# SOUTH SPATIAL DEVELOPMENT PLAN

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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 Plan 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 developments, climate change, Sea level Rise and Coastal Management. The 2012/13 SSDP review will also concentrate in capturing land used changes and amendments based on Local Area Plans and Functional Area Plans studies undertaken in Southern Municipal Planning Region (Adams/Folweni LAP, Cragieburn FAP and Amanzintot CBD Nodal and Regeneration Study) all approved in 2011/2012 Financial year.
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 development plans of the west and north as well as the South Durban Basin Framework in progress,
- To inform the broader Unicity Spatial Development Framework as well as providing guidance for subsequent local area plans and land use schemes
1.2 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. This is the third minor Review of the SSDP for 2012/13. The next major SDP review will be undertaken in 2014/15.

The Review of the draft SSDP will allow for the continual strategic refinement of the process, the re-assessment of the SSDP based on new information and sector studies as the information becomes available. Of critical importance is the more detailed assessment of the Phase 1 Priority areas. Future reviews will need to take into consideration the Strategic Environmental Assessment of the SDP; the Integrated Rapid Public Transportation Network and demographic modelling studies; Reserve Determination and Water Reconciliation studies and the spatial interpretation of Climate Change Data as and when this information becomes available.

1.3 THE FOCUS OF THE 2012/13 REVIEW

In this 2012/13 minor annual SSDP Review, the key areas of focus for the revision have included:

- Changes made in alignment with the IDP 2012/13
- Changes made in alignment with key proposals in Council adopted Local Area Plans (LAPs) and Functional area Plans, namely
  - Adams/ Folweni Local Area Plan (November 2012)
  - Cragieburn Functional Area Plan (November 2012)
  - Amanzimtoti CBD Node Regeneration Plan (October 2011)
- Verifying alignment with the existing land use and spatial planning intentions
- Aligning and standardizing densities, nodal hierarchy and mapping across the four SDP's
- Changes to mapping and text to reflect new/updated information including:
  - Amended Land-use Mapping and Land use quantums
  - Density Mapping
- Ensure densities and land uses are in support of the IRPTN
- Participation in numerous climate change initiative and fora to more fully understand the implications and possible spatial responses to water supply limitations as well as agriculture and food security impact associated with climate change.
- Ongoing stakeholder engagement, particularly to obtain alignment with private sector and neighbouring municipality planning initiatives.
- Cross boarder planning and alignment with neighboring municipalities
- Demarcation issues particularly obtaining an understanding of socio economic status of newly inherited wards and its implications in relation to service provision.

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 510km² and is estimated to accommodate in the region of 730 000 people (census 2001).

It abuts in the north onto both the central and western metropolitan planning regions. In the west the South MPR borders onto the Umgungundlovu and Ugu District Municipalities.
The South MPR is made up of the previous South Local Council area, containing a series of earlier local municipalities, and significant areas added to Ethekwini during the recent re-demarcation. The latter areas formed previously part of the KwaZulu homeland structure.

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

Major development components consist of the southern portion of the South Durban Basin, the existing airport, 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 PLANNING CONTEXT

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 edge”, 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.

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

11. ILLOVU 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, past proposals for 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.

1.7 BROAD PLANNING APPROACHES

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

- **RESTRUCTURING THE CITY AND PROVIDING EQUAL OPPORTUNITIES FOR ALL COMMUNITIES**, i.e. contributing to the ongoing process of creating a less divided and more democratic city which facilitates all citizens to develop their potential,

- **UTILISING THE UNIQUE POTENTIALS OF THE SOUTH MPR**, i.e. basing the future development on the distinctive characteristics and opportunities including the coast, the existing economic development, the rural landscape etc,

- **SUPPORTING THE CREATION OF AN EFFICIENT URBAN DEVELOPMENT**, i.e. ensuring the development of a more compact and affordable development both in terms of municipality and residents,
• **ENABLING BASIC NEEDS PROVISION**, i.e. ensuring the provision of basic physical and social services to all residents,

• **ENSURING SUSTAINABLE DEVELOPMENT IN TERMS OF ENVIRONMENTAL, ECONOMIC AND SOCIAL ASPECTS**, i.e. verifying that all individual as well as the overall development supports the maintenance of an acceptable built and natural environment that can be sustained economically and contributes to the social development of the community,

• **IDENTIFYING THE UNIQUE OPPORTUNITIES THE SOUTH CAN CONTRIBUTE TO THE DEVELOPMENT OF THE UNICITY**, including potentially economic, residential, environmental, agricultural, coastal tourism, inland tourism, unique Africa experience etc.
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 population of the South MPR in 2005 amounted to 730 000 people and that, at an assumed growth rate of 2% p.a., a total population of 810 000 people would have to be accommodated in 2010. Using the 2% growth rate the current population (2012) is estimated at 842 000 people. This would equate to in the region of 20 000 additional households which would be in addition to any existing housing backlog. More recent population growth estimates suggest however that realistic growth rates may be in the region of 1%.

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

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

- **LAND ISSUES IN THE SOUTH**

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

Currently there are 52 train sets (including 5 spare) operating on the current rail network serving passenger rail with plans afoot to acquire additional train sets. The passenger railways are going through a process of modernization. As part of this process, PRASA has already invested a significant amount of money on station upgrades in Rossburgh, Isipingo, Duffs Road, Durban, KwaMashu, KwaMnyandu and Moses Mabida in 2009/2010 to the value of R348m with further station upgrades planned for 2010/2011 for Clairwood, Montclair, Zwelethu, Lindokhule and Avoca stations to the value of R45m. Since 2009, a total of R500m has also been spent on minor improvements (painting, repairs etc) in a number of stations situated throughout the municipal area.

A further seven (7) stations have also been selected in KZN for future Station Precinct Upgrades four of which fall within the eThekwini Municipal area. The stations include KwaMnyandu, Umlazi, Pinetown, KwaMashu, Umgeni Business Park, Scottburgh and Pietermaritzburg stations. This project has only recently been initiated and is currently in progress.

PRASA will also in the future, be undertaking a recapitalization of the rolling stock (trains) as well as capacity upgrades to the signaling and infrastructure systems. In this regard, PRASA has indicated that it will be focusing on undertaking capacity improvements on the existing North –South Corridor from Umlazi to Bridge city. The detailed design of these capacity improvements is expected to be complete by 2015.

● THE EXISTING DEVELOPMENT

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

It is suggested that a detailed coastal management plan needs to be established identifying the specific environmental resources of the coast, their protection and management, as well as the areas’ appropriate utilisation for recreational activities and a river system management plan may be required for the major river systems of the South MPR, the individual lagoons and estuaries and specific areas of opportunity and high 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.
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-Clansthal areas.
  - Parallel provision of required physical and social services, and the ability to create acceptable and reasonable service levels, as a precondition for development.
  - Parallel development of additional employment opportunities.
  - Detail investigation into potential local amendments to present “urban edge” line.

LAND DEVELOPMENT OPPORTUNITIES

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

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

Topographic conditions in the South MPR influencing developability include a 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 LADP, covering the north-western part of the South, identifies potential and required additional north-south linkages located further to the west.

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

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

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

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

**ECONOMIC DEVELOPMENT IN THE SOUTH**

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

**INDUSTRIAL DEVELOPMENT**

The existing developments of the South Durban Basin, Prospecton, Isipingo and Umbogintwini are of metropolitan significance, they consequently need to be maintained, appropriately upgraded and made more efficient in terms of attractiveness to new investment, capacity expansion, linkage into major transportation networks etc.
Appropriate environmental standards need to be agreed on and managed.

Conflicts between the industrial and residential development need to be addressed appropriately and managed.

Land emanating from the envisaged airport move needs to be integrated into the surrounding activities, developed on the basis of the area’s excellent regional access and visibility and the opportunity to create additional employment in the South.

The business park development at Umbogintwini should be encouraged to develop further, while appropriate measures need to be taken to protect the surrounding development from problems potentially arising from the chemical activities in the area.

The Illovu Flats contains flat land, highly visible with excellent regional access, portions of which may therefore be appropriate for high, bio-tech or similar economic development.

The SAICCOR complex west of Umkomaas is understood to be expanded and that there are no negative emissions from the present activities, visibility and good access may suggest the potential for additional appropriate development.

**COMMERCIAL DEVELOPMENT**

In general existing commercial developments and CBDs may require upgrading consequently attracting more investment, this is in particular applicable to the Isipingo and Amanzimtoti CBDs and the Umlazi V intersection and the W centre.

Potential commercial development opportunities on land emanating from the future airport move,

Envisaged establishment of regional shopping centre serving the South MPR and beyond, locations identified at Umbogintwini (Arbour Town), Amanzimtoti (Estuary) and Winklespruit (South Coast Mall), likely to be developed at one of the locations only, the development of Arbourtown is in the meantime in progress

Appropriate development frameworks need to be established to guide the future development of the rural investment and local service nodes identified including in particular Umbumbulu, Umgababa and Umkomaas.

**INFORMAL ACTIVITIES**

Significant existing levels of informal commercial activities in particular in the Umlazi and Isipingo areas,

Appropriate LED strategies and relevant actions to be identified to harness the emanating employment and convenience opportunities and to link appropriate activities into support and management mechanisms,

Appropriate opportunities also to be established and managed in existing and future formal commercial centres.

**AGRICULTURAL DEVELOPMENT**

Promoting more efficient community-based agricultural development in suitable parts of the traditional settlement areas,

Encouraging the diversification and appropriate benefitiation 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 upgrading of the Umgababa Holiday resort and the development of an appropriate launch site at Umkomaas for dives to the Aliwal Shoal is planned.

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

Since substantial parts of the South MPR consist of rural development, the area has significant potential for the establishment of alternative inland eco
PROVISION OF APPROPRIATE SERVICES

Following 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 Mdloti/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.
- The 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.

The purple line represents the revised scenario from Umgeni Water – February 2010.

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
There are potential delays due to appeals on the pipeline. Projected water delivery will be in April 2013 if the project remains on schedule.

1.1.2 Raising of Hazelmere Dam
1.1.3 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. The upgrade of the North Coast pipeline and Hazelmere Waterworks to be completed by 2014.

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 in January 2011.

1.1.6 Lower Thukela Transfer
Construction is planned for commencement in January 2012 for delivery by 2014. This scheme is on track according to the current planning, with no complications foreseen.

1.1.7 Mvoti River Development
It is anticipated that the feasibility studies will start by August 2011.

1.1.8 Re-use of treated sewage effluent
Studies are being undertaken by eThekwini Metro to investigate the potential re-use of treated sewage effluent and the implementation plan is due for completion by December 2010. The assessment of the options resulted in the direct re-use option being identified as the preferred option. It is proposed that the treated sewage effluent from the KwaMashu, Phoenix and Northern works be collected and treated to a potable standard before pumping into the Northern Aqueduct. The project is on track to deliver water by 2016 as planned. Public perceptions of direct re-use could delay or prevent the implementation of the re-use option.

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

THE NATURAL ENVIRONMENT

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

THE COAST

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

THE MAJOR RIVER SYSTEMS

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

UNIQUE NATURAL ENVIRONMENTS

In additional to the coastal and riverine areas the South MPR contains a great variety of unique environmental resources, including areas of high 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.

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

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

SSDP2012/13 REVIEW
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.
3.1 PLANNING AND DEVELOPMENT PRINCIPLES

**IDP KEY DEVELOPMENT PRINCIPLES**

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

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

**PROMOTING AN EQUITABLE CITY**

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

**PROMOTING AN EFFICIENT CITY**

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

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

GENERAL PLANNING PRINCIPLES

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

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

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

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

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

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

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

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

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

**IMPLEMENTATION 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.

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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 Amanzintoti, 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 be provide a basis for appropriate development.

- RESIDENTIAL DEVELOPMENT CONCEPTS

PROVIDING FOR A VARIETY OF HOUSING OPPORTUNITIES in terms of densities, location, income levels and housing environments. This would inter alia entail a direct correlation between densities and location, i.e. developing higher residential densities in proximity of major amenities, activities and transport routes and allowing for lower densities in peripheral areas further removed from amenities and opportunities. Urban development also needs to cater for a variety of income levels, whereby there is no direct relationship between density and income level. There tends to exist however a linkage between income level and location and it is generally acknowledged that South African cities need to be restructured to accommodate lower income levels in more central locations and in closer proximity to activities and opportunities.
CREATING DECENT LIVING ENVIRONMENTS in terms of availability of the range of support services required as well as in terms of planning and design approaches. It is argued that it is essential that good planning and urban design approaches are equally applied to low and high income residential developments, although their expression on the ground may vary. If anything, it appears more important to provide an appropriate public environment in low than in high income environments.

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

- ECONOMIC DEVELOPMENT APPROACHES

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

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

AGRICULTURAL DEVELOPMENT, supporting the maintenance of existing appropriate agricultural activities, promoting the development of additional community-based and diversified 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.
ETHEKWINI MUNICIPALITY

SOUTH SPATIAL DEVELOPMENT PLAN

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

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

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

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

- THE BUILT ENVIRONMENT IN THE SOUTH
The built environment of the South MPR is expected to be substantially improved in that one the one hand private development and investment is appropriately guided and managed while more effort is placed in the development of the public realm. The improvement of the built environment is suggested to form the basis...
for the creation of a more humane living environment while contributing to enabling communities to take greater part in influencing their environment.

The following provides an overview of the planning and development strategies forming the basis of the spatial development plan.

**4.1 OVERALL AND GENERAL**

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

**4.2 ECONOMIC DEVELOPMENT**

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

**4.3 POPULATION AND ACCOMMODATION**

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

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

4.5 NATURAL AND BUILT ENVIRONMENT

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

4.6 PLANNING AND DEVELOPMENT MANAGEMENT

- Establishing appropriately detailed local area development plans.
- Developing and implementing appropriate land use management plans and systems.
- Establishing and implementing coastal and inland environmental management plans.
5.1 GENERAL

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

It is the purpose of the SSDP to provide strategic direction for the future development of the southern region and to establish enough detail direction to inform subsequent local area development plans. In this endeavour it is guided by the Ethekwini IDP and SDF, as well as a series of metropolitan plans such as the Rural Development Framework, the South Local Development Plan, the Umlazi Integrated Development Framework, the Umbumbulu and Umhini Local Area Development Plans, Umkomazi Local Area Plan, Umlazi Nodal and Regeneration Study, uMlazi Local Area Plan, Illovo Local Area 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 the description of each individual planning area in terms of applying the concepts outlined in earlier sections as well as a description of the envisaged development in terms of residential accommodation, development of a road hierarchy, commercial, business, industrial development, amenities and facilities, nodal development, agricultural development, as well as the issues of the natural and built environment.

5.2 CONSOLIDATED SPATIAL DEVELOPMENT PLAN

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

- **ECONOMIC DEVELOPMENT**

5 THE SPATIAL DEVELOPMENT PLAN
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, the Ezimbokodweni valley and the Inwabi Mountain. This should include in particular the natural assets of the Umkomaas planning area.

- POPULATION AND ACCOMMODATION

IDENTIFYING APPROPRIATE RESIDENTIAL DENSIFICATION OPPORTUNITIES

- The SSDP identifies densification opportunities including the Isipingo and selected Umlazi areas, the Amanzimtoti and Kingsburgh areas surrounding the N2, and to a lesser degree, areas surrounding the Folweni, Adams, 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.

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

While it is understood that the Umlazi rail enjoys significant support, the south coast rail appears to be substantially underutilised.

Although the rail alignment along the coast may have been considered as a development barrier, it has in instances prevented the inappropriate usage of the coast and it should be seen as a substantial opportunity for coastal tourism.

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

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.

**NATURAL AND BUILT ENVIRONMENT**

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

Appropriate regulations for the development of the sensitive coastal environment as well as the unique inland valleys and fragmented topography are urgently required.

Such management plans need to be discussed with the relevant local communities and their structures need to be integrally involved in the management of the natural environment.
5 THE SPATIAL DEVELOPMENT PLAN

IDENTIFYING AND SAFEGUARDING THE NATURAL ENVIRONMENT OF LOCAL AND METROPOLITAN SIGNIFICANCE

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

APPROPRIATELY INTEGRATING THE NATURAL AND BUILT ENVIRONMENT

- The existing and future built environment needs to integrate the natural environment as an integral part of the overall environment, it needs to be utilised as a structuring element and as a green relief 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 contextualised and developed.
ETHEKWINI MUNICIPALITY

5 THE SPATIAL DEVELOPMENT PLAN

AREA KM2: 510km2

EXISTING NO OF HOUSEHOLDS (2005 estimate): 180 000 HOUSEHOLDS / 730 000 people

POTENTIAL FUTURE NO OF HOUSEHOLDS: 258 000 HOUSEHOLDS / 1 030 000 people

MAIN ACCESS: Upgraded MR197, newly developed MR579, upgraded south coast rail, local north-south link roads

TOPOGRAPHY: Flat to undulating on the coast, progressively steeper towards the west, incisive river valleys

SETTLEMENT STRUCTURE: 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

RESIDENTIAL DEVELOPMENT: Residential infill and densification in Umlazi, Isipingo, Amanzimtoti, Kingsburgh, Umbumbulu, Umkomaas, new development in Illovu and Craigieburn, upgrading of informal development in Umlazi and the traditional settlement areas

NODAL DEVELOPMENT: 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

ECONOMIC DEVELOPMENT: Airport site redevelopment, Prospecton and Illovu upgrading, additional development

Umbogintwini, business / office development

RECREATION / TOURISM: Upgrading, redevelopment and new development on the coast and identified inland areas, Aliwal Shoal marine-protected area

AGRICULTURE: Intensification of commercial farming and introduction of community-based activities

ENVIRONMENT: Coastal and inland EMP urgently required to protect and appropriately utilise natural areas

It should be noted that the above “potential future number of households” represents neither the accommodation of a potential future population growth nor the potential “ultimate” development potential of the South. It rather suggests a realistic scenario for the medium term development taking into account the variety of development issues to be addressed.

The Ethekwini Municipality accommodates a wide range of areas and development characters extending from dense urban to sparse rural settlement. As the term suggests, the Urban Edge 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 edge.

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 edge 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 edge considerations. Unless further densification in the Umgababa can be prevented, this should also include a realistic extent of this area.
5.3 SPATIAL DEVELOPMENT PLAN PER PLANNING AREA

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

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

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

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

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

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

### SMALL COASTAL TOWN

**LOCATION:** Southern end of Metro, coastal location

**ACCESSIBILITY:** Excellent, besides peripheral location, N2, R102, MR197, South Coast Rail, limited linkage

**TOPOGRAPHY:** Undulating – fragmented - steep

**EXISTING DEVELOPMENT:** Small coastal town, green environment, pleasant character but deteriorating, suburban development, underutilised sea front, SAICCOR, access to Aliwal Shoal, commercial agriculture

**EXISTING PLANS:** Housing investigation, coastal management plan, urban renewal framework

**BROAD INTENTIONS:** Opportunities for additional residential, better utilisation of beach and river, upgrading of town and launch site, potential expansion of SAICCOR, environmental upgrading

**POTENTIAL NO. HOUSEHOLDS:** 5 200 + 1 000 + 15 000 = 21 200

**POTENTIAL DENSITIES:** 6 – 15 units/ha

**OTHER SIGNIFIC. LAND USES:** Commercial agriculture, market gardening, natural environment and tourism

**ISSUES AND COMMENTS:** Local economic development, SAICCOR expansion, limited N2 access, beach front structuring and management of development pressures, linkage to surrounding areas

---

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<thead>
<tr>
<th>PLANNING UNIT</th>
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<tbody>
<tr>
<td>AREA / HA</td>
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<td>EXISTING HOUSEHOLDS / 2001</td>
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<tr>
<td>LOCATION</td>
<td>Southern end of Metro, coastal location</td>
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<td>ACCESSIBILITY</td>
<td>Excellent, besides peripheral location, N2, R102, MR197, South Coast Rail, limited linkage Umkomaas – sea front</td>
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<tr>
<td>TOPOGRAPHY</td>
<td>Undulating – fragmented - steep</td>
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<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>
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<td>Opportunities for additional residential, better utilisation of beach and river, upgrading of town and launch site, potential expansion of SAICCOR, environmental upgrading</td>
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<td>POTENTIAL NO. HOUSEHOLDS</td>
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<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>
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 fulfil its role as local service centre for the surrounding region and as tourism node, providing additional amenities for coastal tourism and activities associated to the Aliwal Shoal,

• Developing relevant parts of the coast for recreational activities while safeguarding the sensitive natural environment,

• Protecting and appropriately managing natural environment areas indicated,

• Appropriately managing the agricultural potential of the area,

• Providing appropriate physical and social support services for and upgrading the Amahlongwa traditional settlement and ensuring integration into the remainder of the development.
Further detail planning (Umkomaas 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 Umkomaas LAP area. Through this process land use and densities were refined as follows:

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<td><strong>273198.10</strong></td>
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</table>
## 5 THE SPATIAL DEVELOPMENT PLAN

### UMNINI / UMGABABA

#### Planning Unit

<table>
<thead>
<tr>
<th>AREA / HA</th>
<th>5 744</th>
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</thead>
<tbody>
<tr>
<td>EXISTING HOUSEHOLDS / 2001</td>
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</tr>
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</table>

#### Location

Southern Metro, coastal location

#### Accessibility

Excellent access besides peripheral location, N2, R102, MR187, South Coast Rail, internal access to be upgraded, R102 to be slowed down.

#### Topography

Undulating – fragmented - steep

#### Existing Development

- Majority traditional settlement with exception of Magabeni and Ilfracombe, densifying around N2 and R102.
- Umgababa Resort, Umgababa Dam, exceptional lagoons.

#### Existing Plans

- Local area development plan, concept plans for Umgababa Resort redevelopment and nodal development, rural housing project.

#### Broad Intentions

- Upgrading of existing settlement, establishment of Rural Investment Node, formalisation and densification around major access, redevelopment of Umgababa Resort, rehabilitation of beach front environment.

#### Potential No Households

$6,500 + 14,500 = 21,000$

#### Potential Densities

3 – 20 units/ha

#### 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.
Conducting feasibility study on the appropriate development of the Illovu Flats area.

Environmental rehabilitation of valleys and western hills, potential linkage to sea and beach front.

 ISSUES AND COMMENTS

BROAD INTENTIONS

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

EXISTING PLANS

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

EXISTING DEVELOPMENT

Low density coastal settlement, commercial agriculture west of N2.

TOPOGRAPHY

Undulating, determined by Illovu and Umsimbazi River valleys and coast.

ACCESSIBILITY

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

LOCATION

Southern Metro, along “urban edge”, coastal location.

POTENTIAL DENSITIES

6 – 15 units/ha

POTENTIAL NO HOUSEHOLDS

600 + 3000 = 3600

EXISTING HOUSEHOLDS / 2001

620

AREA / HA

1305

PLANNING UNIT

ILLOVU

EXISTING PLANS

Low density coastal settlement, commercial agriculture west of N2.

SYSTEMATIC PEST MANAGEMENT

Environmental rehabilitation of valleys and western hills, potential linkage to sea and beach front.

BROAD INTENTIONS

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

EXISTING PLANS

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

EXISTING DEVELOPMENT

Low density coastal settlement, commercial agriculture west of N2.

TOPOGRAPHY

Undulating, determined by Illovu and Umsimbazi River valleys and coast.

ACCESSIBILITY

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

LOCATION

Southern Metro, along “urban edge”, coastal location.

POTENTIAL DENSITIES

6 – 15 units/ha

POTENTIAL NO HOUSEHOLDS

600 + 3000 = 3600

EXISTING HOUSEHOLDS / 2001

620

AREA / HA

1305

PLANNING UNIT

ILLOVU

5 THE SPATIAL DEVELOPMENT PLAN

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 to 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:
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<th>ILLOVO LAND USE</th>
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</table>
### South Spatial Development Plan

#### Amanzimtoti / Kingsburgh

<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-westery 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 Significant 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>

---

#### South Spatial Planning Team

**5 THE SPATIAL DEVELOPMENT PLAN**
The major planning principles and concepts applied include the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The South Spatial Development Plan therefore suggests:

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

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

• Upgrading and infill of Illovu Township and better integration with surrounding activities and opportunities.
<table>
<thead>
<tr>
<th>AMANZIMTOTI LAND USE</th>
<th>No.</th>
<th>AREA (Ha)</th>
</tr>
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<tbody>
<tr>
<td>DMOSS</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>1073</td>
<td><strong>37611.99</strong></td>
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</table>
5 THE SPATIAL DEVELOPMENT PLAN

ADAMS / FOLWENI

PLANNING UNIT | ADAMS / FOLWENI
---|---
AREA / HA | 7 031
EXISTING HOUSEHOLDS / 2001 | 29 505
LOCATION | South-western Metro
ACCESSIBILITY | R603, M985, M197, relative proximity to N2, limited internal linkage
TOPOGRAPHY | Undulating - fragmented
EXISTING DEVELOPMENT | 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
EXISTING PLANS | Upgrading of Folweni and Kzimbokodweni, rural housing projects at Enkhanyisweni
BROAD INTENTIONS | Formalisation of all informal development, Adams as Local Service Node, local nodes at Ntbankhulu and Eziko improved internal and external linkages
POTENTIAL NO HOUSEHOLDS | 30 000+ 22 000 = 52 000
POTENTIAL DENSITIES | 6 – 30 units/ha
OTHER SIGNIFIC. LAND USES | Local economic development, agricultural development in low density areas, environmental rehabilitation of river valleys
ISSUES AND COMMENTS | Urgent upgrading of dense informal settlements and identifying mitigating actions for the noxious industries at Umbogintwini

ETHEKWINI MUNICIPALITY
SOUTH SPATIAL DEVELOPMENT PLAN
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.
## 5 THE SPATIAL DEVELOPMENT PLAN

### ADAMS MISSION LAND USE

<table>
<thead>
<tr>
<th>Land Use</th>
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<th>AREA (Ha)</th>
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<tr>
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<td>Rural Residential</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>2755</td>
<td>138556.89</td>
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</table>
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

POTENTIAL DENSITIES
3 – 15 units/ha

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

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.

ACCESSIBILITY
Limited via R603 and MR80, internal linkage limited

EXISTING HOUSEHOLDS / 2001
3 733

AREA / HA
13 645

LOCATION
Western periphery of Metro, recent inclusion into Metro

EXISTING DEVELOPMENT, TOPOGRAPHY, ACCESSIBILITY

PLANNING UNIT
UMBUMBULU

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

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

5  THE SPATIAL DEVELOPMENT PLAN
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 ot 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 15units / 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.
ETHEKWINI MUNICIPALITY
SOUTH SPATIAL DEVELOPMENT PLAN

UMBUMBULU LAND USE

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>No.</th>
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</tr>
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<tr>
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<tr>
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<tr>
<td>Rural Residential</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>2873</td>
<td><strong>757642.25</strong></td>
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</tbody>
</table>

5 THE SPATIAL DEVELOPMENT PLAN

UMBUMBULU

SOUTH SPATIAL PLANNING TEAM

55
Scenic landscapes asking for tourism potential investigation.

**Local economic development, local agricultural development, tourism and recreation development**

**Other significant land uses**
- Local economic development, local agricultural development, tourism and recreation development

**Issues and comments**
- Scenic landscapes asking for tourism potential investigation

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**PLANNING UNIT** | **INWABI**
---|---
**Area / HA** | 6,474
**Existing Households / 2001** | 2,921
**Location** | Western periphery of the Metro, recent inclusion into Metro
**Accessibility** | Poor via extension of Mangosuthu Highway and Umzazi, limited north-south linkage, poor internal linkage
**Topography** | Fragmented – steep, including dramatic escarpments and cliff faces, scenic beauty.
**Existing Development** | Low density traditional settlement, some densification adjacent to Umzazi and along P725, no local economic development, limited local amenities
**Existing Plans** | MR6/79 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
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 LAND USE

<table>
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<th>LAND USE</th>
<th>No.</th>
<th>AREA (Ha)</th>
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<td>1912</td>
<td>305104.74</td>
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</table>
## Umlazi

### Area / HA
4 481

### Existing Households / 2001
93 641

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

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

### Topography
Undulating - steep in the river valleys

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

### Existing Plans
Structure plan, local development plans, nodal development plans

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

### Potential No Households
94 000 + 11 000 = 105 000

### Potential Densities
30 – 50 units/ha

### Other Significant Land Uses
Local economic development, development of appropriate facilities

### Issues and Comments
Streamlining informal settlement upgrading and new, integration

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**5 THE SPATIAL DEVELOPMENT PLAN**

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UMLAZI

The major planning principles and concepts applied include the following:

- **SUSTAINABLE DEVELOPMENT**, i.e. ensuring that development is sustainable both in terms of environmental considerations, physical and social service provision, local economic development etc, this in particular applicable to the areas of substantial informal densification in Umlazi,

- **INTEGRATED DEVELOPMENT**, i.e. facilitating integration of the various formal, informal, traditional and urban components and their interlinkage and accessibility to the remainder of the Metro,

- **RESTRUCTURING THE CITY**, i.e. providing better accessibility, establishing appropriate physical and social services, creating additional local economic development opportunities and facilitating the better linkage to activities in the wider Metro,

- **ECONOMIC DEVELOPMENT**, i.e. developing the opportunities for local economic development and facilitating such development through improved accessibility, linkage, support and training,

- **EFFICIENT DEVELOPMENT**, i.e. ensuring provision of appropriate services and facilities to the densifying traditional settlement areas and considering an appropriate level of formalisation,

- **UNIQUENESS OF PLACES**, i.e. maintaining the unique character of the area while upgrading services, facilities and the urban and green environment,

- **QUALITY LIVING ENVIRONMENTS**, i.e. improving the living conditions in the area by providing appropriate physical and social services, including facilitating the appropriate formalisation and upgrading of local economic activities,

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

- **HIERARCHY OF ACCESS CORRIDORS**, i.e. locating development requiring high levels of access and visibility as well as higher residential densities in proximity of the major existing access routes and improving north-south linkage both by developing the planned MR579 as well as local level linkages to the north and south,

- **HIERARCHY OF ACTIVITY NODES**, i.e. the Umlazi town centre has been identified as a mixed investment node in the Ethekwini IDP while other existing nodes, such as the Umlazi Megacity, the V intersection and KwaMyandu are regarded as significant local service nodes, the development of the existing unit centres should be urgently revisited,

- **ENVIRONMENTAL STRUCTURING ELEMENTS**, i.e. while the remaining green environment should be appropriately managed and rehabilitated, the urban environment of Umlazi requires serious attention,

- **PROVIDING A VARIETY OF HOUSING OPPORTUNITIES**, i.e. upgrading the numerous informal settlements, allowing for residential densification in area identified and providing appropriate physical and social support services throughout Umlazi,

The South Spatial Development Plan therefore suggests:

- The urgent necessity to significantly upgrade the urban and natural environment of Umlazi,

- The similarly urgent necessity to formalise / upgrade the large number of informal settlements in the area,

- Encouraging, supporting and formalising existing and additional local economic activities and provide appropriate training systems,

- Providing better linkage within and to the areas north and south of Umlazi, including in particular developing the planned MR579 as well as local level linkages,

- Revisiting the development of the existing large number and state of unit centres,

- Allowing and encouraging the densification of residential areas in appropriate locations indicated and providing appropriate development guidance.
## UMLAZI LAND USE

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<tr>
<th>UMLAZI LAND USE</th>
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ETHEKWINI MUNICIPALITY
SOUTH SPATIAL DEVELOPMENT PLAN

5 THE SPATIAL DEVELOPMENT PLAN

**ISIPINGO / PROSPECTON**

<table>
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<tr>
<th>PLANNING UNIT</th>
<th>ISIPINGO / PROSPECTON</th>
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<tbody>
<tr>
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<tr>
<td>EXISTING HOUSEHOLDS/2001</td>
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<tr>
<td>LOCATION</td>
<td>Prime location northern part of southern Metro, adjacent southern economic basin and present airport</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Excellent via N2 and M4, South Coast Road, South Coast Rail</td>
</tr>
<tr>
<td>TOPOGRAPHY</td>
<td>Flat – undulating, some steep topography at Isipingo Beach, Prospecton low lying with flooding potential</td>
</tr>
<tr>
<td>EXISTING DEVELOPMENT</td>
<td>Major industrial / business developments SAPREF, Prospecton, Umbogintwini and Isipingo, Isipingo Rail significant commercial node, mostly suburban residential development, planned airport mode as major development opportunity, significant natural coastal and lagoon environment underutilised</td>
</tr>
<tr>
<td>EXISTING PLANS</td>
<td>Airport move and associated economic development opportunities, upgrading of Isipingo node, improvement of environmental conditions associated to Umbogintwini industrial</td>
</tr>
<tr>
<td>BROAD INTENTIONS</td>
<td>Appropriate range of economic developments including business, commercial, office as well as clean industrial to replace airport, road linkage Prospecton – airport – Merebank, upgrading of Isipingo node, improved linkage to Umlazi, potential linkage of MR80 to N2 and Prospecton, higher density residential development at Isipingo Rail and portion Isipingo Beach, utilization of environmental development opportunities, environmental rehabilitation, upgrading of built environment</td>
</tr>
<tr>
<td>POTENTIAL NO HOUSEHOLDS</td>
<td>8 500 + 1 500 = 10 000</td>
</tr>
<tr>
<td>POTENTIAL DENSITIES</td>
<td>20 – 50 units/ha</td>
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<td>OTHER SIGNIFIC. LAND USES</td>
<td>Major economic / industrial / business development opportunity in the south</td>
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<tr>
<td>ISSUES AND COMMENTS</td>
<td>Major economic / industrial / business development opportunity in the south</td>
</tr>
</tbody>
</table>
ISIPINGO / PROSPECTON

The major planning principles and concepts applied include the following:

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

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

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

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

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

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

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

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

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

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

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

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

The South Spatial Development Plan therefore suggests:

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

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

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

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

- Rejection of potential toll road establishment in the Prospecton / Reunion area.
## ISIPINGO LANDUSE

<table>
<thead>
<tr>
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<td>1706</td>
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**TOTAL**

**88586.96**
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 ILLOVU DEVELOPMENT, i.e. establishing a design and development framework for the potential development of the area based on the SSDP and earlier planning initiatives

5. DENSIFICATION AMANZIMTOTI / KINGSBURGH, i.e. establishing guiding frameworks for the envisaged densification of residential areas in Amanzimtoti / Kingsburgh and identifying potential municipal actions required
6 UPGRADING / DENSIFICATION INWABI EAST, i.e. providing detailed development and upgrading guidance for the densifying “rural” area within this region

7 PROVISION OF PHYSICAL AND SOCIAL SERVICES, i.e. ensuring the co-ordination of residential and other development projects with the ability to simultaneously provide appropriate physical and social services

- INFRASTRUCTURE DEVELOPMENT
  - ROADS DEVELOPMENT
    A MR579, i.e. establishing a basic road linkage between the Welbedacht, the Inwabi and the Folweni area as previously identified
    B MR197 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
    - LOCAL NORTH-SOUTH LINK ROADS, i.e. identify a series of potential local linkages between Umlazi and the Chatsworth area in the north and the Folweni area
    D R102 SLOWING DOWN, i.e. establishing details on the basis of the SSDP and existing (and potential future) local development frameworks, the potential for integrating relevant parts of the R102 into the main street system of Umkomaas and other developments
    E LOCAL NORTH-SOUTH LINK ROADS, i.e. identifying a series of potential local linkages between Umlazi and the Chatsworth area in the north and the Folweni areas in the south, as well as potential local north-south links in the Folweni / Adams area

- 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, Umfume 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
ETHEKWINI MUNICIPALITY

SOUTH SPATIAL DEVELOPMENT PLAN

6 IMPLEMENTATION

PROCESS

SOUTH SPATIAL PLANNING TEAM

- 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

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

- COMMERCIAL / BUSINESS / OFFICE DEVELOPMENT
  - Facilitating the establishment of the envisaged mixed investment, rural investment and local service nodes
  - Promoting the establishment of an appropriately located regional commercial / business centre
  - Facilitating appropriate integration, linkage, training and support of informal economic activities

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

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

**ADDRESSING ENVIRONMENTAL ISSUES**

• 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

• Utilising 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.
## 6.3 Development Process

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6 IMPLEMENTATION PROCESS

SOUTH SPATIAL PLANNING TEAM
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
ANNEXURES

ANNEXURE A: PUBLIC TRANSPORTATION

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 Figure XXX.

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

Figure 2: Feeder and Complimentary services
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.
**ANNEXURE B: ETHEKWINI RURAL DEVELOPMENT STRATEGY**

The Framework Planning Branch is in the process of developing the Rural Development Strategy for the wider eThekwini Municipality. There was a Rural Development Framework Plan done by the Rural Area Based Management unit in 2003. This plan is now outdated as most of the rural areas have transformed in terms of their nature and character.

Historically, the rural areas of South Africa were characterised by unusually high levels of poverty and unemployment, combined with very limited agriculture based employment. This situation largely reflected economic structures that were shaped by apartheid. These areas are largely defined by their features such as hilly, rugged terrain, dispersed settlement patterns in traditional dwellings and communal land holding under Ingonyama Trust. The rural population is generally disconnected and marginalised. The situation is exacerbated by fragmented service delivery, unresolved land tenure, and a legacy of fragmented planning, which has always excluded the rural areas. This then requires significant changes in access to resources, including land and water; significant improvements in the provision of education and skills; and improvements in rural infrastructure and other government services.

Rural areas in are traditionally characterized by low densities of 0 to 5 dwelling units per hectare and encourage efficient form by clustering residential developments of over 5 to 10 dwelling units per hectare close to rural service and investment nodes and on public transport routes. Some areas have up to a maximum of 20 units per hectare in rural nodes. The 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 mentioned above.

The rural context of eThekwini deviates from the general rule of low densities and scattered settlements. The reality in areas such as Umzinyathi, Mpumalanga, Umnini, KwaXimba and Adams displays high densities. Settlements in these areas no longer reflect traditional large sites which make up the rural form. Residential design and building form will be critical to also ensure that environmental areas remain protected and that people are not located in sensitive areas that could endanger their lives. Rural areas in eThekwini are however still characterised by high levels of poverty, unemployment and limited economic opportunities.

The Rural Development Strategy will address the following:

- Definition of rural vs. Peri-urban areas
- Urban Development Line
- Current and proposed densities
- Appropriate level of services (water and sanitation, electricity and access roads)
- Institutional Arrangements and protocol for engagements with Traditional Leaders
- Stakeholder identification and roles and responsibilities (eThekwini sector departments, Ingonyama Trust, Traditional Leaders)
- Land legal issues (ownership, security of tenure, land allocation)
- Land reform and agriculture
- Sustainable Livelihoods and pro-poor initiatives
- Natural resources vs. Risk areas (D'MOSS)
- Rural-urban migration patterns and rural-urban connectedness
- Demographics
- Rural Housing subsidy
- Current and proposed housing projects
ANNEXURE C: RECORD OF CROSS-BOUNDARY ALIGNMENT
In an attempt to foster a good working relationship with neighbouring municipalities, and to ensure integration and alignment of planning goals, the Framework Planning Branch has been undertaking dialogues with the adjacent district and local municipalities.

In the eThekwini Municipality's South Spatial Region, the Ugu District Municipality Umdoni, Vulamehlo and Umkhambathini local municipalities are earmarked to be part of forum to regular participating in discussing Planning and alignment issues with neighbouring municipalities.
The Demarcation Board held a public meeting in eThekwini Municipality on 4th May 2012, to table the proposed demarcation changes, which if successful, 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 impact of this redemarcation will need to be considered as may have negative and positive impact in the planning and development of the South region and neighbouring municipalities. Should the redemarcation application be successful the social and economic impact will be massive in terms additional poorly services rural areas in the eThekwini Municipality boundary.
In the South Region the demarcation impact affects the umkomaas and the surrounding areas.

Background information
The settlement of Umkomaas and Craigieburn is situated on the southernmost tip of eThekwini Municipality within Ward 99 of the Municipality. Umkomaas occupies an area of 6300 hectares with 5246 households which make up a total population of 17901 (Umkhomazi LAP, 2009). The area is in extent of approximately 2081ha, accommodates a population in the region of 6630 people (2010). The population in the Umkomaas and Craigieburn area has the highest densities while Naidooville has the densest sub place followed by Craigieburn. There is a much higher percentage of unemployment in the South region than any other area in the Municipality. The Craigieburn, Umzinto, Ezembini and Mkomanzi Drift have a high percentage (approximately 85%) of low-low income earners. The Craigieburn area has the highest percentage of informally employed individuals (76%) and the lowest percentage (24%) of formally employed in the Umkhomazi area.

The following plans have been undertaken for the South Region;
1) The South Spatial Development Plan (reviewed 2011),
2) The Umkomazi Local Area Plan (August 2010)
3) The Craigieburn Precinct Plan (2011)

South Spatial Development Plan
The SSDP has identified opportunities for additional residential, better utilization of beach and river, upgrading of town and launch site of the Aliwal Shoal, potential expansion of SAICCOR.

Umkomazi Local Area Plan
The LAP highlights the need for improving the physical linkages of Craigieburn to the activities and opportunities of the surrounding areas and the need to promote local economic development supporting the population of the area. This would in particular include the further development of agricultural and tourism-related activities and the upgrading of the central business areas is also highlighted. The LAP also identifies the need to provide improved physical and social services to the existing development and its potential future expansion.

ECONOMIC
The area is strategically surrounded by two fast growing provincial nodes: the Scottburgh provincially identified tertiary node on the south and the provincially identified primary node of eThekwini Municipality on the north. To the west of the site, lies the Vulamehlo Local Municipality, which is a predominately a rural municipality with comparably limited economic opportunities, both in relation to the area and the broader north and south provincial surrounding nodes. The immediate south is visible through the peri-urban, low density Umzinto sub-area. In close proximity lies the provincial multi-sectoral N2 corridor, which consists of vibrant economic activities that range from the tourist attracting features along the coastal strip, to commercial activities and industrial hubs in Durban and Scottburgh predominately. Important is the location of the significant Sappi Saiccor pulp factory immediately adjacent on the north of Craigieburn which is one of the only employment generating activities in the area.

PROPOSED FUTURE DEVELOPMENTS – PRIVATE SECTOR
Finningley Estates, Canonbrae and Shoals

SUMMARY
- Public Private Partnerships as the above proposed developments would broaden the economic base in the Municipality as there are planned interventions such as light industry, commercial and retail development. It would also create an enabling environment in building infrastructure and service provision including the Umkomazi Waste Water Treatment Works.
- Transportation networks as the area is strategically located and linkages which include the flow of goods and services with neighboring economies must be exploited.
- Promote SMMES and local businesses by clustering of activities in order to stimulate the local business environment and the informal economy.
- Skills development. Enhance local beneficiation in the Construction and Light Industry by using local labour in the construction of housing, services, retail development etc.
- Enhance the Agricultural Sector to promote and ensure sustainable agricultural practices through an agricultural hub. This is one of the proposed recommendations in the Craigieburn Precinct Plan.
- Promote tourism including a potential game reserve as proposed in the Craigieburn Precinct Plan. Umkomaas has an international dive site which many tourists visit and Craigieburn can thus have the opportunity to tap into this market by creating green jobs by way of the possibility of an Eco-Village.

**CONCERNS**
These are some of the key interventions that would require city funding and expertise and again, it is questioned whether the neighbouring municipalities will have the financial and human capital to see these through to implementation.

**ANNEXURE E: SSDP ALIGNMENT WITH ETHEKWINI SDF**

EThekwni has adopted the package of plans (suit 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 metro, regional and local development scale. The broader spatially intention is represented through Spatial Development Framework (SDF), which is in the metro scale to guide the formulation of the four regional plans: Spatial Development Plans which are currently in reviewing process. The eThekwini Municipality has 26 Priorities and the SDF only reflects the metro wide priorities i.e Dube Trade Port in the North, Cato Ridge in the Outer West and Back of Port in the Central South Regions.

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