



HIBBERDENE & PORT EDWARD CBDs

URBAN DEVELOPMENT FRAMEWORK

Final Report
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cogta

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SECTION A

1 STUDY BACKGROUND

1.1 INTRODUCTION

South African municipalities often struggle to execute their responsibility to provide services to their citizens and to facilitate sustainable urban and rural development. Towns and cities are meant to be centres of service delivery but often do not fulfil this function as intended. Instead they are still often characterized by poverty, unemployment and urban decay. The purpose of the Urban Development Framework is to address these challenges experienced by urban centres in KwaZulu-Natal and to improve municipal planning for urban development.

Since 2003 the main urban project in KZN that has received provincial and national support has been the INK Urban Renewal Programme in eThekweni Municipality. The Urban Development Framework seeks to broaden support to other towns and cities within the Province to help them develop and implement strategic interventions which address poverty and underdevelopment in urban areas.

The targeted secondary cities in the province have significant capacities they are expected to utilize the Urban Development Framework without close interactions with the Business Unit. However, the Unit will provide funding for projects that are identified during the application of the Urban Development Framework.

Within the provincial department the responsibility for the framework has been shifted to the Business Unit: Municipal Planning in the Local Government Branch because it is related to other responsibilities of this Business Unit, namely:

- Review of all municipal IDPs and SDFs in the province;
- Ensuring that municipal budgets are aligned to the SDFs;
- Facilitating development and maintenance of municipal land use management system and town planning schemes.

The shift in responsibility highlights that the application of the Urban Development Frameworks will inform spatial planning decisions that in turn will be reflected in Land Use Management Schemes, SDFs and the IDPs of the municipalities. These frameworks focus initially on the five secondary urban municipalities in KZN that are major centres and destinations of migration. At a later stage it should be adjusted for smaller urban centres and for use nationally.

The secondary cities identified include:

- **Hibiscus Coast (Port Shepstone)**
- Emnambithi-Ladysmith
- Msunduzi
- Newcastle
- uMhlathuze (Empangeni and Richards Bay)

Following from an initial pilot study undertaken within uMhlathuze, the participating municipalities within which the secondary cities are located were provided an opportunity to make submissions to the Department for

support to the formulation of Urban Development Frameworks within the secondary towns. Hibiscus Coast Municipality identified a need for Urban Development Frameworks for the CBD areas of Hibberdene and Port Edward specifically, hence the study.

When the Department of Cooperative Governance and Traditional Affairs called for proposals for the development of an Urban Development Framework for the two towns of Hibberdene and Port Edward, situated within the Hibiscus Coast Local Municipality, it was done with the background of South African cities struggling to fulfil its functions of being developmental municipalities and to provide in the basic services of the population, and to facilitate economic growth within its areas of jurisdiction.

Subsequently, towns which are characterised by poverty and poor service delivery do not grow economically. This results in a declining rates base, which has to affect further urban decline.

The Department of Cooperative Governance and Traditional Affairs (COGTA) recently developed practical planning guidelines for the development of Urban Development Frameworks to facilitate economic growth within municipalities.

The process followed throughout this document, and the resulting proposals will be based on the guidelines developed by COGTA.

The process leading to the preparation of the Urban Development Framework for Hibberdene and Port Edward will entail the identification of the needs, desires and aspirations of the communities.

This phase of the process will establish the prevailing status quo of the settlements, whilst further phases will outline development strategies to address current and future developmental needs of the areas. This will provide a framework for the provision of the required infrastructure and essential services in the short to medium term.

Current approaches to planning and project selection do not appear to aim at unlocking the substantial economic opportunity that exists in Hibberdene and Port Edward. Subsequently the key objective of the Urban Development Framework is to identify the key structural elements underpinning the existing spatial economy and influencing these in such a way that they facilitate realization of the desired local spatial structure and economic development of the Hibberdene and Port Edward CBD's.

The Vuka Africa Consortium was appointed to assist the Hibiscus Coast Local Municipality in the formulation of the Urban Development Frameworks which is expected to be an important tool in planning for future development and poverty relief of the area.

1.2 STUDY AREA

This study will focus on two very distinct areas within the Hibiscus Coast Municipality which form the two entry points to the municipality. Although in depth analysis will be conducted of the urban form and development challenges of the two towns, it is important to understand the context of the two towns within the larger municipal Context. Subsequently a brief overview of the Hibiscus Coast LM will be provided before further analysis will be conducted on the Hibberdene and Port Edward.

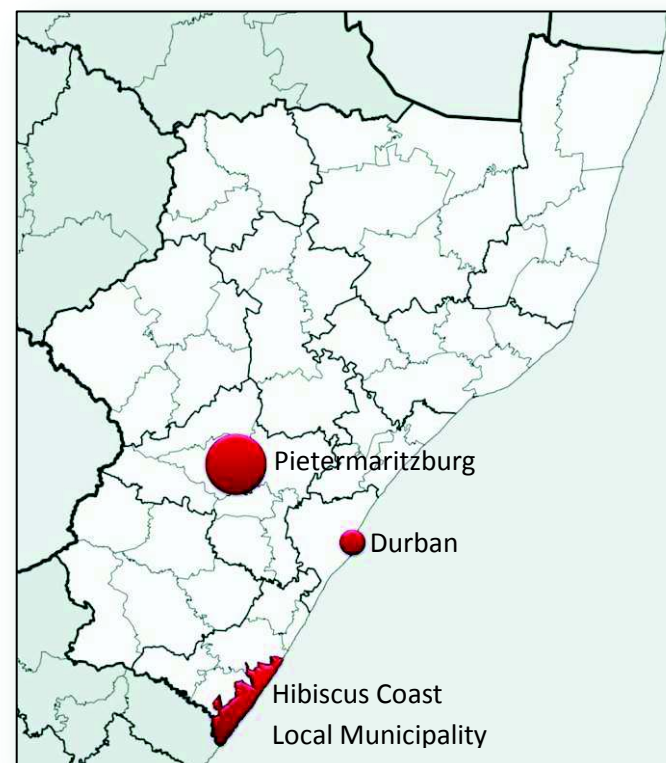
In order to delineate the study area the set of images below delineates the study areas for ease of reference.

The Hibiscus Coast Local Municipality is the southernmost municipality of the KwaZulu-Natal Province situated within the Ugu District Municipality. The seat of the municipality is situated in Port Shepstone, situated approximately 200km from Pietermaritzburg along the N3 and N2 Routes. Although the N2 National Road veers away from the coast and follows a different route through the Ezingoleni Local Municipality towards the Eastern Cape, the Hibiscus Coast is still an important gateway between the wild coast and the Eastern Cape Province.

Hibberdene is situated 20km north of Port Shepstone and is the northern most town of the Hibiscus Coast Local Municipality. Hibberdene is situated directly south of the Mhlungwa River, which forms the boundary between the Hibiscus Coast LM and the Umzumbe Local Municipality. Most of the residential areas are situated between the N2 and the R102, whilst the Commercial areas are concentrated between the R102 and the Railway Line. This area is very small and commercial developments are spreading to the western side of the R102 along Rivera Street. The full length of the coast line is occupied by residential developments.

Port Edward is situated in the southern parts of the Hibiscus Coast Municipality, 50km south of Port Shepstone along the R61 route, which connects the Hibiscus Coast Municipality to the wild coast area within the Eastern Cape Province.

Figure 1: Provincial Locality Plan



The R61 divides the Port Edward Town area into eastern and western parts. The eastern part consists of the densely populated urban area between the R61 and the coastline whilst the area known as Banners Rest is situated to the west of the R61. This area consists largely of low density agricultural holdings, and a resort but also includes Meadow Brook Estate, a Light Industrial area at the intersection of Cascade and Old Point Road and a commercial area opposite the intersection of the R61 and Owen Ellis Drive.

There is also a cement brick making industry in close proximity to the commercial area.

The image below depicts the localities of Hibberdene and Port Edward in comparison to Port Shepstone. Please refer to **Map 1: Regional Locality Map** on the overleaf for a more detailed depiction of the localities of the two study areas in relation to the rest of the Municipality.

Figure 2: Regional Locality



1.3 APPROACH

Following below is a short overview of underlying principles and approaches expected to guide the execution of the project.

Integrated development, 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, e.g. facilities, movement, industrial, residential etc.

Sustainable development, ensuring that the envisaged development is sustainable both in terms of environmental, social, economic and institutional aspects,

Establishment of structure, creating a development structure which facilitates the integration of the various functions of local and wider contextual development, contributing at the same time to place-making, legibility, development certainty and efficiency,

Unique character, acknowledging and building on the existing uniqueness of the area and its community and reinforcing existing qualities, contributing to identity and variety, including the identification of unique investment opportunities,

Implementation orientated planning, 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 management of the development and activities required by the municipality

Participatory planning, establishing a planning methodology and process whose outcome reflects both the needs and aspirations of the community, and the municipality, and the realities within which such development takes place, ensuring ownership of the plan and the development by the community,

Creating a sense of place - a settlement that evokes a sense of belonging, a sense of uniqueness, a sense of identity, a settlement with a legible urban structure, and quality urban spaces and places

Ensuring Accessibility - a settlement where the road layout and the location of facilities are concerned with matching the circulation needs of end-user communities and ensuring that levels of access are maximised for the greatest number of people

Creating Opportunity - a settlement with high levels of unemployment should be concerned with maximising the economic opportunities that are inherent in large agglomerations of people, by creating the necessary spatial pre-conditions for viable commercial enterprises

Ensuring Efficiency - a settlement that utilises land efficiently, provide services efficiently and recognises the functional relationships between the different spatial elements of the settlement

Providing Choice - a settlement that presents choices, pertaining to urban living environments, housing options, transport modes, and the like.

1.4 UNDERSTANDING THE ROLE OF THE CBD'S

The development of appropriate strategies for the revitalisation of CBDs is influenced by the understanding gained of the areas current and historic role and function. Before examining Hibberdene and Port Edward in detail it is therefore worth developing an understanding in general terms of the role of CBDs and what urban development and regeneration is.

Most of this section has been extracted from 'Managing Change in Central Business Districts' published by the KwaZulu-Natal Planning Commission in February 2001.

1.4.1 Functions of the CBD

In the broadest terms, CBDs are:

- places of exchange;
- the symbolic heart of their hinterlands;
- investment locations;
- rates revenue generators; and
- Places where transformation of socio-economic conditions can be spatially addressed.

CBDs are the heart of the non-industrial economy of most towns and cities, and as such make a significant contribution to the rates base of most municipalities.

They are also products of the hinterland they serve and also of the socio-economic conditions and needs of the population they serve. The hinterland is the source of wealth, ideas, activity, resources and environmental character that enables the emergence and manifestation of a place that

contains the mix and concentration of goods and services necessary for its sustainability.

A CBD's health or condition is therefore inextricably linked to the nature, extent and condition of its hinterland and is not an independent entity that can be managed in isolation of wider socio-economic, socio-cultural and socio-political trends and influences.

1.4.2 Changes within the CBD

The concept of *change* in CBDs assumes that there is a functional shift in demand for the use of CBD space, whereas the concept of CBD *decline* appears to assume a fairly constant functional role for the CBD, but a reduction in the quantity of demand for this functional role. In the case of decline there is a corresponding reduction in investment of services related to that fixed role.

There is some debate in South Africa about the extent to which change or decline has characterised the CBDs of various cities and towns. Internationally and locally though, change in CBDs can be characterised by certain common factors. These include:

- Technological advancements (cell phones, laptops etc.);
- the creation of new, relatively inaccessible and elite suburban developments;
- an increase in the 'informalisation' of the CBD;
- rehabilitation of CBDs taking the form of 'gentrification' with the rich displacing the poor in select neighbourhoods;
- rehabilitation often means the establishment of limited enclaves of privilege with tight security in the inner city;
- the concentration of crime in inner cities;
- parking and traffic problems; and

- new entrepreneurs moving to the CBD to take advantage of new markets and seeking access to passing trade, incubators of activity, dense populations and linkages

1.4.3 Challenges of Urban Regeneration

The aim of the urban development framework is to put measures in place to enable the CBD to become the focal point of the town. This is done by making sure it:

- is highly accessible;
- attracts and accommodates the entire spectrum of the community and its hinterland;
- provides the goods and services demanded by the population it wishes to attract;
- expands its daily activity patterns to include the night time economy; and
- harbours a full range and variety of activities normally associated with vibrant and economically active CBDs including work opportunities, commerce and business opportunities, residential precincts, public spaces, recreational and entertainment facilities, and social facilities and public open space.

Although it is a daunting, long and expensive task to revitalise a CBD the do-nothing option cannot be supported because:

- of the magnitude of public funding already invested in CBDs;
- all areas of a city should perform at their optimum levels; and
- it would not be in the public interest to allow decay at such a large scale.

It is often argued that CBDs could be left to their own devices because demand and development energy has shifted to the suburbs and other out-of-town locations. The argument is that this growth is in new economic sectors where the suburbs enjoy particular competitive advantages and the shift to the suburbs is often associated with overall sectoral shifts in employment patterns within the national economy rather than the characteristics of CBDs themselves.

However it can also be argued that suburban development often occurs at the expense of the CBD and if there is to be genuine commitment to the regeneration of the CBD, development should be restricted elsewhere.

1.4.4 GENERAL PRINCIPLES OF URBAN REGENERATION

In regenerating the CBD the Hibiscus Coast Local Municipality needs to focus its energy on a series of principles which should be regarded as the major components of urban regeneration in inner cities. These principles are:

1.4.4.1 Get the Basics Right – Establish Good Management of the CBD

Providing the basic services including security, cleansing and maintenance is an essential starting point for urban regeneration. It has been shown in cities in South Africa and overseas that a safe, clean and well maintained urban environment not only attracts visitors but also attracts investment. Areas which are well managed have higher rents, lower vacancies, higher land and property values and an increase in visitors.

1.4.4.2 Start Small in a Big Way

An important principle of urban regeneration is to focus development energy into specific areas so as to obtain the maximum benefit. Spreading resources too thinly in terms of seeding projects in many cases can be a

mistake as the markets are insufficiently large to cope with a spread of projects. The maximum impact must be aimed at for each project selected.

1.4.4.3 Build Public Confidence in the CBD

In order to get people back to the city, people must have confidence in the regeneration of the CBDs. This is achieved through the implementation of specific and impressive projects. The selected projects must make a visible difference early on in the process. The CBD needs to become the place to be and the place to believe in. The Urban Development Frameworks itself should be seen as the start of a new era for the CBDs. Involving the public in the process is an important consideration in confidence building.

1.4.4.4 Create an Attractive Public Environment

The public realm is the focus of public activity and community life and as such needs to be attractive and a place that people enjoy spending time in. The streets should not just be as accommodating vehicles and service infrastructure but a place in which pedestrians feel secure and encouraged to linger in the surrounding environment. The built environment should include parks, squares and open spaces for visitors and residents. Public environment and infrastructure projects therefore become the basis for securing private sector investment. These are fundamental to improving the ambiance of the CBD and vital to attracting visitors.

1.4.4.5 New Markets and the 24-hour City

A new future for the CBD is needed to bring about new opportunities for growth. Therefore in addition to supporting existing markets, new markets have to be explored and developed. New entrepreneurs, new technologies

and new uses have to be accommodated to increase use of the CBD from the current five day week, eight hour day towards a seven day week and a twenty-four hour day to give it a competitive edge over competing locations.

1.4.5 RELEVANCE TO THE CBD'S OF HIBBERDENE AND PORT EDWARD

In planning to revitalise & develop a CBD a number of factors relevant to the CBD's have become apparent from the findings of this chapter. These are:

- to establish good management of the CBD;
- to create and accommodate new markets;
- to create an attractive public environment;
- to build public confidence in the CBD; and
- to start small in a big way i.e. focus development energies on a limited number of projects that will have the biggest impact.

Some key points to consider from the above are as follows:

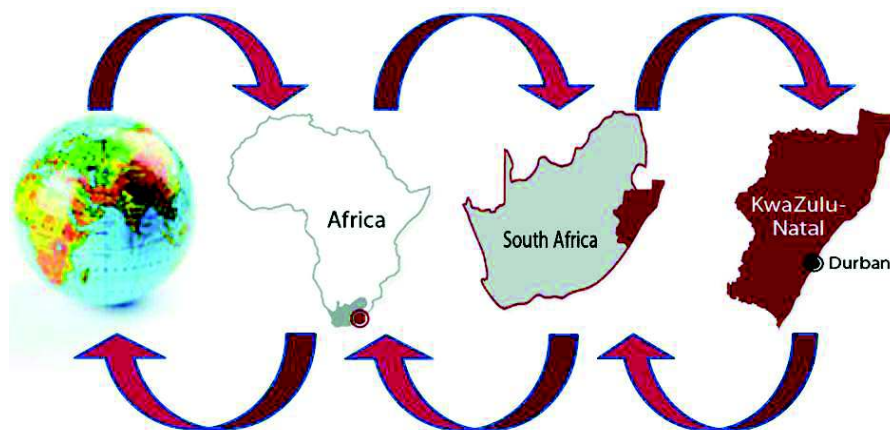
- the CBD is the economic and social core of the town and its hinterland and is therefore to be protected and enhanced;
- to ensure growth and development of the CBD, it needs to be:
 - stabilised, improved and regenerated;
 - managed and maintained;
 - the focus of both public and private development energy and investment; and
 - protected from competing developments in out-of-town locations;

SECTION B

2 HIBBERDENE AND PORT EDWARD IN CONTEXT

2.1 NATIONAL AND REGIONAL CONTEXT

KwaZulu-Natal's role in the broader integration of South Africa into the African and global economy is acknowledged and set to grow. This is largely due to the Province's location, ports and infrastructure which position KZN as a gateway to Southern Africa. Therefore, in its' long-term development planning, KwaZulu-Natal must be mindful of both the impact of and the opportunities in growing linkages with southern Africa and Africa as a whole. This interaction is conceptually illustrated below.



In terms of the global economy, the National Planning Commission reports that in the short term, the impact of the recent international downturn will continue to affect South Africa's large trading partners in Europe and North

America. In the longer term, however, it is likely that a substantial shift in global economic power will continue with rapid growth in Brazil, Russia, India and China and other middle-income countries. These changes will have significant direct implications for South Africa's economy as well as for the wider African region.

It is noted that Sub-Saharan Africa has posted strong rates of economic growth in recent years, although much of this growth is off a low base. If current trends continue, South Africa's regional dominance will decline over the planning period. Already, competing sub-regional development poles are emerging in Nigeria, Angola and the East African community.

KwaZulu-Natal's development strategy over the next 20 years as contained within the Provincial Growth and Development Strategy has therefore carefully selected the economic and development drivers which will enhance the benefits of growing integration into Africa and the global economy. Trade and **tourism** will remain the lead instruments of this integration process, but many new areas of opportunity must also be fully explored and developed. As a major manufacturing hub, KZN business has new opportunities for export into Africa. Already some of the leading sectors in the local economy, such as the automotive, aluminium smelting and **sugar** manufacturing, are highly integrated into the global economy, and need to stay globally competitive. Many further opportunities for new global integration are developing for the commercial sector, information and communication technology sector, and many sectors related to **human and community development**. This new context provides challenges but more importantly new opportunities. Africa, as an emerging and growing economic block, and as a voice for development and greater global equity, is set to rise. KwaZulu-Natal, as a leading province of South Africa, must rise too.

This provincial development vision should therefore guide localised development strategies of municipalities and cities and the Urban Development Frameworks for the CBDs of Hibberdene and Port Edward should consider the potential contributions thereto.

2.2 LOCALITY

The below sections depicts the broader Hibberdene and Port Edward Area, but also indicate the CBD focus areas where in depth analysis of the urban form will be conducted. The study areas are as follow:

2.2.1 Hibberdene

Hibberdene is situated directly south of the Mhlungwa River, which forms the boundary between the Hibiscus Coast LM and the Umzumbe Local Municipality. Most of the residential areas are situated between the N2 and the R102, whilst the Commercial areas are concentrated between the R102 and the Railway Line. This area is very small and commercial developments are spreading to the western side of the R102 along Rivera Street. The full length of the coast line is occupied by residential developments.

The CBD Focus Area is situated along the R102, between David Street in the North, and the Southern turning point of Marlin Drive Next to the Hibberdene Holiday Resort. The focus area is further bordered in the east by the railway line and in the west by Bermuda and Catalina Drives. Please refer to the study area delineation below.

Figure 3: Hibberdene Study Area

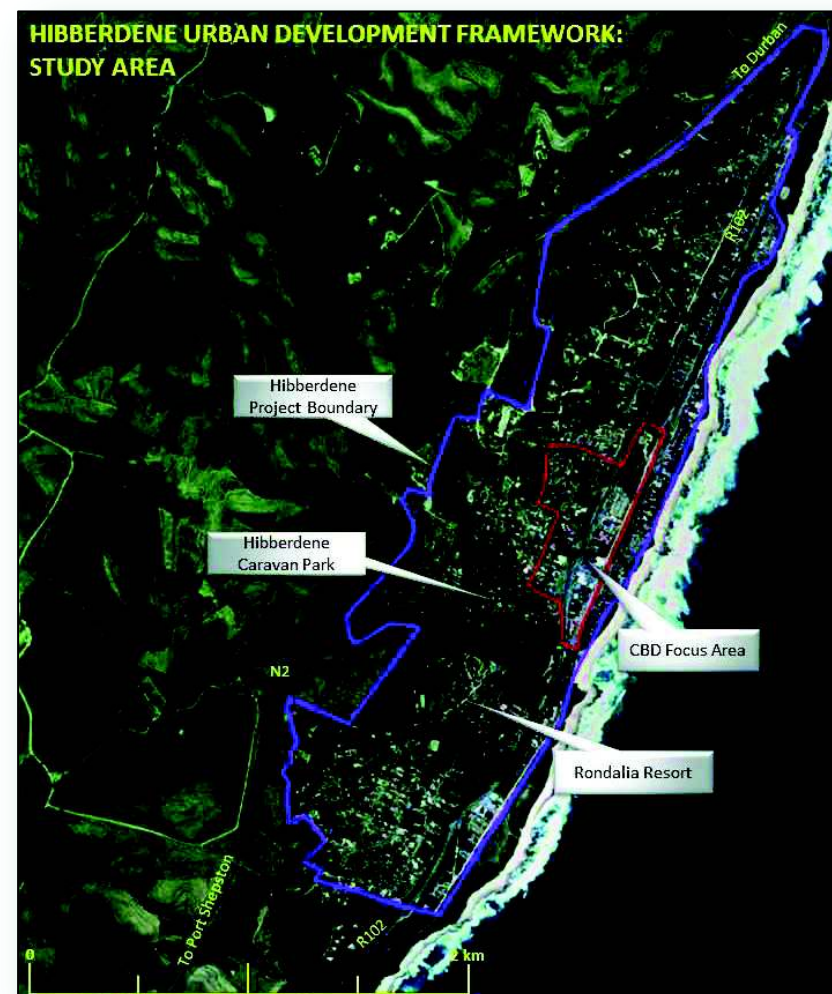


Figure 4: Hibberdene CBD focus area



2.2.2 Port Edward

Although the whole of Port Edward area is being evaluated under this study, a detailed analysis will be conducted on the Business District of the Port Edward Area, which runs along Owen Ellis Drive from the Commercial areas along the R61 to the Port Edward Holiday Resort. The study area includes the areas of Banners Rest to the west of the N20, Port Edward, and the area south of Port Edward up to the Caribbean Estate next to the Umtamvuna River. The study area is depicted on the image below, with the CBD Focus Area outlined in red.

Figure 5: Port Edward Study Area.

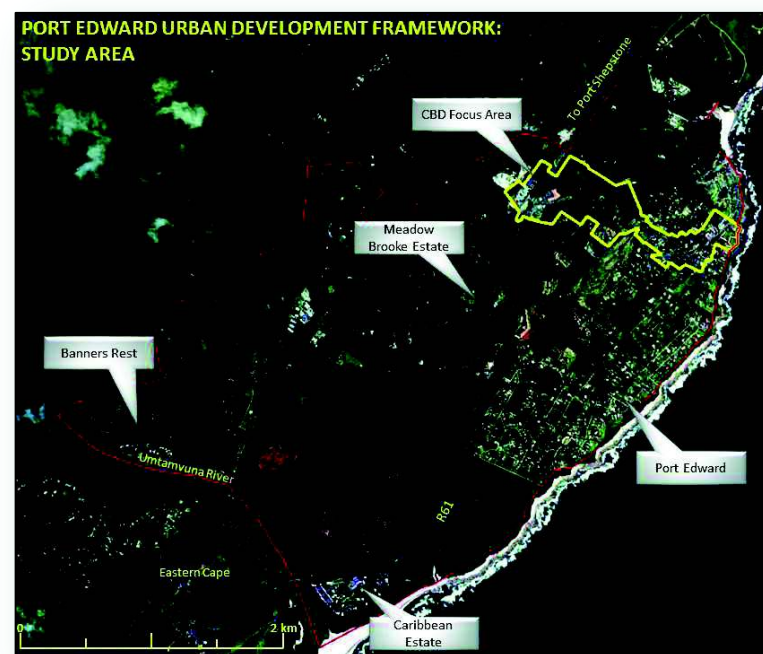
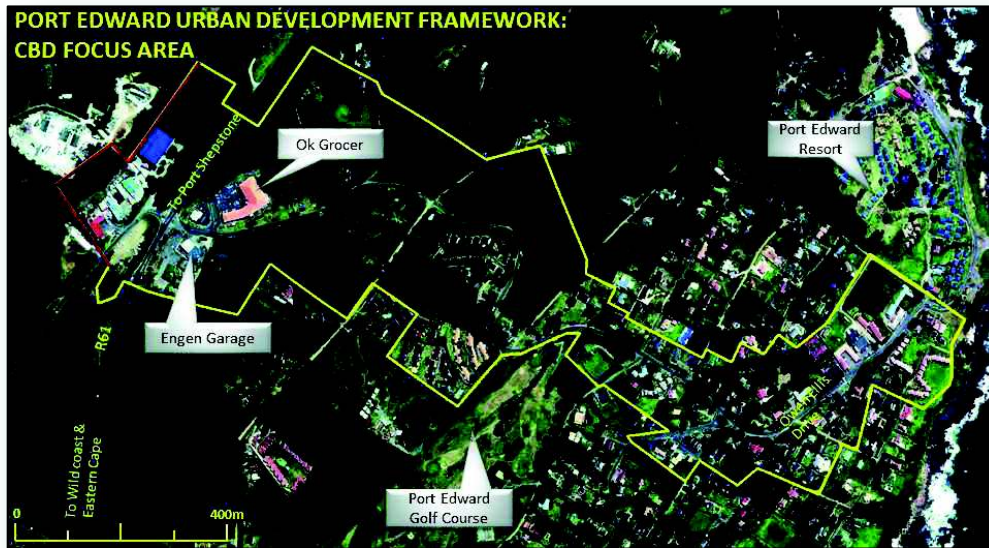


Figure 6: Port Edward CBD Focus Area

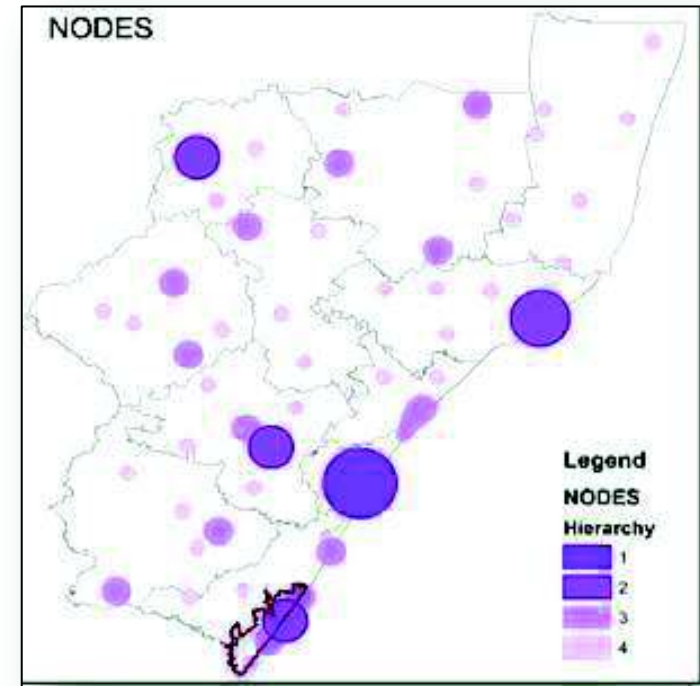


2.3 POLICY CONTEXT

2.3.1 Provincial Spatial Economic Development Strategy

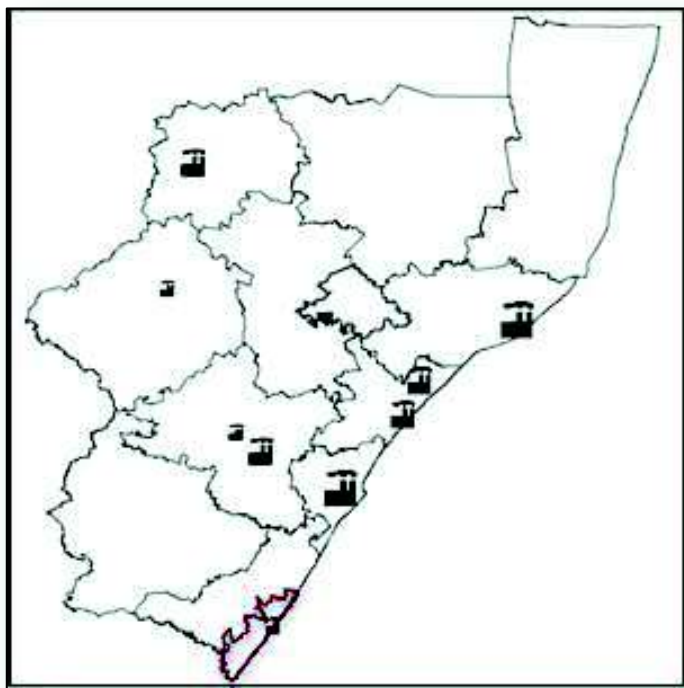
The Provincial Spatial Economic Development Strategy was recently formulated to guide public spatial interventions towards economic development within KwaZulu-Natal. In terms of this strategy, the following should be highlighted:

Figure 7: PSEDs Identified Provincial Nodes



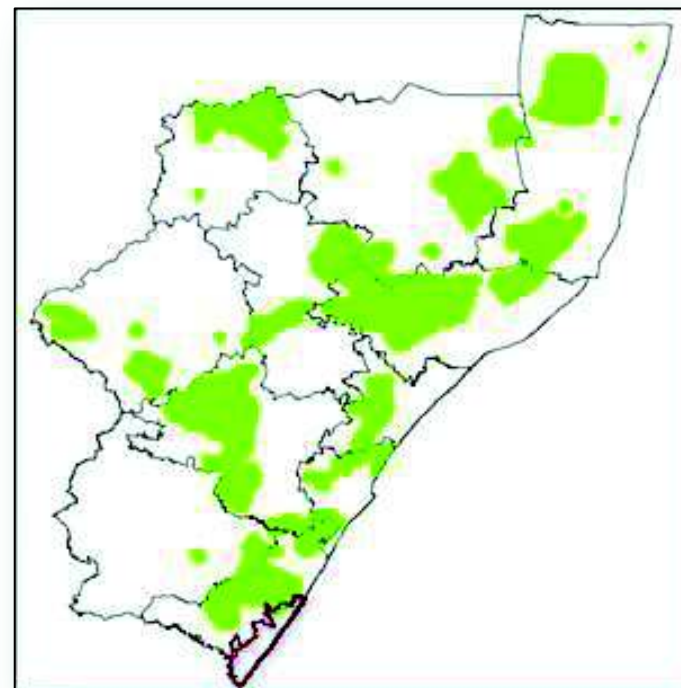
Port Shepstone is identified as a second order provincial node, whilst Hibberdene is identified as a 3rd and Port Edward as a 4th Order Node.

Figure 8: PSEDs Identified Industrial Area



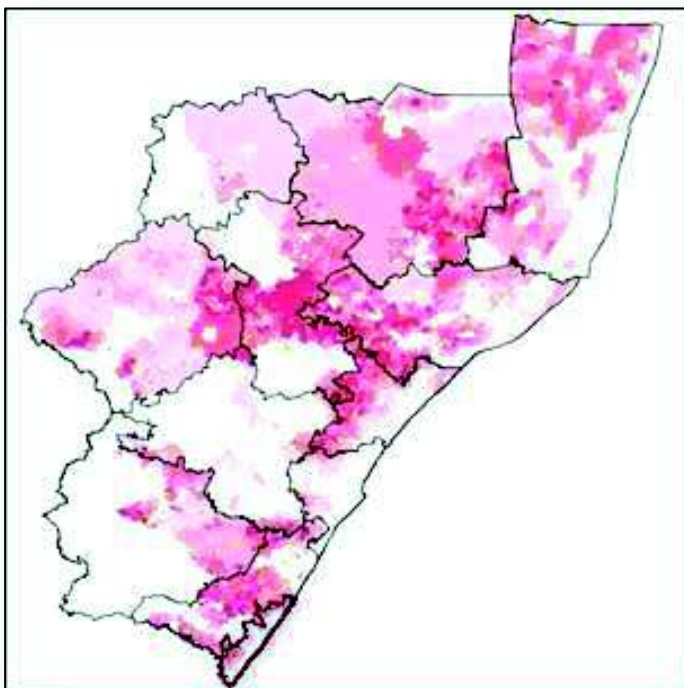
➤ KwaDukuza, Mandeni, Msunduzi, Newcastle, Ladysmith, Umgeni, and **Port Shepstone** are important secondary nodes of industrial development potential.

Figure 9: PSEDs Identified Agricultural Potential



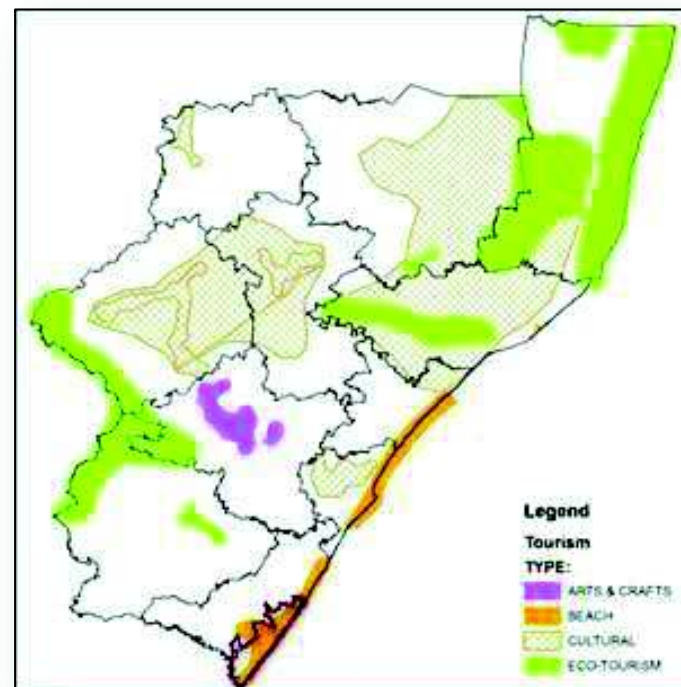
➤ Hibiscus Coast LM does not contribute in terms of Agriculture.

Figure 10: PSEDs Identified Poverty Pockets



- In comparison to adjacent municipalities, Hibiscus Coast does not have high concentrations of poverty. The poverty groupings are situated to the south near the Port Edward area, on the boundary with Ezingoleni Municipality.

Figure 11: PSEDs Identified Tourism Opportunity



- The length of the coastline in Hibiscus Coast LM can contribute significantly to tourism operations in terms of beach related tourism.

2.3.2 Provincial Growth & Development Strategies

The KwaZulu-Natal Provincial Growth and Development Strategy (PGDS) was reviewed in 2011 and adopted by cabinet in August 2011. This PGDS provides KwaZulu-Natal with a reasoned strategic framework for accelerated and shared economic growth through catalytic and developmental interventions, within a coherent equitable spatial development architecture, putting people first, particularly the poor and vulnerable, and building sustainable communities, livelihoods and living environments. Concomitant attention is also given to the provision of infrastructure and services, restoring the natural resources, public sector leadership, delivery and accountability, ensuring that these changes are responded to with resilience, innovation and adaptability. This will lay the foundations for attracting and instilling confidence from potential investors and developing social compacts that seek to address the inter-connectedness of the Provincial challenges in a holistic, sustainable manner, whilst nurturing a populous that is productive, healthy and socially cohesive.

Against this background, the 2011 KZN PGDS is designed to facilitate sustainable economic growth, reduce growing inequality and promote environmental sustainability. To realise the vision of *“KwaZulu-Natal – A Prosperous Province with a healthy, secure and skilled population, acting as a gateway to Africa and the World”*, the following long-term strategic goals and objectives have been identified as the compass to guide policy-making and resource allocation to 2030.

Table 1: Listing of Strategic Goals & Objectives of the PGDS

| LISTING OF STRATEGIC GOALS + OBJECTIVES | | |
|---|-----|--|
| STRATEGIC GOAL | No | STRATEGIC OBJECTIVE |
| 1 JOB CREATION | 1.1 | Unleashing Agricultural Potential |
| | 1.2 | Enhance Industrial Development through Trade, Investment & Exports |
| | 1.3 | Expansion of Government-led Job Creation Programmes |
| | 1.4 | Promoting SMME, Entrepreneurial and Youth Development |
| | 1.5 | Enhance the Knowledge Economy |
| 2 HUMAN RESOURCE DEVELOPMENT | 2.1 | Improve Early Childhood Development, Primary and Secondary Education |
| | 2.2 | Support Skills alignment to Economic Growth |
| | 2.3 | Promote Enhance Youth Skills Development & Life-Long Learning |
| 3 HUMAN AND COMMUNITY DEVELOPMENT | 3.1 | Poverty Alleviation & Social Welfare |
| | 3.2 | Enhancing Health of Communities and Citizens |
| | 3.3 | Safeguard Sustainable Livelihoods & Food Security |
| | 3.4 | Sustainable Human Settlements |
| | 3.5 | Enhancing Safety & Security |
| | 3.6 | Advance Social Cohesion |
| | 3.7 | Promote Youth, Gender and Disability Advocacy & the Advancement of Women |
| 4 STRATEGIC INFRASTRUCTURE | 4.1 | Development of Ports and Harbours |
| | 4.2 | Development of Road & Rail Networks |
| | 4.3 | Development of ICT Infrastructure |
| | 4.4 | Improve Water Resource Management |
| | 4.5 | Develop Energy Production Capacity |
| 5 RESPONSES TO CLIMATE CHANGE | 5.1 | Increase Productive Use of Land |
| | 5.2 | Advance Alternative Energy Generation |
| | 5.3 | Manage pressures on Biodiversity |
| | 5.4 | Disaster Management |
| 6 GOVERNANCE AND POLICY | 6.1 | Strengthen Policy, Strategy Co-ordination and IGR |
| | 6.2 | Building Government Capacity |
| | 6.3 | Eradicating Fraud & Corruption |
| | 6.4 | Promote Participative, Facilitative & Accountable Governance |
| 7 SPATIAL EQUITY | 7.1 | Actively Promoting Spatial Concentration |
| | 7.2 | Facilitate Integrated Land Management & Spatial Planning |

Although these goals and objectives are intended to guide provincial growth and development, the focus and rationale is applicable to all municipalities and towns

within the province and addressing applicable issues at local level will contribute to addressing those strategic issues at a provincial scale.

2.3.3 Provincial Spatial Development Framework

The Provincial Growth and Development Strategy recognises that environmental vulnerability, social need and economic development are not evenly distributed and spatial disparities will always exist due to the spatial distribution of natural resources, historical imperatives and cultural factors. These spatial disparities have often been aggravated by past spatial planning. This has resulted in a disjuncture between where people live and where social and economic opportunities are concentrated. This spatial marginalization from economic opportunities of the majority of the population needs to be addressed in order to reduce poverty and inequality and ensure shared growth and the protection of vulnerable bio-resources. The KwaZulu-Natal Provincial Spatial Development Strategy has therefore been developed in order to achieve the goals and objectives of the PGDS in a targeted and spatial co-ordinated manner.

The following nine spatial principles underscores the general spatial intentions of the PGDS and serves as provincial guiding principles which should ideally be pursued within all levels of spatial planning at district and local level in alignment with the provincial spatial development strategy.

Figure 12: 9 Spatial Principles



From these principles, the Provincial Spatial Development Strategy identified a number of provincial priority nodes, corridors and broad planning categories. The map overleaf illustrates the resulting provincial spatial strategy, localised for the Hibiscus Coast Municipality and need to be read in conjunction with the tables below, providing a brief explanation to the categories illustrated on the map.

The various nodes and their broad intended function and possible interventions are described by the table below.

Table 2: KZN PSDF – Intervention Nodes

| Intervention Node | Broad Intended Function |
|------------------------------|---|
| Primary Node | Only eThekweni is classified as a Primary Node within the Provincial Context as an urban centre with very high existing economic growth and the potential for expansion thereof. Provides service to the national and provincial economy. |
| Secondary Nodes | Richards Bay, Msunduzi, Newcastle and Port Shepstone has been identified as provincial Secondary Nodes and thus urban centres with good existing economic development and the potential for growth and services to the regional economy. |
| Tertiary Nodes | These nodes are mainly centres which should provide service to the sub-regional economy and community needs and is represented by the following towns such as Pongola, Vryheid, Ulundi, Dundee, Ladysmith, Estcourt, Howick, KwaDukuza, Ixopo, Scottburgh, Hibberdene , Kokstad, Margate. |
| Quaternary Nodes | These nodes are mainly centres which should provide service to the local economy and community needs and is represented by 31 towns, such as but not limited to: Port Edward Nongoma, Nkandla, Bergville, Greytown, Underberg, uMzimkulu, etc. |
| Rural Service Centres | The proposed rural service centres are envisaged to serve as the lowest level of provincial nodes and could typically be established around existing traditional administration centres as well as other accessible rural points identified as periodic markets. These will be identified in consultation with the district municipalities and should serve as first access to basic services within rural areas. These rural service centres will include, as some have already emerged to include, a combination of the following activities: <ul style="list-style-type: none"> • Traditional administration centre, • Taxi/ bus stop, • Informal trading / market area, • Social facility (clinic, library etc.), • Skills development centre (mainly local schools), • Mobile services point (mobile clinics, pension pay points, mobile library etc.) |

| Intervention Node | Broad Intended Function |
|-------------------|---|
| | <ul style="list-style-type: none"> • Small commercial facility • Recreational facility such as a sport field. <p>A conceptual model of these rural service centres will guide the formulation of a provincial implementation strategy towards the implementation of the proposed Rural Service Centres.</p> |

The Broad Provincial Spatial Planning Categories (BPSPCs) which are indicated within the above illustrated provincial spatial development framework should be interpreted as follow:

Table 3: KZN PSDF – Spatial Planning Categories

| Spatial Planning Category | Broad Intended Land Use and Interventions |
|-------------------------------|---|
| Conservation Corridors | Proposed regional critical conservation areas which are linked in a continuous system of ecosystems and bioregions traversing the province between the Drakensberg and the Indian Ocean. These areas were identified combining existing environmentally protected areas as well as conservation corridors proposed by Ezemvelo KZN Wildlife, through combining extensive environmental research into bio-resources throughout the province as part of the formulation of a Critical Biodiversity Plan for the province. These Conservation Corridors are not suggested as absolute “no-go” areas, but rather highlighted as areas of environmental significance to the sustainable development of the entire province. Where economic opportunity (such as tourism development) and high social need exist within |

| Spatial Planning Category | Broad Intended Land Use and Interventions |
|---------------------------------------|---|
| | these Conservation Corridors, it implies both that the rich natural environment should contribute to the address such needs and potential, and further that any interventions in these areas need to consider the impact on such important regional ecological corridors. These corridors are however perceived as areas where extensive densification would be discouraged and sensitive development promoted. |
| Biodiversity Priority Areas | Areas with a significantly high biodiversity value expressed in the number of species and sensitive environments as identified through extensive research by Ezemvelo KZN Wildlife. These areas are most often located in close proximity to the identified Conservation Corridors and may serve as an additional buffer to these corridors. These areas too are not (at a provincial level) proposed as absolute “no-go” areas, but are identified to indicate areas where extensive densification would be discouraged and sensitive development promoted. |
| Areas of Economic Value Adding | The key economic centres and areas where all of the varieties of economic sectors (Agriculture, Tourism, Manufacturing, and Services) are prevalent and perceived to have good potential to be further expanded on. These areas are visibly linked to high accessibility areas with existing bulk infrastructure and relatively high population densities which would both contribute to the economic expansion and benefit from interventions in these areas. Due to these factors, further economic processing and value adding at a provincial level, are mainly proposed within these identified areas. |

| Spatial Planning Category | Broad Intended Land Use and Interventions |
|--|--|
| Areas of Economic Support | A number of regions resembled areas of good economic potential in more than just one of the key provincial economic sectors. Due to the fact that these areas represent a larger distribution across the entire province than the core areas of economic value adding, these zones are considered important areas of Economic Support. Typical interventions in these areas would include economic prioritisation of development, labour force interventions (e.g. skills development), key economic infrastructure investment and area promotion. |
| Areas of Agricultural Development | Relatively high agricultural production areas, which are not located within biodiversity areas of combined with other potential economic sectors, are highlighted by this category to identify and promote areas with the potential to make a significant contribution through agricultural production. Although successful farming practices are already occurring on some of these areas, it is proposed that underutilised agricultural land within these zones are more effectively utilised for sustainable agricultural production. Associated interventions may include agriculture specific infrastructure, skills development, market access interventions etc. |
| Areas of High Social Need | The highest ranges of combined social need when considering the population density, dependency ratio as the provincial index of multiple deprivation is illustrated by this category of high social need. These area broadly the areas where the most intensive social interventions area required and this category is further over layed above all other categories to provide a spatial reference to the types of |

| Spatial Planning Category | Broad Intended Land Use and Interventions |
|-------------------------------|--|
| | interventions which might be pursued towards addressing the concentrated social need within these areas. As example where high social need is identified within an area earmarked as a conservation corridor, this firstly provides a reference to the fact that social conditions of communities will need to be addressed if any conservation is to be promoted within such areas. Further it suggests that the effective utilisation of the high biodiversity within such areas might be harnessed towards addressing social need through example conservation tourism. |
| Undifferentiated Areas | The areas which are not representative of any of the above mentioned categories are classified as undifferentiated areas. It is acknowledged that these areas also have communities residing on them with economic potential and environmental resources, however, based on the approach followed these areas weren't differentiated to the same degree as the identified preceding categories. It is therefore important that this category is not neglected from public and private interventions and as the various departmental programmes are inclusive in nature, these areas should also benefit from it. It is anticipated that the intensity of such programmes and the total portion of resource allocation to these areas would be less than the identified categories as well as the key intervention areas identified previously. |

Please refer to Map 2: Provincial Spatial Development Framework, on the overleaf for an extract of the Provincial Spatial Development Strategy related to the Hibiscus Coast Municipality.

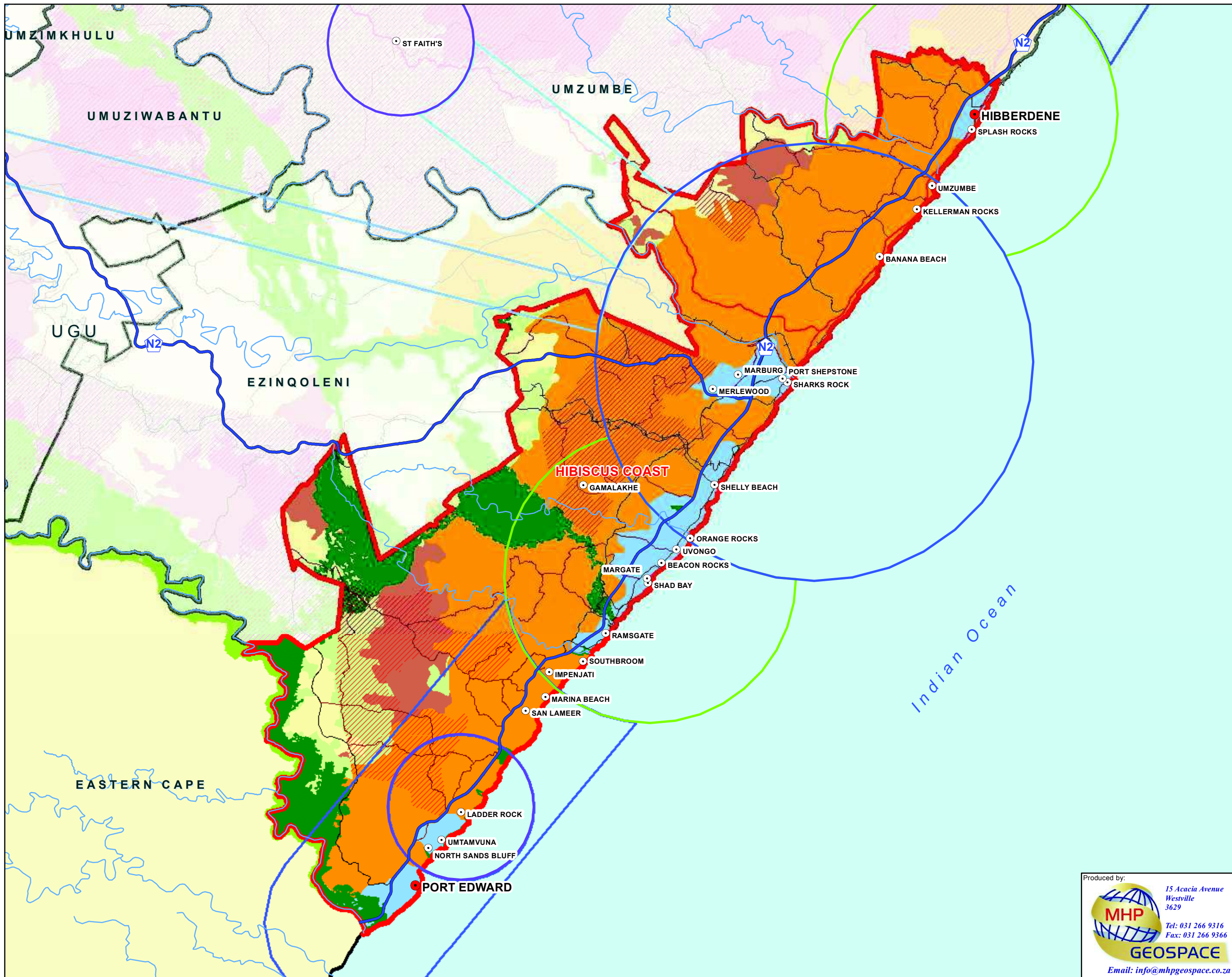
2.3.4 Hibiscus Coast Municipal Policies

2.3.4.1 Integrated Development Plan

The mandate to prepare the Urban Development Framework for Hibberdene and Port Edward is provided within the Integrated Development Plan. It stems from a need to attract investment into stagnant business areas which has to fulfil a role of providing commercial facilities to middle to high income tourists during holiday seasons, as well as provide commercial facilities to the middle to lower income groups within the rural hinterland. The projects outlined below all require to some extent, that development in Hibberdene and Port Edward be guided and co-ordinated by a development plan.

The IDP indicated the following projects as being implemented, or as priorities within the development areas.

- Hibberdene: Harbour Development which will require an integrated approach to harness economic opportunities presented.
- Port Edward: Future Housing inland from Port Edward. The role of commercial node will thus be strengthened.
- Intermodal facility at Port Edward which will increase accessibility of commercial opportunities.



HIBBERDENE AND PORT EDWARD URBAN DEVELOPMENT FRAMEWORKS

PROVINCIAL SPATIAL FRAMEWORK

LEGEND

- Place Names
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Rivers
- Railway Lines
- PSEDs Corridors
 - Primary
 - Secondary
 - Existing
 - Other
- PSEDs Nodes (Hierarchy)
 - 1
 - 2
 - 3
 - 4
- Social Investment Areas
- Priority Conservation Areas
- Economic Support Areas
- Economic Value Adding Areas
- Conservation Programmes
- Agricultural Investment Areas
- Mandated Service Delivery
- Hibiscus Coast Local Municipality
- District Municipalities

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2.3.4.2 Spatial Development framework

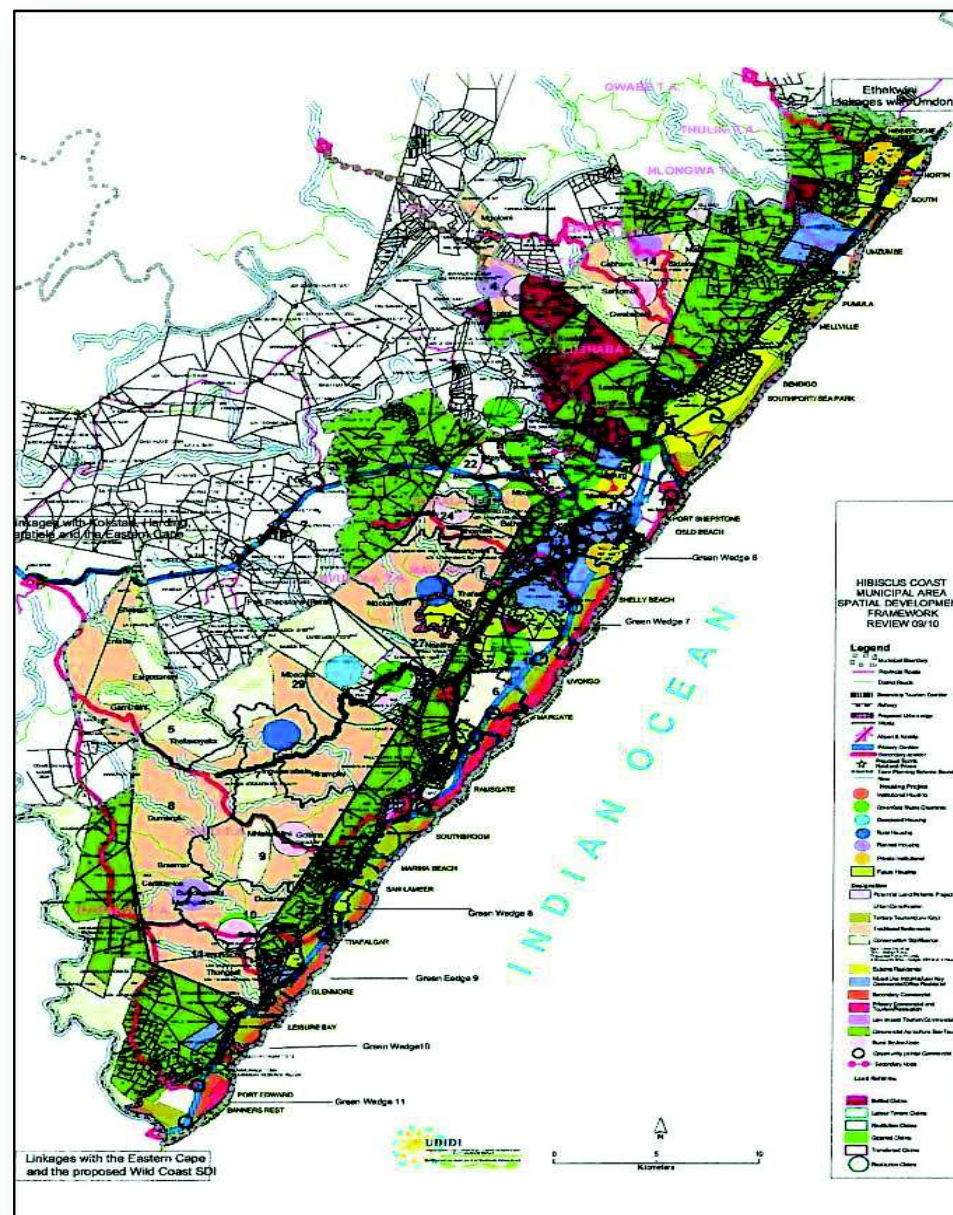
The Spatial Development Framework for Hibiscus Coast Local Municipality was adopted in the 2009/2010 IDP cycle.

The Spatial Framework only indicates on a broader scale the intensions for the two development areas and do not have specific spatial descriptive conditions for the CBD focus area.

The SDF depicts the areas west of Hibberdene as future residential areas, which will strengthen the need for a commercial node.

Port Edward is earmarked as Primary Commercial and Tourism/Recreation serving the middle to higher income residents of Port Edward, whilst Banners Rest (West of R61) is earmarked for Secondary Commercial Activities, serving the rural hinterland. The image below depicts the Spatial Development Framework.

Figure 13: Hibiscus Coast Spatial Development Framework.



2.3.4.3 Local Economic Development Strategy

The Local Economic Development Strategy for Hibiscus Coast Local Municipality, Developed in 2011 by Isibuko se Africa, provides an in-depth overview of the Economic Situation within the Municipality. It highlights a number of economic drivers and, and from there develops a set of strategies that will be considered during development of the Urban Development Framework.

The following are listed as critical drivers for effective LED implementation:

- **Active involvement and participation of the local people** (Hibiscus Coast) in integrated development planning as undertaken by the municipality is a hallmark and a foundation for building a robust sustainable and all-inclusive local economy. The key challenge is to change the mind-set and mobilise communities towards a common vision for developing the local economy.
- The municipality will **harness the local assets such as natural, human and manmade resources** for the purpose of local economic development. The key challenge is to develop local skills to tap onto these opportunities and exploit them for the benefit of the area.
- **Agriculture and tourism are the two main economic sectors** that form the backbone of the local economy. They present huge opportunities for expansion and have potential to serve as catalysts for the development of the other sectors such as manufacturing and commerce. Particular focus (priority) should be given to these sectors.
- Effective LED requires **champions and leaders that inspire confidence and are able to mobilise resources** for the advantage of the local communities. The municipality, through its economic development directorate occupies a uniquely strategic position to

provide such leadership. In so doing, it needs to ensure that all other leaders within the area share the same vision and are able to amass their influence, power and authority towards the attainment of the vision.

- In addition to strategic leadership, **effective LED implementation** in Hibiscus Coast requires the establishment of networks horizontally and vertically. These networks and partnerships are required to support LED implementation, sharing of ideas and knowledge and to build social cohesion around a common economic development vision.
- **Co-operative competition** is about collaboration and gives further impetus to a need for networking and partnerships. It refers to the cooperation among businesses that are involved in either similar or complementary business activities so as to maximise benefits, manage risks, and reduce unnecessary losses.

According to the LED Strategy economic development issues facing the HCM are both structural and fundamental. To address these issues a strategic approach was adopted which focuses mainly on aspects that will yield a higher impact.

The strategies are the following:

- **Strategy 1:** Optimal use of resources the Municipality and other government agencies has access to and controls
- **Strategy 2:** Establishing **PLANNING FRAMEWORKS** and governance systems that support Local Economic Development.
- **Strategy 3:** Providing strategic support to key economic sectors.
- **Strategy 4:** Marketing the opportunities available in Hibiscus Coast

- **Strategy 5:** Facilitating and implementing bulk infrastructure projects to unlock economic development potential and opportunities.

With Specific Reference to Hibberdene and Port Edward, the following was highlighted within the LED strategy.

Tourism:

HCM is very dependent on tourism for income generation. The major concentration of tourism accommodation is in Margate (16%), Ramsgate (10%), Uvongo (9%), Shelley Beach (8%) areas, but areas such as Port Edward and Hibberdene (a blue flag beach) makes a substantial contribution. This industry should be expanded on.

Commercial Development:

The commercial sector is well-established in the coastal strip of the Hibiscus Coast. The two sub-regional centres located centrally in Shelley Beach caters for a substantial part of the middle to high income component of the population.

From a middle to high income perspective it is then important that, over and above the major nodes (Port Shepstone, Shelley Beach, Margate), relevant nodes in areas such as **Hibberdene**, Uvongo, Ramsgate and **Port Edward** are appropriately managed and maintained to also accommodate the large influx of tourists in the various seasons.

Hibberdene, Port Edward and some of the other smaller nodes on the coastal strip provides rural populations with access to retail and commercial services. It must be ensured that development in these nodes is appropriate to cater for this market.

Components to give attention to includes

- Transport infrastructure,
- Informal sector markets
- Ensuring the availability of appropriate government services.

Manufacturing and Industry:

The primary industrial area in the Hibiscus Coast (and the Ugu District) situated at Marburg Industrial Area is not large enough for future expansion. In order to attract future large scale industrial developments to the Municipality, other than appropriately maintaining and managing existing industrial areas it is essential that land for new industrial development be identified and that the opportunities should be packaged and marketed.

Three areas deserving more detailed attention include:

- Margate Airport and surroundings,
- Izotsha area
- Umzumbe / Hibberdene

More detailed assessments of the potential to develop these areas for industrial uses should be considered.

2.3.4.4 Municipal Land Use Management System

There are two town planning schemes affecting the area. Port Edward has been incorporated into the Umtamvuna Amalgamated Town Planning

Scheme (2006), whilst Hibberdene is managed by the Hibberdene Amalgamated Town Planning Scheme (2001).

The scheme provisions as made applicable to the two focus areas are discussed in Section C.

2.4 BROAD LAND USE AND SETTLEMENT PATTERN

From Map 3: Broad Municipal Land Use, the typical development patterns of a coastal area is observed. The main urban areas are situated along the coast with smaller settlements trailing to the inland following access routes which developed due to the topography of the area. Intersections create opportunity for economic activities and subsequently slightly larger settlement patterns develop around these intersections and facilities. The largest urban centres can be observed at Port Shepstone and the area from Shelly Beach towards Ramsgate.

The main thoroughfare is the N2, which turns towards the interior towards Ezingoleni Local Municipality and continues to the Eastern Cape Province. The N20 (R61) continues south and connects Port Shepstone with Port Edward and the Wild Coast. The N2 and the N20, acts as main access routes and subsequently has large settlements adjacent to the road.

The municipality, being highly rural in nature depends on agriculture as one of its main economic activities, and more specifically sugarcane. The highest concentrations of Commercial Sugarcane farms are situated north of Port Shepstone although sugarcane farming is observed all along the main thoroughfares until the N20 reach the Eastern Cape Province. Subsistence

farming is also observed in close proximity to the rural settlements west of the N20.

The southern parts of the municipality further focus on banana and citrus production surrounding the areas of Ladder Rock, port Edward and the areas inland from Port Edward along the provincial boundary.

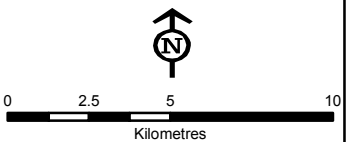
Further, the largest land cover in the area consists of grasslands, and large green corridors can be observed along the Mzimkhulu, Vungu, Mbizana, and Mtamvuna Rivers with dense bushes and forests surrounding the rivers.

LEGEND

- Place Names
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Rivers
- Railway Lines

Land Cover (2005)

- Main & District roads
- National Roads
- Annual Commercial Crops (dryland)
- Annual Commercial Crops (irrigated)
- Bare Rock and Sand
- Bushland (< 70cc)
- Degraded Bushland (all types)
- Degraded Forest
- Degraded Grassland
- Dense Bush (70-100 cc)
- Erosion
- Forest
- Golf Courses
- Grassland
- Grassland/Bush Clumps Mix
- Mines and Quarries
- Old Cultivated Fields
- Permanent Orchards (banana, citrus) Irrigated
- Plantation
- Plantation Clearfelled
- Rural Dwellings
- Smallholdings (grassland)
- Sugarcane (commercial)
- Sugarcane (emerging farmer)
- Subsistence (rural)
- Urban
- Water (natural)
- Wetlands
- Wetlands (mangrove)
- Woodland



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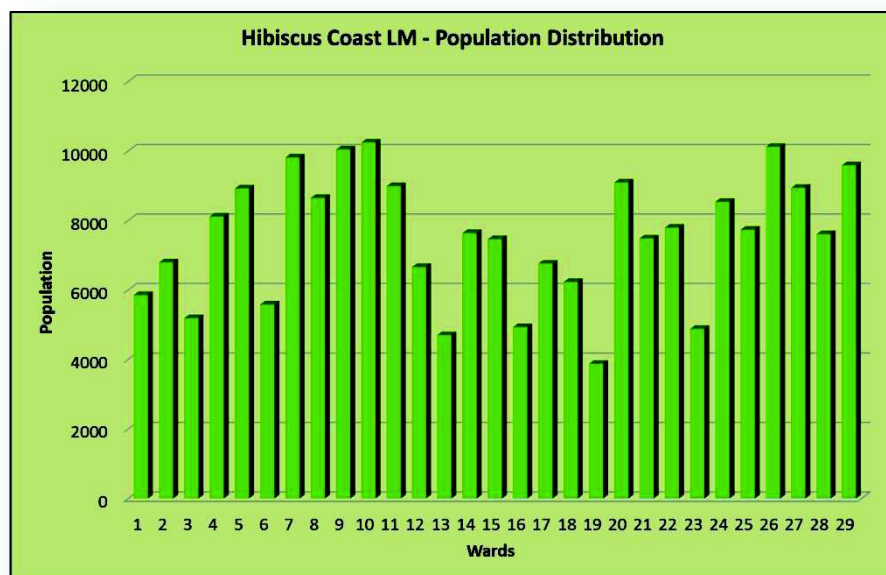
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2.5 SOCIO-ECONOMIC INDICATORS

Graph 1: Population Distribution



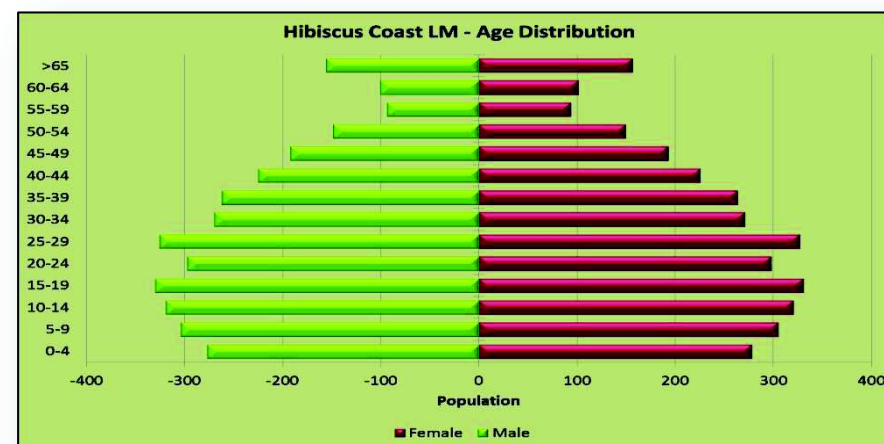
Source: Stats Census Data 2001

The graph above depicts the population distribution throughout the Hibiscus Coast Local Municipality. The four wards with the highest population are Wards 7, 10, 11, and 26, which includes the following areas:

Port Edward is situated in ward 1, which has a fairly low population count in comparison to the other wards. The two isolated CBD areas of the Port Edward are much smaller than that of Hibberdene (Ward 13), but serve a larger population group. Hibberdene, despite the smaller population group served, is identified by the Provincial Spatial Development Framework as a higher order node than Port Edward.

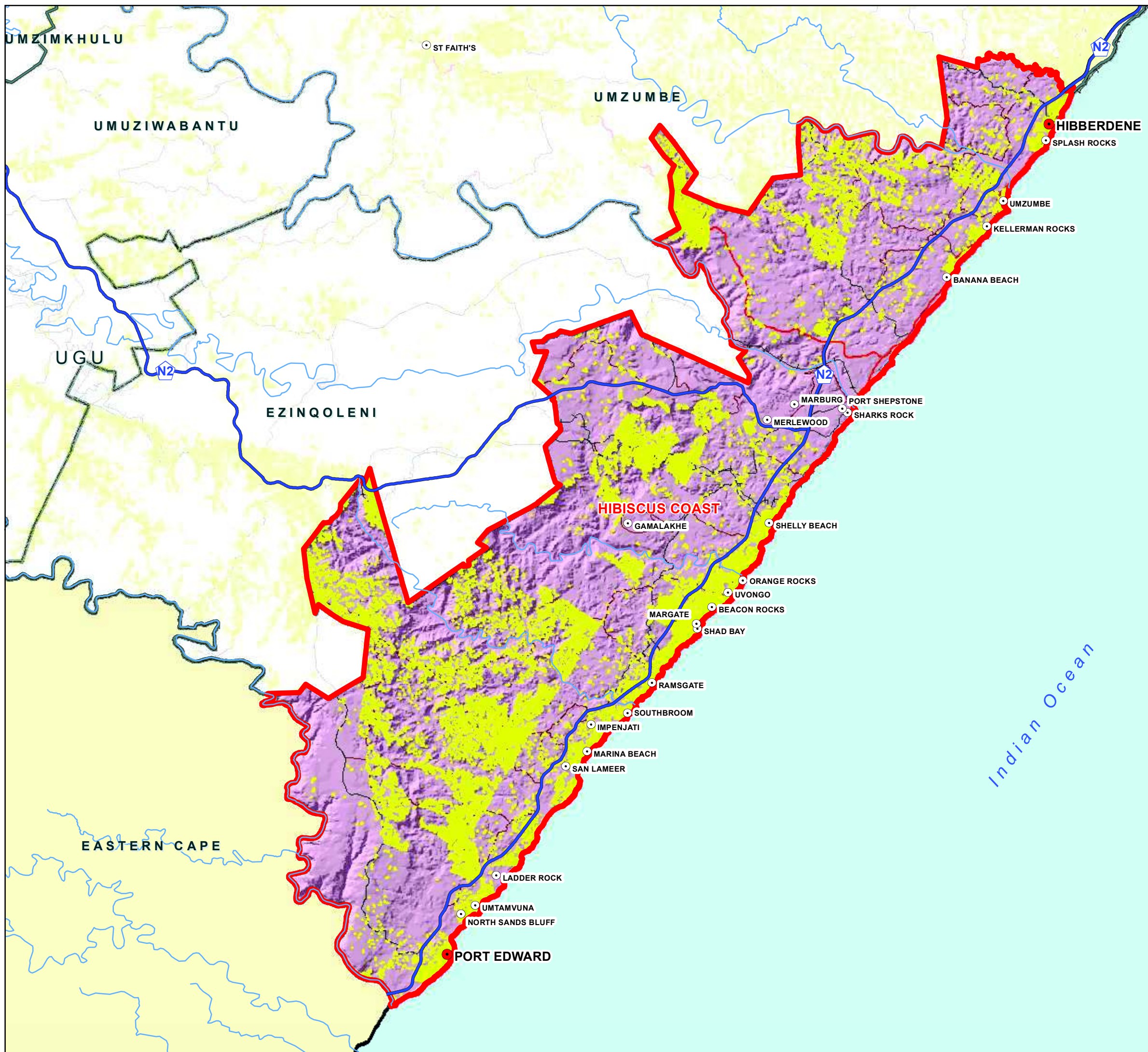
When considering Map 4: Population Density on the overleaf, it is clear that the highest population concentrations are along the coastline. Although large open spaces exist, there are a number of highly concentrated settlements to the inland situated along access roads. A number of the inland settlements are Tribal Settlements which is indicated by the very distinct linear settlement pattern west of the N2, between Ramsgate and Ladder Rock.

Graph 2: Age Distribution



Source: Stats Census Data 2001



The graph above depicts the age and gender distribution within the Hibiscus Coast Local Municipality. The graph depicts a fairly normal distribution of age groups with a very high number of the population being not economically active.

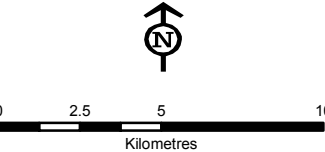
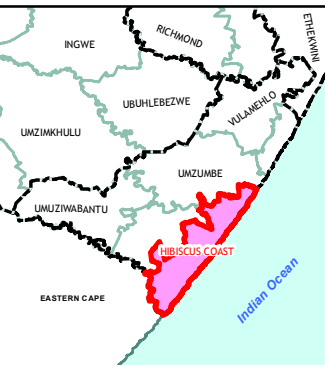


HIBBERDENE AND PORT EDWARD URBAN DEVELOPMENT FRAMEWORKS

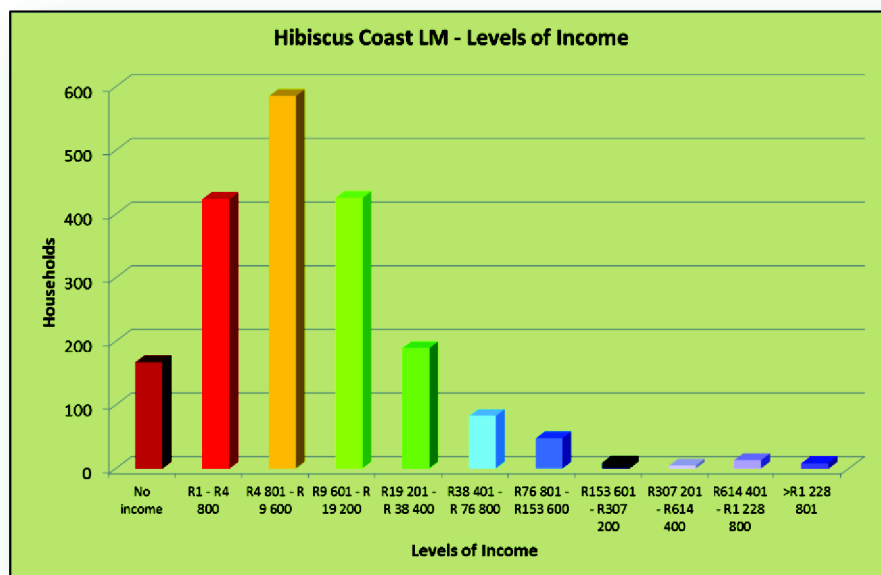
POPULATION DENSITY

LEGEND

-  Households
-  Place Names
-  National Roads
-  Regional Distributor
-  District Distributor
-  District Collector
-  Rivers
-  Railway Lines
-  Hibiscus Coast Local Municipality
-  District Municipalities



Graph 3: Levels of Income

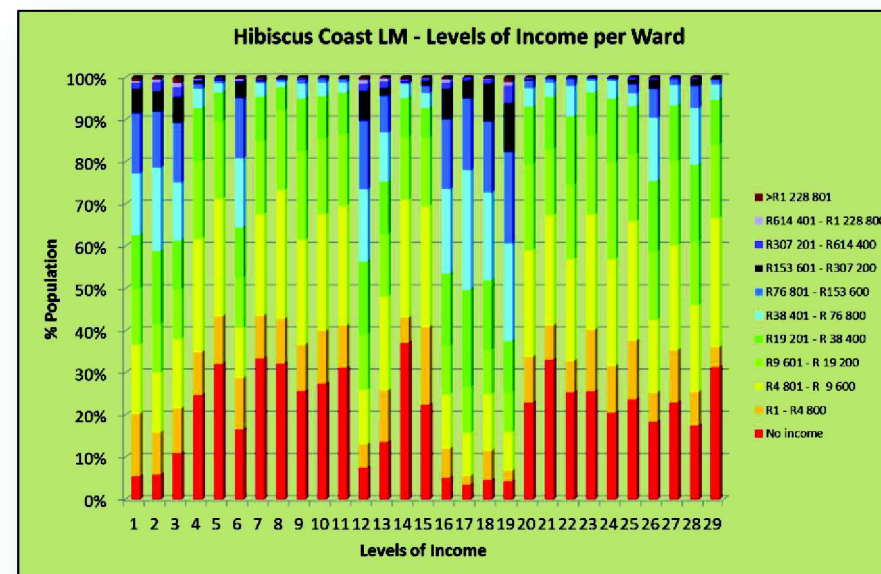


Source: Stats Census Data 2001

The graph above depicts that the largest number of households earn between R4,801-00 to R9,600-00 per month. The graph below depicts the distribution of the above figures throughout the municipal area. The Port Edward area and surroundings compare favourably against Port Shepstone, with a general higher income level than in the rest of the municipality. Although Hibberdene has a slightly lower level of income than Port Edward, it compares favourably to the rest of the municipal area. It is clear from the income levels and service levels of the two areas, that the Hibberdene and Port Edward focus areas serves as nodal points where services and

economic activities are present to support additional economic stimulation, with the aim of serving the rural hinterland.

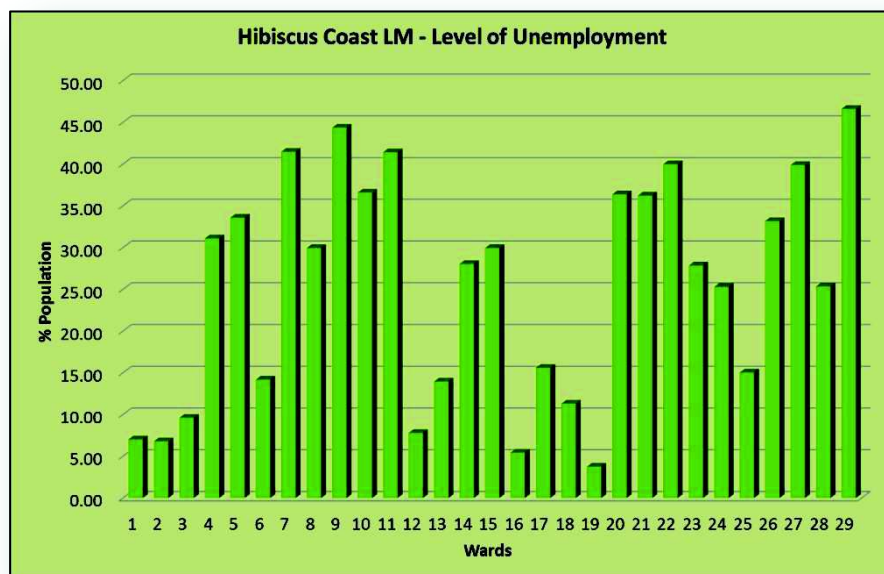
Graph 4: Levels of Income per Ward.



Source: Stats Census Data 2001

The graph below depicts the percentages of the population that are unemployed. Ward 19, containing Parts of Margate and Uvongo has the lowest unemployment rate. Port Edward and surrounding areas has an unemployment rate of 7% whilst Hibberdene and the northern parts of the Hibiscus Coast Municipality, has just below 14% unemployment. Highest unemployment rate is within wards 7, 9, 11 and 29. These wards are highly rural in nature, and are situated far from the coast or the R61 / N20. Therefore these wards are relatively inaccessible compared to other wards.

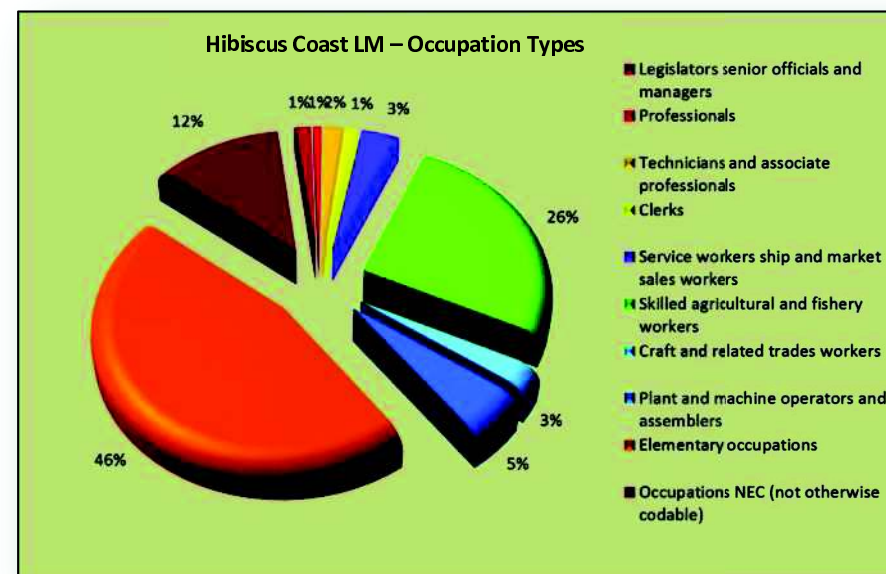
Graph 5: Level of Unemployment.



Source: Stats Census Data 2001

The Occupation types depicted in the graph below corresponds to the levels of education. Most of the population is employed in elementary unskilled occupations. The highest level of skilled workers is employed in the agricultural sector which is a good indication of the main commodities produces in the municipality. Only two percent of the population is employed in professional capacities (including government), whilst twelve percent (12%) of the population is employed in unclassifiable occupations.

Graph 6: Occupation Types.



Source: Stats Census Data 2001

2.6 SOIL CLAY CONTENT

The largest part of the Municipal area has a clay content of between 15 and 35%. Although not a major constraint to development, special designs in foundations might be required to ensure structural integrity of buildings. Hibberdene and Port Edward are mainly affected by clay content of less than 15%. The areas west of the N2 are mainly affected by the high clay content. Please refer to Map 5 on the overleaf for visual depiction of the above.



HIBBERDENE AND PORT EDWARD URBAN DEVELOPMENT FRAMEWORKS

SOIL CLAY CONTENT

LEGEND

- Place Names
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Rivers
- Railway Lines

Clay Content

- 15% - 35%
- < 15%
- >35%
- No Data

Hibiscus Coast Local Municipality

District Municipalities

cogta
Department:
Co-operative Governance and Traditional Affairs
PROVINCE OF KWAZULU-NATAL

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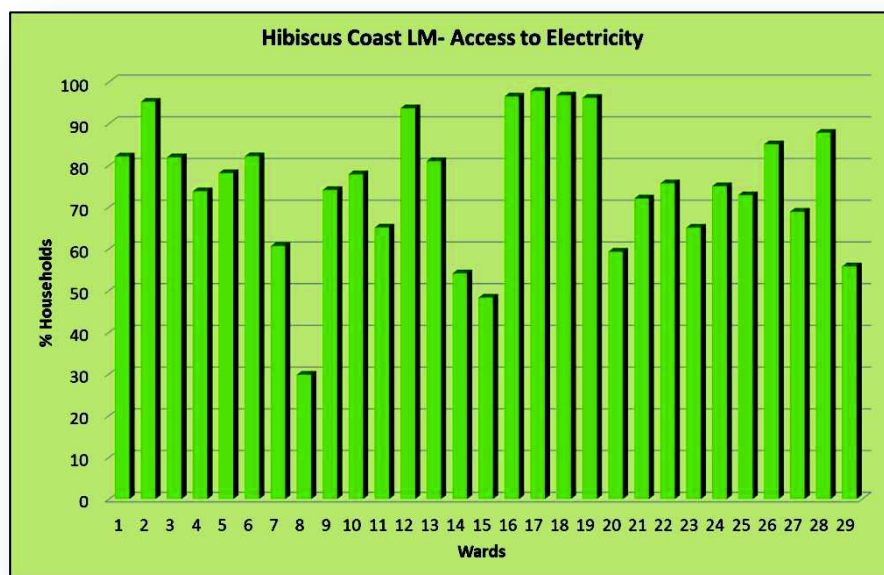
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2.7 ELECTRICITY

The census data does not include statistics on “Households linked to Electricity”. The Census Information does however depict households utilising electricity as lighting. Since lighting is the cheapest use for electricity, this figure is used as an indication of households connected to electricity. Port Edward and surroundings (Ward 1) has a service level of just over 81 % whilst the Hibberdene has a service level of just below 80%. It is clear that the study areas are well serviced with electricity, which is a requirement for economic development, and luring of businesses to the area.

Graph 7: Access to Electricity.

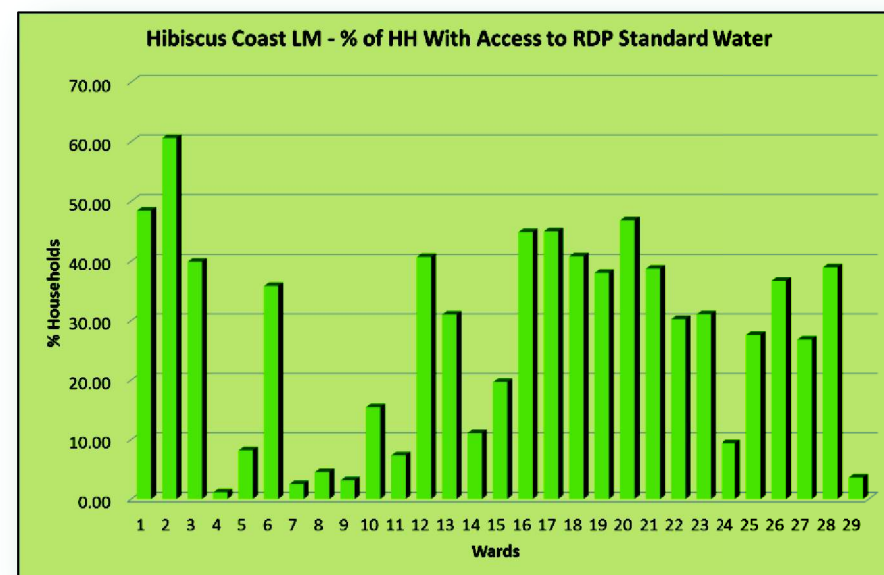


Source: Stats Census Data 2001

2.8 WATER

The Graph below depicts the number of households with access to drinking water. RDP standards are considered as having access to basic services. The lowest level of water provision according to the RDP standards is a standpipe within 200m from a dwelling unit. The areas with the lowest levels of infrastructure are these wards which are highly rural in nature. Ward 1 (Port Edward) has the second highest service level, of just below 50%, whilst just over 30% of Hibberdene has access to potable water. Ward 2, which includes the areas of Southbroom and Ramsgate has the highest level of service at 60% of the households with access to potable water.

Graph 8: % of HH With Access to RDP Standard Water.

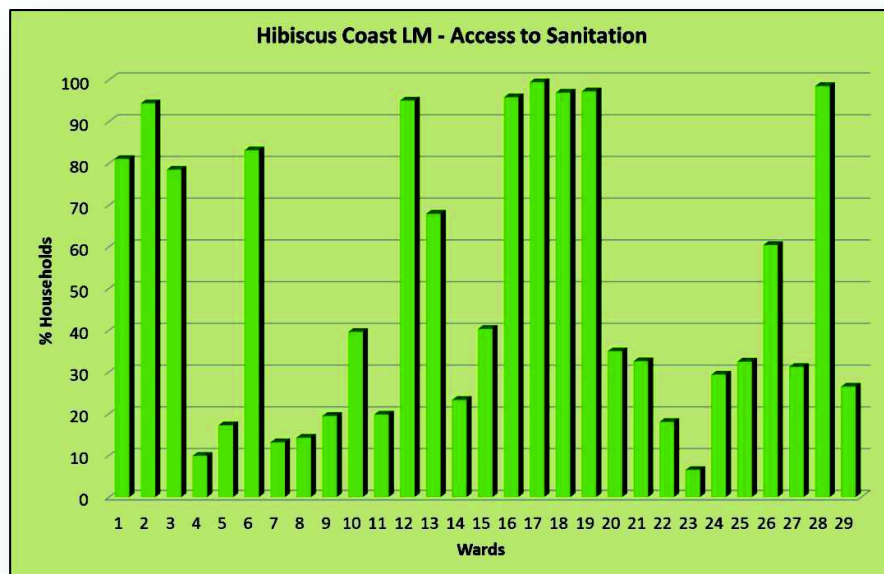


Source: Stats Census Data 2001

2.9 SANITATION

The graph below depicts the % of households that are serviced with sanitation facilities.

Graph 9: Access to Sanitation



Source: Stats Census Data 2001

Although the long term goal is to provide waterborne sewerage to all residents, this graph depicts all households that are serviced with at least RDP standard facilities, which includes a Ventilated Improved Pit Latrine (VIP) or better. Port Edward and surrounds is 81 % serviced with sanitation facilities, whilst the Hibberdene area has a service rate of just above 65 %. The areas with highest service levels are in wards 2, 12, 16, 17, 18, 19 and 28, which includes Port Shepstone and surrounding areas.

2.10 HUMAN FOOTPRINT

“Human Footprint” depicts the presence of human activity within areas, and indirectly the impact that humans have on the natural environment. The highest levels of footprint is around Port Shepstone and the N2 coming from Hibberdene. The lowest levels of Human Footprint are situated in the southern parts of the Municipality inland from Port Edward. There is further a clear correlation between the Human Footprint and Biodiversity Priority Areas. Conservation importance is higher in areas where human impact on the natural environment is the lowest. Please refer to Map 6: Human Footprint on the Overleaf for a spatial depiction of the above.

2.11 BIODIVERSITY

The Hibiscus Coast Municipality has largely been classified in the MINSET Data as Biodiversity priority 3 Area. Although the conservation importance of these areas is not as critical, care must still be taken to conserve biodiversity in these areas by adhering to environmental processes. The more critically endangered areas where development needs to be strictly regulated to prevent loss of biodiversity is situated to the west of Margate, as well as large areas surrounding Port Edward, stretching along the southern Boundary of the Municipality, towards the Ezingoleni Local Municipality. In stark contrast to the Environmental Situation around Port Edward, the areas surrounding Hibberdene is classified as 100% transformed with no conservation value. Only a small portion is classified as a Biodiversity priority 3 Area. From a development point of view, Hibberdene will be much more easily developed, whilst a lot of environmental Constraints might prevent the further development of Port Edward. Please refer to Map 17: Critical Biodiversity Areas.

2.12 LOCATION OF SOCIAL FACILITIES

Map 7: Social Facilities attached overleaf, depicts the following social facilities within the Hibiscus Coast Municipality:

- Community Health Centres (CHC);
- Clinics;
- Emergency Response Services;
- Hospitals;
- Mobile Clinics;
- Primary Health Care Facilities (PHC);
- Schools;

The municipal area has a number of primary health care facilities along the coast, and has one situated just outside of Port Edward. It is clear that schools are distributed evenly throughout the Municipal area, although it is difficult to determine whether these schools are primary or secondary schools. Port Edward has 1 primary school, whilst Hibberdene does not have any educational facilities. Emergency Rescue Services, which is normally linked to a Hospital, is situated in Port Shepstone near the Regional Hospital. There are four hospitals, all centralised within the central parts of the municipality, and there is a definite need for additional hospitals. Hibberdene does not have any facilities, as is highly dependent on Port Shepstone for services. Port Edward, apart from the Primary Health Care Facility, is also dependent on Port Shepstone for Social services.

2.13 OPEN SPACES AND CONSERVATION

There are four formal conservation areas within the Hibiscus Coast Municipality namely:

- Mbumbazi Conservation Area
- Umtamvuna Conservation Area
- Mpenjati Conservation Area
- Trafalgar Marine Reserve

With the economy being highly dependent on tourism based activities, these reserves need to be developed to utilise the economic opportunities presented. Please refer to **Map 8: Open Space and Conservation** on the overleaf for visual depiction of the above.

SECTION C

3 HIBBERDENE STATUS QUO

3.1 STATUS QUO ANALYSIS

3.1.1 Contextual Setting

Hibberdene has a linear development pattern which occurs mainly because of the coastline. This form is strengthened by the N2 National Road which will structure future growth of the Hibberdene area.

The CBD and the focus area of this study are situated in the centre of the town (north-south orientation), with the railway line and a row of properties removing the CBD from the coastline.

The southern part of the study area, is isolated from the larger Hibberdene area by the Mzimayi River, but can be successfully integrated through an integrated planning approach. The Mzimayi River houses tourist attractions on both sides of the riverbanks. Apart from the Rondalia Resort, no economic orientated developments occur south of the River; therefore the area is purely residential. Please refer to **Map 9: Hibberdene Contextual Setting** on the overleaf for a depiction of the above.

3.1.2 Land Ownership

The available data depicts only a distinction between land owned by the Ingonyama Trust, Restitution Claims and Government/Private Land.

Large tracts of land surrounding Hibberdene have been subjected to Land Restitution Claims, which might in future impact on the development of the

Municipal area. The study area itself has not been influenced by restitution claims. An area directly north of the Mhlungwa River is owned by the Ingonyama Trust, although the land is situated in the adjacent municipality.

Please refer to **Map 10: Hibberdene Land Ownership** on the overleaf for a depiction of the above.

3.1.3 Social Conditions

The Hibiscus Coast Integrated Development Plan indicated that the Total Population of the Municipality is estimated at 292,891 and that a population growth of 16% has been experienced during the years of 2001 and 2007. The IDP does not provide a reference to the figures utilised to calculate the estimated population, and Vuka Planning Africa subsequently utilised the 2001 Census data and the 2007 household data to calculate a different growth rate of 0.46% over the 7 years utilising. By applying this growth rate to the ward population of Ward 13 the following population figures are projected for every 5 year interval over a period of 20 years.



**HIBBERDENE
URBAN DEVELOPMENT
FRAMEWORK**

CONTEXTUAL SETTING

LEGEND

- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Building Footprints
- Hibberdene
- CBD Focus Area
- Urban Edges (2008)
- Urban Cadastral
- Farm Portions
- Admiralty Reserve



0 100 200 400 600
Meters



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HIBBERDENE URBAN DEVELOPMENT FRAMEWORK

LAND OWNERSHIP

LEGEND

- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Hibberdene
- CBD Focus Area
- Urban Cadastral
- Farm Portions
- Restitution Claims
- Servitudes
- Ingonyama Trust Board Land



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Table 4: Hibberdene population projections

| Future Year | Future Population |
|-------------|-------------------|
| 2012 | 4798 |
| 2016 | 4887 |
| 2021 | 5001 |
| 2026 | 5118 |

Source: Vuka Planning Africa Inc.

The estimated household Size for this ward is 3.3.

3.1.4 Land and spatial analysis

Based on the population figures above, the following land uses are required within Ward 13. This land use budget is based on set criteria, developed by the KwaZulu-Natal Planning Commission to assist municipalities to plan for service delivery of social infrastructure. The following facilities are required.

Table 5: Hibiscus Coast Municipality Urban Development.

| HIBISCUS COAST MUNICIPALITY URBAN DEVELOPMENT FRAMEWORK - WARD 13 | | | | | |
|--|---|--|---------------------------------|------------------------|--------------------------------------|
| Proposed Facility Provision Standards | | | | | |
| | | Population: | 4 798 | | |
| | | Households: | 1 363 | | |
| Facility | Thresholds Standard (1 Facility / X People) | Access Standard | Total Facilities Required | Facilities Provided | Additional Facilities Proposed |
| Education * | | | | | |
| Pre-school (Incl Creche & Day Care) | 5 000 | Walking Distance Combined with other Community Facilities | 1 | 0 | 1 |
| Multi skilling / Training Centre / ABET | Need | | 1 | 0 | 1 |
| Primary School | 3 000 | 1.5km / 20min travel | 2 | 1 | 1 |
| Secondary School | 6 000 | 5km Walking Distance | 1 | 0 | 1 |
| Tertiary Training (Ecl. University) | 100 000 | | 0 | 0 | 0 |
| Library | 50 000 | Accessible Via Public Transport | 0 | 0 | 0 |
| Health ** | | | | | |
| Clinic | 5 000 | Within Nodal Area. Accessible via Public Transport | 1 | 0 | 1 |
| Hospital | 50 000 | Within Nodal Area close to Major Public Transport Route | 0 | 0 | 0 |
| Safety & Security Facilities *** | | | | | |
| Magistrates Court | 1 / Town | Within Primary Nodes | 1 | 0 | 1 |
| Fire Station | 60 000 | High Access Routes | 0 | 0 | 0 |
| Emergency Services Facility | 25 000 | High Access Routes | 0 | 0 | 0 |
| Community Safety Centre | 200 000 | Nodal Area | 0 | 0 | 0 |
| Police Station | 50 000 | Within Accessible nodal Areas | 0 | 1 | -1 |
| Police Station Mobile | 25 000 | | 0 | 0 | 0 |
| Social | | | | | |
| Cemetery | Need | Need | Need | 1 | Need |
| Orphanage | 200 000 | Within Accessible nodal Areas | 0 | 0 | 0 |
| Church | 2 500 | Near (Not on) Transport Routes | 2 | 3 | -1 |
| Civic Centre | 1 | | 1 | 0 | 1 |
| Multi Purposed Community Centre / Tsusong Centre | 1 | Within Accessible nodal Areas | 1 | 0 | 1 |
| Community Hall | 20 000 | Within Accessible nodal Areas | 0 | 0 | 0 |
| Old Age Home and Service Centre | 1 / Town | | 1 | 0 | 1 |
| Pension Pay Point | Need - Min of 1 / Node | 30 Min Travel | 9 | 0 | 9 |
| Post Office | 11 000 | 1km/20min Walking | 0 | 1 | -1 |
| Post Boxes | 16 500 | 500m/10min Walking distance | 0 | 1 | -1 |
| Traditional Admin Centre | Authority | | 13 | 0 | 13 |
| Sport & Recreation | | | | | |
| Sport Complex (Incl Swimming Pool) | 50 000 | Nodes | 0 | 0 | 0 |
| Sports Field | 12 000 | Clustered with schools | 0 | 2 | -2 |
| Transport | | | | | |
| Bus Service on Regular Basis | 1/Node | Clustered within Nodal Areas | 1 | 1 | 0 |
| Taxi Rank and/or Bus Depot | 1/Node | Nodal Areas | 1 | 1 | 0 |

Source: Vuka Planning Africa Inc.

As indicated the land uses will be regulated by the Hibberdene Town Planning Scheme, 2006. The zonings within the CBD focus area is in line with the land uses, which includes a mixture of “General Commercial”, “General Residential”, “Administration/Public Building”, “Special Residential 2”, “Intermediate Residential 2” and “Transitional Zone”.

Please refer to the **Map 11: Hibberdene Zoning** on overleaf for a depiction of the zonings.

3.1.4.1 Land Use

The largest areas in Hibberdene are residential in nature with a small section of Commercial Activities along the R102. The river provides opportunity for tourism activities and houses two resorts on its banks. It is noticeable how many of the erven are vacant, which is an indication of the actual tourism oriented nature of the Town. Some government services within the study area include the police station and the Hibiscus Coast Maintenance Unit Offices opposite the Police Station. The various land use precincts do not integrate with each other and has largely developed in isolation from each other with the only commercial activities situated in Miami Road. Please refer to **Map 12: Land Use Plan** on overleaf for a visual depiction of the current land uses within Hibberdene.

3.1.4.2 Urban Boundary Growth

According to the spatial development framework of Hibberdene there is no urban growth boundary identified. Growth will have to occur in the form of densification, as development is limited by the N2 National Road, the coast line and the railway line running along Marlin Drive. Please refer to **Map 13: Urban Growth Boundary** on overleaf for a depiction of this description.

3.1.4.3 Social Infrastructure

Social facilities in port Edward consist mainly of Places of Worship and recreational facilities. Two of the religious sites are situated behind the Police Station in Bermuda Street, whilst the other religious site is situated just south of the river in Eton Street.

Recreational Facilities includes the Hibberdene Bowls Club, south of the river, as well as the Hibberdene Tennis Club situated in David Street.

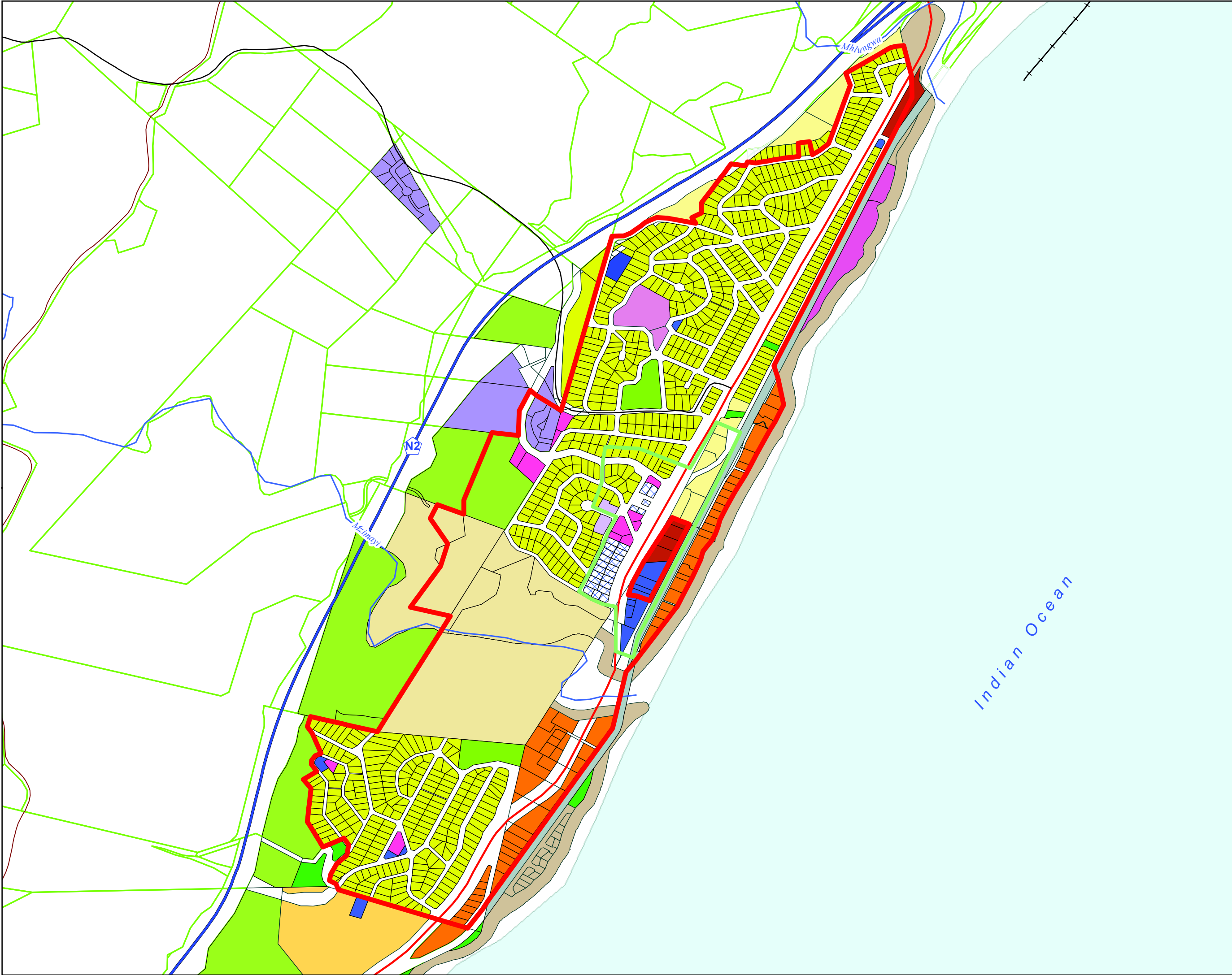
Please refer to **Map 14: Hibberdene Locality of Social Infrastructure** for a depiction of the above.

3.1.4.4 Government Departments

There are two government facilities within Hibberdene. These are the following:

- Police Station: Situated on the southern corner of Minerva and Bermuda Drives.
- Hibiscus Coast Local Municipality – Cleaning & Maintenance Department Depot: Situated on the northern corner of Minerva and Bermuda Drives.

Please refer to **Map 15: Hibberdene Locality of Government Departments** on overleaf for a depiction of the above.



**HIBBERDENE
URBAN DEVELOPMENT
FRAMEWORK**

ZONING

LEGEND

- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Hibberdene
- CBD Focus Area
- Urban Cadastral
- Farm Portions
- Zoning**
- Administration/Public Building
- Agriculture 1
- Amenity Reserve
- General Commercial
- General Residential 2
- General Residential 3
- Holiday Resort
- Intermediate Residential 2
- Intermediate Residential 3
- Limited Commercial
- Private Open Space
- Public Car Park
- Public Open Space
- Railway Reserve
- Residential Resort
- Road
- Service Industry
- Special Residential 2
- Transition Zone
- Water Works
- Worship



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HIBBERDENE URBAN DEVELOPMENT FRAMEWORK

LAND USE PLAN

LEGEND

- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Hibberdene
- CBD Focus Area
- Urban Cadastral
- Farm Portions
- Land Use**
- Filling Station
- Government
- Infrastructure
- Mixed Use - Retail & Office
- Mixed Use - Retail & Residential
- Mixed Use - Retail & Services Sector
- Place of Worship
- Recreation
- Residential
- Residential - Guest House
- Residential - Medium Density
- Resort
- Retail
- Road Reserve
- Services Sector - Offices
- Services Sector - Restaurant
- Services Sector - Vehicle Repair
- Vacant

0 100 200 400 600
Meters

**Hibiscus
Coast**
municipality

cogta
Department:
Co-operative Governance and Traditional Affairs
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