



# NDLAMBE LOCAL MUNICIPALITY

**Ndlambe Local Municipality Spatial Development Framework, 2023**

**Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023**

**With Effect From 1 July 2023**

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## EXECUTIVE SUMMARY

The Spatial Development Framework (SDF) for Ndlambe Local Municipality was reviewed and adopted by Council in 2013. It was reviewed in compliance with the provisions of section 26(e) of the Municipal Systems Act (MSA) 2000. The SDF is due for review and the final reviewed SDF must comply with the provisions of the Spatial Planning and Land Use Management Act (SPLUMA) 2013, MSA, and the Department of Agriculture Land Reform & Rural Development (DALRRD) SDF's Guidelines of 2017.

Tshani Consulting CC has been successfully appointed to review the Spatial Development Framework for the Ndlambe Local Municipality.

### The Structure of the Ndlambe SDF

In line with the new system of spatial planning brought into being in 2014 by SPLUMA, government policies increasingly emphasise the need to pursue strategic outcomes that would lead to a change in the entrenched but unsustainable Apartheid-based segregated spatial patterns of development that prevail in almost all South African municipalities, including Ndlambe LM. For this reason, a key focus of the new SDF during this review has been to highlight the Key Sectors for growth and spatial transformation so that a more spatially just, efficient, resilient, and sustainable spatial pattern of development can be achieved to underpin economic growth and social progress over time.

Accordingly, the focus of this review Municipal SDF is to make spatial development and land use management proposals that:

1. Comply with the legal and policy guidance provided by global treaty and governance agreements, national and provincial policy and legislation, and the strategic objectives set by the Provincial Growth and Development Plan and the Eastern Cape Provincial Spatial Development Framework;
2. Ensure that the biophysical environment is protected and wisely managed to maintain biodiversity and ecosystem goods and services such as water, fertile soils, and clean air, so that the essential conditions for sustainable human development endure over the long term.
3. Facilitate the creation of more efficient and compact towns and cities by enabling the densification and intensification of prevailing and new land uses in localities that are well-connected to existing developed areas and infrastructure.
4. Promote higher-density residential uses as well as mixed residential and economic land uses within urban areas and at identified nodes or strategic localities along identified public transport corridors;
5. Prioritise the development of improved linkages between places of residence and places of employment and to strengthen connectivity between settlements and communities across the Ndlambe LM.
6. Build on and facilitate key economic development initiatives that are being driven by national, provincial, and local government in partnership with the private sector and civil society by ensuring that



spatial proposals support the requirements of these initiatives for strategic connections to workforces and markets; and

7. Promote the implementation of a Land Reform and Settlement Programme in the rural areas of the Ndlambe LM.

The SDF is aligned to the Department of Rural Development and Land Reform guidelines for Developing an SDF, 2017. A summary of the content of the SDF, is included as follows

## CHAPTER ONE: INTRODUCTION

This section introduces the Ndlambe LM SDF Review and addresses:

- The area where the new SDF will apply
- The legal status and purpose of the Local SDF (what it seeks to achieve)
- Outline of the Report
- Outline of the Consultation that has taken place throughout the review process

## CHAPTER TWO: STATUS QUO

This section includes the current status of sectors within the Ndlambe LM and has been developed through alignment with the SPLUMA Pillars of Biophysical, Built Environment, and Socio-Economic.

The following Legislation and Plans were analysed to ensure alignment:

## National Consideration

- The Constitution of South Africa Act No. 108 of 1996
- The Municipal Systems Act 32 of 2000
- Promotion of Administrative Justice Act 3 of 2000
- The Inter-governmental Relations Framework Act 13 of 2005
- The Environmental Conservation Act No. 73 of 1989
- The National Environmental Management Bio-Diversity Act No. 10 of 2004
- The National Heritage Resource Act No. 25 of 1999
- The National Environmental Management Act No. 107 of 1998 (NEMA)
- The National Water Act No. 36 of 1998
- National Development Plan, 2030
- National Spatial Development Framework, 2022
- The White Paper on Wise Land Use Spatial Planning and Land Use Management
- Spatial Planning and Land Use Management Act No, 16 of 2013
- Local Government – Back to Basics Strategy 2015
- Integrated Service Delivery Model 2016



- The National Environmental Management Bio-Diversity Act No. 10 of 2004

### Provincial Consideration

- Provincial Growth and Development Strategy, 2014
- Eastern Cape Provincial Spatial Development Framework, 2020
- Eastern Cape Vision 2030
- The Eastern Cape Biodiversity Conservation Plan, 2018
- Eastern Cape Protected Areas Expansion Strategy, 2012.
- Eastern Cape Biodiversity Conservation Strategy and Action Plan, 2019.
- Eastern Cape Climate Change Response Strategy, 2011

### District Perspective:

- Cacadu District SDF 2018
- Sarah Baartman District Rural Development Plan, 2019
- Sarah Baartman District Profile,

### Local Perspective

- Ndlambe Environmental Management Plan,
- Ndlambe Restructuring Zone Establishment, 2021
- Ndlambe Spatial Development Framework, 2013

- Ndlambe Local Municipality IDP 2022-2027
- Ndlambe LED Strategy, 2014
- Water Demand Management Strategy and Business Plan, 2014

### Socio-Economic Assessment

The main Economic sectors of Ndlambe LM are as follows:

- Community Services: 36%
- Trade: 18%
- Finance: 17%
- Agriculture: 7%
- Manufacturing: 7%
- Transport: 7%
- Construction: 5%
- Electricity: 3%

According to Statistics South Africa, Community Survey 2011, the total population of the Municipalities were as follows: -

Municipality	2011
Ndlambe Local Municipality	61 176

The demographics illustrate a population pyramid that constitutes a predominately young population, which remains chronically unemployed. Furthermore, the demographics illustrate a relatively learned population, however, aost half of this population does not have any source of income.



This is one of the contributing factors to a declining population which results in outward migration. The SDF will therefore have to analyse the aforesaid, as well as other factors which may contribute to curbing outward migration, alleviating poverty, ensuring job creation, and promoting sustainable development.

The Socio-Economic Assessment also Spatially depicts the social amenities distribution within Ndlambe LM. This relates to clinics, schools, community halls, police stations, libraries.

The population which totalled 61 176 in 2011 increased by 6 458 people over a 10-year period. This is reflective of an 11.8% average population growth rate in Ndlambe from 2001 to 2011, which is higher than the Provincial growth and slightly lower than the growth rate accrued for Sarah Baartman District Municipal area over the same period.

The Ndlambe LM is growing at a **1.18%** growth rate per annum.

### Built Environment Assessment

The Built Environmental Assessment addresses the current Status relating to Infrastructure, transportation, Settlement patterns, etc. It also addresses the Housing assessment and housing backlogs within the municipality.

### Biophysical Assessment

This assessment unpacks the critical biodiversity areas within the district as well as the natural ecosystems present within the Ndlambe LM.

This section also discusses the current situation in relation to the agriculture sector.

The identification, evaluation, control as well as prevention through education of all those factors in the total environment which exercise a detrimental effect on individual physical, mental and social well-being, and development. It also implies continuous efforts to educate and prevent individuals from affecting the environment in such a way that it becomes detrimental to their well-being and development.

## CHAPTER THREE: SWOT ANALYSIS AND KEY ISSUES

Spatial planning directives from the National and Provincial level as well as the local sector plans, and local Municipal plans aims to unpack the state of the area or the sector within its location. Through a detailed analysis of these plans, we are able to create a picture of the positive and negative aspects of each sector within the areas that either fall within the district or surrounding the district which has equal impact on how the district functions.

The following section will highlight the SWOT Analysis and Key Issues pertaining to Ndlambe LM. These have been developed through two means:

1. As captured from the Ndlambe LM SDF 2013 – the aspects that have remained as is.
2. Workshopping sessions with the Local Municipalities and Internal and External Municipal Departments



The following are the key issues pertaining to Ndlambe LM.

### Key Environmental Issues

Environmental issues are defined as problems with the planet's systems (air, water, soil, etc.) that have developed as a result of human interference or mistreatment of the planet. These include:

- Flooding
- Fire
- Drought
- Coastal Flooding
- Heat Stress
- Increase wind speed

### Key Infrastructure Issues

Infrastructure issues are defined as problems with transportation systems, communication networks, sewage, water, electric systems, etc. These include:

- Inadequate water, sewerage, electricity, etc
- Poor maintenance
- Lack of funding
- Lack of bulk water

### Key Land Issues

Land issues are defined as problems associated with land tenure, land reform and availability of land, etc.

- Demand for housing due to population increase
- There is a need to address apartheid residential planning

### Key Economic Issues

Economic issues refer to any such problem in the economy that is concerned with the production of goods and services to satisfy the unlimited wants of the economy through the utilization of scarce resources.

- Local municipality have limited revenue sources and are heavily grant-dependent
- High unemployment rate
- Municipality generally are experiencing an inability to spend their approved budgets timeously
- Decline and lagging in the Primary and Secondary economic sector
- Support is needed for the LED sector
- There is a need to support the tourism sector
- Job creation in the local market
- There is a need to address the secondary and tertiary sectors



### Key Social Issues

- Social issue refers to issues that relate to society's perception of people's personal lives.
- High elderly population
- Many poverty-stricken households in the locations
- There is a need for maintenance and development of recreational facilities in rural and urban areas

### Key Movement Issues

Movement issues refer to issues related to the movement of objects or people from one location to another.

- Lack of Public sector managed public transportation
- Generally low-density development throughout the district which makes accessibility, and linkages between settlements difficult

## CHAPTER FOUR: STRATEGIC FRAMEWORK

The "Strategic Framework" in relation to a Spatial Development Framework refers to the strategic background and guidelines which will underpin the development of the Spatial proposals. It aims to identify the strategic spatial focus of the municipality. The development strategy includes meaningful target measures and objectives that help focus on the key efforts that implement the strategy.

The vision developed for the Ndlambe Local Municipality Spatial Development Framework is:

*"A Spatially integrated Municipality which has unique characteristics and provides support to the towns of Ndlambe Local Municipality for various needs, and where the growth and development of towns are in line with spatial proposals for the Municipality and aims to achieve sustainability"*

## CHAPTER FIVE: SPATIAL DEVELOPMENT FRAMEWORK

A Spatial Development Framework is a framework that seeks to guide the overall spatial distribution of current and desirable land uses within a municipality, in order to give effect to the vision, goals and objectives of the municipal IDP.

The development of the Spatial Development Framework is derived from the outcome of the Spatial Analysis and the feedback from the workshopping sessions regarding the key issues faced by various departments who operate within the space.

The SDF is aligned to the Spatial Planning and Land Use Management Act 16 of 2013 and is split into three main Pillars, these are:

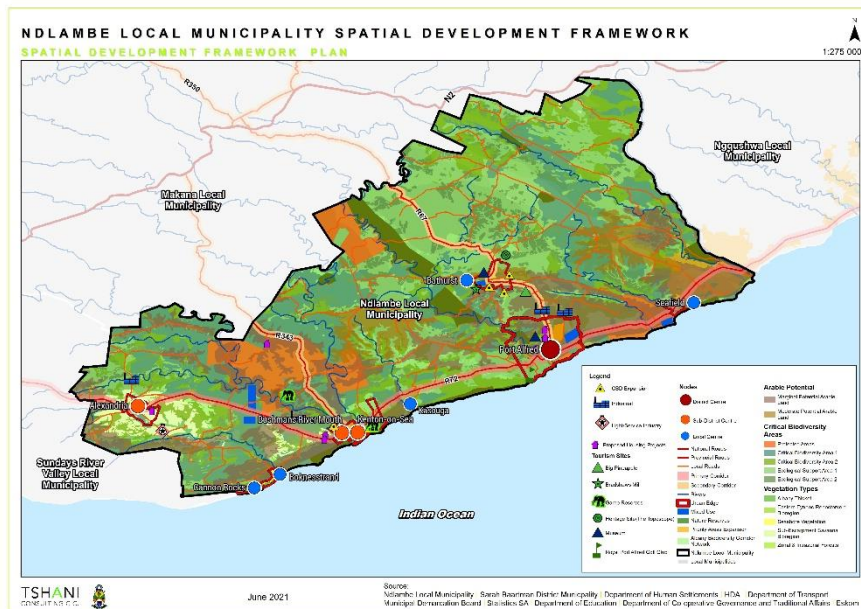
- Built Environment
- Bio Physical
- Socio-Economic



These 3 pillars are inclusive of unpacking the Urban Edge, Land Use, Infrastructure, Housing proposals in the Built Environment Pillar; the Environmental, climate change, and Agricultural proposals in the Biophysical pillar and the Economic, Tourism, Social Facilities proposals in the Socio-Economic pillar.

### Overall Spatial Development Framework

The SDF then summarises the proposals in an overall Spatial Development Framework Plan as seen on the plan alongside:



Plan 1: Overall SDF

## CHAPTER SIX: LAND USE MANAGEMENT FRAMEWORK

This section outlines the Land use Management within the Ndlambe LM and how this should be undertaken within the Ndlambe LM through the implementation of SPLUMA.

It also provides the relationship between the Land Use proposals and the Ndlambe Integrated Land Use Scheme, 2019.

## CHAPTER SEVEN: IMPLEMENTATION FRAMEWORK

The Implementation Framework is inclusive of the Institutional Framework, where this discusses the Institutional arrangements of the Ndlambe Local Municipality.

# 1. INTRODUCTION

The Spatial Development Framework (SDF) for *Ndlambe Local Municipality* was reviewed and adopted by Council in 2013. It was reviewed in compliance with the provisions of section 26(e) of the Municipal Systems Act (MSA) 2000. The SDF is due for review and the final SDF must comply with the provisions of the Spatial Planning and Land Use Management Act (SPLUMA) 2013, MSA, and the Department of Agriculture Land Reform & Rural Development (DALRRD) SDF's Guidelines of 2017.

Tshani Consulting CC has been successfully appointed to review the *Spatial Development Framework* for *Ndlambe Local Municipality*.

## 1.1. Background

The overarching goal to review and update the Ndlambe Local Municipality's Spatial Development Framework is to ensure that the principles of the biophysical, socio-economic, and built environment of the Ndlambe LM and its resources can be realized, in alignment with SPLUMA.

SPLUMA also outlines the spatial guiding principles as summarised in the diagram below.



### SPATIAL JUSTICE

- › Improved Access Land
- › Inclusion of Persons
- › Access to Secure Tenure

### SPATIAL SUSTAINABILITY

- › Promote Land Development
- › Special Consideration
- › Consistency of Land Use Measures
- › Sustainability

### SPATIAL RESILIENCE

- › Flexibility in Spatial Plans, Policies & Land Use Management Systems

### EFFECIENCY

- › Optimises the use of Existing Resources
- › Minimise Negative Financial, Social, Economic or Environmental Impacts

### GOOD ADMINISTRATION

- › Integrated Approach to Land Use
- › Sector Inputs



## 1.2. Project Phasing

The following project phases are outlined as follows: -

<b>PHASE 1:</b>	Start-up / Inception
<b>PHASE 2:</b>	Issues and Spatial Vision;
<b>PHASE 3:</b>	Spatial Analysis and Synthesis;
<b>PHASE 4:</b>	The Draft SDF document;
<b>PHASE 5:</b>	Achieving support for the Draft SDF;
<b>PHASE 6:</b>	Finalization, Approval, and Gazette

*Table 1: Project Phasing*

## 1.3. Link between the SDF and IDP

The Integrated Development Plan is a holistic budget and implementation plan for a particular area. The Spatial Development Framework aims at being a spatial representation of the IDP. In support of the SDF, the IDP needs to:

- Provide a clear strategic vision, set of goals, and objectives of the municipality.

- Identify the challenges currently facing the municipality that can be tackled in the long-term spatial plan of the municipality.
- Given an indication of the priority funding allocation.

In support of the IDP, the SDF needs to:

- Give physical effect to the vision, goals, and objectives of the IDP.
- Visually indicate and co-ordinate the spatial implications of the municipal sector plans contained in the IDP.
- Spatially reflect the strategies proposed in the IDP.
- Assist with prioritisation and alignment of municipal and other province departments spending.



## 2. LOCALITY

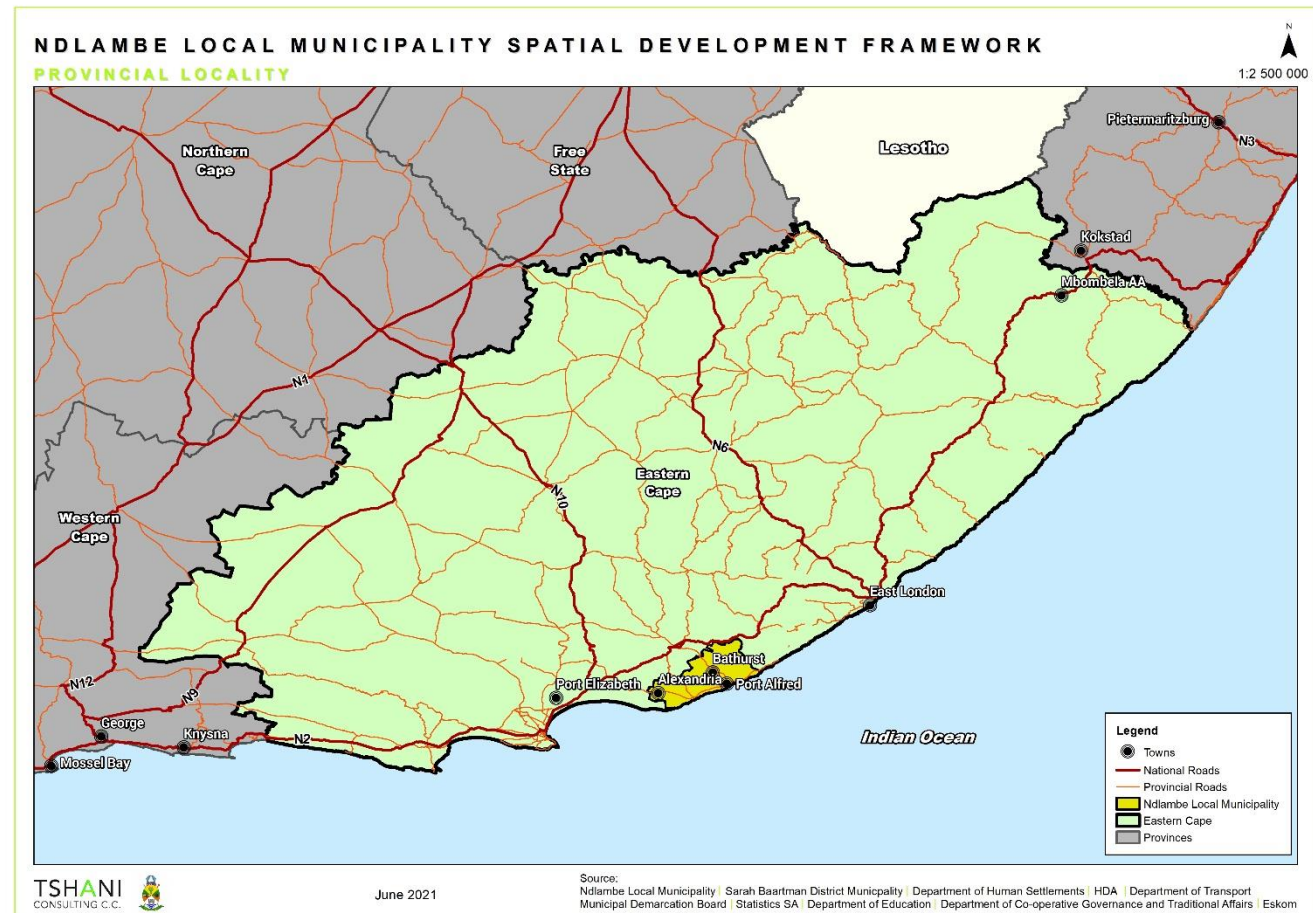
This section discusses the locational context of the *Ndlambe Local Municipality* within the Eastern Cape Province:

### 2.1. Provincial Level

The Ndlambe Local Municipality is located within the Eastern Cape Province, in the southern part of the province.

The province is bordered by the following:

- Kwa Zulu Natal Province to the northeast;
- The Free State Province and Lesotho to the north;
- The Northern Cape Province to the northwest;
- The Western Cape Province to the southwest;
- The Indian Ocean on the east and south.



Plan 2: Provincial Locality

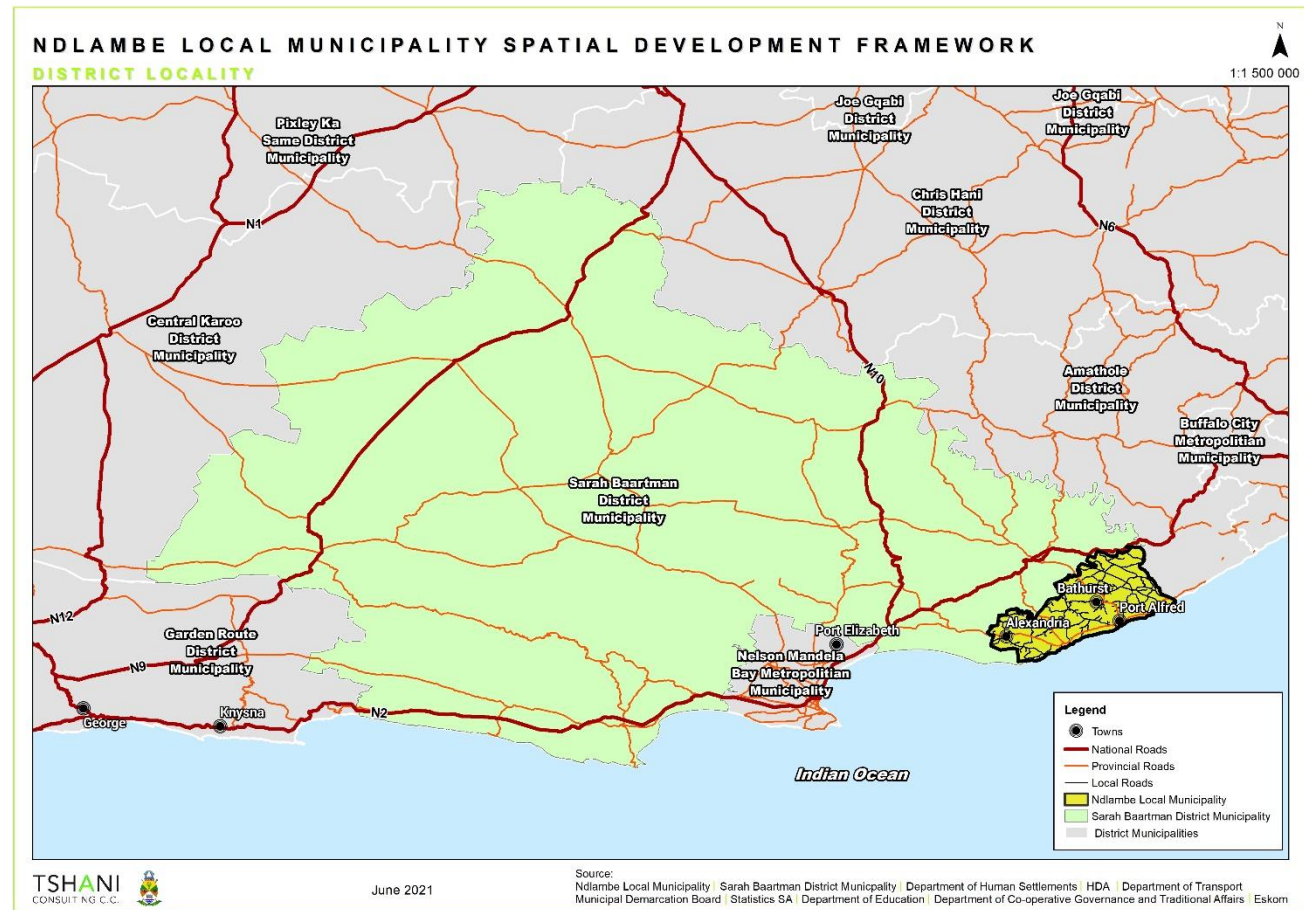
## 2.2. District Level

The *Ndlambe LM* falls within the *Sarah Baartman District Municipality*:

The *Sarah Baartman District Municipality* is one of 46 district municipalities in South Africa. Covering 34% of the entire Eastern Cape Province's geographical footprint, the Sarah Baartman District is the largest of the district municipalities in the Eastern Cape and wholly surrounds Nelson Mandela Bay. The Sarah Baartman District Municipality consists of 7 local municipalities in providing the services needed by their communities.

The *Sarah Baartman District* is bordered by:

- Chris Hani District Municipality
- Amathole District Municipality
- Pixley Ka Seme District Municipality
- Central Karoo District Municipality
- Garden Route District Municipality



Plan 3: District Locality

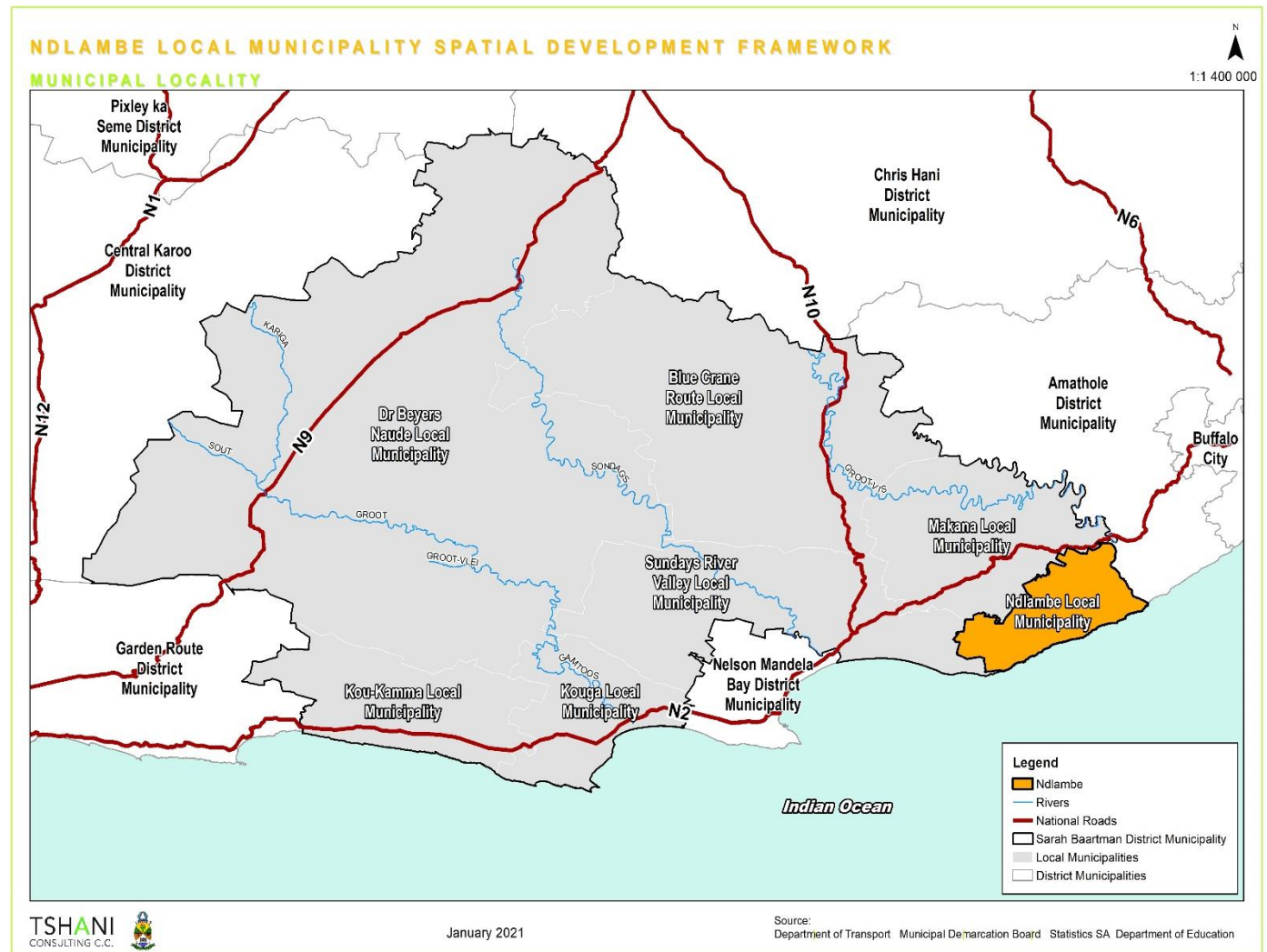
## 2.3. Municipal Level

The Ndlambe LM is one of the Seven local municipalities within the *Sarah Baartman District Municipality*. The other Local Municipalities within the Sarah Baartman District includes the following municipalities:

- Kouga Local Municipality
- Kou-Kamma Local Municipality
- Sundays River Valley Local Municipality
- Dr Beyers Naude Local Municipality
- Makana Local Municipality
- Blue Crane Route Local Municipality

The Ndlambe LM is specifically bordered by the following Local Municipalities within the Amathole District Municipality:

- Ngqushwa Local Municipality
- Makana Local Municipality
- Sundays River Valley Local Municipality



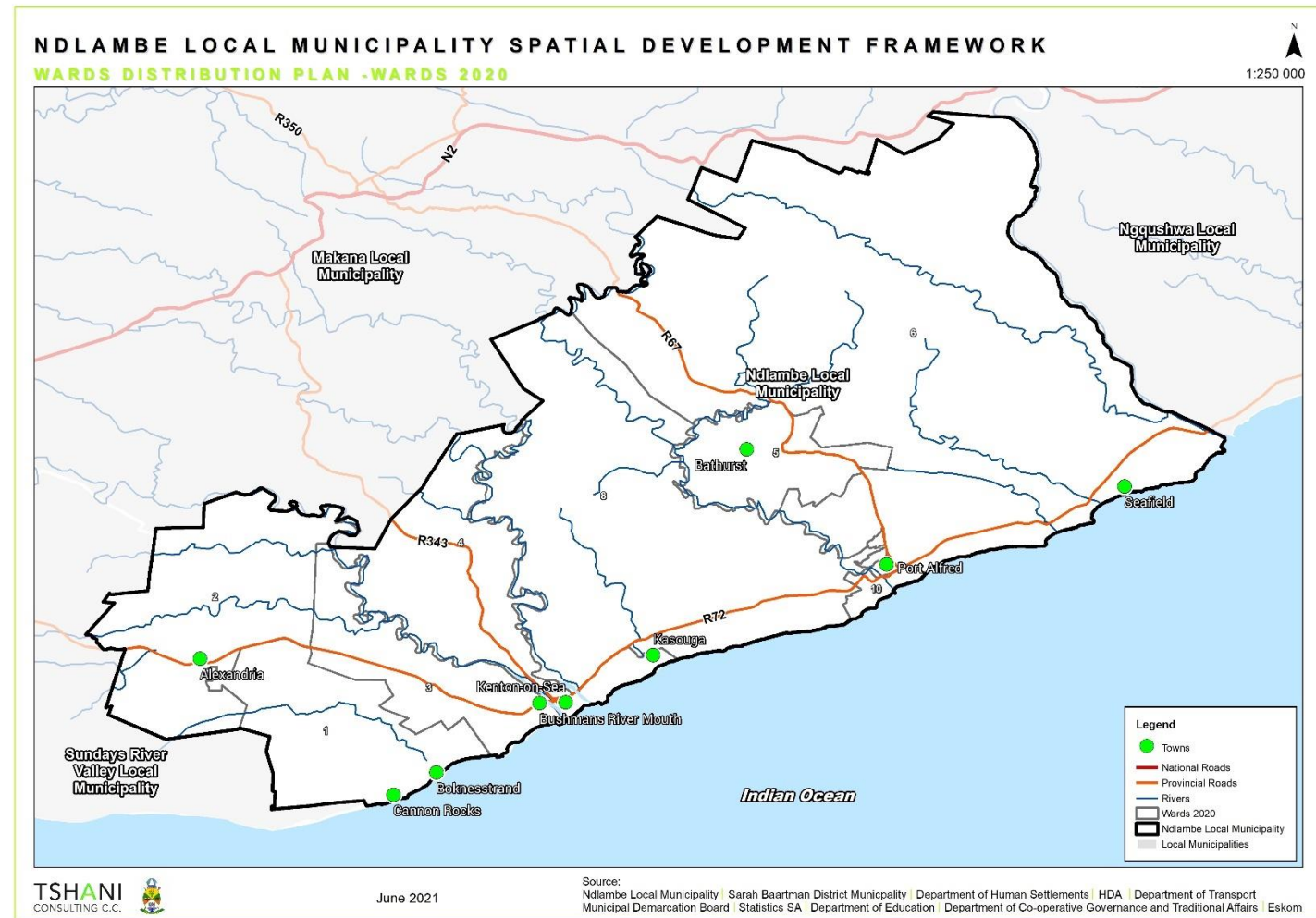
Plan 4: Municipal Locality

## 2.4. Wards

The municipality consists of 10 Wards in total as per the MDB, 2020.

The demarcation of wards within the Ndlambe LM is shown in the plan alongside.

- Wards: 10
- New Plan



Plan 5: Wards Plan

## CROSS BORDER ALIGNMENT

The Ndlambe LM is connected to neighbouring municipalities, towns, and rural settlements. This is mainly due to the services offered by the town of Port Alfred which is a regional centre. This section aims to highlight the neighbouring municipalities, connecting routes, as well as other social and economic linkages that exist between the various towns in The Ndlambe LM as well as to other towns in neighbouring local municipalities.

## MUNICIPAL LINKAGES

The following indicates the linkages of towns with and surrounding the Ndlambe LM. This assessment is done in order to understand the physical connectivity between towns to understand the role that they play to each other. These linkages have been done with Port Alfred the point of reference.

Area	Municipality	Kilometers	Route
Bathurst	Ndlambe	14,3	R67
Kasouga	Ndlambe	17,7	R72
Kenton-on-sea	Ndlambe	25,3	R72
Cannon Rocks	Ndlambe	39,7	R72
Alexandria	Ndlambe	50,3	R72
East London	Buffalo City Metropolitan	132,3	R72
Port Elizabeth	Nelson Mandela Bay Metropolitan	152,1	N2 & R72

Mpekweni	Ngqushwa	41,1	R72
Grahamstown	Makana	57,2	R67
Hamburg	Ngqushwa	67,7	R72

Table 2: Distances from Port Alfred to the closest towns around it

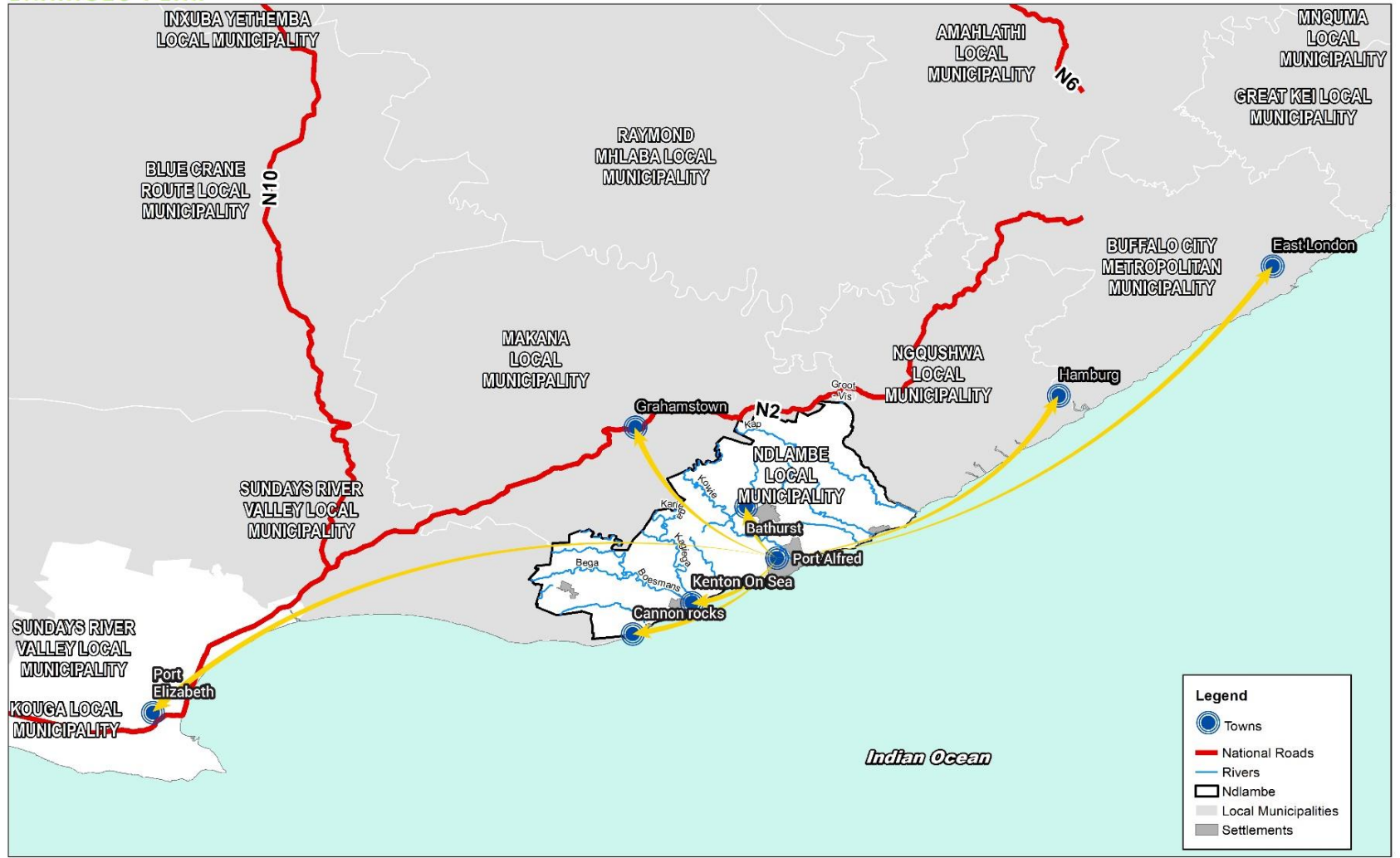
This assessment aims to give a clear indication of how accessible Port Alfred is to nearby towns that are within and outside of Ndlambe Local Municipality and the routes that should be taken to reach these towns.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## LINKAGES PLAN

1:800 000



**Legend**

- Towns
- National Roads
- Rivers
- Ndlambe
- Local Municipalities
- Settlements

TSHANI CONSULTING C.C.

January 2021

Source: Department of Transport Municipal Demarcation Board Statistics SA Department of Education

Plan 6: Linkages Plan



TSHANI CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
 Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

### 3. POLICY ALIGNMENT

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

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

The SDF process below is aligned with the guidelines as identified in Chapter 1, Project phasing.

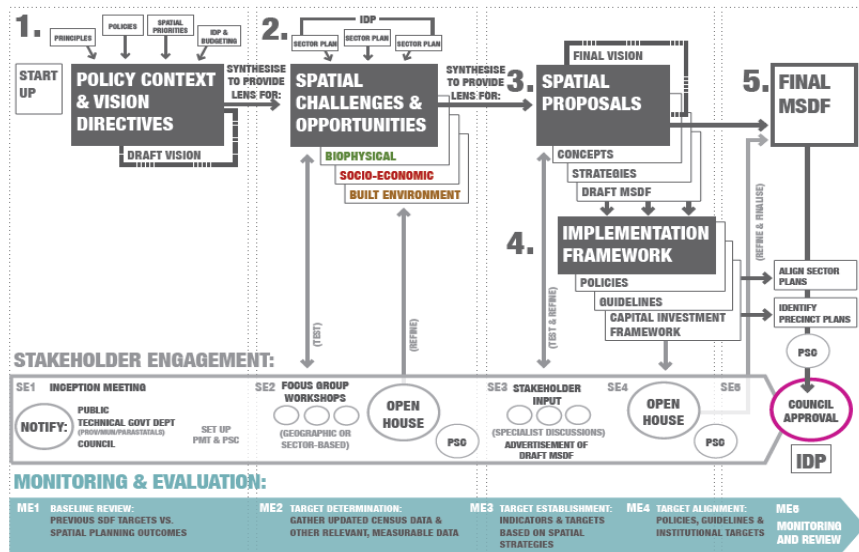


Figure 1: SDF Process- DRDLR

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

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

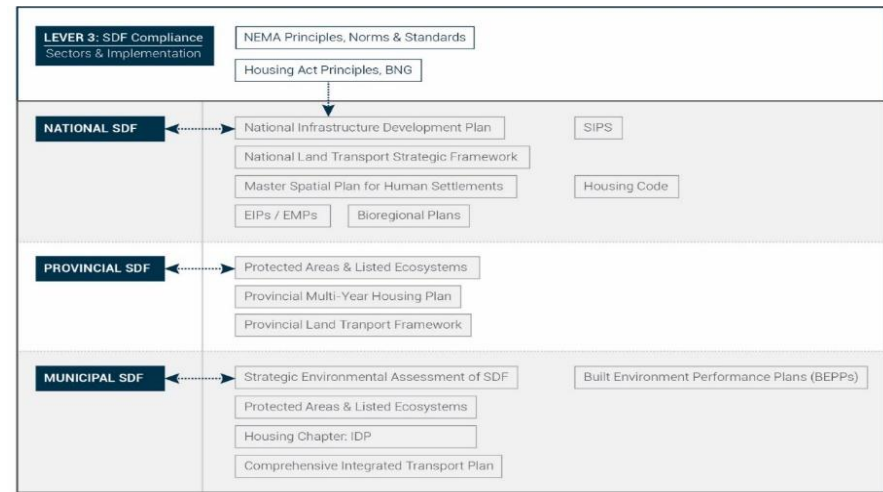


Figure 2: Diagram indicating SDF consideration at different spheres of government



## 3.1. Global Policy Assessment And Alignment

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

### Millennium Development Goals

The Millennium Development Goals (MDG) is a development framework that was developed as a response to fight poverty. The framework was thus translated into eight (8) MDGs, the eight (8) development goals are as follows:

- **Goal 1:** Eradicate extreme poverty and hunger
  - Extreme poverty has declined significantly over the last two decades. In 1990, nearly half of the population in the developing world lived on less than \$1.25 a day; that proportion dropped to 14 percent in 2015.
  - Globally, the number of people living in extreme poverty has declined by more than half, falling from 1.9 billion in 1990 to 836 million in 2015. Most progress has occurred since 2000.
  - The number of people in the working middle class—living on more than \$4 a day—has almost tripled between 1991 and 2015. This group now makes up half the workforce in the developing regions, up from just 18 % in 1991.
- **Goal 2:** Achieve universal primary education
  - The proportion of undernourished people in the developing regions has fallen by almost half since 1990, from 23.3 per cent in 1990–1992 to 12.9 per cent in 2014–2016.
  - The primary school net enrolment rate in the developing regions has reached 91% in 2015, up from 83% in 2000.
  - The number of out-of-school children of primary school age worldwide has fallen by almost half, to an estimated 57 million in 2015, down from 100 million in 2000.
  - Sub-Saharan Africa has had the best record of improvement in primary education of any region, since the MDGs were established. The region achieved a 20%-point increase in the net enrolment rate from 2000 to 2015, compared to a gain of 8 % points between 1990 and 2000.
  - The literacy rate among youth, aged 15 to 24 has increased globally from 83% to 91% between 1990 and 2015. The gap between women and men has also narrowed.
- **Goal 3:** Promote gender quality and empower women
  - Many more girls are now in school as compared to 15 years ago. The developing regions as a whole have achieved the target to eliminate gender disparity in primary, secondary, and tertiary education.
  - In Southern Asia, only 74 girls were enrolled in primary school for every 100 boys in 1990. Today, 103 girls are enrolled for every 100 boys.



- Women now make up 41% of paid workers outside of the agricultural sector, an increase from 35% in 1990.
- Between 1991 and 2015, the proportion of women in vulnerable employment as a share of total female employment has declined by 13% point. In contrast, vulnerable employment among men fell by 9 % points.
- Women have gained ground in parliamentary representation in nearly 90% of the 174 countries with data over the past 20 years. The average proportion of women in parliament has nearly doubled during the same period. Yet still, only one in five members are women.
- **Goal 4:** Reduce child mortality
  - The global, under-five mortality rates has declined by more than half, dropping from 90 to 43 deaths per 1 000 live births between 1990 and 2015.
  - Despite population growth in the developing regions, the number of deaths of children under five has declined from 12.7 million in 1990 to aost 6 million in 2015, globally.
  - In Sub Saharan Africa, the annual rate of reduction of children under-five mortality was over five times faster during 2005-2013 than it was during 1990-1995.
  - Measles vaccination helped prevent nearly 15.6 million deaths between 2000 and 2013. The number of globally reported measles cases declined by 67% for the same period.
- About 80% of children worldwide received at least one dose of measles containing vaccine in 2013, up from 73% in 2000.
- **Goal 5:** Improve maternal health
  - Since 1990, the maternal mortality ratio has declined by 45 % worldwide, and most of the reduction has occurred since 2000.
  - In Southern Asia, the maternal mortality ratio declined by 64 % between 190 and 2013, and in Sub-Saharan Africa, it fell by 49 %.
  - More than 71 % of births were assisted by skilled health personnel globally in 2014, an increase from 59 % in 1990.
  - In Northern Africa, the proportion of pregnant women who received four or more antenatal visits increased from 50 % to 89% between 1990 and 2014.
  - Contraceptive prevalence among women aged 15 to 49, married or in a union, increased from 55% in 1990 worldwide to 64 % in 2015.
- **Goal 6:** Combat HIV/AIDS, TB, and other diseases
  - New HIV infection fell by approximately 40 % between 2000 and 2013, from an estimated 3.5 million cases to 2.1 million.
  - By June 2014, 13.6 million people living with HIV were receiving antiretroviral therapy (ART) globally, an immense increase from just 800 000 in 2003. ART averted 7.6 million deaths from AIDS between 1995 and 2003.
  - Over 6.2 million malaria deaths have been averted between 2000 and 1015, primarily of children under five years of age in Sub-



Saharan Africa. The global malaria incidence rate has fallen by an estimated 37% and the mortality rate by 58 %.

- More than 900 million insecticide treated mosquito nets were delivered to malaria endemic countries in sub-Saharan Africa between 2004 and 2014.
- Between 2000 and 2013, tuberculosis prevention, diagnosis, and treatment interventions saved an estimated 37 million lives. The TB mortality rate fell by 45 % and the prevalence rate by 41 % between 1990 and 2013.
- **Goal 7: Ensure environmental sustainability**
  - Ozone depletion substances have been virtually eliminated since 1990, and the ozone layer is expected to recover by the middle of this century.
  - Terrestrial and marine protected areas in many regions have increased substantially since 1990. In Latin America and the Caribbean, coverage of terrestrial protected areas rose from 8.8% to 23.4% between 1990 and 2014.
  - In 2016, 91% of the global population is using an improved drinking water source, compared to 76 % in 1990.
  - Of the 2.6 billion people who have gained access to improved drinking water since 1990, 1.9 billion gained access to piped drinking water on premises. Over half of the global population (58%) now enjoys this higher level of service.

- Globally, 147 countries have met the drinking water target, 95 countries have met the sanitation target, and 77 countries have met both.
- Worldwide, 2.1 billion people have gained access to improved sanitation. The proportion of people practising open defecation has fallen aost by half since 1990.
- The proportion of urban population living in slums in the developing regions fell from approximately 39.4% in 2000 to 29.7 % in 2014.
- **Goal 8: Develop a global partnership for development**
  - Official development assistance from developed counties increased by 66% in real terms between 2000 and 2014, reaching \$ 136.2 million.

 **SUSTAINABLE DEVELOPMENT GOALS**



Figure 3: Millennium Development Goals

- In 2014, Denmark Luxembourg, Norway, Sweden, and the United Kingdom continued to exceed the United Nations official development assistance target of 0.7% of gross national income.
- In 2014, 79% of the imports from developing to developed countries were admitted duty free, up from 65 % in 2000.
- The proportion of external debt service to export revenue in developing countries fell from 12% in 2000 to 3% in 2013.
- As of 2016, 95 % of the world's population is covered by a mobile cellular signal.



## Sustainable Development Goals

Sustainable Development Goals are a universal call to action to combat poverty, protect the planet and ensure that all people enjoy peace and prosperity. The 17 goals build on the success on of the Millennium

Development Goals while including new areas such as climate change, economic inequality, innovation, sustainable consumption, peace, and justice, among other priorities.

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

**Goal 9:** Clean Water and Sanitation seek to ensure availability and sustainable management of water and sanitation for all.

## 3.2. National Policy Assessment And Alignment

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

### NATIONAL DEVELOPMENT PLAN, 2030

- The National Development Plan 2030 was developed by the National Planning Commission in the office of the President in 2012. The Plan sets out an integrated strategy for accelerating growth, eliminating poverty, and reducing inequality by 2030.
- The NDP, supported by the New Growth Path and other relevant programmes, provides a platform to look beyond the current constraints to the transformation imperatives over the next 20 to 30 years.
- Its 2030 goals are to eliminate income poverty and reduce inequality. The NDP's human settlement targets, as set out in Chapter 8, focuses on transforming human settlements and the national space economy.
- To achieve these targets the NDP advocates strong measures to prevent further development of housing in marginal places, increased urban densities to support public transport, incentivising economic activity in and adjacent to townships; and engage the private sector in the gap housing market.

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

- Chapter 8 highlights the importance of **sustainable human settlements** that bridges the rural/urban divide of our country's landscape. What is stressed in this chapter is location and planning of future settlements as this relates to access to infrastructure, transportation.
- Chapter 4 highlights the need to **invest in infrastructure** so as to promote access to services such as water, electricity, transportation, ICT.

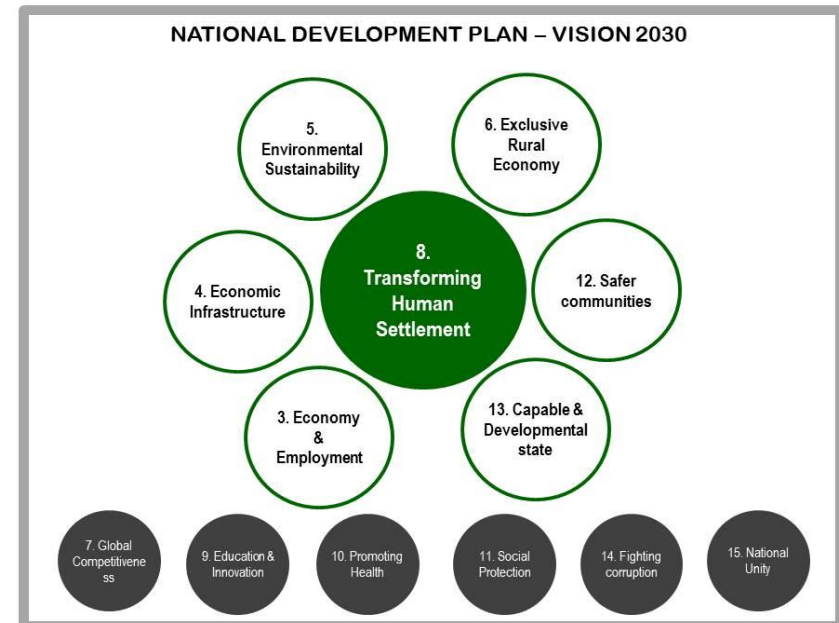


Figure 4: National Development Plan – Vision 2030

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

### SPATIAL PLANNING AND LAND USE MANAGEMENT ACT, 16 OF 2013

The Spatial Planning and Land Use Management Act No. 16 of 2013 (SPLUMA) was assented to by the President of the Republic of South Africa on 5 August 2013. SPLUMA is a framework Act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

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

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

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

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

- **Spatial Justice**

Each development application must be assessed to determine whether it will contribute to a more just and equitable spatial outcome. Spatial justice incorporates important active intentions, such as:

- Inclusivity – actively promoting the inclusion, rather than the exclusion, of disadvantaged groups and areas;
- Redress – to make up for past imbalances and injustices;
- Increased access – by disadvantaged groups and also spatially through well-located developments;



- Incorporation of disadvantaged areas – to create a more just spatial form, and
- Flexible mechanisms with applicability in previously excluded areas – inclusion of incremental development procedures for upgrading informal settlements for example and developing suitable zoning and regulations for slums or informal areas or traditional areas where existing procedures made the development and use of land illegal and criminalised residents.

- **Spatial Sustainability**

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

- **Spatial Efficiency**

This principle embodies the notion that we need to use our resources efficiently and not be wasteful of them and of our time and capacity as we have resource constraints. We must make the best and most efficient use possible with the limited resources available.

- **Spatial Resilience**

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

- **Good governance**

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

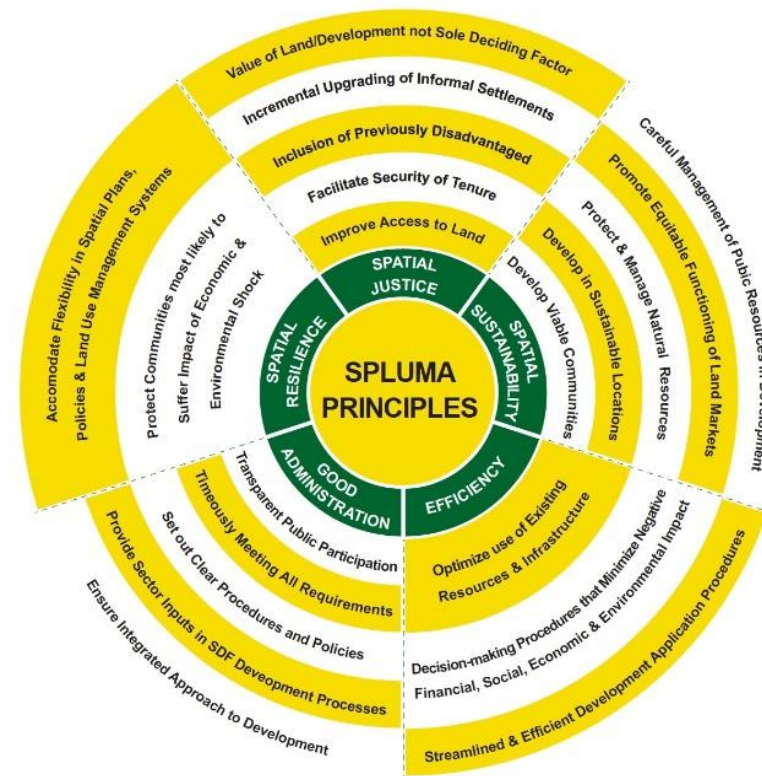


Figure 5: SPLUMA PRINCIPLES

### MUNICIPAL SYSTEMS ACT, NO. 32 OF 2000

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

### NATIONAL HERITAGE RESOURCES ACT, NO. 25 OF 1999

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

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

### NATIONAL ENVIRONMENTAL MANAGEMENT ACT, NO. 107 OF 1998

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

### NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT 57 OF 2003

The National Environmental Management: Protected Areas Act (PAA) was enacted to provide for declaration and management of protected areas in South Africa. The Protected Areas Act (PAA) should be read in conjunction

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

### NATIONAL ENVIRONMENTAL MANAGEMENT: WASTE ACT, NO 59 OF 2008

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

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

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

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



### NATIONAL WATER ACT, NO 36 OF 1998

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

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

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

### INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF), 2016

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

- **Spatial integration** through spatial transformation of settlement forms, transportation networks, social and economic nodes;
- **Inclusion and access** by ensuring that people have access to social and economic services and opportunities;
- **Growth** to harness urban dynamism for inclusive, sustainable economic growth and development;

- **Governance** by enhancing the capacity of the state and citizens to work together to achieve spatial and social integration.

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

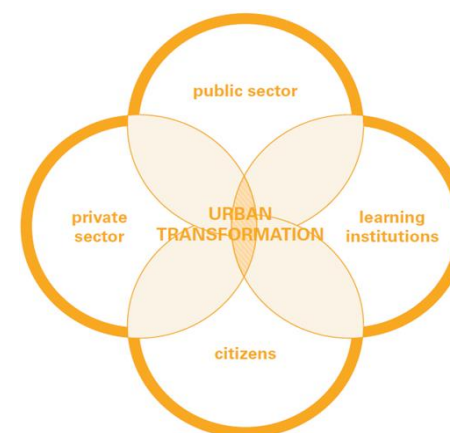


Figure 6: Critical stakeholders for the urban transformation agenda- IUDF, 2016

### NATIONAL FOREST ACT, 84 OF 1998

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

- The protection of natural forests (except under exceptional circumstances where the Minister determines that the proposed new land use is preferable in terms of its economic, social, or environmental benefits)

- The conservation of a minimum area of each woodland type; and
- The management of forests to ensure the sustainability of resources (wood, soil, biological diversity, etc)

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

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

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

### NATIONAL SPATIAL DEVELOPMENT PERSPECTIVE, 2006

National spatial guidelines or perspectives are widely recognized as crucial tools for achieving coordinated government action and alignment to accomplish social, economic, and environmental goals. They offer a thorough and insightful examination of present and projected trends, as well as the forces and factors that are influencing them and their spatial strategic

ramifications. By understanding the strategic direction, fostering policy coordination, and integrating government actions into a coherent spatial frame of reference, they thereby serve as the foundation for maximizing the total social and economic effect of government development investment (NSDP,2006).

### NSDP Principle

In order to contribute to the broader growth and development policy objectives of government, the NSDP puts forward a set of five normative principles

**Principle 1:** Rapid economic growth that is sustained and inclusive is a pre-requisite for the achievement of other policy objectives, among which poverty alleviation is key.

**Principle 2:** Government has a constitutional obligation to provide basic services to all citizens (e.g. water, energy, health and educational facilities) wherever they reside.

**Principle 3:** Beyond the constitutional obligation identified in Principle 2 above, government spending on fixed investment should be focused on localities of economic growth and/or economic potential in order to gear up private-sector investment, to stimulate sustainable economic activities and to create long-term employment opportunities.

**Principle 4:** Efforts to address past and current social inequalities should focus on people, not places. In localities where there are both high levels of poverty and demonstrated economic potential, this could include fixed capital investment beyond basic services to exploit the potential of those



localities. In localities with low demonstrated economic potential, government should, beyond the provision of basic services, concentrate primarily on human capital development by providing education and training, social transfers such as grants and poverty-relief programmes. It should also reduce migration costs by providing labour-market intelligence to give people better information, opportunities and capabilities, to enable them to gravitate - if they choose to - to localities that are more likely to provide sustainable employment and economic opportunities.

**Principle 5:** In order to overcome the spatial distortions of apartheid, future settlement and economic development opportunities should be channelled into activity corridors and nodes that are adjacent to or that link the main growth centres. Infrastructure investment should primarily support localities that will become major growth nodes in South Africa and the SADC region to create regional gateways to the global economy.

### NATIONAL SPATIAL DEVELOPMENT FRAMEWORK, 2022

Section 13(3) of SPLUMA specifies that the National Spatial Development Framework (NSDF) must consider:

- All policies, plans, and programmes of public and private bodies that impact on spatial planning, land development and land use management;
- Any matter relevant to the condition of such policies, plans, and programmes that impact on spatial planning, land development and land use management; and

- All representations submitted to the Minister in respect of the framework,

Section 14 sets out the content of the NSDF and indicates that the framework must:

- Give effect to the development principles and norms and standards set out in the Act;
- Give effect to all relevant national policies, priorities, plans, and legislation;
- Co-ordinate and integrate provincial and municipal SDFs;
- Enhance spatial coordination and land use management activities at national level;
- Indicate desired patterns of land use in the country
- Take cognisance of any environmental management instrument adopted by the relevant environmental management authority.

Section 12(1), which also deals with the SDFs of provincial governments and municipalities, specifies that the NSDF must:

- Interpret and represent the spatial development vision of the national sphere of government;
- Be informed by a long-term spatial development vision statement and plan

According to the NSDF, Ndlambe is identified with a National Development Corridor region as well as a National Transformation Corridor region.



The NSDF defines National Spatial Development Corridors as being large stretches of densely populated human settlements and intense economic activity along/on roads and/or railway lines. The dense human settlements, the road/railway links and the intensive economic activities mutually support each other in a synergistic way. While such corridors often develop organically over long periods of time, they can be supported and strengthened, and their development fast tracked through well-considered and targeted State interventions. Interventions of this nature typically entail (1) the strengthening of the economy or the housing market in cities and towns in the corridor, (2) the construction of new, or the expansion and/or upgrading of existing road and railway links in the corridor and/or (3) the provision of targeted incentives to support denser, more concentrated development in corridors with more sprawling settlement patterns.



Figure 8: National Spatial Development Framework – Zoom In

The NSDF regards National Spatial Development Corridors as potentially powerful national spatial development concepts, especially (1) along coastal-based tourist routes, and (2) in former Bantustan areas marked by dense, yet sprawling human settlements along roads and/or railway lines.

In terms of climate change predictions, the National Coastal Transformation Corridor and the Eastern Escarpment Transformation Corridor, will also be called upon to provide (1) water and food, (2) key ecosystems services, and (3) a place to call home, due to the relatively more favourable climatic conditions in these parts of the country vis-à-vis far less favourable conditions envisaged in the western, north-western and central parts of the country.

The NSDF further states that these areas are crucial to address historical imbalance, as well as to address the rural spatial, social, and economic

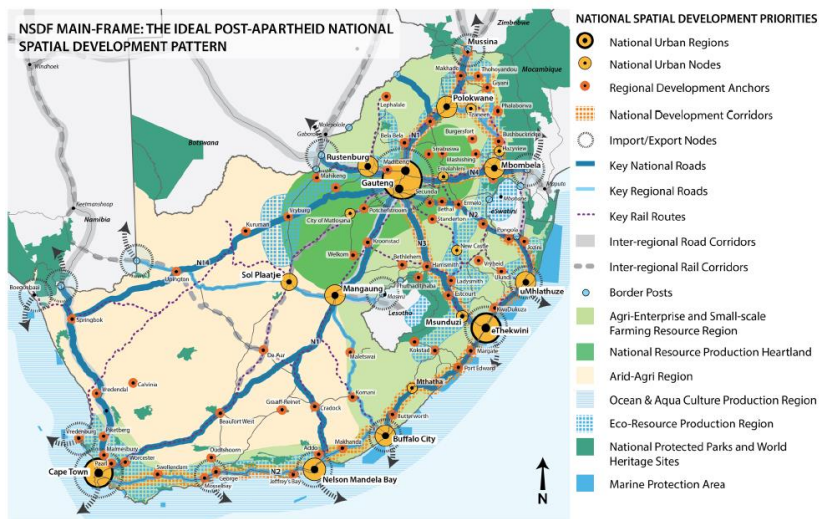


Figure 7: National Spatial Development Framework

development challenges pertaining to these areas and further to assist with national food and water security.

### 3.3. Provincial Policy Assessment And Alignment

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

#### EASTERN CAPE VISION 2030

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

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

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

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

#### PROVINCIAL GROWTH DEVELOPMENT PLAN (2004-2014), 2004

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



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

- **Strategic objective 1:** Poverty Eradication
  - Promoting access to high-quality employment and economic opportunities;
  - Boosting the physical asset base of the poor;
  - Supporting access to basic services
  - Deepening democratic participation.
- **Strategic Objective 2:** Agrarian Transformation and food security
  - Promoting food security through expanded smallholder production;
  - Expanding the asset base of the poor through effective land tenure reform; and
  - Increasing the use of land for commercial agriculture in the former homelands, especially through ownership and institutional mechanisms that benefit the poorest households.
- **Strategic Objective 3:** Manufacturing Diversification and Tourism
  - Developing agro industries to enhance local beneficiation and spread economic opportunity in rural communities;
  - Transforming the auto sector to enhance local content and increase competitiveness.
- **Strategic Objective 4:** Infrastructure Development
  - Diversifying manufacturing by enhancing expert capacity and downstream beneficiation; and
  - Promoting provincial tourism to create employment and raise incomes in rural areas.
- **Strategic Objective 5:** Human Resource Development
  - Further education and training (FET) transformation;
  - Adult based education and training (ABET)
  - Early childhood development (ECD)
  - Scarce skills for the public sector; and
  - Producing a provincial human resource development strategy
- **Strategic Objective 6:** Public Sector and Institutional Transformation



- Improving service delivery in health, education, social development, and public works and strengthening the centre of government to drive PGDP implementation;
- The relationship between the strategic objectives where the three foundational objectives of public sector transformation, human resources development, and infrastructure development support the three key objectives of poverty eradication, agrarian transformation, and manufacturing diversification.

### RURAL DEVELOPMENT AND AGRARIAN TRANSFORMATION STRATEGY, 2010

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

- **Goal 1:** Transformation and development of rural areas in social, economic, and ecological terms. These goals have the following objectives:
  - Implement agrarian reform programmes;
  - Increase the rate of implementation of the land reform programme;
  - Create decent jobs through farm and nonfarm employment outside urban areas;

- Fast-track development of social and economic infrastructure; and
- Growing the agricultural sector, ensure household food security for all, and contribute significantly to national food security

- **Goal 2:** Create an enabling institutional environment for rural development

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

### EASTERN CAPE SPATIAL DEVELOPMENT FRAMEWORK, 2019

The PSDF introduces a different lens to spatial development through its futuristic approach.

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



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

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

- **Good Governance** across all spheres of government as well as the need to support the rule of law, including customary law.
- **Water is a critical source of life** hence the need to enforce extensive water management techniques as well as the need to plan for the future.
- **Debt and Finance** as there is a high dependency on grants in all spheres of government. The local municipal sphere also needs to consider a change in revenue generation and the issue of remittances.
- **Small town regeneration** is critical for revenue generation of small towns, including Qunu and Mqanduli within the KSD Ndlambe LM.

- **Spatial Planning** is an important aspect to consider within the province as there are vast amounts of rural areas, especially in light of the Spatial Planning and Land Use Management Act. The importance of transportation routes should be noted as there are major routes such as the N2 and proposed Wild Coast Meander within the province.
- **Local Economic Development (LED)** through supporting the "people's economy" as well as promoting income generation through creative streams such as waste recycling.
- **Climate change** is a critical developmental constraint in recent times as we have experienced severe droughts over the years. Mitigation measures to climate change need to be taken in order to address the issue for future generations.
- **Bridging the gap between the rich and the poor** through the empowerment of the poor as well as promoting rural development initiatives.

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

- **Social and Human Development Framework**
- **Environmental Framework**



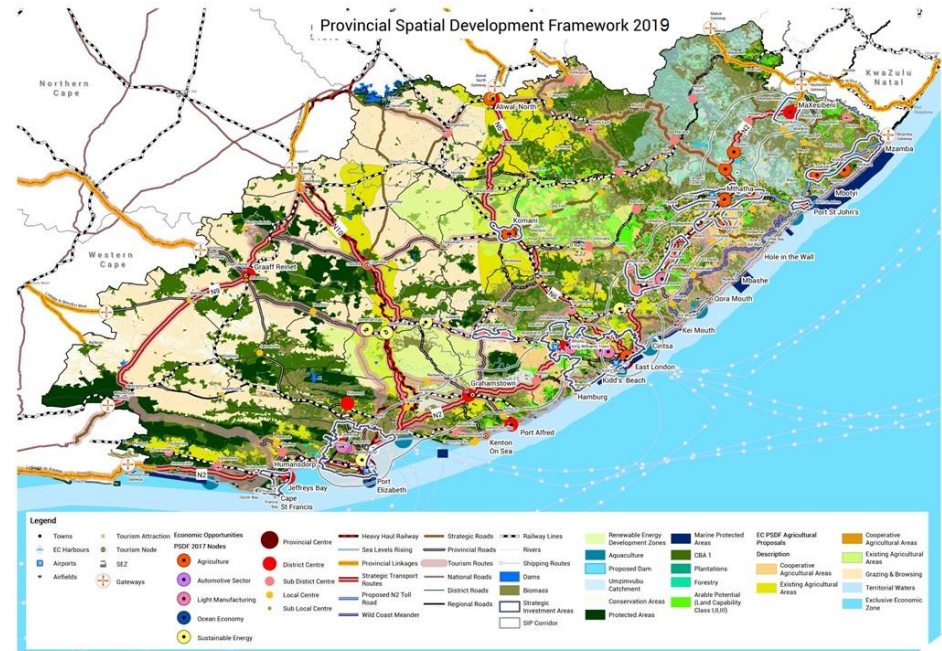
- The Rural Development Framework
- The Infrastructure Framework
- The Economic Framework
- The Governance Framework

According to the EC PSDF, The R72 road (between East London and Port Elizabeth) which passes through Ndlambe has been identified as the key mobility route, due to this upgrades have been taking place in the past few years. Further upgrades are still to be undertaken.

However, it is in close proximity to the Sundays/ Fish River Development Corridor which includes Queenstown, Cradock, Somerset East, and Addo. This development corridor is dominated by agriculture (Sugar Beet, Agro-processing and Tourism).

This has a positive impact to Ndlambe since it's in close proximity to this development corridor. Due to the high influx of people that will use the Sundays/Fish River Development Corridor, some people will traveling through Ndlambe therefore this will boost Ndlambe's economy as it will attract more consrs as well as attract more tourists since Ndlambe is dominated by its coastal tourism activities.

Lastly, the EC PSDF has identified Port Alfred as an agricultural node and Kenton-on-Sea as a Tourism Node.



Plan 7: Provincial Spatial Development Framework



### 3.4. District Policy Assessment And Alignment

#### CACADU SPATIAL DEVELOPMENT FRAMEWORK (2013-2018)

It must be made aware the District Municipality is now called the Sarah Baartman District, however at the time of this review, the most recent and relevant district Spatial Development Framework was for the previous Cacadu District and thus is reviewed in this manner for the Ndlambe LM SDF. The CDM IDP/Budget Representative Forum Meeting held on the 24 October 2012 resolved to adopt the IDP vision as the spatial vision for the district:

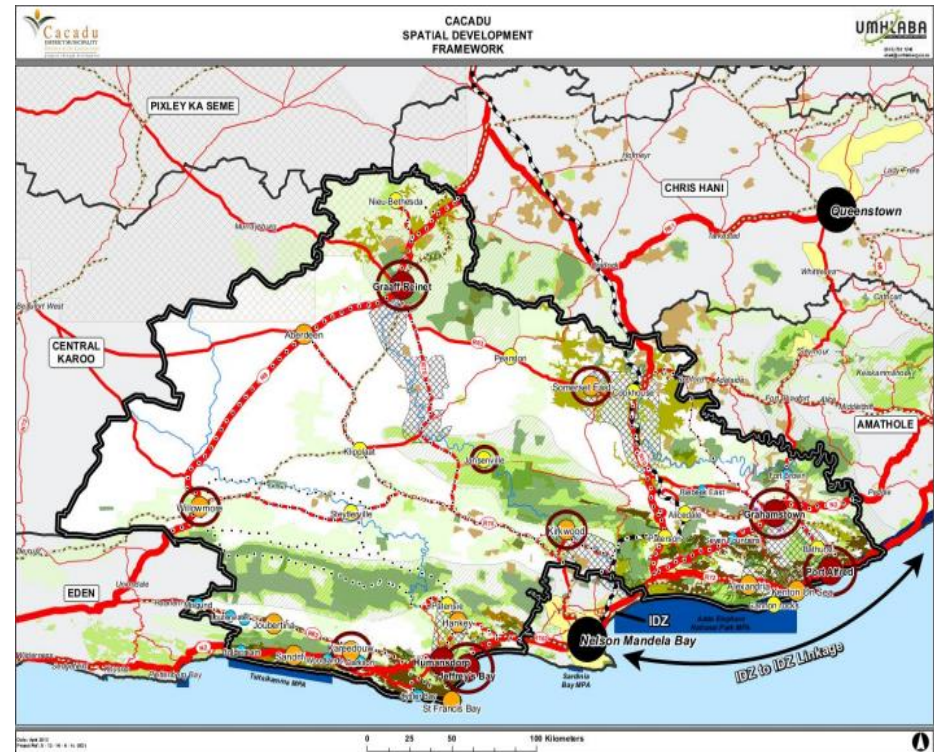
*“An innovative and dynamic Municipality striving to improve the quality of life for all our communities”*

To give effect to the Vision the CDM has adopted the following mission statement:

*“To provide equitable, affordable services and sustainable socio-economic development through stakeholder participation, capacity building, efficient and effective management of resources.”*

### 3.5. Local policy assessment and alignment

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



Plan 8: Cacadu Spatial Development Framework

#### NDLAMBE SDF 2013

This report represents a summary of the previous Spatial Development Framework (SDF) for Ndlambe Municipality.

The SDF sets out the long-term spatial development for the municipality which is informed and guided by the vision for the area.

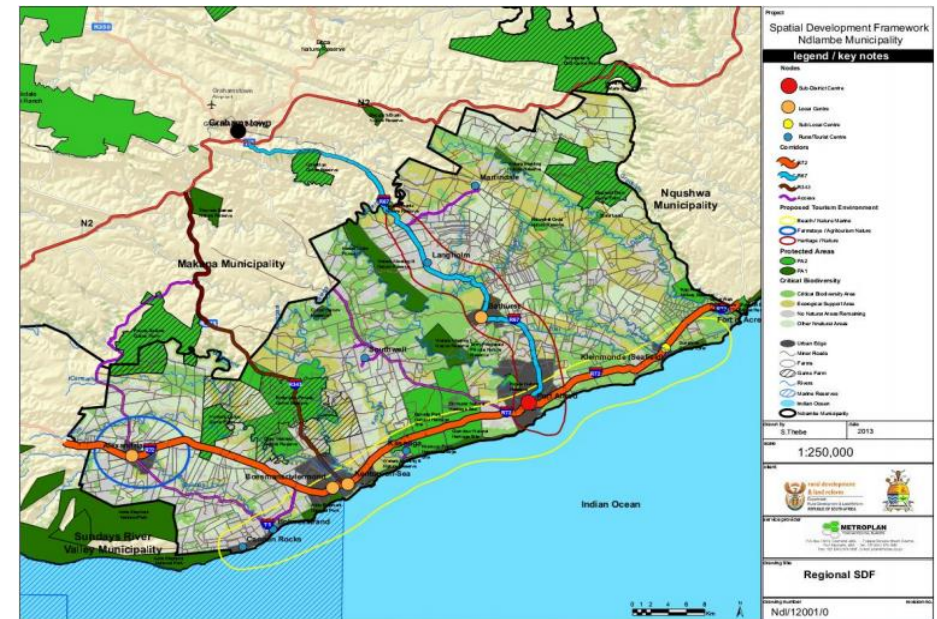
It guides land use and development and ensures that future public or private development is implemented in line with the vision of the municipality. There



have been many proposals made for areas of opportunities stipulated in the SDF:

- Northern Extension of the CBD of Port Alfred aims to strengthen the area, promote urban renewal and improve link to and the waters edge.
- Upgrade Jauka Hall Node as a Gateway Node into Nematso.
- Densification and development of nodes on vacant and under-utilised land along R67 to Bathurst
- Promote development of CRU & Social Housing in Port Alfred
- Promote low key tourism-related development in Port Alfred
- Strengthen eastern gateway node at the intersection of R72/R34 and promote developed Mixed-use (higher density residential development, commercial and clean industry)
- Expansion and revitalisation of Alexandria CBD node and promote compatible mixed uses
- Redevelop and strengthen kwaNonqubela Node.
- Nodes along the roads between the various town and settlements in Ndlambe are ideal for densification to maximise location and visibility and mobility

The plan below is the overall SDF plan for the Ndlambe SDF (2013) :

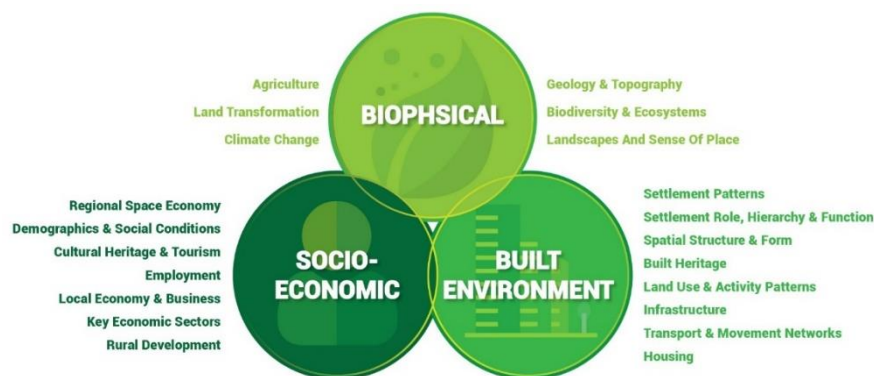


Plan 9: Ndlambe SDF (2013)

## 4. SITUATION ANALYSIS

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

The following section gives a detailed analysis of the Status Quo of the Ndlambe LM. Analysis will be done by considering three main sectors, namely; **built environment, socio-economic and biophysical analysis**, as stipulated by the Department of Rural Development and Land Reform.



### 4.1. Socio-Economic Analysis

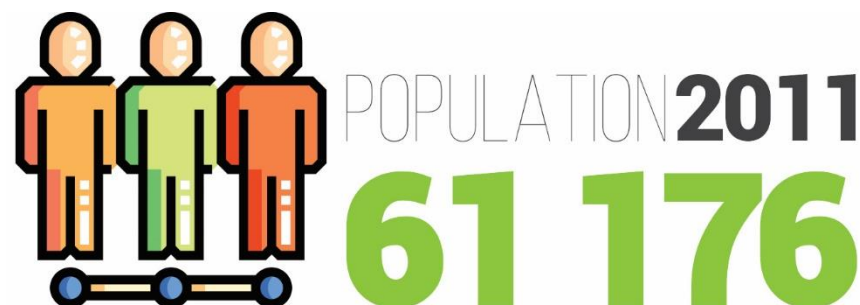
This section of the document aims to provide an assessment regarding the social and economic factors pertaining to the Ndlambe LM. It gives an assessment of the demographic aspects and thereafter assessing the social facilities. The distribution of people and the social amenities propovides will be outlined. This section will further unpact the trourism and heritage assessment and economic assessment

#### Demographic Analysis

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

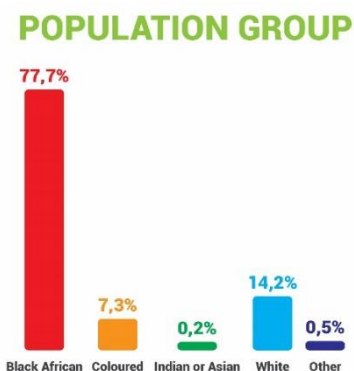
#### Total Population

The Census 2011 data suggests a total population of 61 176 compared to the Census 2001 data which suggested a total population of 57 24 for the entire region of the The Ndlambe LM.



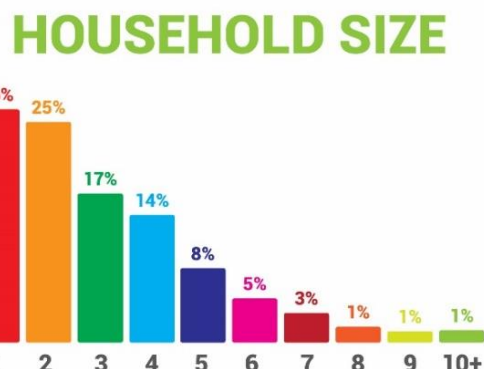
### Population group

The Black population group within Ndlambe constitute the majority of the population with 77% of the total population, 17% are white, 7% are Coloured and Indians or Asian make up less than 1% of the population.



### Household size

Household size determines the average number of people within a household. Household size directly relates to income and the sharing of resources within the household.



There are 19 331 households within The Ndlambe LM and an average of 3.0 people per household. This is smaller than the District and the Provincial averages which are 3.4 and 3.7 persons per household, respectively. The small household size is indicative of a prevalence of families with fewer dependents and/or children. A contributing factor could be the fact that the area is popular retirement destination.

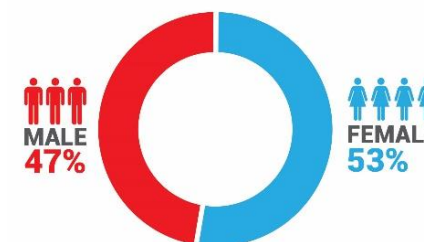
	Households		Average Income	
	2011	2016	% increase 1996-2001	% increase 2001-2011
South Africa	11 205 706	14 450 161	3,8	3,4
Eastern Cape Province	1 481 640	1 687 385	4,1	3,7
Cacadu District Municipality	100 308	125 632	3,7	3,4
<b>Ndlambe Municipality</b>	<b>150370</b>	<b>19 331</b>	<b>3,5</b>	<b>3,0</b>

Table 3: Household Income

### Gender

The gender profile of the municipality shows that more than half (53%) of the population is female and 47% is male. Nearly two-thirds (57%) of the households are headed by men and 42% by women. There are more women in the economically active age group of 15-65 years reflecting the absence of a majority of economically active men.

### GENDER DISTRIBUTION



## Age

The majority of the population (35%) in the study area is aged between 0- 19 years, most of who are in the 15-19 age group. Just under a third (29%) is aged between 20-39 years, 20% between 40-59 ,years and more than 15% are 60 years and above.

The age structure shows a prevalence of young people of school-going age and a majority of pre- and post-Matric age. A decrease in the percentage of the population between 20-59 years, who represent the economically active age group, could be indicative of out migration by this age group in search of job opportunities and post-Matric training outside of the region.

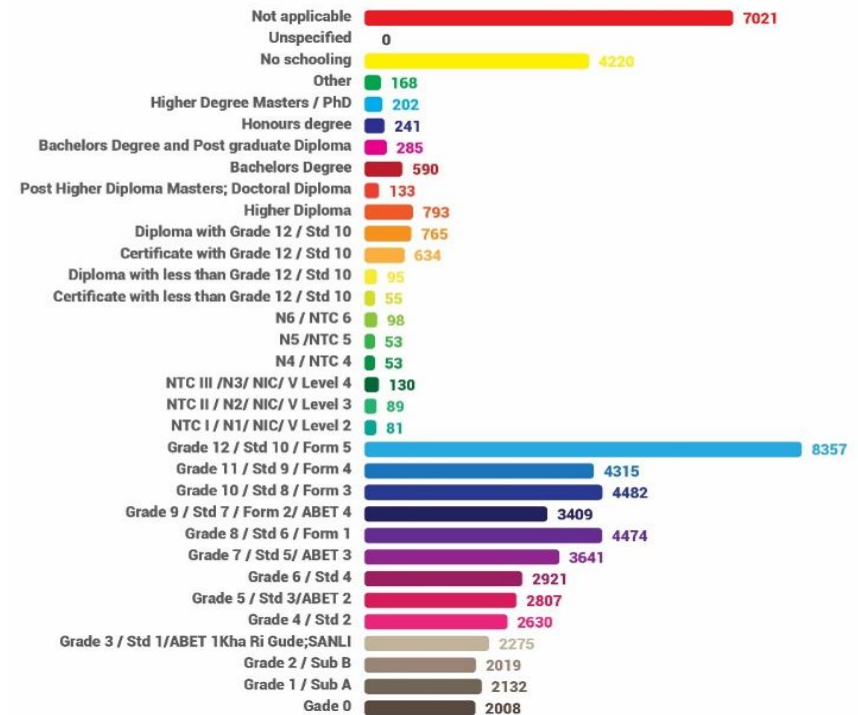
This is indicative of slow growth in the population due to a low birth rate a contributing factor to the negative growth rate experienced in the area.

The spatial implications of this age structure are that provision needs to be made for social and recreational facilities such as sports facilities; skills training institutions and primary health care facilities. Measures also need to be taken to grow the local economy to attract the economically active back and/or motivate them to stay in the region. Notably the municipality also has a significant number of people (17%) who are nearing or have gone past the retirement age, 60+ years. The possible reason for this trend is that most coastal towns in the region are popular retirement areas. The implications are that provision has to be made for facilities that cater for senior citizens such as appropriate health care facilities (frail care) and housing. (Retirement facilities).

## Levels of education

It has been noted from the graph on the right-hand side, that majority of people in Ndlambe have Grade 12 as their highest form of education. Very few citizens have post-matric education. Also, a large population of Ndlambe has no form of schooling.

### EDUCATION LEVEL



## Migration

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

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

REASON FOR MIGRATION	NUMBER
Divorce/Separation	83
Education (e.g. Studying; schooling; training)	248
For better municipal services	22
Health (e.g. poor/ill health)	65
High levels of crime	-
Job loss/retrenchment/contract ended	47
Job transfer/take up new job opportunity	411
Look for paid work	681
Moving as a household with a household member (for health	237
Moving to live with or be closer to spouse (marriage)	1381
New dwelling for household	1860

Other business reasons (e.g. Expansion of business)	39
Political instability/religious conflict/persecution	-
Retirement	210
Start a business	-
Other	217
Do not know	-
Not applicable	57681
Not specified	-

Table 4: Migration

## SOCIAL FACILITIES

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

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

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



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

*Table 5: Social Facilities*



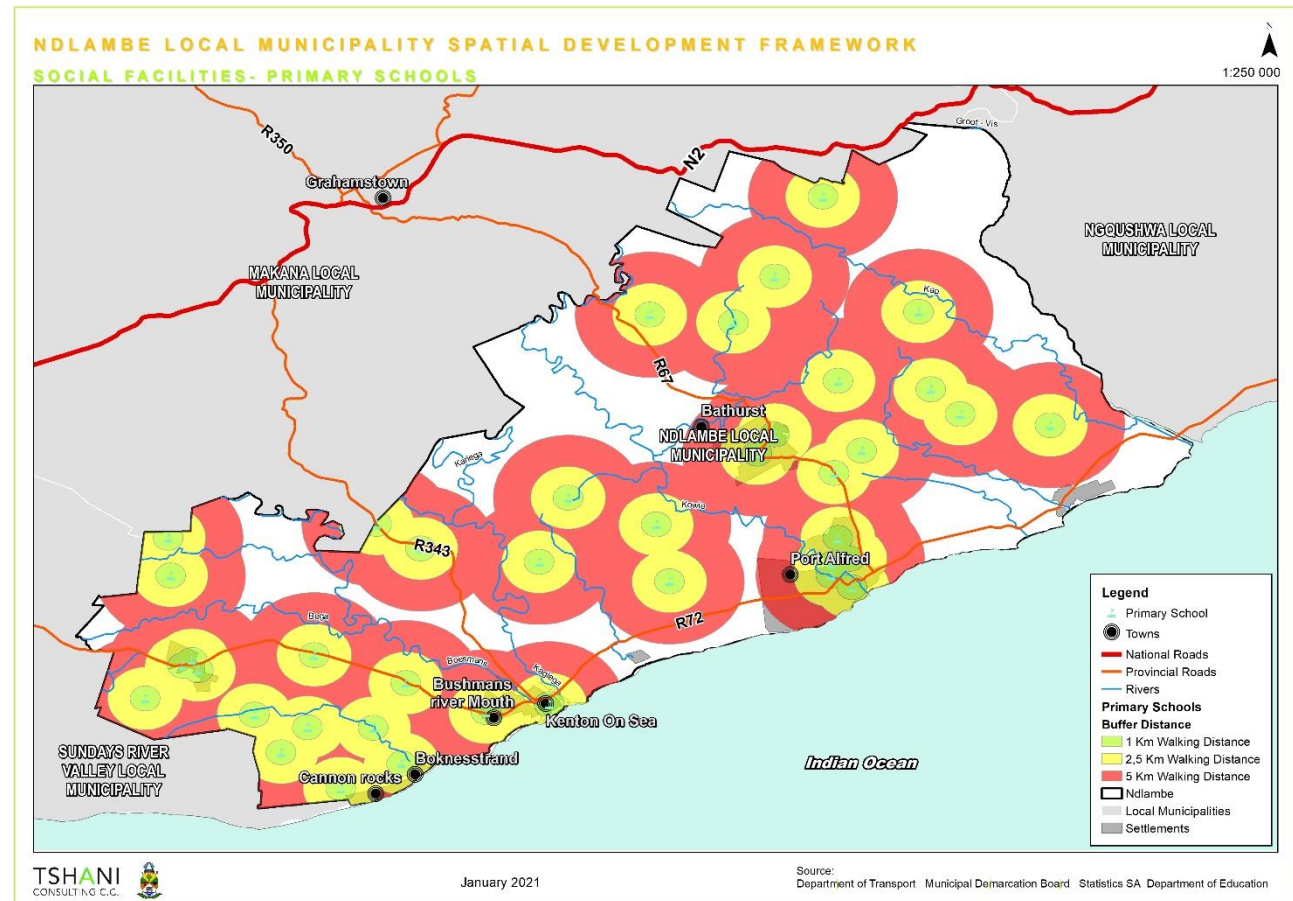
## EDUCATIONAL FACILITIES

### Primary Schools

Primary Schools play a very essential and important role in every area. Primary Schools are dispersed throughout the Ndlambe municipal area.

This plan has been formulated using CSIR guidelines, using a 1km – 5km walking distance radius.

Primary education is the foremost and basic right of every child. To ensure the accessibility of all children is not only the duty of government but also of parents. The main objective of the primary education is to bring awareness among the children, opens avenues of opportunities along with self-development and reduces inter-generational poverty. It is the first step in the making of welfare and society. Primary education is an out-and-out pre-requisite for continuous development.



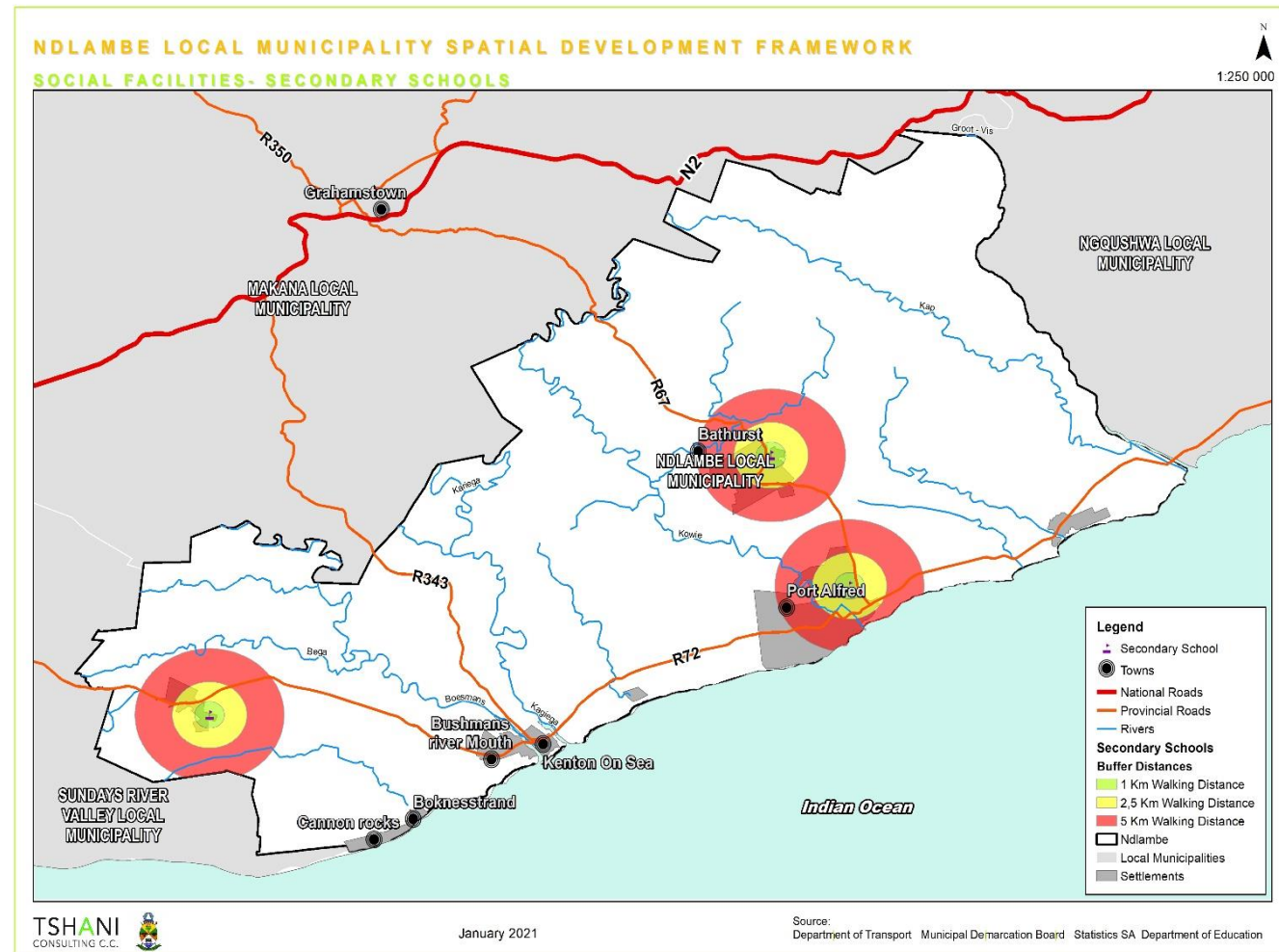
Plan 10: Primary School

## Secondary Schools

Secondary Schooling is also very important. There are three (3) secondary schools located in the municipal area.

Secondary education is an important segment in every person's life. It also serves as a means to potentially empower more especially girls, raise a person's economic status and reduce infant mortality rates as these listed facts will show.

An education system in rural communities has the opportunity to build capacity and knowledge in the rural populace, helping them to make informed decisions about their own rural community such as farms and to innovate in agricultural affairs. Education also exposes the masses to information and helps prevent the misinterpretation of information.



Plan 11: Secondary School



## Tertiary Education Facilities

There are two tertiary institutions within Ndlambe LM. These are highlighted below.

- 43 Air School is a dedicated flying training organisation, catering for the private, general commercial, airline and military sectors. 43 Air School has been conducting Career Pilot Training to students from all over the world for more than 30 years, has over 6 000 graduates to date and can rightfully claim to be the largest and most respected Flying Training Establishment in Africa, with an International Reputation. The School provides a Flying Training Environment that is well suited to the progressive training and development of the cadet pilot: a dedicated and extensive training area for the early basic training, with ready access to the larger higher density operational situations for the more advanced stages of the course. The coastal weather in Port Alfred affords exposure to conditions



that the Pilot will have to contend with in the future, without compromising the safety or economics of the exercise.



- Established in 2001, Stenden South Africa is a unique Higher Education Institution based in the seaside town of Port Alfred. Stenden University offers higher education at campuses in the Netherlands, Thailand, Indonesia, and South Africa (Port Alfred). The main program offered at each campus site is hospitality management and this program is currently offered in Port Alfred as well. The University brings a wide range of students from all over the world to come study in Port Alfred. It is also important to note the importance that the University plays in uplifting tourism in Ndlambe Municipality. The University is also attached to My Pond Hotel, which is a 4 Star Boutique Hotel that offers accommodation to tourists. The hotel is also used by students from Stenden South Africa to do their practical training in hospitality management.

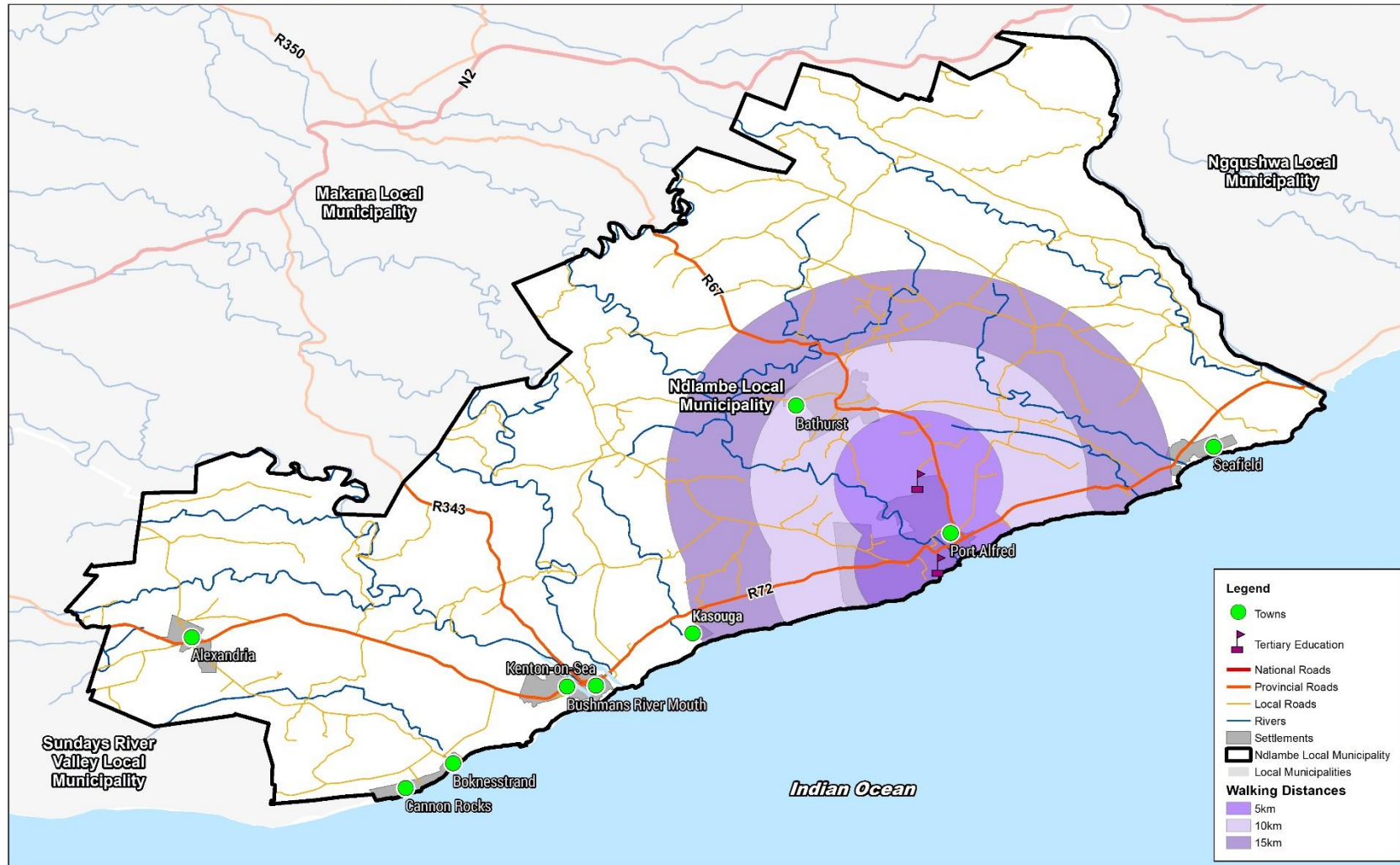
- Stenden South Africa through its Community Development Department has been working with a wide range of community-based organizations to uplift previously disadvantaged communities around Ndlambe Municipality. These organizations mainly operate in the field of education, social welfare and business development. Some of the organizations that benefit from the Stenden South Africa Community Development include: Nemato Change a Life, Robert Veenstra Entrepreneurship Center, Ingubo, Enkuthazweni, House of Happiness and New Rest Crèche



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## SOCIAL FACILITIES - TERTIARY EDUCATION

N  
1:250 000



TSHANI  
CONSULTING C.C.

June 2021

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

Plan 12: Tertiary Education Facilities



TSHANI  
CONSULTING C.C.

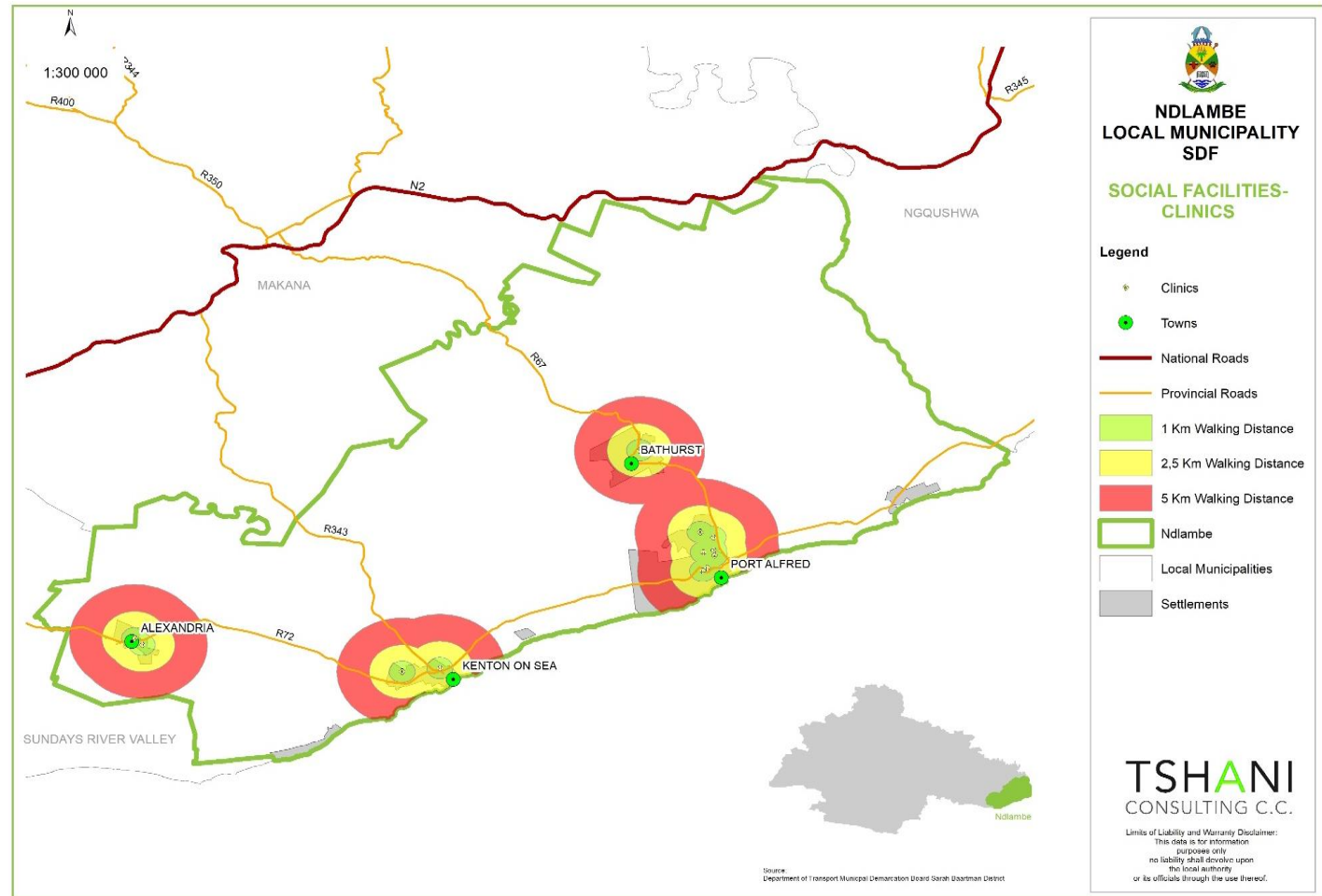
## Health Facilities

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

### Clinics

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

The plan has been formulated using CSIR guidelines, with a radius of 1-5km walking distance:



Plan 13:Clinics

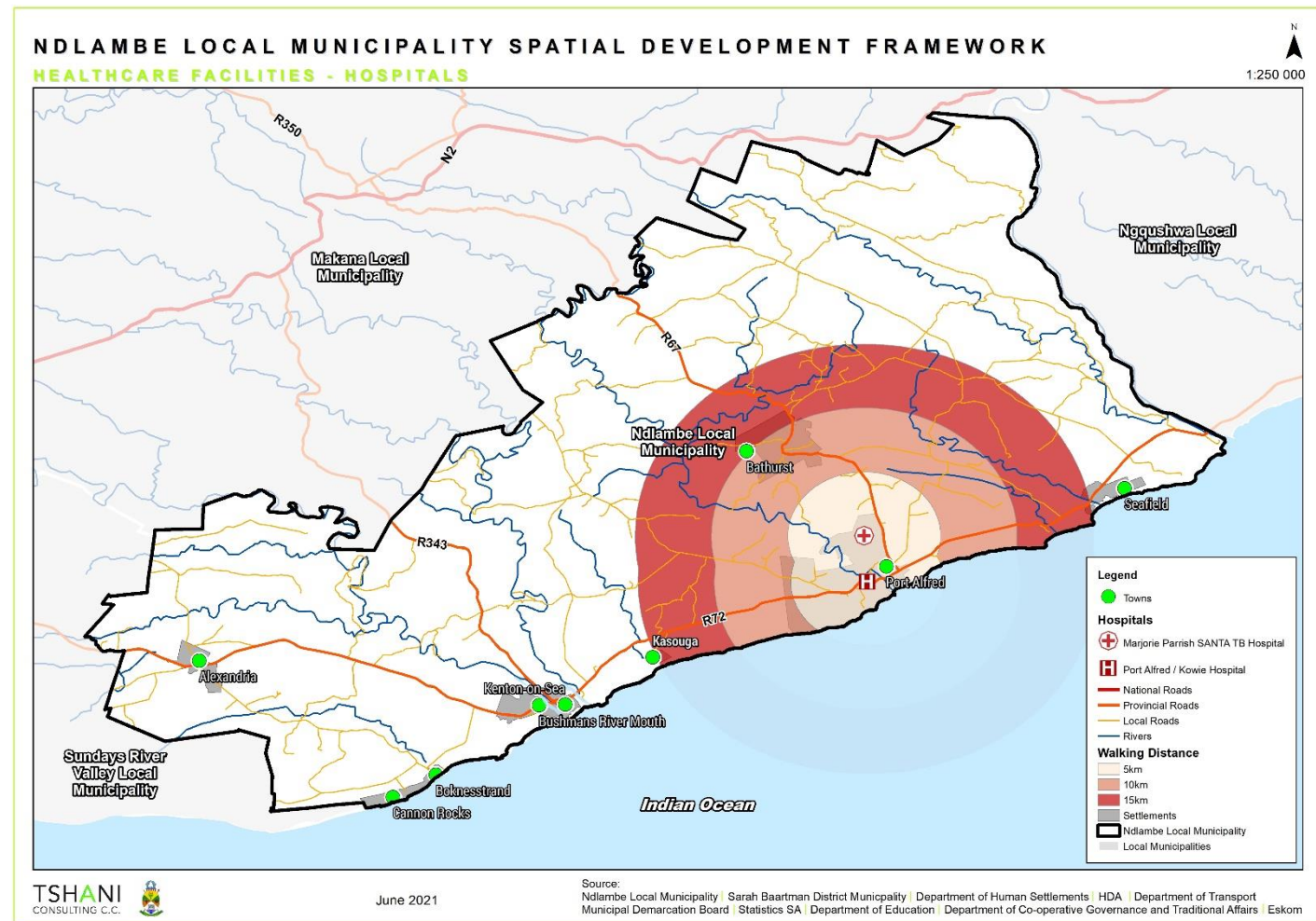
## Hospitals

Hospitals within the The Ndlambe LM are located within Port Alfred.

The Marjorie Parrish TB Hospital is located adjacent to the 43 Air School Campus.

Many residents utilise the services of hospitals outside of the Local Municipality, including in Gqeberha, East London as well as in Makhanda.

The plan alongside depicts the hospitals located within The Ndlambe LM as indicated above.



Plan 14:Hospitals

## Early Childhood Development

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

It has been identified that there are a number of Early Childhood Development facilities in Ndlambe, this indicates a shortage and high demand so it can be able to cater for all those who need it and also be equally accessible to everyone living in Ndlambe.

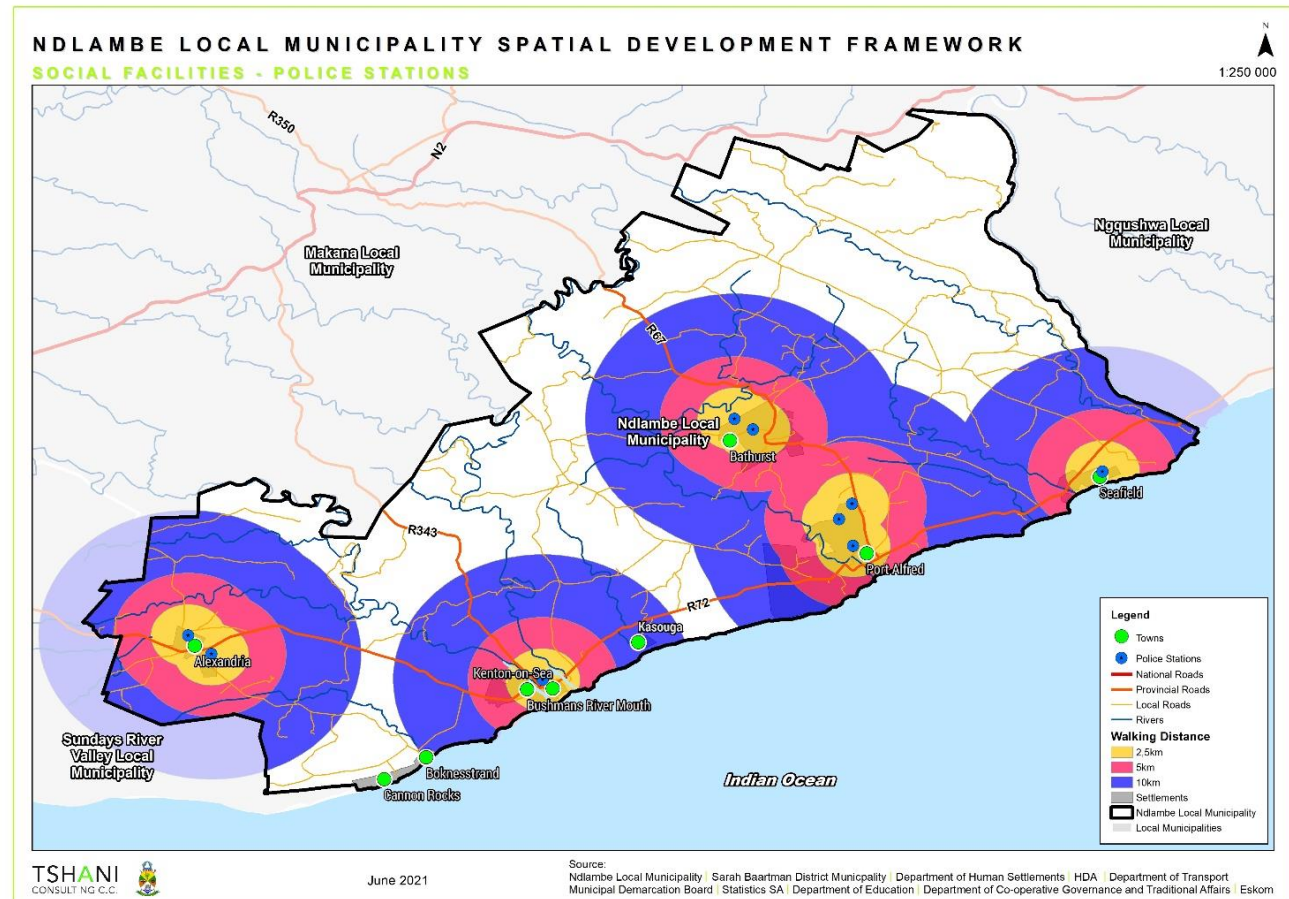
The emotional, social and physical development of young children has a direct effect on their overall development and on the adult they will become. That is why understanding the need to invest in very young children is so important, so as to maximize their future well-being.



## The Safety and Security - Police Stations

The municipality together with SAPS have established a Community Safety Forums throughout the area of Ndlambe. The municipality and the Department of Safety and Security are in the process of developing a Community Safety Plan. The municipality actively partake in SAPS cluster meetings. Throughout the year the Directorate: Community Protection Services department work closely with SAPS on a contingency plan for the peak period over festive season.

The Community Services Department has an agreement with the SAPS for the use of anti-crime guards within certain communities as part of a job creation and crime prevention project. The Municipality makes funds available from their own resources for this purpose.



Plan 15: Police Stations

The Municipality of Ndlambe hosts six police stations namely:

- Port Alfred,
- Nemato,
- Alexandria,
- Bathurst,
- Kenton-on-Sea
- Seafield.

### Community Halls

There are 17 Community Halls within the Ndlambe Local Municipality that are operational and utilised by residents.

### Libraries

It has been identified that there are 9 Libraries within the Ndlambe Local Municipality throughout all towns. There has been a new library opened in KwaNonqubela, Alexandria.

More services for the blind and print-handicapped community exist within NLM. (The service is based in Port Alfred Library, however it is meant to benefit all people living with this disability.)

### Sports Fields

There are numerous Community Sports Fields / Facilities located within Ndlambe.

The town of Port Alfred hosts the Royal Alfred Golf Club, Squash Courts, as well as a Skiboat Club.

The Wentzel Park Sports Field is located within Alexandria.

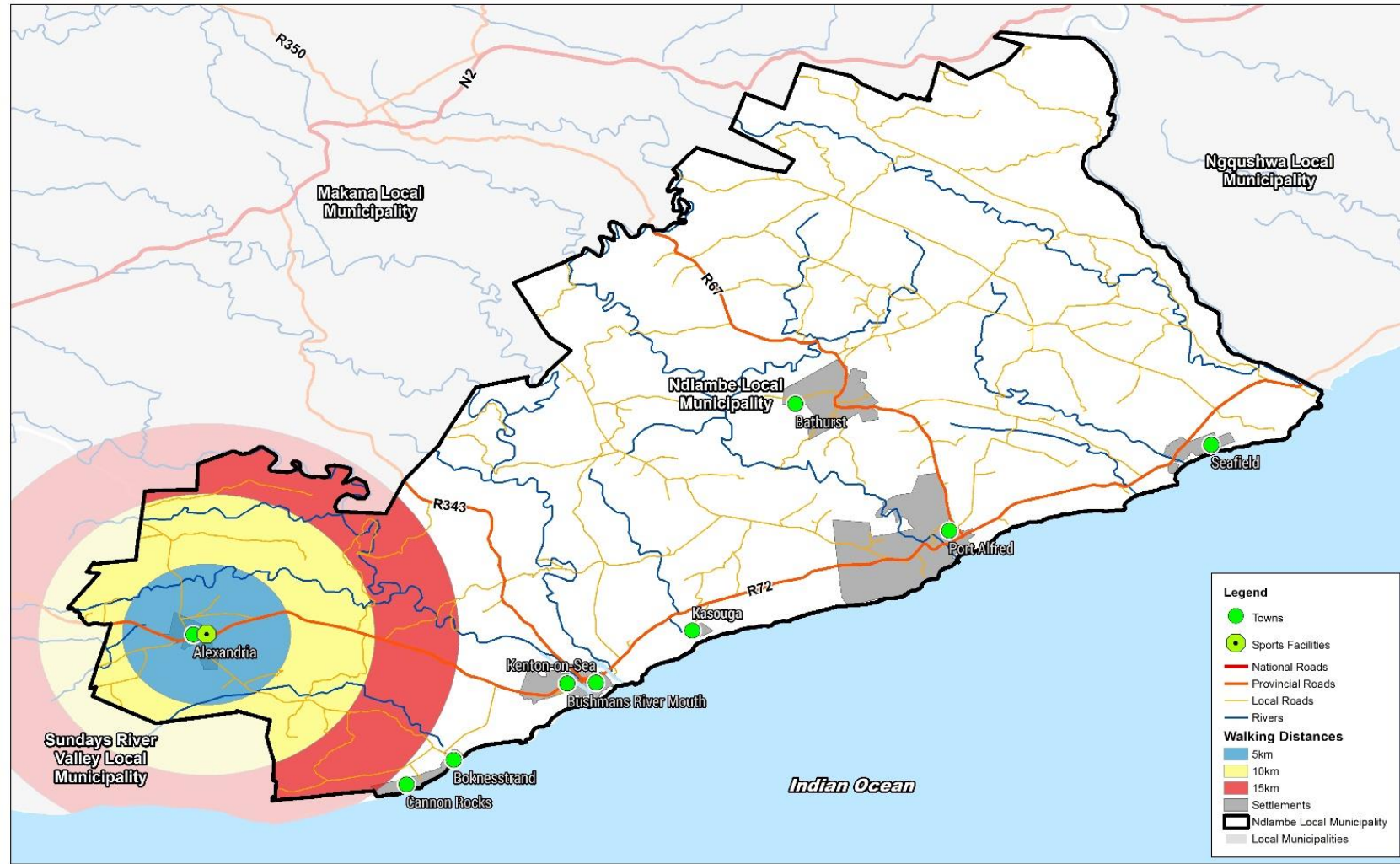
The plan alongside highlights the Sports Facilities within The Ndlambe LM.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## SPORTS FACILITIES

N  
1:250 000



**TSHANI**  
CONSULTING C.C.

June 2021

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

Plan 16: Sport Fields



**TSHANI**  
CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

## IMPLICATIONS

Based on the youthful population of the municipality, it can be seen that the majority of school going children are those in primary school as there is a significant number of primary schools throughout the municipality. There should be attention given to the schooling programmes, especially the encouragement of learners to further studies post matric. The encouragement of furthering studies relates with the youthful population of the municipality as well as promoting empowerment to the female demographic within the municipality, as it accounts for a greater population demographic.

The SDF also noted the need for more social amenities, especially that of a Hospital to be located within the Ndlambe LM as wells more Sports grounds / sports facilities to support the promotion of a healthy and active population.

This can be in the form of soccer, cricket fields, etc to be located in all towns of The Ndlambe LM.

## TOURISM

Ndlambe Local Municipality is located approximately halfway between East London and Port Elizabeth, both of which are large Metropolitan Municipalities with sizable populations, who frequent the Ndlambe Local Municipality as visitors. The Municipality is found along the Sunshine Coast Tourism Region of the Eastern Cape renowned for its Coastal Activities and Sandy Beaches.



*Picture taken in Sunshine Coast*

The Ndlambe economic base is predominantly rural with agriculture and tourism as the main economic sectors, including dairy farming, chicory, and pineapple industries.

Port Alfred also boasts with the only functional air school in the local Municipality used as training ground for many local pilots. It also offers para gliding and sightseeing opportunities to visitors.

Port Alfred is the coastal destination with a thriving coastal tourism centre for the municipality. Bathurst is the agricultural hub known for the Big Pineapple and industries that have developed around the sector.

Attractions therefore include the following:

**Port Alfred:** Royal Alfred Marina  
Kowie River  
Great Fish Light House



**Bathurst:** Pig and Whistle  
Big Pineapple  
Bradshaw Mill  
Toposcope  
Bathurst Agricultural Festival



## Kenton on Sea & Cannon Rocks: Game Reserves

### River and Beach Tourism

Craft and Roadside Markets are thriving industries for the transit visitor through the Municipality.

Popular Annual events include amongst others the Washie 100, Ndlambe/Ecawa Music Festival and Grahamstown Arts Festival that draws many visitors to pass through the municipality.

Generally, accommodation ranges between 2-3 star with the focus around beach tourism. Game reserve lodging provides more off the beat accommodation service with up to 4-star accommodation. Water based accommodation can be found on the Kowie River making it unique offering for the district.

Beach and eco-tourism activities are dominant offerings. Packaged offerings however can be advantageous to both the destination and the visitors. The Sunshine Coast Tourism Office is located in Port Alfred, it is the largest and functional information office for the municipality. Coach, Transport and Car Rental bookings can also be made.

## ECONOMIC PROFILE

The economic state of Ndlambe Local Municipality is put in perspective by comparing it on a spatial level with its neighbouring local municipalities, Eastern Cape Province and South Africa. The section will also allude to the

economic composition and contribution of the regions within Ndlambe Local Municipality.

The Ndlambe Local Municipality does not function in isolation from Eastern Cape, South Africa, and now, more than ever, it is crucial to have reliable information on its economy for effective planning. Information is needed that will empower the municipality to plan and implement policies that will encourage the social development and economic growth of the people and industries in the municipality, respectively.

## Gross domestic product (GDP)

Gross Domestic Products (GDP) measures the economic output (in term of goods and services produced by workers) of an area within a given period.

	Sarah Baartman	Eastern Cape	National Total	Sarah Baartman as % of province	Sarah Baartman as % of national
2006	12.3	142.2	1,839.4	8.6%	0.67%
2007	15.3	168.2	2,109.5	9.1%	0.73%
2008	16.3	174.1	2,369.1	9.4%	0.69%
2009	18.1	191.2	2,507.7	9.5%	0.72%
2010	20.1	211.6	2,748.0	9.5%	0.73%
2011	21.7	226.1	3,023.7	9.6%	0.72%
2012	24.8	252.2	3,253.9	9.8%	0.76%
2013	27.2	273.2	3,539.8	10.0%	0.77%
2014	29.6	293.9	3,807.7	10.1%	0.78%
2015	31.8	315.6	4,049.8	10.1%	0.78%
2016	34.2	337.8	4,338.9	10.1%	0.79%

Source: IHS Markit Regional eXplorer version 1156

With a GDP of R 34.2 billion in 2016 (up from R 12.3 billion in 2006), the Sarah Baartman District Municipality contributed 10.14% to the Eastern Cape Province GDP of R 338 billion in 2016 increasing in the share of the Eastern Cape from 8.62% in 2006. The Sarah Baartman District Municipality



contributes 0.79% to the GDP of South Africa which had a total GDP of R 4.34 trillion in 2016 (as measured in nominal or current prices). It's contribution to the national economy stayed similar in importance from 2006 when it contributed 0.67% to South Africa.

### Economic sectors

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

### Municipal Economic Composition

According to research, more than 62% of the population of Ndlambe is either unemployed (24%) or not economically active (38%). Within the economically active age group, only 36% are employed and nearly 1% did not specify their employment status meaning that they are most likely employed in the informal sector. Although the unemployment rate is lower than that of the Eastern Cape Province, the dependency ratio is still high as over 64% of the population is dependent on the income of 36% of the population.

Employment Status	Persons	%
Employed	10,782	36
Unemployed	7,050	24
Not economically active	11,124	38

Unspecified	398	1
Institutions	269	1
<b>Total</b>	<b>29,623</b>	<b>100</b>

Table 6: Employment Status

### Annual Household Income

StatsSA 2011 reflects that poverty levels are high with 38.6% of the population not receiving any income, and a further 23% earn less than R801 per month, therefore technically falling under the poverty line. This is exacerbated by the fact that the labour force participation rate is only 54.9%. The population lacks buying power which makes it difficult to exploit local economic development opportunities and the situation implies a high dependency on social grants. Interventions must be created and expedited to support poor communities.

The potential economic active labour force accounts for 64.8% of the total population which reinforces the need to boost the economy and stimulate job growth.

Income levels within the municipal area are low considering that 38.6% of the potential economically active population do not generate an income. Only 24.8% are employed and 23% earn an income of less than R1601.00 per month. Municipal planning needs to focus strongly on local economic development, job creation initiatives and skills development that will enable the community to broaden their skills base and find employment linked to higher income levels.



## LOCAL ECONOMIC DEVELOPMENT (LED) INITIATIVES

Local Economic Development (LED) initiatives are a critical aspect on empowering people and creating employment opportunities. The Ndlambe Local Municipality, as part of its LED department's drive, has assisted with a number of LED initiatives within the municipality.

## OPERATION PHAKISA

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

Oceans economy includes the following:

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

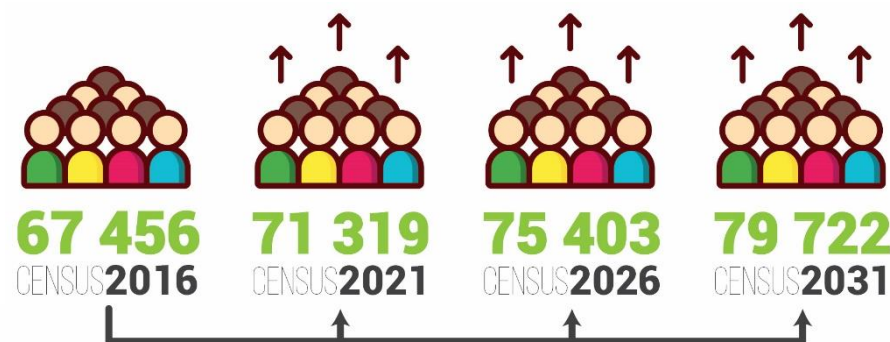
aquaculture, marine manufacturing and transport, oceans governance and tourism.

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

## GROWTH TRENDS AND PROJECTIONS

Population projections for the study area can be determined by analysing the population growth trends from previous census data. According to Census 2011 the population of the municipality grew at a rate of 1.12% per annum from 2001 and 2011. The growth is significantly higher than the Provincial which was 0.4% and is lower than the District which grew by 1.49%.

Based on the growth scenario we can estimate that the population of Ndlambe Municipality will grow to 67456 and 71319 people in five and ten years, respectively.



## IMPLICATIONS

With the challenges of a large population and high dependency on social grants within the Ndlambe LM, it should be acknowledged that there should be alternative economies that are explored so as to expand the economic base of the municipality.

Having a varied economic base is not only beneficial for revenue generation and development of other nodes but is vital for skills development and social upliftment. The municipality needs to generate local economy so as to further limit skills drainage to other provinces as out-migration is highly influenced by limited economic opportunities.

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

The economic base of the municipality as a whole is growing quiet slowly, various industries are not being explored and the municipality's assets are not highly utilised; this includes agriculture and tourism.

## 4.2. Built Environment Analysis

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

## DWELLING TYPE

The study area has a prevalence (87%) of houses or brick structures on a separate stand or yard and only 8% traditional dwellings. Informal dwellings in informal or squatter settlements constitute just over 4% of the dwellings in the area. The predominance of formal brick housing structures is an indication that the municipality has an urban bias where more people stay in the urban areas than the rural/farmlands. There are very few high-density residential developments such as flats, cluster or semi-detached houses which is contrary to the principles of densification and integrated settlement entrenched in existing policy.

Dwelling Type	No.
Formal dwelling/house or brick/concrete block structure on a plot	53000
Traditional dwelling/hut/structure made of traditional matter	2714
Flat or apartment in a block of flats	453
Cluster house in complex	189
Townhouse (semi-detached house in a complex)	-
Semi-detached house	788
Formal dwelling/house/flat/room in backyard	2220
Informal dwelling/shack in backyard	511



Informal dwelling/shack not in backyard (e.g. in an informal	3016
Room/flatlet on a property or larger dwelling/servants quart	19
<b>Caravan/tent</b>	48
<b>Other</b>	222
<b>Unspecified</b>	-

Table 7: Dwelling Type

## LAND OWNERSHIP

The bulk of the land, over 92%, in both the urban and non-urban areas is privately owned. The remaining 8% of the land not in private hands is predominantly owned by Department of Public Works and Infrastructure (DPWI).

The majority of its properties mainly being in Bushmans River and Port Alfred and surrounding farms, followed by the municipality which has properties in most of the towns and farms but predominantly in Port Alfred and Alexandria. Parastatals such as Transnet and Eskom own a significant number of properties in Port Alfred and a few in Bathurst. The District municipality owns a few properties in Alexandria and Port Alfred. The States owns less than 1% of land in the municipality.

The municipality therefore does not own a significant amount of land in the area. However the Housing Sector Plan for Ndlambe (HSP) indicates that the bulk of the land required for development set out in the previous SDF is

already owned by the Ndlambe Municipality. Where land is not in Municipal ownership, the municipality has funding for the land. The main challenge, however, that land is identified for development does not have bulk infrastructure and there are outstanding environmental and statutory approvals that need to be addressed especially for housing development.

The fact that the DPWI owns properties in some of the towns suggests that there is an opportunity for these properties to be made available for local economic development (through the GIAMA legislation) and contribute toward the regeneration of the towns.

## LAND COVERAGE

Land is a critical issue towards the development of our urban centres as well as the promotion of sustainable livelihoods. It is on land that we reap most of our economic benefits; including farming and building infrastructure. Land coverage will be considered based on two (2) classifications; urban and farms.

## LAND TENURE

The land tenure system of the municipality has been shaped by its history where there was a predominance of freehold tenure and large commercial farmland. The 2007 Community Survey data indicates that over half of the properties in the municipality are held under freehold tenure meaning that they are privately owned. A significant number of properties 25% are rented and 11% are owned but not yet paid off. A further 11% of houses are occupied rent-free.



Tenure	Households	%
Owned and fully paid off	7564	51
Owned but not fully paid off	1656	11
Rented	3650	25
Occupied rent-free	1675	11
Other	186	1
Unspecified	0	0
<b>Total</b>	<b>14731</b>	<b>100</b>

Table 8: Land Tenure

## LAND TENURE CATEGORIES

### Freehold Title

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

### State Land

State Land is held by government for a range of purposes in different forms. State Land in the Ndlambe LM is legally owned or held by Eastern Cape Provincial Government.

Before state land can be disposed of to the municipality, it has to be constitutionally vested in either the national or a provincial government.

Unfortunately, this is a painstaking procedure, as Ndlambe LM has been struggling to get land disposed from the Eastern Cape Provincial Government

**'State Domestic Use'** is tenure for uses such as schools, police stations and hospitals, and falls under the national or Eastern Cape Department of Public Works. Management of such facilities usually falls to the relevant government department.

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

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

**'Municipal Land'** is registered land parcels owned by the local authority. The status of land ownership, the form of land tenure applicable and purpose for which land is utilized plays a vital role in determining the availability of land for development. This is especially true in cases where land is held in ownership by public organisations where vacant, unused land can be utilised for housing, community facilities or as a stimulant for economic development. Municipal state land may be used for services, or settlement and development.



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

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

### Leasehold

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

### Housing Provision

The strategy for Housing provision in the country including Ndlambe LM is to create sustainable and integrated human settlements with good quality homes which are in proximity to areas of employment and public transport.

The Housing Sector Plan (HSP) for Ndlambe indicates that the major constraint to housing delivery in the Municipality is the lack of adequate bulk services and infrastructure to new housing developments coupled with EIA requirements for developments. Although the sites for the development of future Subsidised or State assisted housing are owned by the municipality

the majority of land for potential development in the urban areas is privately owned.

Other constraints to housing provision highlighted include:

- Local Municipality personnel, contractors and other stakeholders are under capacitated
- Poor Project Management.
- Lack of compliance with contractual agreements.
- Lack of municipal representation/consistent monitoring on construction site(s).
- Lack of civil and social infrastructure (Roads, Water and Sewerage reticulation) to address housing demand both in urban and rural areas
- Lack of potable water which has been the main hindrance for the past 3 years.
- Inefficient project data capture.

### Housing Need/Backlog

The HSP estimates that there are 12760 people in the municipality in need of housing according to the municipality's housing waiting list. The waiting list per town/settlement is indicated on the table below:



Area	No. Beneficiaries
Alexandria	2 531
Bathurst	1 543
Kenton-on-Sea	207
Klipfontein	71
Thornhill (Port Alfred)	8 408
<b>Total</b>	<b>12 760</b>

Table 9:Housing Need/Backlog

The HSP does not indicate any housing waiting lists for towns such as Kleinemonde, Cannon Rocks and Boknes. Research needs to be undertaken to determine if there is a housing need in this area more so in the low cost and social housing income groups.

The housing backlog is estimated to be 10026 units and the breakdown in terms of income categories requiring housing is indicated on the table above.

The greatest demand for housing is in the lower income categories of R3500 and below which is mostly low-cost housing followed by Social Housing (R3500 – R7500) and the Gape Market between R7500 to R12500

Income	No. of H/H per category currently residing in			
		Informal Settlement	Backyard Shacks	Renting
Household Income <R3 500	2500	2000	500	-
Household Income<R3 500 to R12 500	500	750	1000	-
Household Income<R7 500 to R12 500	10	0	1000	-
Household Income>R12 500	0	0	200	10026
<b>Total</b>	<b>3010</b>	<b>2750</b>	<b>2700</b>	<b>10026</b>

Table 10:Housing Demand

## IMPLICATIONS

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

Development in the area should be particularly regulated so as to avoid issues such as land invasions and land grabs. The development of housing projects should be considerate of the future trajectory of the Ndlambe LM and be cognisant of increase growth rates. The type of housing development

will have a direct impact on land availability for future settlements or the expansion of the economic nodal areas.

## INFRASTRUCTURE

Infrastructure could be broadly defined and widely understood. This report will consider **infrastructure as facilities and structures needed for the effective operation of a business, state, or economy**. Infrastructure includes roads, railways, airports, power generation and transmission, communications, water and waste and housing. Infrastructure is a basis for social and economic development; cities and towns, which invest infrastructure increase their chances of competitiveness, citizen liveability and promotes connectivity with adjacent towns and beyond.

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

## Access to Water

Nearly 57% of households in the municipality have piped water inside their dwelling. Thirty two percent (32%) percent have piped water inside the yard and nearly 7% have access to piped water from an access point outside the yard. Nearly 2% have rain-water tanks and less than 1% have boreholes. The number of borehole users is very low considering that the municipality is a water scarce area. The municipality has commissioned a feasibility study for the use of groundwater. It is hoped that the study can identify sources of underground water in the area.

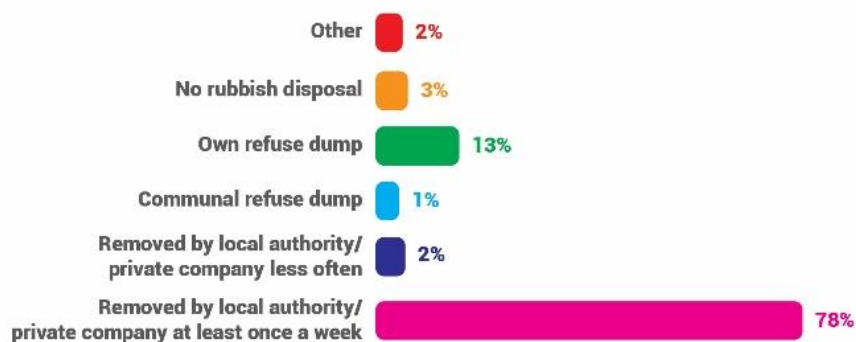
Access to Water	Households	%
Piped water inside the dwelling	8372	56.8
Piped water inside the yard	4840	32.8
Piped water from access point outside the yard	974	6.6
Borehole	56	0.4
Spring	0	0.0
Dam/pool	36	0.2
River/stream	38	0.3
Water vendor	0	0.0
Rain-water tank	315	2.1
Other	103	0.7
<b>Total</b>	<b>14734</b>	<b>100.0</b>

Table 11: Access to Water

## Access to Solid Waste Removal

Waste refuse is the collection of waste and rubbish for disposal. This is usually disposed of in a municipal landfill site. A large number of households have their refuse removed at least once a week either by the local authority or by a private company. A limited number of towns have their own refuse dump and only 1% have no rubbish disposal facilities.

# REFUSE REMOVAL



A large number of households have their refuse removed at least once a week either by the municipality or by a private company. A limited number of towns have their own refuse dump and few households have no rubbish disposal facilities. Statistics suggests that households whose refuse is removed amounts to 78,5 per cent per week.

Wards	Area of Collection	Households serviced weekly
6, 7, 8, 9, 10	Port Alfred area	6 351
6	Seafield / Fish River area	235
5	Bathurst area	1 979
3, 4	Kenton-on-Sea area / Bushmans area	3 800
1, 2	Alexandria (Boknes / Cannon Rocks area)	3 596
1 – 10	Informal settlements	4 632
<b>TOTAL</b>		<b>20 593</b>

Table 12: Refuse Removal

Continued challenges are experienced including:

- Unprotected dumpsites (Ward 1 - Cannon Rocks);
- Dumpsites that should be legalised (Ward 2 – Alexandria);
- Sites that require maintenance (Wards 3 and 4);
- Areas with limited dumping sites (Wards 4 and 6).

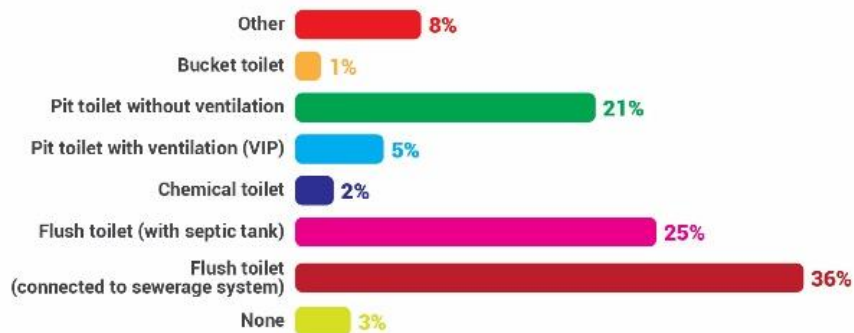
## Access to Sanitation

In relation to living conditions and access to services approximately 95% of the households in the municipality have some form of sanitation. The majority (37%) have flush toilets which are connected to the sewerage

system and 24% are connected to septic tanks. Sixteen percent (16%) of households use unventilated Pit latrines and 10% use ventilated ones. The bucket toilet eradication campaign seems to have been successfully implemented in the area as no household uses this sanitation system. This programme has been a great achievement where 2290 households were converted to full water borne sewerage.

Another project is the Upgrading of Sewer Network in the Ndlambe Area in all Towns, each town has a business plan of its own but the total for the works is R 600 Million. Ndlambe LM has been using septic tanks, conservancy tanks, pit latrines, long drop toilets and VIP's in all its areas. Over 30% is full water borne sewerage. It is therefore critical that this project be implemented due to seepage and contamination of ground water by sewerage.

## TOILET FACILITIES



## Access to Energy (cooking & lighting)

The majority of people in the municipality use electricity as the main source of energy for household use (Heating Cooking and lighting). There is a significant number of people who use paraffin as the main source of energy.

### FUEL FOR COOKING



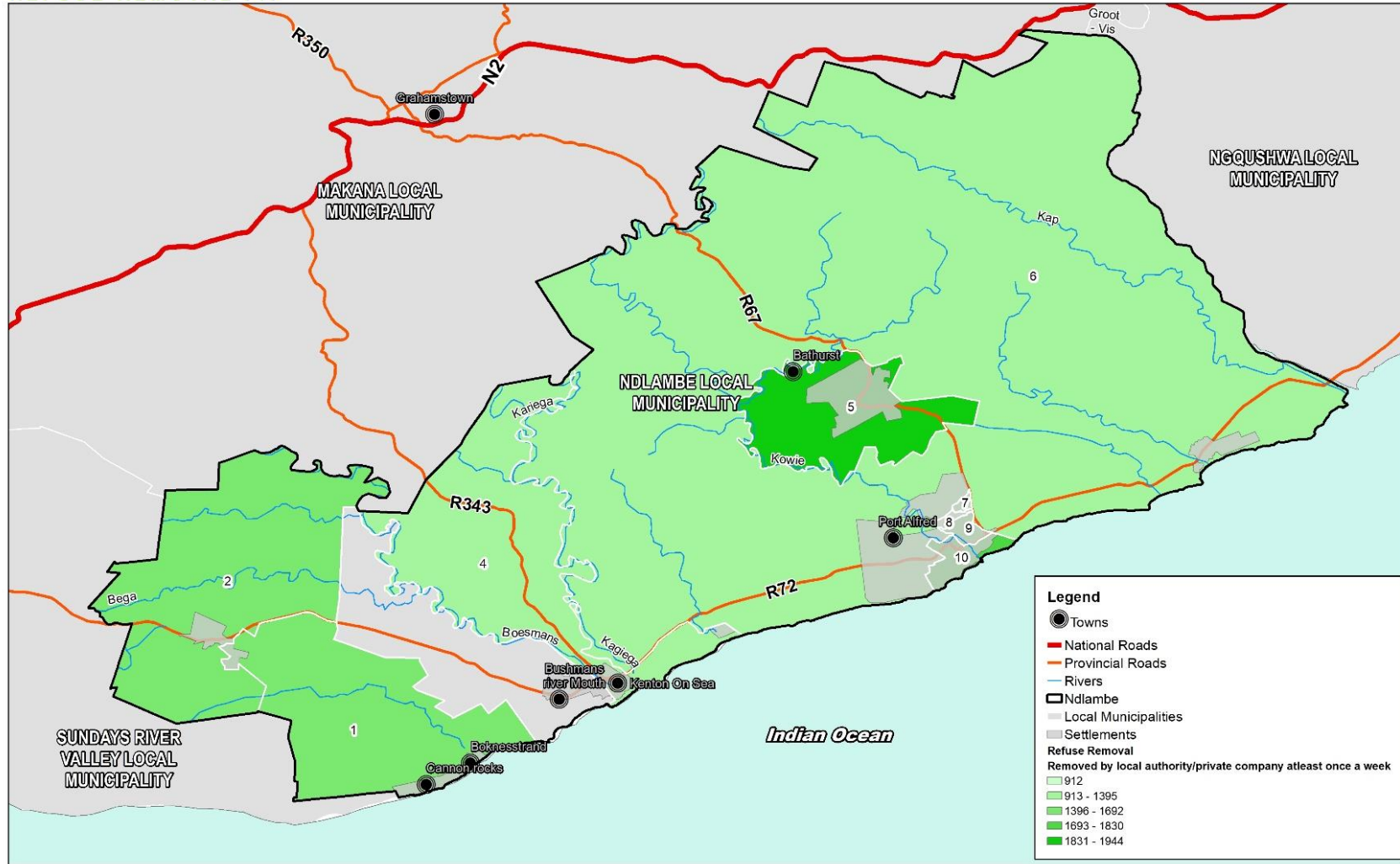
### ENERGY FOR LIGHTING



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## REFUSE REMOVAL P/P

N  
1:250 000



TSHANI CONSULTING C.C.

January 2021

Source: Department of Transport Municipal Demarcation Board Statistics SA Department of Education

Plan 17: Refuse Removal

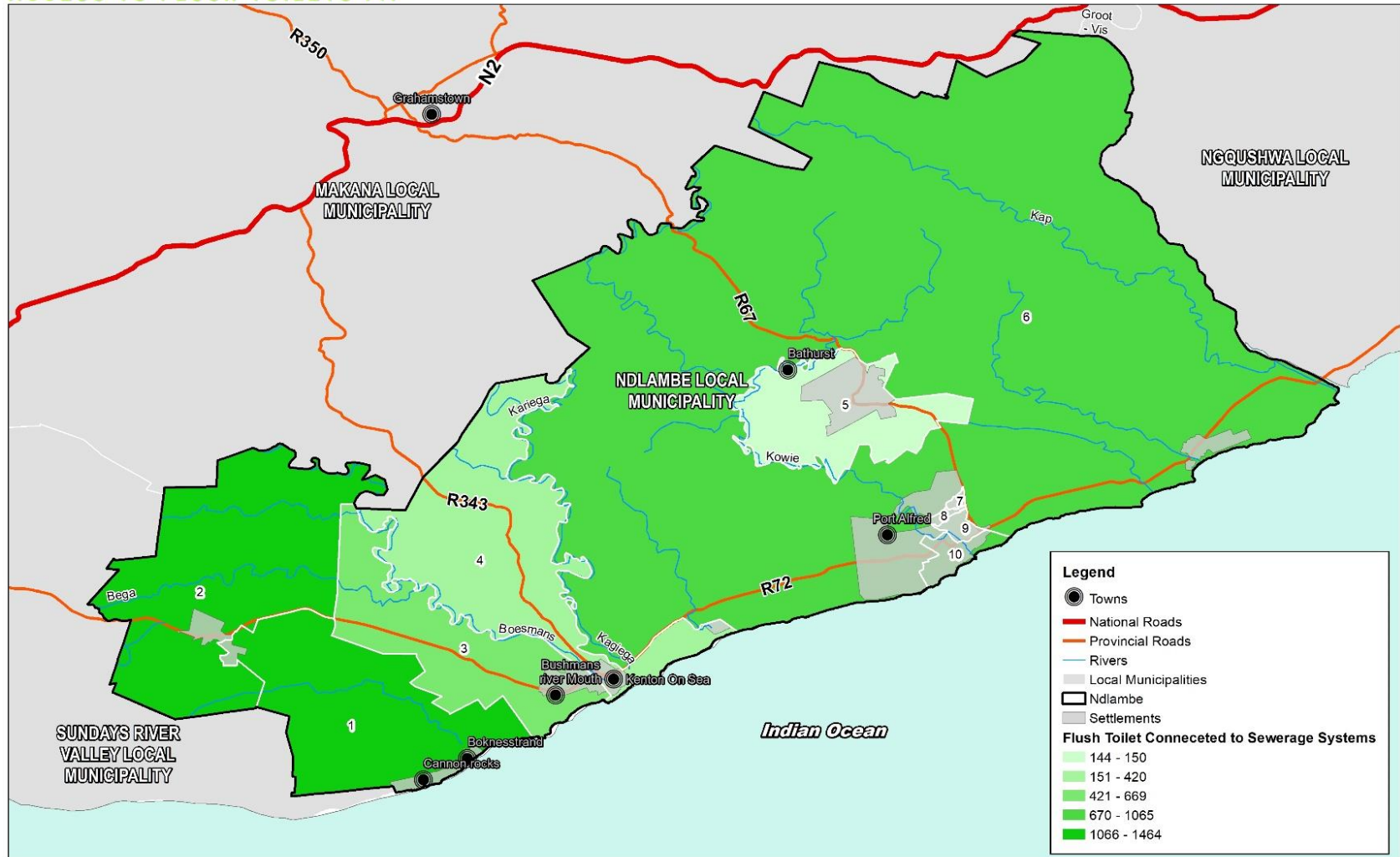


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# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## ACCESS TO FLUSH TOILETS P/IP

1:250 000



TSHANI CONSULTING C.C.

January 2021

Source: Department of Transport Municipal Demarcation Board Statistics SA Department of Education

Plan 18: Access to Flush Toilets

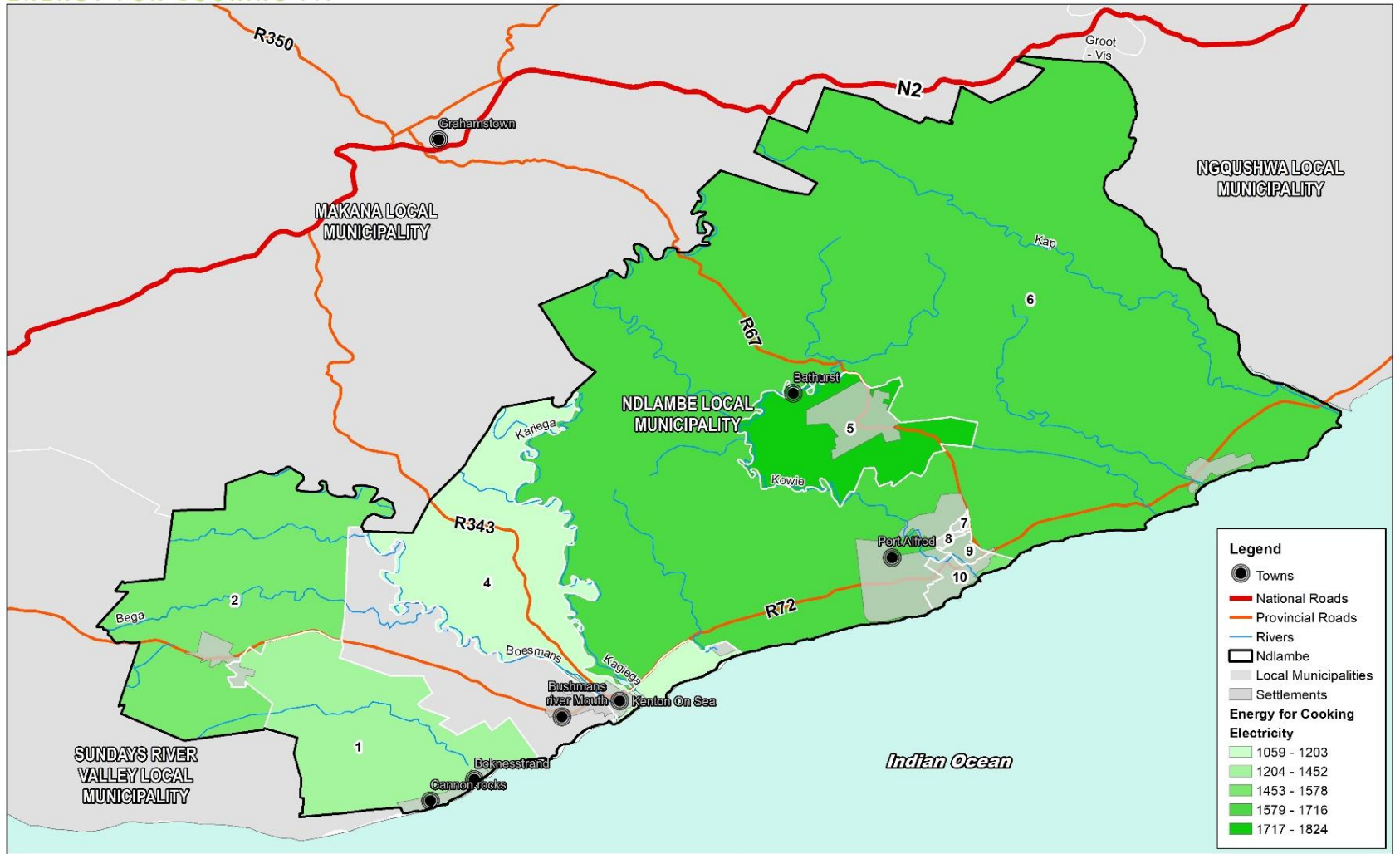


TSHANI CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
 Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

**NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK**  
**ENERGY FOR COOKING P/P**

N  
 1:250 000



TSHANI CONSULTING C.C. 

January 2021

Source: Department of Transport Municipal Demarcation Board Statistics SA Department of Education

Plan 19: Energy for Cooking



TSHANI CONSULTING C.C.

## IMPLICATIONS

With regards to physical infrastructure, the urban centre of Port Alfred is experiencing extensive pressure due to increasing populations, especially with regards to sewerage and water.

There is major shortage for water across the different towns in Ndlambe LM and this is an issue that needs to be dealt with because every South African citizen has a right to water and currently they are being deprived of their rights.

## TRANSPORT AND CORRIDOR LINKAGES

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

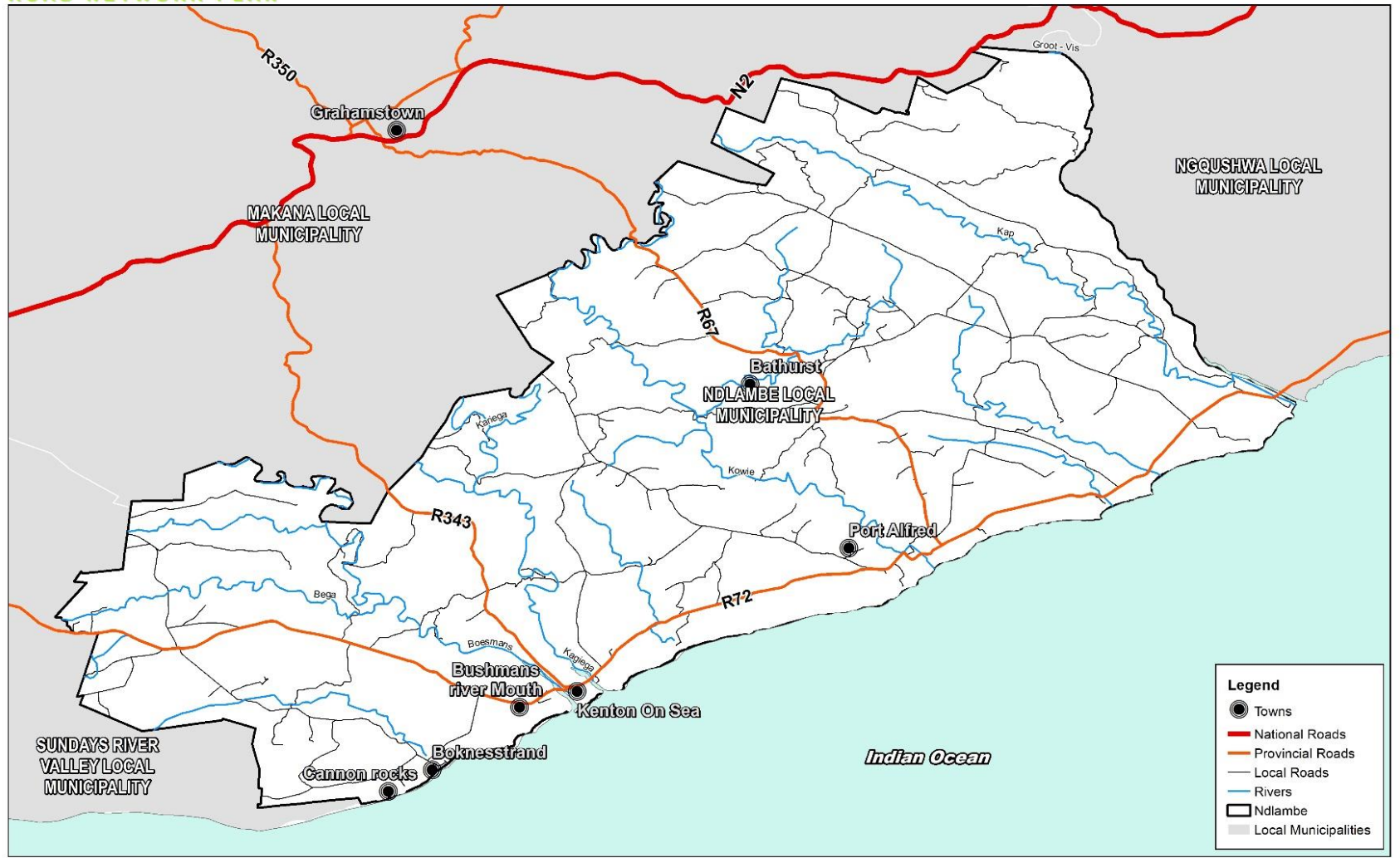
There are two corridors that traverse the Ndlambe Local Municipality, as identified in the Eastern Cape Provincial Spatial Development Plan (PSDP).

- The coastal corridor connecting the Eastern Cape with the Western Cape and KwaZulu Natal and comprises of various strategic roads, the Kei Rail and a rail link between Port Elizabeth and East London via Cookhouse.
- And the Port Alfred to Bathurst linkage.



**NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK**  
**ROAD NETWORK PLAN**

N  
 1:250 000



**TSHANI**  
 CONSULTING C.C.

January 2021

Source: Department of Transport Municipal Demarcation Board Statistics SA Department of Education

Plan 20 : Road network



**TSHANI**  
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Ndlambe Local Municipality Spatial Development Framework, 2023  
 Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

### 4.3. Bio-Physical Analysis

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

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

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

#### VEGETATION

The South African Vegetation Map divides South Africa into nine biomes. The Eastern Cape is home to eight of these biomes (with the exclusion of the

Desert Biome). It is important to stress that these biomes support habitat specialists that are largely limited by the range of the biome (ECBCP, 2019).

Biomes of the Eastern Cape

Biome type	Area covered by biome in the Eastern Cape (ha)	% of the Eastern Cape
Albany Thicket	3,177,939	19
Azonal	422,928	3
Forest	131,287	0.8
Fynbos	1,036,242	6
Grassland	7,030,403	42
Indian Ocean Coastal Belt	257,519	2
Nama-Karoo	2,923,182	17
Savanna	1,719,716	10
Succulent Karoo Biome	173,945	1

Table 13: Biome type



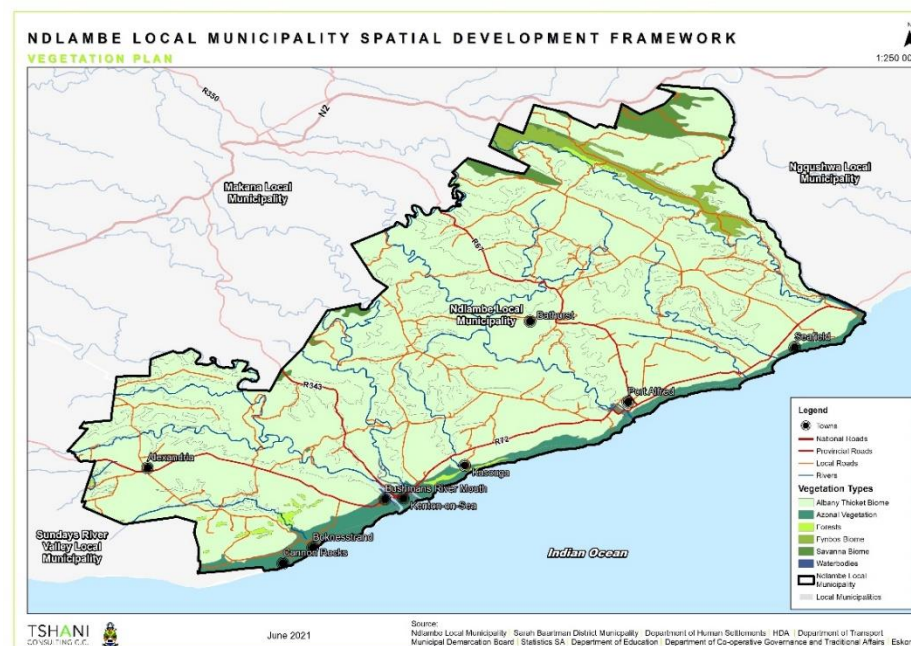
## Vegetation types and threat status

Table below outlines the number of vegetation types, number of threatened vegetation types and endemic vegetation types of the Eastern Cape based on the SA EGMAP 2018

Biome	No. of vegetation types	No. of threatened vegetation types	No. of endemic vegetation types
Albany Thicket	37	6	35
Azonal vegetation	6	1	1
Forest	8	0	0
Fynbos	19	3	7
Grassland	24	5	10
Indian Ocean Coastal Belt	2	1	1
Nama-Karoo	5	0	2
Savanna	4	1	3
Succulent Karoo	2	0	1

Table 14: Biome

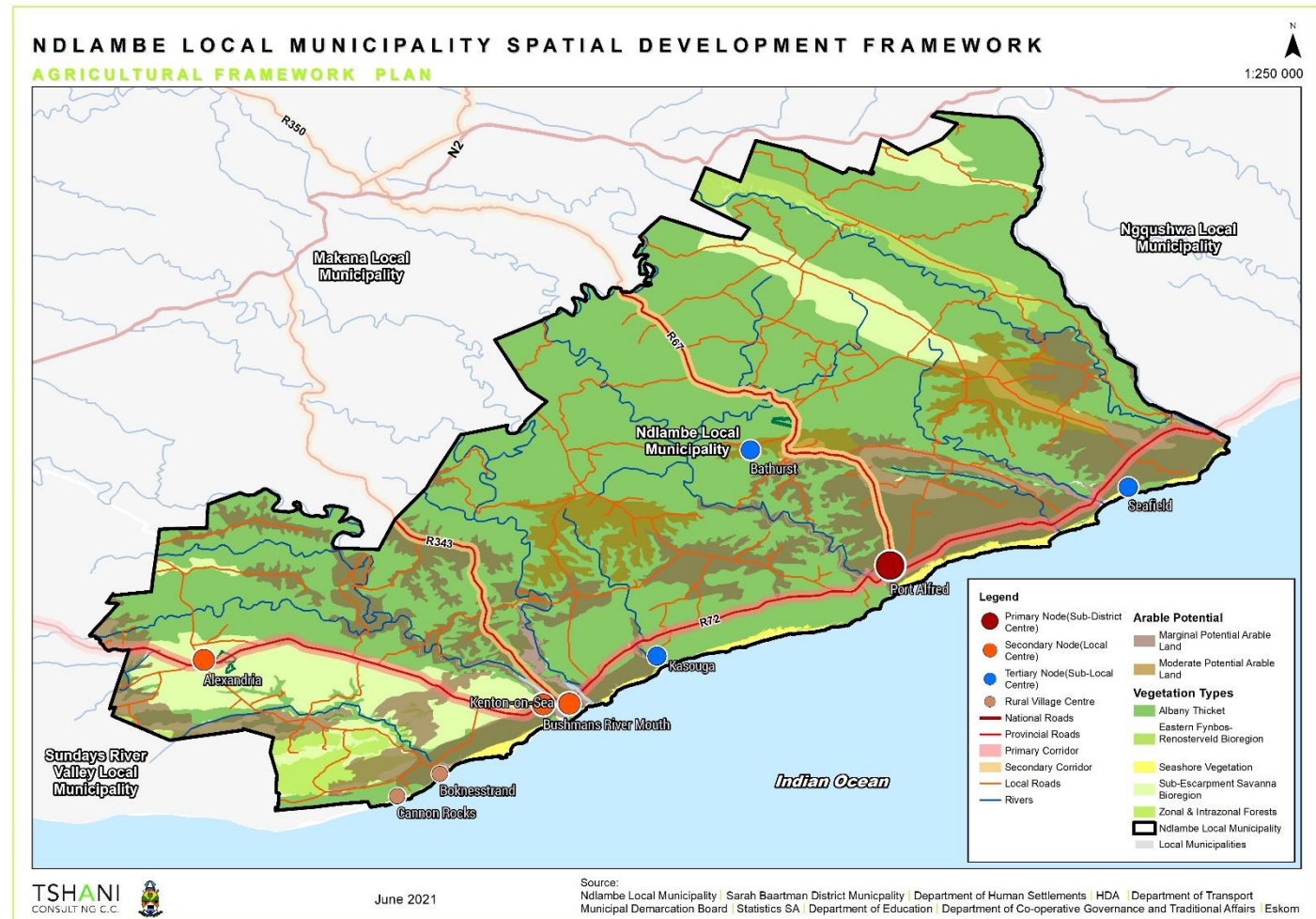
Plan Vegetation types of the Eastern Cape (SA VEGMAP, 2018)



Plan 21: Vegetation

## AGRICULTURE

The Ndlambe LM is considered to have rich natural resources that give it a comparative advantage, whilst posing development opportunities in agriculture. It is believed that through the right type of investments, the potential of the agricultural sector can be harnessed. Investments should be more than seeds and land for agricultural activities but in infrastructure that supports extensive agricultural activities, these may include dams, irrigation systems, etc.



Plan 22: Agricultural Framework

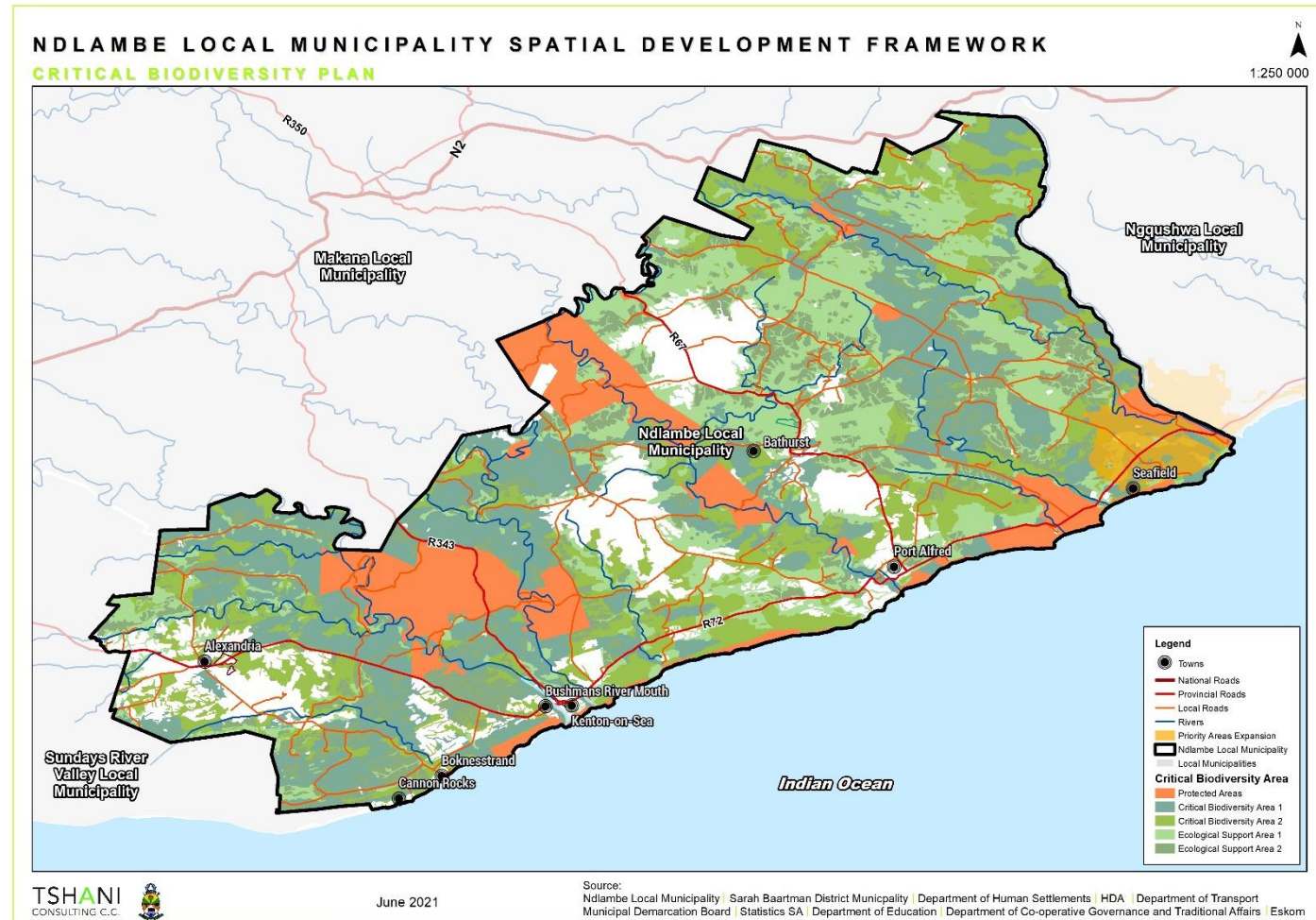
## BIODIVERSITY

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

The Eastern Biodiversity Conservation Plan classified biodiversity areas into the following categories: Protected Areas

- Terrestrial CBAs Aquatic CBAs
- Other Natural Areas
- Transformed Land
- Ecological Support Areas

There are a number of CBAs located within the Ndlambe municipal area. Refer to the plan below:



Plan 23: Critical Biodiversity

A range of land uses/purpose types have been assessed in terms of the anticipated impacts against the management objectives for each CBA category (ECBCP,2019).:

**Matrix of recommended land use management guidelines for Terrestrial based activities in the Eastern Cape**

LAND USE TYPE	ASSOCIATED LAND USE ACTIVITIES	CORRESPONDING SPLUMA LAND USE PURPOSE	CBA1	CBA2	ESA1	ESA2
<b>Environmental conservation</b>	Conservation management, low-intensity eco-tourism and sustainable consumptive activities. These include activities associated with the Biodiversity/Green economy.	Conservation.	Y	Y	Y	Y
<b>Tourism and accommodation</b>	Low impact tourism/recreation and accommodation.	Special/low density residential (tourism) including lodges, hotels, etc.	R	R	Y	Y
	High impact tourism: Resorts	Low-medium density residential: human habitation, hotels.	N	N	N	R
<b>Municipal commonage</b>	Local agri-economic development.	Agriculture.	R	R	M	M
<b>Rural residential</b>	Low density rural housing and eco-estates.	Low density residential; human habitation: housing, rooms to let, eco-estates.	R	R	R	R
	Traditional/communal areas and Rural Settlement (e.g. golf estates)	Low-medium density residential; Human habitation: housing, hotels, flats, clubs, hostels, rooms to let.	N	N	R	R



<b>Residential</b>	High density urban residential development (urban and business development).	Medium-high density residential; human habitation: housing, hotels, flats, clubs, hostels, rooms to let.	N	N	N	N
<b>Other urban influences</b>	An amalgamation of land use zones, including institutional, Urban influence, mixed use and business.	Commercial: light industrial.	N	N	N	N
		Educational: Instruction/teaching.	N	N	N	N
		Institutional: charitable institutions (hospitals, nursing homes, clinics, etc.).	N	N	N	N
		Business: retail	N	N	N	N
		High density residential: human habitation: housing, hotels, flats, clubs, hostels, rooms to let.	N	N	N	N
		Recreation: Entertainment, leisure, sports and amusement	N	N	N	N
<b>Agriculture</b>	Extensive livestock and game farming.	Agriculture.	Y	Y	Y	Y
	Game breeding.		N	N	N	R
	Intensive animal farming (feedlot, dairy, piggery, poultry and aquaculture).		N	N	N	R
	Cultivation (dryland and irrigated).		N	N	R	Y
	Agri-processing.		N	N	N	R
<b>Open space</b>	Public or private open-space, including recreational areas, parks, etc.	Public: open space, parks, gardens, recreation sites, sports fields and religious gatherings.	R	R	R	Y



		Community: non-profit community places of import/use.	R	R	R	Y
<b>Low, high and general industry</b>	Low, high and general impact industry.	Industrial: heavy industrial: manufacture.	N	N	N	N
<b>Transport services</b>	Transport service land uses (airports, railway stations, truck/bus/taxi stops, petrol stations).	Transport: taxi ranks, bus bays, railway, roads and streets.	N	N	R	R
<b>Roads and railways</b>	Existing and planned linear infrastructure such as hardened road and railways, including activities and buildings associated with construction and maintenance.		R	R	R	R
<b>Other utilities</b>	Linear engineering structures (pipelines, canals, power lines).	Government: use of land by national, provincial or municipal government	R	R	R	R
	Small-scale infrastructure (WWTW and substations).	to give effect to its governance role: water, sewerage pipelines, Eskom power lines. This includes municipal zoning schemes appropriate for power generation by Independent Power Producers.	N	R	R	Y
	Large-scale infrastructure (bulk water transfer schemes and water projects and power stations).		N	N	N	N
	Renewable energy: PV.		N	N	N	R
	Renewable energy: wind.		N	N	N	R
	Alternative renewable energy: biogas, gasification, biodiesel plants		N	N	N	R
<b>Quarrying and mining</b>	Prospecting and underground mining.	Mining.	N	N	N	R

	Quarrying and open-cast mining (surface mining, dumping and dredging).		N	N	N	R
	Hydraulic fracturing (fracking).		N	N	N	R

Table 15: Matrix of recommended land use guidelines

			Instream Rivers and Wetlands		Catchments and buffers	
LAND USE TYPE	ASSOCIATED LAND USE ACTIVITIES	CORRESPONDING SPLUMA LAND USE PURPOSE	CBA1	CBA2	ESA1	ESA2
Environmental conservation	Conservation management, low-intensity ecotourism and sustainable consumptive activities	Conservation	Y	Y	Y	Y
Tourism and accommodation	Low impact tourism/recreation and accommodation	Special/low density (residential (tourism) = lodges, hotels etc.	Y	Y	Y	Y



	High impact: golf estates, lodges, resorts, hotels	Low-medium density Residential: human habitation, hotels	N	N	R	R
<b>Rural residential</b>	Low density rural settlement and eco-estates	Low density residential: Human habitation: housing, hotels, flats, clubs, hostels, rooms to let	N	N	R	Y
	Traditional areas and Rural communal Settlement	Low-high density residential: human habitation: housing, hotels, flats, clubs, hostels, rooms to let	N	N	R	Y
<b>Residential</b>	Medium-high density settlement (urban and business development).	Medium-high density residential: human habitation: housing, hotels, flats, clubs, hostels, rooms to let	N	N	N	R
<b>Agriculture</b>	Extensive livestock and game farming.	Agriculture	Y	Y	Y	Y
	Game breeding.		N	N	N	R
	Intensive animal farming (feedlot, dairy, piggery, poultry, aquaculture).		N	N	N	R
	Cultivation of virgin soil (dryland and irrigated)		N	N	N	M/R
	Agri-processing		N	N	N	R
<b>Other utilities</b>	Other linear engineering structures (roads, railways, pipelines, canals, power lines)	Government: use of land by national, provincial or municipal government to give effect to its governance role: water, sewerage pipelines, Eskom power lines	R	R	M/R	M/R
	Small-scale infrastructure (WWTW and substations)		N	N	N	R
	Large-scale infrastructure (water projects and power stations)		N	N	N	R
	Renewable energy: PV		N	N	N	R
	Prospecting and Underground mining	Mining	N	N	N	R

## ENVIRONMENTAL DEGRADATION

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

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

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

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

## IMPLICATIONS

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

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

## RIVERS, CATCHMENTS AND WETLANDS

### Rivers:

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

### Wetland Areas:

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

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

## GEOLOGY AND SOILS

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



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

**Geology:** Geology entails the description of the Earth's structure as well as the processes that have shaped the structure such as chemical composition and climatic changes. Geology assists in understanding the rock mark-up as well as development potential of rock types. Ndlambe Local Municipality is underlain by a variety of rock types, such as sedimentary rocks (sandstones and shales), through which magmas have intruded to form dolerite dykes and sills.

## CLIMATE CHANGE

Climate change is currently one of the biggest pressing issues on the development agenda. The need to reduce carbon emissions is great importance. Cities are said to be responsible for approximately 75% of greenhouse gases worldwide and should thus offer alternatives to change the status quo. It should be noted that the impacts of climate change are affecting everyone, this is seen through droughts, flooding and extreme weather conditions.

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

- Change in precipitation patterns
- Changes in annual average precipitation
- More intense rain
- Fewer cold/frost days
- Higher mean temperatures
- Increased number of berg wind days
- Increased storm severity
- Longer dry spells and increased likelihood/ severity of droughts
- More hot days and heat waves
- Sea level rise
- Ocean acidification
- Elevated atmospheric CO2 concentrations

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

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

- Burning of fossil fuels
- Deforestation



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

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

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

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

- Reduce GHG emissions by decreasing or eliminating fossil fuels and other activities that produce GHGs, such as:
- Increasing the use of public transport and more fuel-efficient cars will reduce the amount of petrol burned in transportation.
- Increasing the efficiency of electricity use at home or in industries will decrease the amount of coal burned in electricity production.

- Using solar panels or wind turbines to produce electricity without emitting GHGs or switching from fuels that produce a lot of GHGs, like coal, to those that produce less, like natural gas, will reduce GHG emissions from energy use.
- Preventing deforestation and loss of other functioning ecosystems will prevent carbon stored in vegetation and soils from being released into the atmosphere.

### CLIMATE-AVERAGE RAINFALL

- The rainfall patterns have significantly changed over the years due to the impacts of climate change. Drought like conditions have become prominent. Areas noted to have annual rainfall that is more than 1 000 mm are located south east of the municipal area, including the coastal region. The rest of the municipality receives annual rainfall is measured with the following:
- RCP 4.5: -39.55mm – 70.69mm
- RCP 8.5: -11.64mm – 185.65mmmm.

### DISASTER MANAGEMENT

Disaster management is the process of focusing on reducing and/or avoiding the potential or expected losses from any hazard (e.g. loss of life or livelihoods, economic loss.) There are four important phases of Disaster Management according to the CSIR, 2020; namely:



- **Mitigation/prevention:** Minimising the devastating impacts of the disaster. The focus here is on preventing or reducing the exposure to the disaster and mitigating vulnerability
- **Preparedness:** Planning the response strategy and capacitating emergency managers to provide the best response possible. The focus here is on strengthening various coping capacities
- **Response:** Implementing efforts to minimise the consequences of the disaster and reduce associated mortality and morbidity. In this phase, humanitarian action and aid are often applicable. The focus here is on coordinating of various efforts to preserve life and livelihoods, and to provide essential services and/or subsistence to those affected by the disaster
- **Recovery:** Returning the community and affected groups to a new state of normal. The focus here is on striving to 'building-back' better

This section particular relate to the effects of climate change. Weather patterns have shown drastic changes over the years where we now see the prevalence of floods and intense drought conditions. Climate change have a significant impact on the magnitude, frequency and the extent of hydro-meteorological hazards (Greenbook).

## IMPLICATIONS

Climate change is a phenomenon that has great global effects and cannot be avoided.

The Ndlambe LM is prone to the following disasters as set out in the Green Book (municipal risk profile):

- Fire
- Flooding
- Drought
- Coastal Flooding
- Heat Stress
- Increased wind speed

Water scarcity is a serious concern in the Ndlambe municipal area , therefore, awareness should be raised for water usage. If the municipality is to take a direction towards growing an agricultural base, extensive water resources are required to sustain such an industry. There should be stringent policies and mitigation measures being developed prior to the day when disaster strikes.



## 5. SWOT ANALYSIS

A SWOT Analysis is an assessment in which the strengths, weaknesses, opportunities, and threats are unpacked for the municipality.

The SWOT Analysis was undertaken in a workshop session with internal and external municipal departments. Each component of the SWOT analysis was done separately where attendees were asked to write down what they see as strengths, weaknesses, opportunities, and threats pertaining to the municipality and they were asked to do this anonymously and were told that they will not be discriminated against by their feedback.



The SWOT Analysis as captured through this workshop is shown below:



## STRENGTHS

- Rates paid to municipality
- Service delivery
- Low crime
- Political stability
- Strategic location between PE & EL
- Stable municipality
- Air school
- Capable personnel
- Coastal town with unique beautiful scenery
- Tourism attraction
- Communication
- Political & administrative wheel
- Safety & security
- Working together
- Areas of pristine natural habitat
- Functional provincial protected area



## WEAKNESSES

- Lack of integration
- No clear policy directives
- Lack of proper organogram
- Lack of market to attract investors
- Infrastructure backlog
- Political influence
- Closing of private hospital
- Undiversified economy
- Lack of industrial areas
- No shopping mall
- Lack of assistance from sector departments
- Water scarcity
- High illiteracy rate
- Inequality
- Poverty
- Limited projects
- Unemployment



## OPPORTUNITIES

- Airschool upgrade
- Juice factory
- Coastal town
- Abattoir to be built in Alexandria
- Ekurhuleni training centre to be established
- Events & festivals
- Oceans economy
- Recycling initiatives
- Blue flag beaches
- Tertiary centre
- Development of airport
- Leading tourist town
- State of the art mall
- Railway lines
- Casino
- Wind turbines
- Development of wildlife economy



## THREATS

- Floods
- Skills shortage
- COVID 19
- Solid waste removal
- Poor education results
- Crime
- Climate Change
- Poor infrastructure development
- Loss of biodiversity
- Inadequate water supply
- Land invasion
- Racism
- Unemployment
- No capital budget
- Potholes
- Lack of development
- Drought
- Movement of sand dunes
- Water scarcity
- Low skill population

Figure 9: SWOT

## Key Issues

The following Key Issues pertain to the Ndlambe Local Municipality:

The following key issues were identified in the workshop that was held in Ndlambe Municipality:

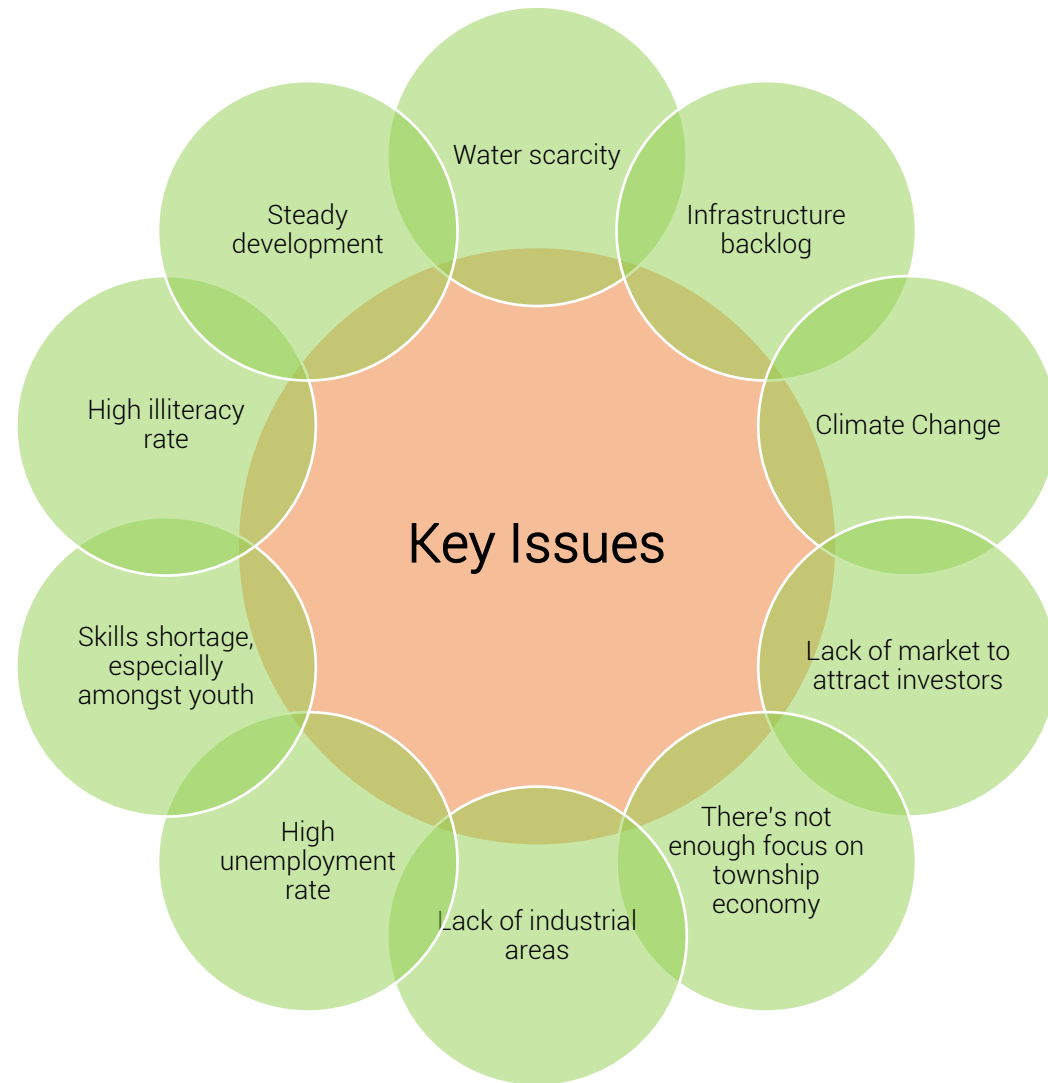


Figure 10: Key Issues

## 6. NEEDS & OPPORTUNITIES

The needs and opportunities analysis is used in decision-making situations when a desired objective is defined. This enables better decision making and prioritised development to ensure that the needs of the community is catered for.

The needs identified is derived out of analysing the Outcomes of the Spatial Analysis, the SWOT Analysis and Key issues.

NDLAMBE LOCAL MUNICIPALITY	
NEEDS	OPPORTUNITIES
There is a need to enhance the agriculture sector.	This will allow for a further promotion in the skills development sector, will boost job opportunities and would facilitate the need to improve the linkages of movement within the Ndlambe LM.
There is a need to enhance the industrial sector within the Ndlambe LM.	There is potential for the industrial sector to grow, and it will allow for the growth of the economic sector in Ndlambe LM.
Creation of youth employment initiatives by facilitating an environment where priorities are placed on the youth to provide them with the opportunities so that there are alternatives rather than seeking employment in other bigger towns.	Unemployment is an issue in the Ndlambe LM, creating skills development workshops for the youth where they will learn new skills that will help them create employment for themselves.
Improvement and development of infrastructure.	By upgrading infrastructure will improve the movement of people and promote movement of goods within the Ndlambe LM. Old infrastructure can be utilised for other uses such as tourist attractions.

There is need of investment attractions in the Ndlambe LM.	Investment attraction within the Ndlambe LM will boost the economic sector through businesses development and other investment opportunities.
Improvement of educational facilities.	Since Ndlambe has a youthful population, schools should be their main priority. Public school facilities should be improved through upgrading of sport grounds, classrooms and building of libraries. By ensuring that learners have access to adequate facilities, will improve their school results. There is an opportunity for the development of a Technical and Vocational Education and Training (TVET) facility within Ndlambe LM.
Need for water mitigation measures.	There is a water scarcity problem within Ndlambe, the municipality needs to take measures to ensure that residents have access to water. The following measures can be taken provision of boreholes, rainwater harvesting and water abstraction.
Renewable energy generation	The Ndlambe LM has enough land that can be used for development of wind farms/wind turbines.

*Table 16: Needs and Opportunities*

## 7. SPATIAL DEVELOPMENT STRATEGY

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

### 7.1. Vision

Developing a vision for a Ndlambe LM needs to be based on or ensured alignment to the visions from a national and provincial level. The vision 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 aims at directing growth of its spatial area based on the strengths of the area as well as aspiring to positively impact on the issues pertaining to the area.

The vision for the Ndlambe Local Municipality SDF has been developed in line with the Eastern Cape Provincial SDF, Sarah Baartman District SDF, Sarah Baartman District Integrated Development Plan (IDP), The Ndlambe LM IDP, The Ndlambe LM previous SDF.

#### 7.1.1. Sarah Baartman District IDP

According to the Sarah Baartman District IDP, the following vision was adopted:

*“An innovative and dynamic municipality striving to improve the quality of life for all communities in the District.”*

#### 7.1.2. Sarah Baartman District SDF

According to the Sarah Baartman District SDF, the following vision was adopted:

*“An innovative and dynamic Municipality striving to improve the quality of life for all our communities.”*

#### 7.1.3. Ndlambe Local Municipality IDP

The vision for the Municipality as identified in the Integrated Development Plan for the Ndlambe Local Municipality is as follows:

*“Ndlambe municipality strives to be a premier place to work, play, and stay, on the eastern coast of South Africa. It strives to be the destination of choice for people who love natural and cultural heritage, adventure water sports, and living for families. Our promise is to build a state-of-the-art physical infrastructure which will be laid out aesthetically in our beautiful natural environment. Our prosperous community supports a safe and healthy lifestyle*



*which is supported by affordable natural living and a vibrant tourism and agriculturally based economy! We promote good governance by providing sustainable, efficient, cost effective, adequate and affordable services to all our citizens."*

#### 7.1.4. Ndlambe Local Municipality SDF (2013)

The vision for the Municipality as identified in the previous Spatial Development Framework for the Ndlambe Local Municipality is as follows:

*"To create a sustainable "green" municipality which functions as an economic hub servicing East London and Port Elizabeth, and a major eco-tourism and agricultural region."*

#### 7.1.5. Ndlambe Local Municipality SDF, 2023

During the workshop session that was held with key stakeholders to capture Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis and key issues pertaining to Ndlambe Local Municipality. A visioning exercise was conducted with attendees were asked to imagine the municipality in an ideal state and what they envisage for the area. The following points are as expressed by the attendees of the workshop as their vision elements for the Ndlambe Municipal area.

- Bigger shopping mall development
- Water plant
- Integrated Human Settlements

- Paved roads and sewerage channels
- Blue flags beaches
- Pristine environment (85km coastline)
- Protected environments
- No landfill sites
- Glass buildings
- Mixed use spaces
- Game farming
- Sustainable human settlements
- Retaining Ndlambe's administration
- Beautiful aesthetics
- Sound auditable administration
- Acquisition processes and procedures

The following vision statement was generated out of the vision elements that the attendees mentioned above:

*"A Spatially integrated Municipality which has unique characteristics and provides support to the towns of Ndlambe Local Municipality for various needs, and where the growth and development of towns are in line with spatial proposals for the Municipality and aims to achieve sustainability"*



## 7.2. Spatial Objectives

There exists a multitude of principles, directives, and guidelines for spatial planning and development at national and provincial level.

In terms of Spatial Planning and Land Use Management Act 16 of 2013, "The overall aim of the principles and norms is to achieve planning outcomes that:

- Restructure spatially inefficient settlements;
- Promote the sustainable use of the land resources;
- Channel resources to areas of greatest need and development potential, thereby redressing the inequitable historical treatment of marginalized areas;
- Consider the fiscal, institutional, and administrative capacities of role players, the needs of communities and the environment;
- Stimulate economic development opportunities in rural and urban areas; and
- Support an equitable protection of rights to and in land."

The various principles and directives can be translated into a set of collective development objectives in accordance with the national agenda that forms the overarching objectives of the Spatial Development Framework, namely: -

- To promote sustainable development;
- To promote efficient development;

- To promote equitable development;
- To ensure integrated development,
- To improve the quality and image of the physical environment, and
- To develop a vibrant, rapidly growing, employment generating economy.



The above objectives are outlined in further detail below: -

Objective	Description
<b>Efficiency</b>	<i>The objective of efficiency requires that optimal development levels and functionality must be achieved with the minimum expenditure of resources. The concept relates to both functional and operational aspects and includes issues such as growth management, optimal utilisation of strategic locations, usability, mobility, productivity, and accessibility. The lack of executive functions limits the Ndlambe LM in achieving this at a detail level.</i>
<b>Sustainability</b>	<i>The objective of sustainability requires the sustainable management and use of both natural and man-made resources. Land use and development decisions must promote a harmonious relationship between the built and the natural environment while ensuring that land development is sustainable over the long term. Other aspects that need to be considered in the sphere of sustainability are conservation, environmental health and degradation, economic sustainability, and community satisfaction. The principle of sustainable development is particularly relevant in Ndlambe LM as far as the natural environment is concerned. Finding means of achieving balance between the conservation of this area and economic development is an important focus area of the Spatial Development Framework.</i>
<b>Equity</b>	<i>The objective of equity addresses social justice and fair and equal access to opportunities, facilities, or networks. Through planning, all residents irrespective of race, gender, ethnicity, faith, or income should be dealt with in an equitable way. The objective of equity also refers to the manner in which planning will address the inequitable legacy inherited from the past spatial planning injustices.</i>
<b>Integration</b>	<i>The objective of integration requires that the separate and diverse elements involved in development planning and land use should be combined and coordinated into a more complete or harmonious whole. The objective of integration reflects the need to integrate systems, policies and approaches in land use planning and development. Firstly, it requires that the planning process is integrated, and secondly look at spatial integration of different land uses, transportation, and places of living with places of working, shopping and relaxing.</i>
<b>Liveability and image</b>	<i>Liveability and image include aspects such as convenience, safety, security, and all other aspects related to one's experience of the physical environment, either as a resident or as a visitor. This aspect also directly relates to the marketability of the area from a qualitative perspective.</i>

Table 17: Spatial Objectives



In order to achieve the future vision, the following overall objectives have been formulated: -

- Stimulate development and growth where there is proven demand.
- Use future growth and development to consolidate and improve municipal performance.
- To ensure sustainable use of environmental resources, their enhancement and replenishment.
- Capitalise on the valuable role of environmental resources.
- Enhance the uniqueness, ecological sustainability, and liveability of the municipal area.
- Meet community needs and promote community values and aspirations.
- Ensure that the municipal structure has timeless qualities and that it does not short-sightedly respond to the mere current needs, circumstances, and fashion.
- Create new social and economic opportunities and to improve access to the existing ones.
- Promote the viability of public transport.
- Promote all aspects of spatial integration.
- Enrich people's lives, as well as to enhance uniqueness and identity of municipality by means of a readable municipal form.
- Enhance the functionality of all the elements constituting the municipal area.
- Create healthy, comfortable, and safe living and working environments for all.
- Instil business confidence in the municipal area as a whole by providing an enabling spatial framework that supports development.
- Manage development and the rehabilitation of dilapidated areas,
- Provide access to basic services and social facilities,
- Create employment opportunities,
- Upgrading and rehabilitation of infrastructure to support the growing transport services and new development initiatives,
- Targeted agriculture enterprises with community, private sector, and Public-Private Community Partnerships in identified areas of opportunity;
- Establish enterprises linked to tourism packages, tourism and heritage routes and attractions within the municipal area and surrounds;



The following objectives have been identified specifically for Urban areas: -

- The effective integration of communities, especially low-income communities, into the urban area as a whole
- To encourage CBD development in the low cost / high density areas
- To redefine and/or extend the business and light industrial areas
- To encourage utilisation of the existing underutilized industrial areas
- Provision and protection of sufficient public open spaces and parks
- Encourage growth and strengthen the tourism capacity and capability of all the towns by sustaining and focusing on linkages
- The sustainable utilisation of the environment by means of optimum utilisation of natural resources and land
- Provision of services/bulk infrastructure for the purpose of appropriate land development and expansion
- Positively performing settlements (that are convenient, equitable, efficient, and attractive and that promote economic growth)
- Towns with ecological sustainable developments, respecting landscapes and creating a sense of place
- Focus on improving the quality of the public environment in degraded areas and as an integral part of all new developments

- To pursue a more compact and viable urban form, thereby facilitating medium to higher densities by means of infill development and densification where possible

The following objectives have been identified specifically for Rural areas: -

- Providing a conducive environment for agricultural production and economic returns
- Enhancing food security in rural areas
- Reducing poverty through rural development
- Improve basic living standards of low-income communities
- Promote urban and rural linkages

### 7.3. Development Strategies

The following development strategies were identified for the Ndlambe Local Municipality: -

- 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.
- 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.
- Develop a sustainable local Land Use Management System to promote coordinated, harmonious, and environmentally sustainable development.
- Plan for the expansion of informal settlements on municipal land,
- Promote integration of spatial development by means of efficient transport network system.
- Promote mixed used spaces in towns in order to minimise the utilisation of limited land,
- Prioritise aviation, ocean economy
- Development of the wildlife economy
- The vision and development of the Ndlambe Local Municipality and each of the towns
- The need for development, expansion, and economic development
- The supply and possible future expansions, capacities, and allowances of infrastructure
- The availability and usability of municipal and vacant land
- The size and purpose of the urban edge, considering the activities and localities which are to be included
- Densification and infill development
- Nodes and corridors
- The current and possible future status of small holdings
- Population growth and migration patterns
- Strengths, weaknesses, and opportunities that exist within the Municipality

In order to for the Ndlambe SDF to effectively realise and see fruition of the above objectives, the SDF needs to consider various scenarios for development/growth. A study was conducted in order to understand the relationship and the difference of the outcomes of 'controlled' and 'uncontrolled' development to understand options for development. This study was completed in order to gain an understanding about the necessity

## 7.4. Scenario Planning

Scenario planning was done for the Ndlambe Local Municipality to ensure effective and sustainable proposals and alternative scenarios for the future development of the municipality. The following key aspects were considered:



for controlled and managed development. SPLUMA requires us to do responsible planning and risk assessment, as in the section that follows below:

### Scenario 1: Uncontrolled Development

Uncontrolled Development is growth/development that is aligned to "haphazard outcomes". This scenario aims to directly address issues without careful consideration of external or outcoming factors.

This proposal is at first seen as positive, as development takes place according to the immediate needs. Uncontrolled development would provide more roadway for vehicles which currently experience excess traffic. There are, however, negative impacts that could be an outcome of this development includes:

1. The development would decrease the size of the road reserve thus minimising the space available for pedestrians. This would exclude and hinder a large portion of the users of the area;
2. The limited space of the road reserve would mean that there would be less space for urban design features, which could beautify the space;
3. It may also allow for further traffic volumes and greater CO2 emissions due to the extra space provided;
4. An increase in provision for vehicles would mean an increase in speed of the vehicles traveling on the road thus, making the road

dangerous for pedestrians crossing the road as well as cyclists travelling on the road;

5. An increase in noise and air pollution contributing to a bigger carbon footprint and poorer environmental quality.

Through the above, it is seen that a detailed study is required to combat each issue for each proposal. Careful consideration is necessary when addressing the issues pertaining to the study area. Proposals for the study area should ensure that they aim to benefit the majority of individuals and for all activities to act in synergy with each other.

Should Ndlambe LM be allowed to grow in a haphazard manner with no spatial direction, this will result in poor land use management, a decline in environmental quality, uncontrolled settlement growth, etc. From an infrastructural point of view, this scenario does not offer an opportunity for sustainable forward planning, which could result in even more costly services in the future.

### Scenario 2: Accelerated Development

The high-growth scenario will require exceptional growth rates. Public sector interventions would be the key driving force. Future development should be bound by economic rationale, meaning that money should be invested in locations where it will have maximum impact. This will result in an improved spatial development pattern.



The following are identified as features of this growth scenario: Infrastructure upgrade vests with government and is not shifted to private sector government investment in low growth / marginal markets should be highly focused and strategically aimed at high potential nodes and corridors

The emphasis will gradually shift from government investment in social services and non-revenue generating subsidy housing to new income generating commercial development

### Scenario 3: Managed Development

Managed development is having proper development controls and guidelines for development put in place for effective and well-thought-out development controls that considers all individuals and aspects. It assesses the path of least resistance of all stakeholders. It ensures that the areas which can be intensified are intensified. It also limits development within the areas that should be protected and looked after. It assesses the pros and cons of each development and aims to find a middle ground that would ensure sustainability and accessibility.

### Scenario 4: Environmental Consideration

Development associated with environmental considerations speaks to sustainability and managing development in a way that does not negatively hamper the environment, and where development and activity does not use up or destroy natural resources.

To achieve this, consideration needs to be made to each development proposed and environmental guidelines should be followed.

This is imperative for The Ndlambe LM being located along the coast and having significant amounts of land as Critical Biodiversity areas as identified in the Status Quo section.

A municipality may use renewable energy, recycle materials such as paper and ink cartridges, or use devices that save energy and water, secondly-waste disposal which means municipalities can reduce the amount of waste that they produce, which reduces costs and means that there is less waste to dispose of, thirdly, pollution meaning that municipalities should implement ways to reduce pollution and lastly, climate change, the municipality should take it upon themselves to educate its residents about climate change.

### Preferred Scenario: Scenario 3 + 4

This scenario ensures that the urban fabric of the municipality can remain as it is and can be supported. More importantly, it allows improvement on aspects that are not supported. It further ensures controlled allocation of land uses in the most appropriate manner. It considers factors such as:

- Current balance of land uses, current land development trends
- Proximity of erven to major transport routes and other land uses within and outside the identified node
- Preferred future land uses identified and assigned to erven



## 8. CONCEPT

The following components are applicable to the development of a concept plan for the Ndlambe SDF:

### 8.1. Movement

- The towns are linked by regional movement Routes;
- The enhancing of the agricultural sector would further require prioritisation to be placed on the movement routes between towns in Ndlambe as well as outside of the Ndlambe LM – linkage to East London, and to Port Elizabeth, etc.
- A further movement linkage is encouraged between the R72 and N2.
- R72 is a prominent movement route traversing the town of Port Alfred.

### 8.2. Infrastructure

- Infrastructure upgrades are required for towns to expand.
- Road upgrades are required throughout the municipality
- Implementation of preventative and corrective maintenance.

### 8.3. Towns

- Towns have the potential to expand
- Towns are located in close proximity to each other and thus through the expansion of towns, towns need to support each other with regards to service provision
- The growth of Port Alfred and Bathurst is envisaged to grow closer to each other with activities that stretch along the R67 Route. This proposal is to integrate the towns in a more efficient and sustainable manner where the activities between the towns can be shared due to their close proximity.
- Furthermore, linkages can be enforced between Kenton on Sea and Port Alfred. This is to support the beach tourism initiatives within the towns.
- There is a need to provide stronger linkages /support between the towns of The Ndlambe LM
- Residential expansion required in towns
- Increasing building density within towns can be addressed
- There is also a need for the identification of key industrial sites



## 8.4. Agriculture

- The agricultural sector is proposed to be promoted within Ndlambe LM
- Training / skills development centres are required to allow for the growth of the sector and to provide job opportunities for local residents

## 8.5. Tourism

It is part of the Sunshine Coast, a major tourism and recreational destination in the province and country, which stretches from Port Elizabeth to East London.

Tourism within Ndlambe LM can serve as a source of job creation (township tours, guesthouses, hotels, restaurants). Ndlambe LM has an opportunity to develop as a significant tourists destination through a marketing and branding campaign (annual sports events, air-shows). There is a need to further develop areas along R72 to attract passing traffic.

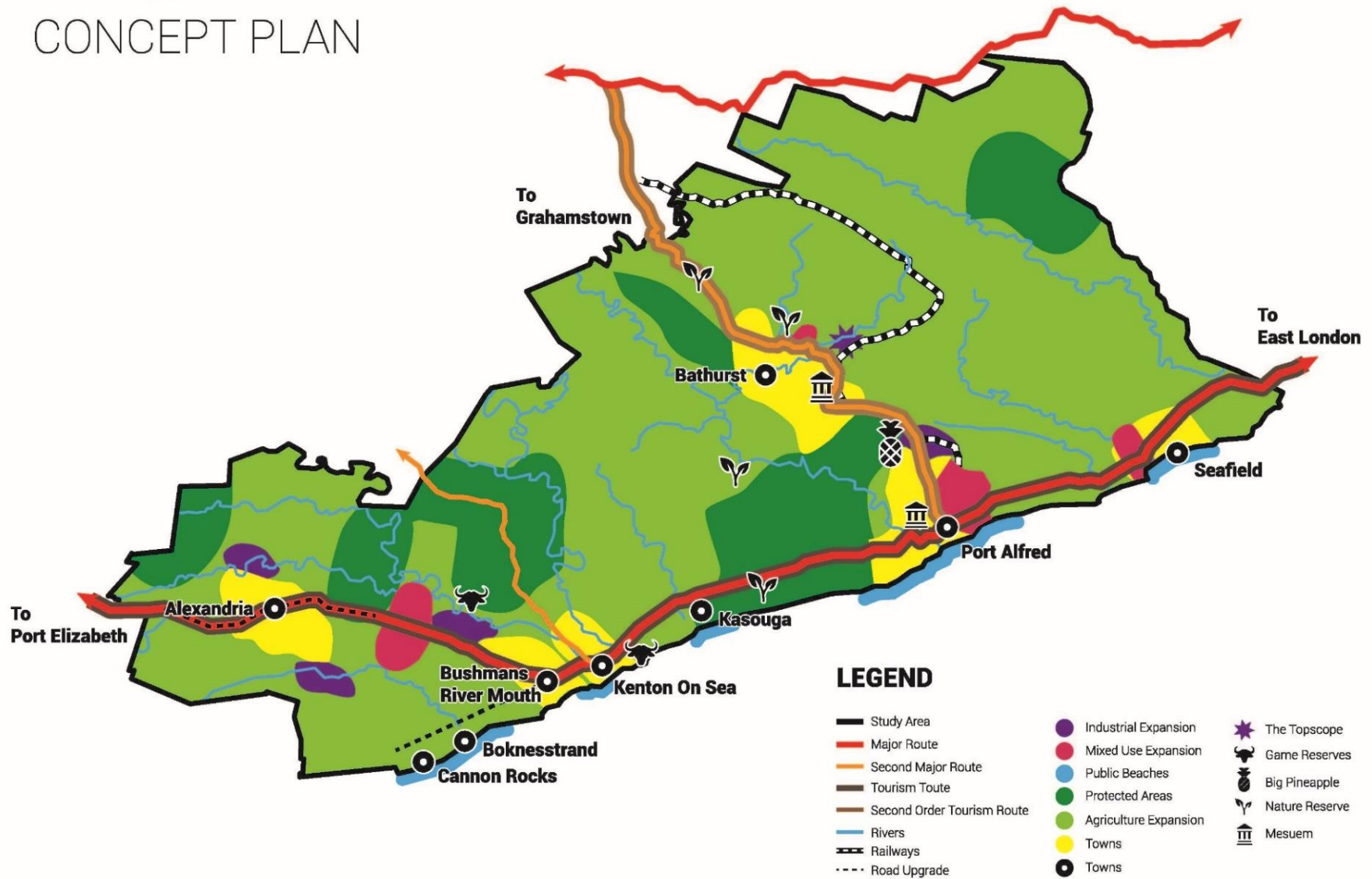
Tourism opportunities exist within Ndlambe LM which need further promotion and enhancement. The tourism opportunities include but not limited to the following:

- Revive old rail system as a tourist facility
- Heritage sites

- Coastal resorts
- Game reserves
- Nature reserves

It is also proposed that tourism initiatives are promoted along the R67 from Port Alfred to Bathurst. This proposal is to support the growth of the towns in either direction and to provide tourism opportunities along the way to create a linkage and offer a variety of tourism opportunities within the Ndlambe LM.

# NDLAMBE CONCEPT PLAN



Plan 24: Ndlambe Concept Plan



## 9. SPATIAL PLANNING PRINCIPLES

### 9.1. Principles

The following spatial planning principles are of critical importance for the Ndlambe Local Municipality: -

#### 9.1.1. 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 various areas of the district 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 Ndlambe LM 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 district 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 district 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 Ndlambe LM would also need to ensure that this applies to the development of new settlements addressing the housing backlog.

### Implications:

The implications of the development of sustainable human settlements with regards to Ndlambe LM, is that more residents will have access to social amenities as well as economic opportunities and more human settlements will be located closely to each other to promote equal access to social amenities as well as better access.

Also, to make provision of housing more affordable and accessible for ALL the residents of Ndlambe LM closer to workplaces and social amenities so that they don't have to travel long distances just to get access to services.

### 9.1.2. Ensuring a Sustainable and Functioning Environment

The one major area constraining the environment within the context of the Ndlambe LM 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.



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.

### Implications:

The intention of Ndlambe LM under this guiding principle would be to support the conservation and rehabilitation of Critical Biodiversity Areas (CBAs), Ecological Support Areas (ESAs), 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 Ndlambe LM.

This will help the residents become more aware of the impacts of climate change and educated about ways to help reduce the impacts, then this will make residents more knowledgeable and aware therefore our environment will be well taken of and preserved for future generations to come.

### 9.1.3. 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 Ndlambe LM 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 Ndlambe LM under the goal for the development of a SMART district will aim to promote energy conservation and alternative energy production.

#### Implications:

The implications of managing and maintaining safe and accessible infrastructure provision within Ndlambe LM is that residents will have access to well-maintained infrastructures such as buildings, roads, transportation, sanitation service, electricity and so forth. A city cannot run without these, therefore since Ndlambe LM is making it a priority resident as well as the administration of the city/town will run smoothly and sufficiently. This basically means better quality of services will be available to all residents.

#### 9.1.4. Access to and Affordable Public Transportation and Accessible Linkages Between Settlements

This guiding principle focuses on the interplay of viable public transportation with the appropriate pattern of land use and settlement development within the district. 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 Ndlambe LM with the sparsely located settlements and social amenities required to serve the needs of community members.

#### Implications:

The implications of better access to and affordable public transportation and accessible linkages between settlements for the residents of Ndlambe LM ensures that residents will now be able to move around the city/town smoothly without any constraints such as financial constraints. It will make

it easier for residents to take up a job/school anywhere around the city because they won't be restricted by lack of public transportation available to specific areas. If this is rectified, then residents would be able to move anywhere around the town without feeling restricted.

Lastly, improving linkages between settlements will also further promote movement of residents around Ndlambe LM making it easier for them to access social and economic opportunities.

### 9.1.5. 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 Ndlambe LM 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.

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.

#### Implications:

This guiding principle ensures that the Ndlambe LM would be able to be a strong economic contributor, not only within the province, but also amongst neighbouring municipalities and further, within the country. There will be less unemployment rates, less poverty-stricken households and also less people will be dependent on social grants because the province will be generating more money/cash flow. This will create more jobs and also SMME's will receive more support.

### 9.1.6. "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 Ndlambe LM, whether rural or urban are not left behind.



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.

#### Implications:

The implications of this guiding principle for Ndlambe LM is that smart cities are socially engaged, financially stable, business-oriented, data-driven, environmentally friendly, and energy-efficient cities. We can also conclude that smart city initiatives can alleviate cities' challenges, thus, enhancing economic development.

What this will mean for Ndlambe LM is that the district will be more effective, safer, there will be increased digital equity and new economic development opportunities and so forth. Also, information and communication will be better circulated within and around the district in faster and more effective manner.

#### 9.1.7. Effective Governance

This principle highlights the importance of ensuring efficiency, transparency, and inclusiveness in the Ndlambe LM's approach to fulfilling its Municipal Planning mandate, specifically about 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 Ndlambe LM.

#### Implications:

The implications of this guiding principle that it will improve the administration of Ndlambe LM, in terms of good relationship between authorities and the residents in this case can be considered as the public. It means that the public can have a say in terms of procedures followed and decisions made in terms of spatial planning and land use management.

Authorities and the public can work together in developing the Ndlambe LM towards the right direction.

## 9.2. Spatial Structuring Elements

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

The spatial framework is developed through an interconnected set of nodes, networks, and surfaces. The crux of development in this system is the movement of people, goods and services that produces the basic impetus for developing functional relationships between otherwise independent and unrelated elements. The movement of people, goods, and services are channelled along specific routes that describe a network of interaction. Where networks intersect the opportunity for people, goods and services develop to interact and this gives rise to activity nodes. The intensity of interaction gives rise to the development of a hierarchy of nodes of different sizes depending on the level of interaction taking place in a node. This one-dimensional system of networks and nodes are tied together through surfaces that fill the areas between the nodes and networks.

In order to address spatial issues and restructure development in the municipality spatial restructuring tools are required. These tools should be used in a practical manner to ensure sustainable high-quality settlements.

The key objective of the structuring elements is as follows:

- Contain urban sprawl
- Promote urban and social integration
- Promote higher densities
- Create quality urban environments
- Promote pedestrian friendly environments and movement patterns.
- Create a sense a place
- Enhancement of investment opportunities
- Simplifying decisions-making regarding development application

### 9.2.1. Transforming Human Settlements

Normative Theory of Good City Form of Kevin Lynch (1981) as a spatial planning and design premise. Lynch's normative theory is a systematic effort to state general relationships between the form of a place and its value. It is recommended that this theory be applied to inform the planning, design and associated decision-making pertaining to all settlement development undertaken in Ndlambe LM.

The normative theory is based upon a set of goals that are as general as possible (i.e., not dictating particular physical solutions), but whose achievements can be detected and explicitly linked to physical solutions. The

theory comprises five performance dimensions which all refer to clusters of qualities that can be measured in a common manner. These are:

- **Vitality:** The degree to which the form of the settlement supports the vital functions, in particular the biological requirements and capabilities of human-beings.
- **Sense:** The degree to which the settlement can be clearly perceived and mentally differentiated and structured in time and space by its residents, and the degree to which that mental structure connects with the values and concepts of the residents. It refers to the match between environment, our sensory and mental capabilities, and our cultural constructs.
- **Fit:** The degree to which the form and capacity of spaces, channels, and equipment in a settlement match the pattern and quantity of actions that people customarily engage in, or want to engage in – that is, the adequacy of the behavioural settings, including their adaptability to future action.
- **Access:** The ability to reach other persons, activities, resources, services, information, or places, including the quantity and diversity of the elements which can be reached.
- **Control:** The degree to which the use of and access to spaces and activities, and their creation, repair, modification, and management

are controlled by those who use, work, or reside in the relevant settlement.

### 9.2.2. Nodes

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

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

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

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



- Multiple neighbourhoods can be served by social services in central points.
- The sharing of facilities between various services (e.g., buildings, logistics, parking etc.) can take place.
- Central clusters ensure enhanced accessibility and convenience for residents.
- It is proposed that the following general principles apply to the development and management of nodes:
  - In order to support the effective development of the node in the municipality, the development of urban non-residential land uses, such as business, retail, community facilities, and social services should be restricted to nodal areas.
  - Nodes should typically be located at the main access points in urban areas, typically at the intersection of a major mobility route and the major collector route.
  - These nodes should show a large degree of public investment in infrastructure, public domain and social services.
  - Nodes must be characterised by mixed-use, high intensity activity and higher density residential development (maximum FAR's, coverage and height should not be restricted).

- The manner in which parking in the nodal areas are treated is of importance. Large parking lots adjacent to streets should not be promoted. Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space.
- Extroverted as opposed to introverted development patterns and typologies must be promoted.
- Site layouts and building designs of individual developments must take cognisance of and support public transport and pedestrian movement.

According to the EC PSDF, the following corridors have been identified within the Ndlambe LM:

Settlement Name	Hierarchy of node
Port Alfred	District Centre
Alexandria	Sub-District Centre
Kenton-on-Sea	
Bushman's River Mouth	

Bathurst	Local Centre
Kleinemonde (Seafield)	
Kasouga	
Cannon Rocks	
Boknes	

Table 18: Nodal Heirarchy

The table below identifies the hierarchy of settlement and the definitions used for the classification of settlements in the EC PSDF:

Nodal Type	Function of Settlements and associated land uses
District Centre	<ul style="list-style-type: none"> <li>• District-Level administrative centre</li> <li>• Major district service centre for commercial goods and services</li> <li>• Centre of educational excellence</li> <li>• Residential development (high and low income)</li> </ul>
Sub-District Centre	<ul style="list-style-type: none"> <li>• Municipal-scale administrative centre</li> <li>• Municipal scale service centre for commercial and social goods and services</li> <li>• Residential development covering full range of economic bands (Middle and low income)</li> </ul>

	<ul style="list-style-type: none"> <li>• Potential for value adding agro-industrial processes</li> </ul>
Local Centre	<ul style="list-style-type: none"> <li>• Municipal-scale Administrative Centre</li> <li>• Local-scale Service Centre for commercial and social goods and services</li> <li>• Residential development covering limited range of economic bands (Middle-income – Low-income)</li> <li>• Potential for value-adding agro-industrial processes</li> </ul>

Table 19: Settlement Heirarchy



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## NODES PLAN

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**Legend**

**Nodes**

- District Centre
- Sub-District Centre
- Local Centre

— National Roads  
— Provincial Roads  
— Local Roads  
— Rivers  
▭ Ndlambe Local Municipality  
▭ Local Municipalities

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June 2021

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

Plan 25: Nodes



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Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

### 9.2.3. Corridors

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

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

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

According to the EC PSDF, the following corridors have been identified within the Ndlambe LM:

Corridor name	Hierarchy of Corridor
R72	Primary Corridor / Tourism Route
R67	Secondary Corridor / Regional Route
R343	Tertiary Corridor / Regional Roads

Table 20: Corridors

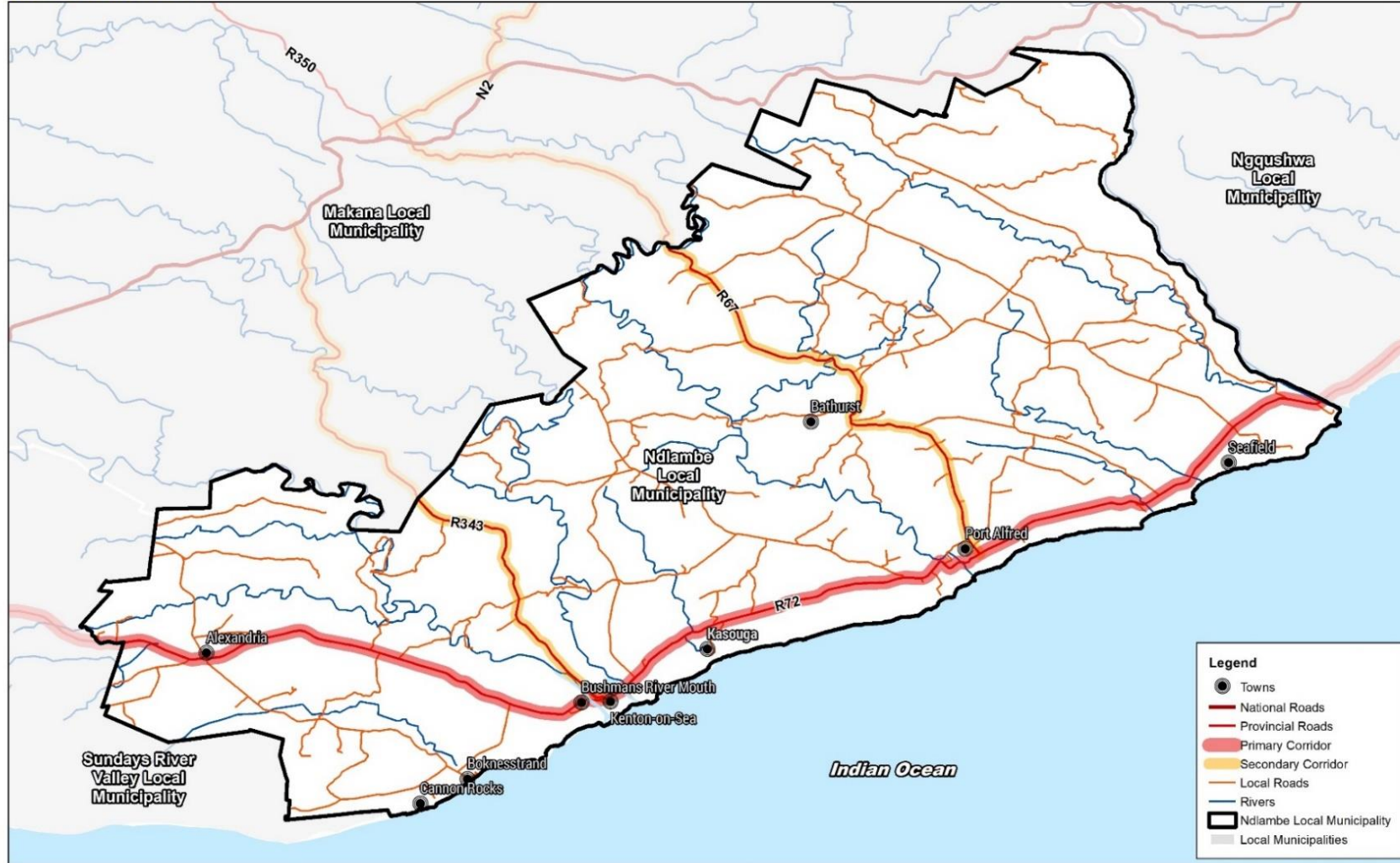
**Provincial Road** - High mobility roads with limited access for rapid movement of large volumes of people, raw materials, manufactured goods, and agricultural produce of national importance.

**Regional Route** - Relatively high mobility roads with lower levels of access for the movement of large volumes of people, raw materials, manufactured goods, and agricultural produce of regional importance in rural and urban areas.

# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## CORRIDOR PLAN

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1:250 000



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

Plan 26: Corridor



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#### 9.2.4. Urban Edge

A demarcated line and interrelated policy that serves to manage, direct, and limit urban expansion and lateral growth of settlements. An urban edge will promote densification and integration and protect valuable natural, agricultural, and scenic resources.

Settlement edges are used to manage investment and characteristics of infrastructure levels according to the needs of communities and economic activities located within settlement edges or outside settlement edges; and are used to encourage more efficient use of underutilized land existing in a settlement or town, through development of vacant land or the re-use of “brownfield” degraded land areas.

According to the Development Edges: A Settlement Typology Updated Approach and Data Report, 2015, prepared by the Department of Rural Development and Land Reform, over the last decade, throughout the world, and in South Africa, there has been a new focus on approaches to managing urban growth. The acceptance and use of a number of planning concepts has received widespread support. Many of these concepts and practices are not necessarily new, but they have become part of an integrated toolbox of concepts addressing common approaches.

These approaches are responses to a number of concerns and the need to address a growing awareness of the interrelatedness of issues. The undesirable features that were identified were:

- Urban sprawl, which has several dimensions, unlimited outward and “leapfrog” expansion, as well as being extremely low density.
- Large scale conversion of open space and environmentally sensitive land to urban uses
- Worsening traffic congestion
- Costly requirements to expand roads and other infrastructure
- Conversion of valuable agricultural land to urban uses.

#### Function of the Urban Edge

The function of an urban edge must be continuously considered, namely as:

- A purpose drawn and defensible line used as a means of restructuring the urban area and integrating the currently segregated social groups and urban uses;

These General Principles apply in terms of the legislation. However, the prospect exists that, once promulgated, the Directive Principles contained in the new Land Use Management Act would supersede these and the Spatial Development Framework would need to be reviewed accordingly.

The currently segregated social groups and urban uses;

- A growth management tool used to limit sprawl and the outward growth of the urban area, in favour of densification and infill



development to ensure the more efficient use of resources and land within the urban area; and

- A conservation tool used to exclude certain elements of the environment from the urban area, in order to protect or preserve it, or to discourage its development in the short and medium term while the long-term implications are uncertain.

A growth management tool used to limit sprawl and the outward growth of the urban area, in favour of densification and infill development to ensure the more efficient use of resources and land within the urban area; and

A conservation tool used to exclude certain elements of the environment from the urban area, in order to protect or preserve it, or to discourage its development in the short and medium term while the long-term implications are uncertain.

**This review of the SDF does not propose an extension or changes to the urban edge as no significant development has taken up for a need to extend the Urban Edge.**

The aim is to ensure that development first takes place within the existing urban edge before the Ndlambe LM can review to expand the urban edge.

The Urban edge lines are depicted by the "yellow" dashed line on the plans below.

### 9.2.5. Services Edge

The Services Edge is described as the area within which the Ndlambe LM is able to provide services within.

This is the space that is promoted for densification. Development within this zone serves to manage, direct, and limit urban expansion.

It is the priority of the municipality to provide municipal services within this boundary. The "blue" dashed line as depicted in the plans below outline the boandry of the urban services edge.

### 9.2.6. Transition Zone

The Transition Zone is described as the area between the Urban Services Edge and the Urban Edge. The area within the Transition Zone is where future expansion can occur in the coming years. This is envisaged within the areas of Industrial activity, Agro processing, and at sometimes Residential and Commercial.

These land uses can be allowed for development provided that the land uses are in line with the spatial pattern and desired spatial form of the area.

Due to the spatial goal of increased densification within the Urban services edge, Infrastructure provision within the Transition Zone is to the responsibility of the developer.

**NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK**  
**PORT ALFRED - SERVICES AND URBAN EDGE**

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 1:38 000



**Legend**

- Primary Node(Sub-District Centre)
- Railways
- Provincial Roads
- Local Roads
- Rivers
- Urban Edge
- Services Edge
- Transition Zone
- Erven
- Farm Portions

Source: Esri, Intel, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



August 2021

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

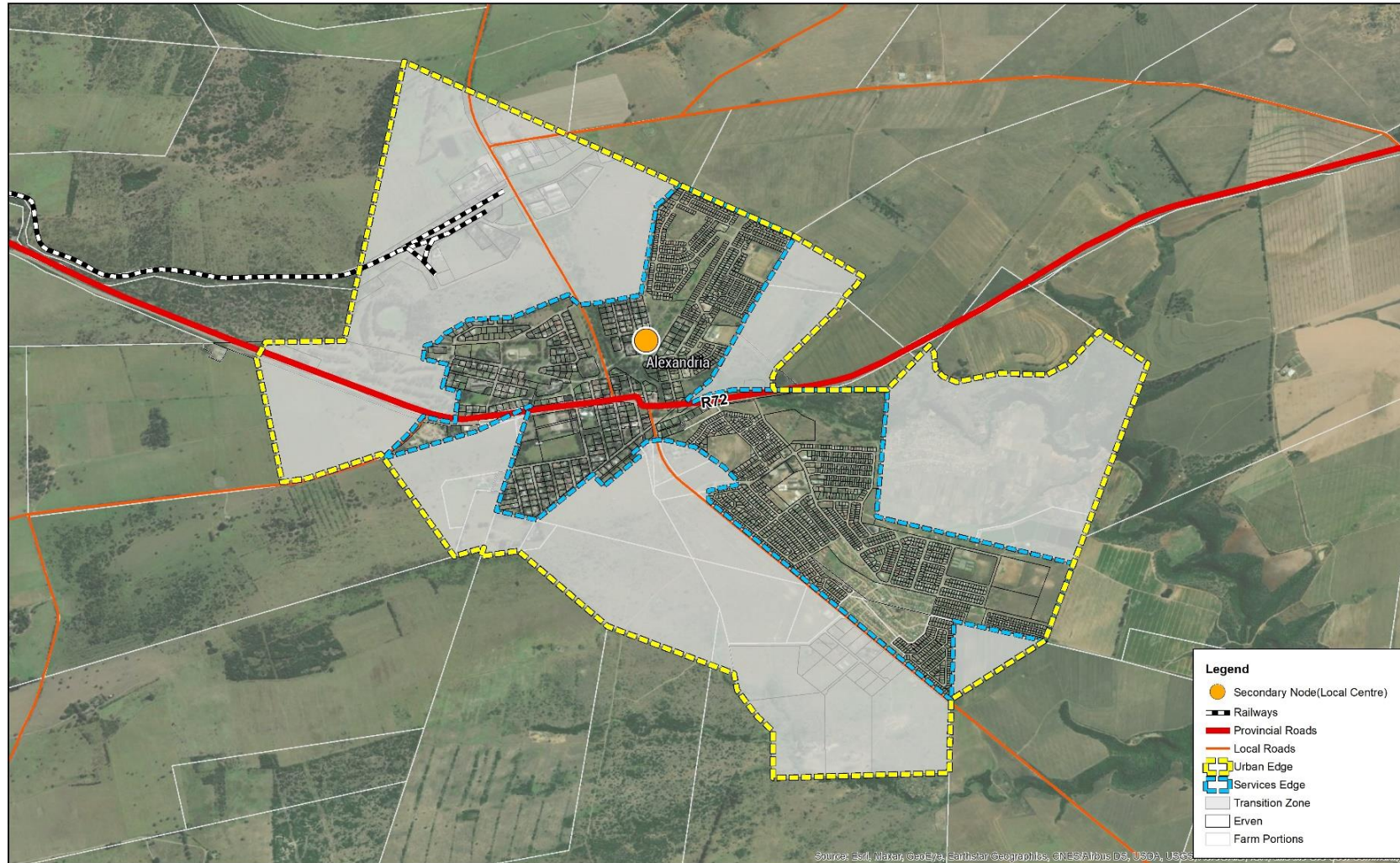
Plan 27: Port Alfred



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## ALEXANDRIA - SERVICES AND URBAN EDGE

N  
1:20 000



**Legend**

- Secondary Node (Local Centre)
- ▬ Railways
- ▬ Provincial Roads
- ▬ Local Roads
- ▬ Urban Edge
- ▬ Services Edge
- ▬ Transition Zone
- ▬ Erven
- ▬ Farm Portions

**TSHANI**  
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August 2021

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

Plan 28: Alexandria



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# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## CANNON ROCKS AND BOKNESSTRAND - SERVICES AND URBAN EDGE

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1:18 000



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August 2021

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

Plan 29: Cannon Rocks and Boknesstrand



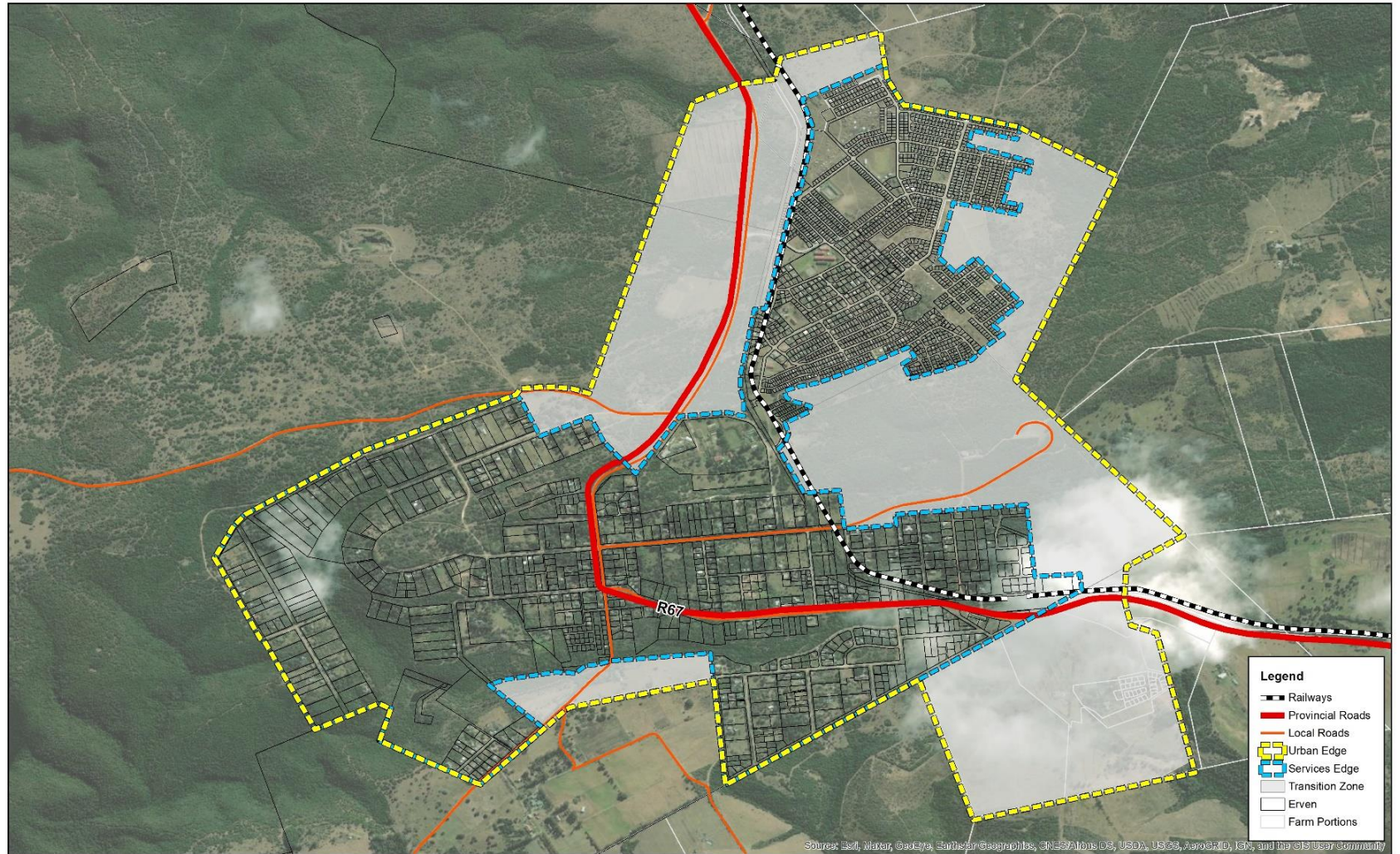
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Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## BATHURST - SERVICES AND URBAN EDGE

N  
1:18 000



**Legend**

- Railways
- Provincial Roads
- Local Roads
- Urban Edge
- Services Edge
- Transition Zone
- Erven
- Farm Portions

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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August 2021

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

Plan 30: Barthurst



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Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

**NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK**  
**BUSHMANS RIVERMOUTH AND KENTON ON SEA - SERVICES AND URBAN EDGE**

N  
 1:32 500



- Legend**
- Secondary Node(Local Centre)
  - Provincial Roads
  - Local Roads
  - Rivers
  - - - Urban Edge
  - - - Services Edge
  - Transition Zone
  - Erven
  - Farm Portions

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



August 2021

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

Plan 31: Bushmans Rivermouth and Kenton on Sea



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## SEAFIELD - SERVICES AND URBAN EDGE

N  
1:10 000



- Legend**
- Provincial Roads
  - Local Roads
  - Urban Edge
  - Services Edge
  - Transition Zone
  - Erven
  - Farm Portions

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Plan 32: Seafield

### 9.2.7. Town Revitalization

South Africa does not have as single policy that exclusively prioritises or focuses on township Revitalisation. There are however a set of overarching policies, underpinned by the democratic and developmental vision expressed in the Constitution. These policies which are aligned to specific sectors such as housing, health, education etc. were developed with the intention to be the conduit through which special focus would be given to the areas that have suffered from apartheid planning.

The Urban Development Framework, developed in 1997, highlights the excluded nature of townships and informal settlements and stresses the need to 'connect' them to places of opportunity. It presents four key elements of township development:

1. Integrate the cities to negate apartheid-induced segregation, fragmentation, and inequality. The focus is on upgrading informal settlements, reforming planning systems, and improving transportation and environmental management.
2. Improve housing and infrastructure by encouraging investment, increasing access to finance, maintaining safety and security, and alleviating environmental hazards.
3. Promote urban economic development to enhance the capacity of urban areas to alleviate poverty, increase economic and employment opportunities, and maximise the multiplier effect from implementing development programmes.

4. Create institutions for delivery, which will require transformation and capacity building at all levels of government, and clarity on roles and responsibilities.

**The Township Renewal Sourcebook, 2009 indicates that there are 4 Key Elements identified to township renewal:**

- Physical;
- Markets/Economic;
- Urban Management;
- Social;

The table below is extracted from The Township Renewal Sourcebook and clearly identifies the main objectives for each of the four elements:



PHYSICAL	MARKETS/ECONOMIC	URBAN MANAGEMENT	SOCIAL
1. Reduced transport costs and times for commuters	1. Improved competitive position of workers and work seekers in regional labour markets	1. Vibrant, safe, regulated, well-managed and maintained public and private environments	1. Enhanced access to a range of regional social opportunities
2. Greater access to regional opportunities	2. Better performance and competitiveness of township businesses	2. Increased end-user/ community involvement in urban management	2. Elimination or co-option of gangsterism and the other exploitative structures
3. Reduced physical segregation/isolation from adjacent city/town	3. Optimal performance of township residential property markets	3. Higher equity standards in township services and public facilities	3. Increased number, range, capacity and connectivity of local community institutions
4. Increased access to facilities, goods and services, requires release of vacant municipal and state land in the township	4. Improved performance of retail and services market to benefit residents	4. Higher rates of social and economic returns from investment in township public infrastructure	4. Reduced outmigration of human capacity and role models
5. Enhanced intra-township mobility and accessibility		5. The quality of residential accommodation is improved	5. Greater capacity of adults and those in positions of authority to act effectively against risky and antisocial behavior
6. Improved use of existing capital/ infrastructure assets		6. Street Naming	

Table 21: Key Elements for Township Renewal

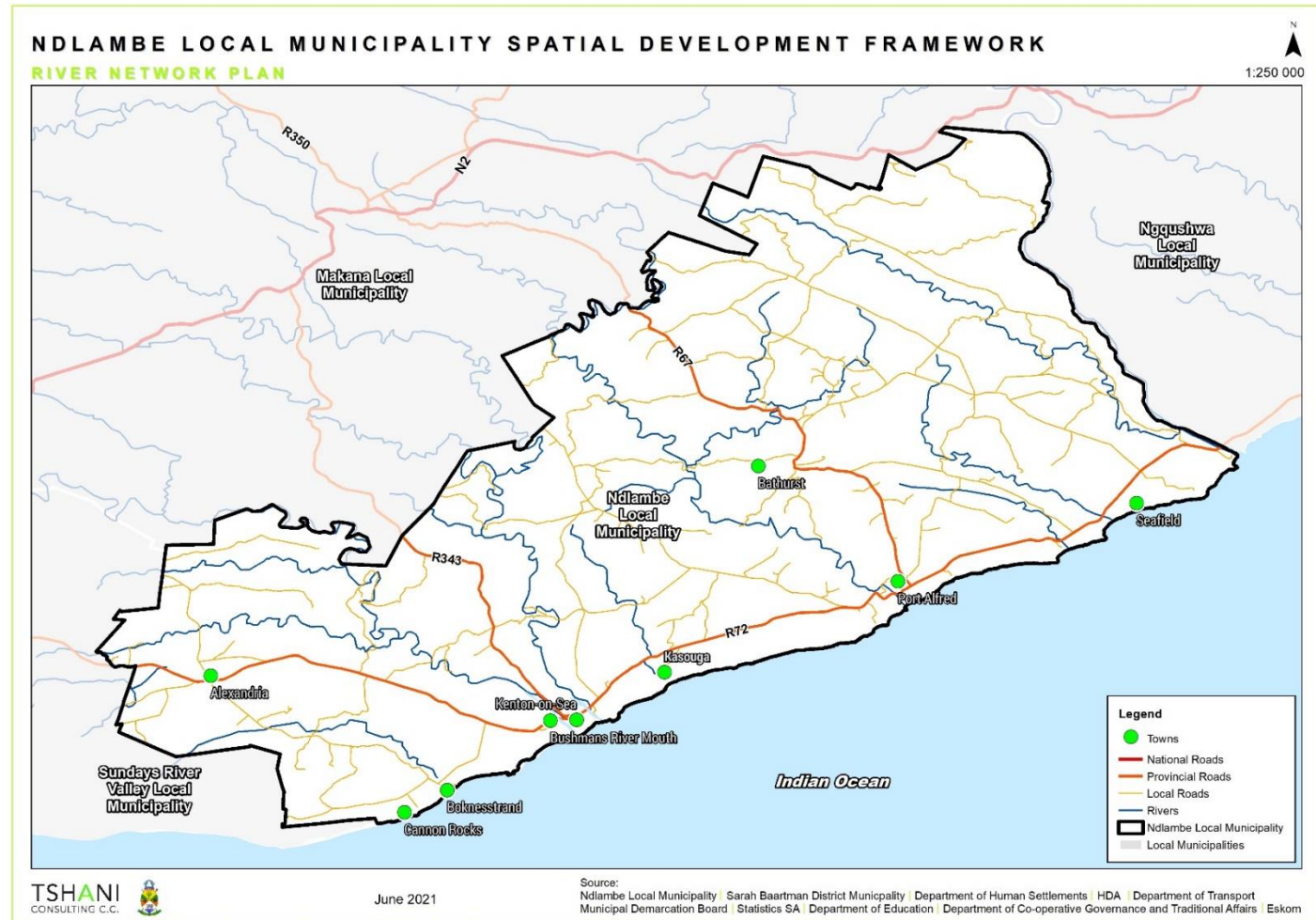


### 9.2.8. Infill Development

Infill development is the development of open stands within existing settlements in order to optimise the use of infrastructure, increase urban densities and promote integration.

### 9.2.9. Natural Features

Natural features refer to the features such as river systems and dams within the study area.



Plan 33: River Network



### 9.2.10. Smart Growth

The urban edge is not an isolated management tool, but rather part of a package of urban growth management tools that all need to be employed equally vigorously by the local authority in order to achieve desired, sustainable, and efficient urban growth management.

Internationally, a sustainable approach to growth management aptly called “smart growth” is seen as the most efficient way of developing urban areas. Smart Growth is a collection of urban development strategies aimed at reducing sprawl and promoting growth that is balanced and fiscally, environmentally, and socially responsible. Smart Growth tries to promote growth and development in areas with optimal opportunity and offers an antidote to the sprawl that has resulted from unlimited low-density development further and further away from the urban centres. Rather than simply restricting development, smart growth is focused on how and where new development should be accommodated.

Smart growth is an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighbourhoods, and community engagement.

The principles of smart growth are:

- New growth and development must be leveraged to improve existing areas of opportunity.

- Redevelopment of existing areas must be promoted rather than abandoning existing infrastructure and facilities only to rebuild it farther out.
- Development must be “town-centre”, transit and pedestrian oriented.
- Integrated, mixed-land uses must be promoted in strategic locations.

It is proposed that, in order to support the successful implementation of the urban edge, the municipality must focus on employing the following strategies:

- Management Zones along the urban edge.

Well-functioning urban environments are structured around zones of diminishing intensity as it moves away from areas of highest opportunity. Typically, the fringe of urban areas are characterised by what is termed the urban-rural transition zone, comprising low density urban development, low intensity, extensive land uses and semi-rural activities such as nurseries. The urban edge should therefore not denote a clear divide between urban and rural, but rather include management zones along the edge that makes provision for a gradual transition from an urban to a rural environment. The area directly inside the urban edge should look at lower urban intensities, while the areas directly outside the urban edge should make provision for semi-rural and rural residential activities.



- Promoting Infill development refers to the identification of vacant land parcels within the demarcated urban areas, amongst existing developments, and developing these parcels of land according to their optimal development potential levels.
- Promoting Densification in and around strategic locations is an important antidote to urban sprawl as it looks at providing high numbers of housing units in strategic, highly accessible locations with high levels of access to economic and social opportunities. If the housing demand, or part thereof, can be satisfied through centrally located high quality higher density residential development then there will be less demand for low density residential developments on the periphery. The secret to success for stimulating the demand for higher density residential living is the quality of the urban environment in which these developments are located. These areas should therefore be focus areas for public investment in infrastructure, social services, streetscape and urban design, open spaces and general high quality, positive performing urban environments.
- Managed expansion refers to the gradual and incremental outward growth of a settlement (i.e. the so-called ripple effect), but within demarcated urban development boundaries (or urban edge), as opposed to leapfrog developments that are not physically and functionally integrated with the main urban area.



Figure 11: Smart Growth

## 10. SPATIAL DEVELOPMENT FRAMEWORK

The Spatial Development Framework of a town/city should direct and arrange the development activities and the built form in such a way that it can accommodate ideas and desires of people without compromising the natural environment and the way services are rendered. Therefore, the Spatial Development Framework should provide general direction to guide decision-making and action over a multi-year period aiming at the creation of integrated and habitable cities, towns and rural areas.

In order to enhance the objectives of efficiency, sustainability, accessibility, integration, equality and good governance, the following strategies must be used in developing policies and processes:

- Adopting a growth management approach
- Understanding the city's development context
- Utilising a city-wide approach to development
- Implement area-based development initiatives and interventions
- Identify marketable opportunities
- Providing development guidelines

The structure of the Spatial Development Framework has been aligned to the 3 SPLUMA Pillars of Biophysical, Socio Economic and Built Environment

### 10.1. Biophysical Framework

The Biophysical Framework is aimed at proposing sustainable development in the natural environment, further addressing the impacts of climate change. The components of the Biophysical Framework are as follows:

- Environmental Framework
- Agricultural Framework

#### 10.1.1. Environmental Framework

This section of the report will discuss the environmental proposals for the Ndlambe Municipality. The environmental framework takes cognisance of the hydrological features, climate change, vegetation, agriculture, biodiversity features and geology.

#### Climate

Ndlambe LM is situated on the coastal region in the Sarah Baartman District Municipality, due to its location the municipality has the highest rainfall in the district. The municipality is classified as semi-arid due to its sub-tropical climate where temperatures range between 16 to 22 degrees. The temperatures of this region are regarded as mild in both summer and winter, with the wind reducing the heat and humidity in summer.

The rainfall in Ndlambe LM is approximately between 1200- 200 mm per annum occurring twice a year, with the highest rainfall occurring in spring. Rainfall is considered highly variable with minimum rainfall occurring in



winter. Rainfall patterns have changed over the years due to the impact of climate change resulting in drought becoming more prominent in the municipality.

The average temperature (depicted in degrees Celsius) and average rainfall (depicted in millimetres) are shown in the below two maps



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## AVERAGE TEMPERATURE PLAN

N  
1:250 000



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June 2021

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



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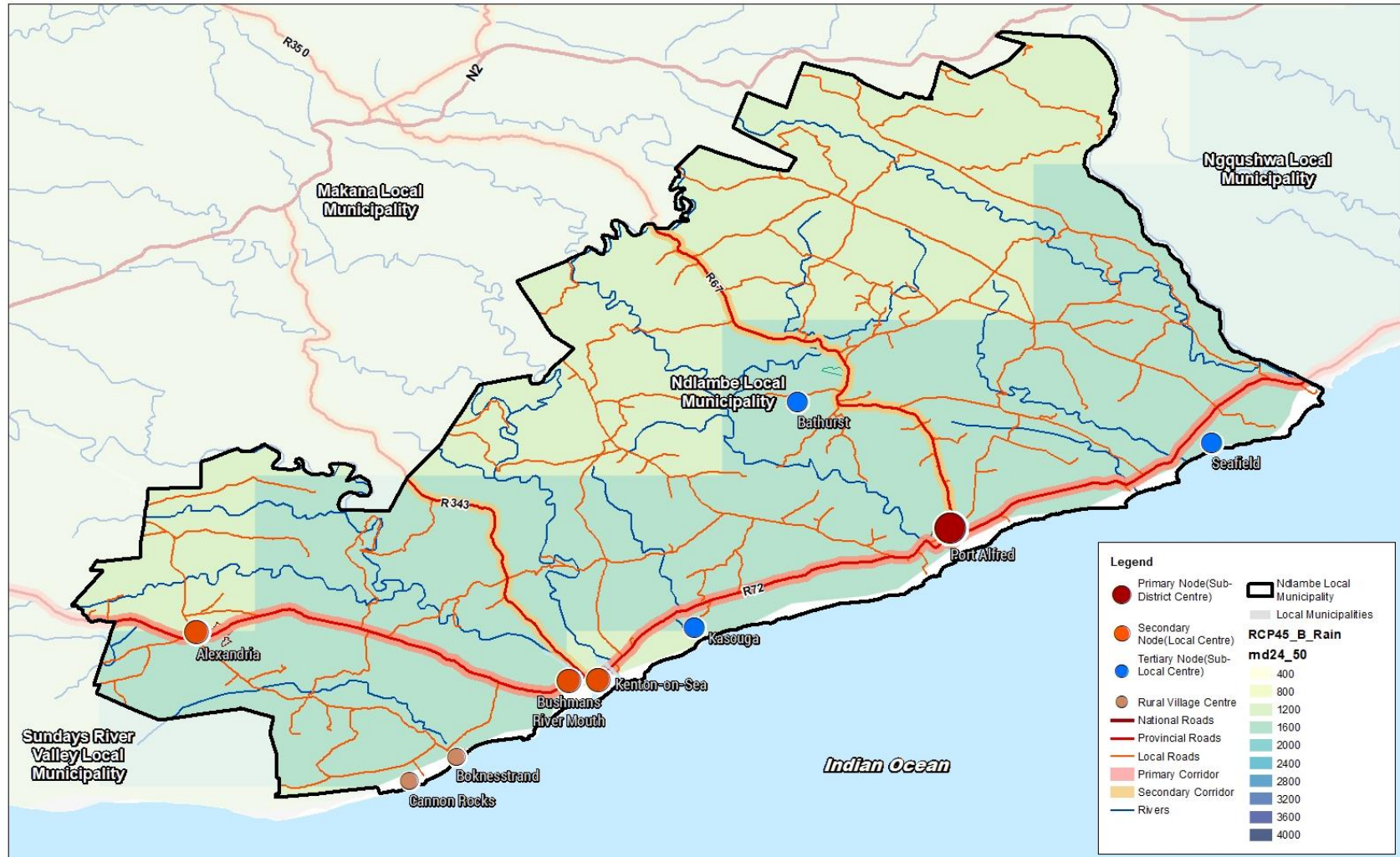
Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

Plan 34: Average Temperature

# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## AVERAGE RAINFALL PLAN

N  
1:250 000



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June 2021

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

Plan 35: Average Rainfall



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## Climate Change

'Climate change is defined 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.' (United Nations Framework Convention on Climate Change)

It is expected that there will be an increase in temperature levels within the province as well as rise in sea levels in coastline areas. Implications of climate change indicate the Eastern Cape could expect more increased rainfall in the eastern portion of the province. Resulting in flooding and higher flows in the river systems rising sea levels will be likely to impact on lower altitude portions of coastal cities such as Port Alfred and Kenton on Sea in relation to Ndlambe LM. This places an extreme vulnerability to these low-lying areas to natural disasters like flooding.

Climate change will not only impact the environment, but it is also expected to an impact on the performance of the economy, social behaviour, infrastructure and other aspects of human existence within the municipality.

The Ndlambe LM is prone to the following disasters as set out in the Green Book (municipal risk profile):

- Fire
- Flooding
- Drought

- Coastal Flooding
- Heat Stress

## Fire

Within Ndlambe local Municipality, some of the areas are prone to frequent wildfires such as Port Alfred, Alexandria and Kenton-On-Sea. The risk of wildfires is a product of increased temperature and winds, reduced humidity and increased fuel load.

Simulations of future scenarios project the likelihood of warmer winters and springs seasons. Coupled with increased intensity and duration of dry periods, there is likely to be increased occurrence of "berg winds" and an increased fuel load from warmer, wetter summers in the east. There is also a high likelihood of increased risk of wildfires in late winter and early spring, DEDEA, 2011.

## Mitigation measures

Ndlambe local municipality should assist and engage with fire protection associations; There should be collaborative engagement with the Disaster Management Unit;

- Improved fire risk awareness (especially on days of high-extreme fire danger);
- Provide support to the Working on Fire initiatives



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## FIRE HAZARD PLAN

N  
1:250 000



**Legend**

- Primary Node (Sub-District Centre)
- Secondary Node (Local Centre)
- Tertiary Node (Sub-Local Centre)
- Rural Village Centre
- National Roads
- Provincial Roads
- Local Roads
- Primary Corridor
- Secondary Corridor
- Rivers
- ▭ Ndlambe Local Municipality
- ▭ Local Municipalities

**Fire danger Likelihood**

- Likely
- Possible
- Unlikely
- Rare

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

Plan 36: Fire Hazard



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## Flooding

Predicted medium intensity flooding events are likely to take place in certain areas within the Ndlambe Local Municipality.

The map below depicts the flood hazard index of the different quinary catchments present or intersecting with the municipality. Green indicates a low flooding hazard, while red indicates a high flood hazard. Floods are inevitable and the main ways of dealing with them are to ensure that the catchment storage capacity is maintained or restored and that developments susceptible to flood damage are moved out of areas that are likely to be flooded (Green Book: municipal risk profile)

## Mitigation measures

- Determine urban edge
- Identify all open spaces
- Determine floodlines
- Maintain and improve the integrity of water catchments;
- New development projects to include water and energy savings;
- Encourage flood-water retention and increased infiltration in urban design and development;
- Ensure flood lines are plotted using projected, rather than historical, data; and
- Increasing capacity in early warning and disaster management institutions.
- Mapping of projected sea level rises, flood zones, set back lines, etc.

## Coastal Flooding

Coastal risk arises from a number of natural processes and human activities.(green book: risk profile).

The map below depicts the areas that are most exposed to coastal flooding.

The following areas are considered:

1. Medium risk of coastal flooding
  - Seafeld
  - Port Alfred
  - Kasouga
  - Cannon Rocks
2. Low risk of coastal flooding
  - Kenton-On-Sea

## Mitigation measures

The following mitigation measures have been identified which the Ndlambe LM can employ as plan against the risk of flooding.

- Determine urban edge
- Identify buffer zones
- Limit infrastructure development in high-risk areas
- Enforce coastal management lines
- Maintain and rehabilitate dunes
- Maintain and rehabilitate wetlands.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## FLOOD HAZARD PLAN

1:250 000



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

Plan 37: Flood Hazard



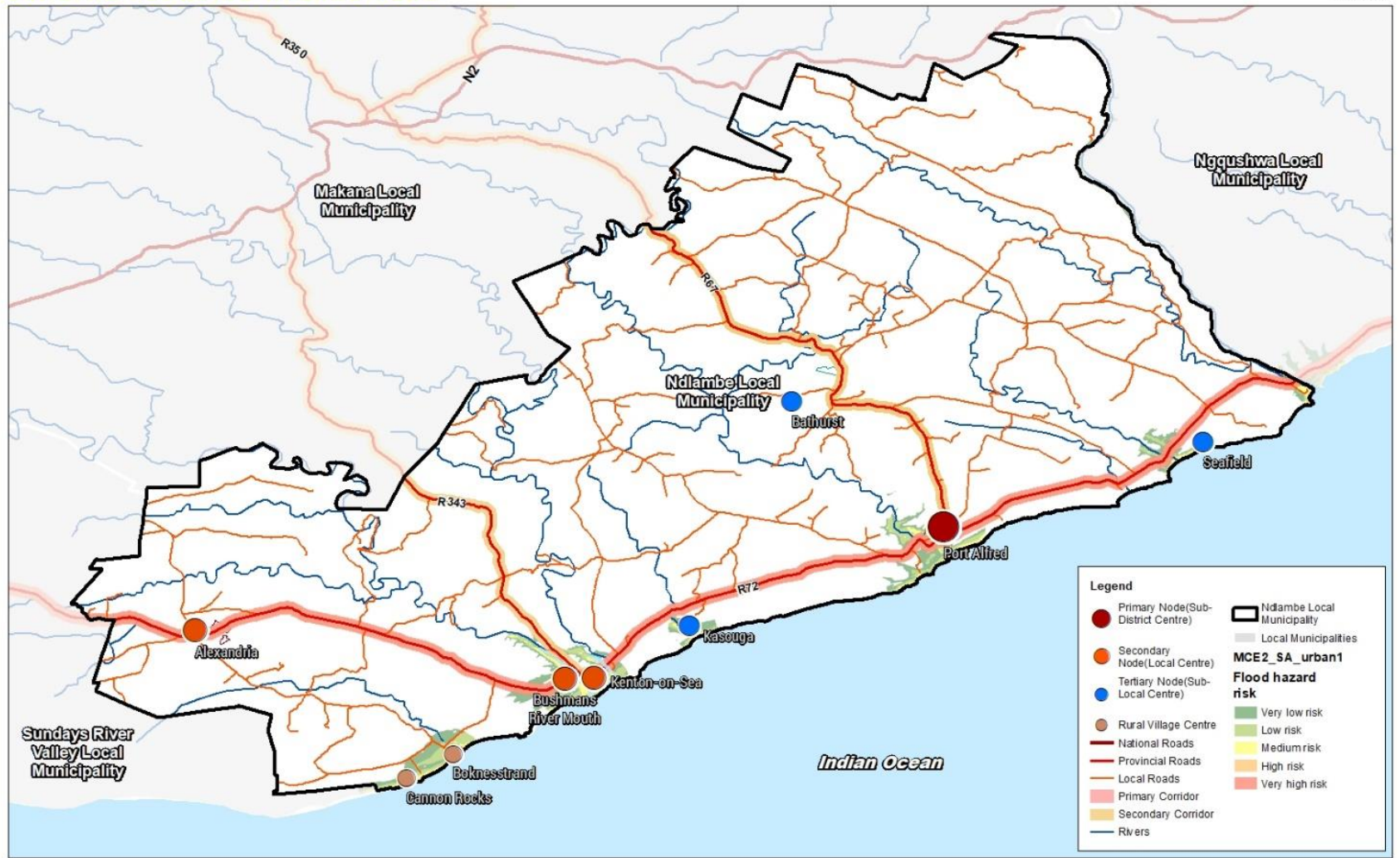
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# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## COASTAL FLOODING HAZARD PLAN

1:250 000



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June 2021

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

Plan 38: Coastal Flooding Hazard



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## Drought

According to Green Book: Ndlambe municipal risk profile, 2050 projections predicted that some of the areas within Ndlambe are in the risk of experiencing drought. The level of drought are depicted on the map below.

- High drought in Port Alfred
- Extremely drought in Alexandria and Kenton-On-Sea
- Implement water conservation measures
- Design a water pressure management system
- Reduce contamination of stormwater runoff
- Maintain and rehabilitate wetlands
- Rehabilitate ecosystems and maintain ecological infrastructure

## Mitigation measures

The following mitigation measures have been identified which the Ndlambe LM can employ as plan against the risk of drought.

- Manage development within the urban edge
- Identify buffer zones
- Limit infrastructure development in high-risk areas
- Enforce coastal management lines
- Maintain and rehabilitate dunes
- Maintain and rehabilitate wetlands

## Heat Stress

With the changing climate, it is expected that the impacts of heat will only increase in the future. The heat-absorbing qualities of built-up urban areas make them, and the people living inside them, especially vulnerable to increasingly high temperatures (green book: risk profile)

The heat stress map indicates areas at risk of encountering increasing heat stresses under an RCP 8.5 low mitigation scenario.

The predictions shows that the level of heat within Ndlambe will be low.

## Mitigation Measures

The following mitigation measures have been identified against heat stress for the Ndlambe LM:

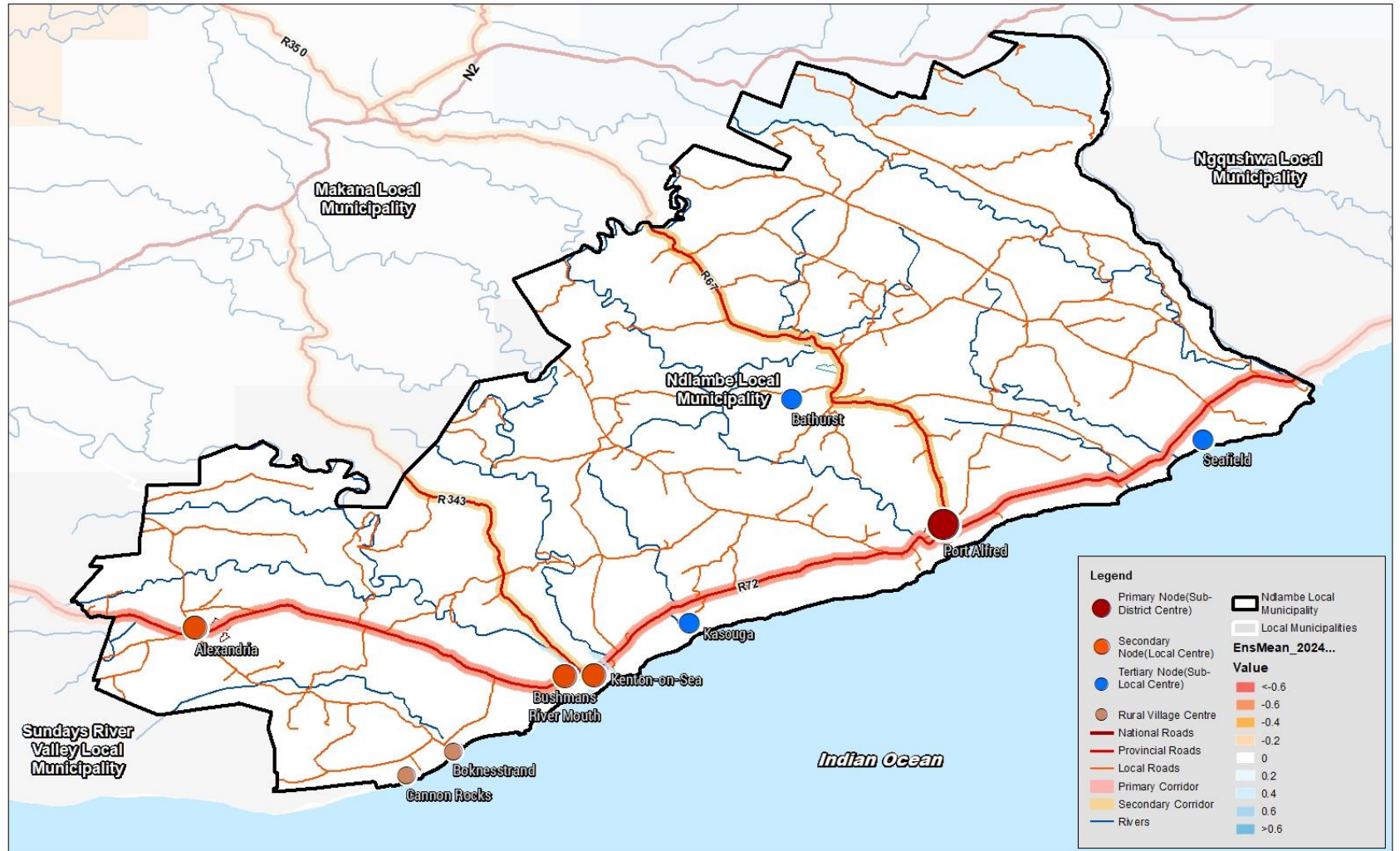
- Identify all open spaces
- Identify all key ecosystems and protected areas
- Protect future landfill, recovery sites and buffer zones
- Design multifunctional open spaces



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## DROUGHT HAZARD PLAN

N  
1:250 000



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June 2021

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

Plan 39: Drought Hazard



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# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## HEAT STRESS HAZARD PLAN

N  
1:250 000



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June 2021

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

Plan 40: Heat Stress Hazard



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## Topography

The municipality of Ndlambe LM is located on the district's eastern coast. The area's topography begins at sea level along the coast and rises to 550m along the Grahamstown and Kap River Mountain ranges. It has a gentle undulating coastal plain through which approximately ten rivers and estuaries flow south-easterly. The coastline is bounded by densely forested dunes. The municipality is considered suitable for urban development and for agricultural practices because it has more gentle slopes.

## Vegetation

According to the South African National Biodiversity Institute (SANBI 2006) there are more than eleven (11) vegetation types and five biomes found in the municipality.

The Albany Coastal Belt and Kowie Thicket are the predominant vegetation types occurring throughout the municipality. The Albany Coastal belt predominates near the coastal area and the Kowie Thicket only occurs along the main rivers inland. Most of the vegetation in the Azonal Biome, such as the Cape Seashore, Cape Estuarine Salt Marshes and Albany Dune Strandveld vegetation are found along the coastal area and are part of the coastal dune vegetation. The Albany Coastal Belt is considered least threatened by SANBI although up to 60% of this vegetation type is considered degraded.

The Southern Coastal Forest vegetation is mostly found between Alexandria and Boknes/CannonRocks whereas the Southern Mist Belt Forest vegetation

occur further inland near the Kap River on the northeast section of the municipality together with the Great Fish Thicket which occurs along and around the Great Fish River. The Bhisho Thicket, the only vegetation that falls within the Savannah Biome is found on the northern section of the municipality towards the border with Makana Municipality. Vegetation that belongs to the Fynbos biome such as the Suurberg Shale and Quartzites are also found in the northern sections.

## Biodiversity Areas

Critical Biodiversity Areas are areas required to meet biodiversity targets for ecosystems, species, and ecological processes, as identified in a systematic biodiversity plan. The Eastern Cape Biodiversity Conservation Plan is responsible for mapping areas that are priorities for conservation in the province, as assigning land use categories to the existing land depending on the state that it is in. In addition, the Eastern Cape Biodiversity Conservation Plan classifies biodiversity areas by terrestrial and aquatic Critical Biodiversity Areas (CBAs). CBAs are classified into the following categories:

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



Ndlambe LM is rich in biodiversity and according to the Biodiversity Sector Plan, the municipality is situated within one of the world's biodiversity hotspots, the Albany hotspot. As per the Provincial Biodiversity Conservation Plan, extents of Category 1 Areas (critical environmental areas) are evident in the study areas. Any habitat loss inevitably leads to losses in biodiversity. The most affected are those rare species with limited ranges and much specialised habitat requirements.

To facilitate the use of the ECBCP information, a land management objectives-based approach has been adopted. This approach rests on the concept of Biodiversity Land Management Classes (BLMCs). Each BLMC sets out the desired ecological state that an area should be kept in to ensure biodiversity persistence. The PSDF provides the following as some potential environmental projects or programmes to assist with the protection and maintenance of CBAs and ESAs in municipal SDF:

- CBAs and ESAs. This would include the development of municipal property rates bylaws that promote the protection of CBAs and ESAs.
- Developing environmental policies and bylaws to protect CBAs and ESAs.
- Developing State of Environment Reports that monitor the status of CBAs and ESAs by capturing land use changes in GIS in CBA and ESA
- Developing Environmental Management Plans or Programmes for municipal owned land supporting CBAs and ESAs.

- Developing municipal Alien Invasive Species Management Programmes, which is required in terms of the Biodiversity Act.
- Identifying beneficial green economy and Local Economic Development projects in CBAs and ESAs for alleviating poverty (e.g., alien clearing and rehabilitation programmes, Expanded Public Works Programmes).
- The use of the ECBCP information to inform water sector plans and water resource management where the CBA Map and land use guidelines can be used to identify priority water resource features (wetlands, rivers, strategic water source areas) that need to be safeguarded.

## Geology

According to the PSDF, the geology, geography, and soils of the Eastern Cape have been relatively constant throughout millions of years, and the climate is also significantly less variable than the daily weather. The area's geology is dominated by Cape Supergroup sedimentary formations, such as the Bokkeveld Group Shales and Witterberg Group Shales and quartzites. Nearly the entire municipality is underlain by these sediments. The Fish River plain also has Karoo Supergroup deposits. The Algoa Group and Quarternary are thin layers of rocks that run along the coast. The Bathurst, Alexandria, and Nanaga formations are part of the Algoa group, which consists of near-shore, marine, fluvial, and aeolian deposits (DWAF 2004).



### What is water scarcity?

Water scarcity, both natural and of human origin, is the lack of sufficient available water resources to meet the demands within a region. Water is unequally distributed over time and space. Much of it is wasted, polluted and unsustainably managed. Ndlambe is currently facing a huge water crisis.

### What are the causes of water scarcity?

- Pollution
- Overuse of water
- Climate Change
- Growing freshwater demand

### How can Ndlambe Local Municipality deal with water scarcity?

1. **Sustainable water management** - Improving water infrastructure must be a priority, as water conservation and efficiency are key components of sustainable water management. Solar desalination and smart irrigation systems are great examples of clean technology for water efficiency and control. That obviously applies even more to the agriculture and farming sector - the largest consumer of water.
2. **Reclaimed water** - Rainwater harvesting and recycled wastewater also allow to reduce scarcity and ease pressures on groundwater and other natural water bodies. Groundwater recharge, that allows water moving

from surface water to groundwater, is a well-known process to prevent water scarcity.

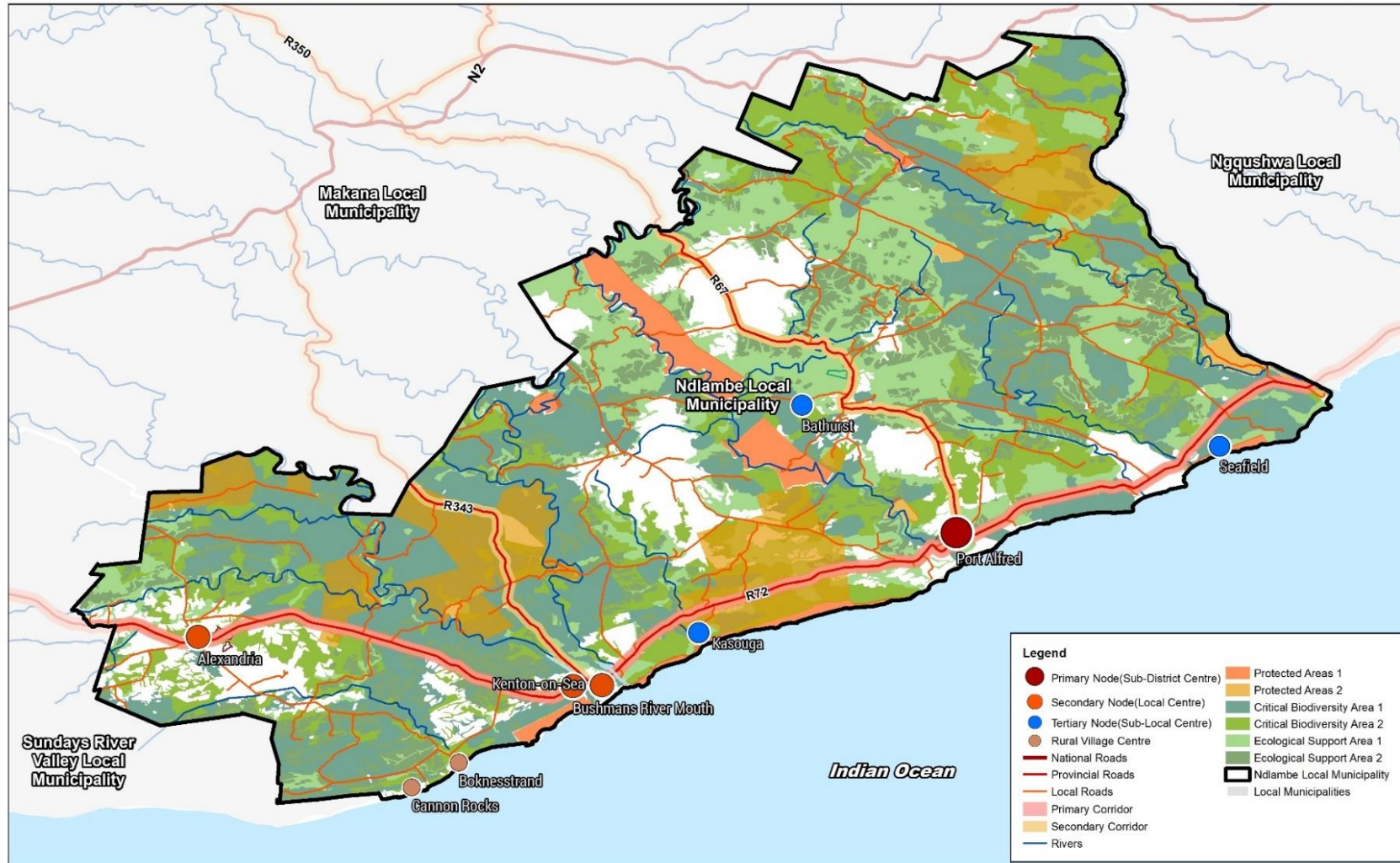
3. **Pollution control & better sewage treatment** - Without proper sanitation, the water becomes full of diseases and unsafe to drink. That is why addressing pollution, measuring and monitoring water quality is essential. Besides, improving the sewage systems in specific areas is another way to prevent water scarcity from becoming any worse
4. **Awareness & Education** - Education is critical to solve the water crisis. In fact, in order to cope with future water scarcity, it is necessary to radically reform all forms of consumption, from individual use to the supply chains of large companies.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## ENVIRONMENTAL FRAMEWORK PLAN

N  
1:250 000



TSHANI  
CONSULTING C.C.

June 2021

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



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Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

Plan 41: Environmental Framework

### 10.1.2. Agricultural Framework

The Ndlambe Local Municipality is a predominantly rural area with agriculture and tourism dominating the economy. It is considered to have rich natural resources that give it a comparative advantage whilst posing development opportunities in agriculture. Alexandria is known for its chicory farming sector, whereas Bathurst, as the centre of one of South Africa's main pineapple growing districts. In the vacant land near Kwanonqubela, informal urban agriculture is taking place. Due to the availability of arable land east of Kwanonqubela and animal husbandry, which now runs on restricted area on the fringes of the town, there is a possibility to expand urban agricultural activities. Agriculture potential and needs in the area include:

- Water availability
- Commonage for cattle grazing
- Cooperatives for chicory and milk production
- A vision to reposition of Alexandria as a major agricultural node.

#### Main products that are produced in this municipality:

##### 1. Pineapple Industry:

Despite the contraction of the industry, it remains the dominant industry in the area with an annual turnover of R80 million. Pineapple processing takes place mainly at East London canneries, where 330 people were retrenched in recent years. What remains is a pineapple juice concentration facility that

employs 125 people. In Port Alfred, Sunshine Juice uses local pineapples and employs about 30 people. In the early-2000's Ndlambe acquired Sunshine Juice and under the name Umsobomvu Pineapple Pulping it became an LED "flagship project", but after a short time it closed its operations at Mount Pleasant farm (a municipal owned farm near Bathurst) due to mismanagement. NNIP has commenced a five-year restructuring and development program costing more than R500 million, which over and above the pineapple juice concentration facility, will focus on processing pineapple plant material adding value to these residues, being specifically:

- Biotechnology/medicines from pineapple stumps;
- Pineapple textiles (pine fibre) from the leaves; and
- Composites, also from the leaves.
- Residues from the combined processes will be fed into an Anaerobic Digester to create electric power and steam.

Currently the Ndlambe LM is assisting the Bathurst Community to set up a Community Development Trust called Bathurst Community Trust (BCDT) to promote the participation of emerging farmers in the Pineapple Industry, development (on municipal farms, LRAD farms and Bathurst commonage). Given the 4-year growth period of pineapples, the increased planting might have to start soon. PGA anticipates the establishment of a Pineapple Training School.



## 2. Chicory Industry and Dairy Farming

The chicory industry, based in Alexandria, has also been in decline over the last decade. In 1997 7,500 seasonal workers were employed on 4,500 ha to plant chicory. Now there are only 1,500 seasonal workers employed on 1,000 ha. In Ndlambe area there are now only 25 chicory farmers, all dry land.

Chicory SA sells to Nestle and National Brands and faces competition from allegedly inferior Indian chicory. Chicory SA wants chicory cultivation to double in the short-term and has identified several municipal farms that are suitable. There is also a move back into chicory by a few of the local farmers as the economic benefits have increased.

### Other agricultural potential within the municipality

- Wheat
- Maize
- Oats
- Rye
- Potatoes
- Irrigation of vegetables, sugar beet, olives and oranges.
- Several farms already practice irrigation on a small scale, depending on water availability (boreholes, springs and rivers) using centre pivot and drip irrigation techniques. Existing irrigated crops include pepper dews and rose geranium (for essential oils). Quite a substantial number of commercial farmers have diverted to game

farming due to minimum operating costs involved in Game Farming in comparison to Crop Production.

- The Sarah Baartman District Rural Development Plan indicates that Port Alfred, Kenton-on-Sea, Alexandria have high potential for red meat

### Agro-processing as a growing industry in Ndlambe:

Agro processing could be defined as set of technoeconomic activities carried out for conservation and handling of agricultural produce and to make it usable as food, feed, fibre, fuel or industrial raw material.

This industry consists of the following sub-sectors:

- Meat processing
- Dairy products
- Fruits and vegetables processing
- Grain mill products
- Sugar mills and refineries
- Wine fruit juices
- Beer

The Agroprocessing industry is steadily growing in the following areas within Ndlambe;

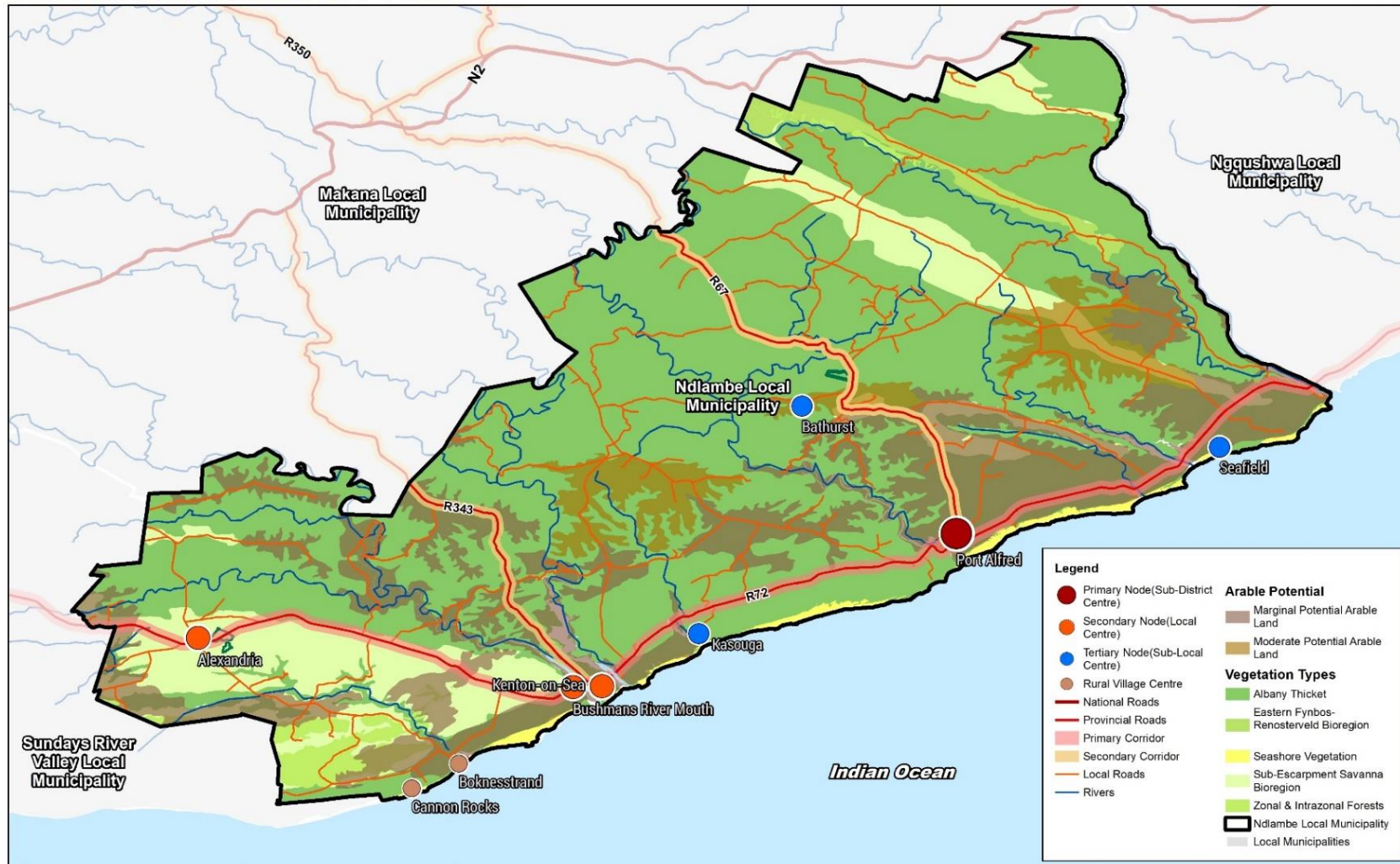
- Kenton-on-Sea
- Alexandria
- Bathurst
- Farms located along the R343 road.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## AGRICULTURAL FRAMEWORK PLAN

1:250 000



TSHANI CONSULTING C.C.

June 2021

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

Plan 42: Agricultural Framework



TSHANI CONSULTING C.C.

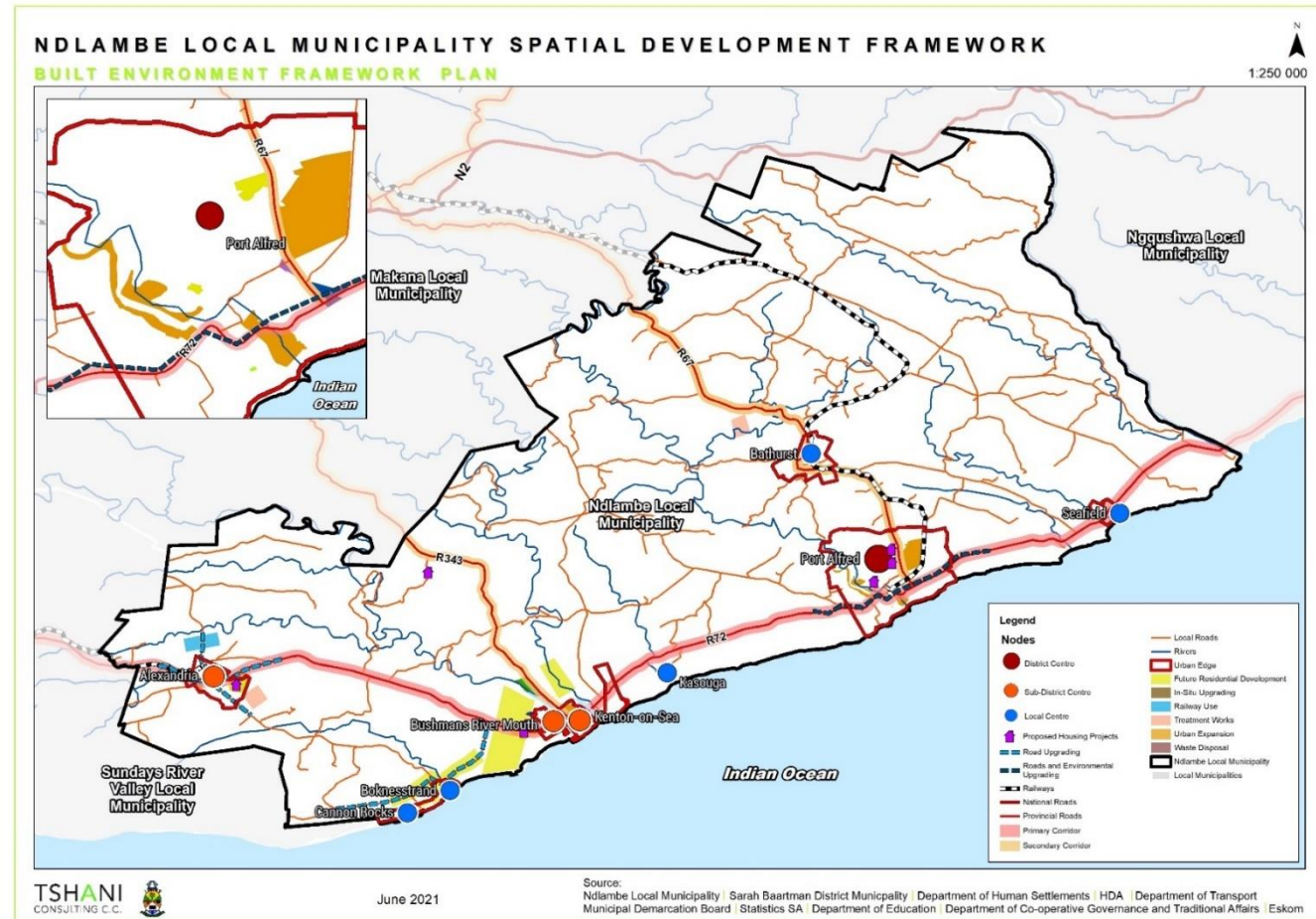
Ndlambe Local Municipality Spatial Development Framework, 2023  
 Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

## 10.2. Built Environment Framework

The Built Environment Framework aims to look at the Built aspect with regards to proposals for the Ndlambe municipal area.

The following are components of the Built Environment Framework:

- Land Use Proposals for each nodal area
- Infrastructure
- Movement and Transport
- Densification
- Settlements
- Smart Growth



Plan 43: Built Environment



## 11. LAND USE PROPOSALS

The following Land Use Proposals have been developed through a detailed study of understanding the current land use patterns of the towns of Ndlambe as well as unpacking Land use development trends within these towns and likelihood of development guidelines and future trends and direction of growth.

The detailed Land Use proposals have been conducted for the following towns within the Ndlambe LM:

- Alexandria
- Bathurst
- Boknesstrand
- Port Alfred
- Kenton-on-Sea/ Bushmansriver Mouth/Marselle
- Cannon Rocks
- Seafeld

### 11.1. Alexandria Land Use Proposals:

The 'Alexandria' urban concentration has been identified as a "Sub-District Centre" owing to the following reasons:

- It is located along the R72 (Tourism Route)

- There are large number of tourism activities
- It's located on the way to Port Elizabeth

#### Business/ Retail

Retail and business uses in Alexandria are mainly situated along the R72, which functions as a local activity corridor in the town that has created a linear CBD. The CBD consists mainly of retail shops, banks, a hotel and limited mixed use development.

Business uses outside of the CBD are mainly convenient centre, corner and/or spaza shops situated within the residential developments. The retail node in KwaNonqubela, situated opposite the community hall consists of corner shops and offices. Some of these buildings are disused and derelict while some are non functional.

Potential exists to enhance the CBD and the KwaNonqubela Nodes due to the strategic location of the area as a service centre for surrounding communities through:

- Expanding and upgrading CBD
- Creating opportunities for mixed use developments in the nodes

#### Industrial/ Commercial

The main industrial area of Alexandria is situated north of the CBD on the road to Salem. Industrial development consists mainly of light/medium industries the major being Chicory SA. The railway line from Port Elizabeth



terminates in this industrial area. Potential exists to utilise the railway to rejuvenate the currently ailing agricultural sector through the transportation and delivery of raw materials and products to and from the Nelson Mandela Bay Metropolitan Municipality (NMBM) and adjacent farms around Alexandria for agro-processing and other industrial activity to supply larger industries in Nelson Mandela Bay Metropolitan Municipality (NMBM) and the Industrial Development Zone (IDZ).

### Open Space/ Agriculture

Alexandria is known as a farming town. It has large pockets of open space within the urban edge and is surrounded by commercial farms with intensive agricultural activity. Informal urban agriculture is taking place in vacant land near KwaNonqubela. An opportunity exists for the expansion of urban agricultural activity due to the availability of arable land east of Kwanonqubela and animal husbandry, which currently operates on limited space on the outskirts of town. Agriculture potential and needs in the area include:

- Commonage for cattle grazing
- Cooperatives for chicory and milk production
- Reposition Alexandria as a major agricultural node

### Residential

Residential development is the dominant land use in Alexandria. It consists mainly of low-medium density detached housing in the central part of the

town near the CBD and in the Northwest sections. There is a significant number of low cost housing developments in the southeast (Kwanonqubela) and North West (Wentzel Park) of the town most of which are RDP Housing. Informal housing is present at the main entrance to the township.

### Truckstop

A truck stop, known as a service, is a commercial facility which provides refuelling, rest (parking), and often ready-made food and other services to motorists and truck drivers. This has been proposed in Alexandria along the R72, making it easier for travellers to fuel up when they are traveling from Port Elizabeth to East London as the next Truckstop is in Port Alfred and may be too far.



### UPGRADE & STRENGTHEN ALEXANDRIA CBD –R 72 GATEWAY

Harsh Environment: Car Dominated, Unattractive Gateway, Pedestrian-Vehicular Conflict, CBD Sprawl , poor lighting, unattractive outdoor places that fail to attract passing traffic, low bulk/building density, vacant underutilised land, low residential use, limited space for CBD expansion, etc



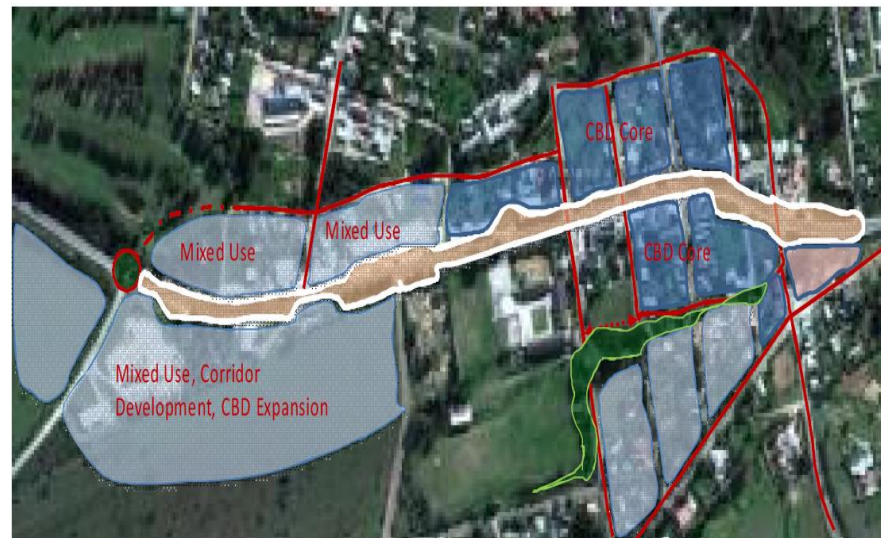
### UPGRADE & STRENGTHEN ALEXANDRIA CBD –R 72 GATEWAY

CBD Revitalisation: Traffic Calming, Create safe pedestrian crossing areas, develop parallel road system, extend CDB either side of R72, formalise lay bye areas for public use, rationalise parking, lane widths, alignments, etc



### UPGRADE & STRENGTHEN ALEXANDRIA CBD –R 72 GATEWAY

CBD Revitalisation: Traffic Box, Traffic Calming, Extend CBD, Infill on Vacant Land, Tree Planting, etc



UPGRADE & STRENGTHEN KWANONQUBELA NODE



UPGRADE & STRENGTHEN KWANONQUBELA NODE



KWANONQUBELA UPGRADE SPORTS FACILITIES

Upgrade roads and improve connectivity and access to sports facilities.

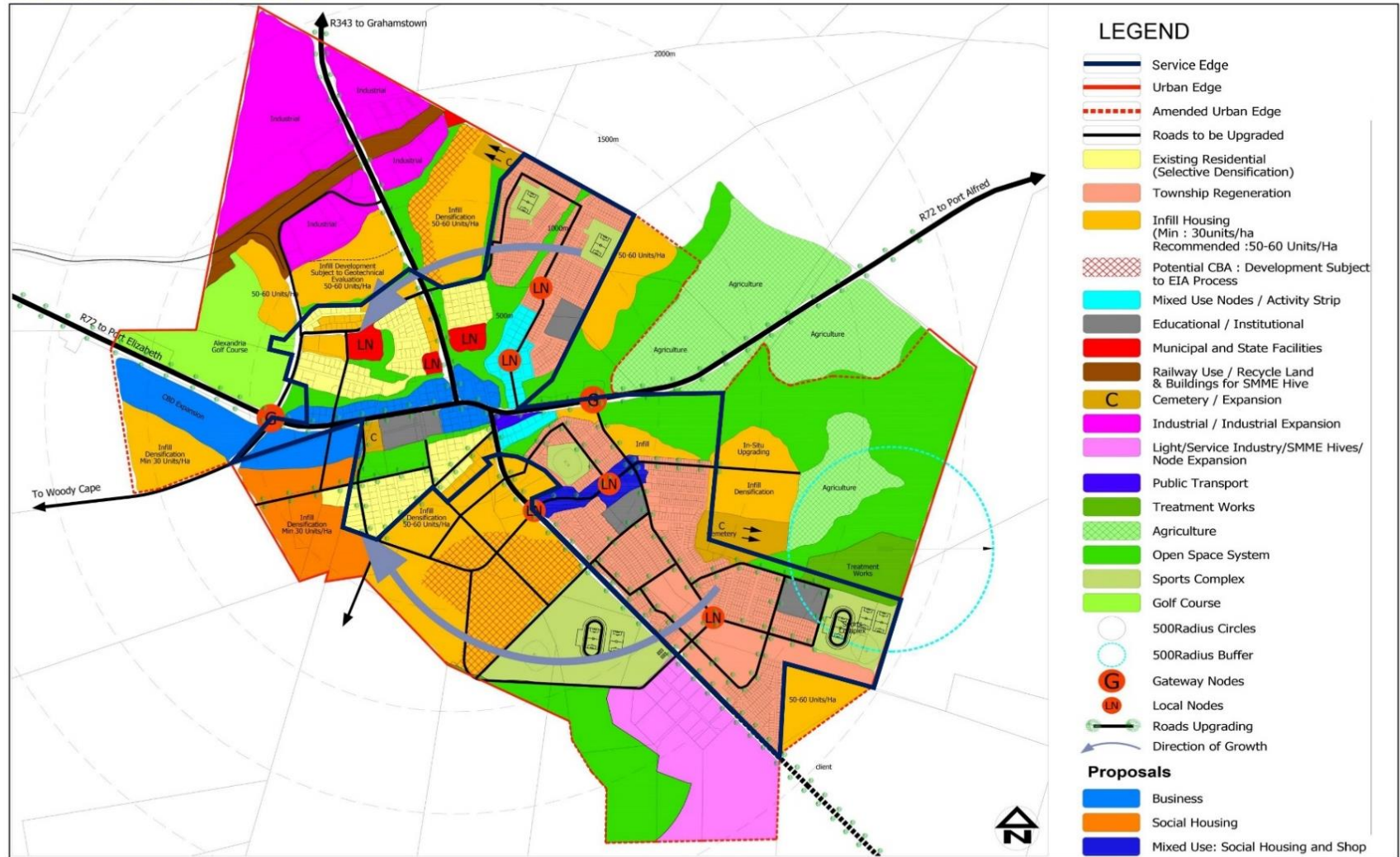


ALEXANDRIA URBAN AGRICULTURE



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## ALEXANDRIA LAND USES



TSHANI CONSULTING C.C.

August 2021

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

Plan 44: Alexandria Land uses



TSHANI CONSULTING C.C.

## 11.2. Bathurst Land Use Proposals:

The “Bathurst” urban concentration has been identified as a “Local Centre” owing to the following reasons:

- It is located along the R67 (Regional Road)
- There are large number of tourism activities there (B&Bs, restaurants, etc)
- Its located on the way to Grahamstown

### Business

Bathurst is a small tourist town situated along the R67 from Port Alfred to Grahamstown. Business and retail uses are situated in the town centre located along the R67 and include mainly tourist related businesses (Bed and Breakfast, gift shops), restaurants, hotel, specialist and owner operated shops. The business nodes are spread out by way of ribbon development along the R67. They tend to be stand alone facilities with limited threshold population within walkable distances and reliant on passing traffic.

### Residential

Residential development in Bathurst is mostly large low density residential development close to the CBD and low cost RDP housing in the periphery of the town. The residential development close to the CBD consists of large plots with detached housing. There is no high rise multi-storey residential which has led to the sprawling of the town northwards along the R67.

### Industrial/ Commercial

Industrial development is very limited with only a few warehouses and light industries such as workshops situated at the entrance to the town mostly associated with agricultural products. There were SMME industries brick making which were situated in Nolutkhanyo next to the town hall, but these are no longer operational, and the facilities are rundown. Resuscitation of the industries through LED strategies, more so for SMME development and light industries, is critical for the economic growth of the town which is currently dependent on agricultural sector.

### Community Facilities

The Community facilities in Nolutkhanyo are not well keep, these include:

- Derelict sports facilities adjacent to primary school in the township
- Sports facilities along R67 opposite the township are a potential accident zone

The prevalence of young people in the area requires the provision of adequate sports and recreational facilities proximity to the residential area and safe areas.



GATEWAY NODE: NOLUKHANYO - BATHURST



GATEWAY NODE: NOLUKHANYO - BATHURST

Road upgrade, street lighting, pedestrian walkway, traffic calming



GATEWAY NODE: NOLUKHANYO - BATHURST



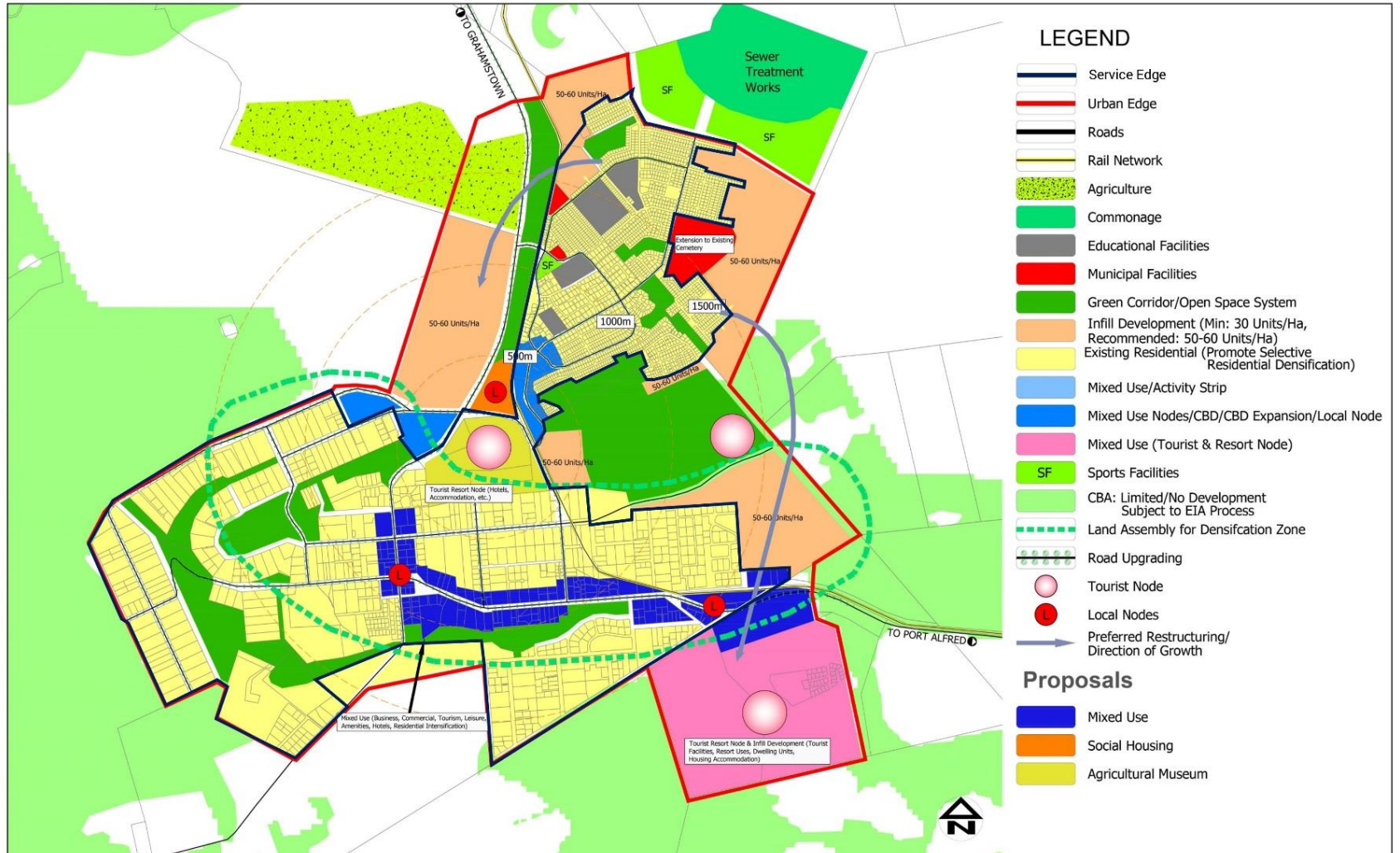
INTEGRATION NODE: NOLUKHANYO TOWNSHIP- BATHURST

Integration Node: Linking Township With Museum, Show Grounds, Railway Station, Trunk Road.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## BATHURST LAND USES



### LEGEND

- Service Edge
- Urban Edge
- Roads
- Rail Network
- Agriculture
- Commonage
- Educational Facilities
- Municipal Facilities
- Green Corridor/Open Space System
- Infill Development (Min: 30 Units/Ha, Recommended: 50-60 Units/Ha)
- Existing Residential (Promote Selective Residential Densification)
- Mixed Use/Activity Strip
- Mixed Use Nodes/CBD/CBD Expansion/Local Node
- Mixed Use (Tourist & Resort Node)
- SF Sports Facilities
- CBA: Limited/No Development Subject to EIA Process
- Land Assembly for Densification Zone
- Road Upgrading
- Tourist Node
- Local Nodes
- Preferred Restructuring/Direction of Growth

### Proposals

- Mixed Use
- Social Housing
- Agricultural Museum

TSHANI CONSULTING C.C.

August 2021

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

Plan 45: Bathurst Land Uses



TSHANI CONSULTING C.C.

### 11.3. Boknesstrand Land Use Proposals:

The “Boknesstrand” urban concentration has been identified as a “Local Centre” owing to its location along a local area road and the level of intensity of the town as well as the size of the population.

Boknesstrand lies spatially adjacent to Cannon Rocks, and they share municipal water supply from the reverse osmoses plant in Cannon Rocks. The settlement is predominantly a residential area with limited business at the entrance to the town and at the beach node in the form of corner and/or tourist related shops and businesses.

The main open spaces are the coastal area, Boknes River and its estuary. The settlement is surrounded by farms with intensive agricultural activity. The community facilities include a community hall and beach areas.

#### Residential

Residential development in “Boknesstrand is located along the coastline. Most of the sites are vacant which means there is a lot of opportunities for further residential development. The residential development is also close to the CBD, which means the residents are closer to a lot of services and do not have to travel a long distance to other towns to access services.

However, developers within Boknesstrand have been required by the Ndlambe Environmental department that whenever they wish to do any sort of development on their properties, they will be required to an Environmental

Impact Assessment (E.I.A) first as Boknesstrand is situated along the sandy dunes.

#### Business

Business and retail uses are situated in the town centre located along the intersection of Hoof Street and Daniel Scheepers Street all the way up north to intersection of Boknesstrand Road and Hoof Street and these include namely the Boknesstrand Supermarket Shopping Mall, Strand Supermarket & Vulstasie.

#### Future Urban Expansion

There are two large vacant sites along Galijoen Street, both located opposite each other. In these two sites, exists a lot of opportunity for mixed use development which consists of further residential development as well as the expansion of CBD.

#### Electricity

Eskom supplies electricity direct to Cannon Rocks.

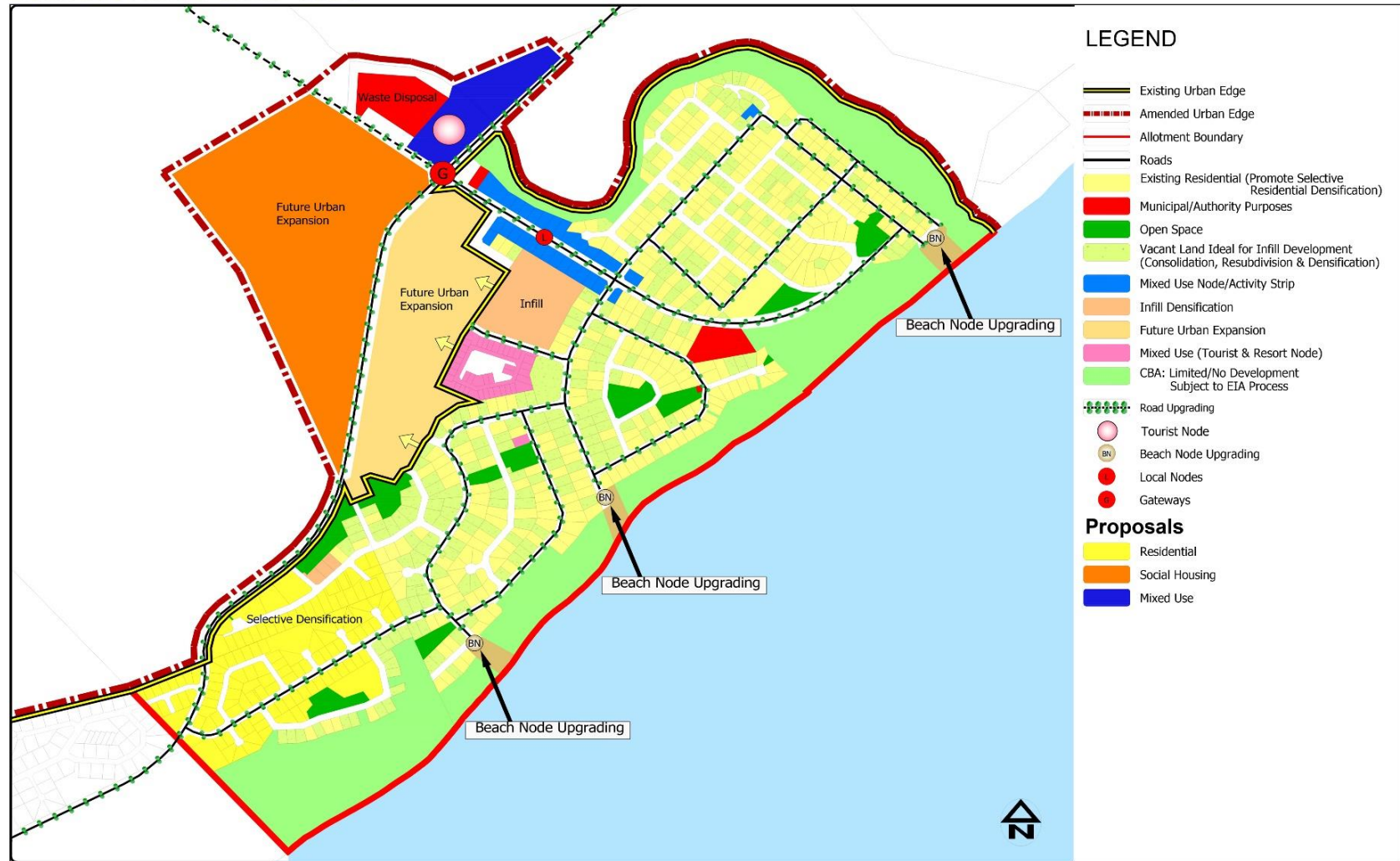
#### Tourist Node

Along Boknesstrand Road lies a tourist node, the purpose of this node is to provide tourism-related uses, comprising commercial, office, hotel and entertainment and leisure facilities. The Boknesstrand river that intersects this node can be used as a tool to attract more tourists.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## BOKNESSTRAND LAND USES



TSHANI CONSULTING C.C.

August 2021

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

Plan 46: Boknesstrand Land Uses



TSHANI CONSULTING C.C.

## 11.4. Port Alfred Land Use Proposals:

The “Port Alfred” urban concentration has been identified as a “District Centre” owing to the following reasons:

- It is located along the R72 (Tourism Route)
- There are a lot of tourism activities taking place within the town
- The town contains a flourishing CBD that is used by residents throughout the LM, tourists, as well travelers driving through the town
- It is strategically located between East London & Port Alfred
- Dominated by student accommodation and rental trends

### Business/ Retail

Most major business uses in Port Alfred are concentrated in the CBD. The CBD is the commercial and retail node of the town consisting national chain stores, local shops, offices, hotels, Bed and Breakfast, banks and owner operated businesses. Demand for business uses is evident through the conversion of residential buildings east of the CBD to offices. This is the only feasible area for the expansion of the CBD as the river, steep terrain and R72 road form barriers to expansion north, west and southwards respectively. Mixed use development such as home businesses, offices and residential development is slowly emerging at the entrance to the town (from Port Elizabeth) along the R72 from the Caltex fuel station toward the CBD. An

opportunity exists to expand the Caltex business centre into a gateway node and formalise the development along the R72 in to a transition mixed use zone from the CBD.

There are pockets of business and retail uses within surrounding residential areas, suburbs and townships. These include the business and retail nodes at the Marina, East Bank (along the R72 to East London), West Bank (near the coast) and Rosehill Mall. Business uses within the townships are mostly corner/spaza shops and neighbourhood convenient stores. There are no clearly defined nodes in these areas and where these are present the infrastructure is not well maintained.

### Residential

Residential uses are the dominant land use in Port Alfred. There are a variety of residential developments. South of the CBD and Kowie River consists mainly of low density single story detached houses in large erven. There is evidence of medium density group housing and / or townhouse developments and retirement villages emerging in established residential areas through infill and in new developments near and around Rosehill Mall. Nemato and Station Hill are higher density residential areas with predominantly single storey detached stand-alone low-cost housing. Thornhill is a high density housing development that caters for low cost and social housing with a variety of typologies including single story detached and semidetached, and double storey semidetached units. Multi-storey residential development was proposed in the previous SDF in the southern section of Thornhill near the industrial area. This area is seen as strategic



due to its proximity to areas of employment in the industrial area and it is envisaged to develop much higher residential development in the future. Potential also exists to promote higher density development in areas with larger residential erven through infill, subdivision and approval of second/third dwellings to create a sustainable compact town. Priority must be given to the creation of a mixed residential area with different housing typologies. The aim of human settlements is to develop housing close to public transport routes and areas of employment and within distance (400-800m) of major nodes.

The town is also dominated by student accommodation where a need for more housing of this nature is required. The proposal for increased housing density would assist to support the need more student accommodation.

### Industrial / Commercial

The main industrial area in Port Alfred is situated along the R72 east of the CBD in East Bank. It consists of light and medium industries. The area is not fully developed and there is potential to expand the area further along the R72 and northwards into adjacent vacant land. It is ideally located in proximity to the residential areas of Thornhill, Nemato and Station Hill. Limited warehousing and airport related industrial activity is also taking place near the Air school. An opportunity exists to expand this industrial area and integrate it with the activities of the air school mostly through the utilisation of the airstrip for transporting freight.

### Community and Health facilities

Port Alfred is the administrative centre of the regions within Ndlamb and therefore houses most government facilities. It has secondary and primary schools located in and around the town including police stations, post office which also services the surrounding regions.

### Retail Shopping Centre

The corner of Wharf Street and R67 has been earmarked for retail shopping centre which is currently under construction.

### Proposed corridor between Port Alfred and Grahamstown

Grahamstown is located along the N2, is known for performing arts (theatre, dance, stand-up comedy and live music), visual art exhibitions, films, talks and workshops, a large food and craft fair and historical tours of the city.

Prior to COVID-19, Grahamstown contributed R90-million to the GDP to town of Grahamstown through direct and indirect spend, job creation and tourism activity. Whilst Port Alfred is also famous for its tourism activities and for having quite a lot of business/commercial activities.

As you travel from Port Alfred to Grahamstown, along the R67. Bathurst is also dominated by restaurants, old hotels, galleries and the Big Pineapple. This corridor provides strong economic and tourism opportunities that will need to be tapped on even further as it has great potential. And could boost the GDP of Ndlambe and also provide a lot of job opportunities for job seekers and people who wish to start their own businesses.



PORT ALFRED CBD UPGRADING AND EXPANSION



PORT ALFRED CBD UPGRADING AND EXPANSION



PORT ALFRED CBD UPGRADING AND EXPANSION



PORT ALFRED CBD UPGRADING AND EXPANSION



PORT ALFRED CBD EXPANSION & WATERFRONT ENHANCEMENT

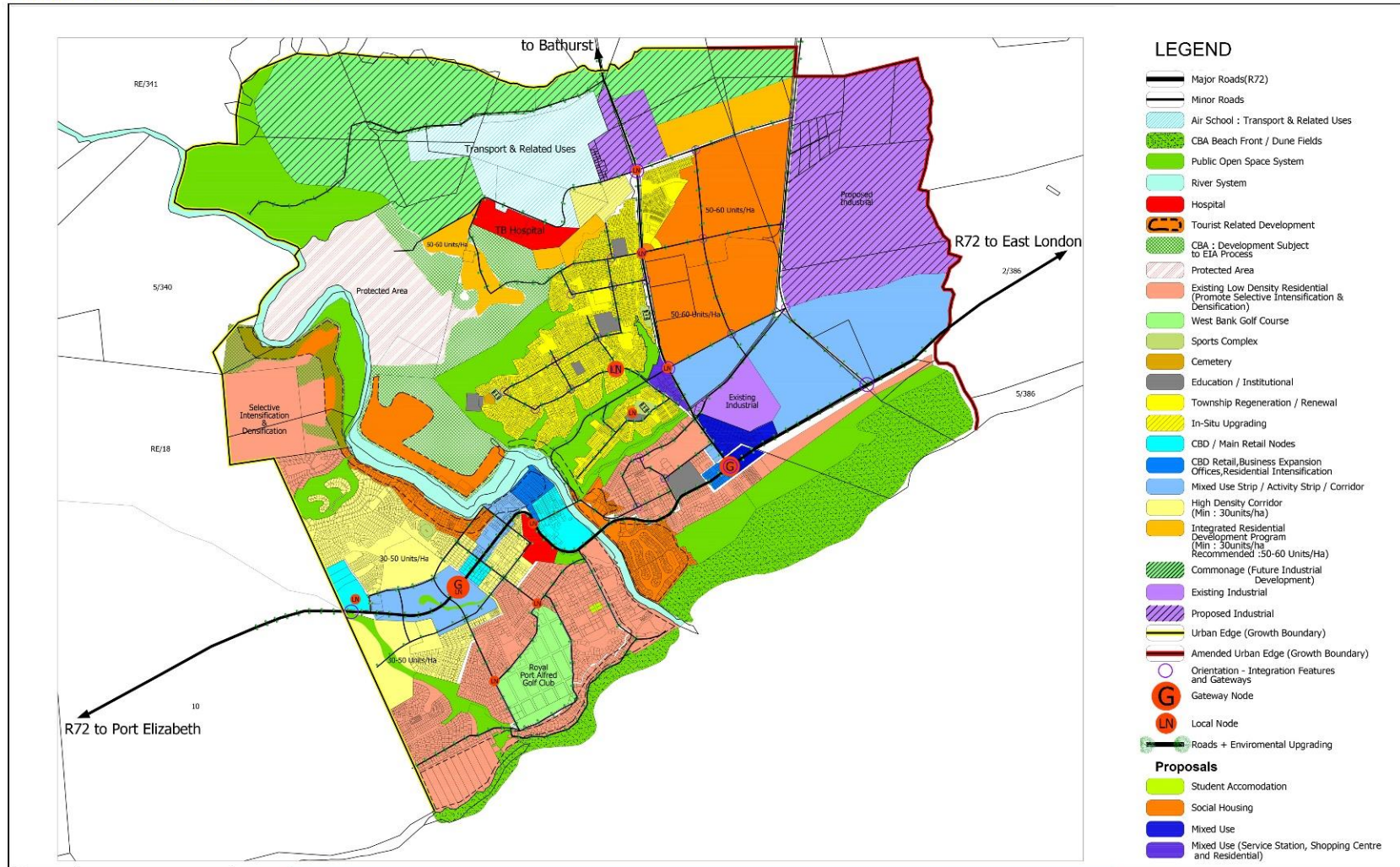


PORT ALFRED EASTERN GATEWAY NODE



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## PORT ALFRED LAND USE



TSHANI CONSULTING C.C.

August 2021

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

Plan 47: Port Alfred Land Uses



TSHANI CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
 Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

## 11.5. Kenton-on-Sea/Marselle/Bushmans Land Use Proposals:

The “Kenton-on-Sea” urban concentration has been identified as a “Sub-District Centre” owing to the following reasons:

- It is located within close proximity to the R72 (Tourism Route)
- There are a lot of tourism activities found in this town where tourists travel from all over the province and country to visit the town
- The town consists of a mini CBD that is used by locals and tourists
- Dominated by guesthouses, restaurants, and hotel trends

### Business / Retail

Business and retail uses in Kenton-on-Sea are situated in the town centre along River Road. It is comprised of double and single storey retail shops, restaurants, coffee shops, bed and breakfast professional offices. Some double storey buildings have mixed uses with shops on the ground floor and flats above. The shop fronts are well maintained and have compatible uses. Most business activities are concentrated on the upper end of River Road; however, there is evidence of increasing office uses and home business further down the road towards the beach area. It is expected that with time the entire River Road will become an activity corridor.

There are smaller business uses situated at the entrance to Kenton along the main road to the CBD (Robby's Liquor Store), on the coastal node along Eastbourne Road.

The node has potential for further expansion as it is situated along the main road to the town from the R72 and adjacent to a disused taxi rank. There are several corner/spaza shops within KOS which serve as neighbourhood convenient shops.

### Residential

This is a limited range of housing typologies which has led to very low-density developments and promotion of urban sprawl. Residential development is not integrated; low-income housing is situated in the periphery far from economic opportunities in the CBD. There is a need to redress this situation by providing social housing on under-utilised vacant land near the CBD and creating economic nodes in the townships.

### Industrial

The industrial area is situated in Bushmansriver Mouth extension adjacent to Marselle. It consists of light/medium industries such as manufacturing, warehousing and storage, and workshops.

### Community Facilities

Community facilities in Kenton, Bushmans and Marselle include community halls, clinics and recreational facilities. The community in Marselle indicated a need for a skills training centre and multipurpose sports facility for youth and local economic development. Existing school sites which are not being utilised have been proposed for residential development and community facilities.



UPGRADE & STRENGTHEN MARSELLE –R 72 GATEWAY NODE



UPGRADE & STRENGTHEN MARSELLE –R 72 GATEWAY NODE



EXTEND & STRENGTHEN KENTON-R72 EASTERN GATEWAY NODE

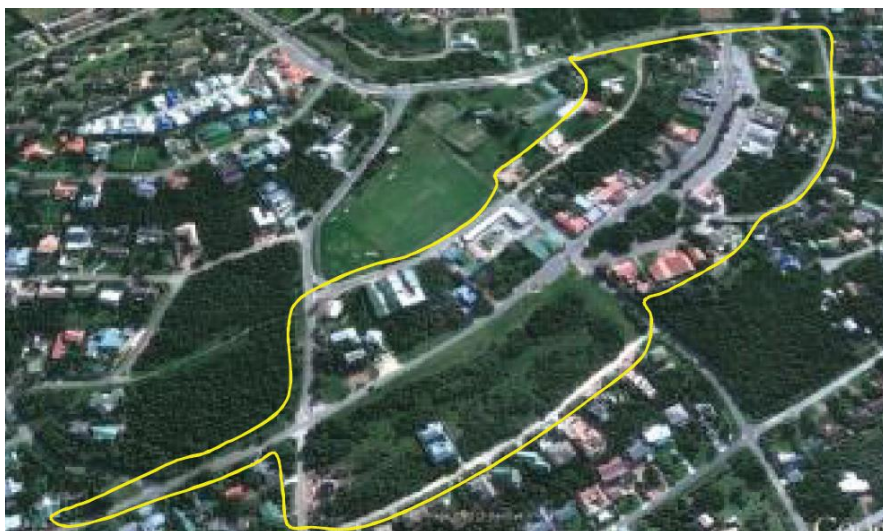
Kenton Gateway Node: Take advantage of passing traffic, maximise visibility, promote land use intensification in line with good location and access, recycle underutilised land & services, promote compaction and reverse sprawl



EXTEND & STRENGTHEN KENTON-R72 EASTERN GATEWAY NODE



KENTON ON SEA CBD UPGRADING AND URBAN RENEWAL



KENTON ON SEA CBD UPGRADING AND URBAN RENEWAL



EKUPHUMLENI TOWNSHIP EXTENSION AND AGRICULTURE

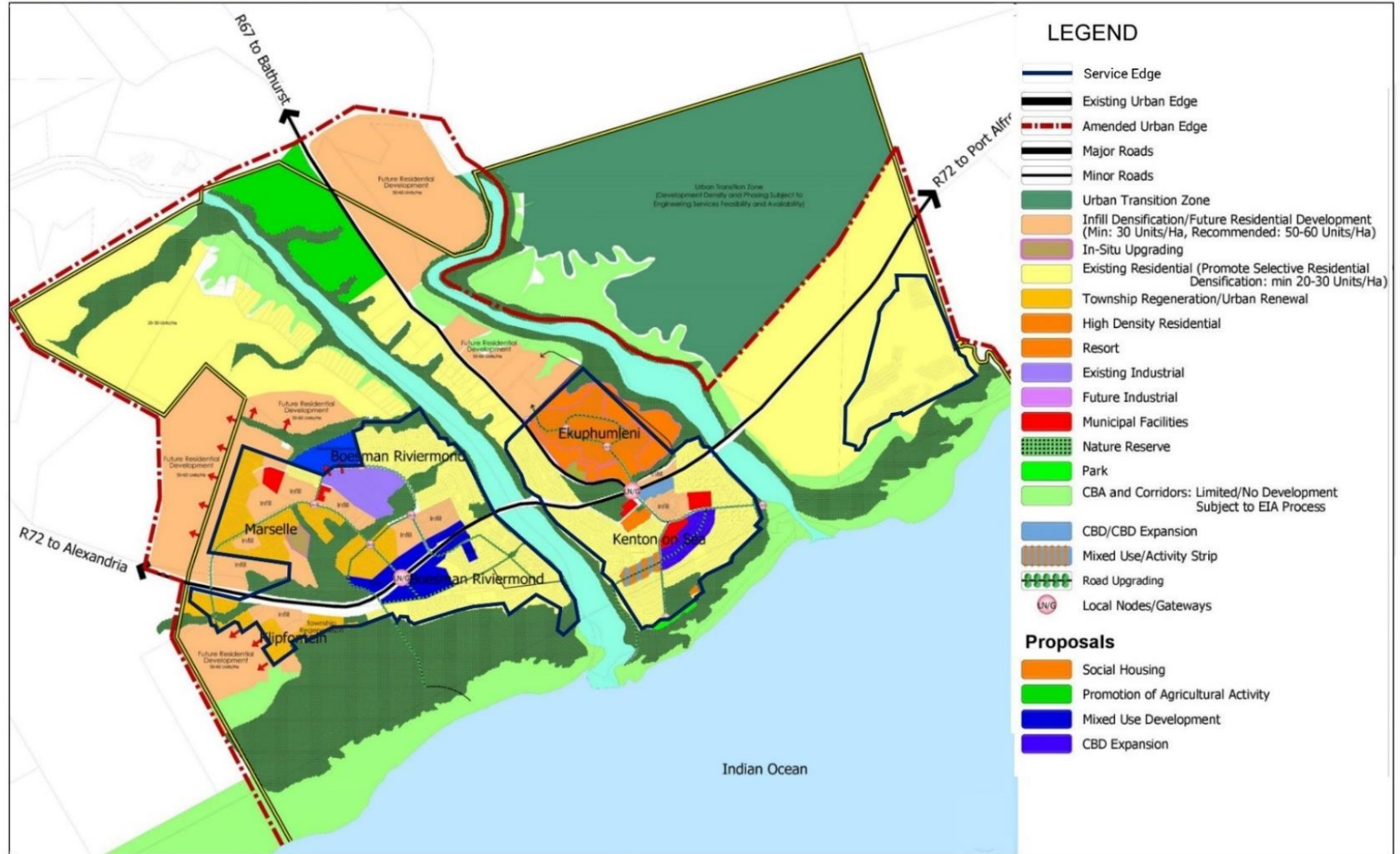


EKHUMPUMLENI TOWNSHIP EXTENSION AND AGRICULTURE



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## KENTON ON SEA LAND USES



TSHANI CONSULTING C.C.

August 2021

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

Plan 48: Kanton On Sea/Marselle/Bushmans Land Uses

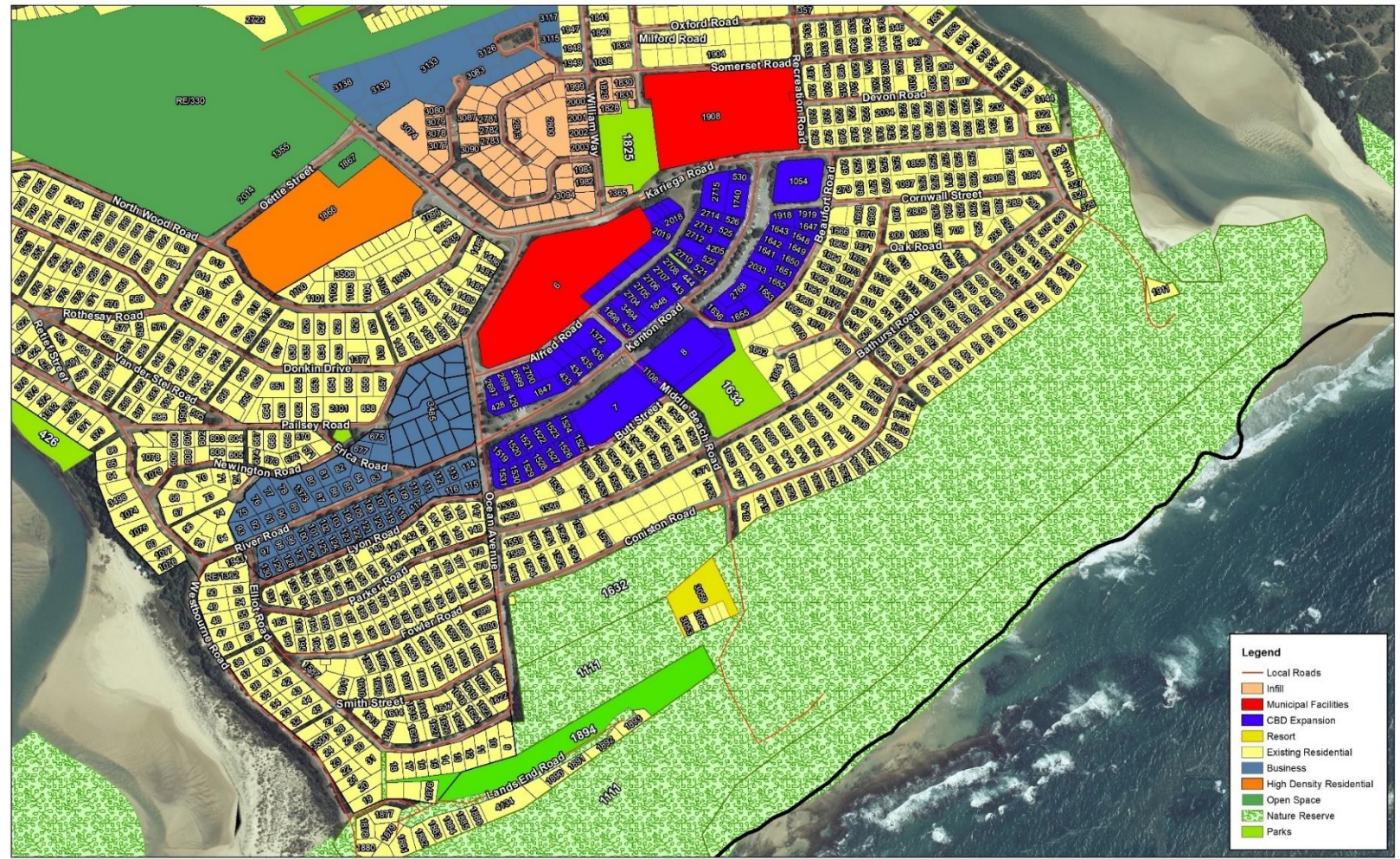


TSHANI CONSULTING C.C.

# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## KENTON ON SEA LAND USES ZOOM IN

N  
1:6 250



**Legend**

- Local Roads
- Infill
- Municipal Facilities
- CBD Expansion
- Resort
- Existing Residential
- Business
- High Density Residential
- Open Space
- Nature Reserve
- Parks

TSHANI CONSULTING C.C.

June 2021

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

Plan 49: Kenton On Sea Land Uses – Zoom in



TSHANI CONSULTING C.C.

## 11.6. Cannon Rocks Land Use Proposals:

The “Cannon Rocks” urban concentration has been identified as a “Local Centre” owing to the following reasons:

- There are tourism activities found in this town
- Located along the coast

### Residential

The settlement of Cannon Rocks lies spatially adjacent to Boknesstrand and borders the Addo National Park. The continuous movement of the sand dunes poses an existing and future threat towards seafront properties in certain areas. The settlement is predominantly residential with very limited retail. The only existing retail is a shop at the Cannon Rocks Holiday Resort as well as a number of Bed and Breakfast facilities. Community facilities include the community hall, tennis courts and beaches. The Cannon Rocks Holiday Resort also provides the only petrol distribution point. Opportunity to expand is therefore restricted to the area north of Cannon Rocks only. All available erven have been developed and zoned and are in the ownership of private property owners.

However, developers within Cannon Rocks have been required by the Ndlambe Environmental department that whenever they wish to do any sort of development on their properties, they will be required to an Environmental Impact Assessment (E.I.A) first as Cannon Rocks is situated along the sandy dunes.

### Industrial/ Commercial

There is no requirement for industrial development due to the very close proximity of the Bushmans River Industrial Area.

The number of underground bore-holes in Cannon Rocks supply water for both Cannon Rocks and Boknesstrand. These bore-holes supplement the existing water supply to Alexandria from December 2013

The existence of the boreholes, in terms of national legislation, does not permit a cemetery within a prescribed distance of the boreholes. A survey has also indicated that there is no requirement for a cemetery.

### Access

No thoroughfare through Cannon Rocks is possible and is linked to the R72 by a provincial tarred road.

Cannon Rocks permits access to the hiking trail to Woody Cape.

### Water

Water supply to the Reverse Osmoses (RO) Plant in Cannon Rocks is obtained from eight boreholes. The RO plant supplies potable water to Cannon Rocks and Boknesstrand. Potable water supply to Alexandria is supplemented from the RO Plant in Cannon Rocks. Therefore, water supply to these three towns is dependent on sustainable underground water reserves.

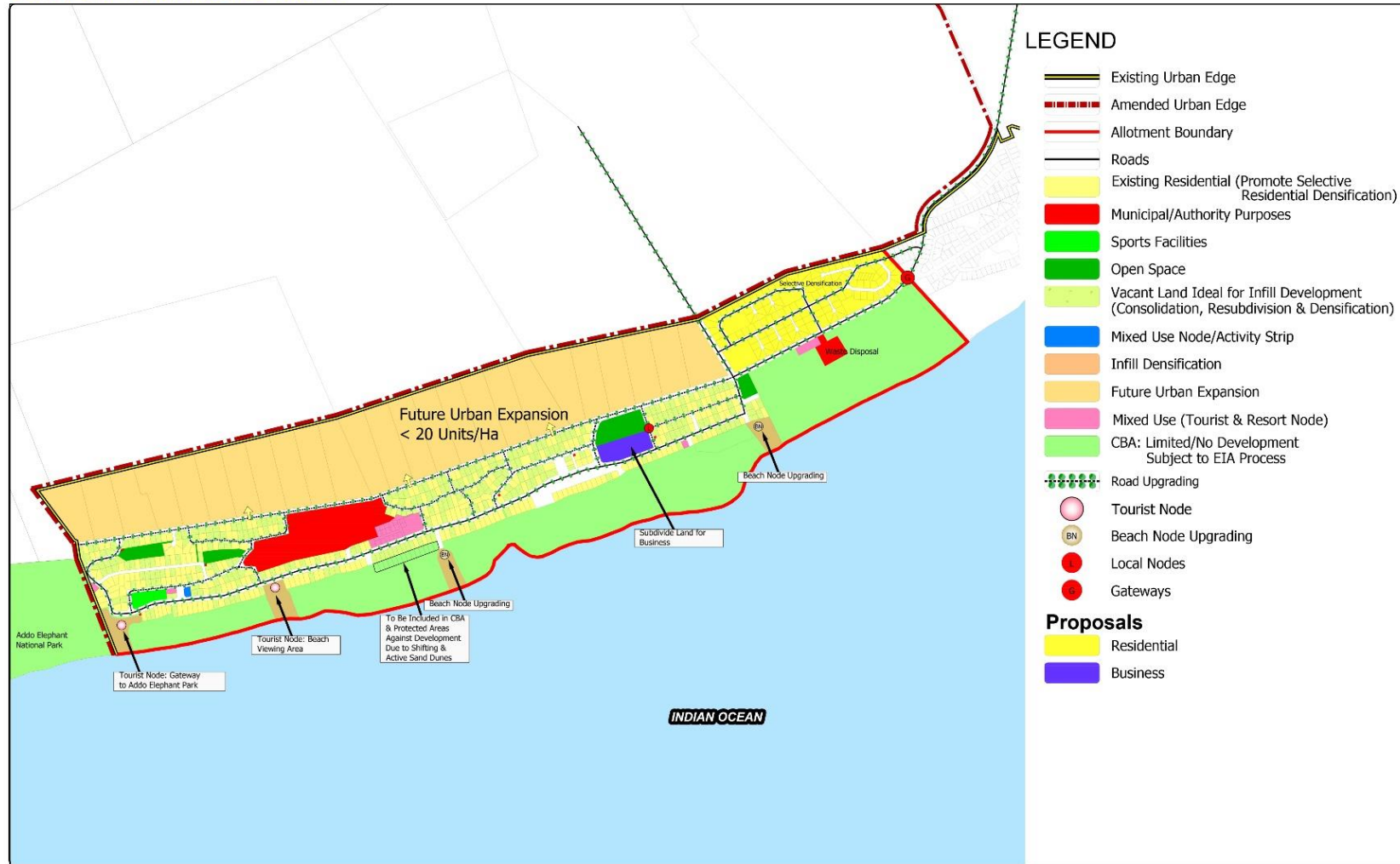
### Electricity

Eskom supplies electricity direct to Cannon Rocks.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## CANNON ROCK LAND USES



**TSHANI**  
CONSULTING C.C.

August 2021

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

Plan 50: Cannon Rock Land Uses



**TSHANI**  
CONSULTING C.C.

## 11.7. Seafield / Kleinemonde Land Use Proposals:

The “Seafield / Kleinemonde” urban concentration has been identified as a “Local Centre” owing to the following reasons:

- Activities centered around residential + Guesthouses
- Located along the coast

The land use pattern in Kleinemonde is predominantly residential with limited retail, business or office use. The only retail uses in the area a few corner shops, a Bed and Breakfast with a restaurant and a service station all situated at the entrance to the settlement.

Opportunities exist to expand the uses into a node by utilising surrounding vacant land but demand for this would appear to be low at present.

Residential development is mostly holiday and retirement homes. There is no social or low cost housing in the area but vacant land exists for the development of this housing.

A proposal for residential development exists within the north eastern portion of the town, north of the R72 with a minimum density of 50 dwelling units per Hectre. This development proposal is beneficial owing to being in close proximity to the R72 route for ease of access of movement.

Community facilities include the community hall, a police station and beach facilities.

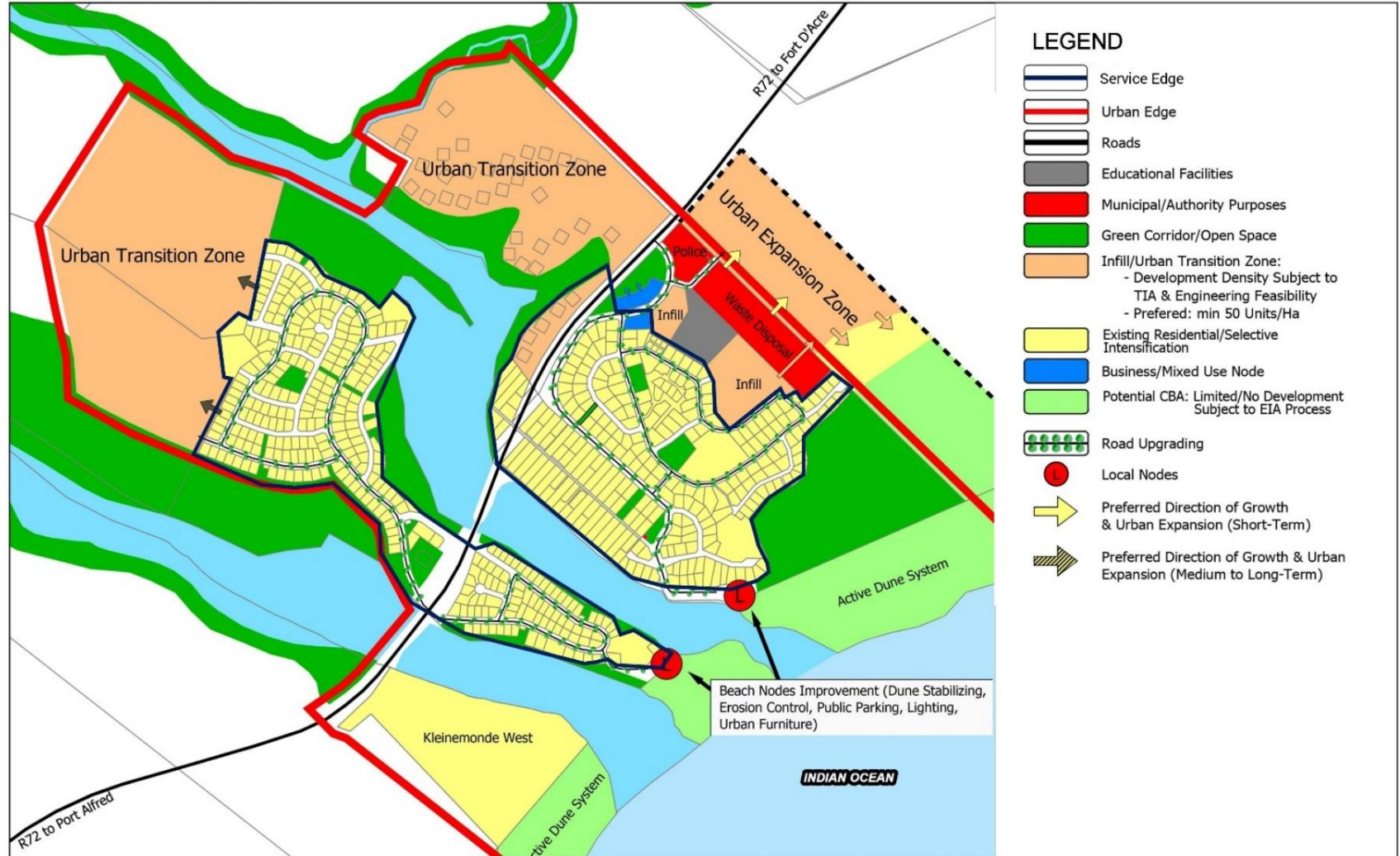
Due to the stunning beachfront and the close proximity to Port Alfred, opportunities exist to link the Kleinmonde Beachfront to the various tourism opportunities within Ndlambe in terms of the tourism offerings.

The land use proposal plan shown below indicates the areas / roads where road upgrades are required.



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## SEAFIELD LAND USES



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August 2021

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

Plan 51: Seafield Land Uses



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## 12. INFRASTRUCTURE

The infrastructure component comprises of Water, Electricity, Waste Disposal, Roads. The following section will discuss the infrastructure proposals pertaining to the Ndlambe LM.

### Water:

Ndlambe LM operates and maintains all water supply systems within both Water Services Authority and Water Services Provider functions, with the exception of the Amatola Water Board (previously Albany Coast Water Board) supply footprint, where bulk water is supplied by the Amatola Water Board.

There are six (6) local water supply schemes which service the main settlements within the area. Port Alfred, Seafield and Bathurst are all fed mainly from surface water schemes whilst Boesmansriviermond, Kenton on Sea, Alexandria, Boknestrand and Cannon Rocks are supplied from ground water schemes.

Bushmansriver Mouth, Marselle, Klipfontein and Kenton on Sea augment their groundwater supplies with desalinated water through the Reverse Osmosis plant situated at Boesmansriviermond. The towns of Cannon Rocks and Boknes receive Reverse Osmosis processed water from saline borehole sources.

Potable, treated water is piped to all formal urban communities within Ndlambe, and is available to the vast majority of households. However, some

of the Bathurst, Martindale and Trappes Valley communities still rely on rainwater and private boreholes.

### Electricity:

Ndlambe LM buys electricity in bulk from ESKOM and is responsible for the distribution thereof within its approved areas of supply. The reticulation in the area is managed by a Service Provider: CDR (Port Alfred and Alexandria), and ESKOM in the rural areas.

From the Census 2011 data it can be seen that a greater portion of households have electricity and very few are using solar system.

As per the Sarah Baartman District Municipality the Restructuring of the electricity distribution industry and the establishment of regional electricity distributors (RED's) represents a concern with regard to the financial implications. (IDP,2022-23).

Ndlambe remains committed to participate in the RED's forum discussions without pre-mature commitment to the process.

### Waste Disposal:

A large number of households have their refuse removed at least once a week either by the municipality or by a private company. A limited number of towns have their own refuse dump, and few households have no rubbish disposal facilities. Statistics suggests that households whose refuse is removed amounts to 78,5% per week.

- Continued challenges are experienced including:



- Unprotected dumpsites (Ward 1);
- Dumpsites that should be legalised (Ward 2 – Cannon Rocks);
- Sites that require maintenance (Wards 3 and 4);
- Areas with limited dumping sites (Wards 4 and 6).

The Municipality recognises the challenges but is facing institutional constraints that include the following:

- Only 1 of these sites is permitted sites - as a result, the Municipality is not complying with the legislative requirements;
- Transfer sites are in the process of receiving permits;
- Financial resources are not available to meet the requirements;
- There is no Integrated Waste Management Plan in place;
- The available fleet/equipment is aging and requires increasing maintenance; and
- The proximity of dumping sites to the communities promotes scavenging and this poses serious health and safety threats.

### Roads:

The R72 is the main transportation, economic and access route in the municipality. It is a coastal route and an alternative to the N2 which is inland from Gqeberha (Port Elizabeth) to East London. It provides access to tourists, agriculture, transport and freight traffic, and supports the movement of services, goods and people between cities and towns. The R72 is also

identified in the Provincial Spatial Development Framework as an important passenger corridor with an average of 3300 vehicles per day in the Alexandria area. The upgrading and regular maintenance of the road is an important part of the economic sustainability of the region. There is a network of link roads which come off the R72 connecting the various towns these include the R67 to Bathurst which proceeds to link with the N2 and provides access to Grahamstown, the R343 to the N2 via Salem and the T1 to Boknes and Cannon Rocks. The municipality also has gravel roads that give access to surrounding farming communities and villages. The road network of the municipality is approximately 620 km, which consists of 453.6km gravel and 167km surfaced roads. Most of the roads in the area are in a poor condition and need upgrading especially those within the urban centres and those leading to surrounding farms. The roads to and from farms are in a poor state of repair and this impacts the transportation of goods and services between the farming and urban areas / it affects the quality of agricultural produce.

In general, it was found the municipal road networks are in need of routine and periodic maintenance (reseal or regravell). In addition, there are many roads which require reconstruction. These include existing gravel roads which need to be built up and have new gravel layers applied.

Typical defects noted throughout the municipality include:

1. Bitumen Roads
  - Potholes, which develop due to serious cracking or due to failure in the basecourse



- Edgebreak, which occurs at the edge of seal and progressively worsens if not treated
- Vegetation growth encroaching onto the seal width

## 2. Gravel Roads

- Corrugated or deformed surface due to infrequent maintenance building
- Loss of gravel and loss of shape
- Erosion of surface and adjacent side drains on steep sections

Considering the role of roads in the economic activities of the area (tourism/transport of agricultural products), as well as the numerous rural settlements that rely on economic activities at centres like Port Alfred and Alexandria, the matter of road upgrading requires urgent attention.

The roads maintenance plan has been developed for the municipality through RAMS programme assisted by Sarah Baartman district municipality and the municipality will utilise this plan to ensure maintenance and upgrading of municipal roads.

The following are critical roads that need urgent attention due to their bad condition.

- When it comes to gravel roads, checking of roads is critical especially after heavy rain so that they can be prioritised according to their critical condition.

- Surfaced roads are also critical when it comes to list of roads indicated on the table below, These roads are breaking each and every time when it rains.
- These roads needs be prioritised when funding is available as they cost the municipality more on maintenance budget.
- These roads needs maintenance every Months, especially after heavy rains.

### Non-motorised transport

**Bicycle:** There is generally no provision for bicycle travelling within Ndlambe municipality. Cyclists share the road way with motorized traffic.

**Sidewalks and Walkways:** Visual assessments of the primary transport indicate a need for the provision of sidewalks and walkways. Given the limited income profile of the maturity of the population and the close proximity of residential townships to the business nodes, walking is one of the main transport modes in Ndlambe. Despite this, there is a lack of suitable pedestrian facilities. The lack of verge maintenance along primary routes often results in pedestrians sharing the travelled way with motorized transport. According to the Sarah Baartman District Municipality's Integrated Transport Plan Ndlambe municipality's length of sidewalks is equivalent to 37.21 kilometres and the length of walkways is 6.29 kilometres.

**Minibus services:** There is one registered taxi association in Ndlambe municipality. Port Alfred is the only location where bakkie taxis are used but the extent of their utilization has not been quantified. There are currently a



total of 5 functional formal and 2 informal taxi ranks with 17 stops in Ndlambe. Due to lack of funding the municipality does not have minibus shelters except for those found in some of the formal taxi ranks.

Maritime Transport: The Municipality does not have a harbour and as such does not perform any role pertaining to maritime transport. There is a Small Boat Harbour on the Kowie River. Majority of the boats moored there are recreational river vessels as well as recreational river / sea vessels, commercial boat operators and charters.

There are a few commercial fishing vessels that are based in the Small Boat Harbour that fish out at sea.

The Ndlambe Local Municipality met with SAMSA (South African Maritime Safety Authority) and since February 2020 all boats that operate on the Ndlambe estuaries may not do so unless compliant with SAMSA regulations and can produce the necessary Skippers, Certificate of Fitness, and buoyancy certificates. Then only can they register with the Ndlambe Municipality to obtain river usage periods to operate on estuaries within the Ndlambe area of jurisdiction.

The Sarah Baartman District Municipality has developed a Coastal Management Programme for four (4) coastal municipalities under its jurisdiction namely Ndlambe, Sundays River Valley, Kouga and Koukamma. This was concluded in the 2019/2020 financial year.

## 1. Stormwater Drainage

The control of stormwater run-off is essential for the effective maintenance of any road network. Water needs to drain from the road surface, roadside channels must be free of litter and debris, and culverts and pipes need to be prevented from being blocked. In some areas, open channels are preferred to underground pipes as they are easier to maintain.

Within the Ndlambe Municipality, typical defects in the stormwater system include :

- Poor surface drainage of many roads, especially in the historically disadvantaged areas.
- Inadequate side drains on steep sections, resulting in scour next to the road.
- Vegetation blocking pipe outlets and grass overgrowing into side drains.
- Catch-pits and kerb inlets ineffective or clogged with debris.
- Broken lids of storm-water catch pits and manholes

The maintenance of the storm-water system would fall under routine maintenance. Some work to improve the system and ensure that it functions properly is required in places. Storm-water must be checked all the time as the water is a problem when affecting road layers.

## 2. Rail:

The municipality has two railway networks, the Alexandria rail from Port Elizabeth and the Port Alfred rail from Port Alfred to Grahamstown. The use



of rail in the municipality has reduced significantly and this is attributed to the decrease in the use of rail freight and the subsequent increase in the use of road freight.

Opportunities however exist to utilize the existing rail systems in Alexandria and Port Alfred for:

- ❖ Tourism opportunities such as the Apple Express in NMBM
- ❖ Industrial and Freight purposes, in light of the IDZ in NMBM and existing agricultural sector
- ❖ Passenger trains between Port Alfred and Grahamstown and beyond.

### Renewable Energy Structure

This basically means any wind turbine, solar energy generating apparatus (including solar photovoltaic and concentrated solar thermal), small scale hydro turbines or bio mass facility and/or any grouping thereof, that captures and converts wind, solar radiation or bio mass energy for commercial gain irrespective of whether it feeds onto an electricity grid or not and may include administration facilities and any associated infrastructure that may lead to the generation, transmission and distribution of electricity on a commercial basis. Such infrastructure may also include but is not limited to workshops and stores, offices, site canteen, medical station, fire station, a tourist facilitation centre, ambulance garage, compressor house buildings, water

supply infrastructure, research facilities, guard houses and recreational facilities for personnel.

Renewable Energy Structures are permitted under Agricultural land use zone through consent use.

### What are the best conditions for a wind turbine?

Before you start the installation, it is important to assess the wind speed and conditions before taking on a wind turbine, as this is crucial for the turbine's efficiency. Wind turbines work best in rural areas as this reduces turbulence which is caused by obstacles, for instance, buildings and trees. For best results, an ideal wind speed would reach 5 metres per second and to measure wind speeds there are a number of different devices which are accessible to you. Inevitably with a stronger wind speed then a higher return is received. Small domestic wind systems are beneficial for those who live in remote areas, where electricity mains are unavailable, thus giving you off-grid possibilities.

### Building-Mounted Turbines

- The house must be detached
- The turbine must at least be five metres away from the edge of the property
- The turbine blades must be 15 metres above ground and must be no more than three metres above the top of the house



### Pole-Mounted Turbines

- The top of the turbine is no more than 11.1 metres above the ground
- The entire turbine is at least 1.1 times the height of the turbine away from the edge of the property

### Both Types:

- There are no other wind turbine and/or air source heat pump on site
- The bottom of the blades is at least five metres above ground
- The turbine's swept area is no more than 3.8 m<sup>2</sup>
- The site is not on land safeguarded for aviation or defence purposes

## 13. HUMAN SETTLEMENTS

### What are Integrated Sustainable Human Settlements

The strategy for Housing provision in the country including Ndlambe municipality is to create sustainable and integrated human settlements with good quality homes which are in proximity to areas of employment and public transport.

The Housing Sector Plan (HSP) for Ndlambe indicates that the major constraint to housing delivery in the Municipality is the lack of adequate bulk services and infrastructure to new housing developments coupled with EIA

requirements for developments. Although the sites for the development of future Subsidised or State assisted housing are owned by the municipality the majority of land for potential development in the urban areas is privately owned.

As per the IDP (2022-2027), the following table indicates the housing backlog:

AREA	NUMBER OF BENEFICIARIES
Alexandria	1329
Bathurst	1017
Bushmansriver	1191
Kenton-on-Sea	831
Port Alfred	3733
<b>TOTAL</b>	<b>8101</b>

*Table 22: Housing Backlog*

It must be noted that this backlog is continuously increasing, however the Municipality has housing project in the pipeline to help in alleviating the backlog.



## What is Social Housing?

The definition of Social Housing is: a rental or co-operative housing option for low-income persons at a level of scale and built form which requires institutionalised management and which is provided by accredited social housing institutions or in accredited social housing projects in designated restructuring zones.

Social Housing (SH) in South Africa is a government programme to redress the old apartheid spatial inequalities by providing low- and moderate-income households with good quality and affordable rental housing opportunities in well-located parts of South African urbanised settlements (cities and towns). It is intended to give these households easier and cheaper access to the developmental opportunities linked to developed socio-economic infrastructure in these urban areas.

## Impacts of Social Housing:

Social housing generates important economic and social impacts for its residents, communities and for Scotland. These impacts are multi-dimensional, measurable and can contribute to Ndlambe's Human Settlements goals. These include:

- Reduces the housing backlog
- Investment in affordable housing, which includes social housing, has significant economic impacts which include promoting inclusive growth by creating jobs and providing large multiplier effects

- Increasing the supply of affordable housing helps to tackle inequalities by reducing child poverty and homelessness and by providing inclusive, sustainable housing options
- Social housing providers support the delivery of affordable and good quality homes which can improve health and wellbeing, contribute to successful placemaking and strengthen community resilience

## Identification of Restructuring Zones

The Social Housing Act of 2008 defines a restructuring zone (RZ) as follows: "restructuring zone means a geographic area which has been:

- a) Identified by the municipality, with the concurrence of the provincial government, for purposed of social housing; and
- b) Designated by the minister in the Gazette for approved projects."

Restructuring zones are areas characterized by the following dysfunctionalities:

- a) Spatial restructuring by bringing lower income people into areas where there are major economic opportunities.
- b) Social restructuring by promoting mix of race and classes.
- c) Economic restructuring by promoting spatial access to economic opportunity and promoting job creation.
- d) Aligned, where possible, with existing Urban Development Zones (UDZs), the national Urban Development Strategy, and Local Government IDPs, SDF. Etc.



- e) Can apply in nodes/corridors = economic opportunity & access

### Aims of Social Housing

Restructuring via social housing seeks to achieve three main dimensions of restructuring:

- a) Spatial restructuring
- b) Social restructuring
- c) Economic restructuring

A restructuring zone should be motivated on the basis that it contributes to all the three types of restructuring.

### Restructuring Zone Guidelines and Principles

Restructuring is largely about moving away from housing interventions that entrench/ enforce or in any way maintain the spatial status quo, which reinforces certain social and economic disparities. These zones are intended to align with Urban Development Zones (UDZ) where applicable and to link to planning process such as the national spatial development framework, provincial growth and development strategies/ provincial spatial development plans and most particularly local authorities IDPs.

Principles:

- a) Promote urban restructuring through the social, physical and economic integration of housing development into existing areas, likely to be urban or inner-central areas

- b) Promote the establishment of well-managed, quality rental housing options for the poor
- c) Respond to local housing demand
- d) Deliver housing for a range of income groups in such a way to allow social integration and financial cross-subsidation
- e) Promote the creation of quality living environments for low-income people
- f) Encourage the involvement of the private sector where possible
- g) Facilitate the involvement of residents in the projects and / or key stakeholders in the broader environment.

### Restructuring zone contributes to three (03) types of restructuring:

1. **Spatial restructuring** – The Ndlambe LM PRZ accommodates lower income people into areas where there are major economic opportunities (both jobs and consumption) and from which they would otherwise be excluded because of the dynamics of land and the market as well as the effects of land planning such as large- lot zoning (minimum erf sizes) of the other.
2. **Social Restructuring** – The Ndlambe LM PRZ promotes a mix of races and classes.
3. **Economic restructuring** – The Ndlambe LM PRZ promotes spatial access to economic opportunity and promotes job creation through the multiplier effect associated with building medium density housing stock.



## Special Development Areas

Special development areas for housing development are as follows:

1. The Central Business Districts (CBDs) of Port Alfred and Kenton-on-Sea
2. New Public-Funded Housing Development Areas:
  - a) Port Alfred North Areas – Opposite Rosehill Mall
  - b) Port Alfred – Thornhill BNG Settlements & New Middle to High Income Housing
  - c) Kenton CBD Settlement Development and
  - d) Bushman's River Mouth (including Marselle) – Opposite R72 & close to High Level Houses
3. Rural Development Areas
4. Rural Settlement Upgrade Areas
5. Areas for Agricultural Development (Land Reform)

## Benefits of Social Housing to Local Economic Development

The following are economic benefits associated with the above:

- Economic growth and investment
- Job creation
- The locations promote accessibility and transportation costs are less as the site is relatively close to the CBD and areas of employment

The following are housing projects that are currently in the pipeline within Ndlambe LM:

### 1. PROPOSED BRAKFONTEIN RESIDENTIAL SETTLEMENTS

Brakfontein is located in Alexandria, within the Ndlambe LM. The property currently accommodates several informal residential settlements that are not formally registered. Please refer to locality below:



## 2. PROPOSED BAYSO RESIDENTIAL SETTLEMENTS

Bayso is located approximately 30m Northeast of the salt marsh that forms part of the Kowie river estuary. The GPS coordinates of the site are S 33° 35' 00.97" E 26° 52' 39.34". The property currently accommodates several informal residential settlements, with the remainder of the property remaining untransformed. Please refer to locality below:



## 3. PROPOSED NEMATO CRICKET FIELD RESIDENTIAL SETTLEMENT

The proposed project is located approximately 2.3km north of the Port Alfred CBD and is further situated within the local Nemato community. The GPS coordinates of the site are S 33° 34' 13.479" E 26° 53' 25.23". The site is bordered by informal residential development. The property currently accommodates several informal residential settlements, with the remainder of the property remaining untransformed. Please refer to the locality map below:



#### 4. PROPOSED EZIDONKINI RESIDENTIAL SETTLEMENTS

Ezidonkini is located on the outer boundary of the local Port Alfred community. The GPS coordinates of the site are S 33° 34' 37.458" E 26° 33' 49.455". The site is bordered by residential settlement to the north, the R67 to the east, Wharf Street Road to the South and an residential development to the west. The property currently accommodates several informal residential settlements, with the remainder of the property remaining untransformed. Please refer to the locality map below:



#### 5. PROPOSED KLIPFONTEINN RESIDENTIAL SETTLEMENTS

The Klipfontein community is located approximately 1.2km west of Bushmans river within the local Ndlambe municipality. The GPS coordinates of the site are S 33° 41' 21.76" E 26° 37' 53.40". The property currently accommodates several informal residential settlements that are not formally registered. Please refer to the locality map below:



## 6. PROPOSED NEW REST RESIDENTIAL SETTLEMENTS

New Rest is located on the outer boundary of the local Port Alfred community. The GPS coordinates of the site are S 33° 33' 38.58" E 26° 53' 23.84". The property currently accommodates several informal residential settlements that are not formally registered. Please refer to the locality map below:



## 7. PROPOSED ZIHAGU RESIDENTIAL SETTLEMENTS

The proposed Zihagu project is located within the Marselle community within the local Ndlambe municipality. The GPS coordinates of the site are S 33° 41' 03.80" E 26° 37' 57.27". The property currently accommodates several informal residential settlements as well as vacant plots which will be developed. Please refer to the locality map below:



## Informal Settlements

It would be advantageous for the Ndlambe LM to lead the development of Informal settlements as this will lead to planned and organised Informal Settlements around the municipality. Ndlambe Municipality currently has +- 8000 units backlog around its jurisdiction with majority of its backlog being in Port Alfred as the main economic hub. The majority of people on the backlog are registered on the National Housing Needs Register. Some of the people on the backlog live in Informal settlements which are characterized by lack of formal tenure, insufficient public space and facilities, inadequate access to municipality services, poor access ways, and non-compliance with planning and building regulations and some are backyard dwellers.

The Ndlambe LM has made good progress with regards to decreasing the service delivery gap in informal settlements, the organic form of informal settlements makes it very difficult to provide municipal utility services such as water, sanitation, electricity access and waste removal within the required national guidelines. As a result of the compactness of informal settlements, communal services are often provided on the outskirts of a settlement, locations which are often not easily accessible for many of the dwellings. In addition, informal settlements also confront health threats due to the lack of disposal of grey water, the prevalence of rodents and other environmental health risks. Informal settlements are at a greater risk from the effects of disasters.

Some informal areas are built on dangerous sites such as unplanned landfill sites, wetlands or depressions which intensify the likelihood of disasters

such as flooding. Fires are a particular danger for inhabitants in informal settlements. The high density of these settlements and the highly-flammable building material result in the rapid spread of fires. The layout and the density of these settlements make it very difficult for the Municipality to respond effectively to fires. Hence, fires in informal settlements often result in loss of life as well as loss of houses and possessions.

Ndlambe LM, has started the process of formalising informal settlements. Ndlambe LM has started the process of designing and planning Informal Settlements around its jurisdiction. Planning and organising the informal areas have many advantages inter alia the following:

- A positive, legible urban structure that integrates the settlement with its surrounds;
- A safer integrated public area within the Ndlambe LM;
- Emergency and services vehicular access and egress roads;
- Safe and convenient paths for movement of people on foot;
- Open space, where achievable, for essential community facilities that may precede the formal
- upgrading process;
- Better located and maintained basic municipal utility services.
- The successful re-blocking of an informal settlements aim to-
- Reduce the risk of fire developing and spreading quickly over large areas;
- Mitigate the negative impacts of potential disasters and health hazards;



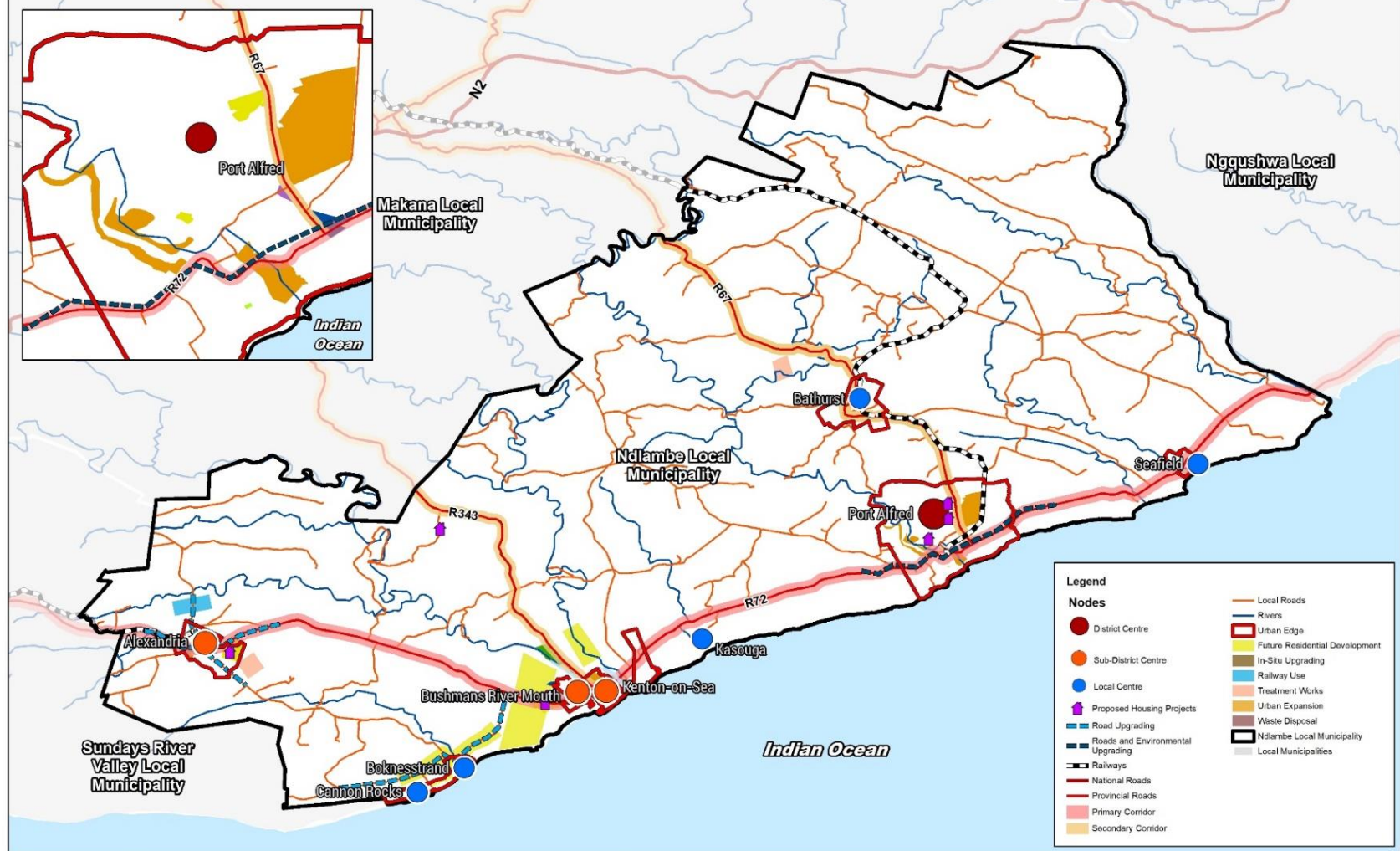
- Improve the safety and security of the residents and contribute to transforming the livelihoods of the affected communities;
- Where ever possible, create an appropriate environment conducive to the future implementation of the formal Upgrading of Informal Settlements Programme;
- Create job opportunities for unemployed local residents through the expanded Public Works Programme (EPWP);
- Increased Housing opportunities



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## BUILT ENVIRONMENT FRAMEWORK PLAN

N  
1:250 000



**Legend**

**Nodes**

- District Centre
- Sub-District Centre
- Local Centre
- Proposed Housing Projects
- Road Upgrading
- Roads and Environmental Upgrading
- Railways
- National Roads
- Provincial Roads
- Primary Corridor
- Secondary Corridor

- Local Roads
- Rivers
- Urban Edge
- Future Residential Development
- In-Situ Upgrading
- Railway Use
- Treatment Works
- Urban Expansion
- Waste Disposal
- Ndlambe Local Municipality
- Local Municipalities

TSHANI CONSULTING C.C.

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

Plan 52: Built Environment Framework



TSHANI CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

## 14. SOCIO-ECONOMIC FRAMEWORK

The basic sociological framework is about the relationship between the distribution of socially valued goods and the culture that gives goods their social meaning. A socio-economic framework is about the relation between allocation, distribution, culture, and preferences.

The Socio-Economic Framework covers the following subcomponents:

- Economic Framework
- Tourism Framework
- Social Facilities Framework

### 14.1. Economic Framework:

#### Economic Sectors within Ndlambe LM:

The main Economic sectors of Ndlambe LM are as follows:

Community Services: **36%**

Trade: **18%**

Finance: **17%**

Agriculture: **7%**

Manufacturing: **7%**

Transport: **7%**

Construction: **5%**

Electricity: **3%**

#### Employment Status

More than 62% of the population is either unemployed (24%) or not economically active (38%). Within the economically active age group, only 36% are employed and nearly 1% did not specify their employment status meaning that they are most likely employed in the informal sector. Although the unemployment rate is lower than that of the Eastern Cape Province, the dependency ratio is still high as over 64% of the population is dependent on the income of 36% of the population.

The rapid decline in the Gross Value Added (GVA) per sector for most industries over the past 6 years, more so in the Agricultural sector, which once had the highest GVA in the region, has led to a reduction in employment opportunities in the area. The high levels of unemployment suggest the need to broaden the income base of the people through skills development and promote labour intensive industries such as the agriculture and construction and diversification of the economy into other sectors (eg tourism, services, SMME's etc)

#### Ndlambe LM Interventions to reduce unemployment

- Encourage entrepreneurship
- Improving skills/ human capital to make people more flexible in the workplace



- Provide incentives to look for and accept work
- Maintain a sufficient high level of demand to create enough new jobs
- Encourage entrepreneurship and innovation as a way of creating market demand which will generate new employment opportunities.
- Education and training

### Social Grants

An estimated 24% of the population in the study area are beneficiaries of Social Grants. The largest being Child Support (8.7%), followed by Old Age (8.6%) and Disability grants (4.3%). There are no persons receiving Foster Care grants and benefiting from more than one grant. Seventy-six percent (76%) do not take any social grant. The fact that the highest beneficiaries of Social Grants are people in need of child support indicates the inability of some households to support their families due to high levels of poverty.

### Type of Occupation

More than half of the head of households (57%) do not have an occupation, which means they are not economically active. Out of those who have an occupation the majority are in elementary occupations and crafts and related trade work which each constitute 9%, followed by unspecified occupations which make up 7% of the total. Only 3% are skilled agriculture and fishery workers. This means that most people are blue collar workers having elementary skills and/or have skills that only enable them to be in low wage occupations reducing their buying power.

### Promote Local Economic Development

Local Economic Development (LED) is crucial in assisting to improve the livelihoods of people and to promote the growth of local industries. Local Economic Development in the area can be promoted through a variety of ways such as:

- Urban Agriculture or home-based farming on vacant arable land in the towns/settlements.
- Commercial Agriculture
- Promote informal business opportunities in the CBD areas of the towns and in various nodes and public transport facilities
- Small scale business support through the provision of SMME Hives and institutional support
- Employment creation through strategic partnerships (public, private)
- Enterprise Development and Skills Training
- Maximise use of local resources and opportunities with comparative advantage for each town/settlement.

### Small, Medium and Micro Enterprises (SMME) developments

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



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

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

- Job creation;
- Exploration of innovative industries;
- Curb Unemployment;
- Address Inequality
- Some industries require low skill levels;
- Harness entrepreneurial skills.

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

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

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

**The Ndlambe LED Strategy has identified Business Support Initiatives:**

In order to reach a situation where SMMEs are sufficiently developed to access and exploit the opportunities identified, significant resources need to be mobilised in respect to building capacity and providing ongoing support. The general purpose of SMME development and business support initiatives are:

- Access to finance & financial services
- Information dissemination to SMME'S
- Promote access to markets
- Facilitate and Provide infrastructure support
- Facilitate skill-transfer & capacity building services
- SMME – enabling environment through policies & procedures
- Guidance to quality control, product development & marketing
- Facilitate communication between stakeholders & SMMEs

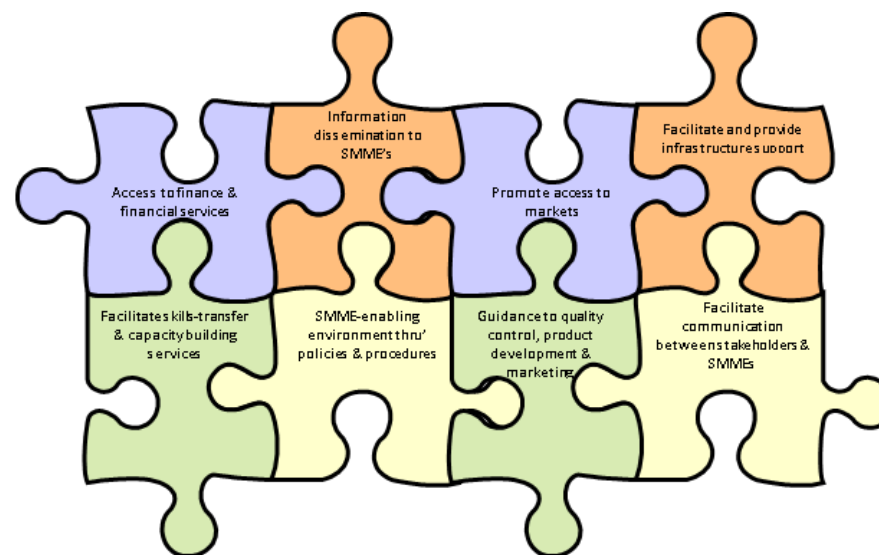


Support can be offered through both training and direct services. Training programs set out to equip emerging entrepreneurs with the necessary skills to contribute to and benefit from the economy. A range of capacity building programs could be offered, usually covering the following general and specific skill sets:

- Writing a business plan
- Market intelligence
- Retail: Buying, Costing, Pricing, Selling
- Money management
- Stock control
- Financial management
- Business communication
- Budgeting
- Record-keeping to meet SARS and
- CIPRO requirements

A mechanism should be introduced to provide entrepreneurial support services which would assist emerging entrepreneurs to manage and overcome the most common obstacles to economic participation. Such services could include:

- On-site business advice and support
- Supervision during the drafting of a business plan
- Business counselling
- Mentorship services



### Ways in which Ndlambe LM can include its informal economy into the formal economy:

The informal economy is the diversified set of economic activities, enterprises, jobs, and workers that are not regulated or protected by the state. The concept originally applied to self-employment in small, unregistered enterprises. It has been expanded to include wage employment in unprotected jobs. Therefore the following ways are way which Ndlambe LM can include the informal economy into the formal economy:

- Creating inclusive and accessible spaces for dialogue and negotiation with informal worker networks
- Providing training for informal workers in advocacy and negotiation

- Encourage organised informal-worker cooperatives and leaders to take part in decision making
- Promote a shift in perceptions about informal economies, also by publicly recognising the contribution of informal workers
- Advocate for national-level changes in attitudes and policies
- Improve working conditions, building on COVID-19 (or any pandemic) response initiatives
- Improve physical working environments
- Integrate or regularise informal economies and innovate formal sectors

### Growth of the Industrial Sector:

There is currently industrial expansion taking place in the following:

- Along the R67 between Port Alfred and Bathurst
- Along the R72 on the western direction of Bushman's River Mouth
- Northern direction from Alexandria

### Strategic location of Ndlambe with regard to the industrial sector:

The Ndlambe LM is strategically located between two Industrial Development Zones (IDZ's) which are the:

- East London Industrial Development Zone
- Coega Industrial Development Zone

The Ndlambe LM may need to capitalize on its location perhaps creating warehouses and storages that will be used by these two IDZ's for logistics purposes, taking supplies from one IDZ to another or transportation elsewhere.

### Benefits of the Industrial Sector:

- Industrialization Improves Profits
- Industrial Development = Modernization
- Industrial Development Leads to Urbanization
- Industrial Development of One Industry Leads to Growth in Others
- Industrialization Reduces Unemployment & Poverty
- Industrialization Leads to a Higher Standard of Living

### Township Economy

'Township economy' refers to enterprises and markets based in the townships. These are enterprises operated by township entrepreneurs to meet primarily the needs of township communities and therefore can be understood as 'township enterprises' as distinguished from those operated by entrepreneurs outside the townships. The term "township" refers to old, new, formal and informal human settlements that are pre-dominantly African, Coloured and Indian characterised by high levels of poverty, unemployment and low incomes as well as distance from the main centres of economic activities.



Township enterprises have different legal forms - for-profit and not-for profit enterprises registered under the Companies Act and for cooperative enterprises registered under the Cooperatives Act. However, majority of township enterprises have high rates of informality.

The following has been identified in the township economy:

SECTORS	CLUSTERS
Retail	<ul style="list-style-type: none"> <li>• Butcheries</li> <li>• Spaza Shops</li> <li>• Fish and Chips</li> <li>• Fruit &amp; Vegetables</li> </ul>
Service Industry	<ul style="list-style-type: none"> <li>• Hair Salons</li> <li>• Shebeens</li> <li>• Shisanyama</li> <li>• Sewing and tailoring, including shoemakers</li> <li>• Car wash</li> <li>• Burial society</li> </ul>
Construction and real estate	<ul style="list-style-type: none"> <li>• Brick laying</li> <li>• Renting</li> <li>• Construction business</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Taxis</li> </ul>
Agriculture	<ul style="list-style-type: none"> <li>• Vegetable production</li> </ul>
Finance	<ul style="list-style-type: none"> <li>• Stokvel</li> </ul>

	<ul style="list-style-type: none"> <li>• Mashonisa/ lending schemes</li> <li>• Burial societies</li> </ul>
Government and Community Services	<ul style="list-style-type: none"> <li>• Feeding Schemes</li> </ul>
ICTS	<ul style="list-style-type: none"> <li>• Internet solutions in townships</li> <li>• Electronic repairs</li> </ul>
Green Economy	<ul style="list-style-type: none"> <li>• Recycling</li> <li>• Coal and wood making</li> </ul>

Table 23: Township Economy

The Department of Small Business Development has developed a programme to support the township economy. This programme is called the **"Township and Rural Entrepreneurship Programme (TREP)"**.

The **Township and Rural Entrepreneurship programme (TREP)** is a dedicated programme to transform and integrate opportunities in townships and rural areas into productive business ventures. The focus is to create platforms which provide the business support infrastructure and regulatory environment that enables entrepreneurs to thrive.

The goal of this programme is to overcome the legacy of economic exclusion by creating a conducive environment for entrepreneurial activity and provide dedicated business support to enterprises in rural and township areas including access to funding.



The following schemes are available for qualifying entrepreneurs:

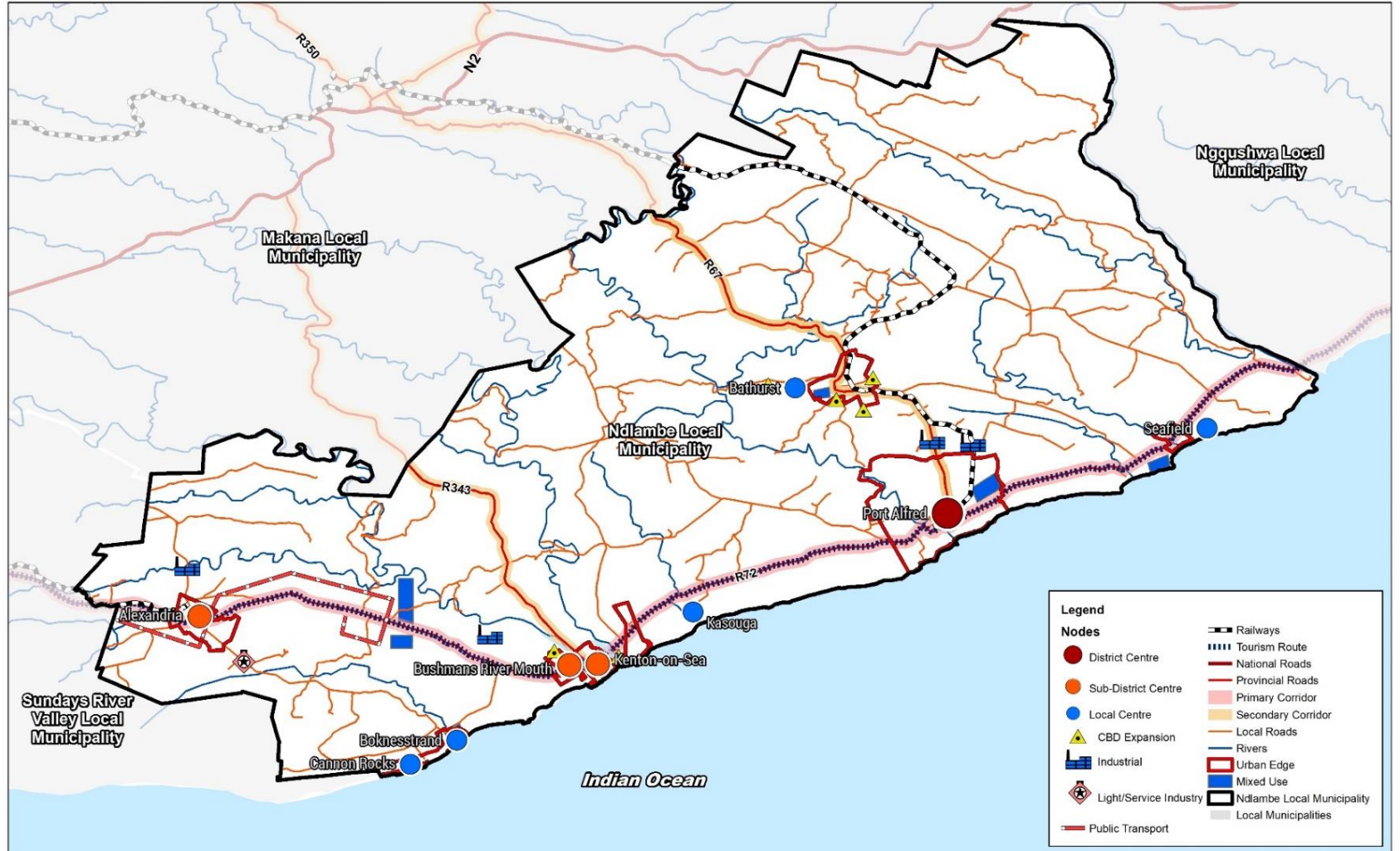
- Small-scale bakeries and confectioneries support programme
- Autobody repairers and mechanics support programme
- Butcheries support programme
- Clothing, leather and textile support programme
- Personal care support programme
- Spaza-shop support programme
- Tshisanyama and cooked food support programme



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## ECONOMIC FRAMEWORK PLAN

1:250 000



TSHANI CONSULTING C.C.

June 2021

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

Plan 53: Economic Framework



TSHANI CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
 Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

## 14.2. Tourism Framework

Ndlambe LM is part of the Sunshine Coast tourism route that stretches from Port Elizabeth to East London. Tourism in the area is mostly domestic tourism with limited international tourists. The proliferation of game farms and safaris is however causing a rise in international tourists. Tourism in the municipality is characterised by resorts, leisure, cultural and Heritage, game farms/reserves, hiking, water sports and farm-based agriculture.

The main tourist attractions are the coastal resorts along the Sunshine coast, Addo Elephant Park, Nature Reserves, Game Farms and attractive beaches and estuaries. Most towns have tourist related facilities such as Bed and Breakfasts, restaurants, hotels, camping grounds/sites, caravan parks, hiking trails, horse riding trails and resort facilities.

Through this high tourism potential of the Ndlambe LM, there is a proposal to intensify this sector to ensure economic generation of the municipality. This can be achieved through Public and Private sector initiatives for intensification.

**The municipality also hosts two blue flag beaches namely, Kariega Beach, Kenton on Sea, and Kelly's Beach in Port Alfred. These are significant tourist attractions, not only to the Local Municipality but also to the surrounding regions.**

**It is further proposed that this status be maintained and that the blue flag beaches in the NLM maintain as being a key drawcard for tourists to the municipality.**

More frequent activities can take place with marketing initiatives for events to bring in the population to support the events. This would further promote growth in the hospitality industry. The aim is to host visitors for weekend stays.

Another proposal is to link the various tourism initiatives within the Ndlambe LM to each other to create linkages between them and the development of a tourism route within the Ndlambe LM and to highlight the various activities that can be included as part of this route. The tourism activities within Ndlambe LM offers a variety of types of activities that include beach recreation activities, agri related activities including the Pineapple Farm in Bathurst as well as heritage related activities.

There is also growing increase in game farming, which is attracting international tourists, there is potential to tap into this market through the inclusion of local site seeing tours to townships and heritage sites. Sports activities such as Kite surfing are becoming a tourist driver in areas such as Cannon Rocks and Boknes has significant heritage assets most of which are unknown and/or have not been enhanced in any way.

- Heritage sites found in the area include:
- Oribi Custodian – a South African natural heritage site for the conservation of the Oribi Antelope
- Diaz Cross Heritage Site
- Woody Cape Nature Reserve



- Addo Elephant Park
- Farmstalls & Eatery's
- Adventure tourism;
- Sports Tourism.

Heritage conservation can be used to enhance tourism development in the municipality. Heritage assets include

- Places, buildings, and structures of historical or architectural significance.
- Historical settlements ·
- Landscapes and natural features ·
- Graves, burial grounds, and battle sites ·
- Heritage sites: Natural areas, Monuments etc ·
- Shipwreck sites along the coastal areas e.g., Cannon Rocks
- Heritage tourism;
- Eco-tourism;
- Beach and Marine tourism;
- Agri-tourism;



# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## NATURE RESERVES PLAN

1:250 000



**Legend**

- Primary Node (Sub-District Centre)
- Secondary Node (Local Centre)
- Tertiary Node (Sub-Local Centre)
- Rural Village Centre
- National Roads
- Provincial Roads
- Local Roads
- Primary Corridor
- Secondary Corridor
- Rivers
- Nature Reserves
- ▭ Ndlambe Local Municipality
- ▭ Local Municipalities

TSHANI CONSULTING C.C.

June 2021

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

Plan 54: Nature Reserve

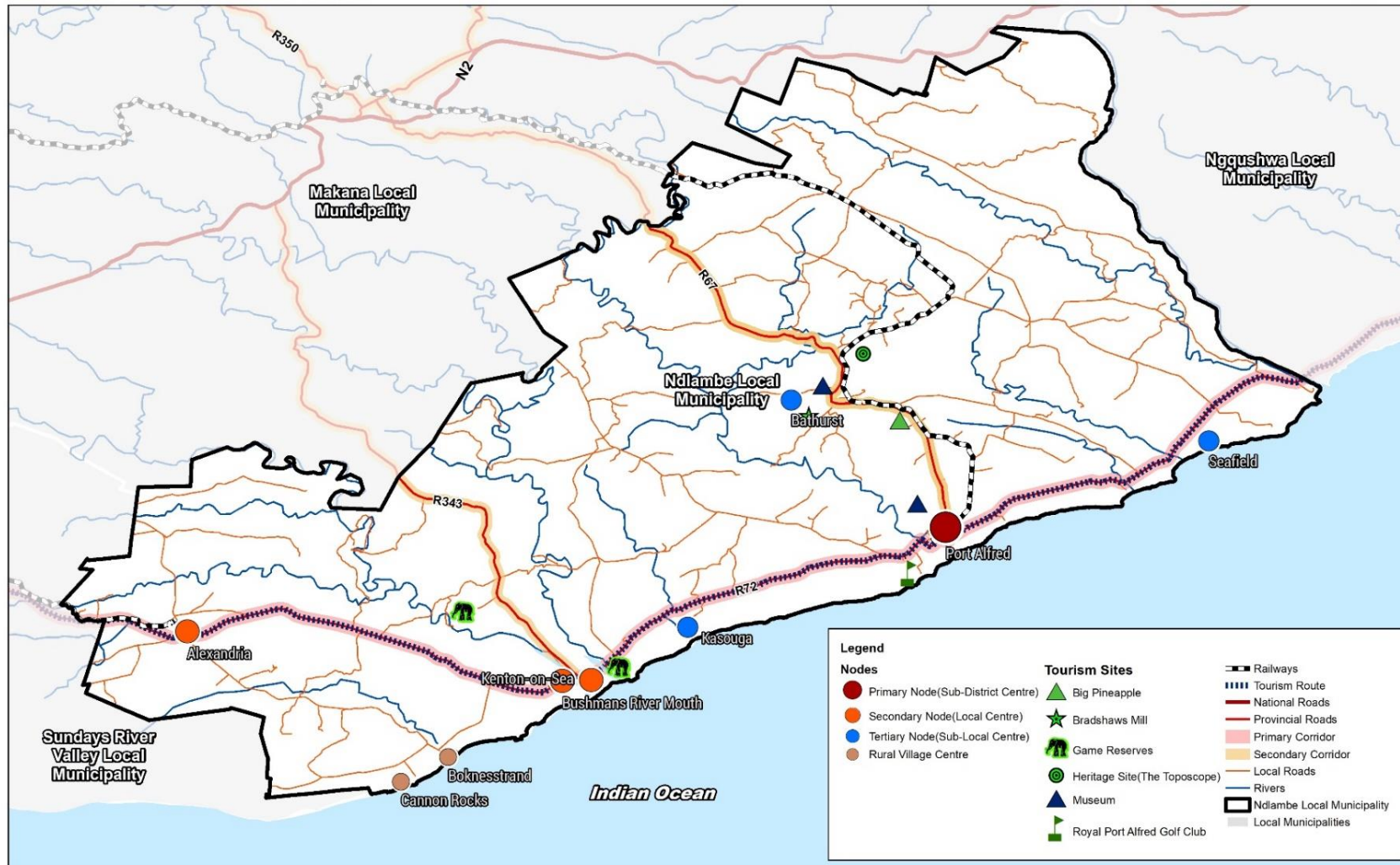


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# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## TOURISM FRAMEWORK PLAN

N  
1:250 000



**Legend**

<b>Nodes</b>	<b>Tourism Sites</b>	<b>Infrastructure</b>
● Primary Node (Sub-District Centre)	▲ Big Pineapple	— Railways
● Secondary Node (Local Centre)	★ Bradshaws Mill	— Tourism Route
● Tertiary Node (Sub-Local Centre)	🏠 Game Reserves	— National Roads
● Rural Village Centre	🗺️ Heritage Site (The Toposcope)	— Provincial Roads
	🏛️ Museum	— Primary Corridor
	🏌️ Royal Port Alfred Golf Club	— Secondary Corridor
		— Local Roads
		— Rivers
		▭ Ndlambe Local Municipality
		▭ Local Municipalities

TSHANI CONSULTING C.C.

June 2021

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

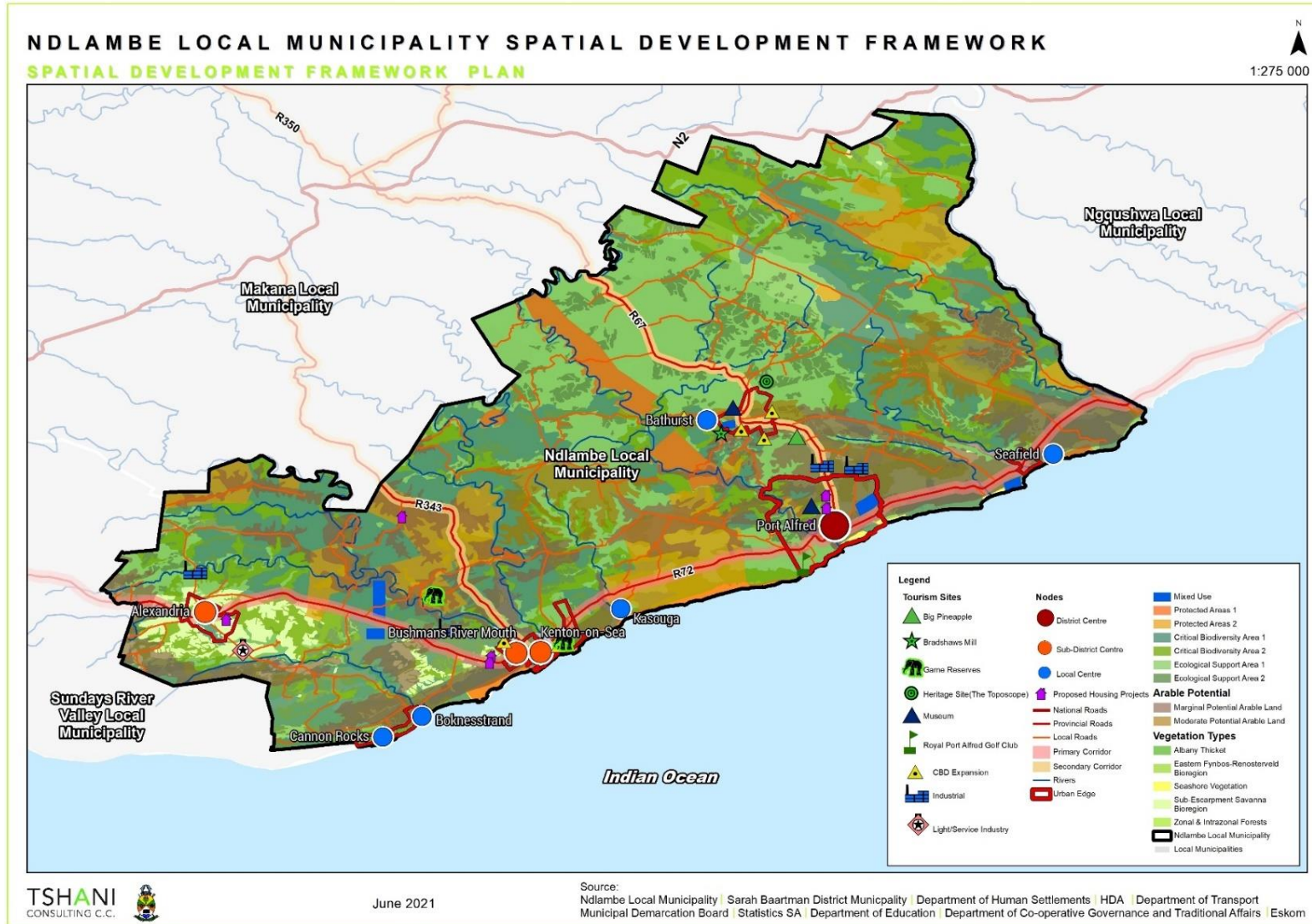
Plan 55: Tourism Framework



TSHANI CONSULTING C.C.

Ndlambe Local Municipality Spatial Development Framework, 2023  
Adopted by Council on 31 May 2023 - Council Resolution: NCM017/05/2023 | With Effect From 1 July 2023

# 15. OVERALL SPATIAL DEVELOPMENT FRAMEWORK PLAN:



## 15.1. Broad Land Use Management Guidelines

The schedule below sets out the broad guidelines and/or land use objectives related to those land use categories. Adjustments will need to be made to suit particular circumstances in each municipality or portion of each municipality. Of significance is the need to achieve a fusion of indigenous land use management systems with the conventional/technical approach used to date. This adapted system will need to be the outcome of ongoing stakeholder engagement under the auspices of a specific project in future.

SDF Land Use Category	Development Objective	Land Use Type	Common Terms	Land Use Management Guidelines on Preferred Outcomes
Environmental Areas	Protection of the core biodiversity areas, natural resources and the ecological system through integration and alignment of SDFs with the environmental policy and spatial frameworks.	Core	Biodiversity category 1, Wetlands, Protected Reserve	<p><i>Land Use:</i></p> <ul style="list-style-type: none"> <li>Limited buildings, tented camps or huts. Only walking and horse-riding trails.</li> <li>Includes the natural landscapes as reflected in the Biodiversity plan.</li> <li>No agricultural uses</li> <li>Limited development such as eco-tourism and soft-adventure activities.</li> </ul> <p><i>Level of Infrastructure and Services:</i></p> <ul style="list-style-type: none"> <li>Limited infrastructure or services required for sustainability of the environmental area.</li> <li>The only management activity should be the maintenance of trails, collection of sites of cultural and historical significance.</li> <li>Access along existing paths/ trails only.</li> </ul>
		Conservation	Nature reserves, floodplain, river corridor, indigenous forest heritage site	

Human Settlements	Managed development of compact and sustainable human settlements with appropriate infrastructure, amenities and socio-economic opportunities.	Major Settlements	Cities, Large towns, Large urban built-up areas with CBDs, Industrial development zones, Industrial complexes, Peri-urban interface	<p><i>Typical Land Uses:</i></p> <p>Residential, business and offices, CBDs / mixed use zones, industrial, Government and municipal purposes, civic and social, small-scale urban agriculture, transport and access, utilities and services, sport, leisure and recreation, tourism facilities (including hotels, resorts, bed and breakfast accommodation, camp sites and caravan parks.</p> <p><i>Level of infrastructure and services:</i> Full Municipal services according to available resources.</p>
		Towns and Settlements Regions	Local service centres / Small towns, and transitional or interface areas / peri-urban areas	<p><i>Typical Land Uses:</i></p> <p>Residential, business and offices, CBDs / mixed use, industrial, Government and municipal purposes, civic and social uses, agriculture, transport and access, utilities and services, sport, leisure and recreation , tourism facilities.</p> <p><i>Level of infrastructure and services:</i> Basic to Full Municipal Services according to available resources</p>
		Dispersed settlement / villages	Scattered or dispersed settlements/ villages / , homestead, resorts	<p><i>Typical Land Use:</i></p> <p>Residential, agriculture, woodlots, social facilities, recreational facilities, shops, taverns, small-scale commercial activities, tourism and nature reserves.</p>



				<i>Level of infrastructure and services:</i> At Least Basic level as Resources permit
Resource Areas	Integrated and broad-based agrarian transformation leading to sustainable livelihoods, increased rural economic development and improved land reform.	Agriculture (arable and grazing), forestry, tourism, mining and quarrying  Renewable energy potential areas.	Subsistence / commercial farming, rural areas, commercial plantation, indigenous forest, heritage resources and attractions, lodges, holiday resorts/camps, tourist routes,  sand and mineral mining, wind farms, nuclear, bio-gas, hydro-electric, solar energy areas	<ul style="list-style-type: none"> <li>▪ Agricultural activities, tourism, resorts, nature reserves (public and private)</li> <li>▪ Afforested areas and associated infrastructure</li> <li>▪ Tourism attractions, accommodation and infrastructure.</li> <li>▪ A positive Record of Decision (RoD) for an Environmental Impact Assessment (EIA) and a permit from Department of Minerals and Energy (DME) are a pre-requisite for an application for sand and mineral mining.</li> <li>▪ Managed construction of legal roads to legal sand mining sites will significantly reduce the incidence of illegal activities and the environmental degradation associated with sand mining</li> <li>▪ A positive RoD for an EIA and a permit from DME are a pre-requisite for an application for renewable energy provision.</li> </ul>
Infrastructure	Efficient, integrated spatial development of infrastructure and transport systems in shared focus areas	Strategic transport routes, Communications, Alternative energy, Municipal	Higher order infrastructure (roads, rail, sea and air)  Cellular masts, radio telecommunication wind turbines, solar	<ul style="list-style-type: none"> <li>▪ Requirements of the National Environmental Management Act apply.</li> <li>▪ Certain applications, such as, cellular masts and radio telecommunication facilities, and solar panels, require an EIA and special consent of the Municipality.</li> <li>▪ Cellular masts and radio telecommunication facilities, and solar panels must be carefully placed to avoid visual impacts</li> </ul>



			<p>panels, electrical facilities, etc.</p> <p>Water services, cemeteries, etc.</p>	<p>on landscapes of significant symbolic, aesthetic, cultural or historic value and should blend in with the surrounding as far as possible.</p> <ul style="list-style-type: none"> <li>▪ A positive RoD for an EIA and a permit from Department of Minerals and Energy (DME) and or Department of Economic Development and Environmental Affairs (DEDEA) are a prerequisite for an application for alternative energy installation</li> </ul>
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*Table 24: Broad Land Use Management Guidelines*



## 16. GENERAL GUIDELINES APPLICABLE TO ALL DEVELOPMENT

The following general guidelines apply to all future developments:-

- The abstraction of water for any use from any river within the study area must have prior approval from DWS and should require a full EIA to ensure that environmental impacts are negligible;
- The erection of tunnels for farming as well as the clearing of land where indigenous vegetation is affected is to be subject to an EIA.
- A suitable setback for development from any identified Sub Tropical Thicket Biome and/or indigenous vegetation corridors (conservation area) shall be determined in the EIA process; and
- Should a rezoning and subdivision applications be submitted separately for the same property, environmental scoping/EIA's will be required (if applicable).
- The Motivation Report of any application for development must motivate how the application complies with the SPLUMA principles, in terms of the conceptual framework and the guidelines contained in this framework plan;
- The Motivation Report must be supported by a report confirming availability of a sustainable water supply must be submitted as part of any land use application, a storm water management plan, an agricultural assessment report which considers current and future agricultural potential, with written comment obtained from the

Department of Agriculture, Land Reform and Rural Development (if applicable);

- Environmental Impact Assessment/Scoping Reports will be required (if applicable);.
- A Site Development Plan for all development (including subdivisions) must contain details of proposed development density, coverage, layout, landscaping, building design, position of all structures, stands, and the 100-year flood line above any water course, proposed parking and internal roads.
- Other guidelines will be determined by Ndlambe LM, depending on the nature of the application.

### 16.1. Environmental Requirements

The following guidelines are applicable:

- Sub-Tropical Thicket Biome and Indigenous Vegetation Conservancy areas:

All applications for development (including subdivisions) within the STEP (Subtropical Thicket Biome) area and outside of the Urban Edge require a Special EIA as contemplated in the STEP Guidelines.

- National Environmental Management Act:  
Any application must comply with NEMA (as amended) and the relevant regulations (especially Chapter 4).
- To ensure quality of EIA's the following is proposed:



- A review consultant may be appointed at the discretion of DEDEAT and at the developer's expense, to confirm/review inter alia
- Whether a sustainable water source is available
- Whether sufficient areas for endangered, indigenous vegetation (forming part of the no-development zone on the property concerned) has been retained/rehabilitated.
- With regard to the policy on the subdivision/development of sensitive environmental areas and agricultural land, including the conservation of Prime and Unique Agricultural Land, the local Department of Agriculture should assist in the identification of Prime and Unique Agricultural Land and land that has irrigation potential;

The following table provides an indication of some of the probable triggers for a Basic Assessment or Scoping/ Environmental Impact Assessment (EIA), as prescribed by the 2014 Environmental Impact Assessment Regulations promulgated under the National Environmental Management Act of 1998:-



Government Notice Number	Activity No(s)	Description of listed activity
GN No R.983 Listing Notice 1 Basic Assessment	1	The development of facilities or infrastructure for the generation of electricity from a renewable resource where- (i) the electricity output is more than 10 megawatts but less than 20 megawatts; or (ii) the output is 10 megawatts or less, but the total extent of the facility covers an area in excess of 1 hectare; excluding where such development of facilities or infrastructure is for photovoltaic installations and occurs within an urban area.
	2	The development and related operation of facilities or infrastructure for the generation of electricity from a non-renewable resource where- (i) the electricity output is more than 10 megawatts but less than 20 megawatts; or (ii) the output is 10 megawatts or less, but the total extent of the facility covers an area in excess of 1 hectare.
	9	The development of infrastructure exceeding 1000 metres in length for the bulk transportation of water or storm water- (i) with an internal diameter of 0,36 metres or more; or (ii) with a peak throughput of 120 litres per second or more; excluding where- (a) such infrastructure is for bulk transportation of water or storm water or storm water drainage inside a road reserve; or (b) where such development will occur within an urban area.
	10	The development and related operation of infrastructure exceeding 1000 metres in length for the bulk transportation of sewage, effluent, process water, wastewater, return water, industrial discharge or slimes – (i) with an internal diameter of 0,36 metres or more; or (ii) with a peak throughput of 120 litres per second or more; excluding where-



		(a) such infrastructure is for bulk transportation of sewage, effluent, process water, wastewater, return water, industrial discharge or slimes inside a road reserve; or (b) where such development will occur within an urban area.
	11	The development of facilities or infrastructure for the transmission and distribution of electricity- (i) outside urban areas or industrial complexes with a capacity of more than 33 but less than 275 kilovolts; or (ii) inside urban areas or industrial complexes with a capacity of 275 kilovolts or more.
	13	The development of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50000 cubic metres or more, unless such storage falls within the ambit of activity 16 in Listing Notice 2 of 2014.
<b>GN No R.983 Listing Notice 1 Basic Assessment</b>	23	The development of cemeteries of 2500 square metres or more in size.
	24	The development of- (i) a road for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or (ii) a road with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres; but excluding- (a) roads which are identified and included in activity 27 in Listing Notice 2 of 2014; or (b) roads where the entire road falls within an urban area.
	25	The development and related operation of facilities or infrastructure for the treatment of effluent, wastewater or sewage with a daily throughput capacity of more than 2000 cubic metres but less than 15000 cubic metres.
	27	The clearance of an area of 1 hectare or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for- (i) the undertaking of a linear activity; or



		(ii) maintenance purposes undertaken in accordance with a maintenance management plan.
	28	Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture or afforestation on or after 01 April 1998 and where such development: (i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or (ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare; excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.
GN No R.984 Listing Notice 2 SCOPING/EIA	1	The development of facilities or infrastructure for the generation of electricity from a renewable resource where the electricity output is 20 megawatts or more, excluding where such development of facilities or infrastructure is for photovoltaic installations and occurs within an urban area.
	2	The development and related operation of facilities or infrastructure for the generation of electricity from a non-renewable resource where the electricity output is 20 megawatts or more.
	11	The development of facilities or infrastructure for the transfer of 50 000 cubic metres or more water per day, from and to or between any combination of the following – (i) water catchments; (ii) water treatment works; or (iii) impoundments; excluding treatment works where water is to be treated for drinking purposes.
	15	The clearance of an area of 20 hectares or more of indigenous vegetation, excluding where such clearance of indigenous vegetation is required for- (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management plan.



	25	The development and related operation of facilities or infrastructure for the treatment of effluent, wastewater or sewage with a daily throughput capacity of 15000 cubic metres or more.
	27	The development of – (i) a national road as defined in section 40 of the South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998); (ii) a road administered by a provincial authority; (iii) a road with a reserve wider than 30 metres; or (iv) a road catering for more than one lane of traffic in both directions; but excluding the development and related operation of a road for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010, in which case activity 24 in Listing Notice 1 of 2014 applies.
<b>GN No R.985 Listing Notice 3 Basic Assessment</b>	1	The development of billboards exceeding 18 square metres in size outside urban areas, mining areas or industrial complexes. (d) In KwaZulu-Natal: i. Trans-frontier protected areas managed under international conventions; ii. Community Conservation Areas; iii. Biodiversity Stewardship Programme Biodiversity Agreement areas; iv. A protected area identified in terms of NEMPAA, excluding conservancies; v. World Heritage Sites; vi. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; vii. Sites or areas identified in terms of an International Convention; viii. Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional



		<ul style="list-style-type: none"> <li>ix. Core areas in biosphere reserves;</li> <li>x. In an estuarine functional zone;</li> <li>xi. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, or zoned for a conservation purpose;</li> <li>xii. Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core area of a biosphere reserve; or</li> <li>xiii. Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined.</li> </ul>
<p><b>GN No R.985 Listing Notice 3 Basic Assessment</b></p>	<p>4</p>	<p>The development of a road wider than 4 metres with a reserve less than 13,5 metres.</p> <p>(d) In KwaZulu-Natal:</p> <ul style="list-style-type: none"> <li>i. In an estuarine functional zone;</li> <li>ii. Trans- frontier protected areas managed under international conventions;</li> <li>iii. Community Conservation Areas;</li> <li>iv. Biodiversity Stewardship Programme Biodiversity Agreement areas;</li> <li>v. World Heritage Sites;</li> <li>vi. A protected area identified in terms of NEMPAA;</li> <li>vii. Sites or areas identified in terms of an International Convention;</li> <li>viii. Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans;</li> <li>ix. Core areas in biosphere reserves;</li> <li>x. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose;</li> </ul>



		<p>xi. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority;</p> <p>xii. Outside urban areas:</p> <p>(aa) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core areas of a biosphere reserve; or</p> <p>(bb) Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined; or</p> <p>xiii. In urban areas:</p> <p>(aa) Areas zoned for use as public open space;</p> <p>(bb) Seawards of the development setback line or within 100 metres from the high-water mark of the sea if no such development setback line is determined; or</p> <p>(cc) Within urban protected areas.</p>
<p><b>GN No R.985</b> <b>Listing Notice 3</b> <b>Basic Assessment</b></p>	<p>12</p>	<p>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.</p> <p>(b) In KwaZulu-Natal:</p> <p>i. Trans-frontier protected areas managed under international conventions;</p> <p>ii. Community Conservation Areas;</p> <p>iii. Biodiversity Stewardship Programme Biodiversity Agreement areas;</p> <p>iv. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;</p>



		<p>v. Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans;</p> <p>vi. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;</p> <p>vii. On land, where, at the time of the coming into effect of his Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning;</p> <p>viii. A protected area identified in terms of NEMPAA, excluding conservancies;</p> <p>ix. World Heritage Sites;</p> <p>x. Sites or areas identified in terms of an International Convention;</p> <p>xi. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose;</p> <p>xii. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; or</p> <p>xiii. In an estuarine functional zone.</p>
GN R. 921 Category B Scoping/EIA (National Environmental Management Waste Act)	8	The disposal of general waste to land covering an area in excess of 200m <sup>2</sup> and with a total capacity exceeding 25 000tons
	9	The disposal of inert waste to land in excess of 25 000 tons, excluding the disposal of such waste for the purposes of levelling and building which has been authorised by or under other legislation.

*Table 25:Triggers for EIA*



## 16.2. Defined Nodes Outside of the Urban Edge

These encompass the proposed rural service centres. Shops; service industries, offices and limited size tourist related businesses could be allowed at such nodes. In addition, social, health, education and safety and security facilities are to be encouraged to locate in these nodes. Standard provisions of approved policies, Town Planning controls, building by-laws, aesthetic and signage controls are in place for these areas as defined in municipal policy documents and this SDF.

### 16.2.1. Natural Tourism Areas

These are areas where limited development may occur subject to an environmental assessment and management plan, the STEP guidelines, and associated protocols.

- Limited and regulated tourism facilities; Small accommodation facilities that are low-key, low-impact and in harmony with the natural environment;
- Agricultural activities;
- Existing rural settlement.

Any development contemplated in the Nature Tourism Areas would need to adhere to the following guidelines:

- The development of a site must not be dependent on the creation of a new road. Existing roads may be upgraded to improve access but where

there is no existing road, this should inform the type of tourism facility that is developed.

- The maximum carrying capacity for all development sites, until an SEA or EIA has taken place, is 36 beds or 20 small units. All development sites should be well located in the Nature Tourism buffer area to safeguard the sense of place and eco-tourism opportunities available to that site.
- Development of these sites requires a full EIA and a live Environmental Management Plan that addresses, inter alia, the disposal of solid waste.
- Full EIA procedures are to precede any development whereby the precautionary principle shall apply with approval conditions requiring rehabilitation of the environment and specifications regarding the use of the remainder (for example; conservation, private nature reserve etc);

### 16.2.2. No Development Areas

These areas are where no development is to be contemplated:

- No development is to be permitted on any nature reserves and the outer boundary of the vegetation of coastal forests and reserves.
- All river valleys and ground with slopes equal to or exceeding 1 in 3 should be demarcated as no-development zones.
- The locality of launching sites is to be determined by DEDEAT.
- Areas below the 1 in 100-year flood line are excluded from development (including boundary walls and fences). The practice of raising the floor level of buildings above the 1:100-year flood line is not favoured from a flood risk point of view.



- Areas required for the rehabilitation of indigenous vegetation identified in the environmental management plan are excluded from development;
- Areas that are developable but cannot be accessed without going through undevelopable land are also regarded as undevelopable.
- Any other areas as determined by DEDEAT (such as coastal grasslands).
- Access to rivers are only to be created after specialist evaluation and prior approval from the relevant authorities.

### 16.2.3. Subdivision of Agricultural Land

The subdivision of farms into multiple individual farms to avoid the rezoning process and/or to achieve de facto residential development is not considered desirable, as it negates the intention and spirit of the zoning categories provided in the Subdivision of Agricultural Land Act 70 of 1970.

The Subdivision of Agricultural Land Act 70 of 1970 (SALA), Scheme 8 Regulations, indicate that the minimum subdivision of agricultural land is 0.8 Hectares. Where no subdivision is involved, a density of 1 dwelling unit for every 10 Hectares, up to a maximum of 5 dwelling units, is permitted, subject to consent and proof that the farming programme is sustainable and economically viable.

Accordingly, and with due cognisance of the trends and pressures for land development on land currently zoned for agricultural purposes, it is proposed that the guidelines of Subdivision of Agriculture Land Act 70 of 1970 be

applied within the Ndlambe LM, but with a recommended minimum subdivision size of 10 Hectares for agricultural land.

Should an applicant wish to pursue intensive farming activities on land holdings smaller than 10 Hectares, the application for Subdivision of Agricultural Land must be accompanied by a full motivation, including an Agricultural Feasibility Report indicating sustainability of the proposed enterprise

The development of this land for non- agricultural purposes should only be allowed if:

- The land has already been subdivided to such an extent that it is no longer agriculturally viable;
- The land has already been developed for non-agricultural purposes;
- The proposed development does not compromise the primary agricultural activity of the property;
- The proposed development comprises a secondary activity to supplement a landowner's income;
- It will facilitate the implementation of the Land Reform Programme and Labour Tenant Projects.



## 16.3. Cooperative Governance Approach to Spatial Planning

The Constitution makes it clear that all the three spheres of governments are interdependent and interrelated. The Constitution therefore assigns planning responsibilities to the Provinces to undertake the following:

- Implementation of provincial and regional planning policies and regulations as enshrined in Schedules 4 and 5 of the Constitution;
- Implementation and regulations to monitor and support municipalities in exercising their municipal functions.

The Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) is a framework Act for all spatial planning and land use management in South Africa, which seeks to promote consistency and uniformity in procedures and decision-making as well as addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments. SPLUMA, mandates the Government to be responsible for the co-ordination, integration and alignment of the following:

- Provincial plans and development strategies with policies of National Government;
- The plans, policies and development strategies of Provincial Departments; and
- The plans, policies and development strategies of district and local municipalities.

There should be Inter-Governmental Relation (IGR) structures that should be used to facilitate implementation of the SDF, that is, there should be co-operative approach to spatial planning and land use management to achieve sustainable governance system in the SDF.

In the Ndlambe LM, proposals for SDF governance, amongst others, should include the following:

- A need to establish interdepartmental spatial coordination committee in the Office of the Premier with the necessary oversight to formulate the SDF, resolve the responsibilities for spatial planning within the provincial government level, remove duplications and recommend that COGTA be responsible for overseeing spatial planning in the province.
- Ensure limiting peri-urban sprawl through strong local land use controls.
- There should be CoGTA's capacity assistance to Ndlambe LM in terms of co-operative governance.

The above proposals should be implemented within the Ndlambe LM as a way of alignment with the province and to guide efficient spatial planning within the Municipality.



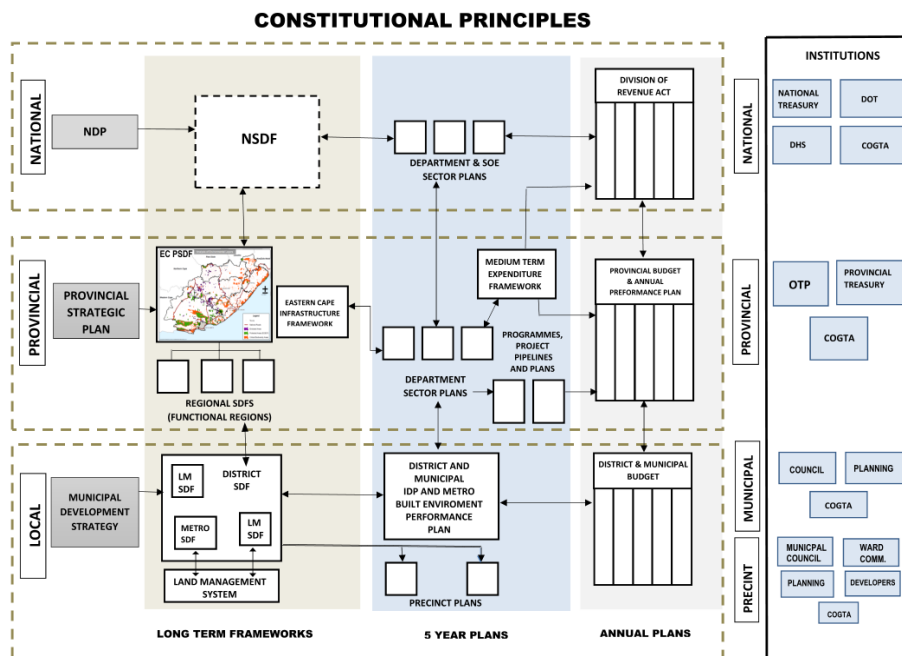


Figure 12: Constitutional Principles

## 16.4. Ndlambe Integrated Municipality Land Use Scheme, 2019

This Land Use Scheme known as the Ndlambe Integrated Land Use Scheme, 2019 as approved in terms of Section 24(1) of the Spatial Planning & Land Use Management Act, 16 of 2013, herein after referred to as SPLUMA, and Section 24(2) of the Ndlambe Spatial Planning & Land Use Management By-laws, herein after referred to as Ndlambe SPLUM By-laws No. 3613, dated 4 March 2016. (2) The Land Use Scheme came into effect from 1<sup>st</sup> June 2019.

### Purpose and Legal effects of the Land Use Scheme

The purpose of the Land Use Scheme is to :

- give effect to Section 25(1) and Section 26 of SPLUMA;
- function as a component of the Ndlambe SPLUM By-laws;
- promote harmonious and compatible land use patterns;
- promote aesthetic considerations;
- promote sustainable development and densification; and
- promote a healthy environment that is not harmful to a person's health.

## 16.5. Buffer Zone

- General Notice, Notice 106 of 2012 of the Department of Environmental Affairs: Biodiversity Policy and Strategy for South Africa: Strategy on Buffer Zones for National Parks has reference.
- The integration of the national park buffer zones into the municipal spatial development frameworks as special control or natural areas will provide the basis for such control.
- The concept of a buffer zone around national parks has been established and the functions of the buffers are to reduce or mitigate the negative influences of activities taking place outside the parks on the parks and, to better integrate parks into their surrounding landscapes. The purpose of a buffer zone is to:

- Protect the purpose and values of the national park, which is to be explicitly defined in the management plan submitted in terms of section 39(2) of the Act.
  - Protect important areas of high value for biodiversity and/or to society where these extend beyond the boundary of the Protected Area.
  - Assist adjacent and affected communities to secure appropriate and sustainable benefits from the national park and buffer zone area itself by promoting a conservation economy, ecotourism and its supporting infrastructure and services, and sustainability through properly planned harvesting.
- 4.** A buffer zone may be established around a national park when considered necessary for the proper conservation and effective protection of the national park in achieving its objectives. The buffer zone is an area surrounding a national park which has complementary legal and management restrictions placed on its use and development aimed at providing an extra layer of protection to the integrity of the national park. This should include the immediate setting of the national park, important views and other areas or attributes that are functionally important as a support to the national park and its protection.
- 5.** Development outside a national park, and in its buffer zone, depending on its type may be controlled at any one of the three spheres of

government. All development in the buffer zone which may have a negative impact on the national park will be strictly controlled. Development which may have a negative impact or effect on a national park include:

- Mining.
  - Urban development
  - Industrial development
  - Large scale resort or housing estate development
  - Transport infrastructure development.
  - Water resource development.
  - Agricultural development.
  - Forestry development; among others.
- 6.** Planning permission especially for subdivision of land, township and other development on the borders of a national park which may have a negative impact on the park and/or limit the possibility of its expansion (subject to an approved expansion plan in terms of the management plan) is required. All three spheres of government will collaborate to ensure control in favour of the national park. Consideration will be given to direct impacts on the biodiversity or ecological systems taking into account cumulative impacts as well as insidious impacts such as increased light from development visible from parks, especially in

wilderness areas, smells (which imply pollution) and noise from developments or transport moving to and from these developments.

## 17. IMPLEMENTATION FRAMEWORK

This section serves as the Project Identification and Implementation Plan section of the report. Based on the key development proposals identified in the chapters above, the implementation plan also includes an Implementation Plan of the identified projects completed with a list of likely funders of the projects, as well as budget estimates and the period of Implementation.

This section serves to conclude the Ndlambe Local Municipal Spatial Development Framework by reinforcing the link between the SDF and the IDP. In this regard, the Plans illustrate the spatial pattern of investment currently being implemented through the present IDP and, as such, provide a “picture” of the IDP’s planned pattern of expenditure.

### 17.1. Institutional Framework

Ndlambe Municipality employs 490 people who currently account for 37% of the local municipality’s overall budget. These employees are based in Port Alfred (Main Administrative Centre), Bushmans, Kenton on Sea, Seafield, Bathurst, Alexandria (All satellite offices). It should be understood that people are not only an organisation’s most valuable assets, they are the organization. Without them nothing will happen. Therefore it becomes the duty of the municipality to work towards making them successful. The

Constitution of the Republic of South Africa sets out the democratic values and principles that should govern the public service as follows:

- A high standard of professional ethics must be promoted and maintained;
- Efficient economic and effective use of resources must be promoted;
- Local public administration must be development-oriented;
- Services must be provided impartially, fairly, equitably and without bias
- People’s needs must be responded to, and the public must be encouraged to participate in policymaking;
- Public administration must be accountable;
- Transparency must be fostered by providing the public with timely, accessible and accurate information;
- Good human resource management and career development practices, to maximize human potential, must be cultivated;
- Public administration must be broadly representative of the South African people, with employment of personnel management practices based on ability, objectivity, fairness and the need to redress the imbalances of the past to achieve broad representation.

In line with the constitutional principles the vision for municipal human resources is of a representative, coherent, transparent, efficient, effective and accountable and a staff complement that is responsive to the needs of all



the local residents. The challenge for local government therefore remains in the following key areas:

- Organizational structure that is misaligned with strategy and institutional service delivery goals and the Integrated Development Plan (IDP).
- A need for the streamlining of recruitment and selection processes;
- Creation of awareness of Code of Conduct for municipal employees across all levels of staff;
- Dysfunctional remuneration strategies and practices that lead to increased human resources
- expenditure and which in turn negatively affect effective staff attraction and retention;
- Representivity including increase in number of staff (black) at top level-women managers and people with disabilities-to be in line with the local demographics;
- General lack of service standards and performance excellence standards

It is critical for the municipality to ensure that plans are put in place to develop the skills and competencies of its staff so as to be able to handle the challenges and changes facing the local government sector. Challenges include:

- Lack of measures that ensures that training and skills development is in line with the developmental local government agenda;

- Limited interdepartmental dialogue with regard to scarce skills, prioritization and investment for training;
- The role and effectiveness of the training committee need to be reconsidered
- No measures in place to ensure that training and Human Resources Development is effective impact analysis.

Activities to reduce challenges:

- Revive Training Committee to ensure fair representation of stakeholders;
- An indication Workshop for the Training Committee was held with assistance from local government SETA (LGSETA) in order for the committee to carry out its full mandate;
- Develop an implementation plan for WSP;
- Encourage ABET programme.

Especially for the local government environment (state) it becomes critical that the Human Resources Development plan incorporates the following critical areas:

- The implementation of individual and organisational behavioural change interventions to mitigate identified risks;
- Measures in place to ensure that the workplace/s is safe through occupational health and safety. It therefore becomes critical that the Occupational Health and Safety Act is therefore implemented to the letter;



- That attention is paid to the psychological aspect of health and wellness;
- Measures are put in place to ensure the general health and well-being of employees-health education, awareness etc.
- Managing diseases successfully;
- Develop measures that will ensure a shift in HIV/AIDS interventions, strategy and HIV/AIDS Policy into the general Employee Wellness program:
  - Develop and implement sexual exposure chart and STI's;
  - Understanding key elements of HIV/AIDS treatment and care for the workplace;
  - Emphasis on pre- and post-test counselling and confidentiality;
  - Assist and develop HIV/AIDS measures that will deal with stigma and discrimination;
  - HIV/AIDS as South Africa's biggest health issue that requires employer responses to absenteeism, sick leave etc.

the municipality achieve their development goals by identifying staged development processes, supporting institutional arrangements as well as defining clear and implementable projects.

Inclusion of the proposed strategy programmes and business indicators by line departments in their Service Delivery and Budget Implementation Plans (SDBIP) will be expected. Lead Departments have been identified and these Departments will be required to ensure that the strategy programmes are planned, budgeted for and implemented. The identified programmes and interventions must be included in Ndlambe's Medium Term Revenue and Expenditure Framework (MTREF) process and budget provisions made by Departments.

## 17.2. Implementation Plan

An implementation plan is a management tool designed to illustrate the critical steps in developing the various sectors within a Municipality. It is a guide that helps the municipality be proactive in developing an identifying any challenges along the way. It also allows any person to fully understand the goals of the municipality. The aim of the Implementation Plan is to assist



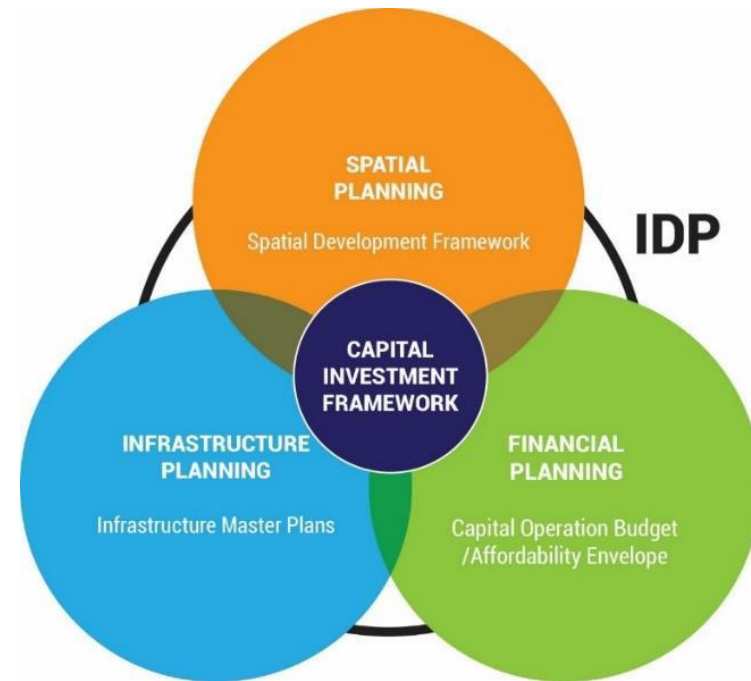
## 18. CAPITAL INVESTMENT FRAMEWORK

The Spatial Development Framework is a cross-cutting plan which encompasses most of the activities of the Local Municipality and gives direction to the decision-making on land use and direction of development within the Local Municipality. Consequently, it must be viewed as a key strategic document and embraced both at the political level as well as the technical level.

In order to integrate the Spatial Development Framework into the everyday workings of the Municipality's Directorates, it is proposed that appropriate programmes and budgets be undertaken to ensure co-ordination and communication on critical development issues that have spatial implications.

The term "Capital Expenditure Framework" (CEF) became a municipal mandate with the promulgation of the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) section (21)(n). A Capital Expenditure Framework is a consolidated, high-level view of infrastructure investment needs in a municipality over the long-term (10 years) that considers not only infrastructure needs but also how these needs can be financed and what impact the required investment in infrastructure will have on the financial viability of the municipality going forward.

The term "Capital Expenditure Framework" (CEF) became a municipal mandate with the promulgation of the Spatial Planning and Land Use



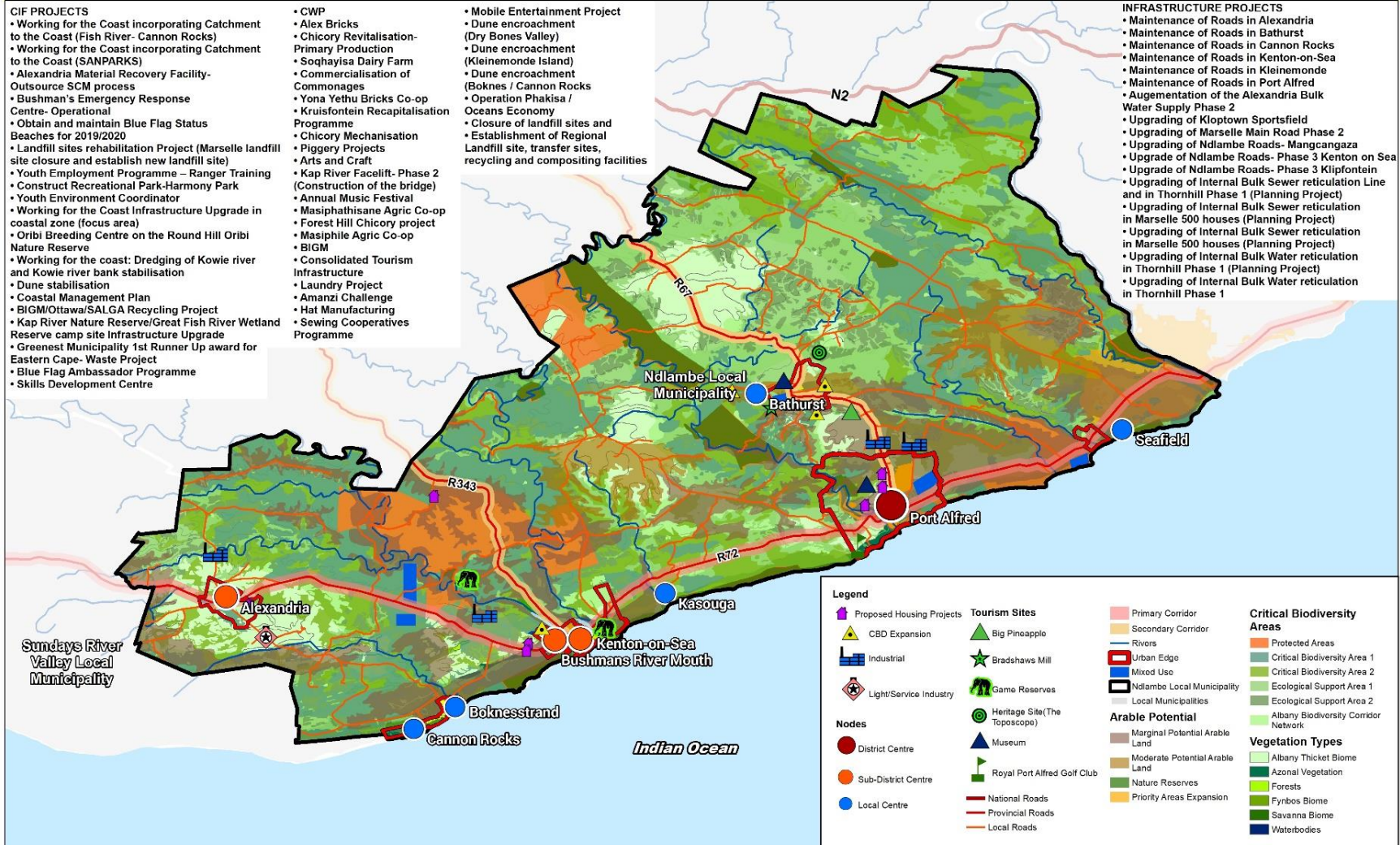
Management Act, Act 16 of 2013 (SPLUMA) section (21)(n). However, the concept of a Capital Investment- or Capital Expenditure Framework has been eluded to in several other preceding legislative and policy instruments.

The role of a CEF is to provide a framework which coordinates the outcomes of a multitude of planning initiatives and documents within the municipality, in order to ensure that capital investment and project / programme implementation on the ground is guided by an over-arching long-term strategic, spatial, financial and socio-economic logic. Key informants to the CEF national and provincial strategies and policies.

# NDLAMBE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## CAPITAL INVESTMENT FRAMEWORK PLAN

1:275 000



## RECOMMENDATIONS

1. In order to strengthen and improve efficient, sustainable urban growth management, spatial planning, and land use management within the Municipality, it is recommended that the following policies be developed and adopted by Ndlambe Municipality:
  - Land Use Management Policy
  - Geographical Name Change/ Street Naming Policy
  - Telecommunication Mast Policy
  - House/Spaza Shop Policy
  - Tavern Policy
  - Holiday Accommodation Policy
  - Student Accommodation Policy
2. The municipality should conduct a comprehensive land audit for the entire Ndlambe Municipality.
3. There is a need to formulate localized spatial development framework/precinct plans for the strategic towns of the municipality. It is therefore recommended that funding be sourced in order to formulate precinct plans for the following towns: **Port Alfred, Kenton on Sea and Alexandria**. The precinct plans for other towns can be formulated at a later stage should the need arise and subject to the availability of funding.

## CONCLUSION

It is envisaged that over the next 20 – 30 years, Ndlambe will be a prominent Municipality which is built upon the vision set forth in this SDF, supported by the Municipal IDP and other key policies. The proposals envisaged in the SDF, will be realised through key interventions, by developing strong infrastructure linkages with the neighbouring inland municipalities within and around Ndlambe Local Municipality.

The most common challenge faced by the towns within Ndlambe Local Municipality relates to the upgrade and maintenance of infrastructure. Based on state investment in infrastructure linkages and private sector investment in existing and new industries, the major settlements identified for opportunity, support, enablement, research, diversification and connectivity, it is envisaged that an integrated and well planned, good quality human settlements and increased employment will accompany the growth within the Municipality.

The SDF sets out the long term spatial development for the municipality which is informed and guided by the vision for the municipality. It guides land use and development and ensures that future public or private development is implemented in line with the vision and development objectives and strategies of the municipality as set out in the IDP. It therefore acts as a planning and land use management tool to assist the Local Authority to make informed decisions on a day to day basis and on strategic issues regarding the land use options, timing and phasing of development in the



area. This SDF can also be used as a marketing tool to facilitate public and private partnership in the implementation of specific projects and to assist to bring about economic and social regeneration of the various towns and settlements.



*"A Spatially integrated Municipality which has unique characteristics and provides support to the towns of Ndlambe Local Municipality for various needs, and where the growth and development of towns are in line with spatial proposals for the Municipality and aims to achieve sustainability"*