1 INTRODUCTION
  1.1 PURPOSE 1
  1.2 METROPOLITAN POLICY 1
  1.3 THE SSDP PROCESS 6
  1.4 THE STUDY AREA 7
  1.5 SOUTH METROPOLITAN PLANNING REGION 8
  1.6 BROAD PLANNING APPROACHES 10

2 SUMMARY OF STRATEGIC ASSESSMENT
  2.1 STATUS QUO OVERVIEW 11
  2.2 EMERGING DEVELOPMENT ISSUES 16
  2.3 SOUTHERN ROLE IN THE METRO 16
  2.4 SUMMARY OF STRATEGIC ASSESSMENT 28

3 DEVELOPMENT PRINCIPLES, CONCEPT AND VISION
  3.1 PLANNING AND DEVELOPMENT PRINCIPLES 29
  3.2 PLANNING AND DEVELOPMENT CONCEPTS 31
  3.3 OVERALL DEVELOPMENT VISION 33

4 DEVELOPMENT STRATEGIES
  4.1 OVERALL AND GENERAL 35
  4.2 ECONOMIC DEVELOPMENT 35
  4.3 POPULATION AND ACCOMMODATION 35
  4.4 ACCESS, LINKAGE AND TRANSPORTATION 36
  4.5 THE NATURAL AND BUILT ENVIRONMENT 36
  4.6 PLANNING AND DEVELOPMENT MANAGEMENT 36

5 SPATIAL DEVELOPMENT PLAN
  5.1 GENERAL 36
  5.2 CONSOLIDATED SPATIAL DEVELOPMENT PLAN 37
  5.3 SPATIAL DEVELOPMENT PLAN PER PLANNING AREA 43

6 IMPLEMENTATION PROCESS
  6.1 GENERAL 72
  6.2 DEVELOPMENT PRIORITIES 72

7 SUPPORTING SPECIALIST DOCUMENTATION 76
1. INTRODUCTION

The first South Spatial Development Plan (SSDP) was approved and adopted by Council in November 2009. The South Spatial Development Plan is one of the long term plans within the Package of Plans that eThekwini Municipality has adopted. The SSDP has a life span of 20 years; therefore it needs to be reviewed annually in order to accommodate significant land use changes and new developments, climate change, Sea level Rise and Coastal Management. The 2014/15 SSDP review is a minor review of the original SSDP adopted in November 2009.

This document represents the 2014/15 minor review of the eThekwini Municipality Southern Spatial Development Plan. The review is based on the addition/amendment of a number of smaller elements and initiatives that have changed in the Southern Spatial Region over the past year. In line with the vision and development principles of the EM's Integrated Development Plan (IDP) and Spatial Development Framework (SDF), the following elements have been amended and updated in this review:

1. Capturing land use changes and amendments based on approved Local Area Plans, Special Plans and Functional Area Plans undertaken in Southern Municipal Planning Region (Illovo South Local Area Plan, Back of Port Interface Local Area Plan and the South Public Transportation Corridor) and Changes made in alignment with the IDP 2014/15.
2. The amendment of demographic information to align with the SDF
3. The updating of existing information on cross border initiatives based on activities over the past year
4. Ongoing stakeholder engagement, particularly to obtain alignment with sector department, Private approved development and neighbouring municipality.
5. Changes to mapping and text to reflect new/updated information including:
   5.1 Demographic profile according to Stats SA 2011
   5.2 Amending Land-use Mapping
   5.3 Density Mapping
   5.4 Approved Projects
   5.5 The Freight Route
   5.6 PRASA information updating
   5.7 A Rural update
   5.8 Current Catalytic Projects
   5.9 Reviewing the South SDP Concept Plan
1.1 PURPOSE AND OBJECTIVES OF THE SSDP

The purpose of the South Spatial Development Plan (SSDP) is to determine the economic role of the Southern Municipal Planning Region (MPR) as identified below within the context of the existing and envisaged economic 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 other regional spatial/development plans as well as other municipal sector plans and municipal strategic processes that have spatial implication,
- To inform the broader Unicity Spatial Development Framework as well as providing guidance for subsequent local area plans and land use schemes.

1.2 METROPOLITAN POLICY

The SSDP is a long term strategic framework plan with a 20 year timeframe. Major reviews of the SDP are undertaken every 5 years, minor revisions undertaken on an annual basis, in alignment with the eThekwini Integrated Development Plan (IDP) 2012/2016 (Review 2015/2016 review process).

12.1 eThekwini Integrated Development Plan

The eThekwini Municipality's Integrated Development Plan 2012/2016 (Review 2015/2016) is the business plan that will guide development and growth of the eThekwini Municipal area over the next 5 years between 2012/2013 to 2016/17. It focuses on helping to realize the vision that "By 2030 eThekwini will enjoy the reputation of being Africa's most caring and liveable City, where all citizens live in harmony."

The timeframe of the vision has been amended to ensure there is alignment with key strategic documents such as the National Planning Vision and the Provincial Growth and Development Strategy. Achieving this vision through the SDP means addressing the key spatial development challenges:

To realise this vision, there are basic elements that all citizens, the business community and visitors must enjoy.

They must:
- Have ease of movement in the city.
- Enjoy a safe environment in all parts of the municipal area.
- Afford what the city offers.
- Enjoy a clean and green city.
- Have access to economic opportunities.
- Enjoy homely neighbourhoods.
- Have access to services, in particular municipal, health and education services.

1.2.2 Strategic Priority Areas

The IDP 2015/16 has introduced number of key strategic priority areas to targeting at achieving the vision and addressing the development challenges. These priorities lead to the creation of structures which support, house and associate other actions and activities – the building blocks around which actions and prioritisation take place. It also acts as a point of leverage for creating a sustainable municipality that is caring and liveable.
A Social Cohesive City

Africa’s Caring and Liveable City

A City Creating Sustainable Livelihoods

An Environmentally Sustainable City

An Accessible City

Financially Sustainable City

Safe City

Creating sustainable livelihoods is dependent on the provision of infrastructure that would support economic development e.g. electronic connectivity, diversifying our skills base to cater for future or emerging economic activities, but more importantly is creating economic opportunities that would take people out of poverty.

- STRATEGIC PRIORITY ONE: Creating Sustainable Livelihoods

**Goal:** All citizens in a prosperous eThekwini earn a decent living and support a sustainable lifestyle.

**Value Statement:**
Ensure that initiatives undertaken by the Municipality contributes to strong economic growth, sustainable job creation, poverty alleviation, improved skills and promotes a Green Economy.

The creation of sustainable livelihoods aims to place our citizens at the centre of a web of municipal initiatives that influences how they can create a livelihood for themselves and their households. These include improving and developing a diversity of skills so as to respond to new growth areas such as “Green technologies”, develop industrial and economic sectors which would result in the strengthening of the economy and job creation, ensuring that through our planning processes suitable land is available for economic generating opportunities and stimulate the development and support provided to SMMEs whilst at the same time also attracting and supporting larger business entities.

Creating sustainable livelihoods is dependent on the provision of infrastructure that would support economic development e.g. electronic connectivity, diversifying our skills base to cater for future or emerging economic activities, but more importantly is creating economic opportunities that would take people out of poverty.

- STRATEGIC PRIORITY TWO: Socially Cohesive City

**Goal:** eThekwini has well rounded and caring citizens who act to support the common well being of eThekwini and embrace mutual respect, tolerance and compassion for those in need.

**Value Statement:**
Ensuring the development of a Municipality where the current and future skills' needs of key commercial, industrial and government players are understood and can be met by our local, public and private educational and training institutions. Ensuring that adult literacy rates are impacted positively through partnerships with the public and private sectors. There is a need for continuous development of municipal staff who understand the local government environment, their role in improving the quality of life of eThekwini citizens and who are sufficiently skilled to do their jobs competently in a changing environment.

The realization of a caring and empowering City can only be achieved through both the Municipality and its citizens working together to achieve effective local governance. Hence, citizens need to ensure that they are aware of their individual responsibilities and uphold the law whilst the Municipality needs to ensure that the citizen’s voices are heard and they are included in municipal decision making processes. This would also assist in fostering harmony between citizens so that mutual respect and tolerance as well as helping those in need become a way of life in eThekwini. In addition, the Municipality will also strive to ensure the personal empowerment and development of both internal employees as well as of our citizens. This is important so as to ensure sound physical, psychological and emotional well-being of individuals. Specific focus will be directed to people with disabilities, elderly, marginalised and the youth. This will ensure that the process of achieving equality for all is at the centre of the transformation process in the EMA, within all its structures, policies, procedures and practices. The provision of infrastructure and equitable facilities is a vital component to the development of a caring and empowering city. Whilst education is not a mandate of Local Government the Municipality would need to
ensure that the provision of infrastructure creates an enabling environment that is conducive to learning in schools.

- **STRATEGIC PRIORITY THREE: A Financially Sustainable City**  
  **Goal:** To maximize the Municipality's financial resources to ensure long-term financial viability and sustainability, thus improving service delivery.

  **Value Statement**  
  Achieve confidence of all internal and external stakeholders in the Municipality’s financial management, excellence in the service delivery of municipal financial services, and compliance with prevailing municipal financial legislation and reforms.

  To achieve the above, the Municipality has to ensure it receives clean audit reports, maintain its investment-grade credit rating of AA- in the long-term and A1+ in the short-term, achieve collection rates of over 95% through strict adherence to the Municipality's Debt Collection and Credit Control Policy, reduce debt, ensure cash on hand of around 60 days, achieve a 100% capital spend, produce a balanced and affordable budget in accordance with IDP priorities thus improving service delivery to all, ensure access to borrowings at favorable rates, ensure effective maintenance of assets, reduce costs to the Municipality, and improve productivity. This will ensure that the Municipality has sufficient funds to meet its service delivery mandate and to ensure value-for-money for all its stakeholders. Another key sustainability issue, especially for the future, is climate change and the need for alternate sources of energy, especially in light of the recent Eskom electricity tariff increases. In this regard, the Municipality has set up the first Energy Office with the aim of reducing energy consumption in the municipality and developing alternate sources of energy.

- **STRATEGIC PRIORITY FOUR: Creating a Safer City**  
  **Goal:** All those who live, work, play and invest in eThekwini feel and are safe in private and public spaces.

  **Value Statement**  
  The safety, health and security of citizens are critical to quality of life. The Constitution asserts the rights of all citizens to be safe, healthy and secure. Government, at all levels, is required to fulfill these rights. The Municipality has committed itself to creating a caring city, with all citizens, businesses and visitors feeling safe and confident that their health and security needs are being met. The Municipality is also committed to job creation that eradicates crime and enables citizens to improve their health and well-being. The creation of a safer city would require the Municipality to focus on three areas viz. crime, disasters and citizens health. The fight against crime could be intensified through the promotion of neighbourliness and community forums thereby ensuring that citizens connect and work together in dealing with crime. An increase in the use and appropriate design and maintenance of public open spaces also contributes to enhancing neighbourhoods and reducing risks. The creation of partnerships between government, the private sector and communities can lead to more integrated and effective interventions being implemented. Disasters; either natural, technological or environmental; strike all communities with the most devastating impact on the vulnerable. In ensuring a safer city, an assessment of potential hazards and measures to manage and mitigate the risk need to be instituted so as to reduce the effects of disasters. The Municipality strives to ensure that the residents within the EMA enjoy good health and as such initiatives to achieve this will be implemented, with specific reference to improving maternal and child health and combating the spread of communicable diseases such as HIV/AIDS, TB and malaria.

- **STRATEGIC PRIORITY FIVE: Promoting an Accessible City**  
  **Goal:** All citizens of eThekwini can easily and affordably access the facilities and service that they require for a sustainable lifestyle.

  **Value Statement**  
  In line with national legislation and international agreements, the Municipality is committed to a sustainable development path that strives to balance social, ecological and economic priorities. As far as possible, all development must function in harmony with the natural resource base upon which human well being and the economy depends. Providing a quality living environment that is accessible to all citizens is a core mandate of the Municipality. Though substantial progress in the delivery of housing and basic services has been made, there is still some way to go. National key performance indicators for municipalities show that the priorities are housing provision and basic service delivery. Therefore addressing these backlogs remains a municipal priority. Once the bulk of these backlogs are dealt with, increasing emphasis will be given to social service provision in line with the vision of creating and sustaining quality living environments.
An accessible city will ensure that all our citizens have access to facilities, basic services (either interim or equitable) and public transport options. This will assist in reducing pollution levels, provide access to cost effective transport, ensuring easy access to retail and social facilities as well as providing an acceptable level of interim services to settlements. The provision of access to these services should relate to the strategic spatial planning initiatives within the Municipality, with an aim to ensuring the accessibility principle is taken into account during the various planning processes. The provision and access to infrastructure creates an enabling environment for the development of a more diverse and sustainable economic sector.

- **STRATEGIC PRIORITY SIX: Environmentally Sustainable City**
  
  **Goal:** The environment of eThekwini protects and promotes the health of its citizens and its biodiversity.
  
  **Value Statement:**
  A critical part of ensuring ecological integrity within the eThekwini Municipality is to ensure the protection of the municipality’s ecosystems and finite natural resources, which deliver essential environmental services (e.g. water supply, flood attenuation, climate control, building materials) and which therefore provide the foundation for human life and development. In order to achieve this, it is important that environmental sustainability principles, within a resource constrained environment that acknowledges the environmental thresholds within which we operate, are taken into account when identifying the development priorities of the Municipality and when promoting and managing economic development, infrastructure, service delivery and municipal finances. This will help to ensure the protection of biodiversity and the maintenance of ecological integrity within eThekwini Municipality as well as helping to meet the development objectives of the Municipality.

  Specific areas of focus should include the development of the Green Economy, the initiation of a ‘Safe Operating Space’ study for eThekwini Municipality, the creation of sustainable human settlements and responding appropriately to climate change. Development which is based on the principles of a Green Economy will result in investments being made in sustainable infrastructure and cleaner technologies thereby assisting in reducing the resource intensity of the economy, as well as promoting sustainable livelihoods. In addition, spatial planning must be enhanced and better aligned with the strategic development plans of the Municipality, in order to manage development appropriately and minimise impacts on the natural environment. What is important is that these planning and economic decisions are informed by a better understanding of natural thresholds, and that city planning takes place in a way that ensures eThekwini Municipality operates within these natural boundaries in order to ensure sustainability. A ‘Safe Operating Space’ study for eThekwini Municipality will provide the first step in developing this understanding. One of the most serious risks facing the municipality relates to climate change which is likely to have adverse effects on water and food security, economic activity, human health, physical infrastructure and natural resources. A climate change strategy that focuses on mitigation, adaptation and transformation focused on ecological integrity in the short and long term needs to be prioritised for implementation. These types of interventions have long term benefits, and our planning must adopt a similar approach.
An Spatial Development Framework is spatial representation of IDP and the SDF defining features include:

A Compact City model, which is underpinned by two important concepts: **Urban Core** - being the urban central area which generally has servicing capacity and thus opportunity for densification and support thresholds for a range of services.

**Urban Development Line** - a tool to curb urban sprawl, promotes compaction, public transport, protect environmental assets and prevent inefficient expenditure on infrastructure.

**Suburban Infill** Areas are those that are beyond the urban services edge boundary and where servicing limitations and challenges exist, where it is not cost effective to provide additional services. Within these areas an urban development line will now be introduced which shows areas where urban services will be supported. The phasing of development will have to be aligned with infrastructure capacity and infrastructure planning.

**Rural areas** are those areas where development is a mixture of traditional land tenure interlaced with subsistence and commercial agriculture and supported by basic infrastructure.

**Infill** - refers to the development of Greenfield areas or within brownfield (existing urban areas) sites within designated urban areas.

**Compaction** - refers to redevelopment of existing properties to higher densities and may include subdivision and development of large properties within urban areas.

This will entail the restriction of development within important natural areas as well as the management of adjacent and upstream land uses and activities which impact on the ecosystems contained within these areas. The balancing of social, economic and environmental needs will result in the efficient usage of all resources and therefore ensure that all forms of development occur within the carrying capacity of the natural environment.
To make the big vision a reality, the IDP sets out eight linked plans that include programmes and projects, and details about when they will be done as well as their budgets which are:

1. Sustaining our natural and built environment
2. Economic development and job creation
3. Quality living environments
4. Safe, healthy and secure environments
5. Empowering our citizens
6. Celebrating our cultural diversity
7. Good governance
8. Financial viability and sustainability

1.3 THE SSDP PROCESS

The SSDP dated November 2009 was prepared through a structured and coordinated process using information sourced from various reports, studies, research processes, municipal and national policies. In addition, there has been extensive engagement with key municipal sectors (particularly traffic and transportation, water and sanitation, environment, housing and economic sectors) including a series of interdepartmental workshops and bilateral meetings; engagements with provincial authorities and neighborhood municipalities to achieve cross boundary alignment; key external stakeholder engagements and extensive community engagement during August and September 2009.

The involvement of planners, environmentalists, engineers and stakeholders in the development of the SSDP reflects the integrated nature of the planning process. The SSDP is a long term strategic framework plan with a 20 year timeframe. Major reviews of the SDP will be undertaken every 5 years, with minor revisions undertaken on an annual basis, in alignment with the IDP review process. The 2014/15 SSDP is the last minor annual review of the 2009 SSDP document.
1.4 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 510 km² and is estimated to accommodate in the region of 760 000 people (Stats SA 2011), which is 23% of the total metropolitan population of 3.44 million. To the north, the south planning region abuts 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 former airport (proposed Durban Dig-Out site), a range of formal residential developments, 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.

The IDP strategy recognizes that the Municipality has to make hard choices, not in a vacuum, but within a Spatial Development Framework (SDF). The SDF identifies a number of key development principles which have been used as an overarching guideline for directing all land use, development and management strategies in the Municipality.

Table 1: SDF Principles
1.5 SOUTH METROPOLITAN PLANNING REGION

Forming an important component of the Durban Metro, most of the South MPR has been covered by a variety of planning initiatives in the 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, while a more detailed description is presented in the appendices.

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 development line”, 2003

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

4. **UMLAZI NODAL AND REGENERATION STUDY**, planning framework for the Umlazi nodes upgrade and development of the needs and opportunities, 2009, Umlazi Local Area plan is in preparation to unlock investments for the entire areas of Umlazi with specific concentration to areas that were not included in the Nodal Study.

5. **UMBUMBULU LOCAL AREA DEVELOPMENT PLAN**, taking the intentions of the RDF to a greater level of detail for the area then envisaged Umbumbulu rural region, 2005
6. **UMNINI LOCAL AREA DEVELOPMENT PLAN**, taking the intentions of the RDF to a greater level of detail for the Umnini / Umgababa rural region, 2005

7. **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.

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

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


11. **ILLOUVU LOCAL DEVELOPMENT PLAN** just been adopted by Councillors in October 2010. The LAP identified the potential role of the Illovo as gateway for eThekwini community to access retail, manufacturing and tourism opportunities combine with higher density housing could create a unique mix of uses that areas such as Winklespruit, Amanzimtoti and Isipingo can no.

12. **THREE SHOPPING CENTRES**, the establishment of three shopping centres, Arbourtown located at the N2 / MR242 intersection, inland from the Amanzimtoti CBD and Galleria at the N2 / R603 intersection, had a significant impact on Spatial development in the Southern Region.
1.6 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.
2 SUMMARY OF STRATEGIC ASSESSMENT

2.1 STATUS QUO OVERVIEW

The following provides a summary of the status quo assessment. For greater details the Strategic Assessment report and its appendices should be consulted.

- THE PEOPLE OF THE SOUTH

The status quo assessment suggests that the study area is in extent of 510km² and is estimated to accommodate 760,000 people in the region (Stats SA 2011), which is 23% of the metropolitan total population of 3.44 million of the eThekweni Municipality. With an estimated growth rate of 1.13%, this is likely to create additional pressure on the existing housing backlog. The South region consists of a diverse society which faces various social, economic, environmental and governance challenges.

The people who reside within the South Metropolitan region consist of individuals from different ethnic backgrounds. The majority of the population come from the African community (92.2%) followed by the Indian community (3.9%), White community (3.4%), Coloured community (0.4%) and other (0.2%).

Table 1: South Population by race

<table>
<thead>
<tr>
<th>Race</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black African</td>
<td>92.2</td>
</tr>
<tr>
<td>Coloured</td>
<td>0.4</td>
</tr>
<tr>
<td>Indian or Asian</td>
<td>3.9</td>
</tr>
<tr>
<td>White</td>
<td>3.4</td>
</tr>
<tr>
<td>Other</td>
<td>0.2</td>
</tr>
<tr>
<td>Grand Total</td>
<td>100.0</td>
</tr>
</tbody>
</table>

The census 2011, suggest that the South region has relatively balanced gender ratios. Females are estimated at 56%, while males are 49% as represented in the following figure.

The Census also suggests that the population is overwhelmingly youthful, that there are fewer old people in the South than in the Municipality as a whole and that secondary education levels are comparable to those of the Municipal area.
The South has a relatively high percentage of economically active population and very high percentage of people less than 15 years and low unemployment levels, significantly higher than the average Municipality level, and consequently lower income levels than found in the Municipality as a whole.

Figure 2: South Population Age Distribution

It is further indicated that there are high levels of secondary education, followed by grade 12 education and very low percentage people with no schooling.

Table 2 Education Levels

<table>
<thead>
<tr>
<th>Education</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>No schooling</td>
<td>3.5</td>
</tr>
<tr>
<td>Some primary</td>
<td>19.9</td>
</tr>
<tr>
<td>Completed primary</td>
<td>4.0</td>
</tr>
<tr>
<td>Some secondary</td>
<td>30.1</td>
</tr>
<tr>
<td>Grade 12/Std 10</td>
<td>24.7</td>
</tr>
<tr>
<td>Higher</td>
<td>6.3</td>
</tr>
<tr>
<td>Unspecified</td>
<td>0.2</td>
</tr>
<tr>
<td>Not applicable</td>
<td>11.3</td>
</tr>
<tr>
<td>Grand Total</td>
<td>100.0</td>
</tr>
</tbody>
</table>
Land Issues in the South

The South MPR is in extent of approximately 510 km², 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 on this page.

The South MPR consists broadly of three topographic bands located parallel to the coast namely a flattish coastal strip, a mostly undulating hinterland band, 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 in an west-easterly direction 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. Implications of the land on the future development of the South MPR are therefore suggested to include in summary:

- Rural development covers the majority of the South MPR and the Majority of the land is in Ingonyama Trust ownership,
- Limited development opportunities of traditional settlement areas from ownership and land form point of view,
- Potential opportunities including more efficient agricultural activities and alternative tourism opportunities.

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, substantially located in close proximity of 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 Municipality is fairly well serviced with commuter rail services which comprise of the following:

- North-south line following the coastal plain;
- Mainline into the hinterland;
- Circuitous line between Pinetown Central Business District (CBD) and Rossburgh Station;
- Three spur lines into Umlazi, Chatsworth and KwaMashu;
- Spur line to the lower Bluff;
- Section of single line adjacent to North Coast Road.

Currently, there are 52 train sets operating on the current rail network serving passenger rail with on-going projects to improve the rail service and customer experience. PRASA has already invested a significant amount of money on station upgrades in Rossburgh, Isipingo, Durban, KwaMashu, KwaMyandu and Moses Mabhida.

Going forward, PRASA has now embarked on a modernization strategy, with specific focus on renewal and replacement of rail infrastructure rather than refurbishment. Key components of this modernisation drive include the procurement of new rolling stock over the next 20 years, new rolling stock depots resignalling programmes, station modernisation and infrastructure such as track and electrical substation upgrades. In the KZN region, the KwaMashu-Durban-Umlazi (including extension to Bridge City) has been identified as the priority corridor where the modernisation programme and projects are being implemented. This rail corridor forms part of the city’s C2 IRPTN network. Some key stations forming part of the station modernisation programme include Duffs Road, Umlazi, Berea Road, Merebank, Rossburgh and Reunion stations.

Some other projects in the region include station improvement programmes (minor and major upgrades at a number of stations located throughout in the municipal area) and operational maintenance of the rail corridors.

A number of commercialisation projects have also been identified to enhance PRASA’s ability to generate revenues from key strategic property assets. In this regard, the implementation of the Durban Station Masterplan has commenced which entails development at Durban Station for more retail, office, educational and other investment opportunities.

PRASA through its subsidiary Intersite Asset Investments (SOC) Ltd, has also embarked on other property development initiatives that focus on partnerships with private developers to develop PRASA properties for commercial purposes. These developments are planned to harness transit orientated developments and will not only generate substantial revenue and capital growth for PRASA but also contribute to city
economic regeneration. The recently completed KwaMnyandu Mall at KwaMnyandu station is a case in point of this initiative. Other ongoing projects include the proposed Umgeni Business Park, Umlazi Mall and Berea Mall developments.

**Bridge City Rail Link**
The Bridge City Rail link, originally proposed in 2001, has been completed and train services officially commenced in February 2014. This R1.3 billion project included the construction of a new station building, which is located under the Bridge City Shopping Mall and a 3.5km rail line which ties in at Duffs Road station. The Bridge City project is part of PRASA’s overall integrated approach to passenger rail service, in bringing communities closer to integrated public transport solutions, investing in the modernisation of passenger rail services and positioning rail as the backbone for public transport. The rail link also forms part of the Integrated Rapid Public Transport Network (IRPTN) and Bridge City intermodal hub which will include the various taxi ranks and the Bus Rapid Transit System.

**Proposed commuter rail stations along the South Coast Rail corridor**
PRASA is currently undertaking a planning study to investigate the south coast rail corridor between Isipingo and Kelso, to identify the need for and location of possible new stations, with specific focus in the areas of Galleria, Minini and Rocky Bay.

**KZN Northern Rail Linkages study**
PRASA has also been undertaking a feasibility study for a possible new rail link to King Shaka International Airport, including connectivity between various northern rail links, Cornubia, Umhlanga and the CBD. Discussions have been held with the ETA and other key stakeholders in the various rail alignment and technology options to agree on the preferred solution/s. The study will be concluded shortly.

**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 development line” issue may have to be revisited in specific local areas.

**Figure: The Rail Network**
• **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 bio diversity in the west of the area.

• The Coastal Risk Zone

According to the Bruun’s Modeling Scenario for sea level rise in Durban, “the Coastal Risk Zone (CRZ) is defined as the combination of the most inland edge of the 1m sea level rise line and the slope failure line associated with 1m of sea level rise. This demarcated zone comprises of coastal public and private property, coastal protection and control access land.

The coastal risk zone will be refined through the process of more detailed work through the Shoreline Management Plans (SMP’s) which are a legal requirement for our coastline in terms of the Integrated Coastal Management Act (Act No. 24 of 2008). The Shoreline Management Plans will enable the eThekwini Municipality to formulate an appropriate response to climate change impacts within this zone.

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.

2.3 **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, the former DIA airport site is expected to provide significant new opportunities,

• 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.
**POPULATION AND ACCOMMODATION**

- Expected population growth is suggested to require the accommodation of an additional 80 000 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 - Clanshal 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.

**LAND DEVELOPMENT OPPORTUNITIES**

[Map showing land development opportunities with different colored regions for coastal, industrial, residential, and rural settlements.]
**ETHEKWINI MUNICIPALITY**

**SOUTH SPATIAL DEVELOPMENT PLAN**

- 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 flattish 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, has been established in the 1990s.

- The Umbumbulu LAP, covering the north-western part of the South, identifies 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.
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 former airport site 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 and surrounding areas contain flat land, highly visible with excellent regional access, portions of which may therefore be appropriate for high, bio-tech or similar economic development. And light to general industrial 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 development opportunities on land emanating from the former airport site,

- 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.
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 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.

OTHER STRATEGIC SECTOR INITIATIVES

- PROPOSED FREIGHT ROUTE
The movement of freight serves an important economic role, not only within eThekwini Municipality where it is one of the most important economic activities, but also as a major contributor to the growth and prosperity of the Province. Durban is the leading multi-cargo port in the SADC region and is counted among the busiest ports in Africa. It is strategically positioned on international shipping routes and occupies a focal point in the transport and logistics chain. As a result, the Port of Durban plays a leading role in facilitating economic growth in South Africa. This, together with the current rapid growth in freight transport and logistics that is being experienced in the area and the resultant road safety, maintenance and traffic and network capacity challenges along the road network has been noted by the Municipality. As a response to this the eThekwini Transport Authority (ETA) is currently developing an INTEGRATED FREIGHT AND LOGISTICS STRATEGIC FRAMEWORK AND ACTION PLAN. The plan will aim to capitalize on the strategic advantage of the Port of Durban and cement Durban as the preferred port location for establishing and carrying out sustainable freight and logistics business in South Africa.

- DENSIFICATION STRATEGY FOR THE ETHEKWINI MUNICIPALITY
The eThekwini Municipality (EM) has developed a city wide densification strategy and is seeking to shift the growth trajectory of the city in a more efficient, equitable and/or sustainable direction. The inability to access well-located land for low-cost housing perpetuates continued outward expansion and sprawl and the inability to escape poverty. Densification of established, well-located areas (including areas around nodes and along corridors) will promote more efficient use of existing infrastructure and help create a threshold for public transport.
Within the densification strategy it is acknowledged that there has to be a balance between compactness and the retention of significant open space to satisfy other social and environmental needs. The Municipality is striving to ensure that people are brought closer to where they live, work, play and study. While the Council is committed to bringing people closer to areas of economic activity, the principle of sustainability will be the driver to ensure that people are living in harmony with the environment. Using the Municipal Spatial Development Framework (SDF) and supporting Package of Plans, the Municipality is committed to the zoning of land in appropriate areas in order to increase densities and reduce urban sprawl.
The key elements of the City’s Densification Strategy are the promotion of compact, integrated and efficient city form. This was envisaged by limiting urban sprawl and promoting higher densities, infill and re-development in and around strategic located areas within the South Spatial Region and other activity nodes and by the promotion of mixed use activity corridors linking otherwise isolated and nonfunctional areas with a focus of public transport.
Infill refers to development of vacant or under-utilized land within the existing urban areas. In order to promote a more compact urban development, attention will be given to those areas that are not densely developed but are well serviced and centrally located. These gaps within the urban core will be identified for priority projects. Vacant land within the central area provides infill opportunities to make use of existing services and to strengthen internal development. Vacant land beyond the central area provides opportunities for linking and integrating peripheral areas. The strategy has also made use of existing planning and development tools, policies and plans within the Municipality, to ensure that densified development is:

- Located along Integrated Rapid Public Transport Network
- Located within identified Nodes and Corridors
- With urban densities within the Urban Development Line (UDL) and rural densities without
- Within available services and close to social facilities
- In proximity to economic/employment opportunities.

In densifying the Municipal area there will need to be a focus on Brownfield rather than Greenfield development. Creative land assembly strategies and the rethinking of restrictive housing typologies are critical to the success of sustainable densification. Innovation in design that reduces the environmental impact of densified development (energy efficiency of buildings e.g. building orientation, recycled water systems, solar water heating etc.) and to create integrated, healthy and safe communities is essential.

To this end a number of initiatives are underway namely the Densification and Action Plan for the Southern Public Transport Corridor which is currently underway. The project aims to identify areas within and around the corridor that are suitable for densification and the appropriate mix of interventions and tools for achieving targets in the corridor to support the Integrated Rapid Public Transport Network (IRPTN).
• **PROVISION OF APPROPRIATE SERVICES**

The following is an overview of service issues in the South MPR:

**WATER SUPPLY**

The water supply to the KwaZulu-Natal Coastal Metropolitan Area is experiencing serious difficulties. Above average rainfall over the last few years has led to a false sense of security regarding the water supply situation. A below average rainfall period will result in the need for water restrictions with their associated impacts on the local economy. The continued economic growth and development of the KwaZulu-Natal Coastal Metropolitan area requires an assured water supply in line with DWA’s policy of water for growth and development.

A Reconciliation Strategy for the KwaZulu-Natal Coastal Metropolitan Area Water Supply System was finalised in 2009 by the Department of Water Affairs (DWA), eThekwini Municipality, Umgeni Water, other municipalities and stakeholders. This Strategy identified, prioritised and confirmed the essential interventions necessary to meet the water requirements of the area for the next 25 years and must be integrated with municipal planning. A Strategy Steering Committee (SSC) has been established as a result.

In the reconciliation strategy for the area, the high risk of restrictions was identified and a number of interventions were assessed to reduce the risk. The immediate interventions of constructing the Spring Grove Dam and pipeline and the raising of the Hazelmere Dam have fallen behind schedule. **The risk of restrictions has escalated to an unacceptable level** resulting in the need to now prioritise these projects.

The water balance diagrams depicting the water reconciliation situation in the Mgeni and Mdlozi/Mvoti River Systems are shown in Figure 1 and Figure 2 respectively. The diagrams indicate the proposed timing of interventions to address the shortfalls in yield.

**Figure 1: Water reconciliation situation in the Mgeni River System**

Figure 1 shows the following:-

- The solid blue line up to 2009 represents actual water use.
- The dotted blue curve represents the high water requirement projection scenario without further WC/WDM as applied in the reconciliation strategy.
- The dotted red curve represents the high water requirement projection scenario with further WC/WDM applied in the reconciliation strategy.
- The purple line represents the revised water requirement projection scenario compiled by Umgeni Water in February 2010.
- The black line represents the revised low water requirement projection scenario compiled by eThekwini (with further WC/WDM).
- The red shaded areas indicate where the water use exceeds the yield – shortfall in yield.
- Pink area represents the yield of Spring Grove Dam added onto the existing yield of the Mgeni River System.
- The green area represents the planned re-use volume of treated sewage effluent.

Figure 1 highlights the following:-

- The immediate risk of water restrictions up until 2013 when Spring Grove Dam was scheduled to deliver water to the Mgeni River System; The importance of WC/WDM measures (red dotted and black line) in reducing the water requirement projection curve which will reduce the risk of water restrictions up until 2013;
- The successful implementation of WC/WDM will allow the proposed implementation schedule for the Spring Grove Dam and the treated effluent re-use to meet the water requirement projections after 2012 and beyond.
- The implementation of the Smithfield Dam on the Mkomazi River needs to be completed by 2021.
The implementation dates of the Spring Grove Dam and the effluent re-use schemes are crucial to achieving a water balance for the Mgeni River System.

The studies for the Mkomazi River Development should start immediately so that the scheme can be implemented in time.

The desalination of seawater (a proposed option) could replace the Mkomazi River Development.

Figure 2 highlights the following:-

- The raising of Hazelmere Dam would have been required by 2009 if the original reconciliation strategy water requirement projection was realized. For the revised projection the dam raising will need to be completed by 2011.
- The transfer from the Lower Thukela River is planned for implementation by 2013.
- The Isithundu Dam or another dam on the Mvoti River is next scheme planned for development by 2018. This scheme is planned to be developed in two phases.
- Once the Mvoti River Development is in place the Ecological Reserve will be able to be fully implemented in the Mdloti River system.

A number of interventions aimed at addressing the water supply problems in the municipal area are currently underway. These include:

1.1 Water Conservation and Water Demand Management

The first option to deal with water shortages is water conservation and water demand management (WC/WDM). The eThekwini Metro is addressing water losses through replacement of asbestos cement pipelines, leak detection, pressure reduction, rezoning and the improvement of reservoir integrity. The real loss in 2009/2010 was 37.5% and the target is to reduce this to 28% by 2013 and 25% by 2018. However, to achieve the target savings in water losses will take a concerted team effort from all parties involved, particularly the community. Even if completely successful WC/WDM measures will not be sufficient to ensure sufficient future water availability in the area and the following further significant interventions are required:

1.1.1 Spring Grove Dam and transfer system

The dam was completed and is currently transferring water to the eThekwini water system.
1.1.2 Raising of Hazelmere Dam

If the project remains on schedule, the gates will be installed and commissioned in 2012, although there is already a delay of two years, and no further delays can be tolerated in the raising of the dam.

1.1.4 North Coast pipeline and Hazelmere Water Works Upgrade

The Mvoti Development Scheme will be linked into the North Coast Supply System by 2019.

1.1.5 Mkomazi River Transfer Scheme option

The soonest water delivery can take place is 2022 and the professional service providers for the raw water infrastructure will be appointed.

1.1.6 Mvoti River Development

It is anticipated that the feasibility studies will start in due course.

1.1.8 Desalination of seawater option

The potential of seawater desalination as a water supply option for the Durban area was investigated by Umgeni Water in a pre-feasibility study completed in May 2009. The study showed that desalination of seawater is technically and environmentally feasible and competitive with the cost of the Mkomazi River Development Project. Two 150 ML/day plants are planned, one on the north coast and the other located on the south coast.

Due to the seriousness of the future water supply security, the investigation into sea water desalination must be accelerated. The results have a bearing on the Mkomazi River Development Project and possibly the Mvoti Scheme. Desalination of seawater may be implemented more quickly than the surface water projects.

- The actions identified in the Water Reconciliation Strategy that eThekwini Metro is responsible for are the following:
  - Feasibility study for re-use of treated sewage effluent options
  - Implement further Water Conservation and Water Demand Management measures (together with the DWA Directorate: Water Use Efficiency)
  - Rain water harvesting (together with the DWA Directorate: Water Use Efficiency)

- 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 areas.
housing projects. It is understood that a regional land fill site has been identified in the Illovu Flats area.

3 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 biodiversity, mountains, escarpments etc, these need to be identified, protected, managed and appropriately utilised, including their potential integration into tourism and recreation activities discussed earlier.

4 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, and Umgababa etc.
THE URBAN DEVELOPMENT LINE

- The Urban Development Line 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 Development Line 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.
### Table 3: Summary of Strategic Assessment

<table>
<thead>
<tr>
<th>Sector</th>
<th>METRO STRATEGIES</th>
<th>SOUTHERN ROLE IN THE METRO</th>
<th>KEY IMPLICATIONS FOR SECTORS IN THE SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic</td>
<td>- International and National Logistics Hub: Airport and Harbour</td>
<td>- Local, provincial and national Tourism through Environmental asset management (Coast and mountain)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- International, National and Provincial Tourism Destination</td>
<td>- Domestic Commercial Agriculture (mainly sugar cane)</td>
<td>- Housing &amp; Land Use:</td>
</tr>
<tr>
<td></td>
<td>- International, National and Provincial Trade Centre</td>
<td>- Established Industrial Development.</td>
<td>- Increase residential settlement densities in line with infrastructure capacity and development priorities</td>
</tr>
<tr>
<td></td>
<td>- International and National Industrial Investment Location</td>
<td>- Expanding supply of retail</td>
<td>- Integrate areas of Traditional Tenure</td>
</tr>
<tr>
<td></td>
<td>- Infrastructure and Housing Development</td>
<td>- Significant housing provision for various income levels and typologies</td>
<td>- Formalise Informal settlements</td>
</tr>
<tr>
<td>Social</td>
<td>- Improving Quality of Life</td>
<td>- Metro Recreation Destinations along coast and Inwabi Mountain area.</td>
<td>- Integrate housing typologies and income levels</td>
</tr>
<tr>
<td></td>
<td>- HIV/AIDS, Poverty and Crime Reduction, Travel Times.</td>
<td>- Rural and Local Service Nodes and Networks.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Life Style Choice.</td>
<td>- Urban and Township residential and Mixed Investment Nodes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Meet basic needs</td>
<td>- Community services (schools, clinics etc)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Sustainable Livelihoods</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Enhance skills, capacity and technology.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Bio Diversity Protection.</td>
<td>Sub Tropical Character.</td>
<td>Sub Tropical Character</td>
</tr>
<tr>
<td></td>
<td>- Catchment Management.</td>
<td>- Environmentally important coastal zone</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Significant undeveloped, undulating open green space in the north-west of the SMPR</td>
<td></td>
</tr>
<tr>
<td>Spatial</td>
<td>- Densification of the Core and along IRPTN corridors.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Review of Urban Services Edge.</td>
<td>- Densification in selected areas and appropriate expansion of Urban Development Line.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Improve Transport linkages.</td>
<td>- N2 integrating corridor linking the Metro to the national and regional economy</td>
<td>- Transportation:</td>
</tr>
<tr>
<td></td>
<td>- Review, Create and Consolidate Nodes and Investment Corridors.</td>
<td>- Densification of development along IRPTN</td>
<td>- Improve Linkages to the rest of Metro and East-West within SMPR.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Development of improved linkages between MPRs and surrounding municipalities</td>
<td>- Improve / Establish Linkages across Umkomazi, Illovu, Umlazi Rivers.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Nodal/Corridor development in Umlazi/Isipingo as part of IIPPTN Metro North-South Public Transport and Land Use Corridor</td>
<td></td>
</tr>
</tbody>
</table>

SSDP2014/15 REVIEW 27
2.4 SUMMARY OF STRATEGIC ASSESSMENT

Landscapes 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,
- Improving significant portions of the existing built environment, in particular conditions in lower income communities,
- Improving pre-conditions for the better integration of large population groups into the economic development opportunities of the area,
- Facilitating the creation of significantly more employment opportunities for the population of the South,
- Providing better physical linkages between the South and the remainder of the Metro.

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 can not 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.
3 DEVELOPMENT PRINCIPLES, CONCEPT 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
- Optimizing 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
ETHEKWINI MUNICIPALITY

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 ORIENTATED 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, linkage and informing the location of major development components including:

NATIONAL CORRIDORS, providing national, provincial and regional linkages or connecting the region to province and through the country. The (N2) South Coast-Durban-Richards Bay is significant.

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. The M7, MR579, M35, R608, R102 and MR197

PRIMARY CORRIDORS, i.e. providing metropolitan level linkage and accessibility, location of major development components and nodes, normally no direct access. The number of primary corridors and are mostly associated with the primary investment nodes. The Old Main road in Amanzimtoti, Mangosuthu Highway (M30) in uMlazi and South Coast road in Isipingo etc.

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

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, and topographic influences etc, all of which are expected to 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 agriculture and developing linkages to adequate support systems.

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.

3.3 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.

- **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.

4. **Development Strategies**

   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.

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.

4.5 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.

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 SPATIAL DEVELOPMENT PLAN

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 760 000 people (census 2011). The region represents 22% of the Ethekwini Municipality and accommodates 23% 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 sufficient detailed direction to inform subsequent local area 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 Nodal and Regeneration Plan Integrated, Umbumbulu Local Development Framework, Illovo South Local Area Plan, Umkhomazi Local Area Plan, Umlazi Nodal and Regeneration Study, uMlazi Local Area Plan, and Adams Folweni Local Area Plan, the South Public Transportation Corridor Plan 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 a description of each individual local 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.
- The port extension (Dig Out Port) has been proposed as an appropriate use of the former Airport sites.

**ENCOURAGING THE APPROPRIATE ECONOMIC DEVELOPMENT OF THE UMBOGINTWINI INDUSTRIAL AREA**
- The SSDP proposes the further development of the Umbogintwini area for 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 an 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.

**UPGRADING 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**
- 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.

**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 Illovu river valley as well as inland opportunities in the Kwashushu valley.
ETHEKWINI MUNICIPALITY

SOUTH SPATIAL DEVELOPMENT PLAN

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, Illovu and Umgababa 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 includes 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 settlements. 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.

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

- 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.

- 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 areas.
• 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. Recognizing and integrating the land use management actions within 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 for 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

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 contextualized and developed.
The Ethekwini Municipality accommodates a wide range of areas and development characters extending from dense urban to sparse rural settlement. As the term suggests, the Urban Development Line is expected to delineate the limit of the urban development beyond which the development assumes a more rural character. While the definition of “urban development” can be argued about, 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 within the “urban” areas.

In general the existing delineation of the urban edge reflects this approach. Throughout this initiative the principle of efficient City versus a sprawling development is supported and, where appropriate, densification and infill is preferred to extending urban development and densities outward. At the same time the delineation of the urban edge needs to reflect existing development realities.

Significant informal densification has taken place on portions of the western and southern periphery of the urban development and the Umkomaas area, undoubtedly an urban development in significant parts, is at present located outside of the Urban Development Line.

In order to accommodate those existing realities on the ground, a realistic extent of an ongoing densification process as well as accommodating potential significant development opportunities on the urban periphery, the SSDP suggests that an extension of the Urban Development Line in three areas is considered:

- To the west of Umlazi around the envisaged Mangosuthu Highway extension to the area of Phakamisa,
- To the west of the Illovu township to include the Adams node and existing surrounding developments,
- The Illovu Flats area as one of the major potential development areas in the South.

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

### Table: Ethekwini Municipality

<table>
<thead>
<tr>
<th>Area Km²</th>
<th>510km²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing NO of Households (2005 estimate)</td>
<td>180 000 Households / 760 000 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>Former Airport site redevelopment, Prospecton and Isipingo upgrading, additional development Umbogintwini, business / office development Illovu mixed use development</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.
5.3. SPATIAL DEVELOPMENT PLAN PER LOCAL 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 area showing the specific part of the SSDP in somewhat greater detail together with a table indicating numbers and main issues,
- One page per planning area 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 areas 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 areas but on the entirety of the area and its individual features, the establishment of planning areas 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.
### UMKOMAAS

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>UMKOMAAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA / HA</td>
<td>6 300</td>
</tr>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
<td>5 246</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Southern end of Metro, coastal location</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Excellent, besides peripheral location, N2, R102, MR187, South Coast Rail, limited linkage</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Undulating - fragmented - steep</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</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>EXISTING PLANS</td>
<td>Housing investigation, coastal management plan, urban renewal framework,</td>
</tr>
<tr>
<td>BROAD INTENTIONS</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>POTENTIAL NO HOUSEHOLDS</td>
<td>5 200 + 1 000 + 15 000 = 21 200</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>6 - 15 units/ha</td>
</tr>
<tr>
<td>OTHER SIGNIFIC. LAND USES</td>
<td>Commercial agriculture, market gardening, natural environment and tourism</td>
</tr>
<tr>
<td>ISSUES AND COMMENTS</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>

**Diagram**

- Residential Densities
- Green Environment
- Pleasant Character
- Deteriorating
- Suburban Development
- Underutilised Sea Front
- SAICCOR Access
- Aliwal Shoal
- Commercial Agriculture

**Legend**

- Residential
- Green Environment
- Pleasant Character
- Deteriorating
- Suburban Development
- Underutilised Sea Front
- SAICCOR Access
- Aliwal Shoal
- Commercial Agriculture
UMKOMAAS

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 fulfill 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.
### LAND USE

<table>
<thead>
<tr>
<th>Land Use</th>
<th>No.</th>
<th>Area (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport</td>
<td>1</td>
<td>252.54</td>
</tr>
<tr>
<td>Cemetery</td>
<td>1</td>
<td>1082.87</td>
</tr>
<tr>
<td>DMOSS</td>
<td>2099</td>
<td>171878.02</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>144</td>
<td>29991.70</td>
</tr>
<tr>
<td>Existing Agriculture</td>
<td>10</td>
<td>3880.02</td>
</tr>
<tr>
<td>Existing General Industry</td>
<td>4</td>
<td>342.64</td>
</tr>
<tr>
<td>Existing Light Industry</td>
<td>1</td>
<td>336.68</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>132</td>
<td>33855.34</td>
</tr>
<tr>
<td>Future Agriculture</td>
<td>3</td>
<td>235.85</td>
</tr>
<tr>
<td>Future Commercial</td>
<td>17</td>
<td>3974.40</td>
</tr>
<tr>
<td>Future Light Industry</td>
<td>6</td>
<td>1409.74</td>
</tr>
<tr>
<td>Future Residential</td>
<td>50</td>
<td>4494.45</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>5</td>
<td>1599.26</td>
</tr>
<tr>
<td>Municipal</td>
<td>5</td>
<td>1365.47</td>
</tr>
<tr>
<td>Road</td>
<td>2</td>
<td>220.76</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>99</td>
<td>18278.36</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2579</td>
<td>273198.10</td>
</tr>
</tbody>
</table>
Further to the Umkhomazi LAP Process adopted in 2012, detailed planning was undertaken in Cragieburn, the identified primary node of the Umkhomazi area. Cragieburn was aimed at responding to the mixed use demand, high development pressure of general industrial development, improving public transport and connectivity as well refining land use and Town Planning schemes. The Cragieburn Functional Area Plan was adopted in December 2012.
Managing densification and protecting the environment

ISSUES AND COMMENTS

Local economic development, Umgababa Dam, intensification of local agricultural activities

OTHER SIGNIFICANT LAND USES

Local economic development, Umgababa Dam, intensification of local agricultural activities

ISSUES AND COMMENTS

Managing densification and protecting the environment
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.
### UMNINI LAND USE

<table>
<thead>
<tr>
<th>Land Use</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMOSS</td>
<td>1260</td>
<td>50703.40</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>266</td>
<td>8660.60</td>
</tr>
<tr>
<td>Existing Agriculture</td>
<td>14</td>
<td>902.64</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>332</td>
<td>8662.07</td>
</tr>
<tr>
<td>Future Agriculture</td>
<td>7</td>
<td>2783.97</td>
</tr>
<tr>
<td>Future Residential</td>
<td>24</td>
<td>5248.06</td>
</tr>
<tr>
<td>Landfill Site</td>
<td>6</td>
<td>1180.08</td>
</tr>
<tr>
<td>N2</td>
<td>7</td>
<td>188.39</td>
</tr>
<tr>
<td>Rail</td>
<td>4</td>
<td>85.36</td>
</tr>
<tr>
<td>Road</td>
<td>6</td>
<td>180.33</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>57</td>
<td>9425.32</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1983</strong></td>
<td><strong>88020.22</strong></td>
</tr>
</tbody>
</table>
### ETHEKWINI MUNICIPALITY

#### SOUTH SPATIAL DEVELOPMENT PLAN

<table>
<thead>
<tr>
<th><strong>PLANNING UNIT</strong></th>
<th><strong>ILLOVU</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AREA / HA</strong></td>
<td>1 305</td>
</tr>
<tr>
<td><strong>EXISTING HOUSEHOLDS / 2001</strong></td>
<td>620</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Southern Metro, along &quot;urban edge&quot;, coastal location</td>
</tr>
<tr>
<td><strong>ACCESSIBILITY</strong></td>
<td>Excellent via N2, R102, MR197, South Coast Rail, limited internal linkage</td>
</tr>
<tr>
<td><strong>TOPOGRAPHY</strong></td>
<td>Undulating, determined by Illovu and Umsimba River valleys and coast</td>
</tr>
<tr>
<td><strong>EXISTING DEVELOPMENT</strong></td>
<td>Low density coastal settlement, commercial agriculture west of N2,</td>
</tr>
<tr>
<td><strong>EXISTING PLANS</strong></td>
<td>Regional landfill site inland and potential improved N2 access, framework for development of western areas</td>
</tr>
<tr>
<td><strong>BROAD INTENTIONS</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>POTENTIAL NO HOUSEHOLDS</strong></td>
<td>600 + 3000 = 3 600</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>Environmental rehabilitation of valleys and western hills, potential linkage to sea and beach front</td>
</tr>
<tr>
<td><strong>ISSUES AND COMMENTS</strong></td>
<td>Conducting feasibility study on the appropriate development of the Illovu Flats area</td>
</tr>
</tbody>
</table>

### GRAPHIC:

- **Residential Densities**
- **Commercial Densities**
- **Industrial Densities**
- **Transport Densities**

**Legend:**

- Residential
- Commercial
- Industrial
- Transport
- Residential R1
- Commercial R1
- Industrial R1
- Transport R1

**Map Features:**

- N2 Highway
- R102 Road
- MR197 Road
- South Coast Rail
- Illovu River
- Umsimba River
- Metimba River
- Indian Ocean

**Scale:**

- 5km

**Orientation:**

- North (N)
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.

Further detail planning (Illovo LAP) was undertaken and adopted in 2010 to further investigate the development needs of each local area, inform and coordinate the upgrading, revitalisation and redevelopment of the Illovo LAP area. Thorough this process land use and densities were refined as follow:
**ILLOVO LAND USE**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cemetery</td>
<td>2</td>
<td>342.64</td>
</tr>
<tr>
<td>DMOSS</td>
<td>2012</td>
<td>102818.09</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>197</td>
<td>10789.70</td>
</tr>
<tr>
<td>Existing Commercial</td>
<td>25</td>
<td>468.10</td>
</tr>
<tr>
<td>Existing Educational</td>
<td>3</td>
<td>92.58</td>
</tr>
<tr>
<td>Existing Light Industry</td>
<td>8</td>
<td>18.66</td>
</tr>
<tr>
<td>Existing Noxious Industry</td>
<td>1</td>
<td>354.31</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>288</td>
<td>21943.35</td>
</tr>
<tr>
<td>Future Commercial</td>
<td>8</td>
<td>263.82</td>
</tr>
<tr>
<td>Future Light Industry</td>
<td>4</td>
<td>160.84</td>
</tr>
<tr>
<td>Future Residential</td>
<td>58</td>
<td>4973.33</td>
</tr>
<tr>
<td>Infills</td>
<td>32</td>
<td>241.19</td>
</tr>
<tr>
<td>Landfill Site</td>
<td>13</td>
<td>2360.16</td>
</tr>
<tr>
<td>Municipal</td>
<td>1</td>
<td>29.27</td>
</tr>
<tr>
<td>N2</td>
<td>24</td>
<td>2167.56</td>
</tr>
<tr>
<td>Road</td>
<td>18</td>
<td>1142.69</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>38</td>
<td>5370.74</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2732</td>
<td>153537.03</td>
</tr>
</tbody>
</table>
Illovo South LAP
The intention of this study was to formulate a Strategic Local Area Plan to guide transport, economic and spatial development within the Illovo area. The LAP is aimed at developing a shared vision between Illovo Sugar (land owner) and eThekwini municipality as well as securing support of a common vision based on the understanding of the role of South Illovo in the metropolitan and regional context, provide a strategic framework and land use guidelines to inform zoning and develop land used scheme in a manner that maximizes land value, promotes integration and sustainability.

The LAP critically defined an optimal use of the Illovo farm, which is currently under sugar cane, undertook a strategic planning process to establish its fit, role, key development parameters such as services, environmental assets, conceptual land uses, and access off the N2, internal access etc. The LAP further considered the possibility of the farm to accommodate the Auto Supply Park (ASP) as priority for the Municipality and Provincial Government.

The LAP defines various broad land uses which included:
1. LIGHT INDUSTRY / COMMERCIAL delineated in an area of approximately 83.64 Ha in extent at the interchange between the N2 route and the R603 towards Umbumbulu. Some portions of land are already zoned for light industrial and commercial uses.

2. MIXED RESIDENTIAL
The mixed residential portion includes existing Illovo Village and surrounding areas, currently being used primarily for sugar cane production. The mixed residential district will mainly be aimed at accommodating residential opportunities in close proximity to the envisaged manufacturing hub.

3. INDUSTRIAL
This district is identified as the primary manufacturing hub and the potential locality of an Automotive Supplier Park (ASP) in particular and support services. From the known requirements for an ASP, the industrial area would need to accommodate at least 100 Ha of developable industrial land. The potential "fit" of an ASP within the district is currently being explored.
**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-southerly direction, R603 and MR242 in east-westerly direction, potential requirement for upgrading traffic capacity in north-southerly 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 Winklespruit, beachfront upgrading</td>
</tr>
<tr>
<td><strong>BROAD INTENTIONS</strong></td>
<td>Encouragement of densification in selected areas in Amanzimtoti, Athlone Park and Winklespruit, 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 Eziko</td>
</tr>
<tr>
<td><strong>ISSUES AND COMMENTS</strong></td>
<td>Providing development guidance for densification as envisaged</td>
</tr>
</tbody>
</table>

**RESIDENTIAL DENSITIES**

**EXISTING HOUSEHOLDS / 2001**

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

**LOCATION**

**AMANZIMTOTI / KINGSBURGH**

**EXISTING HOUSEHOLDS / 2001**

<table>
<thead>
<tr>
<th>AREA / HA</th>
<th>3 205</th>
</tr>
</thead>
<tbody>
<tr>
<td>PLANNING UNIT</td>
<td>AMANZIMTOTI / KINGSBURGH</td>
</tr>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
<td>12 616</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Central southern Metro, coastal location</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Excellent via N2, R102, MR197 in north-southerly direction, R603 and MR242 in east-westerly direction, potential requirement for upgrading traffic capacity in north-southerly direction, improving east-west linkage to Amanzimtoti node,</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>undulating</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>High density in beachfront vicinity, otherwise mostly suburban character, township development at Illovu</td>
</tr>
<tr>
<td>EXISTING PLANS</td>
<td>Upgrading of Amanzimtoti CBD, potential additional commercial and business development at Umbogintwini and Winklespruit, beachfront upgrading</td>
</tr>
<tr>
<td>BROAD INTENTIONS</td>
<td>Encouragement of densification in selected areas in Amanzimtoti, Athlone Park and Winklespruit, infill at Illovu, new residential development on northern bank of Illovu River, environmental rehabilitation</td>
</tr>
<tr>
<td>POTENTIAL NO HOUSEHOLDS</td>
<td>12 000 + 13 000 = 25 000</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>15 – 50 units/ha</td>
</tr>
<tr>
<td>OTHER SIGNIFIC. LAND USES</td>
<td>Umbogintwini industrial and business development, potential local nodal development at Umbogintwini and Eziko</td>
</tr>
<tr>
<td>ISSUES AND COMMENTS</td>
<td>Providing development guidance for densification as envisaged</td>
</tr>
</tbody>
</table>
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 fulfill 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 fulfill 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 Illuvu 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 Illuvu 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 Illuvu Township and better integration with surrounding activities and opportunities.
<table>
<thead>
<tr>
<th>AMANZIMTOTI LAND USE</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMOSS</td>
<td>843</td>
<td>26578.76</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>51</td>
<td>1255.54</td>
</tr>
<tr>
<td>Existing Commercial</td>
<td>12</td>
<td>973.21</td>
</tr>
<tr>
<td>Existing Educational</td>
<td>1</td>
<td>98.42</td>
</tr>
<tr>
<td>Existing Light Industry</td>
<td>6</td>
<td>217.73</td>
</tr>
<tr>
<td>Existing Noxious Industry</td>
<td>4</td>
<td>649.57</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>80</td>
<td>5237.13</td>
</tr>
<tr>
<td>Infills</td>
<td>22</td>
<td>234.44</td>
</tr>
<tr>
<td>N2</td>
<td>35</td>
<td>2238.44</td>
</tr>
<tr>
<td>Road</td>
<td>19</td>
<td>128.75</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1073</strong></td>
<td><strong>37611.99</strong></td>
</tr>
</tbody>
</table>
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.
### ETHEKWINI MUNICIPALITY

#### SOUTH SPATIAL DEVELOPMENT PLAN

<table>
<thead>
<tr>
<th>PLANNING UNIT</th>
<th>ADAMS / FOLWENI</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA / HA</td>
<td>7 031</td>
</tr>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
<td>29 505</td>
</tr>
<tr>
<td>LOCATION</td>
<td>South-western Metro</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>R603, MR80, MR187, relative proximity to N2, limited internal linkage</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Undulating - fragmented</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>Formal development of Folweni and KwaMakhutha and Adams, densifying rural development along main transport routes, dense informal development on eastern periphery, little local economic development</td>
</tr>
<tr>
<td>EXISTING PLANS</td>
<td>Upgrading of Folweni and Ezimbokodweni, rural housing projects at Enkhanyisweni</td>
</tr>
<tr>
<td>BROAD INTENTIONS</td>
<td>Formalisation of all informal development, Adams as Local Service Node, local nodes at Ntbanikhulu and Eziko improved internal and external linkages</td>
</tr>
<tr>
<td>POTENTIAL NO HOUSEHOLDS</td>
<td>30 000 + 22 000 = 52 000</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>6 – 30 units/ha</td>
</tr>
<tr>
<td>OTHER SIGNIFIC. LAND USES</td>
<td>Local economic development, agricultural development in low density areas, environmental rehabilitation of river valleys</td>
</tr>
<tr>
<td>ISSUES AND COMMENTS</td>
<td>Urgent upgrading of dense informal settlements and identifying mitigating actions for the noxious industries at Umbogintwini</td>
</tr>
</tbody>
</table>

#### Map:
- **Residential Densities**
- **Other Land Uses**
- **Legend**

---

**Map Notes:**
- **Indian Ocean**
- **R603, MR80, MR187**
- **N2**
- **Internal Linkages**
- **External Linkages**
- **Undulating Topography**
- **Fragmented**
- **Southwestern Metro**

---

**Legend:**
- Residential Densities
- Other Land Uses
- Legend

---

**Map Colors:**
- Green
- Yellow
- Red
- Orange
- Blue
- White
- Brown
- Black

---

**Scale:**
- **1:50 000**
- **1 cm = 500 m**

---

**South Spatial Development Plan:**
- **Adams / Folweni**
- **2001**
- **29 505**
- **7 031**
- **30 000 + 22 000 = 52 000**
- **6 – 30 units/ha**
- **Environmental Rehabilitation of River Valleys**
- **Local Economic Development**
- **Agricultural Development in Low Density Areas**
- **Formalisation of Informal Development**
- **Upgrading of Adams and Folweni, Rural Housing Projects at Enkhanyisweni**
The Adams/Folweni Local Area plan was completed in 2010. This LAP generated a vision for the Study Area, identified local nodes and corridors and guide lines for land use management, provided a platform for economic growth and development and identified the institutional arrangement necessary to administrate tribal land. The study reviewed the following issues:

1. Provided a clear, revised comprehensive Adams/Folweni Local Area Plan with refined land use management guidelines and refined densities,
2. Provided opportunities for rural densification in accessible areas and activity centres,
3. Provided a platform for economic growth and development inter alia with amenities,
4. Identified action to be undertaken to unlock strategic land parcels and institutional arrangement to guide land allocation/land use management
5. Provided the platform for private and public sector investment in identified commercial nodes and precincts.

The LAP also attended to key issues indentified in the SSDP 2011/12 review i.e the formal development of Folweni, Kwamakhutha and Adams as local service nodes, rural housing upgrades at Ezimbokodweni and Enkanyisweni, opportunities for rural densification in accessible sections and activity centres, attention to local economic development, improve local and regional transport network linkages, address informal settlement on the eastern periphery, environmental protection and the rehabilitation of rivers, promote agricultural development in low density areas, and formulate appropriate and implementable waste water disposal option in non-urban but densely settled residential areas and within the nodes.
The following is the revised Adams/ Folweni LAP with refined uses and refined densities within the Adams/ Folweni Area;

Figure 5.1 Revised Adams/ Folweni LAP

The LAP identified Golokodo- Nsimbini as a Primary node for the Adams/ Folweni area. It also identified an urgent need to respond to development pressure and the intensifying rural settlement where there are no services or land use guidelines to manage the area nor institutions to administer the land allocation process. A further detailed plan was undertaken for the Golokodo Nsimbini Functional Area. This plan assisted in defining the role of Golokodo- Nsimbini in the Adams/ Folweni LAP area, in the Southern Region and in a metro context and offered solutions to address the problems of poorly managed high density settlement area, poor allocation of land and lack of institutional administration and offered alternative solutions to backlogs in services and social facilities.

Following is the Figure 5.2 is the Golokodo- Nsimbini Functional Area adopted by council in May 2013, which reflects the refined land uses and densities.

Figure: 5.2 Golokodo- Nsimbini Rural Functional Area Plan

The study provided a planning framework and planning guidelines to improve the quality of the built environment, maintaining the natural environment and providing a vibrant unique public space. The study also looked at the provision of appropriate infrastructure and amenities as a means of responding to the intensified settlements that do not fit into the typical classification of a rural settlement because of the small site sizes which do not easily accommodate on-site sanitation within Nsimbini area.
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 or 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.
### Potential for establishing regional cultural and tourism centre in unspoiled surroundings

**ISSUES AND COMMENTS**

- 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

**PLANNING UNIT**

<table>
<thead>
<tr>
<th>UMBUMBULU</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>AREA / HA</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 645</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXISTING HOUSEHOLDS / 2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 733</td>
</tr>
</tbody>
</table>

**LOCATION**

- Western periphery of Metro, recent inclusion into Metro

**ACCESSIBILITY**

- Limited via R603 and MR80, internal linkage limited

**TOPOGRAPHY**

- Undulating – fragmented - steep

**EXISTING DEVELOPMENT**

- Traditional settlement with exception of Umbumbulu Village, dispersed low density settlement, densification along R603 and around village, little local economic development, significant areas of scenic beauty,

**EXISTING PLANS**

- MR579 north-south linkage on eastern boundary

**BROAD INTENTIONS**

- 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

**POTENTIAL NO HOUSEHOLDS**

- 4 000 + 5 500 = 9 500

**POTENTIAL DENSITIES**

- 3 – 15 units/ha
<table>
<thead>
<tr>
<th>UMBUMBULU</th>
<th>LAND USE</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMoss</td>
<td>2143</td>
<td></td>
<td>542965.63</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>249</td>
<td>66349.21</td>
<td></td>
</tr>
<tr>
<td>Existing Residential</td>
<td>54</td>
<td>2650.35</td>
<td></td>
</tr>
<tr>
<td>Future Agriculture</td>
<td>38</td>
<td>7340.77</td>
<td></td>
</tr>
<tr>
<td>Future Residential</td>
<td>145</td>
<td>86203.20</td>
<td></td>
</tr>
<tr>
<td>Infill</td>
<td>38</td>
<td></td>
<td>522.48</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>206</td>
<td>51610.61</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>2873</td>
<td></td>
<td>757642.25</td>
</tr>
</tbody>
</table>
### ETHEKWINI MUNICIPALITY

### SOUTH SPATIAL DEVELOPMENT PLAN

<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>
<tr>
<td>LOCATION</td>
<td>Western periphery of the Metro, recent inclusion into Metro</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Poor via extension of Mangosuthu Highway and Umlazi, limited north-south linkage, poor internal linkage</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Fragmented - steep, including dramatic escarpments and cliff faces, scenic beauty.</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>Low density traditional settlement, some densification adjacent to Umlazi and along P725, no local economic development, limited local amenities</td>
</tr>
<tr>
<td>EXISTING PLANS</td>
<td>MR579 providing important north-south linkage, Inwabi Local Service Node,</td>
</tr>
<tr>
<td>BROAD INTENTIONS</td>
<td>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</td>
</tr>
<tr>
<td>POTENTIAL NO HOUSEHOLDS</td>
<td>3 000 + 8 000 = 11 000</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>3 – 15 units/ha</td>
</tr>
<tr>
<td>OTHER SIGNIFIC. LAND USES</td>
<td>Local economic development, local agricultural development, tourism and recreation development</td>
</tr>
<tr>
<td>ISSUES AND COMMENTS</td>
<td>Scenic landscapes asking for tourism potent. investigation</td>
</tr>
</tbody>
</table>

**Legend**:
- **Residential Densities**
  - Dark Red: Local Service Nod
  - Red: Linkage Nod
  - Orange: Tertiary Nod
  - Yellow: Secondary Nod
  - Light Yellow: Local Community Nod
  - Green: Rural Settlement
  - Light Green: Residential Settlement

**Location**:
- **INWABI**

**Area**:
- **6 474 ha**

**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 potent. investigation
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.

### INWABI
<table>
<thead>
<tr>
<th>LAND USE</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMOSS</td>
<td>1497</td>
<td>211696.26</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>149</td>
<td>56464.21</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>31</td>
<td>723.51</td>
</tr>
<tr>
<td>Future Residential</td>
<td>113</td>
<td>10153.41</td>
</tr>
<tr>
<td>Infill</td>
<td>8</td>
<td>78.00</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>114</td>
<td>25989.35</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1912</strong></td>
<td><strong>305104.74</strong></td>
</tr>
</tbody>
</table>
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.
## UMLAZI LAND USE

<table>
<thead>
<tr>
<th>Category</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMOSS</td>
<td>1387</td>
<td>97367.33</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>67</td>
<td>3054.74</td>
</tr>
<tr>
<td>Existing Commercial</td>
<td>4</td>
<td>65.21</td>
</tr>
<tr>
<td>Existing General Industry</td>
<td>9</td>
<td>216.08</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>367</td>
<td>43603.78</td>
</tr>
<tr>
<td>Future Residential</td>
<td>49</td>
<td>1115.38</td>
</tr>
<tr>
<td>Infills</td>
<td>173</td>
<td>2679.86</td>
</tr>
<tr>
<td>Landfill Site</td>
<td>2</td>
<td>0.00</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>21</td>
<td>10057.19</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>4</td>
<td>238.25</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2083</strong></td>
<td><strong>158397.82</strong></td>
</tr>
</tbody>
</table>

![Map of Umlazi land use planning](image-url)
**PLANNING UNIT**

**ISIPINGO / PROSPECTON**

**AREA / HA**
2,819

**EXISTING HOUSEHOLDS/2001**
8,409

**LOCATION**
Prime location northern part of southern Metro, adjacent southern economic basin and present airport

**ACCESSIBILITY**
Excellent via N2 and M4, South Coast Road, South Coast Rail

**TOPOGRAPHY**
Flat - undulating, some steep topography at Isipingo Beach, Prospecton low-lying with flooding potential

**EXISTING DEVELOPMENT**
Major industrial / business developments SAPREF, Prospecton, Umbogintwini and Isipingo, Isipingo Rail significant commercial node, mostly suburban residential development, planned airport node as major development opportunity, significant natural coastal and lagoon environment underutilised

**EXISTING PLANS**
Airport move and associated economic development opportunities, upgrading of Isipingo node, improvement of environmental conditions associated to Umbogintwini industrial

**BROAD INTENTIONS**
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 Umlazi, potential linkage of MR80 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

**POTENTIAL NO HOUSEHOLDS**
8,500 + 1,500 = 10,000

**POTENTIAL DENSITIES**
20 – 50 units/ha

**OTHER SIGNIFIC. LAND USES**

**ISSUES AND COMMENTS**
Major economic / industrial / business development opportunity in the south
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 fulfill 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.
The eThekwini Municipality’s Development Planning, Environment & Management Unit (DPEMU) together with eThekwini Transport Authority (ETA) had jointly embarked on a land use-transport study for the Southern Public Transport Corridor which commenced in the year 2013. The study was in response to the Back of Port Plan and the Public Transport Corridor. The study aimed at improving the operational efficiency of public transport by increasing user thresholds by also investigating the supporting and compatible land uses (such as integrated mixed uses) relative to the role and character of the study area. The study also aimed at determining the densification potential within the 500 m of the Integrated Rapid Public Transport Network (IRPTN) which includes the Rail Corridor from Berea Station South towards Isipingo and Umlazi Stations and adjacent suburbs of the corridor such as Montclair, Woodlands, Sea View, Bellair and Rossburgh.

In addition the eThekwini Municipality is committed to the spatial restructuring of its city form and the improved utilisation of public transport systems. To this end the Municipality adopted a City Densification Strategy in 2012. With the adoption of the City Densification Strategy the City committed itself to lead processes aimed at the densification of key city corridors, not only through strategic and land use management planning, but also through becoming actively involved in the implementation of development projects aimed at urban restructuring and densification.

It is in this context that the Densification Framework and Action Plan for the Southern Public Transport Corridor Project was conceptualized, with its fundamental intention being to provide a clear and concise densification framework at a strategic level complimented by a series of Action Plans that served to provide clear direction for the development and management of land uses within the corridor and adjacent suburbs. The study was adopted and approved in November 2014.

### ISIPINGO LANDUSE

<table>
<thead>
<tr>
<th>Landuse</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport</td>
<td>2</td>
<td>915.22</td>
</tr>
<tr>
<td>DMoss</td>
<td>1285</td>
<td>59685.35</td>
</tr>
<tr>
<td>Environmental Amenity</td>
<td>88</td>
<td>3364.06</td>
</tr>
<tr>
<td>Existing Commercial</td>
<td>12</td>
<td>303.03</td>
</tr>
<tr>
<td>Existing General Industry</td>
<td>28</td>
<td>731.83</td>
</tr>
<tr>
<td>Existing Light Industry</td>
<td>5</td>
<td>211.21</td>
</tr>
<tr>
<td>Existing Noxious Industry</td>
<td>13</td>
<td>3929.85</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>107</td>
<td>16363.32</td>
</tr>
<tr>
<td>Infills</td>
<td>161</td>
<td>3027.04</td>
</tr>
<tr>
<td>Road</td>
<td>5</td>
<td>56.05</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1706</td>
<td>88586.96</td>
</tr>
</tbody>
</table>
6. IMPLEMENTATION PROCESS

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

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 ILLOUVU 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
ETHEKWINI MUNICIPALITY

SOUTH SPATIAL DEVELOPMENT PLAN

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 UPGRADING**, 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
    - **D**  **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
    - **E**  **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
    - **F**  **SOUTH COAST RAIL UPGRADING**, 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

- **RAIL DEVELOPMENT**
  - **F**  **SOUTH COAST RAIL UPGRADING**, 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

• 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

• 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

• 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

• 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**

- Establishing a coastal and inland environmental management plan and identify relevant activities
- Urgently addressing worst pollution cases already identified
- Ensuring the understanding and involvement of relevant communities in the management of their environment
- Ensuring the appropriate protection and integration of the natural environment into the built development
- Utilizing opportunities emanating from the marine-protected area for the potential surrounding developments

**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.
7    SUPPORTING SPECIALIST DOCUMENTATION

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 AFREA
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
SOUTH SPATIAL DEVELOPMENT ANNEXURES

ANNEXURE 1 COMPLETED PROJECTS

Cragieburn Precinct Plan

Adams Folweni LAP
1.1: INTEGRATED DEVELOPMENT PLAN (IDP) REVIEW AND SPATIAL DEVELOPMENT FRAMEWORK REVIEW 2015/16 (ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

The eThekwini Municipality has adopted the package of plans as a means of translating the spatial intention of the IDP into a land use scheme and as a means of directing and aligning spatial priorities from the strategic level to a detail level of planning. The strategic spatial intention is represented through the Spatial Development Framework (SDF). The SDF 15/16 guides the formulation of the four regional Spatial Development Plans. The SDF and the SDP’s are reviewed and updated annually. The eThekwini Municipality’s SDF and SDP’s reflect 26 Spatial Priorities at a city-wide scale such as Dube Trade Port in the North, Cato Ridge in the Outer West and Back of Port in the Central South Regions amongst others. Other development priorities are identified through the regional Spatial Development Plans (SDP’s) as well as number of local area plans, for implementation.
1.2 RECORD OF CROSS BOUNDARY ALIGNMENT (COGTA AND ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

The eThekwini Municipal Area (EMA) is bordered by three district municipalities, namely, iLembe in the north, UGu in the south and uMgungundlovu in the west. These are shown in Map1 below:

Figure 3: Provincial context of EMA

Source: PGDS presentation by COGTA

eThekwini Municipality is contextualized as a Municipality within a broader context of KwaZulu-Natal Province and as such must be aligned with the spatial development frameworks of neighbouring municipalities. The alignment with neighbouring municipalities is necessary in order to:

- prevent conflicting initiatives and land uses to be implemented on opposite sides of a boundary
- ensure an aligned regional vision with regards to the region’s infrastructural development to allow governments to take advantage of comparative advantages offered within an area. This also refers to cross border provision of services such as education facilities which can be utilized by communities residing in two municipalities. This allows for cost effective provision of services and is applicable to the provision of civil services, social services and economic opportunities.

Municipal cross Boundary Planning and Alignment

The eThekwini Municipality has a mandate to ensure that its IDP is in compliance with the planning legislation and policies in order to give effect to the development of an SDF as a spatial representation of the IDP. The municipal SDF, in turn, directs and guides strategic investments that are developmental and beneficial within eThekwini and across neighbouring municipalities.

The Department of Co-operative Governance and Traditional Affairs (COGTA) coordinated and facilitated the cross boundary planning and alignment issues as well as the spatial implications between eThekwini Municipality and the affected neighbouring municipalities. Various meetings have been held with the neighbouring municipalities to resolve areas of conflict and municipalities have agreed that these areas need joint planning and alignment include the IDP, SDF, GIS based (Geographic Information Systems) spatial plans and Development Applications and Proposals.

In the eThekwini Municipality’s South Spatial Region, the Ugu District Municipality Umdoni, Vulamehlo and Mkhambathini local municipalities are earmarked to be part of a forum to regularly participate in discussing Planning and alignment issues with neighbouring municipalities.

A study has been undertaken on Vulamehlo wards that will be part of eThekwini, to determine the level of planning that has been done and to identify available information for further planning. The available information was insufficient; hence eThekwini Municipality and Umdoni Municipality through number of engagements collaborated to have a detailed ward profiling for the demarcation areas. The main aim of the survey is to gain an understanding in terms of the status of each ward, so that eThekwini Municipality and Umdoni Municipality will have an understanding of the nature of the areas that they are inheriting, and be able to plan for those wards.

A steering committee between eThekwini Municipality, Umdoni Municipality and Vulamehlo Municipality has been formulated where constant engagements, planning and decisions regarding the way forward will be taken.
UGu Municipality
Local municipalities within UGu include the following
• Vulamehlo
• uMdoni
• Umzumbe
• Umuziwabantu
• Ezingolweni
  Hibiscus Coast

Demarcation
The eThekwini municipality, particularly in the southern region is going to receive four wards of Vulamehlo Local Municipality. Wards one, two, three and ward four will form the new eThekwini boundary. The southern region will inherit an area of social investment need. This will mean planning for and streamlining the current disparities of levels of basic services in areas previously under Vulamehlo Municipality. Vulamehlo Municipality is characterised by a predominantly rural settlement pattern and is under traditional authority. The landscape of Vulamehlo is characterised by valleys and river systems; rugged; steep and hilly terrain. This fragmented topography has influenced the extent of development expansion and has also dictated the scattered pattern of settlements found in the area.
### uMdoni
- The Municipality is located about 50 km from Durban, which makes it have both competitive and comparative advantage with EM particularly in terms of tourism.
- Umdoni has an approximate coastline of 40 km and stretches inland as far as Umzinto.
- Umdoni has established tourism infrastructure and an existing tourism market for coastal, golf and diving adventure tourism.

### Vulamehlo
- Predominately rural in nature
- Has limited services and infrastructure
- Has high levels of unemployment

### uMdoni
- At the boundary of EM where the two municipalities abuts each other; there are disparities in densities. The EM proposes low densities with a level of services to match low density areas in order to maintain and promote rural and agricultural activities. On the other hand Umdoni is proposing high income housing developments. This creates non alignment in term of densities. Special meeting will be held to discuss the implications of these.
- There are potential synergies from tourism and agricultural development that will be explored.

### Vulamehlo
- There are disparities in services in areas towards the border of EM and areas towards the boundary of Vulamehlo.
- There is alignment in terms of proposed uses as both municipalities have low density rural housing developments at their boundaries.

### General planning issues to emerge:
- The need to establish one forum: consisting of the IDP, SDF and GIS representatives from Department of COGTA and relevant municipalities.
- The need for a Terms of Reference for the forum.
- Cross border Mapping (to include terminology of nodes, corridors and uniform colour coding).
- To identify the areas proposed for demarcation that are functionally linked to eThekwini and currently serviced by EM.
- Cross border mapping (to include terminology of nodes, corridors and uniform colour coding). There is a need for a follow up technical GIS workshop.
- To consider the areas proposed for demarcation.
- Special meetings between Umdoni and EM to share information on proposed industrial development and the proposed freight route, to share information on Strategic Environmental Assessments and to identify functional linkages and road linkages.
- Special meeting to engage with and present our SDF’s to the Ingonyama Trust Board.
- To hold special meetings to discuss development applications and proposals with specific reference to:
  a. Agricultural areas in decline
  b. Land reform issues
  c. Use of rail for commuting and tourism purposes
  d. Umbumbulu and the COGTA process for the formalization of towns.
1.3: CITY WIDE DENSIFICATION STRATEGY (ETHEKWNI DEVELOPMENT PLANNING DEPARTMENT)

1 A city wide densification strategy has recently been undertaken which identifies strategies and actions needed to implement densification in the Municipality. The Strategy attempts to guide the more efficient use of our limited infrastructure, natural resources and urban space, to help create a city that is more efficient, safe and sustainable, offers high-quality public spaces, access to good, efficient public transport, services and recreation opportunities and facilitates the agglomeration of economies for business and industry. The Strategy clearly expresses the budgetary advantages to the city in investing in strategic densification initiatives.

2 The strategy provides guidelines and norms for locating various forms of human settlement density from a strategic point of view, as well as suggests an approach to practical and realistic implementation interventions and tools, which inform and guide more specific density proposals within relevant Spatial Development Plans (SDP), Local and Functional Area Plans (LAP/FAP) and Precinct Development Plans (PDP).

3 Recommendations emerging from this study include a need for densification of the urban core as a priority with a particular spatial focus on densification alongside and within 400m of the Integrated Rapid Public Transport Network (IRPTN), indicating that there is a strong spatial alignment between the study and the SDF.

CURRENT DENSITY DISTRIBUTION/SETTLEMENT PATTERNS & TRENDS

The City Densification Strategy recommends that net residential density and net population density should form the sector-wide basis for setting density targets in eThekwini, rather than any other use of density measurement. This section makes use of number of net residential dwellings per hectare as the unit of measurement (du/ha).

The current distribution of density in eThekwini reflects the Apartheid spatial planning legacy and the distribution pattern is similar to other South African cities:
- a fragmented city;
- limited variations in density levels across the metropolitan area;
- large areas of low density in central, well-serviced locations;
- large areas of high density on the urban periphery;

The overall metropolitan density of the eThekwini is 4du/ha. Densities in excess of 40du/ha are located in scattered pockets across the city and these are limited to the Durban CBD/Beachfront, Cato Manor, Umlazi and KwaMashu/Inanda. Density is concentrated within the former townships of KwaMashu, Ntuzuma, Inanda and Phoenix in the north, Umlazi, Lamontville and Chatsworth to the South, Clermont/KwaDabeka and Marianridge in the West and the Durban CBD/Beach, Glenwood, Berea, Cato Manor in the Central areas.

The remainder of the metropolitan area is settled at densities less than 15du/ha. This includes areas such as Durban North, Westville, Pinetown,Mpumalanga, Tongaat and Verulam. The settlement pattern also reflects the rural/traditional periphery of eThekwini where residential densities are below 5du/ha.

The strategy has also made use of existing planning and development tools, policies and plans within the Municipality, to ensure that densified development is:
- Located along Integrated Rapid Public Transport Network
- Located within identified Nodes and Corridors
- With urban densities within the Urban Development Line (UDL) and rural densities without
- Within available services and close to social facilities
- In proximity to economic/employment opportunities.

In Densifying the Municipal area there will need to be a focus on Brownfield rather than Greenfield development. Creative land assembly strategies and the rethinking of restrictive housing typologies are critical to the success of sustainable densification. Innovation in design that reduces the environmental impact of
densified development (energy efficiency of buildings e.g. building orientation, recycled water systems, solar water heating etc.) and to create integrated, healthy and safe communities is essential.

ETHEKWINI MUNICIPALITY DENSIFICATION STRATEGY DRAFT CONCEPT PLAN:
Below see the Draft Concept Plan that emerged from the Densification Strategy – this concept acknowledges the current sprawled development pattern and seeks to optimise development density in areas best suited to accommodate future growth.

Figure 4: New Development Areas and Density
eThekwini Municipality (EM) is seeking to shift the growth and development trajectory of the municipal area in an increasingly efficient, equitable and sustainable direction. The eThekwini Municipality's Integrated Development Plan vision states that: "by 2030, eThekwini will be Africa’s most caring and liveable city". While many municipal policies and plans have been prepared to guide development planning decision-making towards sustainability in eThekwini, there is a need for an integrated and uniform interpretation of “sustainability” for spatial planning and land use management.

The eThekwini Municipality’s Development Planning undertakes spatial and land use planning and management. The Department produces the municipality’s Spatial Development Framework (SDF), Local Area Plans, Precinct Plans and Planning Schemes. The Framework Planning Branch within Development Planning Department recognises that while some of the objectives of sustainable development can be achieved through appropriate land use planning and development control, the form that the built environment ultimately takes, plays a significant role in the successful achievement of social economic and environmental sustainability, and improved quality of life for residents within eThekwini Municipality.

Land Use Management is a statutory component of Planning and is used to manage and direct development. In managing and directing land uses, emphasis is placed on environmental sustainability, economics and social issues. Clearly, Schemes have over the past three years become more flexible in promoting development. A greater variety of land uses are available to respond and encourage development. While the City promotes development, greater emphasis has over the past two years been placed on higher densities that are supported by infrastructure. The Citys IRPTN is a key component of the LUM’s work, and in this regard, parking standards are being reviewed to promote and encourage the use of public transport.

Schemes in eThekwini are shaped to echo the culture and heritage of its people. And it is in this vain that schemes are supported by Precinct Plans which contain urban design principles that enhance these local nuances.
2.2 RURAL DEVELOPMENT STRATEGY (ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

Rural Development is a National imperative; all municipalities are required to prioritise development in rural areas. The NDP 2030 vision for rural areas is to have access in economic opportunities, through agriculture, mining, tourism, fisheries and agro-processing where applicable and high quality basic services. The eThekwini Municipality has been criticized for not prioritizing rural development. The municipality has also realised the need to pay more attention in undertaking planning for the rural areas due to a number of spatial challenges. The “rural” areas in eThekwini Municipality largely falls beyond the ‘urban development line with communal land tenure under the ownership of Ingonyama Trust Board and Traditional Authorities. These areas are characterised by hilly, rugged terrain and varied settlement patterns. These areas support different lifestyles and densities. There is a lack of land use management in rural areas and this has resulted in some of the households being located in environmentally sensitive land and within road reserves with increased densities than was initially intended.

The rural areas in eThekwini Municipality are undergoing rapid change as the existing rural settlements are sprawling and transforming to peri-urban settlements which is attributed to the absence of land management and haphazard land allocation. In other areas these settlements have reached densities of up to 30 dwelling units per hectare which is similar to those of urban areas (eThekwini Rural Development Strategy, Status Quo Report: 2015). The current level of services provided in rural areas is the urine diversion toilet, and the water supply is limited to a household standpipe which provides a maximum supply of 300 litres per day. This was in line with the conventional rural densities that allowed for large site size at a minimum of 1800 m².

The eThekwini Municipality is facing a challenge with the land allocation process in the rural areas as the nature of indigenous system is flexible, context specific and not documented. The municipality has a mandate to do planning in these areas but has no control on land management. Another challenge relates to Human settlements provision where the nature of the subsidy dictates on the type of housing to be provided. This is problematic in the areas that are densifying outside of the urban development line as these are categorised as rural but have increased in densities and have a different character to the typical rural area.

In response to the challenges highlighted the eThekwini Municipality Rural Development Strategy seeks to clearly define rural areas within eThekwini and develop an overall vision and role of these areas. These will give effect to appropriate service level to support land uses identified by the strategy and develop Land Use Management guide lines to inform the schemes. The strategy will also suggest appropriate institutional arrangement mechanism to engage with...
Traditional leaders.

2.3 INTEGRATED FREIGHT AND LOGISTICS STRATEGIC FRAMEWORK AND ACTION PLAN (ETHEKWINI TRANSPORT AUTHORITY)

Freight and logistics movements within the eThekwini Municipal area serve an important economic role, in terms of supporting the ports, economic, industrial and retail activities. Freight and logistics sector activities are major contributor to employment, growth and prosperity of the Province. Durban is the leading multi-cargo port in the SADC region and is counted among the busiest ports in Africa. It is strategically positioned on international shipping routes and occupies a focal point in the transport and logistics chain. As a result, the Port of Durban plays a leading role in facilitating economic growth in South Africa. This, together with the current rapid growth in freight transport and logistics that is being experienced in the area and the resultant road safety, maintenance and traffic and network capacity challenges along the road network has been noted by the Municipality. As a response to this the eThekwini Transport Authority (ETA) is currently developing an Integrated Freight and Logistics Strategic Framework and Action Plan. The plan will aim at capitalizing on the strategic advantage of the Port of Durban and cement Durban as the preferred port location for establishing and carrying out sustainable freight and logistics business in South Africa.

2.4: PUBLIC TRANSPORTATION NETWORK

Current National Public Transport Strategy provides a strong focus on accelerated modal upgrading and integrated rapid public transport networks. It seeks to articulate the vision and steps required to implement a public transport system that integrates all modes into a seamless and high-quality network. The development of such an Integrated Rapid Public Transport Network (IRPTN) for eThekwini (Figure 23) is particularly crucial to providing a full network covering the expanse of the municipal area with appropriate services based on road, rail and non-motorised options. Residents of eThekwini depend upon the efficient provision of public transport services to fulfil their daily mobility needs. The integration of the different rail, bus, minibus, and non-motorised transport options remains a major goal in delivering more convenient and cost-effective services.

The system envisaged is of sufficiently high quality that will both attract existing car users and greatly enhance the travel experience of current captive public transport customers. The overall goal of this initiative is to improve the quality of life for the City’s residents through the provision of an Integrated Public Transport Network that is rapid, safe and secure, convenient, clean, affordable, and socially equitable.

No single public transport technology is right for all circumstances. The appropriate solution depends greatly upon the local context, including physical, financial, social, environmental, and cultural conditions. Amongst the various technological tools available to cities are heavy urban and regional rail, underground metro rail, light rail transit, bus rapid transit, conventional bus services, minibus taxi, metered taxi and non-motorised transport. eThekwini has a mix of different technological tools to suit different travel and demand conditions. To function efficiently, road, and non-motorised options should be mutually complementary and act as a single system.

The framework for eThekwini’s IRPTN system is based on several synergistic rail and road services. The IRPTN has nine trunk corridors, of which eight are road based. Rail plays a significant role in the North-South corridor in terms of acting as the backbone of the public transport system.

The nine trunk corridors are as follows and are illustrated in the Figure below:

**C1:** From Kwamashu via malandela Road, Inanda Road and Umgeni Road to Durban CBD.

**C2:** is the North-South Rail Corridor, from KwaMashu station and Bridge City via Effingham and also Greenwood Park to Central Durban and down to Umlazi and Isipingo station.

**C3:** Bridge City via M25 and MR577 to Pinetown CBD, with a spur from Clermont.

**C4:** Bridge City via M25 and N2 to Mobeni with a spur via Edwin Swales Drive to Clairwood.

**C5:** Hillcrest via the R103 to Gillitts and a spur from the N3 (M13) via the M13 to Pinetown, thence via South Coast Road to Durban CBD.

**C6/C7:** Hammarsdale via the N3 to Durban CBD, with a spur from central Pinetown via the M13 and N3 to Durban CBD.

**C8:** From Durban CBD via Umgeni Road, North Coast Road, Blackburn Road, Umhlanga Rocks Drive (with a spur from Umhlanga Rocks via Lighthouse Road),
continuing northwards through Cornubia and Dube West to King Shaka International Airport, with a future extension via Dube Trade Port and Watson Highway to Tongaat CBD.

C9: Bridge City via Phoenix Highway and Cornubia to Umhlanga New Town Centre, continuing via Lighthouse Road to Umhlanga Rocks.

The nine trunks corridors are, supplemented by a fine grain of feeder and complementary services, as shown in Figure 1.

The following corridors have been supported and approved by the eThekwini Municipality, as the Phase 1 of the IRPTN roll-out.

C1: Bridge City to Durban Central Business District (CBD)
C2: North-South Rail line
C3: Bridge City to Pinetown and New Germany via MR 577
C9: Bridge City to Umhlanga via Cornubia along Phoenix Highway and Cornubia Boulevard.
2.5 **Catalytic projects located in the Built environment performance plan (BEPP)**

Below is a summary list of Catalytic Projects identified in the BEPP being undertaken at a strategic city level.

**PROJECTS IN/NEAR IMPLEMENTATION:**
1. Cornubia South
2. Cornubia North
3. Dube Trade Port
4. Point Waterfront & Cruise Terminal, Point Infill
5. Centrum Site & Municipal Complex
6. Warwick
7. Keystone
8. C3 IRPTN Corridor Densification Bridge City to Pinetown
9. C3 IRPTN Node Bridge City, KTC, KMA
10. C2 Rail Corridor Bridge City to Umlazi
11. Back of Port (incl Clairwood, Port Expansion Ph1)
12. King Edward Node

**PROJECTS IN PREPARATION:**
1. Amaoti Informal Settlement Upgrade
2. Avoca Greenfields (North and South)
3. Virginia Airport Redevelopment
4. Durban Central Business District Human Settlement Projects
5. Umlazi Urban Regeneration
6. Illovo South (ASP)
7. New Germany Industrial Redevelopment
8. Shongweni Mixed Use
9. Mpumalanga Town Centre
10. Inyaninga
11. SIP 2 (Dig Out Port)
12. River Town
13. Film Studio
Annexure 3

NEW NATIONAL, PROVINCIAL AND MUNICIPAL PROJECTS THAT WILL HAVE MAJOR SPATIAL IMPLICATIONS
3.1 Major Review of SDF and SDPs (ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

2015/16 will require a major review of the SDF and four SDPs to be undertaken. This will focus on refining the spatial priorities and greater alignment with the municipal budgets, emphasising areas for spatial restructuring through the National Treasury Integrated Cities Development Programme, undertaking a review of the UDL restructuring the document according to the provincial SDF guidelines and addressing mapping defects.

3.2 STRATEGIC INTEGRATED PROJECTS (NATIONAL GOVERNMENT).

The Presidential Infrastructure Commission launched a National Infrastructure Development Plan which consists of 18 Strategic Integrated Projects (SIPs). The Durban – Free State – Gauteng Logistics and Industrial Corridor is one of the identified projects and referred to as SIP2. The SIP2 programme has its origins in the “2050 Vision for the Durban-Free State-Gauteng Logistics and Industrial development.

The main aims of SIP2, are to:

a. Strengthen the logistics and transport corridor between SA’s main industrial hubs;

b. Improve access to the Port of Durban and enhance South Africa’s export and import facilities;

c. Improve efficiency along the corridor and along strategic industrial zones support zones in order to improve competitiveness and reduce the cost of logistics;

d. Integrate the Free State Industrial Strategy activities into the wider Durban-Gauteng corridor;

e. Integrate the currently disconnected industrial and logistics activities as well as marginalised rural production centres surrounding the corridor that are currently isolated from the main logistics system.

With the launch of SIP2, the Durban-Free State-Gauteng Logistics and Industrial Corridor, the scope of the initiative has been broadened to incorporate electricity transmission, rural development and integrated human settlements as well as skills development.

A Sub-regional Study is currently underway for the KZN section of the SIP2 Durban, Free state - Gauteng Logistics and Industrial Corridor. The study will be used to inform, integrate and co-ordinate future growth and development along the SIP2 corridor over the next 25 years. The study will guide industrial, agricultural & logistics developments, as well as integrating the movement of goods and people, exploiting KZN’s key competitive advantages.

Figure 'A'
3.3 The City Support Programme

The Department of National Treasury has developed a discussion document called “Guidelines for Framing Performance Indicators for the Metros in South Africa” and the document explains the thinking behind the development of a set of generic indicators to measure the performance of the metropolitan municipalities towards achieving spatially restructured and well governed cities. The implementation of these indicators will be in terms of a schedule to a Participation Agreement between the National Treasury and each metropolitan municipality, in terms of which the municipalities participate in the Cities Support Programme (CSP) of the National Treasury. The CSP is a broad programme, one important aspect of which is to measure the performance of cities in changing their urban form to achieve greater social equity, inclusivity, diversity, productivity and sustainability.

INTRODUCTION TO THE URBAN INTEGRATION AND CITY SUPPORT PROGRAMME

Background

The discussion document provides a background explanation to the CSP, explains the role of the Integrated City Development Grant (ICDG), the need to reshape and integrate the urban forms of South Africa’s eight metropolitan municipalities and the role of the CSP in facilitating this process. The discussion document lays the foundation for preparing performance indicators to start reshaping and integrating the urban form of South Africa’s eight metropolitan municipalities. Indicators can perform a valuable role in policy and practice to clarify long-term goals, guide municipal actions to achieve them, measure their progress over time, and reward good performance. Indicators are also important for national government to account for the effective use of taxpayer funding. The rationale and concepts used in formulating indicators are explained in this document so that a shared understanding is established among the various role players involved.

It is widely accepted that the low density, fragmented form of South African cities and towns is exclusionary, inefficient and ultimately unsustainable – financially as well as environmentally and socially. An inherently inefficient basic services and transport infrastructure underpins persistent urban sprawl, and results in costly and wasteful services. Although many national and local policies have been approved since 1994, not enough has been done in practice to alter the infrastructure development and trajectory of urban development, so the sprawling, dispersed spatial form, poorly located and unmaintained infrastructure inherited from the past has been perpetuated and indeed reinforced by recent development patterns. According to the National Development Plan:

“South Africa’s towns and cities are highly fragmented, imposing high costs on households and the economy. Since 1994 ... little progress has been made in reversing apartheid geography” (NPC, 2012: 266).

Transforming the entrenched spatial form of urban development is likely to require a bolder and more sustained effort. This is because of the durability of the built environment, powerful vested interests in the land and property sector, and inertia in established policies and practices (Turok, 2013). A more concerted effort is likely to include deliberate city-level strategies, actions and collaborative arrangements that align housing, transport, land-use, economic and infrastructure decisions within a long-term vision of a more integrated urban future.

All of the metros have aspirations to promote urban integration and have begun the planning task. However, most struggle with the practicalities of implementing in the context of uncertainty about how best to proceed and a range of other institutional, economic, political and technical obstacles. South African cities are not unique in this respect. Many cities around the world are grappling with similar challenges of achieving a more compact urban form and built environment in the face of many countervailing forces and trends towards fragmentation, dispersal and sprawl. City governments confront many dilemmas and trade-offs that require difficult choices to be made. A compact urban form and built environment enables inclusivity and diversity of population, housing and social facilities. It is also a precondition for the efficient and affordable delivery of basic services. A compact city can significantly lower resource consumption through efficient urban form and built environment.
The City Support Programme and the Urban Networks Strategy

The CSP was announced by national government in 2012. It seeks to accelerate the process of spatial transformation by influencing where and how public funds are invested in the urban environment in order to promote more functional, productive, inclusive and sustainable cities. It seeks to coordinate funding programmes, to link these to national regulatory reforms in the built environment, and to support enhanced capacity in the metros themselves. The CSP has four components: Core City Governance Implementation Support; Human Settlements Support; Public Transport Support; and Climate Resilience and Sustainability Support. A key innovation of the CSP has been to forge strong links with the Neighbourhood Development Partnership Programme (NDPP), particularly in the implementation of the Urban Networks Strategy. This strategy aims to transform and integrate the development of targeted township economic nodes, by locating and linking them within wider "urban networks". It includes a targeted investment programme that aims to transform the spatial form of SA’s larger urban centres and increase access to amenities, especially for the poor located in marginalised townships.

One of the assumptions behind the CSP is that the metros should take prime responsibility for urban integration and management of the built environment on the basis of their superior knowledge of local needs and dynamics, and because of their extensive powers, legitimacy and accountability for pursuing this role. These powers are being supplemented by the gradual transfer of additional responsibilities in housing, transport and spatial planning from the provincial and national spheres of government. The metros also have significant revenue-raising capabilities and borrowing powers that could and should contribute to the funding of additional infrastructure. There is therefore a powerful logic in the metros assuming strategic responsibility for planning and managing more integrated urban development. It makes obvious sense for them to lead this function. Formulating and applying appropriate urban indicators is an important part of the task. National government will support and reward the metros for their performance in achieving better urban development outcomes, through the instruments contained in this document.

National government has already begun to implement the CSP. This is most notable in the introduction of a performance-based Integrated City Development Grant (ICDG) in 2013/14 and the rollout of the Urban Networks Strategy. The ICDG will provide sizeable incentives for the metros to support integrated urban development through densification, infill, mixed-use schemes, aligning jobs and housing, linking transport and land-use, supporting transit-oriented development, etc. The ICDG is an important innovation in government funding of municipalities and will provide strong support for better urban planning by explicitly rewarding good performance, on the basis of a subset of the indicators developed in this document.

This document lays the basis for all CSP components by working with the metros to identify the relevant indicators through which to set priorities and measure progress towards achieving a more compact urban form and built environment which results in more efficient use of resources (e.g. land, water, energy). The document identifies relevant indicators and targets for the metros, and lays the basis for assessing their capacity needs in terms of how to achieve these, i.e. the functions, tasks and competencies required. Effective indicators are just one of the elements required to facilitate urban integration. They will need to be complemented by enhanced strategies, programmes, projects, incentives, partnerships with land-owners, negotiations with developers and financiers, coordination with departmental infrastructure providers, and revised regulations and land-use zoning schemes. This is clearly a large and complex task.
3.4 THE POTENTIAL IMPACT OF REDEMARCATION ON THE SOUTH PLANNING REGION

The Demarcation Board held a public meeting in eThekwini Municipality on 4th May 2012, to table the proposed demarcation changes which will be effected in 2016. (See images below) Significant changes to the boundary of the eThekwini Municipality have been proposed, in the South and Outer West areas involving the inclusion of traditional authority land into the Metro.

The eThekwini municipality, particularly in the southern region is going to receive four wards of Vulamehlo Local Municipality. Wards one, two, three and ward four will form the new eThekwini boundary. The southern region will inherit an area of social investment need. This will mean planning for and streamlining the current disparities of levels of basic services in areas previously under Vulamehlo Municipality. Vulamehlo Municipality is characterised by a predominantly rural settlement pattern and is under traditional authority. The landscape of Vulamehlo is characterised by valleys and river systems; rugged; steep and hilly terrain. This fragmented topography has influenced the extent of development expansion and has also dictated the scattered pattern of settlements found in the area.
ANNEXURE 4: SSDP ALIGNMENT WITH ETHEKWINI SDF

The eThekwini Municipality has adopted the package of plans as way to carry out the metro's spatial development intentions from the IDP into specific projects as well as interpret and implement the priorities at metropolitan, regional and local development scale. The broader spatial intentions are represented through Spatial Development Framework (SDF), which guides the formulation of the four regional Spatial Development Plans which are currently under review. The eThekwini Municipality has 26 Priorities and the SDF only reflects the metro wide priorities Le Dube Trade Port in the North, Cato Ridge in the Outer West and Back of Port in the Central South Regions.

Other priorities are carried out through regional level Spatial Development Plans (SDP's) as well as a number of local area plans for implementation. In the current South Spatial Development Plan the regional priority is the Back of Port and Umlazi as well as a number of local priorities stated above.
ETHEKWINI MUNICIPALITY

SOUTH SPATIAL DEVELOPMENT PLAN

Revised SSDP Maps and Adopted Plans