



nelson mandela bay
M U N I C I P A L I T Y



MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

Phase 3: Spatial Vision and Development Principles & Implementation Framework • **SEPTEMBER 2025**

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SECTION A: EXECUTIVE SUMMARY

The Nelson Mandela Bay Municipality (NMBM) has appointed Tshani Consulting CC to review and develop their Municipal Spatial Development Framework (MSDF).

At the core of municipal governance, the Municipal Spatial Development Framework (MSDF) plays a crucial role in steering the land use management system and shaping decisions in spatial planning. Beyond its influential role, the MSDF guides the spatial budgeting within the municipal budget and Medium-Term Expenditure Framework, leveraging the Capital Expenditure Framework to bolster this critical process.

The latest Nelson Mandela Bay Municipal Spatial Development Framework (MSDF) was finalized and adopted in 2015-2016, underscoring both its age and the urgent need for review.

The MSDF is intended to guide the orderly and desirable spatial development of the municipality by inter alia formulating development strategies/guidelines. The MSDF should provide direction to guide decision-making on an ongoing basis, aiming at the creation of integrated, sustainable, and habitable regions, cities, and towns.

This document serves as the **executive summary**, and overview of the draft Municipal Spatial Development Framework (MSDF) for the Nelson Mandela Bay Municipality.

A1. PROCESS FOLLOWED:

The SDF has to date been reviewed within the following phases:



Diagram 1: Project Phasing

A2. KEY ISSUES EMANATING FROM PHASE 2 (SITUATIONAL ANALYSIS)

- Non-compliance of wastewater plants with environmental standards.
- Gaps in refuse removal in informal areas; illegal dumping and landfill shortages.
- High water losses from leaks and illegal connections; drought and reliance on transfers.
- Ageing electricity infrastructure, frequent outages, vandalism, and theft.
- Limited municipal-scale renewable energy uptake; load shedding impacts businesses.
- Poor road conditions, potholes, weak stormwater drainage.
- Inefficient and fragmented public transport; limited access in rural settlements.
- Growth of informal settlements on high-risk, sensitive land.
- Housing backlog, title deed delays, and insufficient bulk infrastructure.
- Loss of high-potential farmland to urban expansion; soil erosion and overgrazing.
- Encroachment into conservation areas; habitat fragmentation and pollution of rivers/coast.
- Lack of ecological corridors; climate change increasing ecological stress.
- Drought, sea-level rise, flooding, and wildfires threaten vulnerable communities.
- Limited municipal capacity for climate adaptation and disaster response.
- Poor tourism infrastructure at beaches, heritage sites, and Route 67.
- Underdeveloped township tourism; lack of cruise terminal facilities.
- High unemployment, slow catalytic project rollout, and investor uncertainty.
- Skills mismatches between labour force and business demand.
- High crime (murder, robbery) concentrated in certain areas.
- Urban decay in CBD and harbour areas reducing attractiveness.

A3. STRATEGIC FRAMEWORK

The "**Strategic Framework**" in a Spatial Development Framework sets out the fundamental strategic principles and guidelines that shape spatial development proposals. Its main objective is to identify the municipality's key strategic spatial priorities. This strategy includes specific performance targets and objectives that guide the implementation of the plan.

STRATEGIC FRAMEWORK

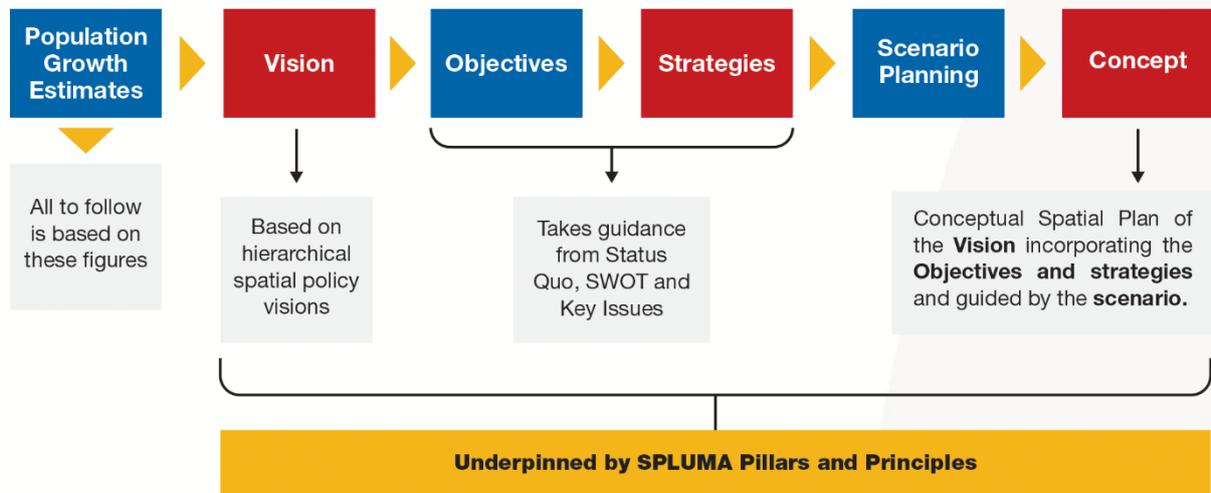


Diagram 2: Strategic Framework

A3.1. VISION

Although NMBM has an existing vision in its Integrated Development Plan (IDP), the SDF is a spatial expression of the IDP and therefore it requires its own spatial vision linked to that of the city's IDP vision. The vision aims to direct the spatial growth by building on the metro's strengths while addressing key challenges.

In line with the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA), all spatial development should conform to the following SPLUMA, 2016 normative principles:

- **spatial justice,**
- **spatial sustainability,**
- **spatial efficiency,**
- **spatial resilience,** and
- **spatial quality.**

The following statements contributed towards the draft Vision:

- The Metro aims to move along with the 4th industrial Revolution and being more/having more off an online presence to all residents, businesses, tourists, etc. - **smart**
- We want an environment that all users are protected - **safe**
- A city that takes care of basic needs for all its users - **Liveable city:**
- Promoting all sectors for contribution to the GDP, employment and creating sustainable livelihoods - **Economic growth**

The following short and concise vision is proposed:

Vision

“To have a smart, safe and liveable city that promotes economic growth and service excellence whilst protecting its natural assets”

A3.2. STRATEGIC OBJECTIVES

Objectives are developed to create a clear specific goal or target that needs to be achieved. For NMBM SDF, the objectives were identified based on the following key themes:



Diagram 3: Themes deriving from SPLUMA Pillars

The following objectives have been identified:

Theme	Objective
Economic sectors	1. To be a municipality with economic resilience through a diversified economy to be able to compete with other metropolitan municipalities in South Africa
	2. Economic development and growth in certain identified sectors
	3. To acknowledge and aim to provide support to SMME’s as well as to the growing Informal Sector to ensure economic sustainability
	4. To promote the metro as a one with a thriving tourism sector and to promote the features which are attractive to tourists
	5. To attract local and international tourists
Climate Change and the Environment	6. To prioritise spatial sustainability through protecting the natural resources
	7. To prioritise spatial sustainability through mitigating against the effects of natural disasters
	8. Prioritise Climate change resilience and to ensure that the effects of climate change are being considered in all policies and developments
Human Settlement	9. To offer inclusive Human Settlement options for residents to promote spatial justice
	10. To provide dignified housing options withing close proximity to access to services and amenities to increase accessibility

Theme	Objective
	11. To promote residential densification in key locations to offer spatial efficiency
	12. To address spatial disparities through human settlement development
Transportation / Mobility	13. To aim for spatial justice through allowing free movement of all residents via their chosen mode of transportation, including pedestrians, cyclists, taxi, bus, private, rail, etc.
	14. To promote linkages between residential areas and economic opportunities as an initiative for spatial justice
	15. To develop an effective and integrated public transport system for spatial efficiency that promotes access to opportunity through mobility
Social and Skills Development	16. To promote social inclusion and cohesion to support spatial justice
	17. Ensure the promotion of continuous skills development of residents to ensure financial sustainability and economic resilience
Safety and security	18. To ensure that all residents and visitors to the metro feel safe in all public & private spaces throughout the municipality
Infrastructure Social Services and amenities	19. To provide for the municipal Infrastructure needs
	20. To ensure that all residents have access to services
	21. To ensure that all residents are able to access various necessary social amenities within adequate distance from their place of residence
Rural Development	22. Contain development within the Urban edge and limit urban sprawl outside the urban edge
	23. Promote agricultural activity in areas where land is suitable
	24. Maintain the general characteristics of coastal villages and rural towns while allowing them to expand their economic stance within the metro

Table 1: Objectives

A3.3. SPATIAL STRATEGIES

Strategies are aligned to the objectives so there is a linkage and 'Golden Thread' which ensures that the key issues are being addressed via the strategic framework. The following Strategies have been identified and aligned to the SPLUMA principles: -

Theme	Objective	Strategy	SPLUMA Principle
Economic sectors	1	a. Support emerging markets that focus on local entrepreneurship b. Rejuvenation of declining sectors and specific sectors which need rejuvenation	Spatial Resilience Efficiency
	2	c. Create more jobs regarding the sectors which are thriving d. Promote these sectors nationally and internationally	Spatial Sustainability Spatial Resilience
	3	e. Provide initiatives to support the growth of SMMEs and local enterprises f. Develop policies that provide support and can aim to manage Informal Traders	Spatial Sustainability Good administration
	4	g. Promote the development of tourist infrastructure that will enhance tourism.	Spatial Sustainability
	5	h. To market tourism opportunities of the Metro more widely to attract tourism markets	Spatial Sustainability
Climate Change and the Environment	6	i. To ensure integrated management and prioritisation of the metros natural and man-made cultural landscape resource high potentials j. To protect and conserve high potential agricultural land	Efficiency Spatial justice
	7	k. Plan according to the effects of potential for natural disasters- mitigation and adaptation	Spatial Resilience
	8	l. To plan and develop in order to not add to the effects of climate change and to rather ensure climate resilient planning	Spatial Resilience
Human Settlement	9	m. The development of inclusive Integrated Sustainable Human Settlements which don't operate in isolation from services	Spatial justice
	10	n. Identifying Key Land parcels for Human Settlement / mixed use development through the RZs and PSHDAs	Spatial justice
	11	o. Consolidate and densify settlements where appropriate	Spatial Sustainability
	12	p. To ensure that developments are planned to ensure integration and mixed income developments	Spatial Sustainability

Theme	Objective	Strategy	SPLUMA Principle
Transportation / Mobility	13	q. Identify nodes and corridors that require linkages	Efficiency
		r. Maintenance and upgrading of the road network to allow for smart growth and to allow for the safe movement via all transportation modes	Spatial Resilience
	14	s. Provide access to tourist routes, social amenities, job opportunities, retail needs, etc.	Spatial Sustainability
	15	t. To identify the major mobility routes and map out a system of movement linkages which the public transportation system can utilise	Spatial justice
		u. To promote rail movement as a mode of transport	Spatial Sustainability
Social and Skills Development	16	v. Provide for the necessary social amenities to serve the needs of locals	Spatial justice
	17	w. To promote skills development in local communities	Spatial justice & Good administration
x. To promote courses and programmes in colleges and universities in sectors which are in demand in the municipality		Spatial Sustainability & Efficiency	
Safety and security	18	y. To promote development of “eyes on the street” to create the sense of safety and security	Spatial Resilience
z. To support and goals of local law enforcement in the municipality		Good administration	
Infrastructure, Social Services & Amenities	19	aa. Recycling and converting waste into something productive	Spatial Resilience
		bb. Reducing reliance on costly municipal services networks	Efficiency
	20	cc. Accelerate the provision of basic services for all communities	Spatial Sustainability
	21	dd. Prioritize access to social amenities to support community livelihoods.	Spatial justice
Rural Development	22	ee. Restrict leapfrogging development, especially outside of the urban edge	Spatial Sustainability

Theme	Objective	Strategy	SPLUMA Principle
		ff. Densification within the urban edge	Efficiency
	23	gg. Propose agricultural support mechanisms and programmes within the identified agricultural intensive areas for farm owners to upskill themselves	Spatial Resilience
	24	hh. Promote the allowance of resort development ii. Promote township Tourism in rural towns	Spatial Sustainability Spatial Justice

Table 2: Spatial Strategies

A3.4. ALTERNATIVE SCENARIO DEVELOPMENT:

Four alternative scenarios were identified. The purpose of developing four is to allow for comparison and testing to determine which one can be best suited to the NMBM. In some cases, there is no one perfect scenario, but elements from various scenarios are extracted and consolidated to form a preferred scenario.

The preferred scenario ensures that the urban fabric of the municipality is maintained and supported. More importantly, it allows improvement on aspects that are not supported. It enables the controlled allocation of land uses in the most appropriate manner, considering 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
- Identification of spatially targeted focus areas within the municipality for investment and growth
- Assign preferred future land uses to erven
- Ensure that principles of Sustainable Community Planning (SCUs) are considered in planning, whereby the fundamental goal is defining planning areas in terms of a reasonable walking distance i.e. 2 km or 30 minutes from a central area and to ensure accessibility. The SCU principles are found under the following principles:
 - Integration and Sustainability in terms of poverty alleviation, gender equality, the environment, participation, mixed use development, local economic development, accessibility, corridor development, safety and security, variation and flexibility, densification, and reducing urban sprawl

A4. CONCEPTUAL MAP

The Conceptual Map aims to translate the vision spatially with the consideration of the components of the SWOT and the guidelines of the objectives and strategies.

Key Features of the Concept Map includes:

- Constrain development within the Urban Edge
- Strengthen linkages to the port – From Coega SEZ, from Key Agricultural neighbouring towns and LMs such as Humansdorp & Kirkwood
- Prioritising key land parcels in the City for Human Settlement Development
- Focusing major growth and development areas near the west and Summerstrand region
- Promoting coastal tourism through lifestyle and waterfront development between Humewood and Cape Recife
- Promote cruise liners to dock at the port
- Identifying areas for Industrial expansion around the SEZ
- Promote tourism in coastal villages

***Map 1 in attached Map Booklet**

A5. SPATIAL STRUCTURING ELEMENTS

Spatial structuring elements are fundamental characteristics of the Nelson Mandela Bay Municipal area that serve as the cornerstone for developing spatial proposals. These elements are shaped by the region's inherent opportunities and play a pivotal role in guiding the focus of spatial planning initiatives.

This section is derived from the Strategic Framework and Concept Plan, aiming to build on the concept plan and identify spatial structuring elements to facilitate growth. The following are the identified spatial structuring elements:



Diagram 4: Spatial Structuring Elements

Nodes are clusters of diverse land uses, ideally incorporating high-density residential areas alongside public transport and inter-modal transport hubs. In line with national legislation and international standards, nodal development must also support the principle of universal access. This principle emphasizes the intentional design of spaces and facilities to be accessible to everyone, regardless of age, gender, or ability, at all times.

Marginalised areas are areas within the municipality which function predominantly as residential areas. They are often fairly dense in nature and include non-residential services and amenities.

The Municipality has a dedicated programme for the elimination of informal settlements, as contained in the Informal Settlements Upgrading Plan (NMBM: Human Settlement Directorate, 2008). The Plan was developed in 2008 and included 107 informal settlements. This plan formed the basis of the Human

Settlements Plan as well as the Human Settlements Sector Plan that was approved in December 2012. The informal settlements are contained in a matrix of in-situ upgrading/destination areas, programmed over time, prioritised and implemented according to priority and the availability of funding.

Number	Node Type	Description of Locality
1	Primary Node	Gqeberha CBD
2		Kariega CBD
3		Despatch CBD

Table 3: Primary Nodes

***Map 2 in attached Map Booklet**

Number	Node Type	Description of Locality
4	Regional Node	Boardwalk / Casino Complex
5		Greenacres
6		Walmer Park / Fig Tree / Moffet on Main
7		William Moffet Retail Park
8		Linton Grange / Makro Complex
9		Baywest Mall
10		Njoli Square
11		Chatty Jackvlagte

Table 4: Regional Nodes

***Map 3 in attached Map Booklet**

Number	Node Type	Description of Locality
12	Local Node	KwaNobuhle Shopping Centre
13		Levyvale Centre
14		Motherwell shopping Centre
15		N2 City Centre
16		Ziyabuya Centre
17		Kenako Centre
18		Daku Square
19		Cleary Park Centre
20		Desai Centre
21		Mercarele Centre
22		Sixth Avenue Shopping Centre
23		Retief Plein / Radisson Complex
24		Summerstrand Village
25	Kings Court / Builders Warehouse Complex	

Number	Node Type	Description of Locality
26		Western Complex
27		Pick 'n Pay Gardens / Circular Dr Complex
28		Sunnyridge Shopping centre
29		Walker Drive Centre
30		Rowallan Park Complex
31		Vulindlela Village
32		R 334, Uitenhage Road

Table 5: Local Nodes

***Map 4 in attached Map Booklet**

Number	Node Type	Description of Locality
33	Industrial Nodes	Coega SEZ
34		Markman Industrial
35		Deal Party
36		Struandale
37		North End
38		Greenbushes
39		Uitenhage / Kariega Industrial Node
40		Perseverance Industrial

Table 6: Industrial Nodes

***Map 5 in attached Map Booklet**

Number	Node Type	Description of Locality
41	Coastal Nodes	Seaview, Kini Bay and Beachview
42		Blue Horizon Bay
43		Colchester
44		Schoenmakerskop

Table 7: Coastal Nodes

***Map 6 in attached Map Booklet**

The Marginalised Residential Areas include but not limited to:

- Motherwell
- Helenvale
- Bethelsdorp
- KwaZakhele
- Ibhayi
- Algoa Park
- KwaNobuhle
- Bloemdal
- Swartkops
- Airport Area

***Map 7 in attached Map Booklet**

A "corridor" is a linear geographic area or strip of land that functions as a channel for movement, connectivity, and development. Corridors are often designed to link different parts of a city, region, or country, and they support transportation, infrastructure, economic activity, and environmental functions.

Number	Corridor Type	Description of Locality	LSDF	IZ / RZ / PSHDA
1	National Corridor	N2	<ul style="list-style-type: none"> Western Suburbs LSDF Cape Road LSDF North End / 2010 Stadium / Central LSDF Ibhayi LSDF, 2017 Motherwell LSDF Coega IDZ LSDF 	Baywest Nodal Development PSHDA
2	Primary Corridors	R102	<ul style="list-style-type: none"> North End / 2010 Stadium / Central LSDF Western Suburbs LSDF Cape Road LSDF 	Baywest Nodal Development PSHDA
3		R368	<ul style="list-style-type: none"> North End / 2010 Stadium / Central LSDF Bethelsdorp LSDF KwaNobuhle / Bloemendal LSDF Despatch LSDF 	<ul style="list-style-type: none"> Uitenhage Despatch KwaNobuhle Corridor PSHDA
4		R75	<ul style="list-style-type: none"> Uitenhage LSDF Despatch LSDF Ibhayi LSDF, 2017 	<ul style="list-style-type: none"> Uitenhage Despatch KwaNobuhle Corridor PSHDA Bethelsdorp Corridor
5		R367	<ul style="list-style-type: none"> Uitenhage LSDF Despatch LSDF Ibhayi LSDF, 2017 	<ul style="list-style-type: none"> Uitenhage Despatch KwaNobuhle Corridor PSHDA Bethelsdorp Corridor

Number	Corridor Type	Description of Locality	LSDF	IZ / RZ / PSHDA
6		R334	<ul style="list-style-type: none"> • Uitenhage LSDF • Motherwell / Bluewater Bay / Wells Estate LSDF • Coega IDZ LSDF 	<ul style="list-style-type: none"> • Uitenhage Despatch KwaNobuhle Corridor PSHDA
8		R335	Motherwell / Bluewater Bay / Wells Estate LSDF	-
9		Khulani Corridor	Gqeberha to Motherwell via Njoli	
10	Trunk Roads	Metropolitan Roads		
11	Rail	Existing Rail		
12	Rail	Future Rail	Ibhayi to Kariega Coega / Motherwell to the North-west Urban Edge	

Table 8: Corridors

***Map 8 in attached Map Booklet**

Gateways refer to key entry or access points that provide significant connections between geographic areas, regions, or transportation networks.

GATEWAYS	
Primary Gateway	Gqeberha and Ngqura Port / Harbour
	N2 North East (from Eastern Cape Province)
	N2 South West (from Western Cape Province)
	Chief Dawid Stuurman International Airport
	Port of Ngqura
Secondary Gateway	R 335 (from Addo)
	R 75 (from Graaff-Reinet, and Willowmore via the R 329)
	R 102 / R 331 (Hankey / Kareedouw)

Table 9: Gateways

***Map 9 in attached Map Booklet**

Natural Open Space Systems refer to the open space and green networks within the metro, providing a diverse range of environments. These are characterised by conservation areas, protected areas, nature reserves, servitudes, watercourses, ridges, heritages sites, etc.

***Maps 10 and 11 in attached Map Booklet**

An urban edge is a clearly defined boundary that separate urban areas from surrounding rural or non-urban regions. The urban edge is aimed at redirecting patterns of growth and encouraging development within a defined area.

**Map 12 in attached Map Booklet*

Spatially Incentivised Areas help define the focus of investment through a series of defined zones and areas within the municipal space which are defined for various growth reasons and have different aims and focus development objectives. The purpose of this section is to define the various zones and their purpose.

Integration Zones:

Integration Zone	Priority
Khulani / Njoli / Motherwell	IZ 1
Standford Road	IZ 2

Table 10: Integration Zones

Restructuring Zones

Name of Node	Name of Restructuring Zone area
Gqeberha (Port Elizabeth)	Summerstrand
	Fairview
	2010 Stadium Precinct
	Newtown Park
	Standford Road
Kariega (Uitenhage, 10km radius)	Uitenhage CBD
	Dispatch CBD
	Florida Farms
Coega SEZ (10km radius)	Coega Vulindlela
	Wells Estate
	Amsterdamhoek
Baywest Node (10km radius)	Baywest/ N2 hub
	Lorraine
	Hunters Retreat
	Kabega Park
	Persons Vlei

Table 11: Restructuring Zones

Growth Areas:

No.	Name of Growth area
GA 1	N2 / Baywest region
GA 2	Walmer region
GA 3	Airport region
GA 4	Motherwell region

Table 12: Growth Areas

Priority Human Settlements Housing Development Areas (PHSHDAs)

Name of Allotment	Number	Name of PSHDA
Gqeberha (Port Elizabeth)	1	Baywest Development Area
	2	Bethelsdorp Corridor
Kariega (Uitenhage, 10km radius)	3	Uitenhage-Despatch-Kwanobuhle Corridor

Table 13: Priority Human Settlements and Housing Development Areas

***Maps 13, 14, 15, 16, and 17 in attached Map Booklet**

A5.1.1. SPATIAL TARGETING

“A strategic approach within the municipal environment that involves deliberately focusing capital investment in specific geographic areas to more effectively achieve municipal objectives”.

Key Concepts of Spatial Targeting

Purpose: To promote spatial transformation by addressing historical spatial inequalities and improving service delivery in underserved areas.

Application: Used to guide public-sector planning, budgeting, and investment decisions toward areas that can yield the greatest developmental impact.

Alignment: Supports principles from the Spatial Planning and Land Use Management Act (SPLUMA), the National Development Plan (NDP), and the Integrated Urban Development Framework (IUDF).

***Maps 18, 19, 20 & 21 in attached Map Booklet**

A6. SPATIAL DEVELOPMENT FRAMEWORK

A Spatial Development Framework is a strategic guide designed to shape the spatial layout of land uses within a municipality, aligning with the vision, goals, and objectives outlined in the municipal Integrated Development Plan (IDP).

A6.1. BUILT ENVIRONMENT FRAMEWORK

“The man-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space to neighbourhoods and cities that can often include their supporting infrastructure such as water supply or energy networks.”

A6.1.1. LOCAL SPATIAL DEVELOPMENT FRAMEWORKS

The NMBM is unique in that many areas within the metro are able to operate in silo, while also within a network of the municipality. Such is seen through the detailed assessment of the LSDFs developed within the municipality.

The identified focus areas outline the spatial boundaries of existing LSDFs and also highlight new areas where future LSDFs will be required to guide and manage emerging development and growth.

The key proposals from the outcomes of the above inputs are summarised as follows:

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
Inner City (2013)	STA 3	<ul style="list-style-type: none"> • Parking shortages, lack of vacant land, water pressure issues, ageing infrastructure • Steep Slope for housing developments. • Mixed Use Definition not adequately defined. • Not enough public transport. 	<ul style="list-style-type: none"> • Reflect parking study in SDF; prioritise urban regeneration and costed implementation strategy • Incorporate proposals from Government Precinct Plan document into the LSDF. • Alternative modes of transport such as BRT and TOR should be emphasized in the LSDF. • Use the immigration zone as investment opportunity for the city. • Trams to be revived for transit purposes. • Port Precinct Plan: the Waterfront Plan and Govan Mbeki Precinct should be included in the LSDF.

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
			<ul style="list-style-type: none"> • Proposal for the narrow gate (apple express) to be included in the LSDF
2010 Stadium Precinct	STA 3	<ul style="list-style-type: none"> • Parking shortages, lack of vacant land, water pressure issues, ageing infrastructure • Several erven intended to be a component of the Taxi Rank were sold off. • Schauderville has a lot of grey (zoning for existing community facilities) but there are proposals for social housing in the green area or multi-purpose centre. • Industry is moving from the area due to vagrants and crime • Consists of heritage buildings that are not known. 	<ul style="list-style-type: none"> • Social housing to be placed next to the “Dry Lake” because the land is flat and there are work opportunities and Dry Lake can be rehabilitated. • Industrial sites that aren’t operating are being converted to residential opportunities (student accommodation); churches and creche. There’s a social demand. • Incorporate the heritage assessment in the specification when reviewing the LSDF. • Proposal for the vacant land in Sydenham to be used for social housing. • Find alternative ways (soft activities) for the use of the vacant abandoned Municipal owned buildings instead of selling them.
Cape Road (2014)	STA 3	Limited vacant land, peak-hour congestion, old sewer infrastructure, stormwater runoff	Prioritise road maintenance, stormwater upgrades, and strategic densification
Happy Valley (2012)	STA 3	Shortage of beachfront parking, aged sewer and electrical infrastructure, safety concerns in open spaces	Incorporate coastal management, safety-focused open space strategy, and transport node improvements

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
Helenvale LSDF 2010	STA 3	<ul style="list-style-type: none"> • Infrastructure challenge near the narrow houses due to high density in the area. • Safety and health awareness 	<ul style="list-style-type: none"> • Algoa Park mostly has open land that's ideal for infill development. • Open Space between Missionvale and Salt Lake was proposed for social housing in 2016/2017 (part of the restructuring zones). • Amend the infill land proposal to a sport field in the LSDF. (Erf 349, New Brighton) • Promote soft activities/uses such as cultural/ creative centres in the area. Provide land portions or dual zonings to allow such activities. • Infill proposal near the police station is steep but can be developed preferably for walk-ups instead of single residential. • Proposal for infill sites in Extension 6 Malaba area.
Summerstrand (2017)	STA 3	Limited space for expansion, student accommodation pressures, conflicting views on density	Develop student housing policy; refine coastal development guidelines; encourage appropriate densification
Motherwell LSDF (2010)	STA 1	<ul style="list-style-type: none"> • Coega changed from Industrial Development Zone to Special Economic Zone in legislations in 2014, it needs to be changed as well in the SDF. • Boundaries of Zones 6 and 11 are now combined. 	<ul style="list-style-type: none"> • Inclusion of the Coega SEZ into the new LSDF and show the combined boundaries of the Zones 6 and 11. • Reflect that funds for bulk infrastructure have been received. They will cover wastewater treatment works, the RE (Return Effluent) that will take pressure off Fishwater Flats. Motherwell will also fall under this facility. • There is accommodation for expansion of Motherwell North to be

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
		<ul style="list-style-type: none"> • Pressure on the Fishwater's WWTW. • Cemetery in a Flood zone • No pedestrian walking paths 	<ul style="list-style-type: none"> • accommodated with the facilities that's been constructed within the SEZ. • Emergency Centre will be developed in the future near the Medical Centre. • Airport is still included in the Coega plan but mainly proposed for cargo use • 10 hectares have been identified for solar. Zones 10 and 14 are to be developed any soon, they are being made available for solar projects. In terms of a hydrogen projects, 100mega watts will be generated and farm areas are yet to be identified outside the SEZ. • Inclusion of the Port of Ngqura Precinct Plans. • Consideration of a 500m buffer between a cemetery and residential development. LSDF should consider expansion of industrial expansion or other uses. • Pedestrian crossing or a bridge should be developed to reduce accidents.
Bethelsdorp LSDF 2017	STA 3	<ul style="list-style-type: none"> • Conflicting land uses (mining, housing, agriculture), habitat degradation, illegal access • The LSDF spans across eight densely populated wards. • Not enough cemeteries. 	<ul style="list-style-type: none"> • Recommend zoning adjustments; apply for environmental protection status; increase security and enforcement capacity • Split the LSDF into two due to the extensive coverage. • Definition of Mixed-Use to be refined to specify acceptable and unacceptable uses.

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
		<ul style="list-style-type: none"> • Mixed Use Definition not adequately defined. • Insufficient number of Social Amenities, i.e., Schools 	<ul style="list-style-type: none"> • LSDF to consider into incentivization strategies, specifically addressing zoning regulations for mixed-use areas. • Areas designated for mixed-use should not solely permit residential development. • Areas designated as residential should have allowances for mixed-use developments, such as combining residential and commercial spaces, with consensus on the parameters of mixed-use. • Additional Social Amenities are required.
Lorraine (2008)	STA 3	<ul style="list-style-type: none"> • Water leaks, stormwater limitations, high residential growth pressure. • The cemetery buffer (500m from the property boundary) will affect all forms of development as it has impact on feasibility. • Conflicting land uses 	<ul style="list-style-type: none"> • Finalise stormwater and water infrastructure master plans; manage development pressure along Circular Drive • Feasibility study whether the area requires an airport expansion or housing developments.
Greater Walmer (2013)	STA 3	<ul style="list-style-type: none"> • Poor pedestrian infrastructure, mixed-use conflicts, uncoordinated land use patterns • . Access to the Fairview area is a challenge. 	<ul style="list-style-type: none"> • Implement public realm upgrades; strengthen zoning enforcement and pedestrian infrastructure • The LSDF ought to take heed of the land that is a servitude for power lines as there could be a potential for invasion. • The greenbelt along William Moffet should be maintained and kept for its ecological function/purpose. It should

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
		<ul style="list-style-type: none"> • No adequate bulk infrastructure for high densities. 	<p>not be incorporated into any residential development serving private open space function as it is not functional for the practicality of a residential development, even if it is on privately owned land.</p> <ul style="list-style-type: none"> • Conditions of approval for second and third dwellings should be put to place in order to administer the intent of permitting second and third dwelling units as sectional titles. • Residential character of the Charlo area needs to be protected as there is a potential business/commercial growth (north side of Circular Drive). • William Moffet is currently the business corridor in the area (due to a design issue). 17th Avenue is also potentially turning into a business hub in lieu of a residential area. Applications should be considered. • The area between Boundary line and Seaview Road needs to be incorporated in the new Walmer LSDF and in the Bioregional Plan. • A portion of Mount Pleasant is part of the critical biodiversity area, as such, it is important to note what land use rights protecting biodiversity can be imposed in the area. • Property sizes in Walmer will impel the City to impose conditions on the sizes of developments, which could be a remedial issue until the road issues are resolved. Capital Investments of the LSDF need to impose such road infrastructure projects.

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
			<ul style="list-style-type: none"> • The Walmer golf course needs to be properly amended and reconsidered as there are business/industrial proposals in the works. • Walmer is a niche area, however, the LSDF needs to find a balance between the residential character as well as the commercial/business character. • Walmer Heights needs to be relooked at, also considering that it is within the cemetery buffer. • The tram proposal and rail need to be considered in the LSDF review.
<p>Uitenhage & Despatch (2013)</p>	<p>STA 2</p>	<ul style="list-style-type: none"> • Dated infrastructure, poor branding, low private investment, lack of public amenities. • Mixed Used definition not adequately stressed. • Lack of adequate bulk infrastructure/services • Delineation of the Kariega Precinct which encompasses three blocks. 	<ul style="list-style-type: none"> • The Uitenhage airport has been identified as a potential site for revitalization. It is proposed that the airport could be transformed into a cargo airport, necessitating changes to the landing strip to accommodate proper industrial usage. • Transformation of the vacant land near Corkwood Mall: A vacant land area in close proximity to Corkwood Mall, near Caledon Road Union, has been earmarked for commercial development. • The single strip of residential properties along Caledon Road is suggested to be converted into commercial properties. • An area close to R334 Uitenhage in KwaNobuhle has been designated for light industrial use. • Utilization of land donated by Sovereign foods: A portion of land donated by Sovereign Foods to the municipality has remained unused due to obstructions. A

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
			<p>promising proposal is to extend Rocklands phase 2 using this land.</p> <ul style="list-style-type: none"> Integration of John Street into the Kariega Precinct Plan, potentially for social housing purposes, and explore strategies to rejuvenate the industrial usage component that extends to Kyle Street.
Ibhayi (2017)	STA 2	<ul style="list-style-type: none"> Lack of developed parks, informal settlements, road link deficiencies Fully built up Discussions on conversion of school sites that's close to the Chris Hani Informal Settlement. Decommission the school site for infill (social housing) purposes. Not adequate social amenities. Historical community that doesn't have a proper general plan nor a layout plan creating a problem with width of road, parking and high density. No adequate affordable housing. 	<ul style="list-style-type: none"> Improve community facility access; formalise informal settlements; prioritise integration through road networks Proposal to make a mixed-use industrial area and make it amicable. Proposal to make eco-tourism along the estuary. Other proposals are residential use. Preserve the environment (estuary) while identifying proposals that will be suitable for the area. There needs to be a buffer to the environmental side and built-up side of Motherwell that'll help with sewage or any other waste related matters. Feasibility study for the relocation of the Chris Hani Informal Settlement. LSDf to consider developments in Algoa Park where there is a possibility for RDP settlements/ FLISP social housing.

	Spatial Targeted Areas	Key Issues Identified	Proposed MSDF Response
Njoli Square (2010)	STA 2	Overcrowding, poor trading infrastructure, informal business pressure	Provide formal trading infrastructure; support infill and mixed-use development; upgrade economic infrastructure

Table 14: MSDF Proposed input in LSDFs

***Map 22 in attached Map Booklet**

A6.1.2. HUMAN SETTLEMENTS FRAMEWORK

2025 Population	2025 estimated No. of Households	Current Demand (2025)	% Population Growth Rate p/a	% Household Growth Rate p/a
1 262 939	379 192	132 622	1.04 %	1.66 %

Table 15: Latest available data, estimated to 2025

	2026	2028	2030	2032	2034
Projected Population	1 263 264	1 264 401	1 265 003	1 266 970	1 269 625
Projected No. of Households	385 486	398 391	411 727	425 510	439 754
Projected Demand	134 001	136 803	139 663	142 583	145 565

Table 16: Projected Population, Household and Demand 2026 - 2034

- Mixed Use development (including Housing) around current airport
- Promote growth towards the west of the city towards Baywest for middle income development
- Allow mixed land use developments
- Update boundary of PSHDAs to align with urban edge

A6.1.3. TOWNSHIP RENEWAL

- Modernise townships like Motherwell and KwaNobuhle with new housing, business hubs, and community malls.
- Provide solar energy, Wi-Fi, and safe public spaces.
- Create township food, art, and music hubs to attract visitors and support local entrepreneurs.

A6.1.4. BULK INFRASTRUCTURE FRAMEWORK

- Solid Waste Masterplan is required
- Expansion of the current landfill sites and have an 800m buffer around the sites.
- The Municipality is currently considering a number of recycling initiatives.
- The Deal Party 22kV upgrade is still ongoing.
- The 22kV upgrade at Motherwell Main substation is still underway.
- The re-configuring and upgrades to Matomela and Kwaford substations is ongoing.
- The new Boosens substation construction has also commenced.
- Rehabilitation of Water Pump Stations: Supply and installation of mechanical and electrical work.
- The following additional sites have been brought online through this project:
 - Reservoirs - Malabar, Glendinning, Bloemendal, Colchester, Despatch, End Street, Kamesh, McNaughton, Scheepershoogte, Voortrekker, Bethelsdorp, Struandate, Fairview, Beachview, Seaview Higher, Seaview Lower, Blue Horizon Bay Upper, Blue Horizon Bay Lower, Gelvandale, Tulbach, Kwanobuhle, Van Riebeeck, and Fairbridge.
- Booster Pumpstations - Struandale, Blue Horizon Bay, Van Riebeeck and Van Stadens.
- Water Treatment Works — Churchill.

A6.1.5. MOVEMENT AND TRANSPORT FRAMEWORK FRAMEWORK

- Strengthen linkage along R75 and N2 for imports of produce from neighbouring Agri towns such as Kirkwood and Humansdorp to promote export from Gqeberha
- Strengthen linkage from COEGA SEZ to the port along proposed Khulani Corridor to promote export
- Possible relocation of the Airport to the North – Near COEGA SEZ – for export and linked to the N2 for trade and tourism movement
- Priority bus lanes (Govan Mbeki & Kempston).
- Rail siding rehabilitation/extension to Coega/Ngqura.
- Define truck routes, logistics hubs, and pedestrian belts.
- Logistics micro-hub & mixed-use developments.

**Maps 23 in attached Map Booklet*

A6.2. SOCIO-ECONOMIC FRAMEWORK

The Socio-Economic Framework aims to address the social and economic issues pertaining to the Municipality. This includes skills development in the municipality as well as social amenities that may be required.

A6.2.1. ECONOMIC

Automotive Manufacturing

- Attract Chinese/BRICS OEM investment.
- Localise automotive component production.
- Develop EV and hydrogen vehicle manufacturing.
- Establish a battery manufacturing plant in Coega.
- Train workforce in mechatronics, battery systems, and composite materials.

Ports & Logistics

- Upgrade Port of Port Elizabeth & Ngqura.
- Relocate manganese/tank farms from PE to Ngqura.
- Expand Coega SEZ as a global logistics hub.
- Modernise freight rail and road connectivity.
- Promote green logistics (hydrogen corridors, EV freight).

Local Economic Development (LED)

- Develop township enterprise precincts and informal trading hubs.
- Provide microfinance, training, and digital tools for SMMEs.
- Implement Buy Local NMBM campaign.
- Modernise townships with housing, business hubs, solar energy, Wi-Fi, and public spaces.
- Create township food, art, and music hubs.

A6.2.2. TOURISM & HOSPITALITY

- Develop township tourism routes and precincts in Motherwell, New Brighton, Zwide.
- Enhance Route 67 with cafés, lighting, and public art.
- Upgrade the beachfront from Humewood to Cape Recife with a promenade, hotels, and restaurants.
- Expand Addo Elephant Park into a “Big 7” destination.
- Build a Marine Tourism & Science Centre at Cape Recife.
- Add adventure tourism (ziplines, cable cars, hiking trails in Van Stadens & Zuurberg).
- Develop stadium precinct with restaurants, hotels, and entertainment venues.

**Maps 24 in attached Map Booklet*

A6.2.3. SKILLS DEVELOPMENT

- Align NMU/TVET programmes with growth sectors.
- Expand internships, apprenticeships, and artisan training.
- Develop green economy and digital skills.
- Establish a local skills intelligence and tracking system.

A6.2.4. TECHNOLOGY & INNOVATION

- Build a Digital Innovation Cluster for software, fintech, and green tech.
- Expand broadband and public Wi-Fi.

- Develop maker-spaces, coding academies, and 4IR hubs (robotics, 3D printing, smart logistics).

****Map 25 in attached Map Booklet***

A6.2.5. RURAL DEVELOPMENT FRAMEWORK

The Rural Development Framework is largely governed by the Rural Management Policy which aims to guide rural development towards the most appropriate locations within the Metro area and to maximise the optimal use of existing resources and infrastructure. It aims to govern and manage land within the metro, outside of the urban edge.

The Rural Framework consists of Peri Urban Zones suitable for future, short term (10 year horizon) development, Rural Development Zones (not suitable for urban development within the medium to long term) and Coastal and Rural Villages, Agriculture Zone, Biodiversity Zone and the Madiba Bay Zone.

The proposals for the Biodiversity Zone and Agriculture Zone are covered in its respective sections.

****Map 26 in attached Map Booklet****

A6.3. BIOPHYSICAL FRAMEWORK

This sub-category relates to the consideration of environmental aspects in spatial planning, ensuring both current public benefit and the long term sustainable social and economic use of resources. They also address the preservation, development, and sustainable use of agricultural land to ensure long-term food security in South Africa.

The Environmental Framework for NMBM establishes comprehensive strategies to conserve natural ecosystems, protect biodiversity, and promote sustainable resource management. It identifies environmentally sensitive areas, enforces regulations to prevent ecological degradation, and incorporates climate resilience measures to strengthen sustainability efforts.

There are four (4) types of conservation areas that can be found within the NMBM area:

- Rivers Systems
- Nature Reserves and World Heritage Sites
- Critical Biodiversity Areas
- Ecological Support Areas

Preserving the unique landscapes and biodiversity of the NMBM is essential for sustaining the region's environmental health and natural resources. This involves protecting NMBM's physical, biological, and cultural assets, including its estuaries, wetlands, and nature reserves.

Assessing these natural resources provides insights into their current status, exploitation trends, and opportunities for sustainable management. Conservation should be recognized as a distinct land use, dedicated to preserving significant areas for purposes like nature reserves, biodiversity habitats, and sustainable tourism. Key Natural resource areas include:

- Estuaries and Wetlands;
- River systems;
- Coastal and Marine Areas
- Biodiversity and Conservation
- Agricultural land

Agriculture & Agribusiness

- Establish Agri-Hubs in Uitenhage, Greenbushes, and Motherwell.
- Support citrus, dairy, and mohair value chains.
- Strengthen agro-processing near Kariega and Addo.
- Promote agri-tourism and game economy ventures.

A6.3.1. CLIMATE CHANGE

Climate change presents significant and growing risks to NMBM’s ecosystems, infrastructure, heritage, and economy. The municipality is increasingly vulnerable to climate-related hazards such as droughts, floods, and coastal storms. These events disproportionately affect vulnerable communities, particularly those in low-income or informal settlements located in high-risk areas.

In response, the MSDF proposes an integrated, forward-looking approach that embeds climate resilience into spatial planning, infrastructure investment, and land use decision-making. This approach supports both climate change mitigation (reducing greenhouse gas emissions and protecting natural carbon sinks) and adaptation (reducing exposure and vulnerability to climate impacts).

NMBM must adopt two main strategies: Climate Mitigation, which focuses on reducing greenhouse gas emissions and enhancing carbon absorption, and Climate Adaptation, which aims to enable communities to adjust to climate variability. The municipality will collaborate with regional partners to develop a comprehensive Climate Change Response Plan, integrating it into broader Disaster Management strategies. Funding for climate-related initiatives will be sought through the Integrated Development Plan (IDP), alongside efforts to raise awareness through education and community engagement.

Some of the climate change initiatives include:

- Water source identification and conservation
- Flood protection
- Climate risk zones and spatial planning guidance:
 - Coastal Management Lines;
 - 1:100 year flood lines
 - River buffers and set backs;
 - Sea-level rise and setback lines;
- Sustainable urban development

- Environmental protection
- Green Infrastructure

****Map 27 in attached Map Booklet****

A6.4. LAND USE MANAGEMENT

The following section provides more tangible guidelines to the development proposals discussed in the MSDF through linking the MSDF proposals to the Nelson Mandela Bay Municipality (NMBM) Land Use Scheme, 2023 to guide sustainable spatial planning, development control, and decision-making. The structure of this section is aligned to the Spatial Development Framework Section E of the document and first discusses the guidelines for the Built Environment Proposals, the Socio-economic and thereafter the Biophysical Framework.

These guidelines are intended for use by municipal planners, developers, consultants, and stakeholders as a **practical reference** to:

- **Summarise** the key provisions of the Land Use Scheme.
- **Explain** how they apply in everyday planning contexts.
- **Highlight** the main compliance requirements for different land use types.
- **Promote** coordinated and sustainable land development aligned with the Spatial Development Framework (SDF).

This document is **not a replacement** for the Land Use Scheme but an **abridged policy guide** which recommends proposals for guidelines to the Nelson Mandela Bay Metropolitan Municipality and public. Where relevant, the affected policies may be updated to align with the guidelines recommended herein. Where clarity is required, the original Scheme clauses, chapters, and schedules must be consulted.

Legal Status:

All development in NMBM is subject to:

- The Spatial Planning and Land Use Management Act (SPLUMA) principles.
- The NMBM Land Use Scheme, 2023.
- The NMBM Municipal Planning By-law.
- National environmental, heritage, water, and building regulations.

Application:

These guidelines apply to all areas within the municipal boundary and must be read alongside the SDF to ensure **spatial alignment** between land use rights and strategic growth priorities.

A6.5. URBAN DESIGN/ LANDSCAPE DESIGN/ GREENING PLAN

This Section highlights Urban Design Principles essential in the Nelson Mandela Bay Municipal area. In the Nelson Mandela Bay Municipal area, urban design serves as the cornerstone of creating vibrant spaces for community interaction. It revolves around understanding how people utilize and perceive their environment, prioritizing safety, comfort, and accessibility.

Urban design in this context is crucial for fostering sustainable environments, increasing economic viability of developments and delivering social and environmental benefits. **A good urban design in Nelson Mandela Bay Municipality will:**

- Promote Economic Vitality
- Enhance Social Cohesion and Safety
- Improve Environmental Resilience
- Encourage Efficient Land Use and Sustainable Mobility

The Urban Design Principles set out in the development perspective of the Nelson Mandela Bay Municipality area are as follows:



A6.6. OVERALL SPATIAL DEVELOPMENT FRAMEWORK

The overall Spatial development Framework encompasses all the proposals throughout the above Frameworks. It overlays all the Spatial frameworks to develop an overall image of all the proposals within the municipal space.

Map 28 in attached Map Booklet

A7. IMPLEMENTATION FRAMEWORK - CAPITAL EXPENDITURE FRAMEWORK

Section 21(n) of SPLUMA requires municipalities to prepare a spatially referenced CEF linking long-term spatial strategies with budgeting. The CEF is a high-level, 10-year view of infrastructure needs, indicating what should be built, where, and in what order, while ensuring financing is sustainable and aligned with municipal priorities.

Although this MSDF does not yet include a full CEF, it sets the foundation for a prioritised, spatially aligned, and financially viable portfolio of projects. The CEF will bridge the Metro's 20-year spatial vision and 5-year IDP, ensuring capital budgets are strategic, realistic, and feasible.

Regular reviews will keep it responsive, supporting coherent planning, coordinated investment, and delivery of Nelson Mandela Bay's development vision.

A7.1. IDENTIFICATION OF PROJECTS –

A7.1.1. PIPELINE IF INVESTMENT PROJECTS:

Nelson Mandela Bay is attracting major investments expected to drive growth, create jobs, and boost global competitiveness:

- **Oil & Gas – Tamasa Holdings & Central Energy JV:** R13.6 bn LNG storage and regasification terminal to enhance energy security.
- **Renewable Energy – Parson Power Park:** R2.7 bn solar plant to diversify and sustain power supply.
- **Technology – Jendemark Automation:** R150 m in 4IR technologies to strengthen advanced manufacturing.
- **Manufacturing – Stellantis:** R3 bn vehicle plant to expand production and exports.
- **Green Energy – Hive Hydrogen:** R105 bn green hydrogen and ammonia facility at Coega SEZ for global market entry.

A7.1.2. NATIONAL TREASURY FUNDED PROJECTS:

- Motherwell Rail Corridor Feasibility Study
- Energy Performance Certificate
- Feather Market Centre
- New Brighton Heritage Route
- Energy Efficient Wastewater Treatment
- Kariega Precinct Plan
- Baakens Mixed Use Housing
- Outage Management System (OMS)
- Solar Energy at Sports Facilities
- Aquarium project (within Bayworld prog.)

A7.1.3. TRANSNET FUNDED PROJECTS:

Port of Port Elizabeth

- Relocation and rehabilitation of Liquid Bulk and Manganese
- Waterfront Development
- Flemming Street Road upgrade
- Dom Pedro Refurbishment
- Expansion of Automotive Tunnel

Port of Ngqura:

- Manganese Terminal and conveyor Belt
- Liquid Bulk Tank Farm
- NMET Berth
- LNG Storage Facility
- A100 Liquid Bulk Bert

A7.1.4. AEROTROPOLIS PRECINCT PROJECT

A7.1.5. MBDA PROJECTS

- Bayworld Aquarium Project
- Inner City Precinct
- Nelson Mandela Bay International Convention Centre
- Feather Market Centre
- Baakens mixed-use precinct
- NMBM's Catalytic Human Settlement Projects:
- N2 Nodal Develeopemnt (Baywest)
- Zanemvula
- Algoa Park/Helenvale
- Jachtvlakte/Chatty

Example – Metro Catalytic Projects Table

To illustrate the structure and content of the Capital Expenditure Framework (CEF) project tables, the following example uses selected **Projects** from Nelson Mandela Bay. These projects represent

strategic, high-impact investments that are essential to unlocking economic growth, improving service delivery, and strengthening infrastructure resilience in the Metro.

The example table below demonstrates how projects are recorded, aligned with strategic frameworks, and assessed using the CEF's prioritisation and evaluation criteria.

****Map 29 in attached Map Booklet****

A8. GOVERNANCE FRAMEWORK

The administrative framework for the management of land development in the Nelson Mandela Bay Municipality is characterised by the following features: -

- Following the promulgation of SPLUMA, a new planning system now prevails in South Africa, which obliges NMBM to comply with the SPLUMA development principles and to address the institutional requirements set out in law.
- In the rural settlement areas as shown in the Rural Management Policy of 2009, Land Administration systems have largely broken down, which is leading, in places, to ad hoc development, unsustainable and unserviceable settlement patterns, and pressure on local natural resources.
- Such system breakdown also leads to levels of insecurity on the land for people whose land rights are ill-defined. This, in turn, has resulted in the movement of people into different areas (often resulting in informal settlement formation).
- Finally, it is important to note that different “push and pull” factors influence settlement formation in urban and fringe-urban informal settlements. These different factors often correlate to unique socio-economic and skills profiles of residents in different types of settlement.
- This implies that a range of different needs exists for different types of land use/land form in certain areas of Nelson Mandela Bay Municipality. Accordingly, land development projects should be preceded by a rigorous pre-feasibility and feasibility process that defines the nature of a project in relation to the community it is intended to serve.

A8.1. INSTITUTIONAL FRAMEWORK

The governance structure of the Nelson Mandela Bay Municipality has two main arms namely, political, and administrative structures. The political structure is headed by the Executive Mayor, whilst the administrative structure is led by the City Manager. In addition, the Municipality has a number of oversight structures including different portfolio committees and the Municipal Public Accounts Committee (MPAC). The Municipality manages its intergovernmental relations (IGR) through its Council adopted IGR Strategy. Furthermore, the Municipality enhances corporate governance through effective risk management and internal controls as well as public participation and stakeholder engagements in planning and budgeting processes.

The municipal structure is made up of both political and administrative structures.

A8.1.1. POLITICAL STRUCTURE

The local government affairs of the Nelson Mandela Bay Municipality are governed by its Council. The Council performs this core function through exercising both legislative and executive authority over the Municipality's administrative processes. The Nelson Mandela Bay Municipal Council has established the following Section 79 (Municipal Structures Act) Committees:

- Municipal Public Accounts Committee (MPAC)
- The Rules and Ethics Committee.
- Audit Committee

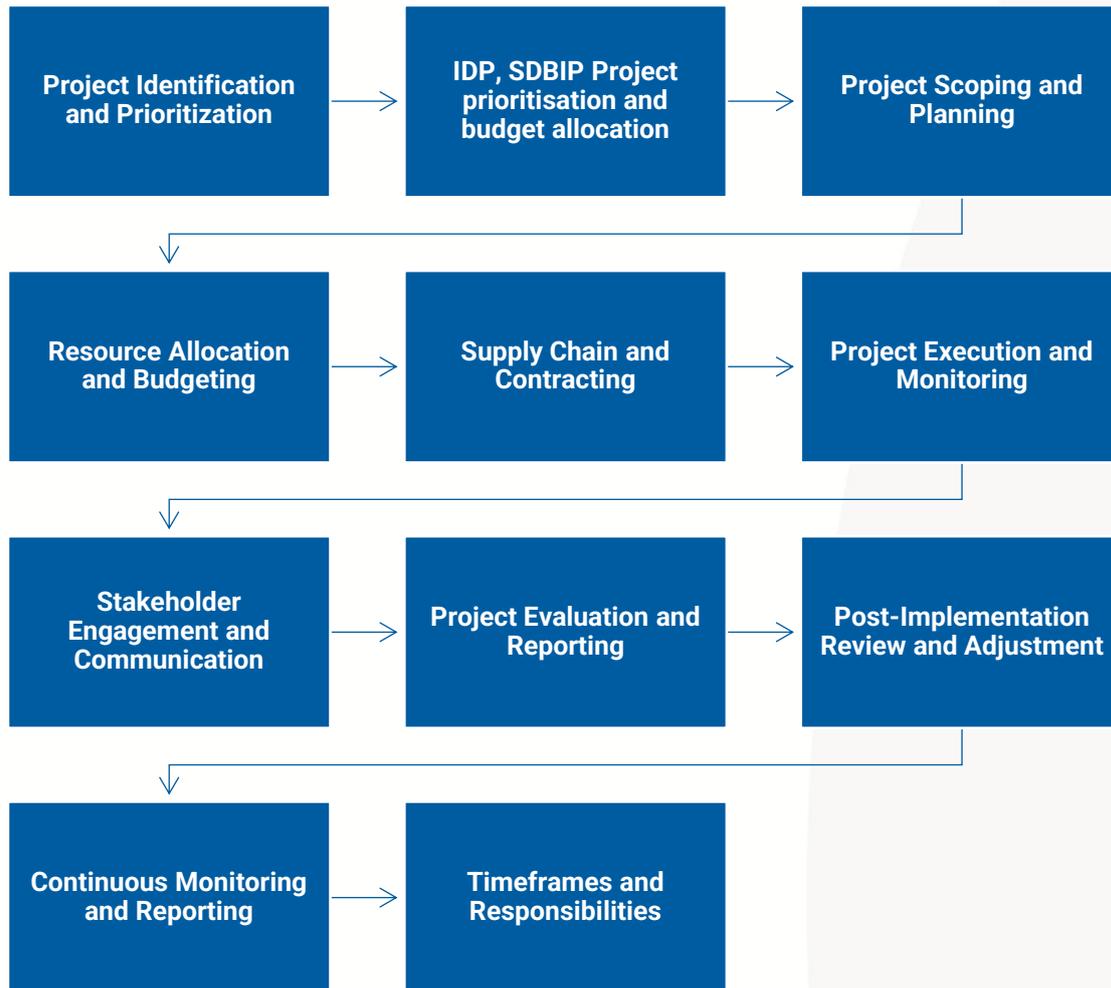
A8.1.2. ADMINISTRATIVE STRUCTURE

The administration of the Nelson Mandela Bay Municipality is headed by the City Manager who is appointed by Council. The City Manager is assisted by an Executive Management Team to run the administration. The Executive Management Team comprises 10 senior managers as per the following:

- Chief Operating Officer
- Chief Financial Officer
- Executive Director: Corporate Services
- Executive Director: Economic Development, Tourism and Agriculture
- Executive Director: Electricity and Energy
- Executive Director: Human Settlements
- Executive Director: Infrastructure and Engineering
- Executive Director: Public Health
- Executive Director: Sport, Recreation, Arts and Culture
- Executive Director: Safety and Security

A8.1.3. STANDARD OPERATING PROCEDURE

The SOP provides a structured framework for implementing projects in line with the Nelson Mandela Bay Municipal Spatial Development Framework (MSDF). It covers project identification, prioritization, planning, execution, monitoring, and evaluation, ensuring efficient project delivery aligned with municipal goals.



A9. CONCLUSION

The Nelson Mandela Bay Municipality (NMBM) possesses significant development potential; however, challenges such as limited political will and institutional capacity remain key constraints. Demographically, the majority of the population falls within the working-age group, creating opportunities for economic growth and development. Furthermore, the municipality's available land and Local Economic Development (LED) initiatives can be leveraged to unlock this potential.

The Situational Analysis Report assessed three critical pillars—biophysical, built environment, and socio-economic—to provide a holistic understanding of the municipality in terms of service delivery, economic growth, and social development. This analysis highlighted strengths, weaknesses, opportunities, and threats that form the foundation for the municipal vision and development objectives within the Spatial Development Framework (SDF).

Building on this, the NMBM Spatial Development Framework (MSDF) outlines a clear pathway for sustainable and inclusive growth through its spatial frameworks, structuring elements, and governance mechanisms. These include the Environmental Framework, Climate Change Strategy, Agricultural and

Biophysical Frameworks, Economic and Tourism Framework Plans, Social Facility Framework, Infrastructure Framework, and the Built Environment Framework Plan. Collectively, these provide a strategic and integrated approach to balancing urban growth with environmental protection, infrastructure provision, and social equity, while promoting economic resilience.

The MSDF provides a strong foundation for addressing the municipality's institutional and developmental challenges while capitalising on its demographic and economic opportunities. This ensures that future growth is sustainable, inclusive, and effectively coordinated across sectors.

It is envisaged that over the next 20 – 30-years, NMBM will be a prominent Metro that is built upon the vision set forth in this MSDF, supported by the IDP.