O.R. TAMBO
DISTRICT MUNICIPALITY

REVIEW OF THE O.R. TAMBO SPATIAL DEVELOPMENT FRAMEWORK (SDF) 2020/21

DRAFT SPATIAL DEVELOPMENT FRAMEWORK | MAY 2021

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CHAPTER ONE

BACKGROUND & PURPOSE

The O.R Tambo District Municipality, hereinafter referred to as 'ORTDM', has appointed Tshani Consulting CC to assist the municipality in reviewing its Spatial Development Framework, hereinafter referred to as the 'SDF'.

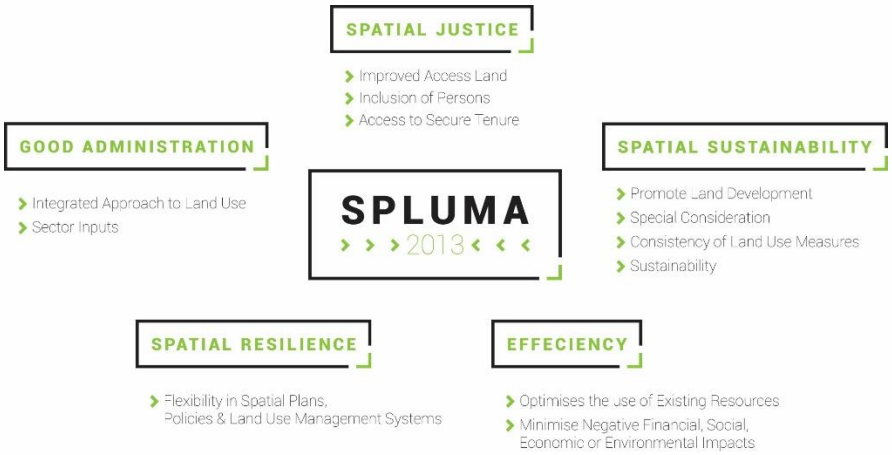
Further, the aim is to align these programmes with the changes in the policy environment that are impacting on ORTDM, and the planning profession as a whole. As a component of the IDP, this SDF review process will include a participatory process to ensure that the policy and guidelines are multi-sectorally based. The preparation of the Reviewed SDF is further necessitated in order to meet the requirements of the Spatial Planning Land Use Maangement Act 16 of 2013 as well as the guidelines set out by the Department Of Rural Development and Land Reform (DRDLR). The fundamental changes, as per this 2020/21 SDF review is as follows:

- District Development Model, 2019 (DDM);
- Biodoversity Plan, 2021;
- Updates in the local spatial space off the District.

The review aims to understand the traditional rationalities of planning by engaging with key policies such as the National Development Plan, Spatial Planning Land Use Management Act and the EC Vision 2030, as well as the Green Paper for Land Use Management within the Province. When reviewing the direction of planning within the province it can then be argued that of key concern will be to consider Governance together with its mandated responsibilities, enablement and how do we go about creating an enabling ethos to build sustainable communities.

The main objective is to create a credible SDF which gives guidance and support to its local muncipalites by aligning to the Key policy informants which are currently shaping planning in the Eastern Cape. The review is further aimed at rationalizing how resources are distributed within the district and bringing to the fore realities surrounding the re-distribution of resources from a spatial and economic perspective. We find ourselves in a position where boundaries and demarcations are beginning to disappear which allows the free inward and outward movement of people. This necessitates the review to adopt a strong focus on resource based planning as the crux of developmentalism. The objective shall be achieved by the development of a rural-specific SDF in O.R Tambo District Municipality in compliance with the provisions of these guidelines.

Compliance with the following important aspects of an SDF as indicated in the Chapter 4 of SPLUMA must be adhered to. Section 12 subsection (1) (a) to (o) stipulates generally the areas an SDF must cover. In particular, Section 21 (a) to (p) prescribes over and above the parameters of preparing for the development of a MSDF.



The SDF gives effect to the development principles contained in the Spatial Planning & Land Use Management Act, 2013 including:

- *Spatial Justice;*
- *Spatial Sustainability;*
- *Efficiency;*
- *Spatial Resilience; and*
- *Good Administration*

PROVINCIAL LOCALITY PLAN

The O.R Tambo District Municipality is located within the Eastern part of the Eastern Cape Province. This region of the province is situated adjacent to the Province of Kwa Zulu Natal to the East, bordered by the Indian Ocean to the South, the Free State Province to the North and Northern Cape and the Western Cape to the North West.

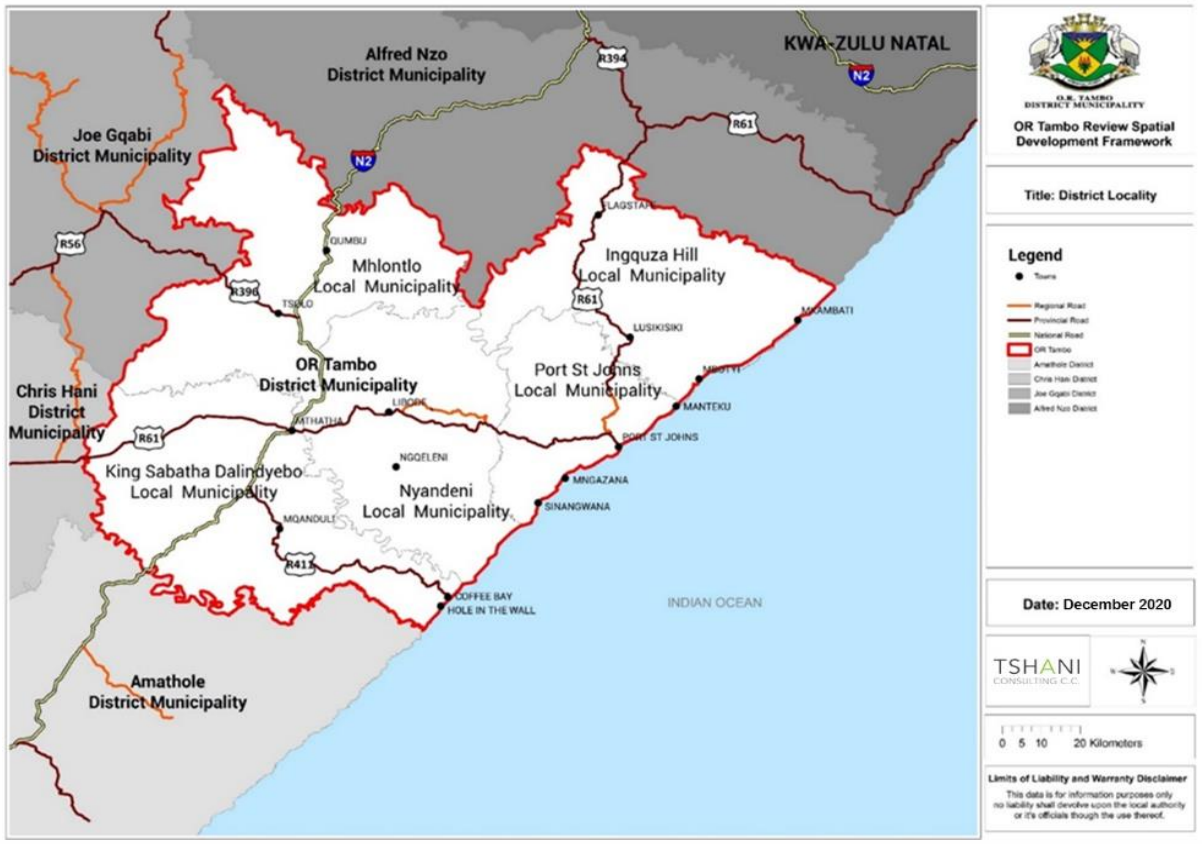
PLAN NO. 1: PROVINCIAL LOCALITY

DISTRICT LOCALITY PLAN

O R Tambo District Municipality (Or Tambo DM) is pivotally situated in the eastern portion of the Province and is surrounded by the following District Municipalities:

- Alfred Nzo District Municipality to the North,
- Joe Gqabi District Municipality to the North West;
- Chris Hani District Municipality to the West;
- Amathole District Municipality to the South West.

The OR Tambo DM is strategically traversed by major road networks within the Province, including the N2 national road and R61. These are critical routes for trade and logistics, thus making towns and local municipalities, along these routes, of economic importance. The OR Tambo DM is also one of the district municipalities within the Province which is located along the coastline. This implies that the district is home to a variety of additional economic opportunities and has great potential to grow in coastal and marine activities. Refer to Plan 2 below.

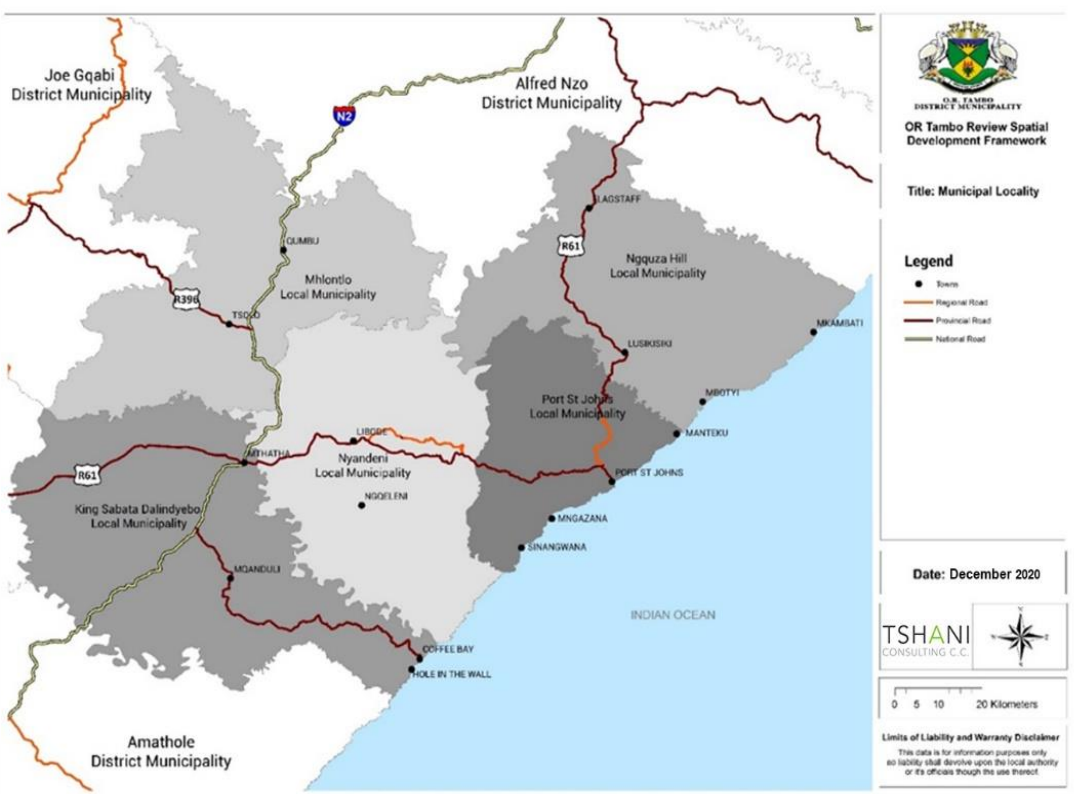


PLAN NO. 2: DISTRICT LOCALITY

LOCAL PERSPECTIVE

The O.R Tambo District Municipality's area of jurisdiction is made up of five (5) local municipalities, being: (see Plan 3)

- Ingquza Hill Local Municipality;
- King Sabata Dalindyebo Local Municipality;
- Mhlontlo Local Municipality;
- Nyandeni Local Municipality; and
- Port St Johns Local Municipality.



CHAPTER TWO

POLICY ALIGNMENT & VISIONS

SECTION 1: VISION

Developing a vision for a particular area needs to be based on a broad overall vision, identifying where the municipality should be directed based on the strengths of the area as well as aspiring to positively impact on the issues pertaining to the area. Once should take cognisance of the tiers of spatial representation where the vision of the minor context should be taken direction from the vision of the larger context.

The vision for the O.R Tambo SDF has been developed in line with the:

- National Spatial Development Framework (NSDF),
- Eastern Cape vision 2030,
- Eastern Cape Provincial Spatial Development Plan 2020,
- O.R Tambo District Development Plan and
- the O.R Tambo District Municipality Integrated Development Plan (IDP 2017 – 2022).

The vision/objective statements for these above-mentioned plans are highlighted below.

National Spatial Development Framework (NSDF)

The NSDF Vision is outlined as follows:

"All Our People Living in Shared and Transformed Places in an Integrated, Inclusive, Sustainable and Competitive National Space Economy."

The accompanying Mission Statement reads as follows:

"Making our Common Desired Spatial Future Together Through Better Planning, Investment, Delivery and Monitoring"

Eastern Cape Vision 2030

The Eastern Cape Vision is outlined as follows:

An Eastern Cape with a proliferation of innovation and industry, and citizens who can feed themselves. All children and youth manifesting our shared belief that they are the cornerstone of the future. Participatory local development action driven by committed, capable citizens and conscientious institutional agents.

A sustainable future for the Eastern Cape rests on people-centred development to achieve five related goals summarized below:

Goal 1 – An inclusive, equitable and growing economy

Goal 2- An educated, innovative and empowered citizenry

Goal 3 – A healthy population

Goal 4 – Vibrant, equitably enabled communities

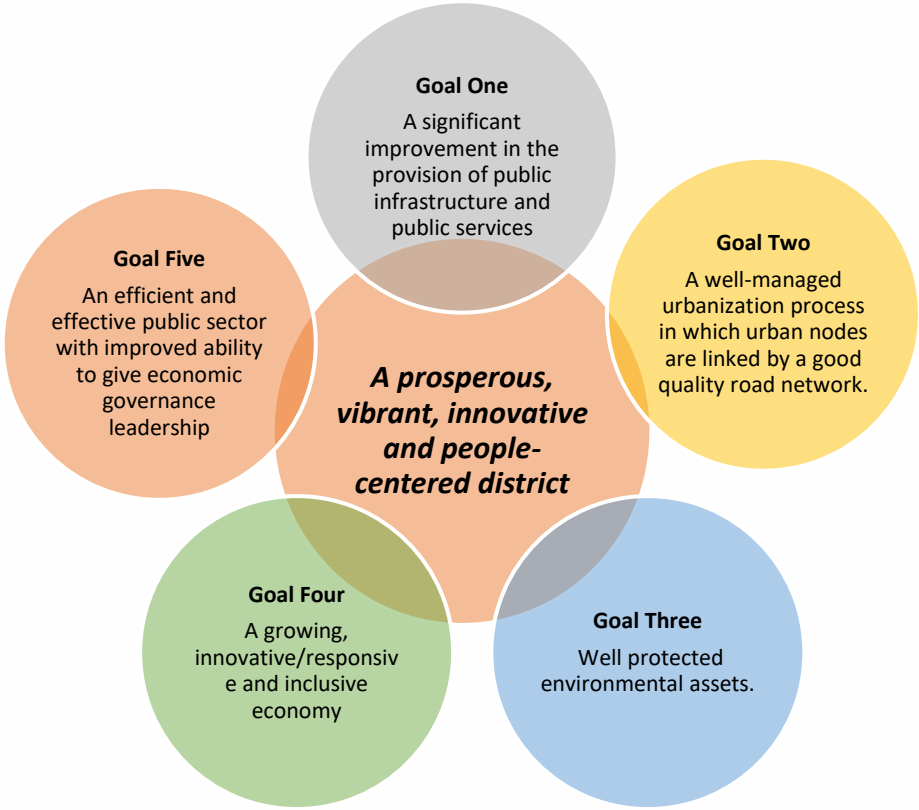
Goal 5 – Capable, conscientious and accountable institutions

Eastern Cape Provincial Spatial Development Framework, 2020:

The future spatial perspective of the province over the next 15 to 20 years could be conceptualised in the context of the Provincial Growth and Development Plan vision of a "poverty free Eastern Cape". Understanding that such a vision would be founded upon a concept of a "modern, ecologically sustainable economy based in agriculture, tourism and industry", it is believed the future spatial perspective would comprise a spatial development framework of managed urban and rural human settlements clustered in urban (settlement) regions and corridors, alongside productive agricultural precincts, managed ecological natural resource areas and connected to a network of strategic transportation corridors, open to the global, national and provincial economy.

O.R Tambo District Development Model

The O.R Tambo District Development Model Vision is outlined as follows. The vision of the Model is that of all three spheres and facets of government operate in unison on One Plan, thus enabling coherent, seamless and sustainable service delivery and development with integrated impact on the quality of life and quality of living spaces at local and municipal levels.



O.R Tambo District Municipality Integrated Development Plan (IDP 2017 – 2022)

The O.R Tambo IDP Vision is outlined as follows:

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

O R Tambo Spatial Development Framework, 2017:

Based on the inputs from various municipal departments and stakeholders through an engagement workshop the following vision ideas were identified which incorporated a range of key components that are of importance in aiding progressive development initiatives in the O.R Tambo District.

KEY ISSUE	OBJECTIVE	STRATEGY
Basic Needs & Spatial Fragmentation	Ensure availability of minimum acceptable level of infrastructure and services throughout the DM.	• Identify and prioritise areas of greatest need. • Focus on involvement of all relevant stakeholders.
	To create an efficient and integrated settlement pattern in the district	• Promote the integration of sprawling settlements. • Prioritise maintenance and upgrade of strategic link routes.
Linkages and Access	Well=structured network system allowing for ease of movement. Efficient and effective links between identified nodes and relevant products and services.	• Identify nodes and products (i.e. agric produce) that require linkage. • Prioritization of Coastal access routes • Prioritise maintenance and upgrade of strategic link routes.

Land Use Management and development trends	An appropriate Land Use Management System in operation across the district. Security of access to land for development. Introduce the importance of communal mapping and ward based planning	• Support and implement a programme to develop appropriate new Zoning Scheme for Urban and Rural areas, in line with the direction of new legislation. • Support land reform and settlement upgrade initiatives by identifying zones of opportunity according to land needs.
Environmental Management and Climate Change	Adhere to sound environmental practices in line with legislation.	• Implement the principles of Integrated Environment Management.
	Protect environmentally sensitive areas and place emphasise on measure to combat climate change impacts	• Approach planning with disaster risk management focus specifically in O.R Tambo coast.
Small Town Revitalisation and LED	Identify economic regeneration factors Capitalizing on the unique assets of O.R Tambo	• Develop a district wide Small Town Regeneration Programme • Creating a transcending brand of the province
Risk and Mitigation based Planning	Incorporate more long term thinking to the projects we plan.	• Attaching budgets to projects for operation, maintenance and potential risk
Good Governance and IGR	Ensuring stronger alignment and communication	• Synergizing priorities with sister departments

	between government departments	
Culture and Diversity	Stress the need to have more engagements with Traditional authorities and Conduct more inclusive pulic participation.	• Incorporating Culture and diversity into planning and needs of people

The SDF vision will have to be formulated at the 1st participatory process held.

Spatial Planning and Land Use Management Act 2013 Principles

Legally, the development principles of SPLUMA must guide a strategic response to spatial development challenges and opportunities in O.R Tambo District Municipality. Accordingly, the table below sets out the proposed strategic application of the SPLUMA Development Principles in the ORTDM SDF Review

SPLUMA Development Principle	Elements of the SPLUMA Principle	Strategic Application in the ORTDM SDF
Spatial Justice	• past spatial and other development imbalances should be redressed through improved access to, and utilisation of, land; • spatial development frameworks and policy at all spheres of government should address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements and areas characterised by widespread poverty and deprivation; • spatial planning mechanisms, including zoning schemes, should incorporate provisions that enable redress in access to land by disadvantaged communities and persons; • land use management systems should include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas and informal settlements; • land development procedures must include provisions that accommodate access to, and facilitation of, security of tenure and the incremental upgrading of informal areas; • a competent authority contemplated in this Act or other relevant authority considering an application before it, may not be impeded or restricted in the	• Directs the DM SDF process to seek spatial planning and land use management solutions that effectively promote redress of circumstances that were caused by past politically-based policies, which resulted in inequitable and fragmented spatial arrangements in urban and rural settlement layout designs as well as unequal levels of access to land and associated resources. • Highlights the need to identify opportunities where the spatial configuration of settlements and/or land holdings may be transformed by the development of strategically located land to promote the integration of settlements and better located opportunities for the socio-economic upliftment of disadvantaged communities. Strategic Imperative: • Identify spatial integration opportunities and implement sustained programmatic interventions to achieve spatial transformation and the

	exercise of its discretion solely on the ground that the value of land or property will be affected by the outcome of the application; and • the right of owners to develop land in accordance with current use rights should be recognised.	development of key, centrally located sites within the district
Spatial Sustainability	• promote land development that is spatially compact, resource-frugal and within the fiscal, institutional and administrative means of the relevant competent authority in terms of this Act or other relevant authority; • ensure that special consideration is given to the protection of prime, unique and high potential agricultural land; • uphold consistency of land use measures in accordance with environmental management instruments; • promote and stimulate the effective and equitable functioning of land markets; • consider all current and future costs to all parties for the provision of infrastructure and social services in land developments; • promote land development in locations that are sustainable and limit urban sprawl; • result in communities that are viable; and • strive to ensure that the basic needs of all citizens are met in an affordable way; • the sustained protection of the environment should be ensured by having regard to the following: o natural habitat, ecological corridors and areas with high biodiversity importance;	• Places emphasise on balancing land development and market-driven initiatives against the imperative to conserve the natural resource base (ecological infrastructure) and to manage resource usage in a sustainable manner; • Highlights the need to ensure that the provision of infrastructure and social facilities – including the post-development maintenance thereof – is adequately planned for; • Again, emphasises the importance of consolidating settlement footprints and promoting spatial integration; • Directs that spatial planning and land use management must recognise the reality of Climate Breakdown and must also take into account the risks associated with natural disasters such as floods, veld fires and other extreme events; • Directs that spatial planning strategies should prioritise long-term sustainable solutions rather than short-term political and/or market-driven initiatives; Strategic Imperative: • Embed Evidence-Based Wise Land Use Management and ensure that all land

	○ the provincial heritage and tourism resources; ○ areas unsuitable for development, including flood plains, steep slopes, wetlands and areas with a high water table and landscapes and natural features of cultural significance; and ○ the economic potential of the relevant area or region; • Climate Breakdown adaptation and Climate Breakdown mitigation strategies should be developed and considered in land use planning; • the provision and conservation of, and the management of the demand for, energy should be considered in land use planning; • the safe utilisation of land should be ensured by taking into consideration factors such as sea-level rise, storm surges, flooding, fire hazards and geological formations; • the illegal occupation of land should be discouraged with due recognition of informal land development practices; and • development should be principle-driven and should prioritise long-term social, economic and environmental benefits over short-term benefits.	development decisions lead to sustainable outcomes where residents are well-connected to social and economic opportunities and have access to adequate infrastructure and social services that are within the financial means of ORTDM to develop and maintain over time.
Efficiency	• land development should optimise the use of existing resources, infrastructure, agriculture, land, minerals and facilities; • integrated cities and towns should be developed, whereby— • the social, economic, institutional and physical aspects of land development is integrated; • land development in rural and urban areas in support of each other is promoted; • the availability of residential and employment opportunities in close proximity	• Promotes compaction of settlements and the avoidance wherever possible of extending settlement footprints or the development of so-called satellite townships that was a feature of Apartheid settlement strategies, which require the extension or development of new associated services infrastructure networks • Also addresses the need to strengthen the positive and reciprocal relationships between urban settlements and rural hinterland areas by identifying what urban settlements do for the rural

	to, or integrated with, each other is promoted; • a diverse combination of land uses is promoted; • the phenomenon of urban sprawl in urban areas is discouraged and the development of more compact towns and cities with denser habitation is promoted; • historically distorted spatial patterns of settlement are corrected; and • the quality and functionality of the public spatial environment is promoted; and • policy, administrative practice and legislation should promote speedy land development.	areas and how the assets and livelihoods offered in the rural areas hold benefits for the urban parts of ORTDM • Places focus on urban design interventions to promote mixed land uses in appropriate localities as well as improve the quality of public spaces • Introduces the need for efficiency in handling administrative processes to facilitate land development Strategic Imperative: • Promote and implement more compact spatial development in both urban and rural settlements, with a wider mix of land uses to promote the efficient use of scarce resources and build on existing infrastructure networks
Spatial Resilience	• whereby flexibility in spatial plans, policy and land use management systems is accommodated to ensure sustainable livelihoods in communities most likely to suffer the impact of economic and environmental shocks.	• Emphasizes the need to be more aware of the challenges of climate breakdown as well as unforeseen and potentially extreme events, and to plan accordingly • Highlights the need to allow for flexibility in urban design and urban management Strategic Imperative: • Ensure adaptability in ORTDM's planning and development programmes to accommodate spatial planning and land use management changes necessitated by Climate Breakdown and socio-economic trends
Good	• all spheres of government should ensure an integrated approach to land use	• Directs that spatial planning and land use

Administration	planning; • all government departments must provide their sector inputs and comply with any other statutory requirements during the preparation or amendment of spatial development frameworks; • the requirements of any law relating to land development and land use must be met timeously; • the preparation and amendment of spatial plans, policy, zoning schemes and procedures for land development and land use applications, should include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; • legislation, procedures and administrative practice relating to land development should be clear, promote predictability, trust and acceptance in order to inform and empower members of the public; • a spatial development framework, zoning scheme or policy should be developed in phases and each phase in the development thereof should include consultation with the public and relevant organs of state and should be endorsed by the relevant competent authority; • decision-making procedures should be designed to minimise negative financial, social, economic or environmental impacts; • development application procedures should be efficient and streamlined and timeframes should be adhered to by all parties; and • decision-making in all spheres of government should be guided by and give effect to statutory land use planning systems.	management are core municipal planning activities to be underpinned by cooperative governance arrangements; • Again, emphasises the importance of speedy administrative processes in dealing with land development; • Places strong emphasis on the need for an effective administration to engage in meaningful partnerships with key public and private sector stakeholders Strategic Imperative: • Integration of effort in ensuring a multi-lateral (multi-stakeholder) governance approach to spatial planning and land use management

O.R TAMBO DISTRICT MUNICIPALITY GUIDING PRINCIPLES:

The following Guiding Principles have been developed in accordance with the SPLUMA guiding principles. These have further been specifically identified for the ORTDM as a result of the spatial vision and building on the strengths of the municipality and the areas which require further emphasis on. The following Spatial Guiding Principles are outlined for the ORTDM SDF. These guiding principles have been developed in line with the goals and objectives of the Eastern Cape Spatial Development Framework and the National Spatial Development Framework.

1. Development of Sustainable Human Settlements

This guiding principle seeks to address the critical interventions required that would counter current shortcomings in the way settlements perform. Key areas of concern include dealing with the existing sparsely dispersed settlements and the lack of certain social amenities within some settlements and the wide variety of housing needs applicable to carious areas of the municipality related to tenure challenges, especially those that are poorly catered for by current housing markets. Other areas of concern relate to the need to ensure that housing opportunities are developed in areas that offer better access to social and economic opportunities to the most people (especially the less well-off who are most reliant on public transport); and to the need to ensure that levels of access to critical social facilities and services are progressively improved. This aims to ensure that the people are located in areas where they would be able to access the job market and social amenities.

The ORTDM will aim to promote affordable housing provision near employment opportunities and near established urban activity nodes with social amenities.

This principle relates to the department of Human Settlements. The local SDF will further aim to ensure that a full range of social facilities and services are available to support human settlements. This will be achieved through identifying the areas where social amenities are lacking to be able to identify those gap spots within the municipality where certain social amenities will be proposed.

It has been noted through the assessment of the Key Issues pertaining to the location of residential settlements, there are many sparsely located settlements which have limited access to social amenities. The goal would be here to ensure that residents have access to these facilities through the development of Sustainable Human Settlements. The Municipality would also need to ensure that this applies to the development of new settlements addressing the housing backlog.

2. Ensuring a Sustainable and Functioning Environment

The two major areas constraining the environment within the context of the ORTDM are the growing effects of climate change and the crucial role played by the natural environment in providing the essential ecosystem goods and services upon which the environmental sphere thrives upon.

The second environmental concern within the municipality is the effects of industries effecting residential areas, for example SAPPI and the impacts on the environment of these thriving economic assets to the municipality. The question lies in how do we find the balance in ensuring a sustainable natural environment while continuing with industrial activities which is one of the main sources of income within the ORTDM.

Key concerns are that spatial development and human land uses should be planned and managed so as not to disrupt or destroy critical biodiversity areas. The aim of the guiding principle also highlights the need for planning to strengthen the resilience of communities and to allow for contingencies when responding to natural disaster events.

The aim of the ORTDM under this guiding principle would be to support the conservation and rehabilitation of critical biodiversity areas (CBAs) and ecological support areas (ESAs) and to protect life and property from the impacts of climate breakdown and natural hazards as well as to promote active and healthy lifestyles for the residents of ORTDM.

3. Managing and Maintaining Safe and Accessible Infrastructure Provision

This guiding principle focuses on the importance of ensuring that existing infrastructure networks are adequately maintained and that scarce critical (life-enabling) resources such as water are protected and managed to ensure wise and sustainable use.

This guiding principle also emphasises the need to plan for the changing services provision context, especially the impact of changes in how activist citizens have begun to design solutions in order to reduce their absolute dependency on municipal services provision. The challenge to previously reliable revenue streams is likely to continue unabated and the need, therefore, to embrace planning and the progressive implementation of SMART infrastructure networks is emphasised.

Under this principle, the ORTDM will protect scarce water resources, invest in existing and new infrastructure networks in order to provide communities with access to sustainable infrastructure services, including transportation

infrastructure which allows for the ease of access to various neighbouring communities to access social amenities and the job market.

The ORTDM under the goal for the development of a Smart Municipality will aim to promote energy conservation and alternative energy production.

This guiding principle will also aim to address Infrastructure upgrading and provision within the municipality. It has been noted through the assessment of Key Issues, ORTDM mention the demand for various types of infrastructure as the population continues to increase.

4. Access to and Affordable Public Transportation and Accessible Linkages Between Settlements.

This guiding principal focuses on the interplay of viable public transportation with the appropriate pattern of land use and settlement development within the municipality. It is clearly recognised that public transport functions best and most sustainably when it services a user population that resides at sufficient density and distances from various land uses within the areas of which the transport services is offered. Thus, it is emphasised that this principle encompasses the need to plan for public transportation services in tandem with planning for the transformation of inefficient spatial patterns of development over time.

This principle is specifically aimed at addressing the settlement imbalances within the ORTDM with the sparsely located settlements and social amenities required to serve the needs of community members.

In line with the concept of Transit Oriented Development, the ORTDM under this principle should address the prioritisation of public transportation in line with the development of human settlements and the allocation of social amenities within the municipality through promoting integrated planning with regards to land use and transportation planning.

The municipality should also aim to adequately address the safe movement of people using non-motorised means of transportation. This seen as a key means of movement and to be able to support this, ORTDM should prioritise safety and security for these residents through street lighting and other urban design features to ensure safe movement.

5. Thriving economy which is well positioned within the province and within the country

This guiding principle is included as it recognises the need for sustainable economic development and it's fundamental enabler of spatial development and spatial transformation. Thus, it is emphasised that spatial strategies and plans as well as the land use management regime administered by the ORTDM and must be designed so as to facilitate and enhance the opportunities for sustainable economic development in the area. This is likely to require different areas of focus in different urban and rural components of the municipality.

This principle also recognises the areas for economic advancements such as in the secondary sector to support the mining within the municipality by adding value change to the natural resources sourced. Also essential to this theme is to address the issue of old mining areas by looking at alternative uses for these sites.

Another sector which can be looked at is that of tourism. Currently, the ORTDM is the predominant area for tourism generation. Addressing tourism opportunities within ORTDM through enhancing and promoting the natural assets will ensure overall growth in this sector for ORTDM. Coupled with this, it is also essential to protect and manage the historic and cultural resources which can also act as a form of tourism generation for the municipality.

Skills transfer and supporting SMME's is another economic area where locals require support. The SDF will address how to grow this sector to effectively support residents to be able to support themselves and be less reliant on government support grants.

6. Sustainable Rural Development

There are many rural settlements located throughout the municipality. This guiding principle seeks to take into account the realities of the interplay between ORTDM urban areas and its rural settlements, and especially the linkage between these areas.

While it is understood that urban settlements are the future centres of economic activity and will likely increase in importance in this aspect, an appropriate focus on both socio-economic and transformative spatial development and land use management is crucial in rural areas. This is so for a few reasons. Firstly. rural areas largely remain the terrain where key ecosystem services (water, carbon capturing vegetation, fertile soils etc.) originate and need to be conserved and managed appropriately. Secondly, rural areas fulfil important

roles for the citizens of the area in respect of food production, as places of residence and important socio-cultural heritage.

The ORTDM SDF will aim to facilitate the integration between rural and urban areas by improving access and connectivity. The SDF will also aim to facilitate the development of the rural economy and promote and support sustainable agricultural initiatives in rural settlements. This will allow to support communities by facilitating food security programme opportunities within these areas to be able to improve their livelihoods.

7. "Smart City" and Information Technology

Cities and areas in third world countries have been seeing the need for advancing this sector. This guiding principle understands that our societies are increasingly experiencing the effects of what is termed the Fourth Industrial Revolution, which is characterised by a rapid changeover between older and new technologies, this principle acknowledges the importance of ensuring that the settlements within the ORTDM, whether rural or urban are not left behind. The municipality has already been facing issues of lack of access to the internet which hinders the growth and development of the specific skills required for the current job market.

Therefore, planning, land use management and investment in the built environment must be geared so as to facilitate the rollout of new information and communication technologies to serve communities within the district. In addition, the opportunities to invest in smart technologies to enhance and improve the quality of infrastructure networks and their management and maintenance must not be missed.

Addressing this theme with that of improvements in infrastructure is seen as critical through managing municipal infrastructure using smart technology to be able to keep up with the trends while proving for communities. The ORTDM SDF will aim to support and encourage technological and social connectivity issues for residents.

Through this theme, the ORTDM SDF will aim to outline what this means for the municipality and provide proposals where the municipality can assist with the creation of this goal.

O R Tambo District Municipality has also been outlined for the development of the City as a Smart City. The SDF through this principle will guide the municipality on proposals that would need to be followed in order to realise this goal.

8. Effective Governance

This principle highlights the importance of ensuring efficiency, transparency and inclusiveness in the ORTDM's approach to fulfilling its Municipal Planning mandate, specifically with regard to spatial planning and land use management. This means that emphasis is to be placed on communication with interested and affected parties to any planning initiative and ensuring transparency between municipal functions and public knowledge to ensure that the public is part of the planning process and that they essentially are satisfied with the projects proposed within the spaces in which the live and utilise.

Priority is to be given to ensuring that a sound and technically proficient administration is developed and nurtured, so as to win the trust and support of all stakeholders and community members who share a common interest in seeing sustainable development become a reality for the ORTDM.

Section 2: International and National Policy Alignment

Global: UN 2030 Agenda for Sustainable Development

As part of its 2030 Agenda for Sustainable Development, the United Nations (UN) has formulated 17 Sustainable Development Goals, (SDGs) which were adopted at the United Nations Sustainable Development Summit on 25 September 2015.

These SDGs – also known as the Global Goals – set out principles and targets aimed at ending poverty, hunger and inequality; promoting action to respond to Climate Breakdown and the protection of the environment; improving access to health and education opportunities; planning for sustainable cities and communities; and building strong institutions and partnerships toward achieving the Goals.

Figure 1 The UN 2030 Sustainable Goals & Targets for Sustainable Cities and Communities

From the perspective of the MSDF, the UN SDGs provide informants towards the formulation of spatial development and land use management policies, strategies, objectives and targets that, fundamentally, seek to address the key developmental challenges that have been increasingly well-defined in OR Tambo's IDP, SDF and sector planning processes, over time. In particular, the following SDGs are noted:

SDG 6: Clean Water & Sanitation emphasises the need to **pursue policies, implement strategies, and ensure adequate investment is made in developing appropriate water supply systems and infrastructure to ensure adequate fresh (potable) water is supplied** to communities;

SDG 7: Renewable Energy shifts the focus on to "sustainable energy", stressing that **appropriate policies need to be followed to ensure that adequate clean energy is supplied**. In order to meet developmental challenges such as decent jobs, security, Climate Breakdown, food production or increasing incomes, access to energy for all communities is essential;

SDG 9: Innovation & Infrastructure highlights that **investments in infrastructure – transport, irrigation, energy and information and**

communication technology (ICT) – are crucial to achieving sustainable development and empowering communities;

SDG11: Sustainable Cities and Communities recognises that there is a growing global trend for societies to urbanise and, consequently, cities will continue to experience growth in populations and related demands on housing, infrastructure, facilities and resources (the environment). However, the Goal stresses that cities should be seen as places with potential: they are hubs for ideas, commerce, culture, science, productivity, social development and in many cases have enabled societies to advance socially and economically. The challenges associated with urbanisation, however, need to be dealt with programmatically and this is the key informant drawn from the SDGs for the OR Tambo SDF.

Global: New Urban Agenda (NUA)

The New Urban Agenda (NUA) was adopted on 20 October 2016 at the United Nations Conference on Housing and Sustainable Urban Development, known as Habitat III, which was held in Quito, Ecuador.

Recognising that the future of human development is very likely largely going to be urban-centred and that it is projected that, by 2050, up to 4 out of 5 people on earth will be residing in urban settlements, the NUA is an action-oriented document that sets global standards for sustainable urban development, rethinking the way we build, manage, and live in cities through drawing together cooperation with committed partners, relevant stakeholders, and urban actors at all levels of government as well as the private sector.

RETHINKING THE URBAN AGENDA IS:

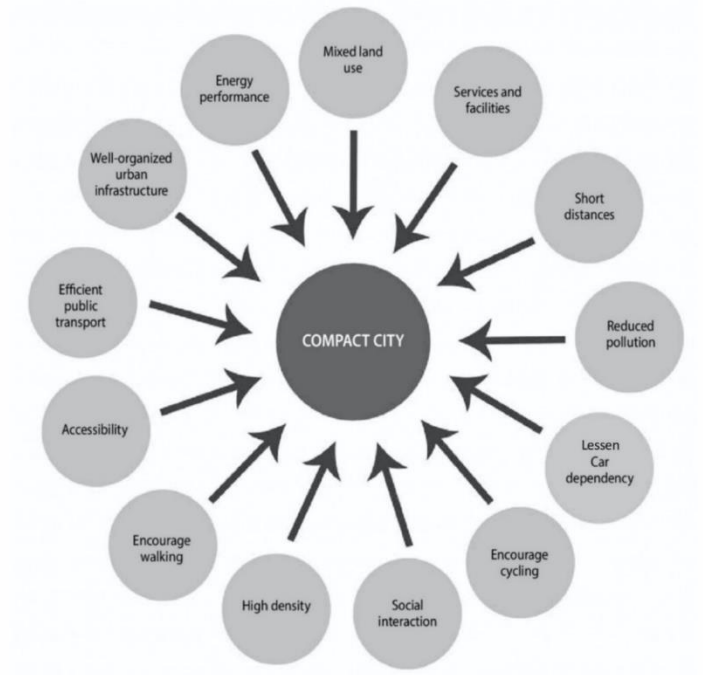
- Embracing urbanization at all levels of human settlements, more approriate policies can take advantage of urbanization across physical space, bridge urban, peri-urban and rural areas, and assist governments in addressing challenges through national and local development policy frameworks.
- Integrating equity to the development agenda. Equity becomes an issue of social justice, ensures access to the public sphere, extends opportunities and increases the commons.
- Fostering national urban planning and planned city extensions.
- Deciding how relevant sustainable development goals will be supported through sustainable urbanization.
- Aligning and strengthening institutional arrangements with the substantive outcomes of Habitat III, so as to ensure effective delivery of the new Urban Agenda.

IMPLEMENTING THE URBAN AGENDA MEANS:

- Urban Rules and Regulations. The outcomes in terms of quality of an urban settlement is dependant on the set of rules and regulations and its implementation. Proper urbanization requires the rule of law.
- Urban Planning and Design. Establishing the adequate provision of common goods, including streets and open spaces, together with an efficient pattern of buildable plots.
- Municipal Finance. For a good management and maintenance of the city, local fiscal systems should redistribute parts of the urban value generated.

With the consideration of:

- National Urban Policies. These establish a connection between the dynamics o urbanization and the overall process of national development.



Key Elements in the Concept of a Compact City

National: National Development Plan 2030

The National Development Plan (NDP) 2030 was developed by the National Planning Commission and formally adopted in 2012. The document serves as a long-term plan for the nation, centred on "writing a new story for South Africa". The NDP further focuses on reducing poverty and inequality by putting in place the basic requirements that people need in order to take advantage of available opportunities. The plan prioritises increasing employment and improving the quality of education while advocating an integrated approach to addressing these challenges.

The NDP's human settlement targets, as set out in Chapter 8, focus on transforming human settlements and the national space economy. Goals include:

- more people living closer to their places of work;
- better quality public transport; and
- more jobs in proximity to townships.

To achieve these goals, the NDP advocates measures to prevent further development of housing in marginal places; increased urban densities to support public transport and cost-efficient infrastructure networks; incentivising economic activity in and adjacent to townships; and engaging the private sector in the gap housing market.

Other goals relevant to achieving a more efficient and sustainable spatial form of human settlements and a more viable space-economy are:

- building of safer communities through developing community safety centres to prevent crime, and
- improvement of education, training and innovation through strengthening youth service programmes and introducing new, community-based programmes to offer young people life skills training, as well as entrepreneurship training and opportunities to participate in community development programmes while expanding the number of further education and training (FET) colleges.

Chapter 5 of the NDP focuses on environmental sustainability and resilience through an equitable transition to a low-carbon economy.

Chapter 6 sets out special targets and goals towards establishing a more inclusive rural economy through integrated rural development. The focus here is on increased investment in new agricultural technologies, research and the development of adaptation strategies for the protection of rural livelihoods and expansion of commercial agriculture.

Transforming human settlement and the national space economy

KEY POINTS

- Respond systematically, to entrenched spatial patterns across all geographic scales that exacerbate social inequality and economic inefficiency.
- In addressing these patterns we must take account of the unique needs and potentials of different rural and urban areas in the context of emerging development corridors in the southern African subregion.
- The state will review its housing policies to better realise constitutional housing rights, ensure that the delivery of housing is to be used to restructure towns and cities and strengthen the livelihood prospects of households.
- Active citizenship in the field of spatial development will be supported and incentivised through a range of interventions including properly funded, citizen-led neighbourhood vision and planning processes and the introduction of social compacts from neighbourhood to city level.
- Planning in South Africa will be guided by a set of normative principles to create spaces that are liveable, equitable, sustainable, resilient and efficient, and support economic opportunities and social cohesion.
- South Africa will develop a national spatial framework and resolve the current deficiencies with the local system of integrated development planning and progressively develop the governance and administrative capability to undertake planning at all scales.

Chapter 8, which also addresses the country's spatial planning system, requires that:

- all municipal and provincial SDFs are translated into "spatial contracts that are binding across national, provincial and local governments"
- the current planning system should "actively support the development of plans that cross municipal and even provincial boundaries", especially to deal with biodiversity protection, climate-change adaptation, tourism and transportation
- every municipality should have an "explicit spatial restructuring strategy" which must include the identification of "priority precincts for spatial restructuring"

National Spatial Development Framework, 2019

In terms of *government policy,* Chapter 8 of the NDP calls for the preparation of a *"national spatial development framework".* In terms of *legislation,* Section 5(3)(a) of SPLUMA provides for, and Sections 13(1) and (2) of the Act mandate the Minister to, *"... after consultation with other organs of state and with the public, compile and publish a national spatial development framework"* and review it at least once every five years.

The NSDF, with specific reference to the Eastern Cape, identified the following specific proposals/recommendations:

The Coastal Transformation Corridor

Significance of the National Transformation Corridors as NSAAs

The 3 corridors have their own unique variables and share various similarities such as

- large, youthful populations,
- shared histories of deep deprivation and neglect as former Apartheid Bantustans.
- high levels of poverty and Unemployment.
- dense and sprawling rural settlement forms.

Within this context, there are areas of high ecological value to the country namely:

(1) surface water producers in the case of the National Coastal Transformation. Corridor and the Eastern Escarpment Transformation Corridor, and (2) an enormous source of groundwater, in the case of the North western Transformation Corridor. In addition to this, the National Coastal Transformation Corridor and the Eastern Escarpment Transformation Corridor include large portions of the country's very limited high-value agricultural land, and as such are key to the long-term food security of the country. The Northwestern Transformation Corridor, in turn, includes crucial cattle and irrigation farming activities.

The Coastal Transformation Corridor affected municipalities within the OR Tambo District are as follows:

- King Sabata Dalindyebo
- Mhlontlo
- Ngquza Hill
- Nyandeni
- Port St Johns

As part of the Coastal Transformation Corridor the following has been identified within the OR Tambo District Municipality and Surrounding Local Municipalities.

Mthatha has been identified as a **'National Urban Node.'**

National Spatial Development Priorities:

Strengthen and Consolidate Existing Corridor such as The Garden Route (Mossel Bay to Nelson Mandela Bay).

Develop New Transformation Corridors:

The Eastern Coastal Transformation Corridor: Nelson Mandela Bay via Mthatha to Port Shepstone.

The Coastal Transformation Corridor Close-Up

(Draft NDSF April 2019. Pg 148)

National: Integrated Urban Development Framework (IUDF), 2016

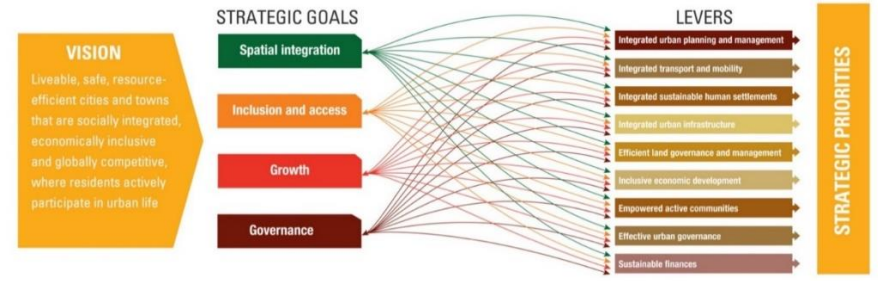
The Integrated Urban Development Framework (IUDF) that was approved by National Cabinet on 26 April 2016 took its cue from, and was formulated to align with the New Urban Agenda (refer 3.3 above).

The IUDF aims to **steer urban growth towards a sustainable model of compact, connected and coordinated towns and cities**. It provides a roadmap to implement the NDP's **vision for spatial transformation – creating liveable, inclusive and resilient towns and cities while reversing the apartheid spatial legacy**. To achieve this transformative vision, four overall strategic goals are introduced:

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.

These strategic goals inform the **priority objectives** of nine policy levers, which are premised on the understanding that **integrated urban planning** forms the basis for achieving **integrated urban development**, which follows a special **sequence of urban policy actions**. **Integrated transport** needs to **inform targeted investments into integrated human settlements**, underpinned by **integrated infrastructure network systems** and **efficient land governance.**

The IUDF states that, taken all together, these levers can trigger economic diversification, inclusion and empowered communities, if supported by effective governance and financial reform.



The IUDF Strategic Goals and Priorities

The New District Co-ordination Model, 2019

A New Integrated District-Based Approach aims to address service delivery and job creation challenges.

The proposed new district level model seeks to utilise and enhance existing legal frameworks and implementation machinery by facilitating for joint planning, implementation as well as monitoring and evaluation, between and amongst all spheres of governance wherein the term District is seen to refer to locality rather than the District Municipality, which no doubt forms an important part of the planning, delivery as well as Monitoring and Evaluation architecture.

In order to lay a solid foundation in the short term a long term spatially relevant plan for South Africa should be to secure the sum total of the District Implementation Plans into Joined Up Plans or the One Plan which aligns and mutually reinforces the District Plans. In so doing the One Plan will:

a) *Focus on the District/Metropolitan spaces as the appropriate scale and arena for intergovernmental planning and coordination.*

b) *Focus on the 44 Districts + 8 Metros as developmental spaces (IGR Impact Zones) that will be strategic alignment platforms for all three spheres of government.*

c) *Produce a Spatially Integrated Single Government Plan (as an Intergovernmental Compact) for each of these spaces that guides and directs all strategic investment spending and project delivery across government and forms the basis for accountability.*

d) *Reinforce an outcomes-based IGR system where there is a systematic IGR programme and process associated with the formulation and implementation of a single government plan.*

e) *Take development to our communities as key beneficiaries and actors of what government does.*

These Single Joined-Up plans, or the One Plan will take the form of prioritised spatial expressions over the long term and will be divided into 5 and 10-year implementation plans supported by annual operation plans which will be based on commonly agreed diagnostics, strategies and actions. Each sphere and sector department will have to elaborate in more detail their own plans and actions. The plans will facilitate for:

a) *Managing urbanisation, growth and development;*

b) *Determining and/or supporting local economic drivers;*

c) *Determining and managing spatial form, land release and land development;*

d) *Determining infrastructure investment requirements and ensure long-term infrastructure adequacy to support integrated human settlements, economic activity and provision of basic services, community and social services:*

e) *Institutionalize long term planning whilst addressing 'burning' short term issues.*

The content of the Plans will elaborate the key transformation processes required to achieve long-term strategic goals and a desired future in each of the 44 district and 8 metro spaces.

- Demographic and District Profiling change
- Economic Positioning
- Spatial Restructuring
- Infrastructure Engineering
- Integrated Services Provisioning
- Governance and Management

In order to carry out and lay the solid foundation for future delivery of the model a short-term implementation plan is proposed in 3 phases such as:

1. Development Phase
2. Stabilisation Phase
3. Long Term Spatially Relevant and Referenced Plan

Principles underpinning the New District Coordination Model

One of the main issues is that the current system is dependent on each sphere to align their plans with the other spheres especially in respect of strategic infrastructure investment, whereas a more efficient approach is to have all three spheres of government work off a common strategic alignment platform. A district coordination model provides such a platform.

The main aspects of the current system is the high inefficient usage of funds and resources and even wastage in certain regards.

Therefore, the government is not receiving the outcomes on ground in a positive aspect and where the investment is impacting at the right scale and quality for communities. There is no clear spatial logic and outcomes that enable better integrated place-making but often sector/silo-based outputs. In this manner apartheid spatial logics are often being perpetuated, rather than being broken down.

Cooperative governance is still largely elusive, with planning and investment spending of all three spheres of government often seen as misaligned, inadequately targeted spatially and not coordinated sufficiently to enhance service delivery results and integrated development outcomes.

The President emphasized that:

"Considering the successes, we have already achieved in doing so on a smaller scale, we will be rolling out ***a new integrated district-based approach*** *to addressing our service delivery challenges''.*

The key principles that underpin the new District/Metropolitan coordination model are:

a) *Existing Constitutional Framework Remains as is, whilst strengthening the regulatory framework for Cooperative Governance*

b) *Reinforce Local Government and its Proximity to Communities.*

c) *Distinction Between Long-term and Medium-term Strategic Planning / Implementation Mechanisms*

d) *Build on Existing Good Practices – Current MTSF Alignment (DPME) and Operation Sukuma Sakhe (OSS) and other emerging best practice.*

The main objectives of the new model include the following:

a) *To focus on the District/Metropolitan spaces as the appropriate scale and arena for intergovernmental planning and coordination.*

b) *To focus on the 44 Districts + 8 Metros as developmental spaces (IGR Impact Zones) that will be strategic alignment platforms for all three spheres of government.*

c) *To produce a Spatially Integrated Single Government Plan (as an Intergovernmental Compact) for each of these spaces that guides and directs all strategic investment spending and project delivery across government and forms the basis for accountability.*

d) *This approach reinforces an outcomes-based IGR system where there is a systematic IGR programme and process associated with the formulation and implementation of a single government plan. This signifies a shift from highly negotiated Alignment of Plans to a regulated cooperative governance One Plan.*

e) *One of the core objectives is to take development to our communities as key beneficiaries and actors of what government does, and where they have a stake.*

The objectives and focus of the Long-Term Plans will be on:

i) Managing urbanisation, growth and development.

ii) Determining and/or supporting local economic drivers.

iii) Determining and managing spatial form, land release and land development.

iv) Determining infrastructure investment requirements and ensure long-term infrastructure adequacy to support integrated human settlements, economic activity and provision of basic services, community and social services:

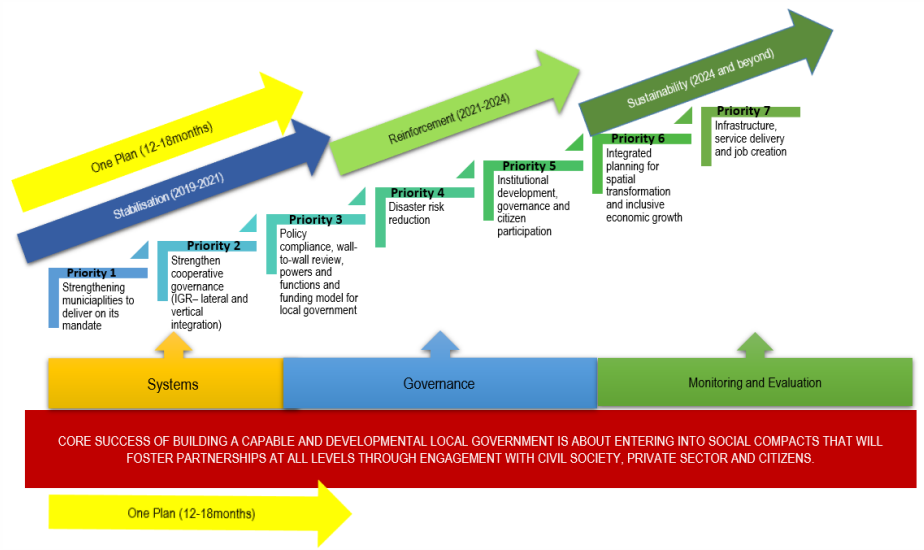
- Ensuring social and affordable housing provision to meet needs across range of income groups; and
- Ensuring long-term security of water, energy, food, land and air quality for the people.

v) Institutionalize long term planning whilst addressing 'burning' short term issues.

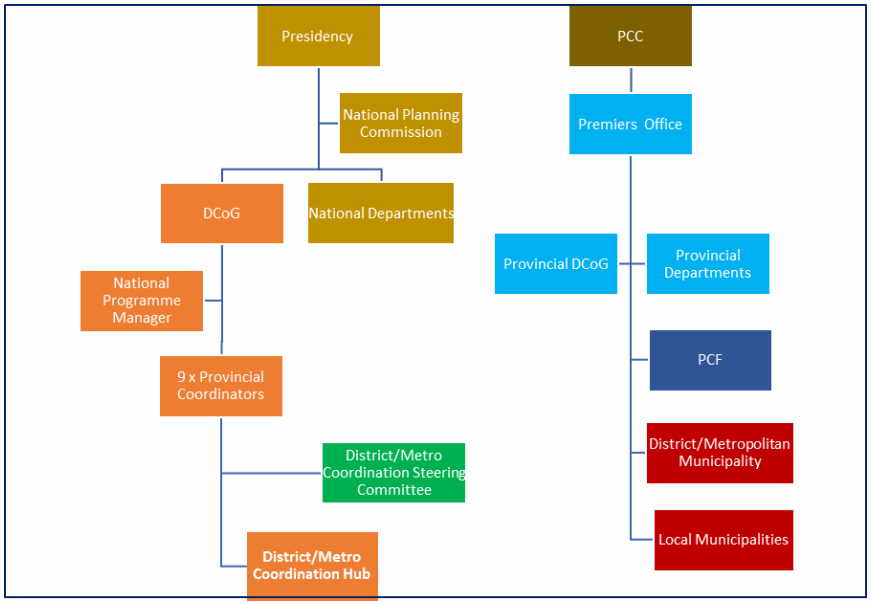
Key Issues that the New District Coordination Model will address:

1. Location
2. Demographics
3. Economy
4. Spatial
5. Basic Services and Infrastructure
6. Governance and Management

Steps towards implementing the model



District/Metro Coordination Model: Institutional Arrangements



New District Coordination Model to Improve the Coherence and Impact of Government Service Delivery and Development (August 2019)

SECTION 3: ALIGNMENT WITH DISTRICT AND LOCAL SPATIAL DEVELOPMENT POLICIES

INTEGRATION OF PILLARS

Over the years, Guidelines on how to develop Spatial Development Framework's have been prepared by various National Departments, Provincial Departments and Local Municipalities. All these guidelines worked for the areas they covered, however they never looked at linkages and interaction of adjoining Municipalities, Districts, Provinces, etc. Guidance has been sought from the 'Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans' set out by the Department of Rural Development & Land Reform in terms of SPLUMA

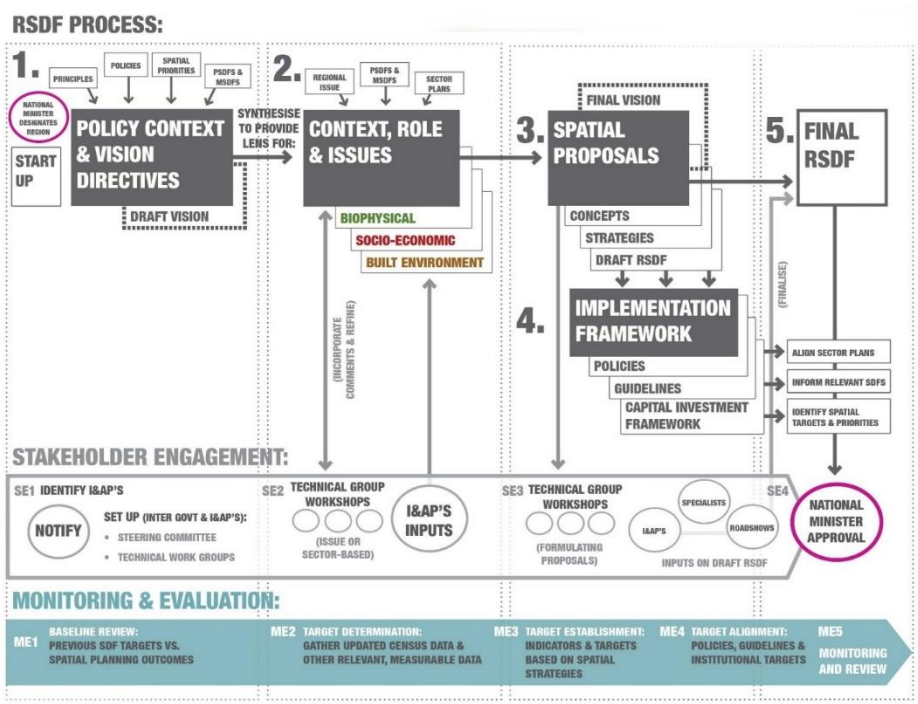
Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans.DRDLR.2014.Page22. http://www.ruraldevelopment.gov.za/phocadownload/spatial_Planning_Information/SDFG_Final%20Draft.pdf

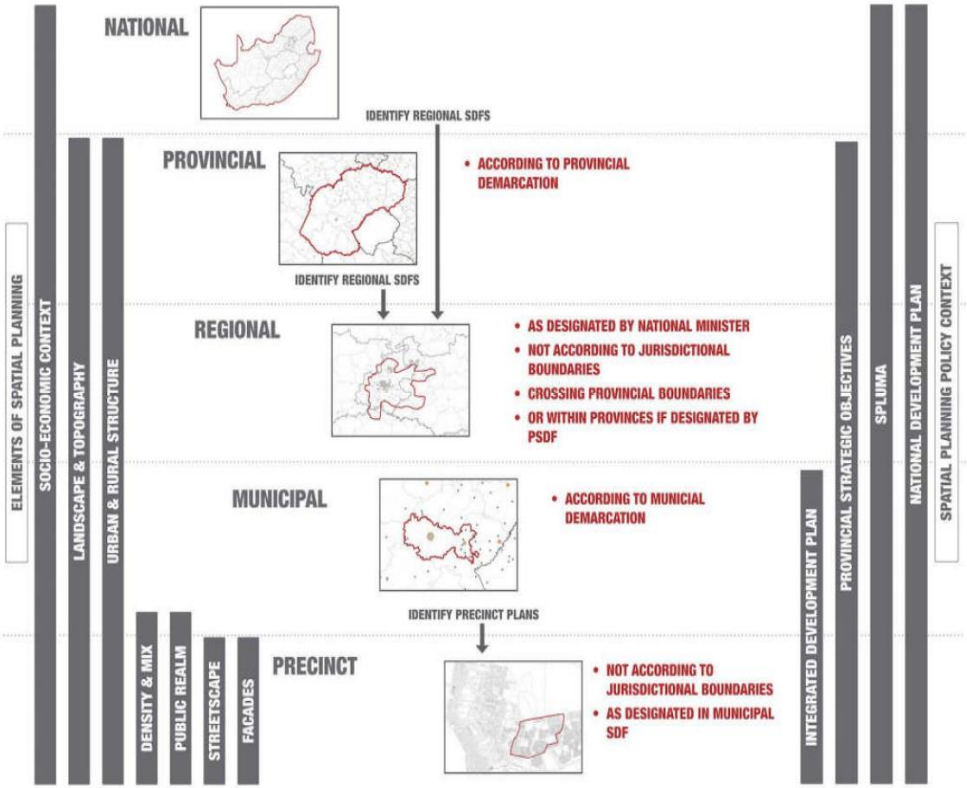
aligned principels.

		BIOPHYSICAL	SOCIO-ECONOMIC	BUILT ENVIRONMENT
PROVINCES		Bioregions; biodiversity corridors; coastal zones and estuaries; protected areas; terrestrial-marine interfaces; disaster prone areas	Economic role of province and major cities within national space economy; regional economic infrastructure; primary provincial economic sectors; Special Economic Zones (SEZ); demographic trends and population growth projections; urban-rural migration patterns	Scenic landscapes; scenic routes; cultural heritage; hierarchy and role of settlements; provincial accessibility patterns
REGIONS		Bioregions; ecosystems and ecosystem services; biodiversity corridors; coastal zones and estuaries; protected areas; terrestrial-marine interfaces; disaster prone areas; air and water quality; landscape level climate change adaptation corridors	Regional economic centres and space economy; regional economic infrastructure; Infrastructure Development Zones (IDZ); national Strategic Integrated Projects (SIP), urban–rural linkages; regional tourism activities; agricultural activities; demographic trends and population growth projections	Scenic landscapes; scenic routes and regional gateways; cultural heritage; hierarchy and role of settlements; regional growth nodes; regional accessibility patterns
MUNICIPALITIES	District	Ecosystems and ecosystem services; biodiversity corridors; protected areas; river corridors; disaster prone areas; farming regions and rural landscapes	Economic centres and space economy; economic infrastructure; primary economic sectors; demographic trends and population growth projections; urban-rural migration patterns; regional tourism activities; agricultural activities; rural development	Scenic landscapes; scenic routes; cultural heritage; accessibility patterns; gateways and destinations; land reform
	Metropolitan	Ecosystems and ecosystem services; critical biodiversity areas (CBA); protected areas; river corridors; topography and ridge lines; disaster prone areas; air and water quality; urban open space systems; farming regions and rural landscapes	Economic role of urban centre/s within provincial space economy; economic infrastructure; primary economic sectors and growth trends; demographic trends and population growth projections; social services; urban-rural migration patterns	Scenic landscapes; scenic routes; cultural heritage and heritage resources; gateways and destinations; role of settlements and their inter-relationships; movement routes, activity corridors and hubs of activity; housing; public space; industrial and commercial land use; future development trends (submitted or approved major developments); densities
	Local (Urban and Rural)	Critical biodiversity areas (CBA); protected areas; river corridors; topography and ridge lines; disaster prone areas; air and water quality; urban open space systems; farming regions and agricultural land (dry and irrigated); rural landscape and sense of place	Economic role of settlements within regional space economy; economic infrastructure; primary economic sectors and growth trends; demographic trends and population growth projections; social services; urban-rural migration patterns; agricultural activities; rural development	Scenic landscapes; scenic routes; cultural heritage and heritage resources; gateways and destinations; role of settlements and their inter-relationships; movement routes, activity streets and hubs of activity; public space; industrial and commercial land use; land reform; housing (farmworker/informal/GAP/social etc.); future development trends (submitted or approved major developments); densities

Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans. DRDLR. 2014. Page 62. http://www.ruraldevelopment.gov.za/phocadownload/spatial_Planning_Information/SDFG_Final%20Draft.pdf

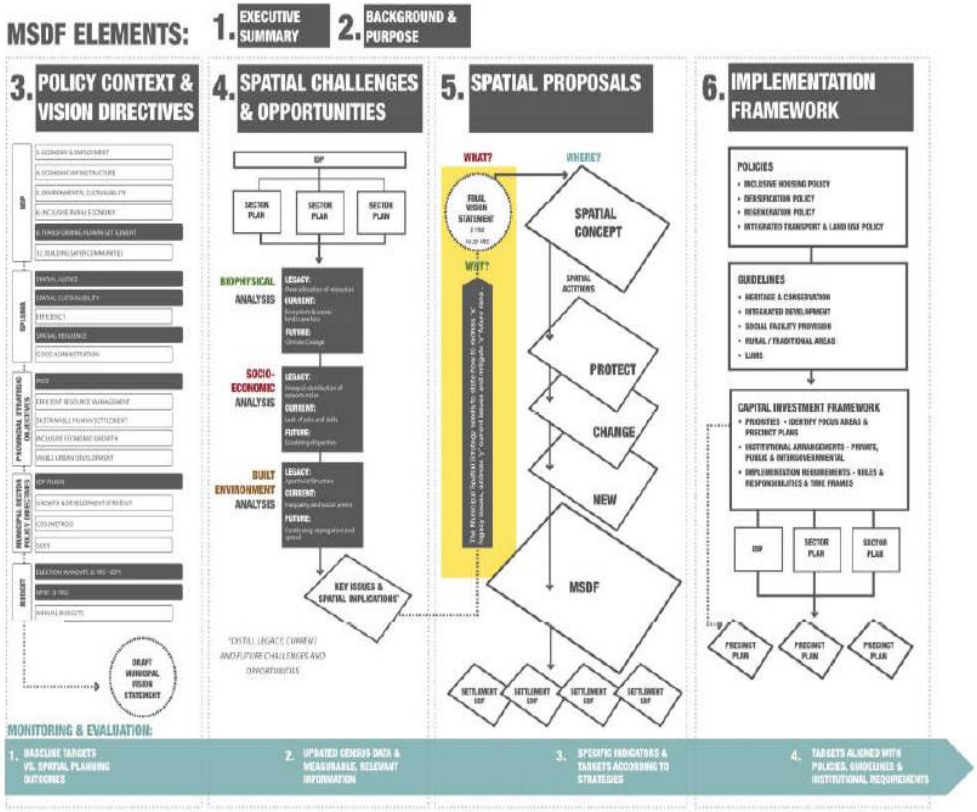
The table below illustrates the typical structure for a Regional/District SDF. The diagram spells out the specific elements considered in Context, role and issues in the SDF.





Department of Rural Development and Land Reform SDF Guidelines

The following departmental guidelines have to be utilsed and adhered to.



SPATIAL DEVELOPMENT FRAMEWORK ANALYSIS (DISTRICT CONSIDERATION)

An assessment of the proposals contained in the following SDF were completed:

- OR Tambo District SDF, 2017-18
- Joe Gqabi District SDF, 2009
- Alfred Nzo District SDF. 2014
- Chris Hani District SDF, 2016
- Amathole District SDF. 2020
- Wild Coast Spatial Development Framework, 2014

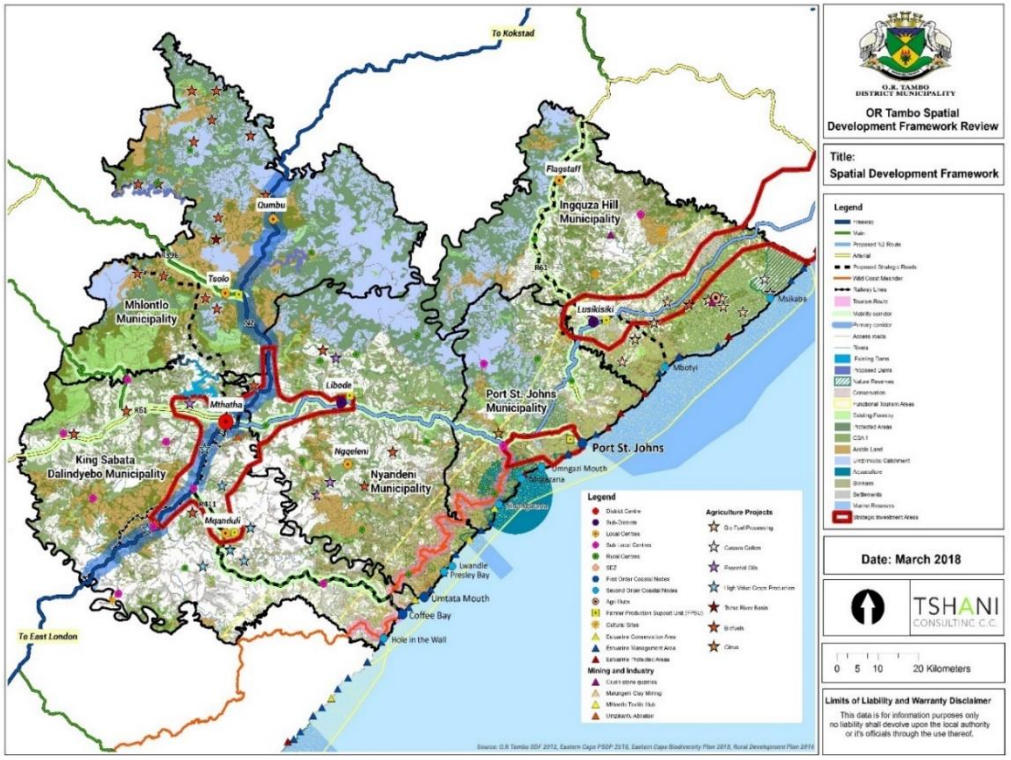
The analysis was carried out in order to ascertain the nature of surrounding district spatial policy , areas of potential, key development issues, the alignment between districts and the nature of spatial structuring elements being used for land use management and development management.

O.R. TAMBO DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK, 2017-2018.

In response to the Conceptual Framework, the Spatial Development for OR Tambo District elaborates clear and detailed objectives and elated planning tools for the management and direction of spatial development and land use management to achieve the proposed development vision set out in the Spatial Development Framework.

Key Spatial Issues of the district:-

- Settlement Formation & Development Trent
- Basic Needs & Spatial Fragmentation
- Environmental Management & Climate Change
- Land Use Management, Communal Mapping and Ward Based Planning
- Linkages and Access
- Small Town Regeneration and LED
- Risk and mitigation based Planning
- Good Governance and IGR
- Culture and diversity



PLAN NO. 3: ORT SDF 2018

The Mthatha - Libode FMR

The Mthatha FMR is positioned align the major access corridors of the N2 and R61. The FMR south western boundary is Qunu town (KSD LM) on the N2, the Southern boundary is Viedgesville town (KSD LM), the Eastern boundary is Libode town (Nyandeni LM) and the Eastern boundary is Mthatha Airport (KSD).

Key Corridors: -

- East London – Mthatha –Kokstad (N2)
- N2
- R61
- Langeni Rd- Ugie link
- R349
- N2 Toll Road
- Wild Coast Meaner
- Thunga Thunga Route
- Mandela Route
- R349 (Mthatha via Mqanduli towards the coast)
- Lusikisiki – Mbotyi
- N2 toll road – Mkambit

JOE GQABI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK, 2009

Joe Gqabi is the North Western neigbouring district of Or Tambo. It is essential to understand the SDF proposals which were considered as there is a a range of resources which are shared between the two districts such as the tourism linkages, water resources and roads.

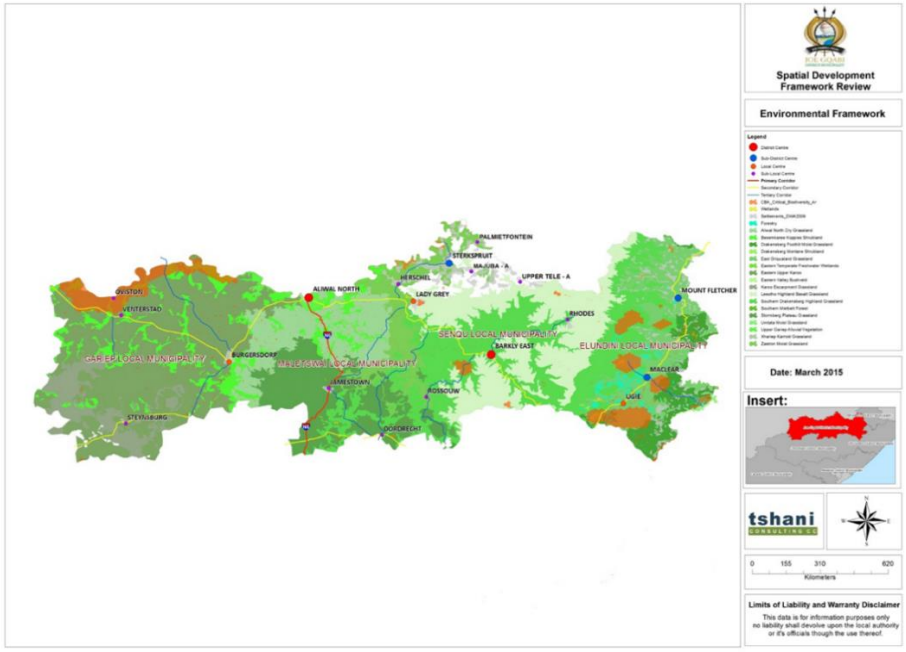
Environmental Framework

Spatial mapping of 'environmental bio-diversity areas of significance' for future spatial development planning is considered crucial for the Spatial Framework. 'Environmental bio-diversity areas of significance' indicates areas where development needs to be avoided or carefully managed. This will protect the core biodiversity areas, such as reserves, wetlands, steep slopes and special sensitive biodiversity areas.

The Environmental Spatial Framework is primarily based on the Eastern Cape Biodiversity Conservation Plan and emphasises the need to protect natural resources; achieve food security by preventing loss of valuable high potential agricultural land; and connect development to the availability of sustainable water resources.

Strategies in achieving an Environmental Spatial Framework include the following:

- Universal 'wall to wall' mapping of the spatial distribution of environmental conservation areas and natural resources;
- Investigate, identify and map strategic renewable energy potential areas and manage development to ensure such areas remain available for future energy needs; and
- Distribute the Environmental Spatial Guidelines and Legislative Frameworks to all spatial development decision makers, to promote awareness and ensure compliance.



PLAN NO. 4: JOE GQABI SDF: ENVIRONMENTAL FRAMEWORK

SOCIO-ECONOMIC FRAMEWORK

Forestry Sector Profile

The Elundini Local Municipality has a well-established forestry sector. The area has been identified as one of the last areas in South Africa that offer significant potential for afforestation. Forestry resources are used to manufacturer a single product, chipboard and laminated panels.

Construction Sector

Potential opportunities exist in Elundini to assist emerging contractors include partnerships and joint ventures with more experienced contractors, advanced qualifications and assist in registering businesses.

There is very limited private sector construction in Gariep, with most private construction contracts dealing with the building of single residential units.

The construction sector in Maletswai is currently being driven by demand for housing and office or business space.

Trade Sector Profile

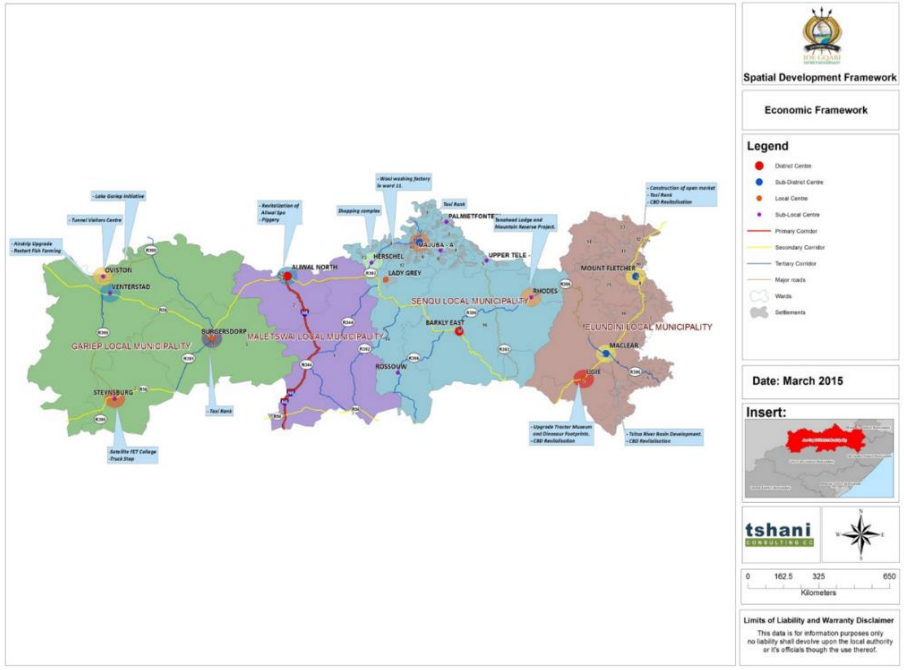
The trade sector in Elundini Local Municipality is a derived demand as it is dependent on the amount of income the consumer has at their disposal to engage in a trading transaction. Formal retail trade in Elundini is largely concentrated on the three urban settlements of Ugie, Maclear and Mount

Fletcher and services the surrounding rural communities.

The Trade sector in Senqu Local Municipality has declined over the past 10 years in respect of GVA and formal employment.

.A significant portion of the trade sector comprises tourism related components (i.e. hotels, restaurants, bars, camping sites and other short stay and accommodation

The trade sector is one of the most productive sectors in Maletswai.



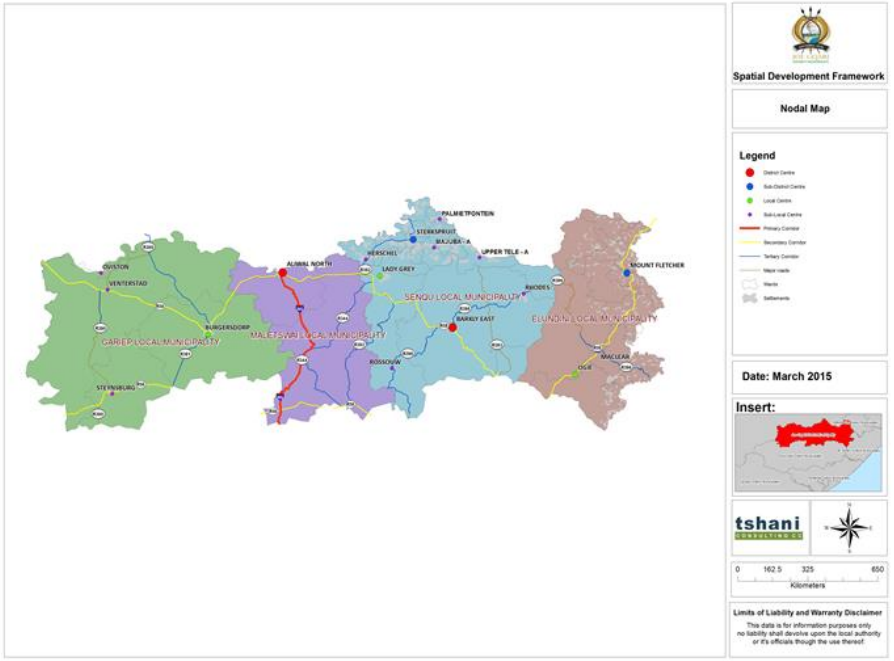
BUILT ENVIRONMENT FRAMEWORK

Development Nodes

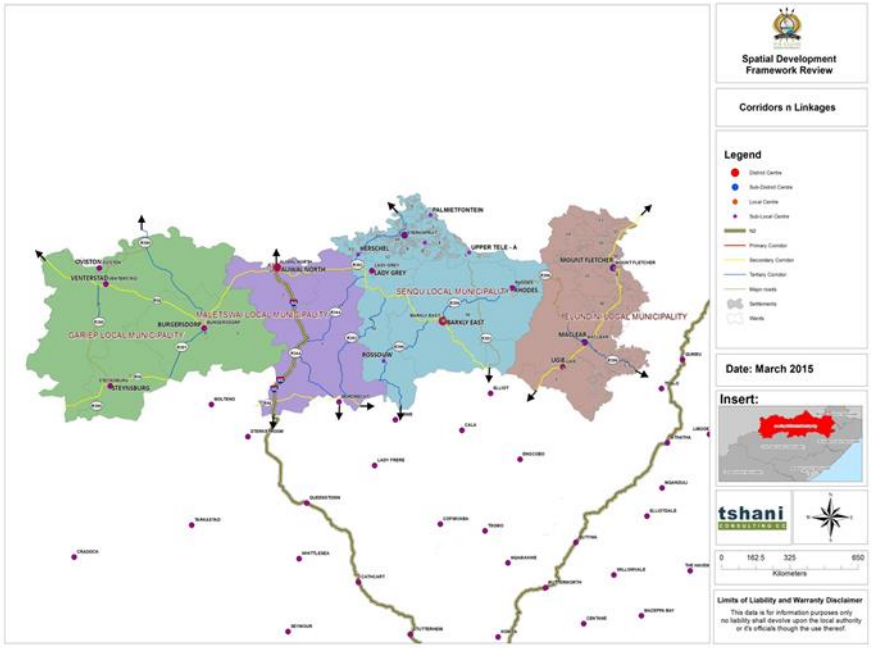
The following categories of nodes, as indicated in the table below, have been identified and proposed:

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

Joe Gqabi District is served by the District Centre of Mount Ayliff, with sub-district centres to the north, west and east of the district.



PLAN NO. 6: JOE GQABI SDF: NODAL PLAN



PLAN NO. 7: JOE GQABI SDF: CORRIDORS

Development Corridors

The notion of development corridors, both as structuring elements to guide spatial planning, as well as special development areas with specific types of development potential, has been well established internationally.

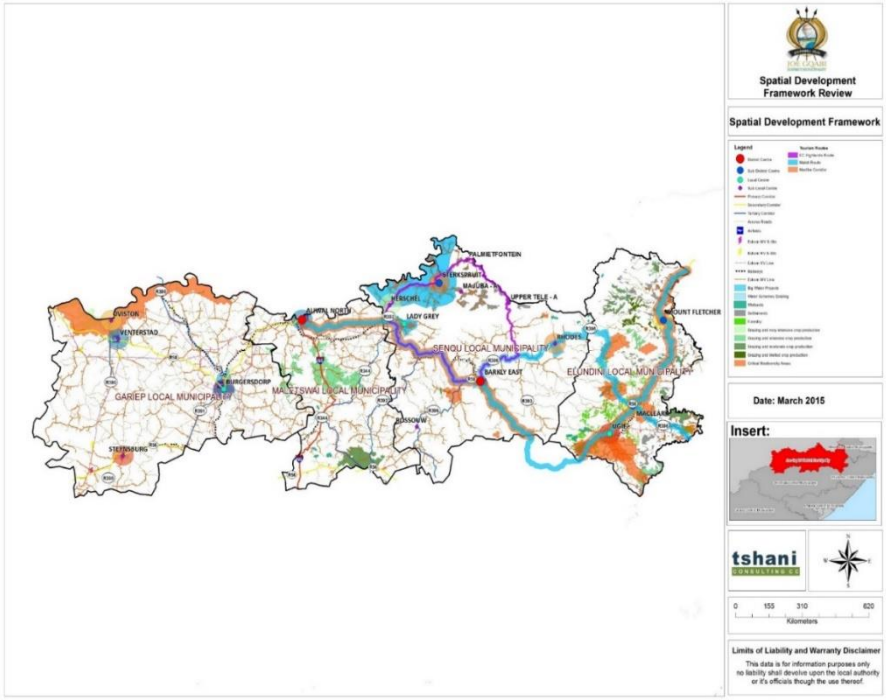
Typically, development corridors have been identified as roads or other transport routes along which existing and/or potential land developments at a higher than average intensity (can) occur. Development corridors can also be refined and described variously as indicated in the adjacent table

Special Development Areas

Special Development Areas are geographical areas where the district municipality would need to prioritise and place its development efforts and capital expenditure

ALFRED NZO SPATIAL DEVELOPMENT FRAMEWORK, 2014

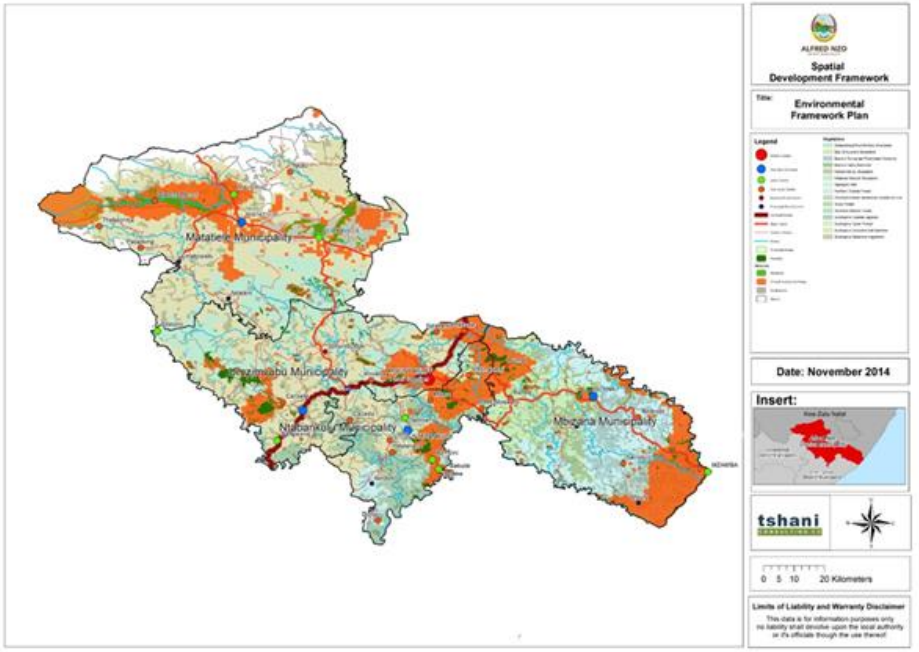
Alfred Nzo is the Eastern neigbouring district of Or Tambo. It is essential to understand the SDF proposals which were considered as there is a a range of resources which are shared between the two districts such as the tourism linkages, water resources and national roads.



Environmental Framework

Spatial mapping of 'environmental bio-diversity areas of significance' for future spatial development planning is considered crucial for the Spatial Framework. 'Environmental bio-diversity areas of significance' indicates areas where development needs to be avoided or carefully managed. This will protect the core biodiversity areas, such as reserves, wetlands, steep slopes and special sensitive biodiversity areas.

The Environmental Spatial Framework is primarily based on the Eastern Cape Biodiversity Conservation Plan (ECBCP) and emphasises the need to protect natural resources; achieve food security by preventing loss of valuable high potential agricultural land; and connect development to the availability of sustainable water resources



PLAN NO. 8: ALFRED NZO SDF – ENVIRONMENTAL FRAMEWORK

Some of the Key Biophysical Issues facing Alfred Nzo District are:

- There is a significant number of unstable landscapes, due to soils having high erosion potential.
- Alfred Nzo is threatened by pressures on the environment, particularly through habitat loss.
- The high human population density in the communal areas of the district has negative impacts on biodiversity.
- Vegetation in the eastern half of the district is severely transformed.
- Climate change has a profound effect on the district.
- Rivers along the western boundary of the district are endangered. Further deterioration is likely to result in poor water yield and water quality.
- Communities pollute rivers and dams, which have a negative impact on the environment.
- Communities deforest traditional forests for building homes (lack of protection).
- Communities build close to sensitive environmental areas.
- Environmental degradation.
- Wetlands not protected.
- Communities are prone to disasters i.e. Floods, storms, veld fires and tornadoes.
- There is land invasion which results in people occupying high risk areas due to topography of the area (mountainous).
- Lack of coastal management in Mbizana Municipality.
- There is no respect for flood lines.
- Lack of Public Open Space protection.
- There are veld fires around the Matatiele jurisdiction (disaster management).
- Poorly managed landfill sites in Mbizana and Ntabankulu Municipalities (unregistered).
- Quarry sites are never rehabilitated, causing land degradation.

- The limited existence of fertile soil discourages agricultural opportunities within ANDM.
- Agricultural land in rural areas are no longer utilised (abandoned).
- Chiefs are granting land on sensitive environmental areas

Socio-Economic Framework

Some of the Key Issues facing Alfred Nzo District are:

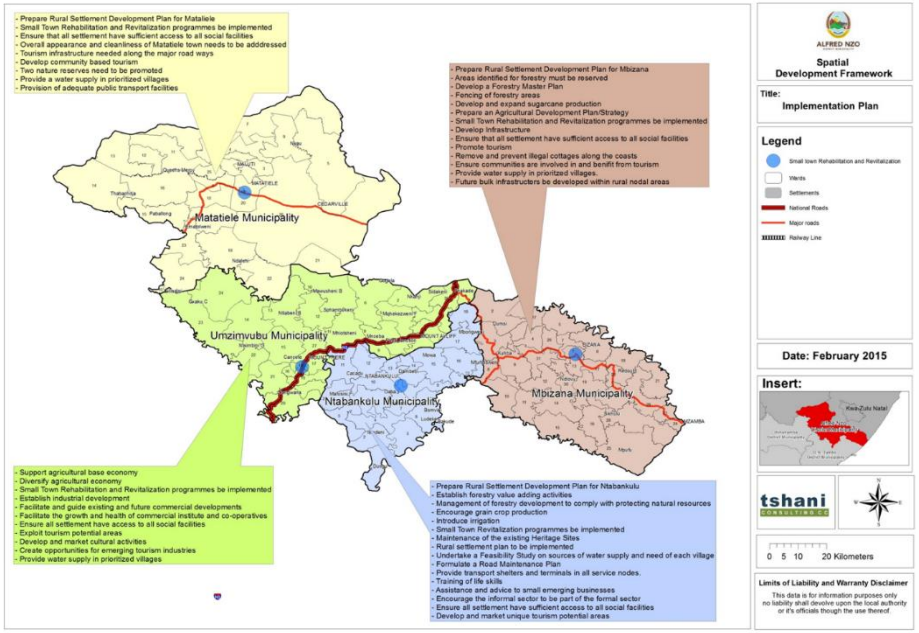
- The population increase between 1996 and 2011 of approximately 56 321 people, indicates the increase in demand for the district municipality to create employment.
- With the high levels of unemployment, interventions are needed for job creation.
- High youthful component puts pressure on the district to deliver better social infrastructure, such as schools, crèches, sportsfields, etc..
- Low levels of education amongst the population. Low levels of education contribute to a high unemployment rate and low labour absorption.
- Uncontrolled growth trends within existing settlements, places a burden on local authorities with regard to infrastructure demand.
- High level on dependency of social grants.
- Approving of building plans to extend or upgrade low-income houses which at a later stage puts a strain in providing bulk services.
- Many people are still trapped in poverty .
- Youth is moving to the big cities for education and employment.
- High unemployment in the district area.
- It is notable that the economy is highly dependent on the community services/government sector.

Built Environment Framework

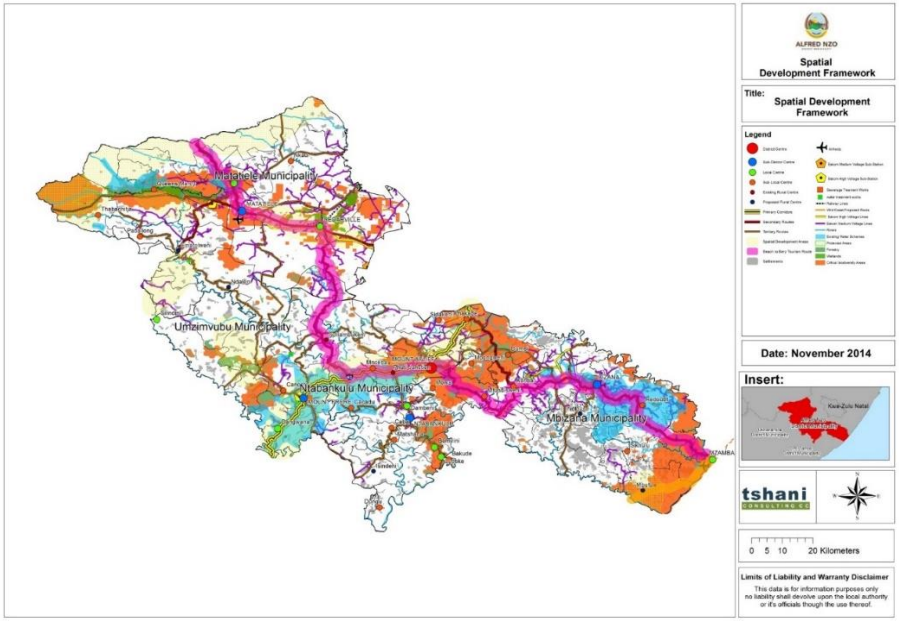
Some of the Key Issues facing Alfred Nzo District are:

- Slow process for settling land claims hampers housing delivery.
- Unresolved land issues put pressure on proposed development in the towns of Mount Ayliff and Mount Frere.
- People living in rural areas spend a lot of money on commuting especially because of poor roads.
- There is fragmentation in terms of how settlements are designed, making it costly to bring services.
- A significant number of households within the district still have limited access to sanitation services.
- Inaccessible basic services lead to poor socio-economic conditions.
- Statistics reveal that there are still some bucket toilet systems in each local municipality.
- A high number of households within the district still have no access to piped water.
- Lack of availability of bulk infrastructure.

- Poor sanitation.
- Lack of access roads and bridges, and maintenance thereof, linking communities and service centres.
- No strategies in place to bring infrastructure in some areas.



PLAN NO. 9: ALFRED NZO SDF – IMPLEMENTATION PLAN



PLAN NO. 10: ALFRED NZO SDF PLAN

CHRIS HANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (2016)

KEY ISSUES

- The CHDM is composed of three distinct and spatially definable areas, namely, the former RSA areas, former Ciskei areas and former Transkei areas – which are associated with different historical, social and different distinctive lands use and settlement patterns.

- Records indicate that a majority of the households in the former Ciskei and Transkei in the district receive some form of grants from the state, that is, they are dependent on the state support for survival.
- The spatial distribution of development opportunity is largely associated with specific transport routes (development corridors), the existing towns (service centres or settlement nodes) and areas where specific forms of development activity are possible.
- The district has a great potential for agricultural, forestry and tourism development, especially in the municipalities in the central and eastern portions of the district where communal land tenure practices are dominant.
- Infrastructure backlogs exist in the district, especially in the former Ciskei and Transkei towns and villages.

Nodes, Corridors And Development Zones.

Nodes can be defined as those areas which represent significant spatial potential that should be targeted for strategic investment to promote maximum growth and economic spin-off multipliers to their surrounding regions.

The SDF (2009) has identified and amended a hierarchy of development nodes as follows:

TABLE IX: NODES: CHRIS HANI DISTRICT

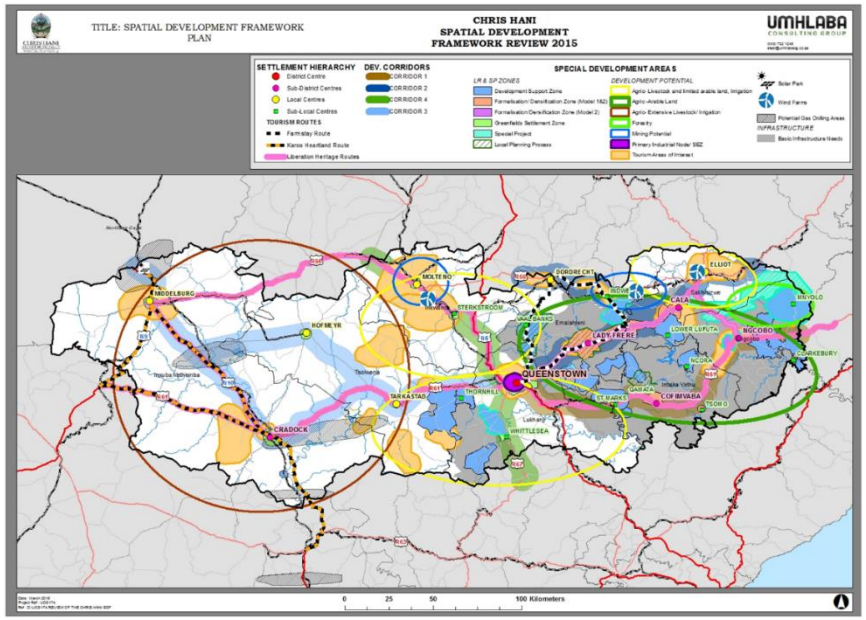
Level 3	Level 2	Level 1
Queenstown	Lady Frere	Sterkstroom
	Cofimvaba	Sada/Whittlesea
	Ngcobo	Molteno
	Cradock	Hofmeyer
	Cala	Indwe
		Tsomo
		Tarkastad
		Ilinge
		Middelburg
		Elliot
		Dordrecht

DEVELOPMENT CORRIDORS

CHDM is committed to a corridor development approach and integral to this approach is a focus on geographic and spatial initiatives and interventions which link the nodes (towns) and small towns surrounding these nodes in an integrated economic development process. The Chris Hani Municipality's Regional Economic Development Strategy (REDS) has adopted a corridor development approach to its regional economic development strategy. The four major corridors identified in the Chris Hani District

The SDF Review (2009) identified special development areas in Chris Hani

District Municipality in an attempt to direct development according to the guidelines of the National Spatial Development Perspective as follows:



PLAN NO. 11: CHRIS HANI SDF PLAN

Areas of priority Basic Needs

Areas of greatest need are defined as those areas with the lowest income per capita income levels and worst- off settlement areas (which are, effectively, the rural settlements in the former Ciskei and Transkei.

These SDAs require priority basic needs intervention and strategic proposals to improve the level of well-being of communities in these areas (poverty alleviation programs and basic infrastructure investment).

The Plan overleaf illustrates the priority areas identified for continued effort in the delivery of basic Levels of Service in Infrastructure (water, sanitation and electricity; access roads) and social goods and services (Health and Education)

Areas of Local Economic Development potential

Additional SDAs are identified that focus more specifically on defining spatial areas where certain forms of development potential have been identified, either through previous planning exercises, or through the REDS process recently undertaken by the CHDM.

AMATHOLE DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (2020)

The following vision was developed for the ADM In 2020:

Vision

"To become a Sustainable Smart District and which provides for the needs of the communities and has clear and accessible

linkages between the Local Municipalities and the neighbouring Local Municipalities"

Environmental Framework

The Environmental Spatial Framework is primarily based on the Eastern Cape Biodiversity Conservation Plan, which recognizes the biodiversity corridors, core and buffer biodiversity areas, coastal sensitive areas and sub-tropical thicket corridor concepts. The Environmental Spatial Framework emphasises the need to protect natural resources; achieve food security by preventing loss of valuable high potential agricultural land; and connect development to the availability of sustainable water resources.

Environmental factors are informed in terms of the Eastern Cape Biodiversity Conservation Plan, 2019 and as indicated on the plan below, vast amounts of critical biodiversity areas (classified as 'Category 1 Areas' are evident within the district.ADM Climate Change Strategy

Climate change is regarded as one of the greatest threats to sustainable development and has the potential to undo or undermine many of the positive advances made in meeting development objectives.

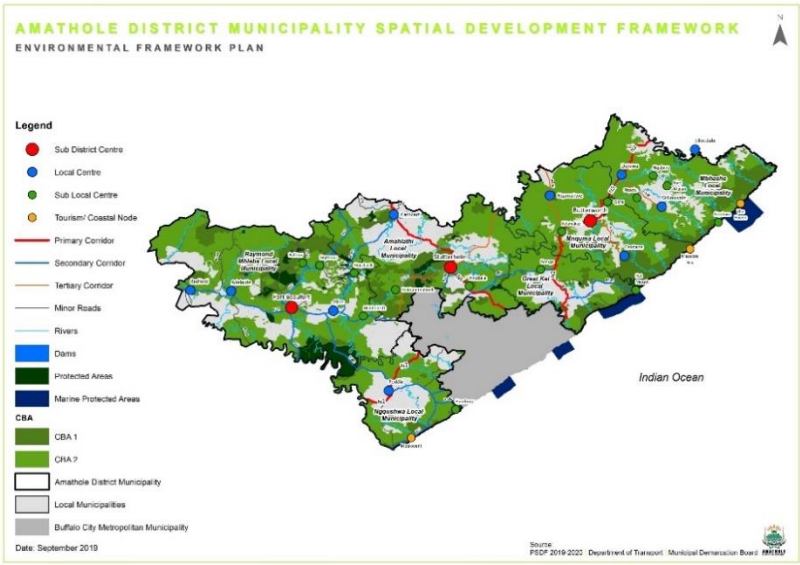
Amathole Mountains Biosphere Reserve-The concept of a Biosphere Reserve has been found to be particularly well suited to this region and the area considered is almost 2 million hectares, which will promote sustainable development through conservation economy initiatives that enable economic empowerment for the poor people.

The vision of the initiative is to encompass the following goals:

- Conserve the natural and cultural heritage of the area
- Promote the conservation economy that uplifts the historical marginalized and poor people of the region
- Strengthen institutions that promote the interests of the people of the region

The area considered for the Amathole Mountains Biosphere Reserve is from the towns of Bedford in the west; Stutterheim and Bhisho in the east; Whittlesea and Cathcart in the north; and Peddie in the South.

Environmental Elements-The plan below spatially depicts the environmental elements in the district



PLAN NO. 12: AMATHOLE SDF – ENVIRONMENTAL FRAMEWORK

Social Development & Human Settlement Framework

OBJECTIVE: Manage development of compact and sustainable human settlements with appropriate infrastructure, amenities and socio-economic opportunities.

ADM is comprised of the following Spatial Structuring Elements: as indicated on the respective plan below:

'Development Nodes'-generally described as areas of mixed use development.

'Urban Service Centres'– towns that provide higher order of level of service and require investment.

'Urban Edge-'limits and controls urban sprawl.

'Development Corridors'-used to symbolise areas where economic activities are encouraged.

'Strategic Transport Routes'-essential to enable focused development efforts and for effective transportation of goods, people, services and materials.

'Settlement Edges'– used to manage investment and characteristics of infrastructure levels according to needs of communities and economic activities located within or outside settlement edges.

'Typology of Settlements'-the table below indicates the type, location and function of settlements and associated typical land uses.

Infrastructure Framework

OBJECTIVE: Efficient integrated spatial development of infrastructure and transport systems in shared focus areas through:

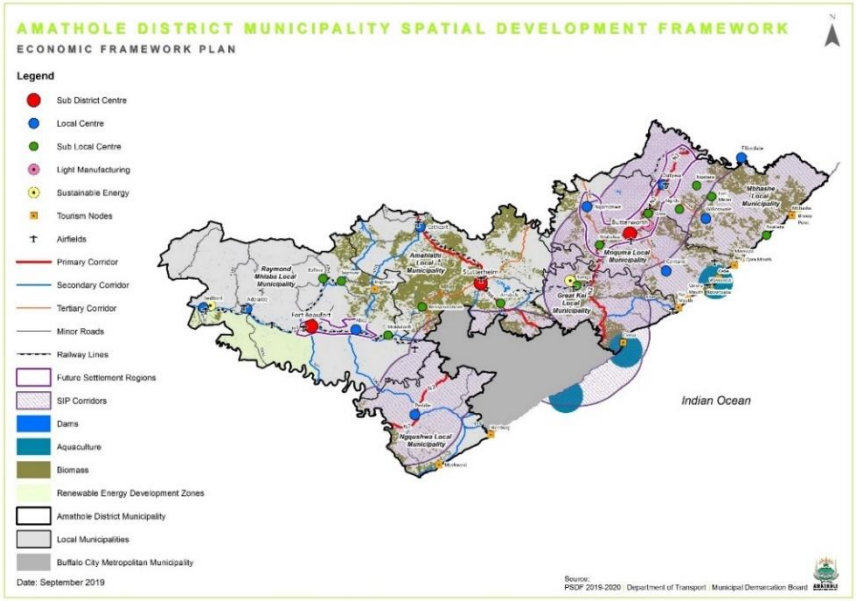
- Elimination of infrastructure backlogs
- Leveraging economic growth through improving transport infrastructure
- Establishing centralized infrastructure planning, implementation and monitoring capacity to enhance socio-economic impact of spending; and increasing efficiency gains and job-creation
- Identification and packaging strategic infrastructure projects and programs to boost economic growth and attract private investment

Economic Framework

OBJECTIVE: Employment generation. Increased growth and output. More even income distribution. More equal spatial distribution of economic activity. Transforming ownership and control of production. Enhanced technological capacity. Potential Industrial Sectors in relation to local municipalities with the best advantage::

SECTOR	MUNICIPAL ADVANTAGE
Metals	Mbhashe, Mnquma, Great Kei, Ngqushwa

Textiles	Mnquma, Amahlathi, Ngqushwa
Forestry	Amahlathi, Mnquma, Great Kei, Ngqushwa, Nkonkobe
Capital Goods	Mbhashe, Mnquma, Great Kei, Ngqushwa, Nkonkobe
Tourism & Culture	Mbhashe, Great Kei, Amahlathi, Ngqushwa
Trade	Mbhashe, Great Kei, Amahlathi, Ngqushwa
Agriculture	Great Kei, Nkonkobe, Nxuba
Green Economy	Mnquma, Great Kei, Amahlathi
Renewable Energy	Ngqushwa, Nkonkobe, Nxuba



PLAN NO. 13: AMATHOLE SDF – ECONOMIC DEVELOPMENT FRAMEWORK

Small Town Revitalization Programmes-to promote, encourage and support economy in and around small towns. Economically vibrant towns provide employment and commercial opportunities. Towns identified for revitalization programmes are generally situated along identified transport corridors .

Tourism Development– focused around the following tourism routes:

- Amathole Mountain Escape
- Sunshine Coast
- Gateway City
- Friendly N6
- Wild Coast

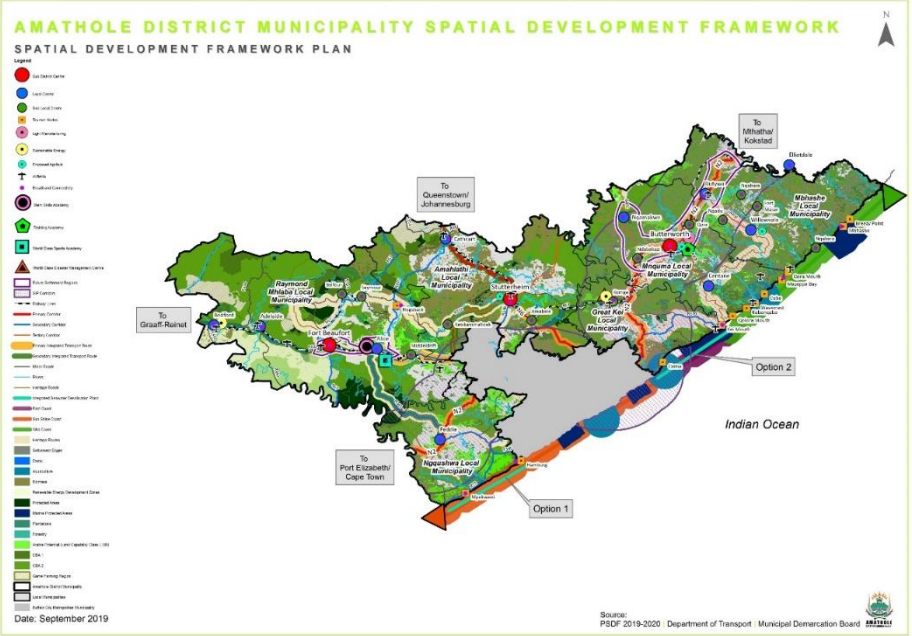
Primary Tourist Routes– identified as being:

- N2
- N6
- R72
- R63
- Wild Coast Meander

Agriculture Development– identified agriculture development functions: include

- Livestock (sheep and beef)

- Dairy (milk production
- Game Farming
- Citrus
- Tunnel/Hydroponic production
- Vegetables and irrigated crops



PLAN NO. 14: AMATHOLE SDF PLAN

THE WILD COAST SPATIAL DEVELOPMENT FRAMEWORK, 2014

Spatial Dimensions of The Plan

- Identification of the key spatial development features (characteristic land use patterns, development trends and related land use dynamics) currently applicable in the study area
- Indicative spatial dimensions to provide a clear indication of the intentions and priorities of the various sector plans, land right holders, stakeholders, municipalities and the Department.
- Statutory spatial dimensions to entrench desired long-term spatial relationships and protect resources with societal value
- Illustration of the strategies and policies that are adopted by the relevant local municipalities to achieve their spatial development objectives, on the basis of the above and consideration of the spatial implications of the various proposals made by Sector Plans being undertaken.
- Note spatial implications of sectoral components of the SDF framework

Land Administrative Practices

In the new political dispensation (post 1994), development of mechanisms and legal instruments to address elements of rural land administration requirements include the introduction of the following:

- Rural areas (former TRC area) were incorporated into wall-to-wall Municipalities (however, Local Municipality and ward boundaries replaced the magisterial districts and administrative areas, often not being aligned with the latter).
- Interim Protection of Informal Land Rights Act (IPILRA) and related Interim Procedures in terms of the act (recognising the rights of communities and acknowledging the role of traditional structures).

- Eastern Cape Act 8 of 1997 (removed development functions from Traditional Leadership)

- Communal Land Rights Act, 2004 (was declared constitutionally invalid)

- The Traditional Leadership and Governance Framework Act

- Surveyor General's surveying of the administrative area boundaries

- Spatial Planning and Land Use Management Act (SPLUMA)

Land administration decision makers involved in the study area include:

- DRDLR, representing the State (based on land being a National constitutional competence)
- Province (Premier, EC-COGTA, DRDAR, DEAET), Municipalities, Traditional Leadership and Community Based Organisations (all having legitimate interests, including responsibilities in planning and traditional affairs)
- Traditional Councils (i.t.o. TLGFA 'land administration´ included in list of roles of TC)
- Constitutional Court and Land Claims Court

Land Use Management Legislation

Traditional Council structures continue to administer land allocations to community members in many parts of the study area. This administrative practice includes a measure of land use management, although limited.

Other forms of legislation that make provision for management of activities on land include:

- National Environmental Management Act (and regulations)
- National Coastal Management Act
- Wild Coast Decree
- Interim Protection of Informal Land Rights Act (as far as provisions for consultation and consent from land right holders prior to development authorisations being granted)

As far as Agricultural Resource management is concerned, the Transkei Agricultural Development Act (Act 10 of 1966) was repealed without replacement and the integrated planning aspects of this act were lost.

Vision for Spatial Development

With one of the main objectives of the WC SDP being, "to enhance the implementation of the Provincial Spatial Development Plan (ECPSDP)", the overall vision, goals and objectives of the plan are informed by the spatial development vision as contained in the PSDP. The WC SDP does, however, localise the PSDP vision to respond to the key regional challenges identified for the Wild Coast region.

Vision

Based on the recognition that at its core, the WCRSDP has to deal with poverty and the establishment of a framework for a common institutional vision, the vision for this plan is described as: "A Poverty-Free and Sustainable Wild Coast"

Founding Concept

The founding concept is guided by what is contained in the PSDP, being a "modern, ecologically sustainable economy based in agriculture, tourism and industry"

Spatial Picture

The spatial picture is described as "Managed Human Settlements clustered in settlement regions and corridors, alongside productive regions, managed ecological natural resource areas and connected to a network of strategic transportation routes, open to the global, national and provincial economy

Provincial Policy Assessment

The following sections provides a detailed analysis of the Provincial policies and legislation guiding the province.

Eastern Cape Provincial Spatial Development Framework Review 2016 – 2020

A need was identified to update the EC PSDP to more closely align with the development priorities of the National Spatial Development Perspective (NSDP), Provincial Growth and Development Plan (PGDP) and also, to align with the District and Local Municipality Integrated Development Plans and Spatial Development Framework Plan proposals. Important for the updated Provincial Spatial Development Plan (PSDP), is the need to more effectively integrate issues of land use planning and management.

The PSDF aims to create a credible and implementable Spatial Development Framework for the Eastern Cape. This has been approached by focusing on the following key informants which are envisaged as key enablers of development:

- Water is Life
- Finance and Debt
- Small Town Regeneration
- Spatial Planning
- Local Economic Development
- Climate Change and Environmental
- Bridging the gap between rich and poor

The future spatial vision development for the reviewed PSDF, is as follows:-

"The future spatial perspective of the province over the next 20 to 50 years could be conceptualised in the context of the he Provincial Growth and Development Plan vision of a "poverty free Eastern Cape". Understanding that such a vision would be founded upon a concept of a "modern, ecologically sustainable economy based in agriculture, tourism and industry", it is believed the future spatial perspective would comprise a spatial development framework of managed urban and rural human settlements clustered in urban (settlement) regions and corridors, alongside productive agricultural precincts, managed ecological natural resource areas and connected to a network of strategic transportation corridors, open to the global, national and provincial economy"

The following key development proposals were prepared for the PSDF review:-

Environmental Framework:

The Environmental framework was largely informed by the Eastern Cape Biodiversity Conservation Plan, which is currently been reviewed. The environmental framework makes takes into cognisance the need for protection of our water resources and more specifically our coastal priorities.

Agricultural Framework

The agricultural framework shows that while there is still under-utilised arable potential in the eastern half of EC, there is a general reduction of valuable agricultural and forestry potential through change of land use to enable settlement growth, residential estates and commercial uses on the periphery of urban areas.

Social Development and Human Settlements Framework

In aiming to look at how we direct our development focus within the province we have identified "Future Metropolitan Regions". The concept of a "Future Metro Regions" (FMR) is a new concept which has been introduced into the PSDF. It can be defined as a region which is envisaged to grow into each other and functioning collaboratively by the year 2050. The introduction of the FMR is believed to be a suitable intervention for addressing the economic, social and spatial challenges of the regions identified and the province alike. The plan below identifies the future metro regions identified for the Province.

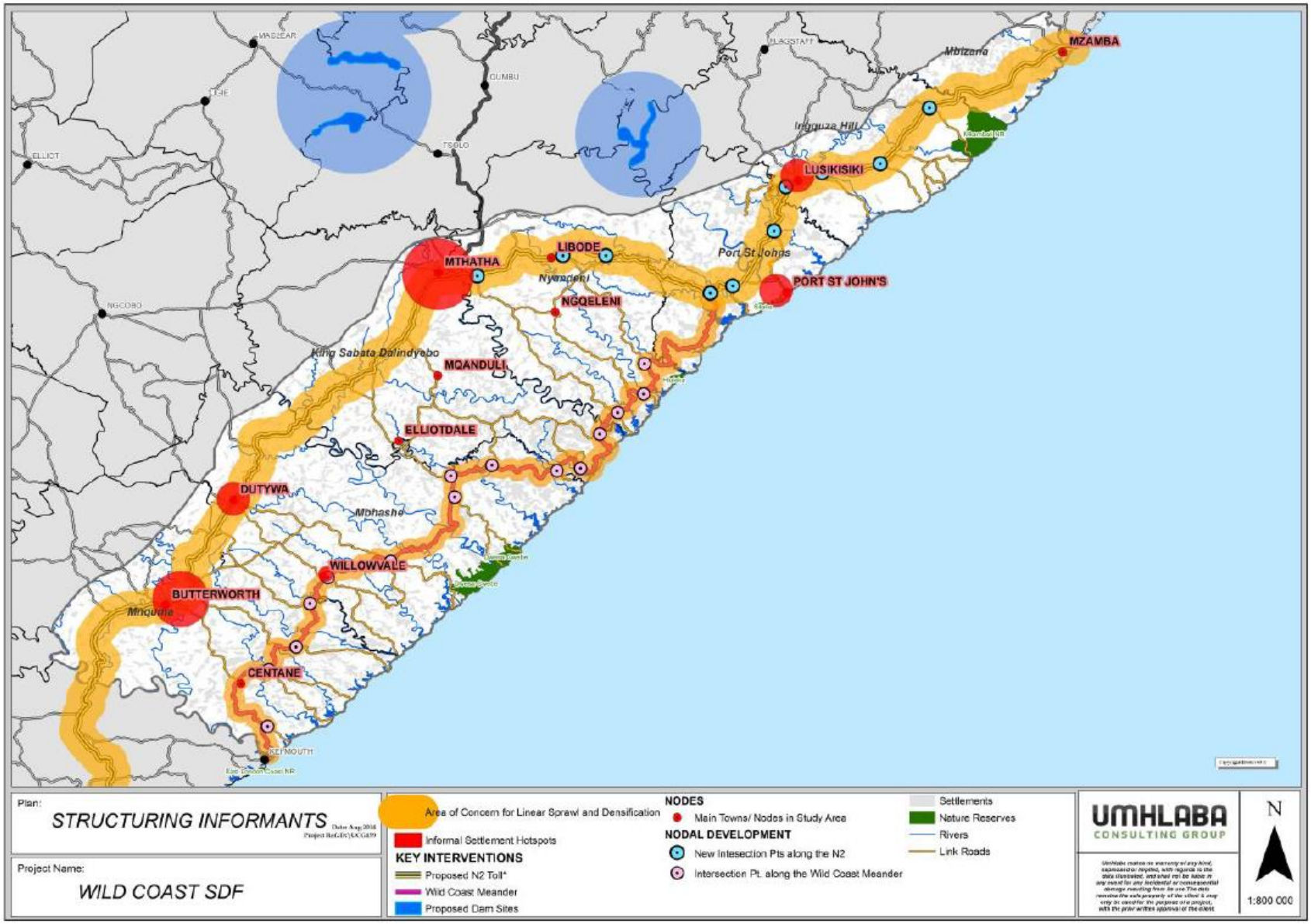
Rural Development Framework

The plan below expresses that underlying the rural development spatial framework are the three very different contexts between the western, central and eastern regions. The former area of commercial farms is experiencing a decline in the agricultural economy and population due to changing circumstances.

Infrastructure Framework

The infrastructure framework is built upon the current backlogs experienced within the province. The maps below indicate that there is a need for availability of funds in order to eradicate the backlogs experienced. Such backlogs are hampering development and standards of living. The key focus of the Infrastructure issues in the PSDF are surrounded by Water scarcity and planning around our water resources.

The balance of economic and social infrastructure is vital for the sustainability of the provincial infrastructure where the economic activities will be paying for services and that will generate income for Operation and Maintenance.


MZAMBA
Mbizana
Ingquza Hill
LUSIKISIKI
Port St Johns
PORT ST JOHN'S
LIBODE
MTHATHA
Nyandeni
NGQELENI
King Sabata Dalindyebo
MQANDULI
ELLIOTDALE
DUTYWA
Mbhashe
WILLOWVALE
BUTTERWORTH
Mnquma
CENTANE
KEI MOUTH
MADEIRA
CUMBU
FLAGSTAFF
TSOLO
ELLIOT
NGCOBO
Plan:
STRUCTURING INFORMANTS
Project Name:
WILD COAST SDF
Area of Concern for Linear Sprawl and Densification
Informal Settlement Hotspots
KEY INTERVENTIONS
Proposed N2 Toll*
Wild Coast Meander
Proposed Dam Sites
NODES
Main Towns/ Nodes in Study Area
NODAL DEVELOPMENT
New Intesection Pts along the N2
Intersection Pt. along the Wild Coast Meander
Settlements
Nature Reserves
Rivers
Link Roads
UMHLABA
CONSULTING GROUP
N
1:800 000

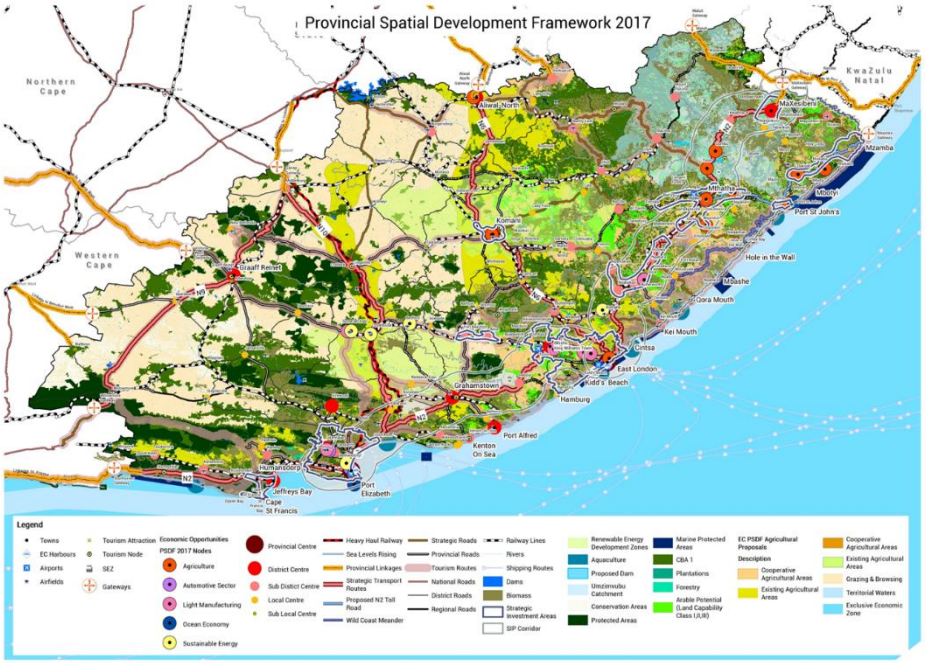
Economic Framework

The Eastern Cape faces a number of developmental challenges related to the large disparities in the quality of services, employment, income potential and access to services between urban and rural areas within the province and between towns and informal settlements. The Economic Framework was guided by the Provincial Economic and Development Strategy (PEDS).

Spatial Development Framework

The SDF plan clearly identifies the Strategic Investment areas which require intervention as matter of priority. It is evident that focus is placed along priority corridors and the promotion of the N2 Toll Highway into the province is of paramount concern. The spatial trajectory of the province is clear in that it aims to promote the linkages between local municipalities, district municipalities and neighbouring provincial municipalities.

The most important implication for OR Tambo DM, from the PSDF, is the proposal of the future settlement area which incorporates the Mthatha town.



PLAN NO. 15: PSDF 2020

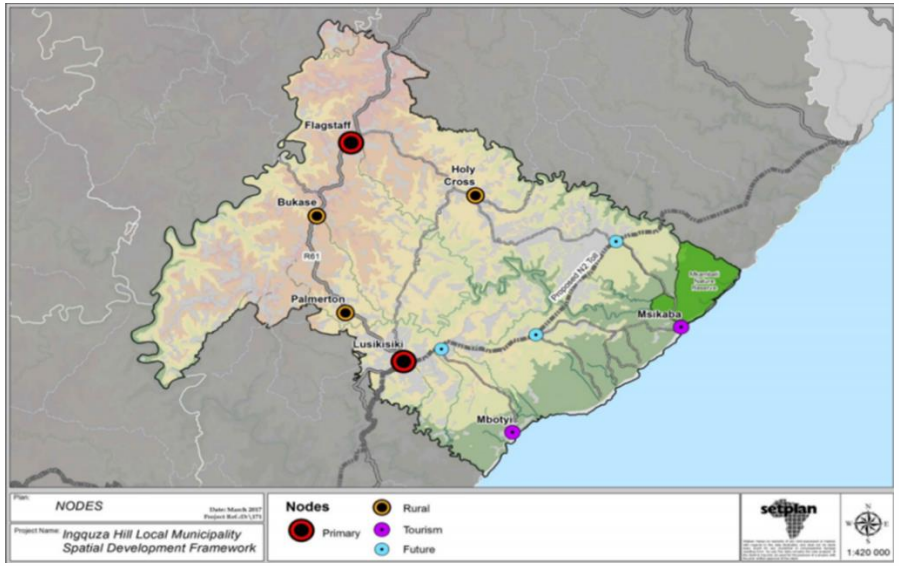
SPATIAL DEVELOPMENT FRAMEWORK ANALYSIS (LOCAL MUNICIPAL CONSIDERATION)

The analysis of the Local SDF's within OR Tambo's jurisdiction which included the following municiplaities:

- Ingquza Hill SDF, 2011
- King Sabata Dalindyebo SDF, 2013-2018
- Mhlontlo Spatial Development Framework, 2014
- Port St Johns Spatial Development Plan, 2010
- Nyandeni Municipality Spatial Development Framework, 2020

INGQUZA HILL SPATIAL DEVELOPMENT FRAMEWORK, 2017

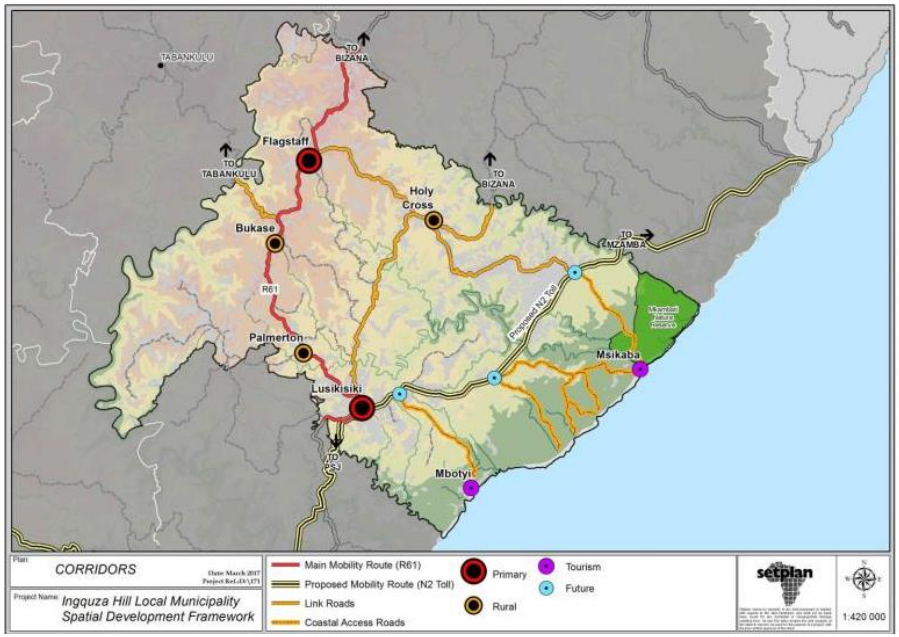
The Ingquza Hill Spatial Development Framework 2017 is still in its early draft stages,thus the information and diagrams presented below:



PLAN NO. 16: INGQUZA HILL - NODES

The following hierarchy of nodes can be found in or are proposed for the Ingquza Hill Urban Area: -

INGQUZA HILL LOCAL MUNICIPALITY NODES HIERARCHY		
Node Type	**Area Description**	**Spatial Development Priorities**
Primary Development Nodes	Flagstaff, Lusikisiki	• Managed urban expansion and Public-funded housing development • Social facilities • Business Centre Management and focus on Urban Aesthetics • Improved pedestrian and vehicular linkages between suburbs in town
Rural Service Centers	Bukase Holy Cross Palmerton	• Land Administration • Basic level of service extension • Service Centre Edge • Local planning to maximise use of resources • Appropriate land use management approach to be negotiated
Tourism Nodes	Mkhambathi Msikaba Mbotyi	• Service investment environment • Infrastructutre to support Tourism Development • Environmental management • Investment mobilisation
Future Strategic Node	New Development Nodes at intersections along the proposed N2 Toll.	• Contain growth to the Nodal points • Maintaining safety and mobility of primary routes • Discourage linear development along the transport route.



PLAN NO. 17: INGQUZA HILL - CORRIDORS

The Ingquza Hill SDF takes note of development corridors but there is currently no routes or areas that fulfil the requirements of a successful development corridor. There are however a stronger case for the development of activity spines.

KING SABATA DALINDYEBO MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (2018)

The KSD SDF adopted the vision of the KSD IDP that is

"A developmental municipality that strives for socio-economic transformation thereby improving the lives of people."

The SDF, 2018 uses key structuring elements of nodes and corridors. Nodes are key areas of activity; economic, social or environmental activity. Nodes are classified in different hierarchies, depending on their size as well as functionality.

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

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

The SDF identified the following nodes within the municipality:

Primary Nodes: -

- Mthatha
- Mqanduli

Secondary Nodes: -

- Viegesville

Tertiary Nodes: -

- Ngcwanguba;
- Maphuzi;
- Gogozayo
- Bityi

Rural service Centres: -

- Qunu;
- Mvezo;
- Ross Mission;
- Tabase Mission;

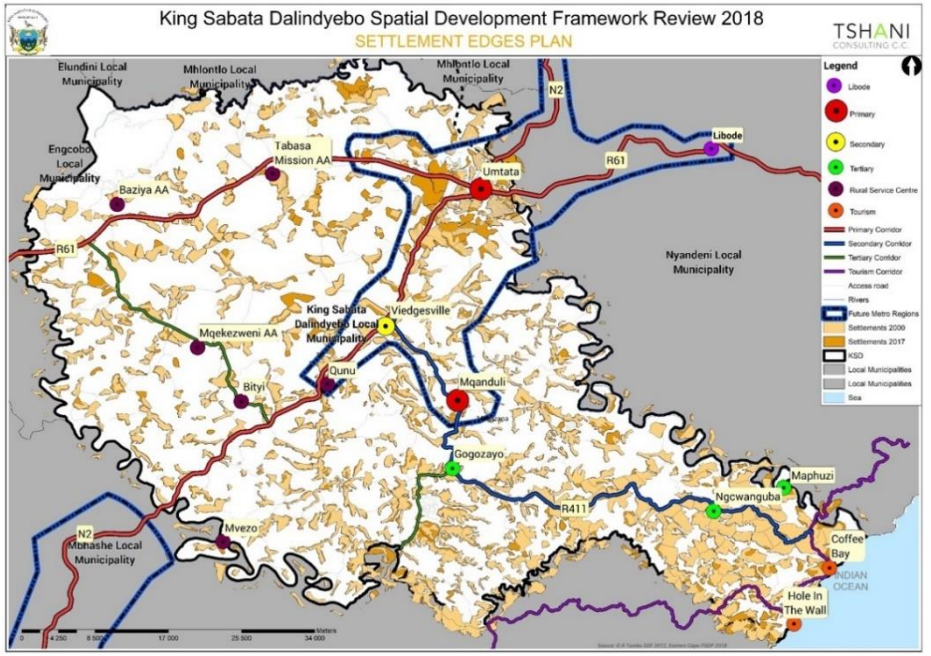
- Mqhekezweni.
- Baziya

Tourism Nodes: -

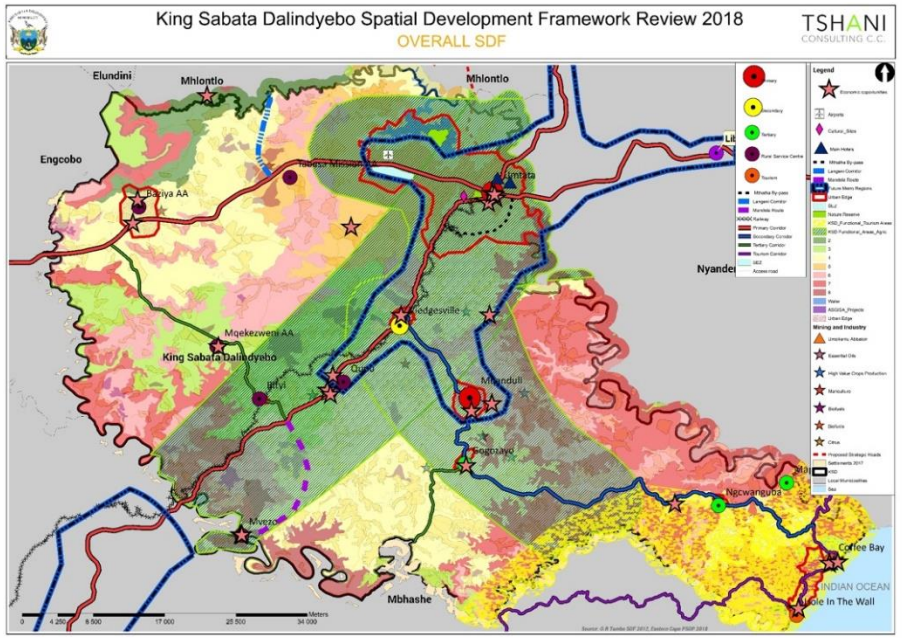
- Coffee Bay;
- Hole-in-the-Wall;

TYPE	LOCATION	FUNCTION
Primary Corridor	N2 (East London-Mthatha-Kokstad)	*High density development on sections of this corridor. The main mobility route of goods and people through the district.*
Mobility Route	N2	*These routes carry passing traffic and provide access between local areas in the district.*
	R61	
	R349	
	Langeni Road-Ugie link	
Special Routes-Tourism Focus	Wild Coast Meander	*These routes relate to tourism destinations and provide links between tourism nodes and main mobility routes.*
	Thunga Thunga Route	
	R349 (Mthatha via Mqanduli towards the coast)	
Proposed Strategic Roads	Lusikisiki-Mbotyi	*Prioritised coastal access and access to tourism nodes.*

The KSD SDF now takes cognisance of the Future Settlment Areas proposed as part of the PSDF, 2020. As depcited in the plan below, the linkages with Libode and Tsolo are off extreme importance.



PLAN NO. 18: KING SABATA DALINDYEBO – SETTLEMENT EDGES



PLAN NO. 19: KING SABATA DALINDYEBO – SDF

The overall SDF incorporates the environmentally sensitive areas, agricultural opportunities, nodal areas and corrdoors, as well as the areas of economic opportunities.

The SDF incorporates the impacts of the Future Settlement areas, and identifies the implications for the government departments which are responsible for specific projects that need to be incorporated.

Mhlontlo Municipality Spatial Development Framework(2014)

The following Key Issues where identified for the mhlontlo Municpality: -

Key Issues

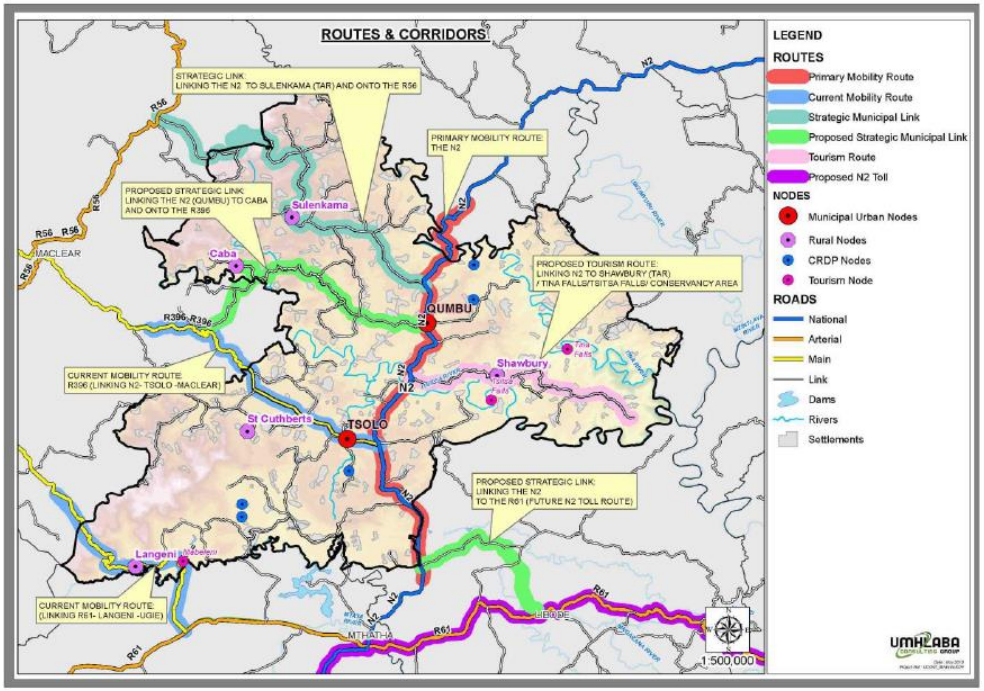
- *Mhlontlo municipality has limited regional bulk water infrastructure in the form of water treatment plants.*
- *The municipality only provides refuse removal service in the urban parts of Qumbu and Tsolo.*
- *Capacity and lack of adequate infrastructure*
- *Land ownership issues with majority of land being under the commonage.*
- *Land invasion*
- *Inadequate public transport due to lack of transport.*
- *The municipality boasts natural beauty in the form of waterfalls, rivers, cultural and historic heritage.*
- *The economic environment of the Municipal area is largely depressed with high levels of unemployment, inequality and poverty*

- *Where the economy is more advanced in Mhlontlo municipality; it is more prone to crime.*
- *Population of Mhlontlo is highly dependent on social grants for survival including reliance on state to provide health, education and safety services*
- *The agricultural potential of the municipality remains huge and unused*

Proposed Nodal Development and Corridors

MHLONTLO LOCAL MUNICIPALITY DEVELOPMENT NODES	
Urban Nodes	
Node Type	Area Description
Primary Nodes	▸ Tsolo, Qumbu
Secondary Nodes	▸ St Cuthberts, Sidwadwa, Shawbury, Caba, Sulekama, Langeni, Shawbury, Tsitsa Falls, Tsolo Junction

MHLONTLO MUNICIPALITY DEVELOPMENT CORRIDORS	
Corridor Type	Area or Description of locality
Primary Mobility Route	▸ N2
Secondary Mobility Route	▸ R396
Tertiary Mobility Route	▸ N2 freeway to Caba,joining the R396



PLAN NO. 20: MHLONTO – NODES & CORRIDORS

Nyandeni Spatial Development Plan, 2017/18

The following viion was identified by the nyandeni municpality: -

VISION

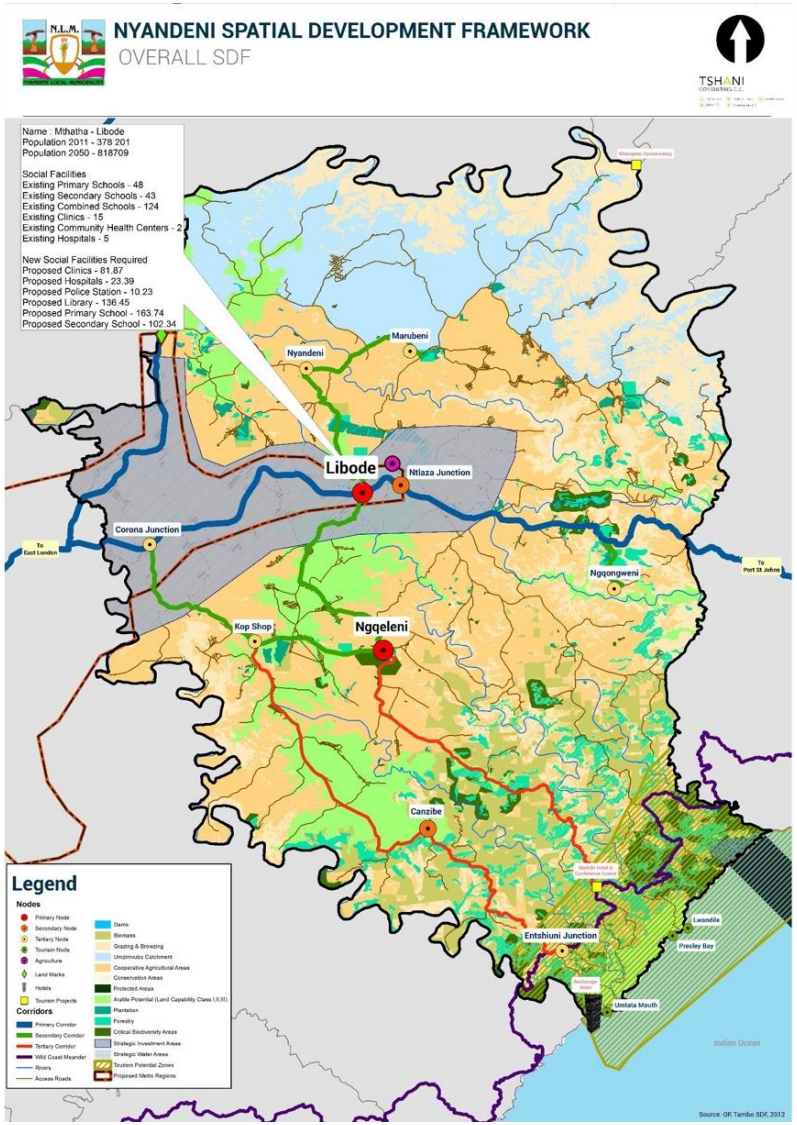
"By 2035, the Nyandeni Local Municipality will be developed as a self-sustaining municipality that promotes quality human settlements, sustainable environments and ecosystems and the livelihoods of its residents, through effective service delivery and infrastructure development."

Development Strategies:

The following development strategies were identified for the Nyandeni Municipal Spatial Development: -

- Establish a clear hierarchy of settlement.
- Identify Special Development Areas, that is, areas of particular development potential or areas where priority spending is required (special needs areas) – nodal centres, development corridors, special development areas.
- Developasettlementpattern.
- Create sustainable human settlement with quality physical, economic, and social environments.
- Planning for densification/infill and careful expansion of existing settlements on productive agricultural resources.
- Promote integration of spatial development by means of efficient transport network system.
- Identify and prioritise economic opportunity areas.
- Identify and prioritise strategic economic linkages.
- DevelopasustainablelocalLandUseManagementSystemtopromotecoordinated,harmonious, and environmentally sustainable development.
- Identify Tourism opportunity areas

NYANDENI LOCAL MUNICIPALITY DEVELOPMENT NODES	
Urban Nodes	
Node Type	Area Description
Primary Nodes	▸ Libode, Ngqeleni
Secondary Nodes	▸ Ntlaza Junction, Canzibe
NYANDENI MUNICIPALITY DEVELOPMENT CORRIDORS	
Corridor Type	Area or Description of locality
Primary Mobility Route	▸ R61 from Mthatha to Ntlaza Junction ▸ N2



PLAN NO. 21: NYANDENI – SDF

Port St Johns Spatial Development Plan (2010)

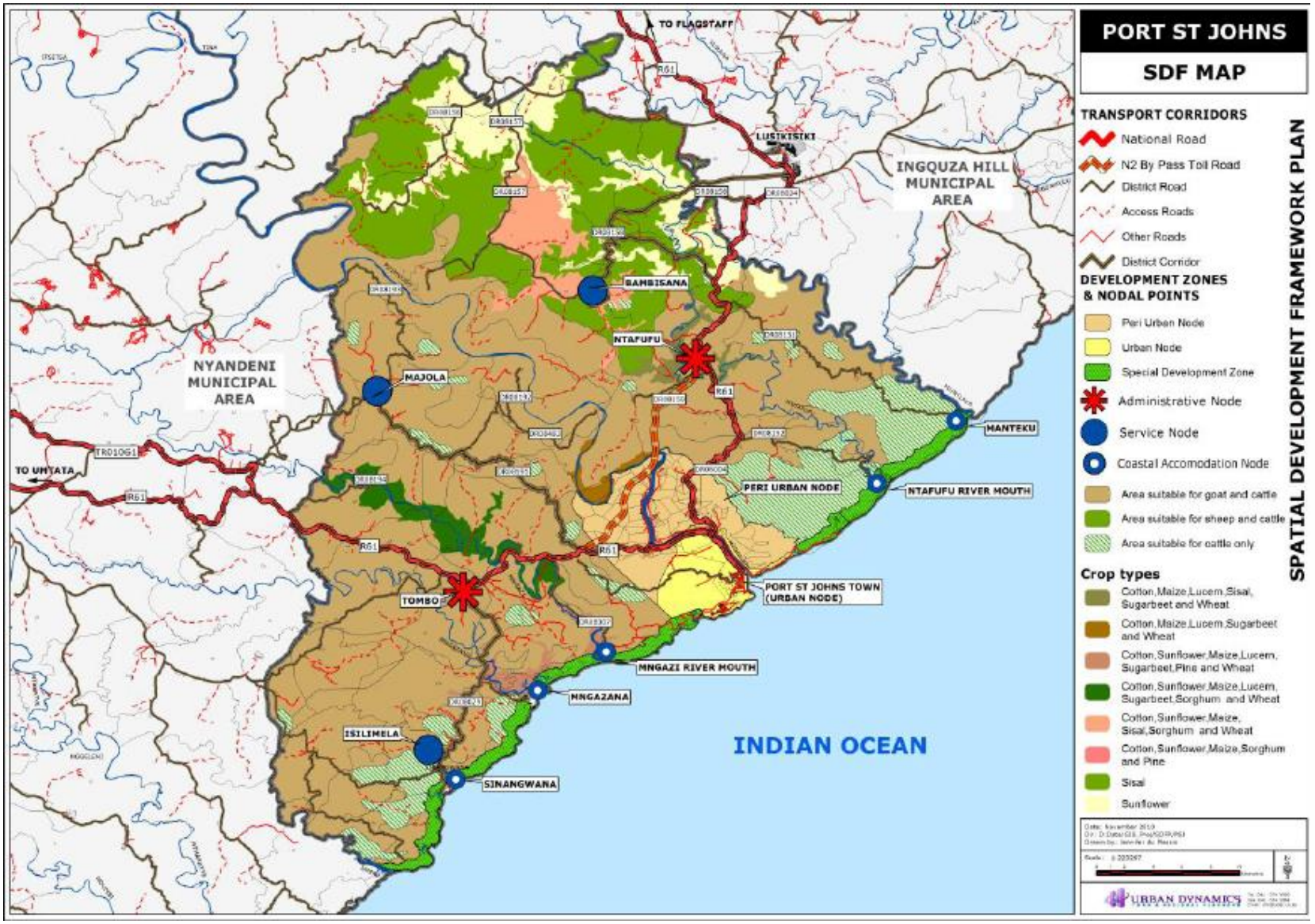
KEY ISSUES

- Pressure on the Port St Johns Municipality to identify additional land for future residential development
- Great demand exists for all economic sectors of residential housing
- Strong demand exists for retail, industrial and tourism related developments
- Future expansion directions are severely limited by the surrounding topography and state owned land
- Difficulty of providing infrastructure to developable land pockets
- Informal settlement areas are developing in the so-called Greensfarm area of Port St Johns and along the steep slopes of the Mount Thesiger State Reserve.

Proposed Nodal and Corridor Development

PORT ST JOHNS LOCAL MUNICIPALITY DEVELOPMENT NODES	
Node Type	**Area Description**
Administative Nodes	Tombo, Ntafufu
Service Nodes	Bambisani, Isilamela, Majola
Coastal Accomodation Nodes	Sinangwana, Mngazana, Mngazi, Ntafufu, Manteku

PORT ST JOHNS LOCAL MUNICIPALITY CORRIDORS	
Corridor Type	**Area or Description of locality**
Transportation Corridor	▸ DR 08307 – R61 to Mngazi River Mouth ▸ DR 08029 – Tombo to Isilamela & Singwanana ▸ DR 08029 – Tombo to Mngazana ▸ DR 08151 – R61 to Manteku River Mouth ▸ DR 08152 – R61 to Ntafufu River Mouth ▸ DR 08158 – Lusikisiki to Bambisana Mission

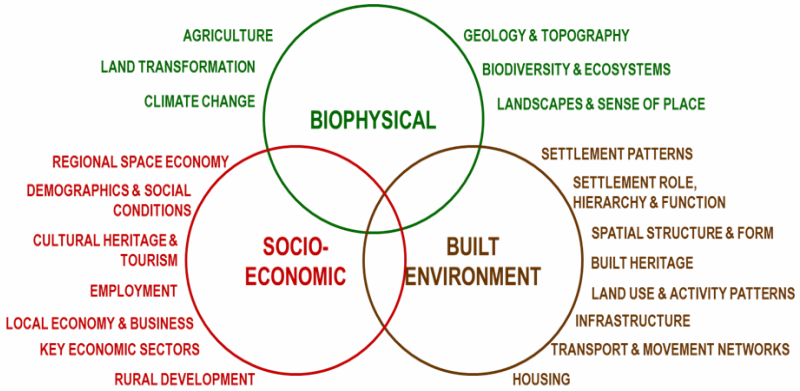


PLAN NO. 22: PORT ST JOHNS – SDF PLAN

CHAPTER THREE

SPATIAL CHALLENGES & OPPORTUNITIES

This section of the report deals with the analysis of the current municipal situation and is therefore carried out in terms of the Rural Development and Land Reform's, Spatial Development Framework Guidelines and Evaluation Framework 2017.



SECTION 1: BIOPHYSICAL ANALYSIS

The physical shape, environment character and configuration of the municipality have an important part to play in influencing the way the people have chosen to reside in the area. This section provides a general overview of the state of the physical environment within ORTDM.

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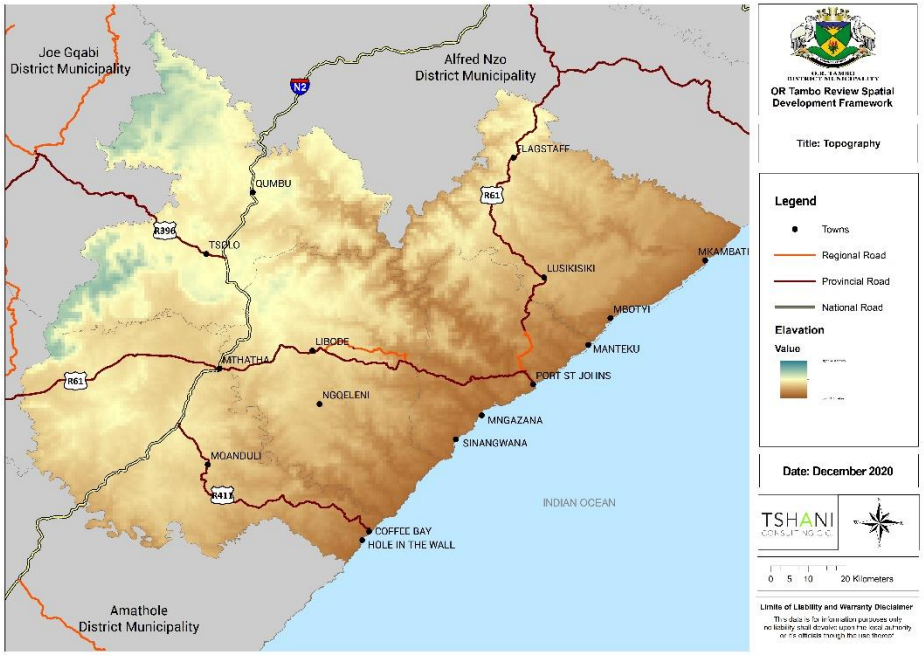
TOPOGRAPHY



PLAN NO. 23: TOPOGRAPHY PLAN

WATER RESOURCES

Future water requirements will potentially be the most limiting factor for future economic and social growth and development in the Eastern Cape and a critical component for sustainable development relates to the spatial location of water resources and their capacity to support development.

Coupled with climate change and past development activities, it is becoming increasingly apparent that certain regions are not suitable for development expansion or high water demand activities, due to limited water resources

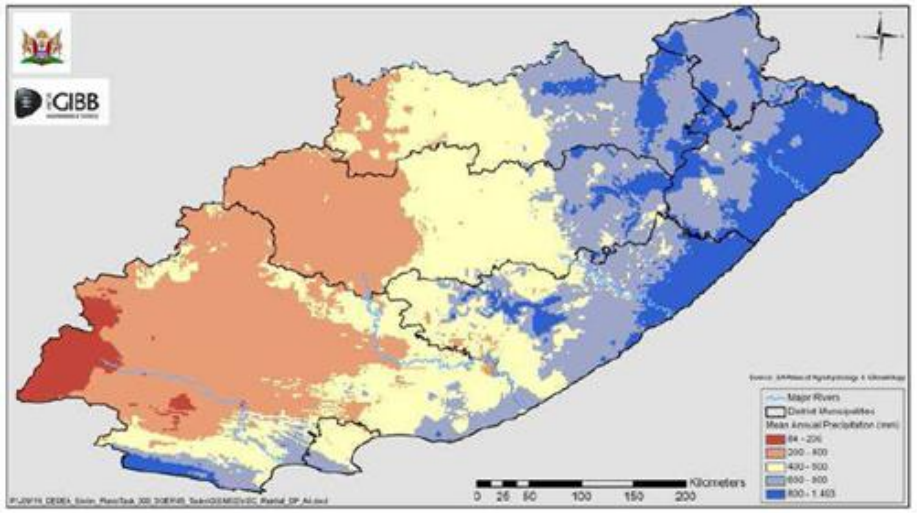
The Eastern Cape encompasses all or some of five Water Management Areas (WMAs) within its boundaries. Of the five, the Fish to Tsitsikamma and the Mzimvubu to Keiskamma WMAs fall completely within the provincial boundary, and comprise 85% of the total area of the Province

MTHATHA RIVER

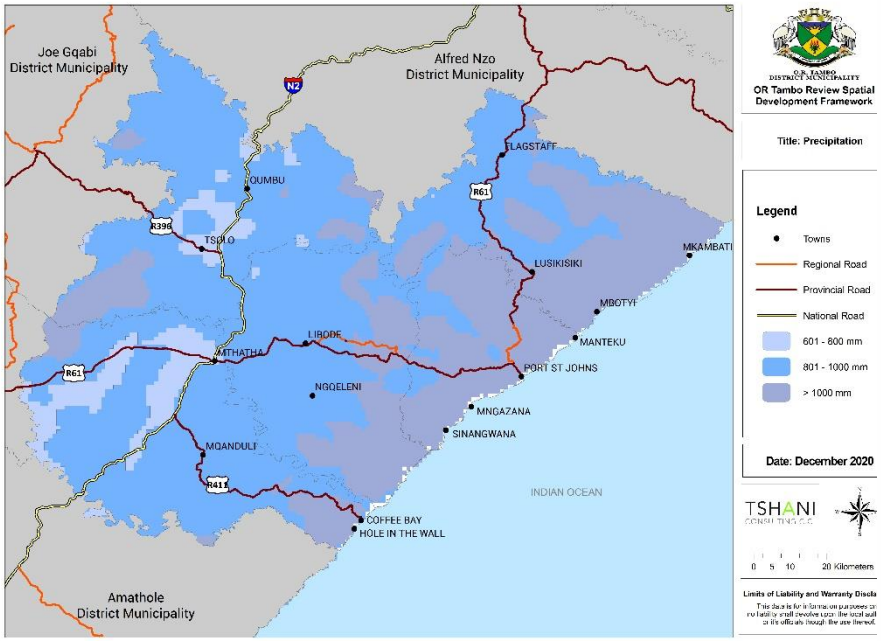
A study conducted by the Department of Water and Sanitation in 2001 within the Mthatha River Basin concluded that the Mthatha River itself was the most negatively impacted river in the area. The main drivers of this negative impact were found to be the high degree of urbanisation associated with a lack of proper sanitation. Waste water, including sewage is discharged directly into the river at various points, resulting in elevated heavy metal content as well as bacterial pollution. The main polluters on the river system were found to be the municipal sewage treatment works and the Mthatha Prison sewage treatment works.

PERCIPITATION

The Mean Annual Precipitation (MAP) experienced in each catchment area is varied. The north east of the Province experiences higher rainfall compared to the south-western and northern interior. This variation in MAP contributes to significantly different flow regimes across the Province, and hence varied water resource management and supply scenarios across the Province. This variance extends from a vast water surplus in the Umzimvubu, to heavy dependence on inter-basin transfers for the Orange/Fish irrigation schemes, to the drought-prone Karoo, dependent on precious groundwater resources.



PLAN NO. 24: MEAN ANNUAL PRECIPITATION DISTRIBUTION FOR THE EASTERN CAPE (DEDEAT, 2009).



PLAN NO. 25: PRECIPITATION PLAN

COASTLINE AND MARINE RESOURCES

According to the ORTDM Coastal Managament Programme 2016-2021, the characteristics and dynamics of the marine environment off the ORTDM's coastline, on the east coast of South Africa,are driven by the Agulhas Current – a western boundary current which flows in a southward direction of the continental shelf of the east coast of southern Africa.The Agulhas Current is a relatively warm(14-26°C) system. Such ambient conditions influence the productivity levelsof the marine environment as well as quality of habitat supporting marine biota. All municipalities within the district, barring Mhlontlo, are bordered by the coast, endowing the entire district with a shoreline length of approximately148km, and Port St Johns boasting the longest shoreline in the district – approximately 55km.

The coastal and marine environment forms a significant part of the ORTDM jurisdiction and extends from the Mpako River in the south to the Mtamvuna River in the north, a distance of about 150 km. The coastal and marine environment comprises: inshore and offshore reefs, sandy beaches, rocky shores, estuaries, dunes and coastal vegetation. This area is an extremely valuable asset and resource due to its aesthetic value, ecological and biological diversity and economic potential. However, the integrity of the marine and coastal resources is vulnerable to a variety impacts largely resulting from human activities. The purpose of this report is to gain an understanding of the current status of marine and coastal resources in the ORTDM. Together with information on the nature of the pressures and resulting impacts on the resources, this should assist in planning for the future management and utilisation of these resources.

BEACHES

A significant proportion of the ORTDM coastline consists of sandy beaches. Sandy beaches comprise the surf zone, beaches, dune slacks and dunes up to (but excluding) climax coastal vegetation, and are highly productive

ecosystems with a great diversity of interacting biota. Benthic invertebrates include filter feeders such as sand mussels (Donax serra and D. sordidus), the swimming crab (Ovalipes trimaculatus), the mole crab (Emerita austroafricana) and the beach mysid shrimp (Gastrosaccus psammodytes). Beach scavengers include the abundant plough snail (Bullia rhodostroma) and various small crustacean species. Predators include the three-spot-swimming crab (Ovalipes punctatus), polychaete worms and the bloodworm (Arenicola loveni).

Beaches are generally deemed to comprise sandy bodies between the low water mark and the drift line (i.e. extreme high water mark). Beaches are therefore intermittently submerged by the surf zone during the tidal cycle.The shape and slope of a beach is determined by the size of the sand particles and severity of wave action. Course sand beaches are generally steep with fine sand beaches being flat. In the Eastern Cape, beach sands are generally fine, thus beaches tend to be flat.

Typical flat beach

Views of beaches in ORTDM

Source: ORTDM Environmental Management Plan,2010

PRIORITIES

- Achieve the coastal management objectives of the municipality
- Assist in the achievement of the national and provincial coastal management objective as may be applicable in the municipality;
- Address the high presence of vacant plots and the low occupancy levels of residential dwellings
- Equitably designate zones for mixed cost housing and taking into account the needs of previously disadvantaged individuals.
- Address coastal erosion and accretion; and deal with access issues.

ISSUES AND PRESSURES

- Contaminated rivers and streams throughout ORTDM, but especially the Mthatha River which is under high pollution threats
- Heavy metal or other pathogen content of sewage effluent is not monitored
- Loss of Transkei Coastal Belt vegetation
- Social implications of dense housing developments
- Inappropriate land use management; housing vs agriculture vs conservation
- High health risks associated with water pollution and poor environmental conditions
- Significant water losses due to insufficient maintenance of infrastructure
- Water service distribution to scattered settlements and rural villages.
- Poor condition of roads
- Road safety due to stray animals

THE WILD COAST

The ORTDM falls within a section of the coast of the Eastern Cape Province known as the Wild Coast . The Wild Coast stretches 250km from the Kei River in the south, to the Mtamvuma River in the north. The name "Wild Coast" speaks to the ruggedness of the coastline, with a shoreline characterized by a diversity of shore types (sandy beaches, rocky shores), shoreline

features(deep narrow gorges, waterfalls)and biomes (grasslands, coastal forests, dune thicket, mangroves, dune fynbos).

CLIMATE

The warm Indian Ocean current influences the immediate temperature along the ORTDM coastline. Temperatures typically range from a mean minimum of 14.3 – 19.8ºC in January and 1.8 – 13.4ºC in July to a mean maximum of 14.3 – 25.3ºC in January and 19.5 – 21.4ºC in July. Mean Annual Rainfall generally exceeds 800mm, but shows a longitudinal downward trend, with least rain falling in the major river valleys. About 80% of the annual rainfall inland occurs between October and March, while it is fairly constant in coastal areas.

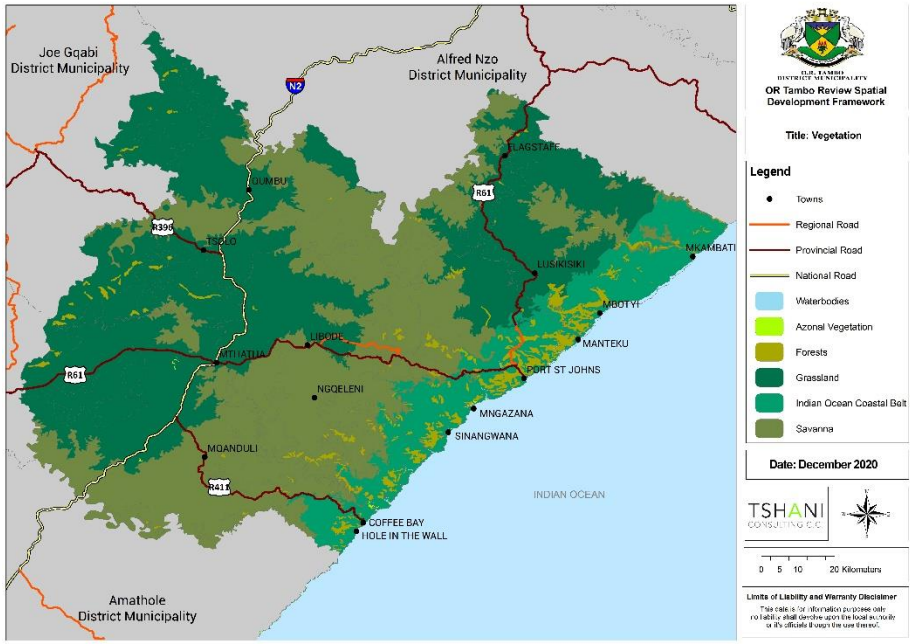
GEOLOGY AND SOILS

O.R. Tambo is underlain by a variety of lithologies (rock types) representing a considerable time span. As a broad generalization the area is underlain by sedimentary rocks (sandstones and shales), through which magmas have intruded to form dolerite dykes and sills. The dolerite dykes represent the conduits that fed the lavas that form the higher lying areas of the Drakensberg. Kimberlites, diatremes and other centres of volcanic activity also occur at several localities within O.R. Tambo.

VEGETATION

The underlying geology and geomorphology of the region are closely tied to the formation of soils. In general, soils are arable with much of the more productive soils currently under cultivation. The most productive soils according to ENPAT data are located in the eastern portion of the District near Flagstaff, the northeast corner of the DM, in the vicinity of Bizana and to the east of Lusikisiki.

O.R Tambo District Municipality area has a wide range of habitats, including upland and coastal grassland, afromontane and coastal forest, valley thicket, thorny bushveld, coastal and marine habitats. Two components are of particular interest. The coastal forests, bushveld and grassland of the Pondoland area north of Mbotyi has been identified as a "centre of plant endemism", with more than 130 species of plants that occur nowhere else in the world and including the well-known Pondoland coconut palm. This terrestrial biodiversity is matched by extremely rich marine biodiversity, also with a large number of endemic fish species. The Wild Coast has been identified as one of WWF International's Global 200 Ecoregions of Global Significance.



PLAN NO. 26: VEGETATION PLAN

BIODIVERSITY

According to the ORTDM Environmnetal Managament Plan 2010 the district contains two areas of endemism; one is the Maputuland-Pondoland region and the Pondoland centre of endemism. The municipality is highly diverse in terms of vegetation and consists of four biomes, namely: Forest, Savanna, Grassland and the Indian Ocean Coastal Belt. Within these biomes, are 15 different vegetation types, accounting for significant biodiversity within the municipality. There are three main reserves within the municipality namely the Mkambati Wildlife Reserve and Marine Sanctuary, the Silaka Nature Reserve and Hluleka Nature Reserve. In addition, a number of key priority biodiversity areas have been identified in the Wild Coast Biodiversity Strategy and Action Plan within the ORTDM (Gelderblom et al., 2005).

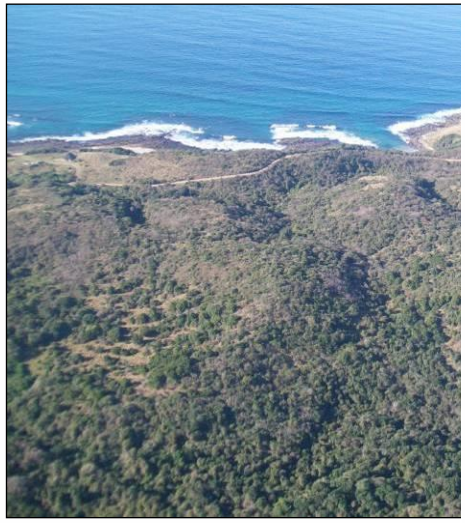
The following photographs give an indication of some of the biodiversity found within ORTDM:

A land-based view of coastal thick, forest and grasslands surrounding the Mpako Estuary.

A sea-based view of coastal thicket, grasslands, and coastal forests.

An example of grasslands along the coast.

Mangrove swamps in the estuary at Mngazana.



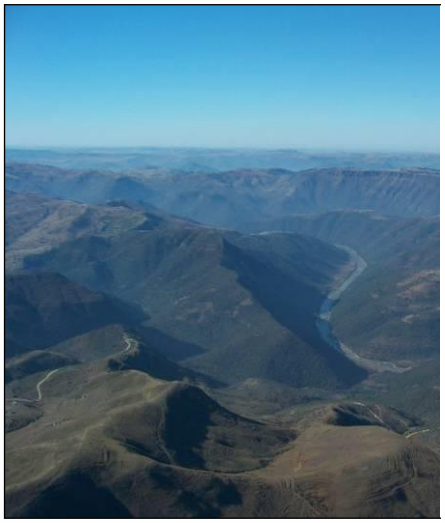
Indigenous forests along the coastal belt.

Biodiversity surrounding the Lupatana gorge – mainly grasslands and pockets of indigenous forests.

'Pockets' of Indigenous forests found inland.

The red sands of the 'Red Desert' located in the Pondoland Centre of Plant Endemism.

An example of a pristine estuary (Mdumbi Estuary) with forests and grassland surrounding it.



Broad scale view of the river system and vegetation on banks.

EASTERN CAPE BIODIVERSITY CONSERVATION PLAN (ECBCP), 2019

As indicated in the Provincial Biodiversity Conservation Plan, extents of Category 1 Areas (critical environmental areas) are evident in the district.

Any habitat loss inevitably leads to losses in biodiversity. The most affected are those rare species with limited ranges and much specialised habitat requirements.

"The ECBCP land use guidelines are based on the following ten (10) principles:

1. *Avoid land use that results in vegetation loss in critical biodiversity areas.*
2. *Maintain large intact natural patches – try to minimize habitat fragmentation in critical biodiversity areas.*
3. *Maintain landscape connections (ecological corridors) that connect critical biodiversity areas.*
4. *Maintain ecological processes at all scales, and avoid or compensate for any effects of land uses on ecological processes.*
5. *Plan for long-term change and unexpected events, in particular those predicted for global climate change.*
6. *Plan for cumulative impacts and knock-on effects.*
7. *Minimize the introduction and spread of non-native species.*
8. *Minimize land use types that reduce ecological resilience (ability to adapt to change), particularly at the level of water catchments.*

9. *Implement land use and land management practices that are compatible with the natural potential of the area.*
10. *Balance opportunity for human and economic development with the requirements for biodiversity persistence.*

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

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

OR Tambo District Municipality Biodiversity Sector Plan (February 2021 – Version 2) , 2021

"Perhaps the biggest mistake has been seeing biodiversity as a conservation problem only. Leaving it as the responsibility of the (usually underfunded) environmental sector, as something you can protect behind a small, fenced-off, protected area, while the rest of the country is dug up, polluted, sold off, trawled and developed."

Professor Belinda Reyers of the Future Africa Unit at the University of Pretoria

Bio-Diversity Sector Plan

The BSP project is divided into phases. This Draft Situational Analysis Report forms part of Phase 2. The phases are:

Phase 1 – Inception Phase, which culminated in a Final Inception Report;

Phase 2 - Situational Analysis, Biodiversity Profile & CBA Mapping, which will culminate in a Final Situational Analysis Report; and

Phase 3 -: BSP Reporting, which will culminate in the Final BSP report.

Aim and Objectives of the Biodiversity Sector Plan

The Terms of Reference (TOR) prepared by ORTDM states the following specific objectives and scope of work:

- Establishment of the Project Steering Committee (PSC);
- Establishment of the Technical Committee (TC);
- Facilitate and co-ordinate the development of the ORTDM BSP;
- Ensure that the BSP meets the requirements of the Guidelines for preparation of Bioregional Plans; and
- Provide support for the necessary consultative and administrative processes to ensure the plans are is completed.

The BSP process should also include the following:

- Targeted stakeholder engagement, including consultation with key biodiversity specialists, experts, and role players in biodiversity protection in the District, and relevant authorities. It is understood that this will not include public engagement or public review in general;
- The BSP is regarded as a precursor to a bioregional plan, which would be published in terms of NEMBA and used to align Integrated Development Plans (IDPs) and Spatial Development Frameworks (SDFs). A BSP is a plan that is considered in essence the same as a bioregional plan but does not include the full consultation process with municipalities and is not published in the Gazette;

A detailed review of available data and documentation relating to biodiversity and planning within the District, including relevant spatial data, updated land cover data, Spatial Development Frameworks (SDFs), Environmental Management Frameworks (EMFs), Integrated Development Plans (IDPs), Strategic Environmental Assessments (SEAs), Environmental Impact Assessments (EIAs) and other strategic planning documents.

As this project is a high-level strategic planning process and given the detailed mapping undertaken to date as part of the provincial Eastern Cape Biodiversity Conservation Plan 2019 (ECBCP2019), there is no provision for detailed ground truthing or fieldwork or specialist ecologist involvement but rather the study relies on the inputs from key biodiversity experts at facilitated workshops during Phase 2.

Through the Situational Analysis Phase, site visits have been undertaken through the District and at the following targeted locations in the District:

- Port St Johns, Port St Johns (PSJ) LM (18 – 20 September 2020);
- Mngazana Estuary, Port St Johns (PSJ) LM (26 – 27 September 2020);
- Port Grosvenor, Ngquza Hill LM (27 September 2020); and
- Coffee Bay and Hole-in-the-Wall, King Sabata Dalindyebo (KSD) LM (25 – 27 November 2020);

Further site visits to Mdumbi (Nyandeni LM) and Mthatha Mouth (KSD/ Nyandeni LM) are planned.

Intended Users of the Biodiversity Sector Plan

The intended users of the BSP include the following:

- ORTDM, in terms of proactive planning, informing spatial and development planning through integration as a sectoral plan in SDFs, IDPs, and other relevant municipal sector plans;
- Other National and Provincial development sectors, such as the DEDEAT, DAFF, DWS, DMR and COGTA, who may use the BSP in proactive planning, to inform development planning and decision-making. Also in their reactive assessment and decision making/ permitting. authorisation;
- The ECPTA, in terms of proactive conservation efforts and protected areas expansion planning;
- National and Provincial Extended Public Works Programmes, for proactive planning, assisting planning and prioritisation of areas for restoration and conservation;
- Developers or landowners contemplating changes in land use, to inform appropriate development, layout and design of proposed land-use changes by considering sensitive biodiversity and habitat; and
- Environmental Assessment Practitioners, for reactive assessment and decision-making, through informing the need for and scope of specialist studies.

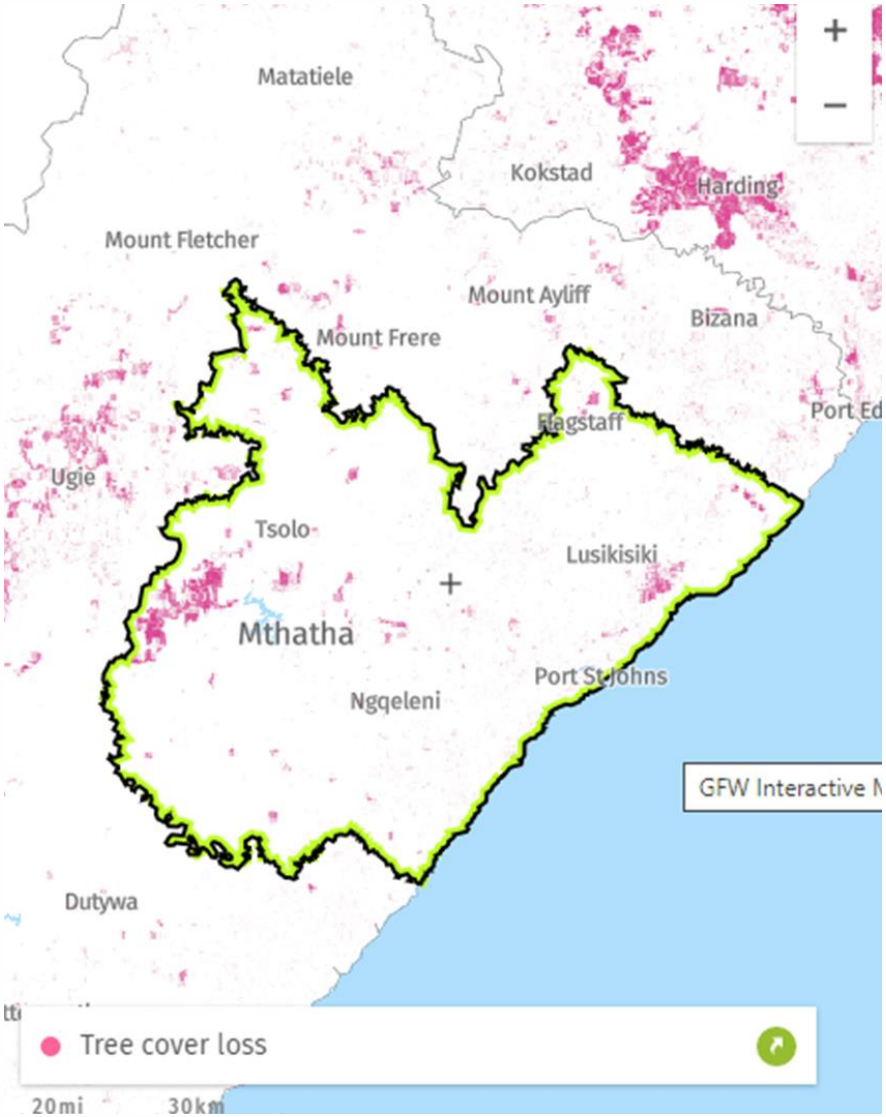
Threats to Biodiversity

The condition of a habitat is a key determinant of the ecosystem services it can provide; for example, degraded coastal mangroves are less able to attenuate waves and reduce coastal exposure. This section seeks to identify the factors impacting on the condition of habitats and the key pressures on biodiversity, the spatiotemporal patterns, and where these pressures are being experienced.

Addressing The Drivers Of Biodiversity Loss

The ORTDM IDP mentions the perceived threats in Section 3.1.10 (Environmental Management Plan):

- Destruction of indigenous forests;
- Uncontrolled settlement on valuable agricultural soils and sensitive coastal habitats;
- Spread of invasive alien plants;
- Poor solid waste management;
- Inadequate application of Integrated Environmental Management procedures; and
- Over-use of intertidal and marine resources.



Loss of forest habitat in ORTDM (Global Forest Watch)

Biodiversity Loss and COVID-19

It is understood that infectious diseases typically arise at the nexus of nature and human activity, the so-called "zoonotic diseases" (Makower, 2020). Such diseases in the past have included Ebola, avian flu, Nipah virus, Middle East Respiratory Syndrome (MERS) and Sudden Acute Respiratory Syndrome (SARS). The outbreak of COVID-19 can be traced back to the interaction between humans and animals, and the resulting pandemic has exacerbated South Africa's health, social and economic challenges, with South Africa currently facing the fifth-highest COVID-19 caseload of all countries worldwide as of August 2020. The drivers of the zoonotic diseases include changes in the environment, usually as a result of human development or climate change (Makower, 2020).

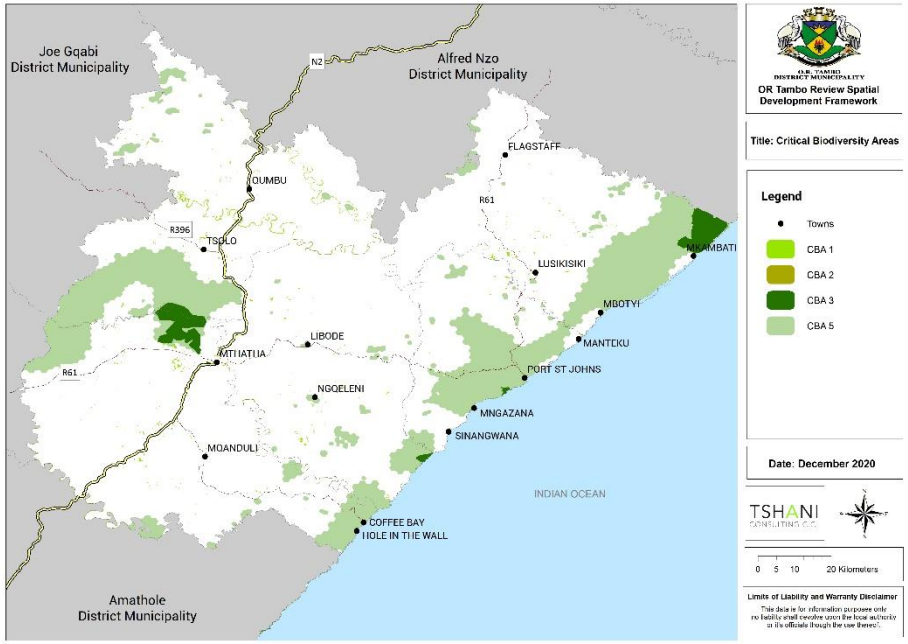
Containment of such diseases is directly linked to intact and well managed natural land cover as well as limiting over-utilization of the natural resource base. It points to the need to guard against the compromise of ecosystem functionality and natures capacity to buffer us against these diseases while producing and delivering vital life-supporting ecosystem goods and services.

Initial proposals by the South African government for post-COVID-19 economic recovery indicate its intention to focus on carbon-intensive investments instead of prioritising a 'green' recovery. The economic recovery choice has direct implications for the implementation of the recently adopted Integrated Resource Plan (IRP2019) if carbon-intense projects were prioritised at the expense of an accelerated rollout of renewables. According to an emerging body of literature from the CAT and other institutions, investments in low-carbon technologies would enable substantial opportunities in South Africa for value chain localisation, local air pollutant reduction and job creation. The CAT continues to rate South Africa "Highly insufficient".

The IRP2019 aims to decommission over 35 GW (of 42 GW currently operating) of coal-fired power capacity by 2050. To be in line with the Paris Agreement goals, South Africa would need to adopt more ambitious climate action beyond the IRP2019, such as further increasing renewable energy capacity by 2030 and beyond, stopping the planned commissioning of 1.5 GW of new coal capacity, fully phasing out coal-fired power generation by latest 2040, and avoiding investing in natural gas.

The virus is hitting the poorest of poor hardest, economic, hunger and poverty crisis, what is needed is solidarity, recovery programmes must be aligned to SDG agenda, climate-friendly and sustainable.

Critical biodiversity areas within the O.R Tambo district are indicated on the plan below.



PLAN NO. 27: CRICTICAL BIODIVERSITY AREAS

The table below sets out the Terrestrial BLMCs and the recommended land use objective for each class. To further guide land use decision-making, the ECBCP recommends permissible land use types for each terrestrial BLMC, based on the impact of these land uses on biodiversity. It should be noted that this list does not include every possible form of land use. These guidelines are not able to provide this level of detail, but instead provide a broad framework to assess proposals for land use change. It also calls attention to land use changes that require environmental authorization (e.g. and EIA). These are listed as "conditional".

TERRESTRIAL BLMCS & LAND USE OBJECTIVES & RECOMMENDED PERMISSIBLE LAND USES

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

TERRESTRIAL BLMCS & LAND USE OBJECTIVES & RECOMMENDED PERMISSIBLE LAND USES					
		BIODIVERSITY LAND MANAGEMENT CLASS			
		BLMC1	***BLMC2***	***BLMC3***	***BLMC4***
	Recommended land use objectives	***MAINTAIN BIODIVERSITY IN AS NATURAL STATE AS POSSIBLE. MANAGE FOR NO BIODIVERSITY LOSS.***	***MAINTAIN BIODIVERSITY IN NEAR NATURAL STATE WITH MINIMAL LOSS OF ECOSYSTEM INTEGRITY. NO TRANSFORMATION OF NATURAL HABITAT SHOULD BE PERMITTED.***	***MANAGE FOR SUSTAINABLE DEVELOPMENT, KEEPING NATURAL HABITAT INTACT IN WETLANDS (INCLUDING WETLAND BUFFERS) AND RIPARIAN ZONES. ENVIRONMENTAL AUTHORIZATIONS SHOULD SUPPORT***	***MANAGE FOR SUSTAINABLE DEVELOPMENT***
	Dairy farming	*No*	*No*	*Conditional*	*Yes*
	Timber	*No*	*No*	*Conditional*	*Yes*
	Settlement	*No*	*No*	*Conditional*	*Yes*
	Source: ECBCP,2007				

CLIMATE CHANGE

Climate Change is regarded by many as the most significant environmental challenge in our era. Climate Change is defined by the United Nations Framework Convention on Climate Change (UNFCCC) as "a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability over comparable time periods". Global Warming has been blamed as that human activity which has had the most influential impact on climate change. Global warming is defined by the UNFCCC as "the increase in the earth's temperature, in part due to emissions of greenhouse gases (GHG's) associated with human activities such as burning fossil fuels, biomass burning, cement manufacture, cow and sheep rearing, deforestation and other land-use changes."

There is now empirical evidence to suggest that climate change is a reality and there are many global examples or trends which all depict a change in climate. Anthropogenic climate change is already occurring and many natural systems are being affected. Globally there is evidence of increasing air and ocean temperatures, widespread melting of snow ice and rising sea levels (IPCC, 2007). Heat waves are becoming more frequent with fewer cold days, cold nights and frosts. Earlier spring events such as flowering, bird migrations and egg-laying have been observed as have changes in animal and plant distribution ranges. All these observations are examples of the natural system responses to a rapidly changing climate.

Apart from changes observed in natural systems, climate change is already having and will continue to have far reaching impacts on human livelihoods. As a result, policy and development plans must take cognizance of the implications of a changing climate and develop strategies for both mitigation and adaptation for a changing climate. Recent studies within South Africa which involve climate change modelling and associated projections all show conclusively that the symptoms of climate change in South Africa are likely to include:

- *Higher temperatures*
- *Altered rainfall patterns*
- *More frequent or intense extreme weather events including heat-waves, droughts, storms and floods*
- *Rising sea levels*

The implications of the above predicted weather and climatic changes will impact on the physical environment which will ultimately impact on the sustainability of human livelihoods. It is imperative that future planning initiatives and programmes take into consideration risks and impacts, and limitations imposed by climate change, such as increased temperatures; changes in precipitation levels; increased storm events; tidal surges and sea-level rise; and consider adaptation measures.

The Department of Economic Development and Environmental Affairs commissioned a strategic planning study on climate change for the Eastern Cape Province (DEDEA, 2011).

The study showed that the Eastern Cape is expected to experience highest temperature increases towards the northwest interior, while lowest increases are likely along the coast. Associated with the higher temperature will be increases in evaporation rates and increased intensity of droughts.

The above climate changes could imply that O.R. Tambo District Municipality is faced with: More frequent and severe flooding as a result of higher intensity storm events and possibly more frequent hail events. This will and will impact on human settlements, infrastructure, human health and place a greater burden on particularly impoverished communities.

Higher rainfall may increase agricultural production, but water availability could become a limiting factor, requiring increased irrigation. Ground and surface water systems are vulnerable. In this regard small scale farming is likely to be most affected. Heat waves may result in increased heat stress to plants, animals and humans and will increase associated fire risk placing livestock and grazing capacity under threat.

Planning for Climate Change takes on two paradigms – climate change mitigation and climate change adaptation. Climate Change Mitigation involves those activities that assist in reducing the rate of change of the climate. This is a global responsibility and is aimed at limiting the generation of greenhouse gases. Climate Change Adaptation refers to those activities which we undertake in response to a changing climate.

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

- *Change in precipitation patterns*
- *Changes in annual average precipitation*
- *More intense rain*
- *Fewer cold/frost days*