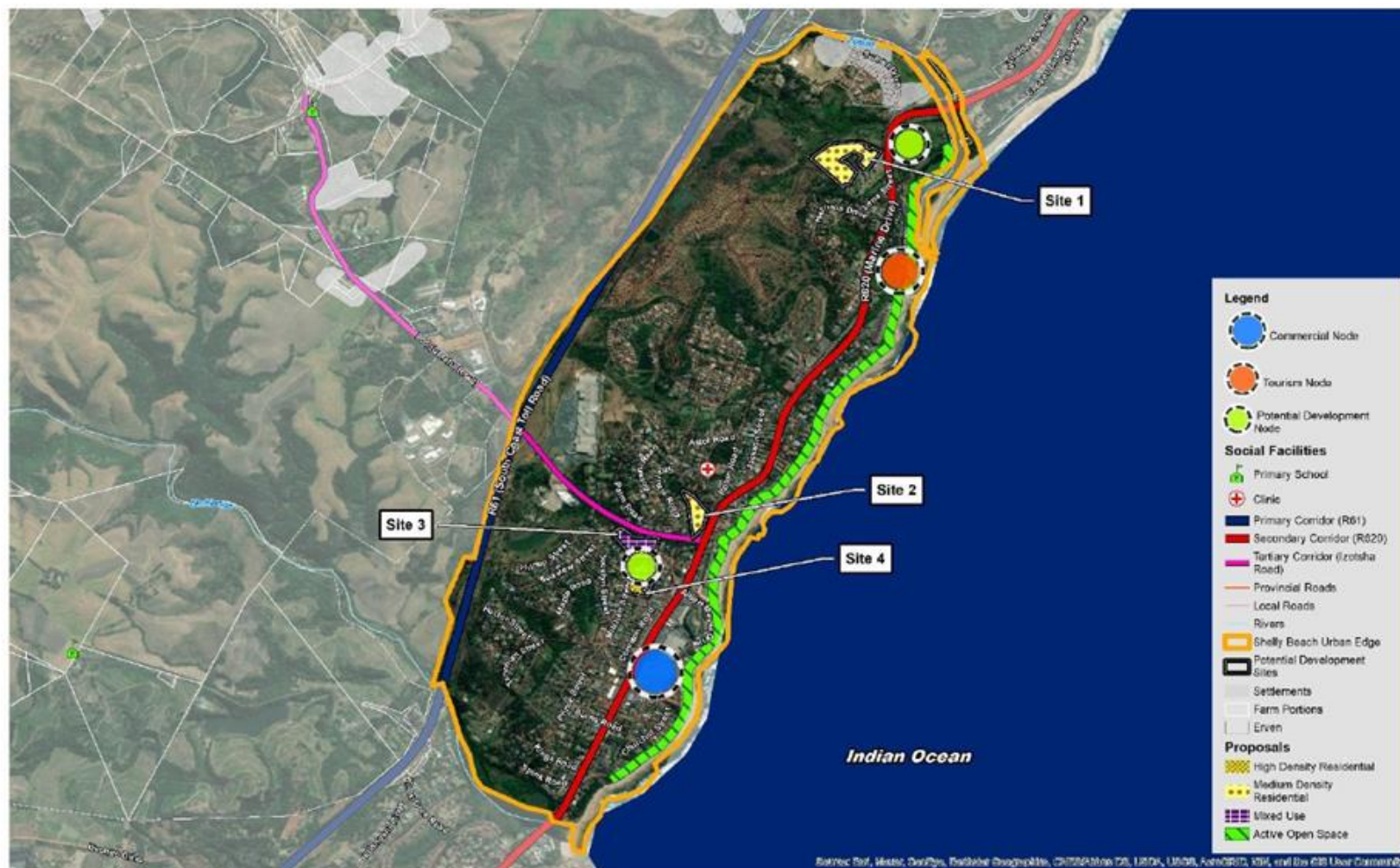


Figure 44: KwaZulu-Natal PSHDA 10: Gamalakhe Nositha Concept Plan and Proposals



Figure 45: KwaZulu-Natal PSHDA 11: Greater Port Shepstone Concept Plan and Proposals



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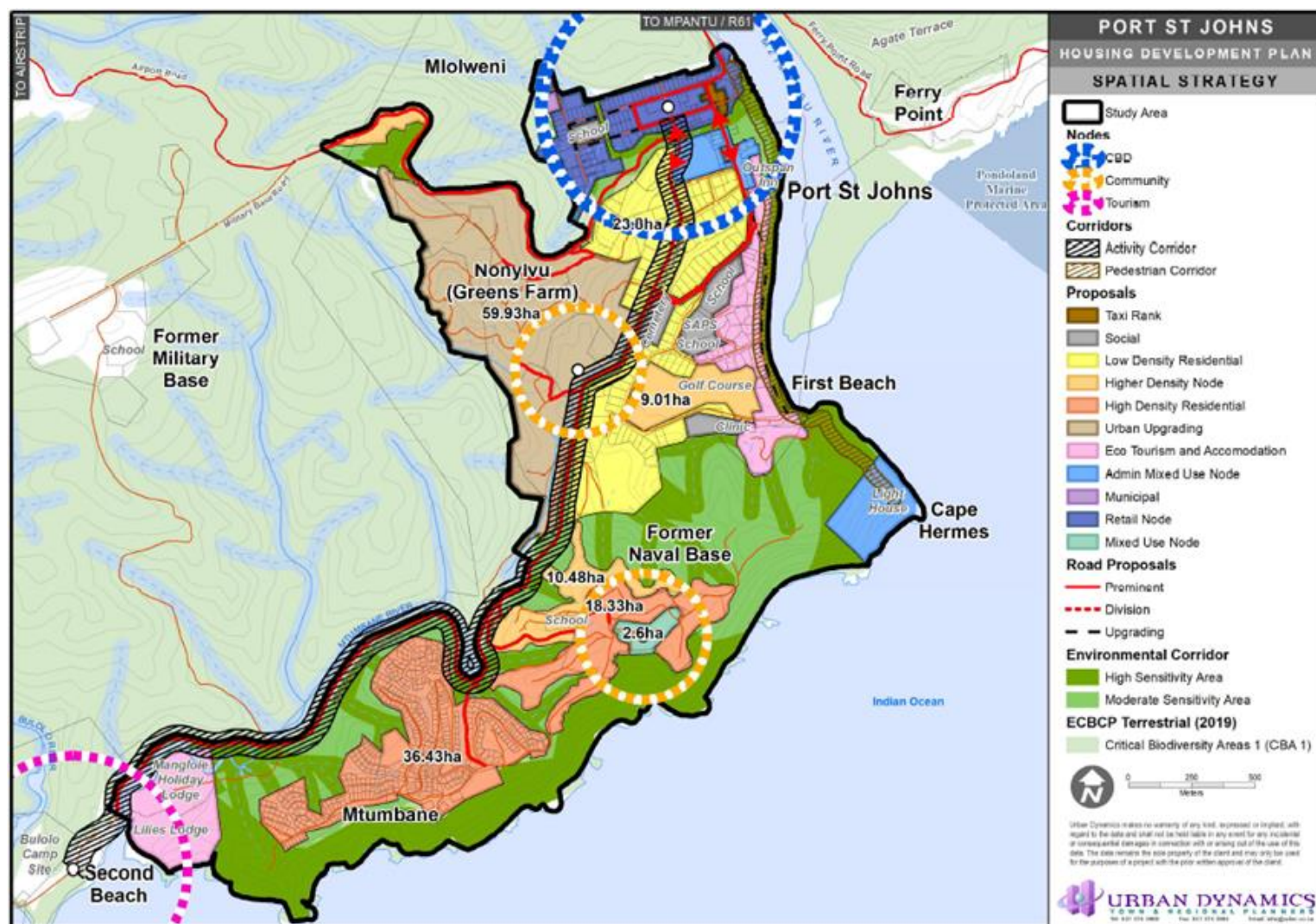
March 2022

Source:  
Ray Nkonyeni Local Municipality | Ugu District Municipality | Department of Human Settlements | HDA | Department of Transport  
Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Figure 46: KwaZulu-Natal PSHDA 12: Shelly Beach Concept Plan and Proposals



Figure 47: KwaZulu-Natal PHSDA 13: Uvongo-Margate Concept Plan and Proposals



## Appendix D

### A South African smart cities framework (SCF): Stages for assessing the smart-readiness of a city: A decision-making framework

#### 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?
  - 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, 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.

## **Appendix: E**

### **Detailed implementation actions spreadsheet**

## Appendix F

### Monitoring and evaluation framework

## **Appendix G**

### **LILSO TOR – Draft concept for local land service offices**

## Municipal Infrastructure Support Agent (MISA)

More information is available on:  
[www.easternseaboard.gov.za](http://www.easternseaboard.gov.za)

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