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1.1 PURPOSE AND OBJECTIVES OF THE SSDP

The purpose of the South Spatial Development Plan (SSDP) is to determine the economic, social, residential and environmental roles of the Southern Municipal Planning Region (MPR) as identified below within the context of the existing and envisaged planning activity of the Ethekwini Municipality.

The SSDP identifies the capacity of the existing natural and built environment to create sustainable investment and development opportunities and establishes linkages to opportunities for the socio-economically disadvantaged communities of the south.

Within this context, the SSDP identifies what development is desirable, where such development should occur and how such development should be facilitated.

The main objectives of the SSDP therefore include:
- To establish an understanding of the strategic role of the southern area within the context of the Ethekwini Municipality,
- To ensure alignment of the SSDP with the development plans of the west and north as well as the South Durban Basin Framework in progress,
- To inform the broader eThekwini Spatial Development Framework as well as providing guidance for subsequent local area plans and land use schemes.

1.2 THE PLANNING TEAM

The planning team for the establishment of the SSDP has consisted of the following municipal departments:

PROJECT CO-ORDINATOR
1.3 THE PLANNING PROCESS AND PROGRAMME

The following provides a broad overview of the initial process and time considerations for compiling the SSDP as envisaged in 2005. Various issues, including internal alignment and stakeholder engagement have resulted in a process extending into 2009.

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1.4 REPORT STRUCTURE

The following provides an overview of the structure and contents of this report. This report discusses the suggested development framework and its components. The build-up consisting largely of the status quo analysis and the assessment of strategic issues is only summarised in this report and the Strategic Assessment Report should be consulted for greater detail.

The assessment and the framework are inter alia based on a series of specialist investigations including economic development, environmental assessment, property trends etc. The relevant reports are reproduced separately and a list of the assessments is shown in the contents page.
Following this introduction section 2 provides a summary of the strategic assessment including status quo overview, emerging development issues and a strategic assessment. The full assessment is presented in a separate report.

Section 3 of this report outlines a development vision while section 4 establishes a series of development principles and approaches.

Section 5 describes suggested development strategies covering economic development, population growth and accommodation, access and transportation as well as the natural and built environment.

The proposed Spatial Development Plan is described in section 6 covering both the overall plan as well as the individual planning areas.

Section 7 provides suggestions for an implementation process in terms of development priorities and a development process.

Lastly section 8 contains appendices providing greater detail in terms of economic development, environmental issues, traffic and transportation and property markets and trends.

1.5 THE STUDY AREA

The South MPR extends from the northern boundary consisting of the Umlazi River and the Umlaas Canal to the Ofudu Escarpment and the Ezimbokodweni River in the north-west to the western and southern boundaries of the Ethekwini Municipality.

The study area is in extent of 510km2. In 2001, it was estimated to accommodate in the region of 730 000 people (census 2001), and the projected population for 2008 was 754 356 (based on a 1.1% growth rate).

It abuts in the north onto both the central and western metropolitan planning regions. In the west the South MPR borders onto the Umgungundlovu and Ugu District Municipalities.

The South MPR is made up of the previous South Local Council area, containing a series of earlier local municipalities, and significant areas added to Ethekwini during the recent re-demarcation. The latter areas formed previously part of the KwaZulu homeland structure.

Main access in the area is via the N2 south and a series of east-west running main roads.

Major development components consist of the southern portion of the South Durban Basin, the existing airport (due to become a key area for redevelopment), a range of formal residential developments (including the former township of Umlazi), a large contingent of informal residential development both within the formal development and on its periphery, and large rural areas, being substantially in the ownership of the Ingonyama Trust.

The South MPR accommodates a significant part of the coastal environment of the Ethekwini Municipality. While the South Coast provides some recreational and tourism activities, much of the development potential is severely underutilised.
1.6 THE PLANNING CONTEXT

Forming an important component of the Durban Metro, most of the South MPR has been covered by a variety of planning initiatives during the recent past. The existing planning exercises have been established at a variety of scales and, with the exception of the Ethekwini IDP and SDF, none of the existing planning covers the entire South MPR.

The following identifies the existing planning initiatives:

1 ETHEKWINI IDP AND SDF, a broad planning and development framework guiding all development intentions within the municipality, 2004

2 ETHEKWINI RURAL DEVELOPMENT FRAMEWORK, taking the guidelines of the IDP further and providing greater detail for areas outside the “urban edge”, 2003

3 SOUTH LOCAL DEVELOPMENT PLAN, relatively detailed guiding framework for the development of the then South Local Council area, 1998

3 UMLAZI INTEGRATED DEVELOPMENT FRAMEWORK, planning framework for the upgrading and development of the needs and opportunities of Umlazi, 1998
4 **UMBUMBULU LOCAL AREA DEVELOPMENT PLAN**, taking the intentions of the RDF to a greater level of detail for the then envisaged Umbumbulu rural region, 2005

5 **UMNINI LOCAL AREA DEVELOPMENT PLAN**, taking the intentions of the RDF to a greater level of detail for the Umnini / Umgababa rural region, 2005

6 **RSA-KWAZULU DEVELOPMENT PLAN (RKDP)**, compiled in 1994, the RKDP identified and quantified urban development opportunities in the eastern portion of the then KwaZulu portion of the Metro,

7 **SOUTH DURBAN BASIN DEVELOPMENT FRAMEWORK**, providing guidance for the upgrading and structuring of the SDB area including Prospecton, Isipingo and Umbogintwini, 2005

8 **SOUTH COAST ROAD DEVELOPMENT CORRIDOR**, identifying opportunities for development and upgrading of the area to its intersection with the MR242, 2007.

9 **KWAMAKHUTHA-UMBOGINTWINI NODE FRAMEWORK**, identifying development opportunities and contents surrounding the N2 / MR242 and MR242 / MR197 intersections, 2000

10 **ILLOUVI FLATS DEVELOPMENT FRAMEWORK**, identifying development concepts for the area around the lower reaches of the Illovu
River extending from the R603 to the Umzimbazi River and from the N2 to the western boundary of the municipality, 1999

11 THREE SHOPPING CENTRES, past proposals for the establishment of three shopping centres located at the N2 / MR242 intersection, inland from the Amanzimtoti CBD and at the N2 / R603 intersection. The Arbortown development is making significant progress, with much complete. The potential development of the other initiatives is not known.

12 THE SSDP SUPPORTING SPECIALIST DOCUMENTATION, the Economic, Environment, Traffic & Transportation and Property Trends Documents prepared to inform the SSDP, 2003-2008

1.7 BROAD PLANNING APPROACHES

The following provides an overview of the underlying approaches to planning and development expected to guide the preparation of the South Spatial Development Plan. The approaches have largely been established in the Ethekwini IDP:

- Restructuring the city and providing equal opportunities for all communities, i.e. contributing to the ongoing process of creating a less divided and more democratic city which facilitates all citizens to develop their potential,

- Utilising the unique potentials of the South MPR, i.e. basing the future development on the distinctive characteristics and opportunities including the coast, the existing economic development, the rural landscape etc,

- Supporting the creation of an efficient urban development, i.e. ensuring the development of a more compact and affordable development both in terms of municipality and residents,

- Enabling basic needs provision, i.e. ensuring the provision of basic physical and social services to all residents,

- Ensuring sustainable development in terms of environmental, economic and social aspects, i.e. verifying that all individual as well as the overall development supports the maintenance of an acceptable built and natural environment that can be sustained economically and contributes to the social development of the community,

- Identifying the unique opportunities the South can contribute to the development of the unicity, including potentially economic, residential, environmental, agricultural, coastal tourism, inland tourism, unique Africa experience etc.

1.8 RECOMMENDATIONS

It is recommended that

- The SSDP is approved by the Ethekwini Municipality
- The SSDP is integrated with the other SDPs of the Ethekwini Municipality, and incorporated into the spatial development framework of the IDP
- The feasibility studies and investigations identified in the SSDP are conducted
THE PLANNING INITIATIVES AND LAND USE MANAGEMENT PLANS IDENTIFIED ARE ESTABLISHED
2.1 STATUS QUO OVERVIEW

The following provides a summary of the status quo assessment.

- THE PEOPLE OF THE SOUTH

The status quo assessment suggests that the population of the South MPR in 2005 amounted to 730,000 people and that, at an assumed growth rate of 1.1% p.a., a projected 2008 population was 754,356. The projected population of the South in 2030 at this rate would be 959,625, meaning that an additional 229,625 people would have to be accommodated by 2030. This would equate to in the region of 57,406 additional households (based on an assumed average household size of 4) which would be in addition to any existing housing backlog.

It also suggests that the population is overwhelmingly youthful, that there are fewer old people in the South than in the Metro as a whole and that secondary education levels are comparable to those of the Metro.

It is further indicated that there are high levels of no or only primary education, low percentage of economically active population, and very high unemployment levels, significantly higher than the average Metro level and consequently lower income levels than found in the Metro as a whole.

- LAND ISSUES IN THE SOUTH

The South MPR is in extent of approximately 510km², representing in the region of 22% of the area of the Metro. 35% of the South MPR contains urban and suburban development, while the remainder of the area is largely rural with a band of semi-rural/peri-urban densities developing between the rural and formal urban development. This densification is continuing. The City has previously identified 9 planning areas considered to exhibit particular development characters and contents indicated on the map opposite.

The South MPR consists broadly of three topographic bands located parallel to the coast namely a flattish coastal strip, a mostly undulating hinterland, and fragmented and steep topographic areas in the west. Elevation within the South MPR ranges from sea level at the coast to approximately 730m above sea level in the Umbumbulu region in the north-west. A number of incisive river valleys running from west to east represent significant physical barriers in the inland part of the South MPR.

In the region of 55% of the South MPR consists of traditional settlement areas on land mostly in the ownership of the Ingonyama Trust, resulting in the following development implications:

- Rural development covers the majority of the South MPR and the majority of the land is in Ingonyama Trust ownership, including sites in Umlazi,
- Limited development opportunities exist in traditional settlement areas in terms of ownership and land form,
- Potential opportunities for these areas include more efficient agricultural activities and alternative tourism opportunities.
- Significant challenges therefore exist in covering the entire SMPR with Land Use Management Schemes

- ACCESS, LINKAGE AND TRANSPORTATION

The status quo assessment indicated in conclusion that topographic and other previous considerations have resulted in the majority of internal and external linkage occurring in an east – westerly direction, providing therefore poor and tenuous interlinkage within the South MPR as well as to the activities and
opportunities in the north, and creating few interceptory points in the western portion of the study area. The provision of the envisaged additional north–south link roads should substantially improve those conditions.

The rail alignment, mainly located in close proximity to the beach, requires urgent upgrading and better utilisation within its unique context. Consideration should also be given to extending public transportation beyond the present dependence on taxi services.

**THE EXISTING DEVELOPMENT**

It is suggested that there are significant opportunities for infill and densification of residential development, together with a need for upgrading the substantial areas of informal development, there is a need for upgrading the existing industrial development and to facilitate the generation of more employment opportunities, existing commercial nodes require significant upgrading, there are opportunities for additional development and appropriate informal developments need to be supported and integrated into wider structures, there exist opportunities for more efficient agricultural activities, there is an urgent need for developing the variety of tourism and recreation opportunities of the South MPR and the “urban edge” issue may have to be revisited in specific local areas.

**THE NATURAL AND BUILT ENVIRONMENT OF THE SOUTH**

It is suggested that a detailed coastal management plan needs to be established identifying the specific environmental resources of the coast, their protection and management, as well as the areas’ appropriate utilisation for recreational activities and a river system management plan may be required for the major river systems of the South MPR, the individual lagoons and estuaries and specific areas of opportunity and high biodiversity in the west of the area.

The built environment represents a significant component of wider environmental considerations. Major parts of the formal coastal development are of suburban green character, with the exception of some high density, high rise coastal developments, poor built environments dominate in formal townships and informal areas. There is an urgent necessity to develop new approaches to creating appropriate environments also in lower income developments.

**2.2 EMERGING DEVELOPMENT ISSUES**

The following provides an overview of the issues emerging from the status quo analysis providing the basis for the overall strategic assessment of the existing and potential future development of the South MPR.

**THE METRO ROLE OF THE SOUTH**

- The South MPR contains, together with the Central MPR, industrial development of metropolitan significance, likely to be maintained, upgraded and further developed, and the airport relocation will provide significant new opportunities in the Automotive, Petrochemical or Back-of-Port sectors
**ETHEKWINI MUNICIPALITY**

- The South MPR contains a significant component of the coast of the Metro and accommodates substantial affordable tourism development and future opportunities, environmental sustainability limitations and the integration of potential inland opportunities need to be considered.

- Accommodating significant levels of affordable residential accommodation, there exist opportunities for infill and densification, there is a need for upgrading substantial informal developments while opportunities for extending urban development to the west are limited.

- At present the South MPR accommodates a limited level of agricultural development, substantially in the form of sugar cane farming, additional opportunities exist in the traditional settlement areas.

- Linkages between the South MPR and the remainder of the Metro are limited to the N2 / M4 corridor in the east, improved north-south linkages are required for better integration.

- The South MPR contains substantial un- and underdeveloped areas and the South can contribute to “efficient land utilisation” identified in the Ethekwini IDP.

---

**SOUTH SPATIAL DEVELOPMENT PLAN**

**POPULATION AND ACCOMMODATION**

- Expected population growth by 2030 is suggested to require the accommodation of an additional 229,625 people in the South MPR, this would be in addition to the existing housing backlog.

- There is potential for densification and infill of existing formal residential developments, depending on the guidance provided, such densification may influence the character of the existing development.

- The appropriate upgrading of existing informal settlements is urgently required. It needs to be noted however that significant amounts of urban informal developments are also located on Ingonyama Trust land.

- It is expected that only limited residential growth will take place in the rural areas of the South MPR with the potential exception of the following areas:
  - Potential development of the Illovu Flats area for middle to higher income development together with tourism, recreation and appropriate economic development opportunities.
  - Potential middle income infill development in the Umkomaas – Craigieburn - Clansthal areas.
  - Parallel provision of required physical and social services, and the ability to create acceptable and reasonable service levels, as a precondition for development.
  - Parallel development of additional employment opportunities.
  - Detail investigation into potential local amendments to present “urban edge” line.

**LAND DEVELOPMENT OPPORTUNITIES**
• Significant portions of the South MPR (approximately 65%) consist at present of rural areas, the overwhelming majority of the rural areas are under traditional tenure (approximately 55%), potential future development options for these areas are at present largely limited to rural housing, more efficient agriculture, alternative tourism development etc.

• There exist however bands of informal densification in traditional settlement areas in proximity of the urban development, these require urgent upgrading.

• Topographic conditions in the South MPR influencing developability include a flatter coastal band, carrying much of the present urban development and transportation corridors, an inland band of undulating topography, accommodating at present a mixture of township development, rural settlement and agricultural usage, and the significant hinterland areas of largely fragmented and steep topography, containing traditional settlement

• Significant un- and underdeveloped areas in the South MPR outside of the traditional settlement areas include the Illovu Flats and the area to the west of Umkomaas.

• The Illovu Flats are at present largely under sugar cane and could accommodate in future a range of developments extending from residential to recreation / tourism, water-based activities etc to economic development.

• The areas west and south of Umkomaas may primarily have potential for additional residential and associated development.

**LINKAGE AND TRANSPORTATION**

• With the exception of the coastal belt, linkages between the South MPR and the remainder of the Metro are virtually non-existent, this is likely to have contributed on the one hand to developing traffic problems in portion of the N2 / M4, made the western parts of the South relatively inaccessible from the remainder of the Metro, and contributing on the other hand also to difficulties for the South population to access employment opportunities and other activities in the west and north, the better physical linkage of the South into the remainder of the Metro appears therefore essential and urgent.

The potential alignment of the MR579 linking Pinetown and Klaarwater to the west of Umlazi and Folweni and its ultimate linkage to the R603 in the south, needs to be prioritised in planning linkages in the South

• The Umbumbulu LADP, covering the north-western part of the South, identifies potential and required additional north-south linkages located further to the west.

• Much of the north-south linkage is at present confined to the N2, it may also be necessary to develop additional capacities on the MR197 / South Coast Road,

• Additional local level internal north-south linkages, or the appropriate upgrading of existing linkages, would improve accessibility and related opportunities within the South.

• Existing rail services are generally severely underutilised, opportunities should be identified to improve the service on the one hand, while investigating the potential for extending an appropriate rail network.

• Existing public transport is substantially confined to taxi service, the potential for expanding public transport services should also be investigated.

• The possible erection of a toll on the N2 at Prospecton will have a significant and detrimental impact on the already constrained road connectivity in the SMPR. Strategies to improve access on alternative routes needs to be prioritised should this occur

**ECONOMIC DEVELOPMENT IN THE SOUTH**

As indicated elsewhere, present levels of economic activity in the South are relatively low while unemployment levels are unacceptably high. While the improvement of the present situation needs to be addressed at a variety of
development levels, the promotion of increased economic activities in the south represents one of the more significant components. Following some of the major economic issues:

**INDUSTRIAL DEVELOPMENT**
- The existing developments of the South Durban Basin, Prospecton, Isipingo and Umbogintwini are of metropolitan significance, they consequently need to be maintained, appropriately upgraded and made more efficient in terms of attractiveness to new investment, capacity expansion, linkage into major transportation networks etc.
- Appropriate environmental standards need to be agreed on and managed.
- Conflicts between the industrial and residential development need to be addressed appropriately and managed.
- Land emanating from the envisaged airport move needs to be integrated into the surrounding activities, developed on the basis of the area's excellent regional access and visibility and the opportunity to create additional employment in the South.
- The business park development at Umbogintwini should be encouraged to develop further, while appropriate measures need to be taken to protect the surrounding development from problems potentially arising from the chemical activities in the area.
- The Illovu Flats contains flat land, highly visible with excellent regional access, portions of which may therefore be appropriate for high, bio-tech or similar economic development.
- The SAICCOR complex west of Umkomaas is understood to be expanded and that there are no negative emissions from the present activities, visibility and good access may suggest the potential for additional appropriate development.

**COMMERCIAL DEVELOPMENT**
- In general existing commercial developments and CBDs may require upgrading consequently attracting more investment, this is in particular applicable to the Isipingo and Amanzimtoti CBDs and the Umlazi V intersection and the W centre.
- Potential commercial development opportunities on land emanating from the future airport move,
- Envisaged establishment of regional shopping centre serving the South MPR and beyond, locations identified at Umbogintwini (Arbour Town), Amanzimtoti (Estuary) and Winklespruit (South Coast Mall), likely to be developed at one of the locations only, the development of Arbortown is in the meantime in progress
- Appropriate development frameworks need to be established to guide the future development of the rural investment and local service nodes identified including in particular Umbumbulu, Umgababa and Umkomaas.

**INFORMAL ACTIVITIES**
- Significant existing levels of informal commercial activities in particular in the Umlazi and Isipingo areas,
- Appropriate LED strategies and relevant actions to be identified to harness the emanating employment and convenience opportunities and to link appropriate activities into support and management mechanisms,
- Appropriate opportunities also to be established and managed in existing and future formal commercial centres.

**AGRICULTURAL DEVELOPMENT**
- Promoting more efficient community-based agricultural development in suitable parts of the traditional settlement areas,
- Encouraging the diversification and appropriate beneficiation of agricultural activities.
- Expanding and enabling agricultural development in the south at multiple scales to ensure job creation and food security

**DEVELOPMENT OF TOURISM AND RECREATION**
It is generally agreed that the development opportunities of the coast within the South MPR are severely underutilised and coastal management plans are under way which, it is expected, will also identify the large variety of opportunities for tourism and recreation, the plans will also identify the environmentally sensitive components of the coast and establish a balance between appropriate usage and protection.

Plans are being compiled for the upgrading of the Umgababa Holiday resort and the development of an appropriate launch site at Umkomaas for dives to the Aliwal Shoal is planned.

The numerous existing river mouths, lagoons and estuaries within the South MPR should receive particular attention,

Since substantial parts of the South MPR consist of rural development, the area has significant potential for the establishment of alternative inland eco / cultural / Africa etc tourism within the traditional settlement areas linked into the established tourism systems of the Metro.

PROVISION OF APPROPRIATE SERVICES

Following an overview of service issues in the South MPR:

WATER SUPPLY, it is understood that there is in general no problem in providing adequate water services to the areas of the South MPR, this is based on the provision of lower service levels to areas outside of the present “urban edge”, as discussed elsewhere some local modifications may be required to the present location of this line, while it also must also be accepted that development is a continuous process which may require different service levels at different times.

SANITATION, closely linked to water provision, again lower service levels are provided outside the present “urban edge”. Appropriate service levels for the identified rural and local service nodes and specific commercial / tourism / residential developments in rural areas need to be agreed upon in each of the cases.

ELECTRICITY SUPPLY, much of the area of the South MPR is supplied with electricity in various forms of supply on demand, there is to our understanding no problem with the bulk supply.

TELECOMMUNICATION, again there is to our understanding no problem in terms of infrastructure for traditional telephone service, possibly with the exception of additional required public phones, it is also understood that much of the South MPR is covered by cellphone networks.

REFUSE COLLECTION AND LAND FILL, while refuse collection takes place in all formal urban areas of the South, no such service exists in general in informal and rural areas, the provision of appropriate services should form part of any formalisation of informal areas and relevant rural housing projects. It is understood that a regional land fill site has been identified in the Illovu Flats area.
• THE NATURAL ENVIRONMENT

Forming an essential aspect of functional development in terms of social and economic issues, the following specific aspects are highlighted:

THE COAST

• Existing development and additional development pressures are likely to conflict with the need to appropriately protect the unique coastal environments, it is expected that appropriate coastal management plans will ultimately provide guidance for the creation of an adequate balance, including the protection and appropriate utilisation of the numerous river mouths, lagoons and estuaries in the South MPR.

THE MAJOR RIVER SYSTEMS

• The South accommodates five major river systems, in the central to western parts of the area located in incisive river valleys, the northern river systems including the Umlazi, Isipingo, Ezimbokodweni and Little Amanzimtoti Rivers have been identified as containing severe levels of pollution, including therefore also the relevant river mouths and lagoons, appropriate measures need to be identified for relevant protection, rehabilitation and management of the systems. The potential further densification of rural areas will have to take account of environmental issues. It is expected that inter alia the appropriate upgrading of informal settlements will contribute positively to the improvement of environmental conditions.

UNIQUE NATURAL ENVIRONMENTS

• In additional to the coastal and riverine areas the South MPR contains a great variety of unique environmental resources, including areas of high bio-diversity, mountains, escarpments etc, these need to be identified, protected, managed and appropriately utilised, including their potential integration into tourism and recreation activities discussed earlier.
THE BUILT ENVIRONMENT

Environmental considerations extend also beyond the natural environment and must include addressing the built environment, i.e. the environment within the built-up development. While much of the middle to upper income residential development has been developed to functional and attractive living environments, this is not the case in low income townships such as Umlazi, KwaMakhutha, Illovu etc or the numerous informal settlements on the urban periphery.

It is suggested that the principles of design and urban design applied to well designed upper income residential developments are equally applicable to any residential development and that, if anything, the appropriate design inter alia of public space in lower income areas may be more important than elsewhere.

This is also applicable to the design and management of commercial and business areas, as well as certain CBD areas such as Isipingo, Umlazi, Amanzimtoti, Umgababa etc.

THE URBAN EDGE

The Urban Edge consists of a line identifying the envisaged limit of urban development within the municipality. Outside of this line lower density rural type development is expected to take place.

The Urban Edge also implies inter alia the provision of a different level of physical services, normally a lower level, outside of this line. While it is expected that much thought has gone into establishing this line, and while this line should generally be accepted at this point in time, it must be expected that arguments for its amendment in specific local areas may be justified. Particular pressure points are suggested to include the west of Umlazi, the area between Folweni and Umlazi, the Umgababa area and parts of Umkomaas / Craigieburn / Clansthal.
### ETHEKWINI MUNICIPALITY

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| **Economic Growth and Development** | - International and National Logistics Hub: Airport and Harbour  
- International, National and Provincial Tourism Destination  
- International, National and Provincial Trade Centre  
- International and National Industrial Investment Location  
- Infrastructure and Housing Development | - Local, provincial and national Tourism through Environmental asset management (Coast and mountain)  
- Domestic Commercial Agriculture (mainly sugar cane)  
- Established Industrial Development.  
- Expanding supply of retail  
- Significant housing provision for various income levels and typologies | - Housing & Land Use:  
- Increase residential settlement densities in line with infrastructure capacity and development priorities  
- Integrate areas of Traditional Tenure  
- Formalise Informal settlements  
- Integrate housing typologies and income levels |
| **Social** | - Improving Quality of Life  
  - Life Style Choice.  
- Meet basic needs  
- Sustainable Livelihoods  
- Enhance skills, capacity and technology. | - Suburban (high and low densities), Rural, Coastal and Agricultural Residential role  
- Metro Recreation Destinations along coast and in Inwabi Mountain area.  
- Rural and Local Service Nodes and Networks.  
- Urban and Township residential and Mixed Investment Nodes  
- Community services (schools, clinics etc) | - Economic:  
- Industrial growth expanded and focused within existing industrial areas, and to high-employment activities  
- Develop training and enhance job creation to combat unemployment  
- Focus on Local Economic Development, particularly in nodes and along corridors |
| **Environmental** | - Integrated Eco Services Delivery.  
- Bio Diversity Protection.  
- Environmentally important coastal zone  
- Significant undeveloped, undulating open green space in the north-west of the SMPR | - Environment:  
- Consolidate, Protect, enhance and expand Catchment, Open Space and Coastal Assets.  
- Protect Landscape character where appropriate |
| **Spatial** | - Densification of the Core.  
- Creation of Urban Services Edge.  
- Improve High Priority Linkages network.  
- Creation and Consolidation of Nodes and Investment Corridors. | - Densification in selected areas and appropriate expansion of Urban Services Edge  
- N2 integrating corridor linking the Metro to the national and regional economy  
- Densification of development along N2  
- Development of improved linkages with MPRs and surrounding municipalities  
- Nodal/Corridor development in Umlazi/Isipingo as part of HPPTN Metro North-South Public Transport and Land Use Corridor | - Transportation:  
- Improve Linkages to the rest of Metro and East-West within SMPR.  
- Improve / Establish Linkages across Umkomazi, Illuvu, Umlazi Rivers. |
| **Infrastructure** | - Consolidate settlements within existing Sewage Treatment Works Catchments  
- Expand services where appropriate, particularly in Informal and Traditional settlements with high densities | | |
2.3 SUMMARY OF STRATEGIC ASSESSMENT

Landslides and developments consist of a continuum of components and therefore separating lines, such as the identification of a South Metropolitan Planning Region, represents an artificial separation acceptable only as a convenience in terms of manageability.

While therefore the South MPR forms an integral part of the Metro and while it contains significant components of metropolitan significance, it also accommodates unique developments, and even more so, unique opportunities for future development.

The initial strategic assessment suggests in broad terms inter alia major development opportunities in terms of:

• Major tourism and recreation opportunities both in coastal as well as unique inland areas,

• Significant agricultural development opportunities in the rural western parts of the South,

• Providing a progressive “ladder” of accommodation, activities and opportunities for the entire income range of the population,

• Providing opportunities for the expansion of a range of economic development necessary to support the growing population.

There are however also significant challenges for the development of the South MPR including issues such as:

• Finding ways of better integrating the rural communities of the area occupying over 50% of the South,

• Creating a better balance between the built and the natural environment,

• Protecting, rehabilitating and appropriately managing the natural resources of the South,

In summary it is suggested that, while the future development of the South MPR by nature consists of a great variety of interrelated development issues and aspects which cannot easily be reduced to a single issue, the outstanding aspect of the South within the context of the Ethekwini Municipality is its ability to provide significant additional economic development opportunities. These can be found in the fields of a wide range of economic developments extending from industrial, high- and bio-tech, commercial and business to tourism and agriculture. While it is obvious that such activities need to be appropriately integrated into the wider development context and while they need to be sustainable from a variety of aspects, present low levels of economic activity of the South population and extremely high levels of unemployment suggest the necessity to focus significantly on further economic development in the South MPR.
1 DEVELOPMENT PRINCIPLES, CONCEPTS AND VISION
3.1 PLANNING AND DEVELOPMENT PRINCIPLES

**IDP KEY DEVELOPMENT PRINCIPLES**

The following provides an overview of principles, approaches and concepts forming the basis for the strategic assessment and the subsequent Spatial Development Plan for the South MPR. The initial sections identify broad development principles followed in the next sections by approaches to specific development aspects.

While the IDP identifies a wide range of guiding principles, the following represents a selection of the most important guiding aspects:

**PROMOTING AN EQUITABLE CITY**

- Reducing infrastructure and services disparities
- Redressing imbalances in the location of employment opportunities
- Providing adequate, accessible and affordable housing opportunities
  - promoting integration by linking and reducing distances between people, places and activities
- Making the city work better for the disadvantaged

**PROMOTING AN EFFICIENT CITY**

- Promoting more compact development
- Reducing the separation between where people live and work
- Optimising development in areas of greatest opportunity
- Encouraging effective use of infrastructure and facilities
- Promoting cost effective movement systems
- Promoting accessibility through improving relationships between people, places and activities
- Promoting a well-managed spatial form

**PROMOTING A SUSTAINABLE CITY**

- Promoting optimal use of remaining land opportunities
- Promoting the inherent value of the natural and built environment and introducing environmentally sensitive management of development
- Alleviating environmental health hazards
- Promoting total living environments
- Retaining and enhancing positive qualities and productive assets of the DMA

**GENERAL PLANNING PRINCIPLES**
The following identifies some of the basic principles underlying an understanding of good planning and appropriate development.

**INTEGRATED DEVELOPMENT**, i.e. creating development which is integrated in terms of various scales of planning, e.g. local, district, regional development, integrating the various sectors of development, i.e. physical/spatial, social, economic, environmental etc, and integrating the various development components, i.e. residential, agriculture, movement, facilities etc.

**SUSTAINABLE DEVELOPMENT**, i.e. ensuring that the envisaged development is sustainable both in terms of social, economic, institutional and environmental aspects.

**RESTRUCTURING THE CITY**, i.e. continuing the process of democratising the city, of providing more equal access to all amenities and opportunities of the city to all its residents.

**POVERTY ALLEVIATION**, i.e. continuing the process of providing a range of additional employment opportunities while addressing the preconditions for integration into the economic development process including basic needs provision, access to appropriate education and health services etc.

**ECONOMIC DEVELOPMENT**, i.e. addressing on the one hand the key strategic economic development opportunities while on the other hand ensuring that all residents are able to be part of the economic development process.

**EFFICIENT DEVELOPMENT**, i.e. utilising the available land resources, services and opportunities as efficiently as possible while ensuring sustainability and decent living environments.

**UNIQUENESS OF PLACES**, i.e. acknowledging and building on the existing uniqueness of the area and its community and reinforcing existing qualities, contributing to identity and variety.

**QUALITY LIVING ENVIRONMENTS**, i.e. creating safe and secure environments in which the residents can pursue their realistic life ambitions, have access to appropriate support services, can express their individuality and form part of a community development process.

**IMPLEMENTATION ORIENTED PLANNING**, i.e. focusing planning on implementability and delivery, identifying realistic, practical and implementable projects, establishing associated budgets and linkages to potential funding sources, including the provision of guidance for the local management of the development.

**DEVELOPMENT AS CONTINUOUS PROCESS**, i.e. realising that development does not consist of a finite event but rather takes the form of an ongoing process of actions and reactions, creating during the process new realities whose implications may not always be predictable, while defining the basic elements around which development takes place, and providing a necessary development sequence, appropriate planning needs to be flexible to allow for potential future changes.

3.2 PLANNING AND DEVELOPMENT CONCEPTS

- **LAND DEVELOPMENT APPROACHES**
STRUCTURING DEVELOPMENT, i.e. establishing a development structure which allows for efficient land development, accessibility and linkage, development predictability etc.

EFFICIENT LAND UTILISATION, i.e. utilising topographic conditions, available infrastructure and services to promote densification and a more compact city while identifying appropriate land usage for other areas.

UNIQUENESS OF PLACES, i.e. ensuring that the unique contents and context of areas, such as topography, location linkage, activities etc form the basis for appropriate planning and development.

• STRUCTURING CONCEPTS

HIERARCHY OF ACCESS CORRIDORS, i.e. providing access and linkage and informing the location of major development components including:

REGIONAL CORRIDORS, i.e. providing national, provincial and regional linkage, informing the location of development requiring easy regional access and high levels of accessibility, no direct access

PRIMARY CORRIDORS, i.e. providing metropolitan level linkage and accessibility, location of major development components and nodes, normally no direct access

SECONDARY CORRIDORS, i.e. providing major access within and to adjacent metropolitan entities, location of local development components and nodes.

HIERARCHY OF ACTIVITY NODES, i.e. providing central locations for a range of activities and opportunities and generating therefore greater economic thresholds at various levels of development, these nodes have been identified in the Ethekwini IDP and RDF, including:

MAJOR ECONOMIC INVESTMENT NODE, i.e. maintaining and developing the major existing economic development area of metropolitan, provincial and national significance, including the South Industrial Basin, Prospecton, Umbogintwini and the present airport site,

MIXED INVESTMENT NODE, i.e. providing major substructure level services in terms of amenities and economic activities, including Isipingo, Umlazi Town Centre and Amanzimtoti CBD,

RURAL INVESTMENT NODE, central location for rural areas providing access to substructure level amenities, services and economic activities, including Umgababa and Umbumbulu

LOCAL SERVICE NODE, providing location for local level services and activities for rural components of a substructure, including Umkomaas, Adams and Inwabi.

ENVIRONMENTAL STRUCTURING ELEMENTS, consisting of natural features which on the one hand contribute to breaking down urban development into smaller recognisable components while on the other hand being identified for requiring particular protection and management measures. The elements include:

THE COAST, i.e. a major component of the municipal environment, while being under pressure for additional development, a balance needs to be established between such pressures and ensuring access for all and the need for appropriately protecting and managing the sensitive and unique ecology

RIVER MOUTHS, ESTUARIES AND LAGOONS, i.e. unique and important environments requiring also appropriate protection and management while offering unique opportunities for recreational development

MAJOR RIVER SYSTEMS, i.e. representing a major natural structuring element representing mostly natural barriers for creating breaks in the built development, while to be appropriately protected and managed to be positively integrated into development

LOCAL TRIBUTARIES, i.e. local rivers and streams providing opportunities for linking the natural environment of the major river system, providing local level relief from the built environment, while appropriately protected and managed to be positively integrated into development
1 DEVELOPMENT PRINCIPLES, CONCEPTS AND VISION

OTHER ENVIRONMENTAL RESOURCE AREAS, including mountains, escarpment, African landscapes, to be appropriately integrated and utilised sensitively for appropriate tourism and recreation activities, while being adequately protected and managed.

OTHER ENVIRONMENTAL INFLUENCES, including micro-climatic issues, pollution issues, topographic influences etc, all of which are expected to be provide a basis for appropriate development.

- RESIDENTIAL DEVELOPMENT CONCEPTS

PROVIDING FOR A VARIETY OF HOUSING OPPORTUNITIES in terms of densities, location, income levels and housing environments. This would inter alia entail a direct correlation between densities and location, i.e. developing higher residential densities in proximity of major amenities, activities and transport routes and allowing for lower densities in peripheral areas further removed from amenities and opportunities. Urban development also needs to cater for a variety of income levels, whereby there is no direct relationship between density and income level. There tends to exist however a linkage between income level and location and it is generally acknowledged that South African cities need to be restructured to accommodate lower income levels in more central locations and in closer proximity to activities and opportunities.

CREATING DECENT LIVING ENVIRONMENTS in terms of availability of the range of support services required as well as in terms of planning and design approaches. It is argued that it is essential that good planning and urban design approaches are equally applied to low and high income residential developments, although their expression on the ground may vary. If anything, it appears more important to provide an appropriate public environment in low than in high income environments.

PARALLEL Provision of SUPPORTING SERVICES including both physical services such as access, water supply, sanitation, electrification etc as well as social services such as education, health, civic, recreation etc services and amenities. While it needs to be accepted that levels of physical services will be influenced by location and density of development, basic levels of support services need to be provided to all residential developments.

- ECONOMIC DEVELOPMENT APPROACHES

INDUSTRIAL DEVELOPMENT, within the context of high unemployment levels in the South MPR, significant existing industrial infrastructure development and high levels of accessibility, it appears essential that existing activities and opportunities are further developed and upgraded and appropriately integrated into the surrounding development.

COMMERCIAL AND BUSINESS DEVELOPMENT, upgrading existing commercial developments, creating additional opportunities in peripheral under-serviced areas, establishing appropriate support and management structures for the wide range of existing informal activities, and their appropriate linkage to formal activities, and supporting the establishment of an appropriately located regional commercial centre.

AGRICULTURAL DEVELOPMENT, supporting the maintenance of existing appropriate agricultural activities, promoting the development of additional community-based and diversified agricultural opportunities and developing linkages to adequate support systems. Unlocking productive agricultural land in areas of high potential and promoting agriculture in the South for job creation and food security.
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TOURISM AND RECREATION, upgrading existing activities, investigating and co-ordinating the development of additional opportunities in both coastal and rural areas, ensuring environmental compatibility and sustainability.

SOCIAL DEVELOPMENT CONCEPTS

INTEGRATION OF COMMUNITIES, i.e. creating spatial and institutional preconditions for the better linkage and integration of communities,

INSTITUTIONAL STRUCTURING, i.e. developing structures for the appropriate integration of traditional authority structures and communities,

SUPPORT SERVICES, i.e. providing equal access to social support services for all communities within the South MPR.

OVERALL DEVELOPMENT VISION

THE METRO ROLE OF THE SOUTH

It is expected that the South MPR will contribute its unique development opportunities to the overall development of the Metro. Outstanding aspects would in particular include the appropriate development of the present airport site, the creation of increased employment opportunities, the upgrading of informal residential development and market activities, residential densification and retention of range of affordability levels, the protection, rehabilitation and appropriate integration of the natural environment, the development of more efficient appropriate agricultural activities, the upgrading and appropriate expansion of tourism activities, in particular also the development of inland opportunities.

ECONOMIC DEVELOPMENT IN THE SOUTH

It is expected that the South MPR will generate additional economic development in the form of additional appropriate industrial, business, commercial and agricultural development as well as make more extensive and appropriate usage of its tourism potential.

POPULATION AND ACCOMMODATION

It is expected that the South MPR will provide additional residential accommodation to provide adequate housing for existing backlogs and expected population growth. This is primarily expected to take place through infill and densification, with relatively little expansion into present rural areas. While it on the one hand is expected that present informal residential developments will be upgraded adequately, the South is expected to retain accommodation for the entire range of affordability levels. While it is desired that only minor local expansions of the present “urban edge” take place, existing realities in terms of existing developments and densification processes need to be taken into account.
1 DEVELOPMENT PRINCIPLES, CONCEPTS AND VISION

• ACCESS, LINKAGE AND TRANSPORTATION

It is expected that the future development of the South will provide improved and appropriate accessibility to all areas, that this includes both local and regional linkages contributing to the better physical integration of the South into the Metro, and that a hierarchy of access corridors creates a structuring system guiding future development while providing greater choices.

• THE NATURAL ENVIRONMENT OF THE SOUTH

The extensive and varied natural environment of the South will become a positive and integral part of the future development of the area in that it is regarded as an important asset to be appropriately protected, rehabilitated and managed. It is regarded as a precondition for the creation of humane living environments, tourism development and further agricultural activities.

• THE BUILT ENVIRONMENT IN THE SOUTH

The built environment of the South MPR is expected to be substantially improved in that one the one hand private development and investment is appropriately guided and managed while more effort is placed in the development of the public realm. The improvement of the built environment is suggested to form the basis for the creation of a more humane living environment while contributing to enabling communities to take greater part in influencing their environment.
The following provides an overview of the planning and development strategies forming the basis of the spatial development plan.

4.1 OVERALL AND GENERAL

- Ensuring that the South contributes its unique potential and opportunities to the overall development of the Metro.
- Further developing the economic development potential of the south.
- Accommodating increased accommodation pressures and maintaining a variety of residential forms and affordability levels.
- Providing appropriate physical and social support services.
- Improving internal and external accessibility and linkage.
- Marketing and facilitating appropriate investment and development in the South.
- Creating appropriate development management systems.

4.2 ECONOMIC DEVELOPMENT

- Facilitating the appropriate redevelopment of the airport site.
- Encouraging the appropriate economic development of the Umbogintwini industrial area.
- Facilitating the development of an appropriate regional commercial / business facility.
- Upgrading of existing local commercial and business nodes.
- Facilitating the development of the envisaged mixed investment, rural investment and local service nodes identified.
- Improving the integration of existing informal economic activities.
- Encouraging the further development of an appropriate range of coastal and inland tourism including the marine-protected area of Umkomaas and associated terrestrial areas.
- Further development of the range of agricultural development potential of the South.

4.3 POPULATION AND ACCOMMODATION

- Identifying appropriate residential densification opportunities.
- Upgrading the existing informal residential development where appropriate.
- Establishing appropriate development management systems.
- Providing an appropriate range of physical and social support systems.
- Identifying appropriate additional residential development areas and maintaining a variety of accommodation forms and affordability levels.
- Maintaining the uniqueness of settlement areas and improving the built environment.
- Identifying opportunities for local economic development supporting the residential accommodation.
- Integrating the built and natural environment.

4.4 ACCESS, LINKAGE AND TRANSPORTATION

- Establishing improved regional and local north-south road linkages.
• Developing appropriate Metro-wide public transport systems.
• Making better usage of the existing rail linkages and investigating expansion potentials.
• Developing improved road access to and in peripheral areas and to adjacent municipalities.

4.5 NATURAL AND BUILT ENVIRONMENT
• Establishing appropriate coastal and inland management plans and integrating community structures in the management.
• Identifying and safeguarding the natural environment of local and metropolitan significance.
• Appropriately integrating the natural and built environment.
• Identifying the appropriate utilisation of the natural environment.
• Establishing concrete action and management plans for the improvement of the built urban environment.
• Promoting the restoration of river systems

4.6 PLANNING AND DEVELOPMENT MANAGEMENT
• Establishing appropriately detailed local area development plans.
• Developing and implementing appropriate land use management plans and systems.
• Establishing and implementing coastal and inland environmental management plans.
5.1 GENERAL

The South Spatial Development Plan (SSDP) covers the southern planning region of the Ethekwini Municipality extending from the Umlazi River southwards. As indicated in the status quo analysis, the area is in extent of 510km² and accommodates in the region of 730 000 people (census 2001). The region represents 22% of the Ethekwini Municipality and accommodates equally 22% of the population of the municipality.

It is the purpose of the SSDP to provide strategic direction for the future development of the southern region and to establish enough detail direction to inform subsequent local area development plans. In this endeavour it is guided by the Ethekwini IDP and SDF, as well as a series of metropolitan plans such as the Rural Development Framework, the South Local Development Plan, the Umlazi Integrated Development Framework, the Umbumbulu and Umnini Local Area Development Plans etc.

The following section firstly presents an overall description of the proposed SSDP covering overall issues such as envisaged population and accommodation, access, linkage and transportation, the range of proposed economic development and the natural and built environment.

This is followed by the description of each individual planning area in terms of applying the concepts outlined in earlier sections as well as a description of the envisaged development in terms of residential accommodation, development of a road hierarchy, commercial, business, industrial development, amenities and facilities, nodal development, agricultural development, as well as the issues of the natural and built environment.

5.2 CONSOLIDATED SPATIAL DEVELOPMENT PLAN

The following provides a description of the Spatial Development Plan in terms of the development strategies outlined in the previous section and identifies how the strategies have been applied to the specific realities of the area.

- **ECONOMIC DEVELOPMENT**

  FACILITATING THE APPROPRIATE REDEVELOPMENT OF THE AIRPORT SITE
  - The SSDP suggests the development of the area for a range of industrial development relating to the high visibility and accessibility of the area and good linkages to adjacent economic development
  - The development needs to take appropriate account of relevant natural and urban environmental issues

  ENCOURAGING THE APPROPRIATE ECONOMIC DEVELOPMENT OF THE UMBOGINTWINI INDUSTRIAL AREA
  - The SSDP proposes the further development of the Umbogintwini area for light industrial, business and commercial development, this includes the present golf course and the area around the N2 / MR242 intersection
  - The development needs to take appropriate account of natural and built environmental issues

  FACILITATING THE DEVELOPMENT OF AN APPROPRIATE REGIONAL COMMERCIAL / BUSINESS FACILITY
  - The SSDP identifies the area to the south-west of the N2 / R603 as a suitable location for such amenity
  - While highly visible and accessible at a regional level, the envisaged development is suggested to provide appropriate new development impetus to areas south of the R603 and the Illovu area

  UPGRADE OF EXISTING LOCAL COMMERCIAL AND BUSINESS NODES
  - The SSDP suggests the development and upgrading of the following existing nodes: Isipingo Rail (mixed investment node), Amanzimtoti CBD (mixed investment node), Umgababa (rural investment node), Umkomaas (local service node), Umlazi CBD (mixed investment node), Umbumbulu (rural investment node), Adams (local service node)

  IMPROVING THE INTEGRATION OF EXISTING INFORMAL ECONOMIC ACTIVITIES
3 THE SPATIAL DEVELOPMENT PLAN

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- The SSDP suggests the creation of a range of appropriately located and affordable market areas within existing nodes.
- This will require an appropriate action plan as well as relevant institutional and economic support systems.

DIVERSIFYING AND APPROPRIATELY UNLOCKING AGRICULTURAL OPPORTUNITIES
- High potential agricultural land in the SMPR needs to be diversified and unlocked, particularly in areas under traditional tenure.
- Appropriate forms of agricultural production need to be investigated, particularly to ensure local economic development and, crucially, food security for the rural poor.
- This will require an extensive agricultural assessment as well as relevant economic interventions by both public and private sector land-owners.

ENCOURAGING THE FURTHER DEVELOPMENT OF AN APPROPRIATE RANGE OF COASTAL AND INLAND TOURISM
- The SSDP identifies the range of river mouths and lagoons in the south, particular coastal tourism opportunities, the upgrading / development of the Umgababa resort, the potential development in the Illouvi river valley as well as inland opportunities in the Kwashushu valley, the Ezimbokodweni valley and the Inwabi mountain. This should include in particular the natural assets of the Umkomaas planning area.

SOUTH SPATIAL DEVELOPMENT PLAN

- POPULATION AND ACCOMMODATION

IDENTIFYING APPROPRIATE RESIDENTIAL DENSIFICATION OPPORTUNITIES
- The SSDP identifies densification opportunities including the Isipingo and selected Umlazi areas, the Amanzimtoti and Kingsburgh areas surrounding the N2 and, to a lesser degree, areas surrounding the Folweni, Adams, Illouvi and Umagababa settlements. Some of the latter settlements continue to densify informally.

UPGRADING THE EXISTING INFORMAL RESIDENTIAL DEVELOPMENT WHERE APPROPRIATE
- The SSDP suggests the formalisation and upgrading of the vast number of informal settlements in the south, this includes in particular areas in urban areas in and surrounding Umlazi, surrounding Folweni and KwaMakhutha and adjacent Amanzimtoti / Kingsburgh.
- In all cases individual investigations should establish if in-situ upgrading / formalisation is considered appropriate.

ESTABLISHING APPROPRIATE DEVELOPMENT MANAGEMENT SYSTEMS
- Planning without the establishment of appropriate land use and development management is considered meaningless, such systems however need to be understood and supported by the relevant communities.

PROVIDING AN APPROPRIATE RANGE OF PHYSICAL AND SOCIAL SUPPORT SYSTEMS
- All settlement and economic development areas need to be supplied with an appropriate range of physical services.
- The SSDP suggests that while urban areas are expected to be provided with high levels of water supply, sanitation, electricity etc, rural areas should be supplied with basic services only.
- Appropriate access to social services include the provision of the range of education, health, welfare, civic and recreation facilities.
IDENTIFYING APPROPRIATE ADDITIONAL RESIDENTIAL DEVELOPMENT AREAS AND MAINTAINING A VARIETY OF ACCOMMODATION FORMS AND AFFORDABILITY LEVELS

- Besides the suggested densification of existing residential areas, the upgrading of existing informal settlement areas and the identification of growth areas in the rural periphery, the SSDP suggests significant opportunities for new residential development in the Illovu area west of the N2, the Umkomaas / Widenham areas east of the N2 and the Umkomaas / Craigieburn area west of the N2

MAINTAINING THE UNIQUENESS OF SETTLEMENT AREAS AND IMPROVING THE BUILT ENVIRONMENT

- While many of the peripheral areas in particular require urgent upgrading of the built environment, this should be based on the unique local circumstances and development opportunities
- Particular attention is required for Umlazi and parts of Isipingo, parts of Amanzimtoti and Kingsburgh, Folweni and Adams, parts of Umgababa and Umkomaas

IDENTIFYING OPPORTUNITIES FOR LOCAL ECONOMIC DEVELOPMENT SUPPORTING THE RESIDENTIAL ACCOMMODATION

- Although not specifically located within the SSDP, all existing and additional residential areas need to include appropriate and realistic opportunities for local economic development

INTEGRATING THE BUILT AND NATURAL ENVIRONMENT

- While the natural environment of the south needs to be managed and protected in its own right, it needs to be seen and form an integral part of the built environment of the various settlement. Appropriate usages of the natural environment need to be identified and areas need to be considered as positive structuring element and natural relief.
- Sustaining the benefits of the natural environment is of particular importance for rural communities

ACCESS, LINKAGE AND TRANSPORTATION

ESTABLISHING IMPROVED REGIONAL AND LOCAL NORTH-SOUTH ROAD LINKAGES

- The SSDP suggests the necessity of developing the planned MR579 linking Pinetown to Inwabi west of Umlazi, Folweni and the N2 at Kingsburgh, this will provide new development opportunities for the western periphery and alleviate transport problems on the north-south linkages in the east
- The SSDP also suggests the necessity of upgrading the MR197 providing an alternative north-south linkage to the N2 and creating new nodal opportunities west of the N2
- A series of local north-south linkages are suggested to be established between Umlazi and Chatsworth, between Folweni and Umlazi, linkages from Umbumbulu to the north and south and to the rural areas west of the municipality

DEVELOPING APPROPRIATE METRO-WIDE PUBLIC TRANSPORT SYSTEMS

- The south is expected to be appropriately integrated into a metropolitan plan for the redevelopment of a functioning public transport system

MAKING BETTER USAGE OF THE EXISTING RAIL LINKAGES AND INVESTIGATING EXPANSION POTENTIALS

- While it is understood that the Umlazi rail enjoys significant support, the south coast rail appears to be substantially underutilised
- Although the rail alignment along the coast may have been considered as a development barrier, it has in instances prevented the inappropriate usage of the coast and it should be seen as a substantial opportunity for coastal tourism

DEVELOPING IMPROVED ROAD ACCESS TO AND IN PERIPHERAL AREAS AND TO ADJACENT MUNICIPALITIES

3 THE SPATIAL DEVELOPMENT PLAN
• The appropriate development of the peripheral rural areas depends inter alia on the provision of improved access within and to adjacent areas.
• This is required for both improved agricultural development, the establishment of local development nodes and the development of alternative tourism opportunities.
• The SSDP identifies particular local requirements in the Inwabi, Umbumbulu, Umnini and Umkomaas area.
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• NATURAL AND BUILT ENVIRONMENT

ESTABLISHING APPROPRIATE COASTAL AND INLAND MANAGEMENT PLANS AND INTEGRATING COMMUNITY STRUCTURES IN THE MANAGEMENT

• Appropriate regulations for the development of the sensitive coastal environment as well as the unique inland valleys and fragmented topography are urgently required
• Such management plans need to be discussed with the relevant local communities and their structures need to be integrally involved in the management of the natural environment

IDENTIFYING AND SAFEGUARDING THE NATURAL ENVIRONMENT OF LOCAL AND METROPOLITAN SIGNIFICANCE

• Established issues and priorities need to be integrated into environmental management plans and relevant action plans
• Recognising and integrating into land use management actions the new marine-protected areas at Umkomaas

APPROPRIATELY INTEGRATING THE NATURAL AND BUILT ENVIRONMENT

• The existing and future built environment needs to integrate the natural environment as an integral part of the overall environment, it needs to be utilised as a structuring element and as a green relief from the built development

IDENTIFYING THE APPROPRIATE UTILISATION OF THE NATURAL ENVIRONMENT

• While some natural areas may have to be protected from all usage, many areas may include appropriate usages such as passive and active recreation, alternative tourism, buffers, parks, medicinal usage etc

ESTABLISHING CONCRETE ACTION AND MANAGEMENT PLANS FOR THE IMPROVEMENT OF THE BUILT URBAN ENVIRONMENT

3 THE SPATIAL DEVELOPMENT PLAN
PLANNING AND DEVELOPMENT MANAGEMENT

ESTABLISHING APPROPRIATELY DETAILED LOCAL AREA DEVELOPMENT PLANS

This is expected to be based on the existing delineation of planning areas whereby it must be recognised that adjacent areas relate and depend on each other. The breakdown and description of the SSDP into the individual planning areas in this report is suggested to form an appropriate basis for such LADPs. The LADPs are expected to be adequately detailed to guide, together with the relevant land use management plans, the future development of the areas.

DEVELOPING AND IMPLEMENTING APPROPRIATE LAND USE MANAGEMENT PLANS AND SYSTEMS

While the management plans need to be based on a metropolitan-wide system, they also need to take account of local specifics and uniqueness. The purpose and contents of the plans need to be understood and supported by the individual communities and their implementation needs to involve local community structures.

ESTABLISHING AND IMPLEMENTING COASTAL AND INLAND ENVIRONMENTAL MANAGEMENT PLANS

The environment of coastal and identified inland areas is under pressure for development, appropriate coastal and inland environmental management are urgently required to be established and implemented. The newly created marine-protected area should be appropriately contextualised and developed.

<table>
<thead>
<tr>
<th>AREA KM²</th>
<th>510km²</th>
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<tbody>
<tr>
<td>EXISTING NO OF HOUSEHOLDS (2005 estimate)</td>
<td>180 000 HOUSEHOLDS / 730 000 people</td>
</tr>
<tr>
<td>POTENTIAL FUTURE NO OF HOUSEHOLDS</td>
<td>258 000 HOUSEHOLDS / 1 030 000 people</td>
</tr>
<tr>
<td>MAIN ACCESS</td>
<td>Upgraded MR197, newly developed MR579, upgraded south coast rail, local north-south link roads</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Flat to undulating on the coast, progressively steeper towards the west, incisive river valleys</td>
</tr>
<tr>
<td>SETTLEMENT STRUCTURE</td>
<td>Great variety of individual settlements ranging from middle to upmarket, low income urban, rural, informal, rural densifying, variety of settlement characters to be maintained although urgent need to upgrade urban environments</td>
</tr>
<tr>
<td>RESIDENTIAL DEVELOPMENT</td>
<td>Residential infill and densification in Umlazi, Isipingo, Amanzimtoti, Kingsburgh, Umgababa, Umkomaas, new development in Illovu and Craigieburn, upgrading of informal development in Umlazi and the traditional settlement areas</td>
</tr>
<tr>
<td>NODAL DEVELOPMENT</td>
<td>Mixed investment nodes including Isipingo, Umlazi and Amanzimtoti, rural investment nodes including Umbumbulu and Umgababa, local service nodes including Adams and Umkomaas, local community nodes consisting of existing small nodes</td>
</tr>
<tr>
<td>ECONOMIC DEVELOPMENT</td>
<td>Airport site redevelopment, Prospecton and Isipingo upgrading, additional development Umbogintwini, business / office development Illovu</td>
</tr>
<tr>
<td>RECREATION / TOURISM</td>
<td>Upgrading, redevelopment and new development on the coast and identified inland areas, Aliwal Shoal marine-protected area</td>
</tr>
<tr>
<td>AGRICULTURE</td>
<td>Intensification of commercial farming and introduction of community-based activities</td>
</tr>
<tr>
<td>ENVIRONMENT</td>
<td>Coastal and inland EMP urgently required to protect and appropriately utilise natural areas</td>
</tr>
</tbody>
</table>

It should be noted that the above “potential future number of households” represents neither the accommodation of a potential future population growth nor the potential “ultimate” development potential of the South. It rather suggests a realistic scenario for the medium term development taking into account the variety of development issues to be addressed.
The Ethekwini Municipality accommodates a wide range of areas and
development characters extending from dense urban to sparse rural
settlement. The Urban Edge was intended to delineate the limit of the urban
development beyond which the development assumes a more rural character.
For the purpose of this planning initiative the level of physical service
provision coinciding with “urban development” is of significance. It is
understood that in general a high level of physical services, including
individual water supply, waterborne sanitation, stormwater control etc is
expected to be provided in “urban”areas.

In the iterative process of developing this plan, the term “Urban Edge” was
replaced with “Urban Development Line” (UDL), which indicates the extent of
urban development in the city in the 20 year plan, and is not intended to
represent a line within which services are guaranteed.
It is essentially a line demarcating the extent to which urban development will
be permitted to establish Urban Development in the long term. It will promote
a more convenient, efficient, equitable and sustainable settlement form. Whilst
the line indicates the outer limit to which urban development will be restricted,
there will be areas within the UDL that will not be permitted to develop, e.g.
environmentally sensitive areas and high value agricultural areas.
The UDL takes cognizance of the following:
- Geophysical environment including floodlines, over-steep/unstable
  land, sensitive ecosystems etc
- River and wastewater catchments
- Land use patterns
- Population profiles and trends
- Socio-cultural and historic environment
- Visual resource analysis

The map on this page provides an indication of the potential inclusion of the
Umkomaas area and surrounding areas under some development pressure,
into the UDL considerations. Unless further densification in Umhlanga can
be prevented, this should also include a realistic extent of this area.

3 THE SPATIAL DEVELOPMENT PLAN
SPATIAL DEVELOPMENT PLAN PER PLANNING AREA

The following part of this section provides information on each of the planning units. The section is structured as follows:

- One page per planning unit showing the specific part of the SSDP in somewhat greater detail together with a table indicating numbers and main issues,
- One page per planning unit outlining the planning principles and concepts outlined in the report and their application to the specific planning unit as well as a brief description of the development envisaged to take place in this planning unit.

The sequence of planning units is from the south to the north, i.e. commencing with the Umkomaas unit and ending with the Isipingo / Prospecton unit.

While it should be noted that the SSDP is not based on the boundaries of the planning units but on the entirety of the area and its individual features, the establishment of planning units allows for a greater focus on specific areas. This must however always take into account that boundaries may be artificial and that specific areas function within a wider context.

The tables contained in the following section provides information on the number of existing households (census 2001) and the number of potential additional future households, while the plan indicates envisaged residential densities and their location.

The densities indicated are net densities, e.g. 10 units / ha relates to a site size of approximately 1000m2. The calculations for establishing unit / site numbers per density have been based on excluding undevelopable areas and subsequently allowing for 60 to 70% of a given density area for residential development. The remainder is expected to be utilised for supporting amenities, access etc.
### 5 THE SPATIAL DEVELOPMENT PLAN

**UMKOMAAS**

**ETHEKWINI MUNICIPALITY**

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>UMKOMAAS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AREA / HA</strong></td>
<td>6 300</td>
</tr>
<tr>
<td><strong>EXISTING HOUSEHOLDS 2001</strong></td>
<td>5 246</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Southern end of Metro, coastal location</td>
</tr>
<tr>
<td><strong>ACCESSIBILITY</strong></td>
<td>Excellent, besides peripheral location, N2, R102, MR197, South Coast Rail, limited linkage Umkomaas – sea front</td>
</tr>
<tr>
<td><strong>TOPOGRAPHY</strong></td>
<td>Undulating – fragmented - steep</td>
</tr>
<tr>
<td><strong>EXISTING DEVELOPMENT</strong></td>
<td>Small coastal town, green environment, pleasant character but deteriorating, suburban development, underutilised sea front, SAICCOR, access to Aliwal Shoal, commercial agriculture</td>
</tr>
<tr>
<td><strong>EXISTING PLANS</strong></td>
<td>Housing investigation, coastal management plan, urban renewal framework</td>
</tr>
<tr>
<td><strong>BROAD INTENTIONS</strong></td>
<td>Opportunities for additional residential, better utilisation of beach and river, upgrading of town and launch site, potential expansion of SAICCOR, environmental upgrading</td>
</tr>
<tr>
<td><strong>POTENTIAL NO HOUSEHOLDS</strong></td>
<td>5 200 +1 000 + 15 000 = 21 200</td>
</tr>
<tr>
<td><strong>POTENTIAL DENSITIES</strong></td>
<td>6 – 15 units/ha</td>
</tr>
<tr>
<td><strong>OTHER SIGNIFIC. LAND USES</strong></td>
<td>Commercial agriculture, market gardening, natural environment and tourism</td>
</tr>
<tr>
<td><strong>ISSUES AND COMMENTS</strong></td>
<td>Local economic development, SAICCOR expansion, limited N2 access, beach front structuring and management of development pressures, linkage to surrounding areas</td>
</tr>
</tbody>
</table>
The major planning principles and concepts applied include the following:

- **UNIQUENESS OF PLACES**, i.e. making better usage of the opportunities of the coastal location and substantial river valleys, prime accessibility and peripheral location,

- **EFFICIENT DEVELOPMENT**, i.e. providing additional residential development supporting existing amenities and opportunities,

- **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas and creating additional economic development opportunities,

- **HIERARCHY OF ACCESS CORRIDORS**, i.e. establishing a functional access hierarchy by upgrading the MR197, linkages to the N2 and slowing down the R102,

- **HIERARCHY OF ACTIVITY NODES**, i.e. developing Umkomaas into a local service node for the region as well as a unique tourism node, appropriately developing local community nodes,

- **SAFEGUARDING THE COAST AS PUBLIC AMENITY**, i.e. preventing private development in vicinity of the coast, protecting and managing the natural coastal environment, providing appropriate support amenities for the recreational usage of the coast,

- **PROTECTION OF UNIQUE NATURAL ENVIRONMENTS**, i.e. appropriately protecting and managing the natural environment of the valleys of the Umkhomazi, Amahlongwa and Amahlongwana Rivers, their tributaries and lagoons, including unique areas identified in the D’MOSS and linking natural areas to each where appropriate, protecting the unique marine environment of the Aliwal Shoal and providing adequate support amenities,

- **PROVIDING FOR A VARIETY OF HOUSING OPPORTUNITIES**, i.e. developing areas easily accessible for a variety of housing densities and levels and providing residential infill in appropriate areas,

- **MAINTAINING AND DIVERSIFYING AGRICULTURAL ACTIVITIES**, i.e. in addition to the existing commercial agriculture, smaller scale community or small holding agricultural activities are suggested to be promoted in the peripheral areas,

- **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**

The South Spatial Development Plan therefore suggests:

- Accepting additional residential and associated development in suitable areas between the R102 and the N2 at densities of 15 units/ha,
- Accepting a level of densification in the central parts of the existing Craigieburn,
- Accepting additional residential and associated development in appropriate peripheral areas of Craigieburn,
- Allowing for very low density small-holding type development in suitable areas to the extreme west of Craigieburn,
- Upgrading the existing Umkomaas town to fulfil its role as local service centre for the surrounding region and as tourism node, providing additional amenities for coastal tourism and activities associated to the Aliwal Shoal,
- Developing relevant parts of the coast for recreational activities while safeguarding the sensitive natural environment,
- Protecting and appropriately managing natural environment areas indicated,
- Appropriately managing the agricultural potential of the area,
- Providing appropriate physical and social support services for and upgrading the Amahlongwa traditional settlement and ensuring integration into the remainder of the development.
### 5 THE SPATIAL DEVELOPMENT PLAN

#### UMNINI / UMGABABA

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>UMNINI / UMGABABA</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA / HA</td>
<td>5 744</td>
</tr>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
<td>6 532</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Southern Metro, coastal location</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Excellent access besides peripheral location, N2, R102, MR197, South Coast Rail, internal access to be upgraded, R102 to be slowed down</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Undulating - fragmented - steep</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>Majority traditional settlement with exception of Magabeni and Ilfracombe, densifying around N2 and R102, Umgababa Resort, Umgababa Dam, exceptional lagoons</td>
</tr>
<tr>
<td>EXISTING PLANS</td>
<td>Local area development plan, concept plans for Umgababa Resort redevelopment and nodal development, rural housing project</td>
</tr>
<tr>
<td>BROAD INTENTIONS</td>
<td>Upgrading of existing settlement, establishment of Rural Investment Node, formalisation and densification around major access, redevelopment of Umgababa Resort, rehabilitation of beach front environment</td>
</tr>
<tr>
<td>POTENTIAL NO HOUSEHOLDS</td>
<td>6 500 + 14 500 = 21 000</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>3 – 20 units/ha</td>
</tr>
<tr>
<td>OTHER SIGNIFIC. LAND USES</td>
<td>Local economic development, Umgababa Dam, intensification of local agricultural activities</td>
</tr>
<tr>
<td>ISSUES AND COMMENTS</td>
<td>Managing densification and protecting the environment</td>
</tr>
</tbody>
</table>

### SOUTH SPATIAL PLANNING TEAM

**ETHEKWINI MUNICIPALITY**

**SOUTH SPATIAL DEVELOPMENT PLAN**

**UMNINI / UMGABABA**
ETHEKWINI MUNICIPALITY

UMNINI / UMGABABA

The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc,
- **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas, creating additional economic development opportunities and facilitating the integration of the area into the wider Metro,
- **ECONOMIC DEVELOPMENT**, i.e. facilitating the creation of appropriate local economic activities, providing appropriate internal and external linkages and accessibility, providing appropriate social and physical support services,
- **EFFICIENT DEVELOPMENT**, i.e. making efficient usage of the land resources available, the reasonable proximity to major employment opportunities and the coastal location,
- **UNIQUENESS OF PLACES**, i.e. the coastal location and the location of picturesque river valleys etc, need to be utilised appropriately for the benefit of the local community and the wider Metro,
- **QUALITY LIVING ENVIRONMENTS**, i.e. developing improved living conditions by establishing better access, services, local economic development, integration with surrounding activities etc,
- **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,
- **HIERARCHY OF ACCESS CORRIDORS**, i.e. relating levels of development to levels of accessibility, visibility etc including the N2, the R102, the MR197 and inland linkages,
- **HIERARCHY OF ACTIVITY NODES**, i.e. establishing Umgababa as the rural investment node envisaged in the Ethekwini SDF and developing local community nodes at interceptory points within the community,
- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. utilising the unique local environmental features such as river valleys, coast and hill tops for the creation of a recognisable development structure,
- **ENCOURAGING THE ESTABLISHMENT OF A VARIETY OF HOUSING OPPORTUNITIES**, i.e. providing higher density development in easily accessible flatter areas while retaining lower residential densities in peripheral and steeper parts,
- **PROVIDING APPROPRIATE SUPPORT SERVICES**, i.e. developing both appropriate physical and social services to enable the establishment of decent living conditions and to facilitate more appropriate local economic development,
- **MAINTAINING AND DIVERSIFYING AGRICULTURAL ACTIVITIES**, i.e. encouraging in appropriate areas the creation of more efficient community based agricultural activities,
- **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. developing the coastal and inland opportunities while maintaining the integrity of the environment.

The South Spatial Development Plan therefore suggests:

- The establishment of a rural investment node in the area of the N2 off-ramp / R102,
- The establishment of local community nodes at the various local road intersections and at Ilfracombe,
- Acknowledging the ongoing coastal residential densification process and allowing for residential densities of up to 20 units / ha in the vicinity of the N2 and R102,
- Limiting residential densification in bands to the west to 15, 10 and 6 units / ha as indicated,
- Maintaining rural settlement densities (in the region of 3 units / ha) and associated communal agricultural activities in the extreme west,
- Maintaining the agricultural activities in the vicinity of the Umkhomazi River,
- Protecting, managing and rehabilitating the coastal areas and the river valleys,
- Developing the coastal and inland recreation opportunities.
## 5 THE SPATIAL DEVELOPMENT PLAN

### ILLOVU

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>ILLOVU</th>
</tr>
</thead>
</table>

| AREA / HA | 1 305 |

| EXISTING HOUSEHOLDS | 620 |

**LOCATION**
Southern Metro, along ‘urban edge’, coastal location

**ACCESSIBILITY**
Excellent via N2, R102, MR197, South Coast Rail, limited internal linkage

**TOPOGRAPHY**
Undulating, determined by Illovu and Umsimbazi River valleys and coast

**EXISTING DEVELOPMENT**
Low density coastal settlement, commercial agriculture west of N2.

**EXISTING PLANS**
Regional landfill site inland and potential improved N2 access, framework for development of western areas

**BROAD INTENTIONS**
Developing the recreation / tourism potential of the Illovu valley, locating higher profile business / office development west of the N2, additional residential development, light industrial adjacent to landfill site, environmental development opportunities

| POTENTIAL NO. HOUSEHOLDS | 600 \(\times\) 3000 = 3 600 |

| POTENTIAL DENSITIES | 6 – 15 units/ha |

**OTHER SIGNIF. LAND USES**
Environmental rehabilitation of valleys and western hills, potential linkage to sea and beach front

**ISSUES AND COMMENTS**
Conducting feasibility study on the appropriate development of the Illovu Flats area
ILLOVU

The major planning principles and concepts applied include the following:

• **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc,

• **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas, creating additional economic development opportunities and facilitating the integration of the area into the wider Metro,

• **ECONOMIC DEVELOPMENT**, i.e. utilising inherent unique development opportunities for the wider and local economic development, including tourism and recreation, business and commercial, residential development as well as addressing environmental considerations,

• **EFFICIENT DEVELOPMENT**, i.e. making efficient usage of the available land resources in relation to the inherent high visibility, easy metropolitan access and coastal proximity,

• **UNIQUENESS OF PLACES**, i.e. the area represents the most substantial development opportunity in the south, the coastal location and the location of picturesque river valleys etc, should be appropriately utilised for the benefit of the local community and the wider Metro,

• **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,

• **HIERARCHY OF ACCESS CORRIDORS**, i.e. providing improved direct access from the N2 with linkage to both R102 and upgraded MR197,

• **HIERARCHY OF ACTIVITY NODES**, i.e. the commercial / business development envisaged would represent a high profile development, while two local community

• **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. the Illovu and Umsimbazi Rivers, as well as its local tributary and a significant hill forming the western boundary, would represent major physical and visual structuring elements, all elements are expected to be appropriately managed and rehabilitated,

• **PROVIDING A VARIETY OF HOUSING OPPORTUNITIES**, i.e. progressing from east (and the proximity of the N2 / R102) to the west decreasing densities from 15 10 6 units / ha,

• **IDENTIFYING COMMERCIAL AND BUSINESS DEVELOPMENT OPPORTUNITIES**, i.e. utilising the high visibility and accessibility level for appropriate metropolitan scale activities,

• **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. utilising the unique topography and close proximity to the coast for quality tourism development at a scale unique in the south.

The South Spatial Development Plan therefore suggests:

• The development of the Illovu River valley for a series of appropriate tourism and recreational activities linked to both the coast and the hinterland, relating to both water and nature,

• Establishing appropriate linkage to coast and beach,

• Establishing appropriate commercial, business and office development in proximity of the N2 and the envisaged new access,

• Establishing tourism and residential development at various densities on both sides of the Illovu River valley,

• Investigating the potential for developing the western portion of the Umsimbazi River valley for light industrial usage,

• Protecting, managing and rehabilitating the natural environment of the area, including the western hilltop edge,

• Investigating the appropriateness of locating the regional landfill site as indicated.
### ETHEKWINI MUNICIPALITY

#### SOUTH SPATIAL DEVELOPMENT PLAN

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>AMANZIMTOTI / KINGSBURGH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AREA / HA</strong></td>
<td>3,205</td>
</tr>
<tr>
<td><strong>EXISTING HOUSEHOLDS / 2001</strong></td>
<td>12,616</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Central southern Metro, coastal location</td>
</tr>
<tr>
<td><strong>ACCESSIBILITY</strong></td>
<td>Excellent via N2, R102, MR197 in north-south direction, R603 and MR242 in east-west direction, potential requirement for upgrading traffic capacity in north-south direction, improving east-west linkage to Amanzimtoti node,</td>
</tr>
<tr>
<td><strong>TOPOGRAPHY</strong></td>
<td>Undulating</td>
</tr>
<tr>
<td><strong>EXISTING DEVELOPMENT</strong></td>
<td>High density in beachfront vicinity, otherwise mostly suburban character, township development at Illovu</td>
</tr>
<tr>
<td><strong>EXISTING PLANS</strong></td>
<td>Upgrading of Amanzimtoti CBD, potential additional commercial and business development at Umbogintwini and Winkelspruit, beachfront upgrading</td>
</tr>
<tr>
<td><strong>BROAD INTENTIONS</strong></td>
<td>Encouragement of densification in selected areas in Amanzimtoti, Athlone Park and Winkelspruit, infill at Illovu, new residential development on northern bank of Illovu River, environmental rehabilitation</td>
</tr>
<tr>
<td><strong>POTENTIAL NO HOUSEHOLDS</strong></td>
<td>12,000 – 13,000 = 25,000</td>
</tr>
<tr>
<td><strong>POTENTIAL DENSITIES</strong></td>
<td>15 – 50 units/ha</td>
</tr>
<tr>
<td><strong>OTHER SIGNIFIC. LAND USES</strong></td>
<td>Umbogintwini industrial and business development, potential local nodal development at Umbogintwini and Eziki</td>
</tr>
<tr>
<td><strong>ISSUES AND COMMENTS</strong></td>
<td>Providing development guidance for densification as envisaged</td>
</tr>
</tbody>
</table>

### 5 THE SPATIAL DEVELOPMENT PLAN

AMANZIMTOTI / KINGSBURGH
AMANZIMTOTI / KINGSBURGH

The major planning principles and concepts applied include the following:

• **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc.

• **INTEGRATED DEVELOPMENT**, i.e. facilitating integration of the various components surrounding Amanzimtoti, their interlinkage and accessibility.

• **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas, creating additional economic development opportunities and facilitating the integration of the area into the wider Metro.

• **ECONOMIC DEVELOPMENT**, i.e. better utilising the areas of high visibility and accessibility for additional commercial, business and office development, upgrading the Amanzimtoti town centre to fulfil its potential and establishing additional economic development at the N2 / R603 intersection, making better usage of the recreational and tourism opportunities of the extensive coast.

• **EFFICIENT DEVELOPMENT**, i.e. making better usage of the inherent high levels of accessibility and visibility and proximity to the coast by increasing residential densities where appropriate without substantially changing the character of the area.

• **UNIQUENESS OF PLACES**, i.e. maintaining the unique character of the area and developing the green and recreational aspect further.

• **QUALITY LIVING ENVIRONMENTS**, i.e. ensuring the maintenance of the living environment in the eastern parts of the area while upgrading the environment in the peripheral areas.

• **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc.

• **HIERARCHY OF ACCESS CORRIDORS**, i.e. allowing appropriate densification around the N2 and R102 and their inland road linkages.

• **HIERARCHY OF ACTIVITY NODES**, i.e. upgrading and redeveloping the Amanzimtoti town centre to fulfil the role of mixed investment node envisaged in the Ethekwini SDF and establishing local activity nodes at the intersections of the N2 / MR242, the MR242 / MR197 and the N2 / R603 intersection, the latter could accommodate a significant extent of business / office etc development positively affecting development south of the R603.

• **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. appropriately protecting, managing and rehabilitating the valleys of the Ezimbokodweni, Amanzimtoti, Little Amanzimtoti and Illovu Rivers as well as protecting and appropriately utilising the sensitive coastal environment.

• **PROVIDING A VARIETY OF HOUSING OPPORTUNITIES**, i.e. while allowing for appropriate residential densification in the central areas, providing for a range of additional residential development opportunities south of the R603 and between Kingsburgh and the Illovu township.

• **PROVIDING APPROPRIATE SUPPORT SERVICES**, i.e. in particular to the peripheral and under-serviced areas.

• **IDENTIFYING COMMERCIAL AND BUSINESS DEVELOPMENT OPPORTUNITIES**, i.e. as identified under “economic development” and “activity nodes” above.

• **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. while protecting and appropriately rehabilitating the sensitive coastal environment, including the various lagoons and river mouths, appropriately developing a range of beach and river related recreation activities.

The South Spatial Development Plan therefore suggests:

• Allowing increased residential densities in central areas, up to 50 units/ha and providing appropriate development to the areas south of the R603,

• Appropriately upgrading and expanding both the economic and commercial development areas as well as coastal recreation,

• Upgrading and infill of Illovu Township and better integration with surrounding activities and opportunities.
Urgent upgrading of dense informal settlements and identifying mitigating actions for the noxious industries at Umbogintwini.

Other significant land uses:
- Local economic development, agricultural development in low density areas, environmental rehabilitation of river valleys.

Issues and comments:
- Formulation of all informal development.
- Adams as Local Service Node, local nodes at Ntabankhulu and Eziko.
- Improved internal and external linkages.

Broad intentions:
- Upgrading of Folweni and Ezimbokodweni, rural housing projects at Einkhanyiseni.

Existing plans:
- Formal development of Folweni and KwaMahlatha and Adams, densifying rural development along main transport routes, dense informal development on eastern periphery, little local economic development.

Existing development:
- Formal development of Folweni and KwaMahlatha and Adams, densifying rural development along main transport routes, dense informal development on eastern periphery, little local economic development.

Location:
- South-western Metro.

Accessibility:
- R603, MR60, MR197, relative proximity to N2, limited internal linkage.

Topography:
- Undulating - fragmented.

Existing households / 2001:
- 29,505.

Potential householder:
- 30,000 + 22,000 = 52,000.

Potential densities:
- 6 – 30 units/ha.

Other significant land uses:
- Local economic development, agricultural development in low density areas, environmental rehabilitation of river valleys.

Issues and comments:
- Urgent upgrading of dense informal settlements and identifying mitigating actions for the noxious industries at Umbogintwini.

5 THE SPATIAL DEVELOPMENT PLAN
ADAMS / FOLWENI

The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc, this in particular applicable to the areas of substantial informal densification,
- **INTEGRATED DEVELOPMENT**, i.e. facilitating integration of the various formal, informal, traditional and urban components and their interlinkage and accessibility,
- **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas, creating additional economic development opportunities and facilitating the better integration of the area into the wider Metro,
- **ECONOMIC DEVELOPMENT**, i.e. developing the opportunities for local economic development and facilitating such development through improved accessibility and linkage,
- **EFFICIENT DEVELOPMENT**, i.e. ensuring provision of appropriate services and facilities to the densifying traditional settlement areas and considering an appropriate level of formalisation,
- **UNIQUENESS OF PLACES**, i.e. maintaining the unique character of the area and developing the green and recreational aspects further,
- **QUALITY LIVING ENVIRONMENTS**, i.e. improving the living conditions in the area by providing appropriate physical and social services, including facilitating appropriate local economic development,
- **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,
- **HIERARCHY OF ACCESS CORRIDORS**, i.e. locating development requiring high levels of access and visibility around the R603, MR80 and MR242 and establishing additional north-south linkages in the form of the envisaged MR579 as well as local linkages,
- **HIERARCHY OF ACTIVITY NODES**, i.e. establishing Adams as the local service node for the area as envisaged in the Ethekwini RDF and establishing local community nodes along the MR80 and MR242, in addition to upgrading existing community centres at KwaMakhutha and Folweni,
- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. appropriately protecting, managing and rehabilitating the valleys of the Ezimbokodweni, Golokodo, Amanzimtoti and Little Amanzimtoti Rivers,
- **PROVIDING A VARIETY OF HOUSING OPPORTUNITIES**, i.e. allowing for densification in the eastern and most accessible areas while providing for medium densities in the vicinity of the major access routes through the area, peripheral areas should remain as low density development,
- **PROVIDING APPROPRIATE SUPPORT SERVICES**, i.e. in particular to the peripheral and under-serviced areas,
- **IDENTIFYING COMMERCIAL AND BUSINESS DEVELOPMENT OPPORTUNITIES**, i.e. as indicated above under “economic development” and “activity nodes”.
- **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. while protecting and appropriately rehabilitating the numerous river valleys, the dramatic topography provides opportunities for alternative tourism linked to the traditional coastal activities.

The South Spatial Development Plan therefore suggests:

- The establishment of the Adams local service node, local activity nodes at the MR242 and MR80, in addition to the upgrading of existing community centres,
- The provision of better north-south link roads,
- The appropriate formalisation of the densifying traditional settlement areas at various densities indicated, together with the provision of appropriate physical and social services and the facilitation and support of local economic development,
- The appropriate protection and usage of the natural environment,
- Identifying mitigating actions for all development surrounding the Umbogintwini noxious industries.
**Potential for establishing regional cultural and tourism centre in unspoiled surroundings**

**Local economic development, tourism and recreational development, agricultural development**

**OTHER SIGNIFIC. LAND USES**

- Local economic development, tourism and recreational development, agricultural development

**ISSUES AND COMMENTS**

- Potential for establishing regional cultural and tourism centre in unspoiled surroundings

---

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>UMBUMBULU</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA / HA</td>
<td>13 645</td>
</tr>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
<td>3 733</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Western periphery of Metro, recent inclusion into Metro</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Limited via R603 and MR80, internal linkage limited</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Undulating – fragmented - steep</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>Traditional settlement with exception of Umbumbulu Village, dispersed low density settlement, densification along R603 and around village, limited local economic development, significant areas of scenic beauty,</td>
</tr>
<tr>
<td>EXISTING PLANS</td>
<td>MR579 north-south linkage on eastern boundary</td>
</tr>
<tr>
<td>BROAD INTENTIONS</td>
<td>Upgrading of existing rural development, development growth limited to the village and the vicinity of the R603, Umbumbulu as Rural Investment Node, encouraging formal local agricultural development in low density areas, establishment of significant tourism and recreational development and linkage into established Metro structures, improved north-south linkage</td>
</tr>
<tr>
<td>POTENTIAL NO HOUSEHOLDS</td>
<td>4 000 + 5 500 = 9 500</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>3 – 15 units/ha</td>
</tr>
</tbody>
</table>

---

**5 THE SPATIAL DEVELOPMENT PLAN**

**UMBUMBULU**
The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc,
- **INTEGRATED DEVELOPMENT**, i.e. facilitating integration of the various formal, informal and traditional rural components and their interlinkage to surrounding developments and activities,
- **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas, creating additional economic development opportunities and facilitating the better integration of the area into the wider Metro,
- **ECONOMIC DEVELOPMENT**, i.e. developing the inherent opportunities for local economic development and facilitating such development through improved accessibility, linkage and support,
- **EFFICIENT DEVELOPMENT**, i.e. ensuring provision of appropriate services and facilities and limiting additional residential development to identified growth areas,
- **UNIQUENESS OF PLACES**, i.e. maintaining the unique character of the area and developing the agricultural and recreational aspects further,
- **QUALITY LIVING ENVIRONMENTS**, i.e. improving the living conditions in the area by providing appropriate physical and social services, including facilitating a range of appropriate local economic activities,
- **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,
- **HIERARCHY OF ACCESS CORRIDORS**, i.e. linking level of development at level of accessibility by limiting residential growth to areas in the vicinity of the R603, while providing improved north-south linkages to facilitate local economic activities,
- **HIERARCHY OF ACTIVITY NODES**, i.e. developing the Umbumbulu Village as the rural investment node of the region, and by building on two existing small nodes as local community nodes,
- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. appropriately protecting, managing and rehabilitating the valleys of the Ezimbokodweni, KwaShushu, Ubivane and Nungwane Rivers, the KwaShushu valley in particular provides opportunities for cultural, recreational and tourism development if appropriately linked to established activities,
- **PROVIDING APPROPRIATE SUPPORT SERVICES**, i.e. providing basic services to the rural areas while making accessible improved services, both physical and social, in areas envisaged to accommodate residential growth,
- **IDENTIFYING SPECIFIC LOCAL ECONOMIC DEVELOPMENT OPPORTUNITIES**, i.e. including in particular more efficient community-based agricultural activities and alternative tourism opportunities,
- **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. utilising the significant opportunities inherent in the rural and dramatic topography of the area including the KwaShushu and Ubivane Rivers and the Nungwane Dam.

The South Spatial Development Plan therefore suggests:

- Maintaining much of the area as rural by encouraging on the one hand more efficient community-based agricultural development, environmental rehabilitation and cultural / recreational / alternative tourism development, while on the other hand promoting a level of densification (to 6, 10 and 15 units / ha as indicated) in designated growth areas,
- Such areas should receive improved accessibility and a higher level of physical and social services,
- This is in particular applicable to the development of the Umbumbulu Village as the rural investment node of the region, concentrating a range of developments and increasing economic thresholds,
- The potential for establishing a significant regional cultural and tourism centre in the KwaShushu valley has been detailed in the environmental appendix of the Strategic Assessment report.
### Inwabi

<table>
<thead>
<tr>
<th>Planning Unit</th>
<th>Inwabi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area / HA</td>
<td>6,474</td>
</tr>
<tr>
<td>Existing Households / 2001</td>
<td>2,921</td>
</tr>
</tbody>
</table>

**Location**
Western periphery of the Metro, recent inclusion into Metro

**Accessibility**
Poor via extension of Mangosuthu Highway and Umlazi, limited north-south linkage, poor internal linkage

**Topography**
Fragmented – steep, including dramatic escarpments and cliff faces, scenic beauty.

**Existing Development**
Low density traditional settlement, some densification adjacent to Umlazi and along P725, no local economic development, limited local amenities

**Existing Plans**
MR579 providing important north-south linkage, Inwabi Local Service Node

**Broad Intentions**
Confinement of development growth to the vicinity of the main roads in the east and around the nodal development, facilitation of agricultural development in the low density areas, development of recreational/tourism potential, environmental rehabilitation

**Potential No Households**
3,000 + 8,000 = 11,000

**Potential Densities**
3 – 15 units/ha

**Other Significant Land Uses**
Local economic development, local agricultural development, tourism and recreation development

**Issues and Comments**
Scenic landscapes asking for tourism potential investigation

### The Spatial Development Plan

#### Inwabi
INWABI

The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc,
- **INTEGRATED DEVELOPMENT**, i.e. facilitating integration of the various formal, informal and traditional rural components and their interlinkage to surrounding developments and activities,
- **RESTRUCTURING THE CITY**, i.e. providing better accessibility to peripheral areas, creating additional economic development opportunities and facilitating the better integration of the area into the wider Metro,
- **ECONOMIC DEVELOPMENT**, i.e. developing the inherent opportunities for local economic development and facilitating such development through improved accessibility, linkage and support,
- **EFFICIENT DEVELOPMENT**, i.e. ensuring provision of appropriate services and facilities and limiting additional residential development to identified growth areas,
- **UNIQUENESS OF PLACES**, i.e. maintaining the unique character of the area and developing the agricultural and recreational aspects further,
- **QUALITY LIVING ENVIRONMENTS**, i.e. improving the living conditions in the area by providing appropriate physical and social services, including facilitating a range of appropriate local economic activities,
- **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,
- **HIERARCHY OF ACCESS CORRIDORS**, i.e. linking level of development to level of accessibility by limiting residential growth to the eastern areas abutting Umlazi, while providing improved north-south linkages, in particular the envisaged MR579, to facilitate local economic activities and access to external activities,
- **HIERARCHY OF ACTIVITY NODES**, i.e. developing the Inwabi Node as a local service node for the area while supporting the continued maintenance and development of existing small community nodes,
- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. appropriately protecting, managing and rehabilitating the valleys of the Umlazi and Ezimbokodweni Rivers and their local tributaries as well as the dramatic topographic configurations of the Inwabi Mountain and Ofudu formation,
- **PROVIDING APPROPRIATE SUPPORT SERVICES**, i.e. providing basic services to the rural areas while making accessible improved services, both physical and social, in areas envisaged to accommodate residential growth,
- **IDENTIFYING SPECIFIC LOCAL ECONOMIC DEVELOPMENT OPPORTUNITIES**, i.e. including in particular more efficient community-based agricultural activities and alternative tourism opportunities,
- **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. utilising the significant opportunities inherent in the rural and dramatic topography of the area including the mountains, escarpments and river valleys, in particular if linked to established external activities and if made more accessible

The South Spatial Development Plan therefore suggests:

- Accepting residential growth and densification in the eastern areas to densities of 6, 10, 15, 20 units / ha in areas indicated, while maintaining low density rural settlement in the remainder of the area,
- Facilitating the establishment of more efficient community-based agricultural activities in the rural settlement areas based on appropriate support and improved accessibility,
- While basic services are expected to be provided to the rural development, improved services, both physical and social, should be established in the densifying areas in the east,
- The appropriate management, rehabilitation and usage of the unique natural environment for appropriate tourism etc activities.
## 5 THE SPATIAL DEVELOPMENT PLAN

### UMLAZI

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>UMLAZI</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA / HA</td>
<td>4 481</td>
</tr>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
<td>93 641</td>
</tr>
</tbody>
</table>

### LOCATION
Northern part of southern Metro, abutting onto Isipingo in the east, in proximity of the southern economic basin

### ACCESSIBILITY
Good linkage to the N2 and MR197 in the east, no linkage to north and limited linkage to the south, good internal linkage, Umlazi Rail

### TOPOGRAPHY
Undulating – steep in the river valleys

### EXISTING DEVELOPMENT
Township development, 25 residential units with underdeveloped unit centres, four main centres including unit W, KwaMnyandu, unit V and Globe / Megacity, substantial informal areas, limited local economic development, poor built environment, threatened natural environment

### EXISTING PLANS
Structure plan, local development plans, nodal development plans

### BROAD INTENTIONS
Formalisation of informal development, densification in accessible places and around appropriate unit centres, attention to unit centres and nodal developments, local economic development, improved local linkages to north and south, development of MR579, upgrading of hostel areas, built and natural environment

### POTENTIAL NO HOUSEHOLDS
94 000 + 11 000 = 105 000

### POTENTIAL DENSITIES
30 – 50 units/ha

### OTHER SIGNIFIC. LAND USES
Local economic development, development of appropriate facilities

### ISSUES AND COMMENTS
Streamlining informal settlement upgrading and reto integration

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**SOUTH SPATIAL PLANNING TEAM**

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**ETHEKWINI MUNICIPALITY**
UMLAZI

The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc, this in particular applicable to the areas of substantial informal densification in Umlazi,
- **INTEGRATED DEVELOPMENT**, i.e. facilitating integration of the various formal, informal, traditional and urban components and their interlinkage and accessibility to the remainder of the Metro,
- **RESTRUCTURING THE CITY**, i.e. providing better accessibility, establishing appropriate physical and social services, creating additional local economic development opportunities and facilitating the better linkage to activities in the wider Metro,
- **ECONOMIC DEVELOPMENT**, i.e. developing the opportunities for local economic development and facilitating such development through improved accessibility, linkage, support and training,
- **EFFICIENT DEVELOPMENT**, i.e. ensuring provision of appropriate services and facilities to the densifying traditional settlement areas and considering an appropriate level of formalisation,
- **UNIQUENESS OF PLACES**, i.e. maintaining the unique character of the area while upgrading services, facilities and the urban and green environment,
- **QUALITY LIVING ENVIRONMENTS**, i.e. improving the living conditions in the area by providing appropriate physical and social services, including facilitating the appropriate formalisation and upgrading of local economic activities,
- **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,
- **HIERARCHY OF ACCESS CORRIDORS**, i.e. locating development requiring high levels of access and visibility as well as higher residential densities in proximity of the major existing access routes and improving north-south linkage both by developing the planned MR579 as well as local level linkages to the north and south,
- **HIERARCHY OF ACTIVITY NODES**, i.e. the Umlazi town centre has been identified as a mixed investment node in the Ethekwini IDP while other existing nodes, such as the Umlazi Megacity, the V intersection and KwaMyandu are regarded as significant local service nodes, the development of the existing unit centres should be urgently revisited,
- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. while the remaining green environment should be appropriately managed and rehabilitated, the urban environment of Umlazi requires serious attention,
- **PROVIDING A VARIETY OF HOUSING OPPORTUNITIES**, i.e. upgrading the numerous informal settlements, allowing for residential densification in area identified and providing appropriate physical and social support services throughout Umlazi.

The South Spatial Development Plan therefore suggests:

- The urgent necessity to significantly upgrade the urban and natural environment of Umlazi,
- The similarly urgent necessity to formalise / upgrade the large number of informal settlements in the area,
- Encouraging, supporting and formalising existing and additional local economic activities and provide appropriate training systems,
- Providing better linkage within and to the areas north and south of Umlazi, including in particular developing the planned MR579 as well as local level linkages,
- Revisiting the development of the existing large number and state of unit centres,
- Allowing and encouraging the densification of residential areas in appropriate locations indicated and providing appropriate development guidance.
**ETHEKWINI MUNICIPALITY**

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>ISIPINGO / PROSPECTON</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AREA / HA</strong></td>
<td>2,819</td>
</tr>
<tr>
<td><strong>EXISTING HOUSEHOLDS/2001</strong></td>
<td>6,409</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Prime location northern part of southern Metro, adjacent southern economic basin and present airport</td>
</tr>
<tr>
<td><strong>ACCESSIBILITY</strong></td>
<td>Excellent via N2 and M4, South Coast Road, South Coast Rail</td>
</tr>
<tr>
<td><strong>TOPOGRAPHY</strong></td>
<td>Flat — undulating, some steep topography at Isipingo Beach, Prospecton low-lying with flooding potential</td>
</tr>
<tr>
<td><strong>EXISTING DEVELOPMENT</strong></td>
<td>Major industrial / business developments SAPREF, Prospecton, Umbogintwini and Isipingo, Isipingo Rail significant commercial node, mostly suburban residential development, planned airport mode as major development opportunity, significant natural coastal and lagoon environment underutilised</td>
</tr>
<tr>
<td><strong>EXISTING PLANS</strong></td>
<td>Airport move and associated economic development opportunities, upgrading of Isipingo node, improvement of environmental conditions associated to Umbogintwini industrial</td>
</tr>
<tr>
<td><strong>BROAD INTENTIONS</strong></td>
<td>Appropriate range of economic developments including business, commercial, office as well as clean industrial to replace airport, road linkage Prospecton — airport — Merebank, upgrading of Isipingo node, improved linkage to Umhlanga, potential linkage of MR90 to N2 and Prospecton, higher density residential development at Isipingo Rail and portion Isipingo Beach, utilisation of environmental development opportunities, environmental rehabilitation, upgrading of built environment</td>
</tr>
<tr>
<td><strong>POTENTIAL NO. HOUSEHOLDS</strong></td>
<td>8,500 + 1,500 = 10,000</td>
</tr>
<tr>
<td><strong>POTENTIAL DENSITIES</strong></td>
<td>80 – 50 units/ha</td>
</tr>
<tr>
<td><strong>OTHER SIGNIFIC. LAND USES</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ISSUES AND COMMENTS</strong></td>
<td>Major economic / industrial / business development opportunity in the south</td>
</tr>
</tbody>
</table>

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**5 THE SPATIAL DEVELOPMENT PLAN**

**ISIPINGO / PROSPECTON**
ISIPINGO / PROSPECTON

The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc, including maintaining the coastal and riverine development, building on the economic development potential without negatively affecting the natural and human environment,

- **INTEGRATED DEVELOPMENT**, i.e. finding a balance between the requirements for a functioning human and natural environment and the necessary further economic development of the area,

- **RESTRUCTURING THE CITY**, i.e. utilising the development opportunities arising from the redevelopment of the airport site and integrating the surrounding communities in its development,

- **ECONOMIC DEVELOPMENT**, i.e. linking the local economic development to the opportunities arising from the airport site redevelopment and providing improved accessibility to the remainder of the Metro,

- **EFFICIENT DEVELOPMENT**, i.e. ensuring provision of appropriate services and facilities to the densifying residential development and utilising the unique opportunities for appropriate Metro-level economic development,

- **QUALITY LIVING ENVIRONMENTS**, i.e. improving the living conditions in the area by providing appropriate physical and social services and ensuring that future economic development does not negatively affect living conditions,

- **STRUCTURING DEVELOPMENT**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,

- **HIERARCHY OF ACCESS CORRIDORS**, i.e. locating development requiring high levels of access and visibility in the vicinity of N2, R102 and MR197,

- **HIERARCHY OF ACTIVITY NODES**, i.e. developing the Isipingo node into a mixed investment node identified in the Ethekwini IDP and upgrading the existing development to reflect its importance at a metropolitan level,

- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. appropriately protecting, managing and rehabilitating the coastal strip and the valleys of the Umlazi, Isipingo and Ezimbokodweni Rivers,

- **PROVIDING A VARIETY OF HOUSING OPPORTUNITIES**, i.e. allowing for densification and mixed use development in easily accessible areas while maintaining the unique character,

- **MAKING BETTER USAGE OF TOURISM AND RECREATION OPPORTUNITIES**, i.e. relating primarily to the coastal strip and the river mouths / lagoons of the Isipingo and Ezimbokodweni Rivers.

The South Spatial Development Plan therefore suggests:

- The necessity the agreeing to the appropriate economic development of metropolitan level of the strategic opportunities of the airport site and the Umbogintwini areas indicated,

- The similar necessity to ensure the environmental sustainability of such development with regards to the population living in the surrounding areas and its sensitive coastal location,

- The upgrading and further appropriate development of the Isipingo node to fulfil its function as one of the major mixed use centres in the Metro,

- The upgrading of the MR197 and the extension of the MR80 to intersect with the N2.

- Rejection of potential toll road establishment in the Prospecton / Reunion area.
6.1 GENERAL

The following provides an overview of the envisaged development process in terms of potential priorities and time considerations.

Where possible, priorities identified are based on the principles of strategic development, i.e. actions and development which enables or generates other development opportunities.

Thus, a significant number of the actions identified relate to more detailed investigation and planning to appropriately guide the envisaged future development.

Besides planning activities, the implementation process concentrates on upgrading of residential and economic development as well as the natural and built environment as well as the better usage of agricultural and tourism opportunities in the South.

6.2 DEVELOPMENT PRIORITIES

The Phase 1 Priorities for the South are summarised below.

<table>
<thead>
<tr>
<th>Priority Area</th>
<th>Ranking #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Umlazi</td>
<td>1</td>
</tr>
<tr>
<td>Cragieburn/ Umkomaas</td>
<td>2</td>
</tr>
<tr>
<td>Umgababa</td>
<td>3</td>
</tr>
<tr>
<td>Ilovu</td>
<td>4</td>
</tr>
<tr>
<td>Folweni/ Golokodo</td>
<td>5</td>
</tr>
<tr>
<td>Amanzimtoti</td>
<td>6</td>
</tr>
<tr>
<td>Adams Mission</td>
<td>7</td>
</tr>
<tr>
<td>Inwabi</td>
<td>8</td>
</tr>
</tbody>
</table>

PLANNING AND DEVELOPMENT MANAGEMENT

- **PLANNING AREA LADPs**, i.e. establishing Local Area Development Plans for each of the nine local planning areas, while being based on the SSDP, the LADP is envisaged to provide enough detailed information to allow for adequate guidance of the future local development.

- **LAND USE MANAGEMENT PLANS**, i.e. establishing land use management and control instruments for the study area in terms of overall metropolitan LUMS approaches.

- **SPECIFIC PLANS**, i.e.
  - NODAL DEVELOPMENT FRAMEWORKS, i.e. creating design and development frameworks for the hierarchy of nodes identified in the SSDP, IDP and RDF
  - FRAMEWORKS FOR RESORTS / SPECIFIC AREAS, i.e. establishing guide plans for specific developments to guide municipal actions and potential private investment
  - AGRICULTURAL DEVELOPMENT PLAN, i.e. establishing detailed agricultural potential of identified areas including support systems required
  - NATURAL RESOURCE PLAN, i.e. identifying the natural resources, opportunities, constraints, problems and potential actions required within the SSDP area
  - COASTAL MANAGEMENT PLAN, i.e. establish control and management plans for the entire coastal area of the SSDP

RESIDENTIAL DEVELOPMENT

1 **UPGRADING / FORMALISATION UMLAZI INFORMAL**, i.e. establishing an overall plan and programme for the upgrading / formalisation of the extensive number of informal settlements in Umlazi
2 UPGRADING / DENSIFICATION ADAMS / FOLWENI, i.e. providing detailed development and upgrading guidance for the densifying “rural” areas within this planning area

3 FEASIBILITY STUDY CRAIGIEBURN DEVELOPMENT, i.e. establishing a design and development framework for the potential development of the area based on the SSDP and earlier planning initiatives

4 FEASIBILITY STUDY ILLOVU DEVELOPMENT, i.e. establishing a design and development framework for the potential development of the area based on the SSDP and earlier planning initiatives

5 DENSIFICATION AMANZIMTOTI / KINGSBURGH, i.e. establishing guiding frameworks for the envisaged densification of residential areas in Amanzimtoti / Kingsburgh and identifying potential municipal actions required

6 UPGRADING / DENSIFICATION INWABI EAST, i.e. providing detailed development and upgrading guidance for the densifying “rural” area within this region

7 PROVISION OF PHYSICAL AND SOCIAL SERVICES, i.e. ensuring the co-ordination of residential and other development projects with the ability to simultaneously provide appropriate physical and social services
• INFRASTRUCTURE DEVELOPMENT
  • ROADS DEVELOPMENT
    A MR579, i.e. establishing a basic road linkage between the Welbedacht, the Inwabi and the Folweni area as previously identified
    B MR197 UPGRADEING, i.e. starting an upgrading process for the MR197 contributing to alleviating present and future traffic problems on parts of the N2
    C ILLOVU ACCESS, i.e. investigating the potential for providing improved access to Illovu from the N2
    • LOCAL NORTH-SOUTH LINK ROADS, i.e. identify a series of potential local linkages between Umlazi and the Chatsworth area in the north and the Folweni area
    D R102 SLOWING DOWN, i.e. establishing details on the basis of the SSDP and existing (and potential future) local development frameworks, the potential for integrating relevant parts of the R102 into the main street system of Umkomaas and other developments
    E LOCAL NORTH-SOUTH LINK ROADS, i.e. identifying a series of potential local linkages between Umlazi and the Chatsworth area in the north and the Folweni area in the south, as well as potential local north-south links in the Folweni / Adams area
  • RAIL DEVELOPMENT
    F SOUTH COAST RAIL UPGRADEING, i.e. investigating the potential of making better usage of the existing infrastructure in terms of a commuter facility for affected communities as well as a potential tourism attraction along the coast of the South
  • INVESTIGATION RAIL EXPANSION SOUTH, i.e. investigating the potential for expanding the existing rail system to inland areas of the South, potentially including Folweni, Umbumbulu, Imfume etc
  • WATER SUPPLY
    • Supply to varying standards to peripheral areas including Craigieburn, Umnini – Umgababa, Illovu, Adams – Folweni, Umbumbulu, Inwabi, Umlazi and relevant informal areas
  • SANITATION
    • Upgrading of peripheral and informal areas including Craigieburn, Umnini – Umgababa, Illovu, Adams – Folweni, Umbumbulu, Inwabi, Umlazi informal settlements
  • ELECTRICITY SUPPLY
    • Appropriate provision to peripheral and rural areas
  • REFUSE COLLECTION
    • Establishment in peripheral, informal and rural areas
  • FACILITY AND AMENITY DEVELOPMENT
    • In accordance with metropolitan standards
    • Promoting the integration of informal development
    • HEALTH FACILITIES
      • Local clinics
      • Hospital services
ETHEKWINI MUNICIPALITY

SOUTH SPATIAL DEVELOPMENT PLAN

• EDUCATION FACILITIES
  • Pre-primary facilities
  • Primary schools
  • Secondary schools
  • Tertiary facilities / skills training etc

• CIVIC AMENITIES
  • Local administration offices
  • Civic / community halls
  • Cemeteries

• RECREATION AMENITIES
  • Sports fields
  • Indoor sports facilities
  • Stadia
  • Swimming pools
  • Other recreation facilities

• ECONOMIC DEVELOPMENT
  • INDUSTRIAL DEVELOPMENT
    • Feasibility study on the future development of the airport site
    • Facilitating the appropriate development of the Umbogintwini industrial area
    • Encouraging the creation of local economic development nodes

  • COMMERCIAL / BUSINESS / OFFICE DEVELOPMENT
    • Facilitating the establishment of the envisaged mixed investment, rural investment and local service nodes
    • Promoting the establishment of an appropriately located regional commercial / business centre

  • FACILITATING appropriate integration, linkage, training and support of informal economic activities

• AGRICULTURE
  • Feasibility study into agricultural potential, skills base, markets etc
  • Investigating opportunities for the establishment of community-based agriculture in rural areas
  • Establishing relevant institutional management structures
  • Establishing appropriate pilot projects

• TOURISM
  • Feasibility study into upgrading existing tourism facilities in the South and creating a range of both coastal and inland opportunities
  • Facilitating in particular appropriate alternative tourism opportunities in the Umbumbulu, Inwabi and Adams areas
  • Providing guidance for and encouraging private investment in the range of tourism opportunities and developing appropriate support mechanisms
  • Where relevant providing appropriate support amenities
  • Supporting and guiding in particular the development of a range of tourism and recreational opportunities in the Umgababa and Umkomaas areas with appropriate reference to environmental issues

• ADDRESSING ENVIRONMENTAL ISSUES

4 IMPLEMENTATION PROCESS
**4 IMPLEMENTATION PROCESS**

**SOCIAL AND INSTITUTIONAL ISSUES**

- Providing appropriate development education, information and involvement to community structures
- Maintaining local administrative and development co-ordination capacity
- Ensuring appropriate linkages to traditional community structures
- Ensuring co-ordination between the multitude of development inputs

**ADDRESSING LAND ISSUES**

- Addressing land tenure and ownership issues in rural areas.
## 6.3 DEVELOPMENT PROCESS

<table>
<thead>
<tr>
<th>NO</th>
<th>ACTIVITY</th>
<th>RESP</th>
<th>BUDGET</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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<tr>
<td>1</td>
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<td>UPGRADING INFORMAL DEVELOPMENT UMLAZI</td>
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<td>DEVELOPMENT MR579</td>
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<td>FEASIBILITY AIRPORT DEVELOPMENT</td>
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<td>FACILITATING UMBOGINTWINI DEVELOPMENT</td>
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<td>17</td>
<td>COASTAL AND INLAND EMP</td>
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<td>18</td>
<td>AGRICULTURE FEASIBILITY STUDY</td>
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<tr>
<td>19</td>
<td>ADDRESSING RURAL LAND TENURE ISSUES</td>
<td>EM</td>
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</table>
The following specialist investigations have formed part of the establishment of the Strategic Assessment report on which this development plan is based. This information has been compiled and is presented separately.

**ECONOMIC DEVELOPMENT**

ETHEKWINI SOUTH AFRICA
ECONOMIC ANALYSIS AND STRATEGY DEVELOPMENT
VANCOMETRICS, 2005

**ENVIRONMENTAL ISSUES**

SOUTH SPATIAL DEVELOPMENT PLAN
ENVIRONMENT OVERVIEW
MYLES MANDER AND NICCI DIEDRICH, 2005

**TRAFFIC AND TRANSPORTATION**

SOUTHERN AREA SPATIAL DEVELOPMENT PLAN
STRATEGIC TRAFFIC AND TRANSPORTATION ASSESSMENT
ARCUS GIBB, 2005

**PROPERTY MARKET**

SOUTH SPATIAL DEVELOPMENT PLAN
PROPERTY TRENDS ANALYSIS OF THE SOUTH MUNICIPAL PLANNING REGION
GRAHAM MULLER ASSOCIATES, 2008

**APPENDICES**
### A – STAKEHOLDER CONSULTATION TABLES

#### A.1 INTERNAL CONSULTATION

<table>
<thead>
<tr>
<th>STAKEHOLDER</th>
<th>DATE RECEIVED</th>
<th>COMMENT</th>
<th>ACTIONS/RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETA – Robin Chetty</td>
<td>24/02/2009</td>
<td>The unknown at this stage is the whether the N2 will be tolled or not. This department can only comment on this plan once the Toll issue has been resolved. In terms of development proposed, the impacts do not appear to be severe but the scenario can change if the N2 is tolled. With regards to what happens with the airport once KSIA opens, this department has plans in place to deal with this land parcel. In principle, the plan can go ahead but access must be dealt with and funding is required for some of the interventions.</td>
<td>Issue of the Toll noted in the document, and calculations made for possible upgrading of alternative routes if necessary. ITO access, the highest priority P579 (MR579) has been discussed with Provincial Roads and it appears that the funding and construction of this road may be the responsibility of the municipality. This issue is being followed up.</td>
</tr>
<tr>
<td>Environment – Richard Boon</td>
<td>31/12/2008</td>
<td>There are implications for all the maps in the SDPs where there is an environmental layer shown. There is a need to substitute this with the new environmental layer and call it DMOSS. Where the planners who produced the spatial layers for the SDPs went beyond our DMOSS lines (there are many places), and the Municipality wants to protect these assets, we need to give that layer a different name in order to prevent confusion, such as “Amenity Area”, or one term for all plans that is best suited. The New D’Moss layer has been incorporated into the South Spatial Plan as a land-use layer. The ‘Amenity’ layer on the SSDP has been amended and in various places reduced and incorporated into the nearest appropriate land use. The ‘Amenity’ layer functions as an indicator of where development is not appropriate for a number of reasons, including environmental sensitivity, overstep and marshy land, and in some cases because the land is considered scenic or of special value.</td>
<td></td>
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</tbody>
</table>
It will be advisable if the review or the next edition of the South Spatial Development Plan have an environmental introduction that is the result of close interaction with the environment branch.

Densities amended slightly in some of the areas identified by LUMS as conflicting, after bilateral discussion.

<table>
<thead>
<tr>
<th>Department</th>
<th>Date</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUMS – Nomfundo Thabethe</td>
<td>27/02/2009</td>
<td>(see attached)</td>
</tr>
<tr>
<td>Housing – Naroj Ramphal</td>
<td>19/02/2009</td>
<td>Requested and received an amended land use layer for the Southern SDP, and confirmed that there are no major conflicts with Metro Housing Plan, except for the Amenity layer. There are areas of Dmoss and 100yr Floodline that affect some of the projects and this is best reflected as Amenity.</td>
</tr>
</tbody>
</table>
| Wastewater – Rob Dyer | Comments between 12/12/2008- June 2009 | 1. There is some proposed residential development in Umkomaas that is technically feasible to sewer but is very close to the SAPPI plant. SAPPI cancelled some areas of the proposed Canonbrae development because they want a buffer around their factory because of odours.  
2. Request for details of what type of development is proposed for rural nodes - developments that would require waterborne sewerage but are outside the urban development line. Would local service and local community nodes also require waterborne sewerage?  
3. A general point on presentation. It will be important to standardise the colour schemes across all areas, and also across the different SDPs as far as possible. It is quite confusing as it is.  
4. The Finningley Estate Development has a fairly small portion of waterborne residential development they are planning west of the N2 & west of Clansthal, inside the area designated as amenity. There is no problem sewer ing it because it would gravitate into the proposed residential area around Clansthal. This would entail moving a section of the urban edge line westward.  
5. A dotted line included outside original services line to include an area west of the N2 that is easily sewerable.  
1. Buffer established, SAPPI included in public participation process.  
2. Query forwarded to Rural ABM. Response from SSDP is that areas outside of the Urban Development line do not have access to waterborne sanitation. Other sanitation solutions required.  
3. Meeting with Rob occurred early January, issues discussed and resolved. Standardisation of colours complete for all SDPs.  
4. Attended a presentation by Finningly Estate to expand knowledge of development. Portion of development is feasible, but much of
### Discrepancies between the Economic Spatial Plan and the SSDP:

1. Population growth rate of 6.6% is unlikely for the South.
2. ESP states a need for more noxious industry and less agriculture in the South whilst the SSDP encourages agriculture and not noxious industry.
3. Municipality encouraging a compact city, but the ESP encouraging sprawl.

### Recommendation:
Recommendation: subject to review of Economic Strategy and with Annual and 5 year review of the SSDP, areas of non-alignment to be further tested, finalised and aligned.

### Comments and ranking of rural nodes taken into account and incorporated into ranking of Phase 1 priority areas:

- Mnini, Adams Mission, Umbumbulu, Inchanga, Ximba, Ngcolosi and Umzinyathi are “active nodes” which have received investments to date. Mnini, Inchanga and Umzinyathi are the priority ones and also the ones that the most viable for private sector investment, ie. Retail development, whilst Umbumbulu, Adams and Ximba rank 2nd. Thirdly would be Ntsongweni, Kwasondela and Zwelibonvu. The remainder at this stage are showing little “interests”.

### Rural ABM – Peter Gilmore

- Provided Rural Nodes GIS shape file locations.
- Received CD containing all node framework plans including Umkomaas.
- At a SDP level, detail alignments should not be indicated but rather with use of a “red arrow”, similar to what was done of the Rural RDF indicating linkages between two areas.

### EDU – Economic Spatial Strategy

- Population growth rate of 6.6% is unlikely for the South.
- ESP states a need for more noxious industry and less agriculture in the South whilst the SSDP encourages agriculture and not noxious industry.
- Municipality encouraging a compact city, but the ESP encouraging sprawl.

### Recommendation:
Recommendation: subject to review of Economic Strategy and with Annual and 5 year review of the SSDP, areas of non-alignment to be further tested, finalised and aligned.

### APPENDICES

**5**

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**APPENDICES**

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## 4. Difference between land requirements in SSDP and ESP.

### A.2 EXTERNAL STAKEHOLDER CONSULTATION

<table>
<thead>
<tr>
<th>No</th>
<th>Stakeholder</th>
<th>Venue/date of meeting</th>
<th>Comments/info/input relevant to SSDP</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Umdoni Municipality SDF (Buyi Jaca, Bernd Rothaug)</td>
<td>Room 200, 10/12/2008</td>
<td>Roads: Minimal capacity on R197 and major damage to R102 mean huge reliance on N2 for connectivity. Negative impact of proposed N2 Toll. Need for improved inland linkages. Industrial Development: Small-scale light/service industry in Park Rynie &amp; Umzinto, serves western municipalities, opportunities for some expansion in above areas and Sezela. Residential &amp; rural development: Umzinto seeing new residential as well as coastal around Scottburgh. Western boundary mainly traditional peri-urban, rudimentary node starting to develop. Services/infrastructure: major constraints stormwater &amp; roads, sewerage not major issue. Need for services expansion around Umzinto. Tourism: Scottburgh major tourism rival to Umkomaas, better infrastructure, beach access and facilities.</td>
<td>Umdoni Plan to be made available as soon as it is complete. In the meantime, all major projects that have cross-municipal impact to be subject to consultation with eThekwini.</td>
</tr>
<tr>
<td>2</td>
<td>Crookes Brothers LTD (Phil Barker)</td>
<td>Room 200, 19/01/2009</td>
<td>Crookes Brothers (listed company) looking at developing some land under their ownership, which is currently under agriculture, to residential and mixed use. 250 ha around Clansthal, and approximately 200 ha in other parts of the south.</td>
<td>Follow up on feasibility of airfield in the south. Need clearer indication of development plans.</td>
</tr>
</tbody>
</table>
### Possibility of airfield being developed (scale of Virginia airfield) just south of Craigieburn/Naidoo ville. Willing to protect environmental assets during development, but agriculture seen as unprofitable and not worth retaining.

- **Establish a method of retaining and optimising agricultural land in the south, particularly west of Clansthal.**

### Housing emerges as big issue on the boundary with SMPR – particularly duplication of housing projects. Application for a golfing estate (Killarney Golfing Estate) needs to be taken into account, particularly as there is a land claim pending. A variety of industrial/office/commercial developments are taking place in the municipality.

- **Meet with Housing to discuss duplication of housing projects – engage relevant parties (Mkhambanthini? Province?)**

### Discussion on Umgababa Coastal Management Plan progress and issues. Discussion on the establishment of a land and marine-based nature area – a ‘marine reserve’ with a no-take zone. Lack of recreational facilities in the Clansthal area of great concern, may be somewhat mitigated with addition of protected reserve. Issue of Aliwal Shoal and competition with Scottburgh for dive tourism market.

- **More comprehensive info required on the Marine Reserve, particularly wrt the land-based portions. Need to focus on tourism and environmental aspects thoroughly in the Umkomaas LAP to address some of these issues.**

### Pockets of land all over Umlazi are owned by Ingonyama Trust, not acknowledged by the city. Adams Mission and other significant portions of the south are under Tribal Authority. ±3 million ha Coastal sites seen by IT as more valuable for housing than for environmental conservation. As of April 2007, PTOs no longer legal – replaced by lease agreements, but illegal PTOs still issued, with no records kept. Ordinance must extend to all land including IT owned land. IT needs permission from Traditional Authority before development of land can take place.

- **Engagement with IT as part of Umlazi Nodal Regeneration Plan as well as for Umlazi LAP needs to occur. Significant engagement with Traditional Authority (through rural ABM) needs to occur as part of SDP process. LUMS and enforcement need closer interaction on issue of illegal PTOs.**
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<td>7</td>
<td>Finningly Estate (Crookes Brothers consultants)</td>
<td>Room 109, 25/02/2009, 16h00</td>
<td>P(MR)579, technically no longer considered a provincial road. Need more explicit strategy for agricultural land. Zwelibomvu needs upgrade. Composite of all SDPs required. Relationship between Umkomaas and Ugu/Umdoni needs to be more carefully considered. No problem in principle with priority roads for 1st phase.</td>
</tr>
<tr>
<td>8</td>
<td>KZN DOT &amp; ETA (Pat Dorkin, Logan Moodley, Robin Chetty)</td>
<td>ETA boardroom, 26/02/2009, 11h00</td>
<td>Need to include Department of Land Affairs on stakeholders list.</td>
</tr>
<tr>
<td>9</td>
<td>DLGTA (Renee Hulley &amp; Team)</td>
<td>7 Buro Crescent Mayville, Committee Room, 06/03/2009, 09h00</td>
<td>Need to include Department of Land Affairs on stakeholders list.</td>
</tr>
<tr>
<td>10</td>
<td>Keystone Investments/Arbourtown (Barbara Parker, Louis Peens)</td>
<td>Oppenheimer rd, Umboignwini, 09/03/2009, 10h30</td>
<td>No Major objections to SSDP. Keystone considering a limited amount of light industrial/logistics (?) use as a buffer between their development and the railway. No intention to develop residential uses, will sell land to residential developers for this purpose. Major concern over and objections to proposed N2 Toll. Keystone has been approached by traditional leaders wrt commercial/mixed-use development in traditional areas, and will be sure to consult with City extensively before embarking on such development. Consultation with City will occur for all new developments. In agreement on broad proposed land uses.</td>
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<td>11</td>
<td>Clansthal Conservancy (Rob Crankshaw, Gary Bartlett, Keith Cunningham, Quintin Mann) &amp; Tammy Jones (Uddi consultants – Umgababa Coastal Management Plan)</td>
<td>Clansthal Conservancy, Clansthal, 13h00, 09/03/2009</td>
<td>Objection to the additional residential use allocated in SSDP to the Clansthal area. Conservancy intending to expand the conservation area in Clansthal to a protected area with a similar function to Burman Bush or Steinbank nature reserve, as there are significant areas of biodiversity and minimal human intrusion, particularly in the river valleys. Much of the land is in private ownership, mostly Crookes Bros. Need alignment with SSDP, Umgababa Coastal. Need to receive reserve proposal plus maps from Rob. Integration into SSDP may or may not be possible at this stage, but will be key consideration of both Umgababa CMP and Umkomaas LAP. Need internal discussion with Environment to establish the...</td>
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<td>Management Plan and Umkomaas LAP and with a view to LUMS zoning of the area. The intention is to make community involvement and empowerment a key aspect of the running and maintenance of the reserve.</td>
<td>biodiversity value of site. Also KZN Ezimvelo Wildlife.</td>
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<td>5</td>
<td>APPENDICES</td>
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