



2016/17

# SPATIAL DEVELOPMENT FRAMEWORK

DRAFT REPORT

MARCH 2016



**PREPARED BY:**

**HIBISCUS COAST MUNICIPALITY**

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## ACKNOWLEDGEMENT

The Hibiscus Coast Municipality acknowledges the dedication and hard work of the following COGTA Candidates Town and Regional Planners and the Stakeholders from the Ugu Traditional Local House who added substantial value and empirical context through the consultation meetings with Amakhosi during preparation of the Spatial Development Framework. The COGTA officials further assisted in ensuring that the municipality utilises updated information/data in the formulation of the SDF maps. And ensures that all MEC comments are addressed accordingly.

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Ms Nosisa Mbatha	Stakeholder	Ugu Traditional Local House

The Municipality also acknowledges the following Town Planners from the adjoining municipalities who also added substantial value to the Spatial Development Framework process:-

Name	Municipality
Mr Mahlatse	Umzumbe Local Municipality
Mr Ndumiso Zondo	Umziwabantu Local Municipality
Ms Sinenhlanhla Dlamini	Ezinqoleni Local Municipality

The Hibiscus Coast Spatial Planning Team also played a significant role in compiling and reviewing this document in-house. Their enthusiasm in collecting information and ensuring that the municipality produces a credible document is evident. This also includes the Hibiscus GIS Unit and Royal Haskoning DHV which ensured that credible maps as per MEC comments are produced.

All comments and inputs received from the PSC Members and Amakhosi during the consultation process have greatly contributed to the successful completion of the Hibiscus Coast SDF.

## DEFINITION OF SPATIAL TERMS

<b>Corridors</b>	A corridor is a linear strip of land or area, connecting large activity nodes, traversing urban or inter-urban areas, surrounding a major transport facility or facilities providing an appropriate regional level of mobility and accessibility to adjacent areas, and containing a high concentration of population and mixed land uses” and “... accommodate major linear transport routes like heavy and light rail and/or freeways, large shopping concentrations etc., social, cultural and sporting facilities as well as a large amount of residential accommodation”
<b>Density</b>	The number of units per unit of land area, e.g. dwelling units/ hectare. There are five measures of density: <ul style="list-style-type: none"> <li>i. Population density: people / hectare.</li> <li>ii. Gross dwelling unit density: dwelling units / total land area of a project or suburb including roads, public open space and non-residential land uses.</li> <li>iii. net dwelling unit density: dwelling units/land occupied by residential plots only.</li> <li>iv. building density: area of buildings / Nquthu density: (dwelling units/ total land occupied by settlement) also known as average gross dwelling units density.</li> </ul>
<b>Densification</b>	Densification is the increased use of space, both horizontally and vertically, within existing areas/ properties and new developments, accompanied by an increased number of units and/or population threshold.
<b>Efficiency</b>	Development that maximises development goals, such as sustainability, integration, accessibility, affordability, and quality of living, relative to financial, environmental, and social costs, including on-going and future costs.
<b>Infill Development</b>	Development of vacant or under-utilised land within existing settlements in order to optimise the use of infrastructure, increase urban densities and promote integration.
<b>Integrated Development Plan</b>	The strategic municipal development plan, reviewed on an annual basis, required by the MSA (Act 32 of 2000) which guides municipal decisions and budgets.
<b>Land Use Management</b>	Establishing or implementing any measure to regulate the use or a change in the form or function of land, and includes land development.
<b>Land Use Management System</b>	A system used to regulate land use in a municipality including a town planning or zoning scheme, or policies related to how land is used on a plot by plot basis.
<b>Node</b>	Nodes are focused areas where a higher intensity of land uses and activities are supported and promoted. Typically, any given municipal area would accommodate a hierarchy of nodes that indicates the relative intensity of development anticipated for the various nodes, their varying sizes, and their dominant nature.



<b>Spatial Planning</b>	Planning of the way in which different activities, land uses and buildings are located in relation to each other, in terms of distance between them, proximity to each other and the way in which spatial considerations influence and are influenced by economic, social, political, infrastructural and environmental considerations.
<b>Spatial Development Framework</b>	A Spatial Development Framework (SDF) is a core component of a Municipality's economic, sectoral, spatial, social, institutional and environmental vision. In other words, it is a tool for moving towards a desired spatial form for the Municipality.
<b>Sector Plans</b>	Municipal plans for different functions such as bio-diversity conservation, housing, transport, local economic development and disaster management. They may also be geographically based, for example a sub-region, settlement within a Local Municipality or a component of that settlement.
<b>Critical Biodiversity Areas (CBA`s)</b>	<p>Natural or near-natural features, habitats or landscapes that include terrestrial, aquatic and marine areas that are considered critical for (i) meeting national and provincial biodiversity targets and thresholds (ii) safeguarding areas required to</p> <p>ensure the persistence and functioning of species and ecosystems, including the delivery of ecosystem services; and/or (iii) conserving important locations for biodiversity features or rare species. Conservation of these areas is crucial, in</p> <p>that if these areas are not maintained in a natural or near-natural state, biodiversity conservation targets cannot be met.</p>
<b>Ecological Support Areas (ESA`s)</b>	Functional, but not necessarily entirely natural, areas that are required to ensure the persistence and maintenance of biodiversity patterns and ecological processes within the Critical Biodiversity Areas. This category is made up of four subcategories: namely Ecological Support Areas (SCA), ESA: Expert input, ESA: Species Specific and ESA: Corridors

## ACRONYMS AND ABBREVIATIONS

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BNG	-	Breaking New Ground
CBA	-	Critical Biodiversity Area
DHS	-	Department of Human Settlement
DRDLR	-	Department of Rural Development and Land Reform
EKZNW	-	Ezemvelo KwaZulu-Natal Wildlife
EPWP	-	Expanded Public Works Programme
ESA	-	Ecological Support Area
GIS	-	Geographic Information System
HCM	-	Hibiscus Coast Municipality
HCM	-	Hibiscus Coast Municipality
HH	-	Household
IDP	-	Integrated Development Plan
KZN	-	KwaZulu-Natal
LED	-	Local Economic Development
NDP	-	National Development Plan
NSDP	-	National Spatial Development Perspective
PGDS	-	Provincial Growth Development Strategy, 2011
SDF	-	Spatial Development Framework
SIP	-	Strategic Integrated Projects
SONA	-	State of Nation Address
SOPA	-	State of Province Address
SPLUMA	-	Spatial Planning and Land Use Management Act (No. 16 of 2013)
TC	-	Traditional Council
DHS	-	Department of Human Settlements

### Note

All statistical data contained in this report has been obtained from the Census 2011 data supplied by Statistics SA unless stated otherwise

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## SECTION A: INTRODUCING THE SPATIAL DEVELOPMENT FRAMEWORK

### 1. ROLE AND PURPOSE OF THE SDF

The Spatial Development Framework is a statutory document which each municipality is mandated to prepare as part of the integrated development planning process. This stems from a legislative requirement contained in Chapter Five of the Municipal Systems Act (No. 32 of 2000) which deals with the subject matter of Integrated Development Plans and identified Spatial Development Framework as one of the key components of an Integrated Development Plan. The Hibiscus Coast Municipality

SDF as a key component of the 5-year Integrated Development Plan (IDP) is intended to guide decision-making and provide sound spatial strategies redressing the spatial footprint of the past.

Section 21 of the Spatial Planning and Land Use Management Act (No. 16 of 2013) outlines the contents of a Municipal SDF to includes amongst other things, a written and spatial representation of a five-year spatial development plan and a longer 20-year plan for the spatial form of the municipality; identify current and future structuring and restructuring elements of the spatial form of the municipality; include



a strategic assessment of the environmental pressures and opportunities within the area; identify areas where more detailed planning is required as well as the determination of a capital expenditure framework for the Municipality's development programmes, depicted spatially.

The review of the 2016/17 Hibiscus Coast Municipal SDF offers an opportunity to plug any legislative and strategic loopholes which may have been identified by the MEC in an assessment of the Hibiscus SDF Review 2015/16, as well as the alignment of the SDF with new policies and spatial thinking.

The Constitution of the Republic of South Africa, (Act No. 108 of 1996) confers to municipalities major developmental responsibilities intended to improve quality of life people residing and/or working within a municipality's area of jurisdiction. An SDF therefore, forms part of the systems and procedures at the disposal of the municipality to perform on its developmental mandate and facilitate removal of spatial remnants of the apartheid past. The main purpose of the SDF is to guide the form and location of future spatial development within Hibiscus Coast. It is a legislative requirement and has a legal status. In summary, the SDF has the following benefits:

- Facilitates decision making with regard to the location of service delivery projects and guides public and private sector investment;
- It strengthens democracy and spatial transformation and facilitates effective use of scarce land resources;
- It promotes intergovernmental coordination on spatial issues and serves as a framework for the development of detailed Land Use Management Scheme (LUMS).

## 2. BACKGROUND TO THE STUDY AREA

Hibiscus Coast Municipality is one of the four Local Municipalities within the UGu District Municipality. The Municipality is defined by the following key features which includes but not limited to:-

- An area of approximately 90km of coastline, comprising of 20 swimming beaches;

- It extends 30 kilometres inland covering a vast rural area under the leadership of six traditional councils.
- HCM is the most concentrated economic hub within UGu District Municipality with the main economic sectors being tourism and agriculture with some manufacturing occurring in Port Shepstone.
- Port Shepstone is the major economic hub in the south coast and serves as the administrative centre for both HCM and UGu District.
- It serves as an external regional commercial centre for most of the areas around the northern Eastern Cape area.

## 3. AIMS AND OBJECTIVES

Based on the Terms of References guiding the review of the Hibiscus Coast 2016/17 SDF, the study objectives are summarized as follows:

- To review and update the current SDF which will address spatial, environmental and economic issues confronting the municipality in both urban and rural areas;
- To identify specific interventions and policy instruments to realize the vision that the municipality wants to achieve in terms of development;
- To facilitate the implementation of the Hibiscus Coast Integrated Development Plan (IDP) and align it with the vision of SDF together with all the other government intentions to creating liveable spaces for everyone;
- To improve human wellbeing and quality of life over time, in particular to those areas which are most affected by poverty and inequality;
- To provide clear and specific spatial development interventions for the improvement of rural areas within the municipality
- Align the reviewed SDF with the Municipality's IDP and scheme

## 4. APPROACH AND METHODOLOGY

The Methodology applied in the review of the Hibiscus Coast SDF Review 2016/17 is as follows:-

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#### 4.1. DESKTOP DATA REVIEW

The SDF is the spatial representation of the IDP which provides spatial depiction of the IDP goals, objectives, strategies, programmes and projects. The SDF is to localise the national, provincial and district strategic plans. Documents that were reviewed as part of this process could be categorised as follows:

- Key national spatial development policies and programmes, e.g. National Development Plan; Spatial Land Use Management Act (SPLUMA) (Act No. 16 of 2013); Comprehensive Rural Development Programme, 2009; etc.
- KZN strategic spatial plans including the Provincial Growth and Development Strategy (2011), development programmes as implemented by different government departments; etc.
- Hibiscus Coast Municipality and UGu District IDPs, and the associated sector Plans. The latter includes LED Plans, Water Services Development Plan, Housing Sector Plan, Tourism Development Plans, etc.
- Research reports and papers dealing with spatial planning and environmental management.
- SDF for comparable municipalities as a means to benchmark and establish best practice.

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#### 4.2. INTERVIEW WITH RELEVANT STAKEHOLDERS

Interviews were conducted with several stakeholders such as key sector departments and neighbouring municipalities with spatial interests in Hibiscus Coast Municipality. The interviews will be mainly structured yet informal in nature, touching on a range of specific issues, and will serve as the main method to collect factual data, perceptions and record indigenous knowledge.

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#### 4.3. STAKEHOLDER WORKSHOP

Various workshops were conducted with Traditional Councils in Hibiscus Coast Municipality which formed an important means of harnessing knowledge, sharing information, and building consensus regarding the aims and objectives to be set-out for this SDF review. Other workshops conducted included the Technical workshop and Councillors workshop. All inputs and comments received were considered and played a significant role in the completion of the SDF.

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#### 4.4. NODAL LAND USE SURVEYS

Broad land use surveys were undertaken in selected development nodes using aerial photography and site visits. The results of the surveys have been used to undertake an analysis of the structure, role and character of these nodes, as well as justify their current nodal designations and proposals to be made in the SDF.

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#### 4.5. USE OF GIS

Geographic Information System (GIS) was used as the mapping and analysis tool. Aspects of its usage include overlaying of information and generate options for strategic spatial plans, concepts and land use activities.

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### 5. STRUCTURE OF THE REPORT

The Hibiscus Coast SDF is made-up of seven main sections as follows:

**Section A** provides the purpose of the project and outlines the background of the study area and the main objectives and aims of the formulation of the Hibiscus Coast Municipal Spatial Development Framework.

**Section B** constitutes the legislative and policy context within which this SDF review is entrenched. This includes national, provincial and local plans and policies which will give direction to key priority areas to be addressed in Hibiscus Coast Municipality. It further provides details on the location of the municipality at a regional context and adjacent local municipalities.

**Sections C** provides the regional context and highlight the key spatial cross-boundary issues in Hibiscus Coast Municipality with the surrounding municipalities. These problems have been extracted from existing documents, information gathered from interviews and from site inspections which have been undertaken thus far.

**Section D and E** outlines the contextual and spatial implications identified within the Hibiscus Coast SDF Review. These spatial implications ranges from demographic, infrastructure and services, environmental, socio-economic issues, movement network and spatial analysis. This analysis played a significant role in the translation of the Hibiscus IDP vision into a long term spatial vision.

**Section F** outlines the key spatial principles which have informed the SDF conceptual framework which identifies the key nodes, corridors and surfaces that exists within the municipality and their significance in the broader region.

**Section G** provides spatial development proposals and interventions which have been translated from the spatial goals and principles making up the structuring elements of the Spatial Development Framework.

**Section H** contains the implementation framework, which comprises of the basic land use management guidelines and strategies, Capital Investment Framework, the Sustainability Assessment as well as Monitoring and Evaluation for the Hibiscus Coast SDF.

## SECTION B: LEGISLATIVE AND POLICY FRAMEWORK

**Table 1: Summary of the relevant policy and legislation in respect of the SDF**

ACT/ POLICY	SUMMARY OF THE RELEVANT POLICY/ ACT
<b>NATIONAL CONTEXT</b>	
<b>Constitution of the Republic of South Africa Act (Act No 108 of 1996)</b>	The Constitution of the Republic of South Africa (Act 108 of 1996) in its desire for local government was conceived as “the local sphere of government with the constitutional mandate to carry out a number of developmental duties”. Chapter 7 of the Constitution states that it is the object of local government to “encourage the involvement of communities and community organizations in the matter of local government”. Local government must also promote the Bill of Rights, which

	reflects the nation's values about human dignity, equality and freedom, and uphold the principles enshrined in the Constitution.
<b>National Development Plan, 2011</b>	<p>The NDP 2030 presents a long-term vision for South Africa and addressed the Governments programme to “attack” poverty and deprivation with the aim of nation building.</p> <p>The vision highlights a number of focus areas, which are also, in its broader context relevant to an SDF. They are:</p> <ul style="list-style-type: none"> <li>▪ The economy and employment</li> <li>▪ Economic infrastructure</li> <li>▪ Transition to a low carbon economy</li> <li>▪ An inclusive rural economy</li> <li>▪ Positioning South Africa in the world</li> <li>▪ Human settlements</li> <li>▪ Improving education, innovation and training</li> <li>▪ Promoting health</li> <li>▪ Social protection</li> <li>▪ Building safer communities</li> <li>▪ Building a capable state</li> <li>▪ Promoting accountability and fighting corruption</li> <li>▪ Transforming society and uniting the country</li> </ul>
<b>The National Spatial Development Perspective</b>	<p>This policy aims at guiding government investment on national level in such a manner that the greatest measure of benefits could be obtained from such investment. This is done through an in-depth understanding of the national space economy.</p> <p>The legislation focuses on addressing the following key elements:-</p> <ul style="list-style-type: none"> <li>▪ Economic growth which is a prerequisite for the achievement of poverty alleviation;</li> <li>▪ Government has a constitutional obligation to provide basic services to all citizens wherever they reside;</li> <li>▪ Beyond basic services, government spending on fixed investment should be focused on localities of economic growth and/or economic potential;</li> <li>▪ In localities with low demonstrated economic potential, government should, beyond the provision of basic services, concentrate primarily on human capital development;</li> <li>▪ Future settlement and economic development opportunities which should be channelled into activity corridors and nodes.</li> </ul>
<b>New Growth Path, 2010</b>	<p>The New Growth Path is a government strategy in pursuit of the national vision contained in the National Development Plan. The New Growth Path has a national strategic vision to place jobs and decent work at the centre of economic policy. It sets a target of five million new jobs to be created by 2020. It sets out the key jobs drivers and the priority sectors that need to be focused on over the next few years. It is based on strong, sustained, inclusive economic growth and the rebuilding of the productive sectors of the economy. Infrastructure development has been identified as the foundation for more jobs and addressing rural under-development.</p>

	<p>There is growing consensus that creating decent work, reducing inequality and defeating poverty can only happen through a new growth path founded on a restructuring of the South African economy to improve its performance in terms of labour absorption as well as the composition and rate of growth.</p> <p>The Government is committed to forging such a consensus and leading the way by:</p> <ul style="list-style-type: none"> <li>▪ Identifying areas where employment creation is possible on a large scale, as a result of substantial changes in conditions in South Africa and globally;</li> <li>▪ Developing a policy package to facilitate employment creation in these areas;</li> <li>▪ A comprehensive drive to enhance both social equity and competitiveness;</li> <li>▪ systemic changes to mobilise domestic investment around activities that can create sustainable employment; and</li> <li>▪ Strong social dialogue to focus all stakeholders on encouraging growth in employment-creating activities.</li> </ul>
<b>National Infrastructure Plan, 2014</b>	<p>This Plan is a bold effort to transform the economy, laying the basis for growth and job creation. The Plan is an opportunity to mobilise the nation behind a common vision, develop a common platform for delivery to the nation and build partnerships with business and labour. It seeks to promote:</p> <ul style="list-style-type: none"> <li>▪ Re-industrialisation through manufacturing of inputs, components and machinery;</li> <li>▪ Skills development aimed at critical categories; and</li> <li>▪ Greening the economy empowerment.</li> </ul> <p>This is achieved through the initiation of Strategic Integrated Projects (SIP's). There are Eighteen (18) SIP's which have been developed which integrate more than 150 of the individual infrastructure plans into a coherent package. The SIP's comprises of:-</p> <ul style="list-style-type: none"> <li>▪ 5 Geographically-focussed SIPs</li> <li>▪ 3 Spatial SIPs</li> <li>▪ 3 Energy SIPs</li> <li>▪ 3 Social Infrastructure SIPs</li> <li>▪ 2 Knowledge SIPs</li> <li>▪ 1 Regional Integration SIP</li> <li>▪ 1 Water and Sanitation SIP</li> </ul> <p>It is important that the Hibiscus Coast Municipal projects be aligned to the SIP's identified in the Infrastructure Plan.</p>
<b>Spatial Planning and Land Use Management Act (Act No. 16 of 2013)</b>	<p>The purpose of the Act is to provide a uniform spatial planning and land use management framework for development in South Africa. The Act is supported by appropriate provincial legislations and provides for the following:</p> <ul style="list-style-type: none"> <li>▪ Development and spatial plans and policy</li> <li>▪ Introductions of LUMS</li> <li>▪ The use and development of land;</li> <li>▪ The consideration of development impacting on land;</li> <li>▪ Performing functions related to land use control.</li> </ul> <p>The Act outlines and details a number of principles. These principles are:</p> <ul style="list-style-type: none"> <li>▪ <b>Spatial justice</b></li> </ul>

	<ul style="list-style-type: none"> <li>○ Redress imbalances through better access to land</li> <li>○ Development must be inclusive with emphasis on the marginalized</li> <li>○ Redress access to land and property for previous disadvantaged communities</li> <li>○ Flexibility and appropriate measures to address disadvantaged areas</li> <li>○ Security of tenure</li> <li>○ Decisions on land uses should not be affected by property values.</li> <li>▪ <b>Spatial sustainability</b> <ul style="list-style-type: none"> <li>○ Adhere to fiscal and administrative capacities</li> <li>○ Protect prime agricultural, the environment, and other protected areas</li> <li>○ Promote well-functioning landmarks</li> <li>○ Consider the cost of infrastructure and social services</li> <li>○ Limit urban sprawl</li> <li>○ Communities must be viable.</li> </ul> </li> <li>▪ <b>Efficiency</b> <ul style="list-style-type: none"> <li>○ Optimise existing resources</li> <li>○ Minimise negative impacts</li> <li>○ Adhere to process and procedures</li> <li>○ Spatial resilience to protect vulnerable communities.</li> </ul> </li> <li>▪ <b>Good administration</b> <ul style="list-style-type: none"> <li>○ Integrated approach</li> <li>○ No government department will withhold sector inputs</li> <li>○ Transparent citizen participation</li> <li>○ Legislation and policies must empower citizens.</li> </ul> </li> </ul>
<b>Comprehensive Rural Development Programme, 2009</b>	<p>This is a national strategy focusing on dealing effectively with rural poverty through the optimal use and management of natural resources.</p> <p>The programme focus on a three pronged strategy covering the following:</p> <ul style="list-style-type: none"> <li>▪ Agrarian transformation.</li> <li>▪ Rural development emphasising: <ul style="list-style-type: none"> <li>○ Improved economic infrastructure</li> <li>○ Improved social infrastructure.</li> </ul> </li> <li>▪ Land reform: <ul style="list-style-type: none"> <li>○ Increase the pace of land redistribution</li> <li>○ Increase the pace of land tenure reform</li> <li>○ Resolving outstanding land restitution claims.</li> </ul> </li> </ul>
<b>Municipal Systems Act (Act No. 32 of 2000)</b>	<p>The act provide the drive for integrated development planning in South Africa. In the reviewing of the Hibiscus Coast SDF, this process will be guided by this legislation which specifies the following requirements for SDF's:</p> <ul style="list-style-type: none"> <li>▪ set out objectives that reflect desired- spatial form of the municipality;</li> <li>▪ contain strategies, policies and plans which must-</li> </ul>

	<ul style="list-style-type: none"> <li>○ Indicate desired patterns of land use within the municipality;</li> <li>○ Address the spatial reconstruction of the location and nature of development within the municipality; and</li> <li>○ Provide strategic guidance in respect of the location and nature of development within the municipality;</li> <li>▪ set out basic guidelines for land use management system in the municipality;</li> <li>▪ contain a strategic assessment of the environmental impact of the SDF;</li> <li>▪ identify programs and projects for the development of land within the municipality;</li> <li>▪ be aligned with the SDFs reflected in the integrated development plans of neighbouring municipalities; and</li> <li>▪ provide a visual representation of the desired spatial form of the municipality, which representation: <ul style="list-style-type: none"> <li>○ must indicate where public and private land development and infrastructure investment should take place;</li> <li>○ must indicate desired or undesired utilisation of space in a particular area;</li> <li>○ delineate the urban edge;</li> <li>○ must identify areas where strategic intervention is required; and</li> <li>○ Must indicate areas where priority spending is required.</li> </ul> </li> </ul>
<b>National Environmental Management Act (Act No. 107 of 1998)</b>	<p>The act establishes a framework for Environmental Management in South Africa. It provides for Environment Impact Assessment Regulation (and other tools for Integrated Environmental Management) and directives to remedy the effects of environmental damage and control of emergency incidents.</p> <p>The preamble of the act specifies that “sustainable development requires the integration of social, economic and environmental factors in the planning, implementation and evaluation of decisions to ensure that development serves present and future generations”. The act focuses on promoting the following:-</p> <ul style="list-style-type: none"> <li>▪ Development which socially, environmentally, and economically sustainable;</li> <li>▪ Equal access to environmental resources, benefits, and services to meet basic human needs; and</li> <li>▪ The utmost caution should be used when permission for new developments is granted.</li> </ul>
<b>National Housing Act, 1997(Act no. 107 of 1997) and National Housing Code</b>	<p>To provide for the facilitation of a sustainable housing development process and to lay down general principles applicable to housing development. Both the Act and the policy aims at:-</p> <ul style="list-style-type: none"> <li>▪ Providing as wide a choice of housing and tenure options as is reasonably possible;</li> <li>▪ Be economically, fiscally, socially and financially affordable and sustainable;</li> <li>▪ Be based on integrated development planning;</li> <li>▪ Consider and address the impact on the environment;</li> <li>▪ Promoting socially and economically viable communities;</li> <li>▪ Promoting safe and healthy living conditions;</li> <li>▪ Promoting racial, social, economic and physical integration in urban and rural areas;</li> <li>▪ Promoting effective functioning of the housing market and level playing fields;</li> <li>▪ Promoting higher densities and the economical utilisation of land and services; and</li> </ul>

	<ul style="list-style-type: none"> <li>Community and recreational facilities in residential areas.</li> </ul>
<b>Breaking New Ground</b>	<p>This policy is fundamentally about the need to move away from a housing-only approach to a more holistic development of human settlements, including the provision of social and economic infrastructure.</p> <p>The policy focuses on promoting the following:-</p> <ul style="list-style-type: none"> <li>A mix of safe and secure housing and tenure types.</li> <li>Reliable and affordable basic services, educational, entertainment, health, welfare and police services within a multi-purpose cluster concept.</li> <li>Compact, mixed land use, diverse, life-enhancing environments with maximum possibilities for pedestrian movement and transit.</li> <li>Low-income housing in close proximity to areas of opportunity.</li> <li>Integrated, functional, and environmentally sustainable human settlements, towns and cities.</li> <li>Encourage social (medium-density) housing.</li> <li>Alternative technology and design.</li> </ul>
<b>Back- to- Basics</b>	<p>The Department of Corporative Governance and Traditional Affairs (CoGTA) through the formulation of this policy has realised the widely divergent levels of performance of municipalities in terms of services, public participation, good governance, financial management and institutional capacity.</p> <p>The policy set out a transformational agenda for municipalities encouraging them to become positively functional centres of good governance by practising the following fundamental principles:-</p> <ul style="list-style-type: none"> <li><b>Back-to-basics: creating decent living conditions:</b> in which municipalities are required to develop service standards for each service and establish systems for monitoring adherence to the standards. This will be achieved through development of infrastructure plans focusing on water and sanitation, human settlements, electricity, waste management, roads, public transportation.</li> <li><b>Public Participation:</b> this ensures that municipalities engage with their communities and developing an affordable and efficient communication systems.</li> <li><b>Good Governance:</b> this includes the extent to which the municipalities are compliant with legislation and enforcement bylaws in terms of development of the municipality.</li> <li><b>Financial Management:</b> this promotes sound financial management which is an integral part of the success of local government. This includes development of realistic budget based on cash available, percentage of revenues collected; extent to which debt is serviced and the efficiency and functionality of supply chain management.</li> <li><b>Institutional Capacity:</b> this includes focusing on building strong municipal administrative systems and processes. It includes ensuring that administrative positions are filled with competent and committed people whose performance is closely monitored. Targeted and measurable training and capacity building provided for Councillors and municipal officials in order for them to be able to deal with challenges of the local government.</li> </ul>
<b>State of the Nation Address, 2016 (SONA)</b>	<p>President Jacob Zuma in his State of Nation Address highlighted a number of key government objectives and deliverables for the year 2016/17 financial year.</p>



	<p>In highlighting the priorities set by the National Development Plan, SONA has unveiled a nine point plan to ignite economic growth and create jobs namely:-</p> <ul style="list-style-type: none"> <li>▪ Resolving the energy challenge;</li> <li>▪ Revitalising agriculture and the agro-processing value chain;</li> <li>▪ Advancing beneficiation or adding value to the mineral wealth;</li> <li>▪ More effective implementation of a higher impact Industrial Policy Action Plan;</li> <li>▪ Encouraging private sector investment;</li> <li>▪ Moderating workplace conflict;</li> <li>▪ Unlocking the potential of small, medium and micro enterprises (SMMEs), cooperatives, township and rural enterprises;</li> <li>▪ State reform and boosting the role of state-owned companies, information and communications technology infrastructure or broadband roll-out, water, sanitation and transport infrastructure;</li> <li>▪ Operation Phakisa, which is aimed at growing the ocean economy and other sectors.</li> </ul>
<b>Integrated Urban Development Framework, 2014 (IUDF)</b>	<p>The IUDF builds on various chapters in the National Development Plan (NDP) and extends Chapter 8 'Transforming human settlements and the national space economy', and its vision for urban South Africa.</p> <p><i>"By 2030 South Africa should observe meaningful and measurable progress in reviving rural areas and in creating more functionally integrated, balanced and vibrant urban settlements. For this to happen the country must: clarify and relentlessly pursue a national vision for spatial development; sharpen the instruments for achieving this vision; [and] build the required capabilities in the state and among citizens."</i></p> <p>The policy framework aims to guide the development of inclusive, resilient and liveable urban settlements, while squarely addressing the unique conditions and challenges facing South Africa's cities and towns. It provides a new approach to urban investment by the developmental state, which in turn guides the private sector and households.</p> <p>Its vision is:-  <i>'Liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life'.</i></p> <p>Importantly, this vision for South Africa's urban areas recognises that the country has different types of cities and towns, which have different roles and requirements. As such, the vision has to be interpreted and pursued in differentiated and locally relevant ways. To achieve this transformative vision, four overall strategic goals are introduced:-</p> <ul style="list-style-type: none"> <li>▪ <b>Access:</b> To ensure people have access to social and economic services, opportunities and choices.</li> <li>▪ <b>Growth:</b> To harness urban dynamism for inclusive, sustainable economic growth and development.</li> <li>▪ <b>Governance:</b> To enhance the capacity of the state and its citizens to work together to achieve social integration.</li> <li>▪ <b>Spatial transformation:</b> To forge new spatial forms in settlement, transport, social and economic areas.</li> </ul>
<b>PROVINCIAL CONTEXT</b>	
<b>Provincial Growth and Development Strategy, 2011</b>	<p>The 2011 KwaZulu-Natal Provincial Growth and Development Strategy (PGDS) is a primary strategy for KwaZulu-Natal intended to drive growth and development in the Province, premised on a 2030 vision. It provides the province with a strategic framework for accelerated and shared economic growth through catalytic and developmental</p>

	<p>interventions, within a coherent equitable spatial development architecture; putting people first, particularly the poor and vulnerable; and building sustainable communities, livelihoods and living environments.</p> <p>The policy also put its focus on 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. It also put forward strategic goals and associated vision and objectives which include the following:-</p> <ul style="list-style-type: none"> <li>▪ Strategic Goal 1: Job Creation</li> <li>▪ Strategic Goal 2: Human Resource Development</li> <li>▪ Strategic Goal 3: Human &amp; Community Development</li> <li>▪ Strategic Goal 4: Strategic Infrastructure</li> <li>▪ Strategic Goal 5: Response to Climate Change</li> <li>▪ Strategic Goal 6: Governance and Policy</li> <li>▪ Strategic Goal 7: Spatial Equity</li> </ul> <p>These strategic goals are supported by nine spatial principles which the Hibiscus SDF will consider in order to pursue the future development of municipality. These principles include the following:-</p> <ul style="list-style-type: none"> <li>▪ Sustainable Communities</li> <li>▪ Economic Potential</li> <li>▪ Environmental Planning</li> <li>▪ Sustainable Rural Livelihoods</li> <li>▪ Spatial Concentration</li> <li>▪ Local Self-Sufficiency</li> <li>▪ Co-ordinated Implementation</li> <li>▪ Accessibility</li> <li>▪ Balanced Development</li> </ul>
<b>KZN Spatial Development Framework (SDF)</b>	<p>As part of the PGDS preparation, the KZN Spatial Development Framework was also produced which identified the following concerning Hibiscus Coast:</p> <ul style="list-style-type: none"> <li>▪ Hibberdene, Port Shepstone, Margate/ Uvongo and Port Edward are identified as the Value Adding Areas;</li> <li>▪ Port Shepstone is a level two node in terms of the PSEDs Nodal Hierarchy;</li> <li>▪ Margate and Hibberdene are identified as level three nodes;</li> <li>▪ N2 and R61 are identified as the PSEDs primary development corridors;</li> <li>▪ The entire coastal strip is identified as the Economic Support Areas;</li> <li>▪ Some parts of the areas around the traditional authority areas are considered to be Social Investment Areas;</li> <li>▪ Priority Conservation Areas: including Umtavuma River as well as Mbumbazi and Mtamvuma Nature Reserves; and</li> <li>▪ Agricultural Investment Areas mainly on the south of the Municipal Area.</li> </ul>
<b>Provincial Spatial Economic Development Strategy</b>	<p>The PSEDs was developed as a response to the NSDP and ASGI-SA in 2006 as part of the process of aligning local IDPs and the NSDP within the framework of the PGDS. Although there is a later version of the PGDS the PSEDs remains valid</p>

	<p>in terms of its long-term spatial vision. The PSEDs emphasised an incremental approach to development by achieving the following:</p> <ul style="list-style-type: none"> <li>▪ Provide spatial context to PGDS</li> <li>▪ Address spatial imbalances, curb urban sprawl and ensure sustainable interventions</li> <li>▪ Identify priority areas and types of development</li> <li>▪ Align to municipal spatial development frameworks</li> <li>▪ Guide budgeting processes of the province and municipalities</li> <li>▪ Influence investment decisions of the private sector.</li> <li>▪ The PSEDs focus on four strategic development sectors.</li> </ul> <p>In addition to the above, the PSEDs comprises of four pillars which include:-</p> <ul style="list-style-type: none"> <li>▪ <b>The Agricultural Sector:</b> which capitalises on massive potential for growth, largest existing or potential employer in rural areas; greatest impact on reducing poverty levels in rural areas;</li> <li>▪ <b>The Industrial Sector:</b> which identifies Port Shepstone as an important secondary node for industrial development potential;</li> <li>▪ <b>The Service Sector:</b> this sector focuses on supporting development in poor rural areas particularly in sectors which include retail trade, transport, communication, financial insurance, government services, etc;</li> <li>▪ <b>Tourism Sector:</b> this sector focuses on improving the beach, cultural and eco-tourism. The strategy identifies South and North Coast beach tourism which have potential in tourism.</li> </ul>
<b>State of the Province Address ,2016 (SOPA)</b>	<p>The State of the Province Address was delivered at the beginning of this year by the KZN Premier Mr Senzo Mchunu. The SOPA outline the success stories on the side of government interventions in KwaZulu-Natal province. It also identified a road ahead for further development. Progress has been made on the key catalytic projects for Hibiscus Coast which are:-</p> <ul style="list-style-type: none"> <li>▪ Slums clearance project in Louisiana which has been completed (100%);</li> <li>▪ In terms of Information Communication Technology (ICT), the province has prioritised 5 towns for free Wi-fi roll-out namely, Durban, PMB, Richards Bay, Port Shepstone and Newcastle.</li> </ul> <p>In highlighting the priorities set by the National Development Plan and the PGDP, SOPA has unveiled to push forward the following outcomes:-</p> <ul style="list-style-type: none"> <li>▪ Sustained shared economic growth as primary driver for job creation and poverty eradication which will focus on the following 7 National Priority Economic Interventions:- <ul style="list-style-type: none"> <li>○ <b>Priority Intervention 1:</b> Resolving the energy crises and enhancing the energy mix;</li> <li>○ <b>Priority Intervention 2:</b> Moderating workplace conflict</li> <li>○ <b>Priority Intervention 3:</b> Revitalising the agriculture value chain</li> <li>○ <b>Priority Intervention 4:</b> Targeted support for the metals/engineering value chain</li> <li>○ <b>Priority Intervention 5:</b> Crowding in private sector investment</li> <li>○ <b>Priority Intervention 6:</b> Unlocking SMMEs and Co-operatives potential</li> <li>○ <b>Priority Intervention 7:</b> Consolidating ICT through the Telecommunications Sector – Rollout of broadband</li> </ul> </li> <li>▪ Developing and protecting the provincial human capital</li> <li>▪ Develop strategic infrastructure</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Education, training and developing skills to meet growth demand</li> <li>▪ Promoting environmental sustainability</li> <li>▪ Promoting improved spatial integration; and</li> <li>▪ Commitment to accountability and partnership.</li> </ul>
<b>KZN CoGTA Spatial Planning Guidelines</b>	<p>The KwaZulu-Natal Department of Co-operative Governance and Traditional Affairs prepared the spatial planning guidelines in 2009 to guide the conceptualisation and proposals in municipal SDFs. The spatial guidelines indicate four critical elements, which should inform the basis of a Spatial Development Framework (SDF) and these are as follows:</p> <ul style="list-style-type: none"> <li>▪ The need to ascertain the current spatial patterns within the municipality.</li> <li>▪ Ensuring that the desirable spatial patterns are in line with the overall objectives of the municipality's Integrated Development Plan, and</li> <li>▪ The process of monitoring and evaluation of the impact of the Spatial Development Framework (SDF).</li> </ul> <p>From the foregoing, it is essential to ensure that, the Hibiscus Coast Spatial Development Framework (SDF) is in accordance with the objectives of the guidelines. It should also encourage development and investment in areas of greatest need, and areas which demonstrate high economic potential.</p> <p>Spatial Development Guidelines focuses on the following fundamental areas:-</p> <ul style="list-style-type: none"> <li>▪ Guideline 1: Spatial Planning;</li> <li>▪ Guideline 2: Geotechnical;</li> <li>▪ Guideline 3: Alternative Technologies and Expanding Existing Resource Base;</li> <li>▪ Guideline 4: Promotion of Local Income Circulation;</li> <li>▪ Guideline 5: Defining Limits on Settlement expansion;</li> <li>▪ Guideline 6: Cultural Heritage Interpretation ;</li> <li>▪ Guideline 7: Communication and Knowledge Transfer;</li> <li>▪ Guideline 8: Integration of Agro-hydological issues into Spatial Planning</li> </ul>
<b>LOCAL CONTEXT</b>	
<b>Local Government Municipal Planning and Performance Management Regulations (GN R796 of 2001)</b>	<p>Section 2(4) of the regulation requires that an SDF should:</p> <ul style="list-style-type: none"> <li>▪ set out objectives that reflect the desired spatial form of the municipality;</li> <li>▪ contain strategies and policies to achieve the objectives and which should indicate desired patterns of land use;</li> <li>▪ address the spatial reconstruction;</li> <li>▪ provide strategic guidance regarding the location and nature of development;</li> <li>▪ set out basic guidelines for a land use management system in the municipality;</li> <li>▪ set out a capital investment framework for the municipality's development programs;</li> <li>▪ contain a strategic assessment of the environmental impact of the SDF;</li> <li>▪ identify programs and projects for the development of land within the municipality;</li> <li>▪ be aligned with the spatial development frameworks reflected in the integrated development plans of neighbouring municipalities;</li> <li>▪ and provide a plan of the desired spatial form of the municipality, which should:</li> </ul>

	<ul style="list-style-type: none"> <li>▪ indicate where public and private land development and infrastructure investment should take place;</li> <li>▪ indicate desired or undesired utilisation of space in a particular area;</li> <li>▪ delineate an urban edge;</li> <li>▪ identify areas for strategic intervention; and</li> <li>▪ 1111 indicate priority spending areas.</li> </ul>
<b>MUNICIPAL SECTOR PLANS</b>	
<b>UGu District Growth and Development Strategy, 2012</b>	<p>UGu District Growth and Development Strategy (GDS) has painted a picture of a District that is starkly divided into an urbanised coastal zone with a relatively resilient and diversified formal economy and a largely impoverished rural interior with some large commercial farms and many struggling subsistence farmers. There has been a general disregard for the environment resulting in a degradation of natural assets and resources. The traditional mainstay economic sector in the region, agriculture, has shed jobs at an alarming rate over the past decade. These jobs have been lost to the local economy given the inability of other sectors to absorb or replace them.</p> <p>This situation has been further worsened by the impact of the global economic downturn post-2008 with a marked decline in investment across all sectors. This has generated fears that gains in poverty reduction prior to 2007 may have been reversed. There is no doubt that the district has the recession has resulted in a major shock to the District. Without targeted and significant intervention and investment within the economy, the District is on a trajectory of deepening poverty, increasing joblessness, spatial fragmentation and increasing polarization between those with and without access to the formal economy. The UGu District would like to build on these comparative advantages and turn the region around. A proposed vision has been developed through the GDS consultative process thus far. The District 2030 development is:-</p> <p><i>“By 2030, the UGu District will be a leading tourism destination and agricultural and manufacturing hub where jobs are created and everyone benefits equally from socio-economic opportunities and services”</i></p> <p>In order to do this, six key drivers have been identified for the District which include:-</p> <ul style="list-style-type: none"> <li>▪ Sectoral Development and Support</li> <li>▪ Strategic infrastructure investment</li> <li>▪ Education and Skills development</li> <li>▪ Strategic sector engagements</li> <li>▪ Institutional development</li> </ul>
<b>UGu District Integrated Development Plan (2015/16)</b>	<p>Hibiscus Coast Municipality is one of the six municipalities that falls with the UGu District Municipality. The UGu District Integrated Development Plan (IDP) Review, 2015/16 identifies Hibiscus Coast Municipality as one of the municipalities in which development is mostly directed within the District. The principal economic feature of the District emanates mostly from the Hibiscus Coast municipality. The District is a developed urban coastal strip with established tourism and commercial infrastructure lying adjacent to a traditionally settled underdeveloped hinterland.</p> <p>The District IDP highlights the need for a greater integration strategically and spatially, with all the adjoining municipalities within the District and the neighbouring areas that have influence on development within Hibiscus Coast Municipality. Spatial Planning is a shared function between Hibiscus Municipality and UGu District Municipality. The latter has developed an SDF</p>

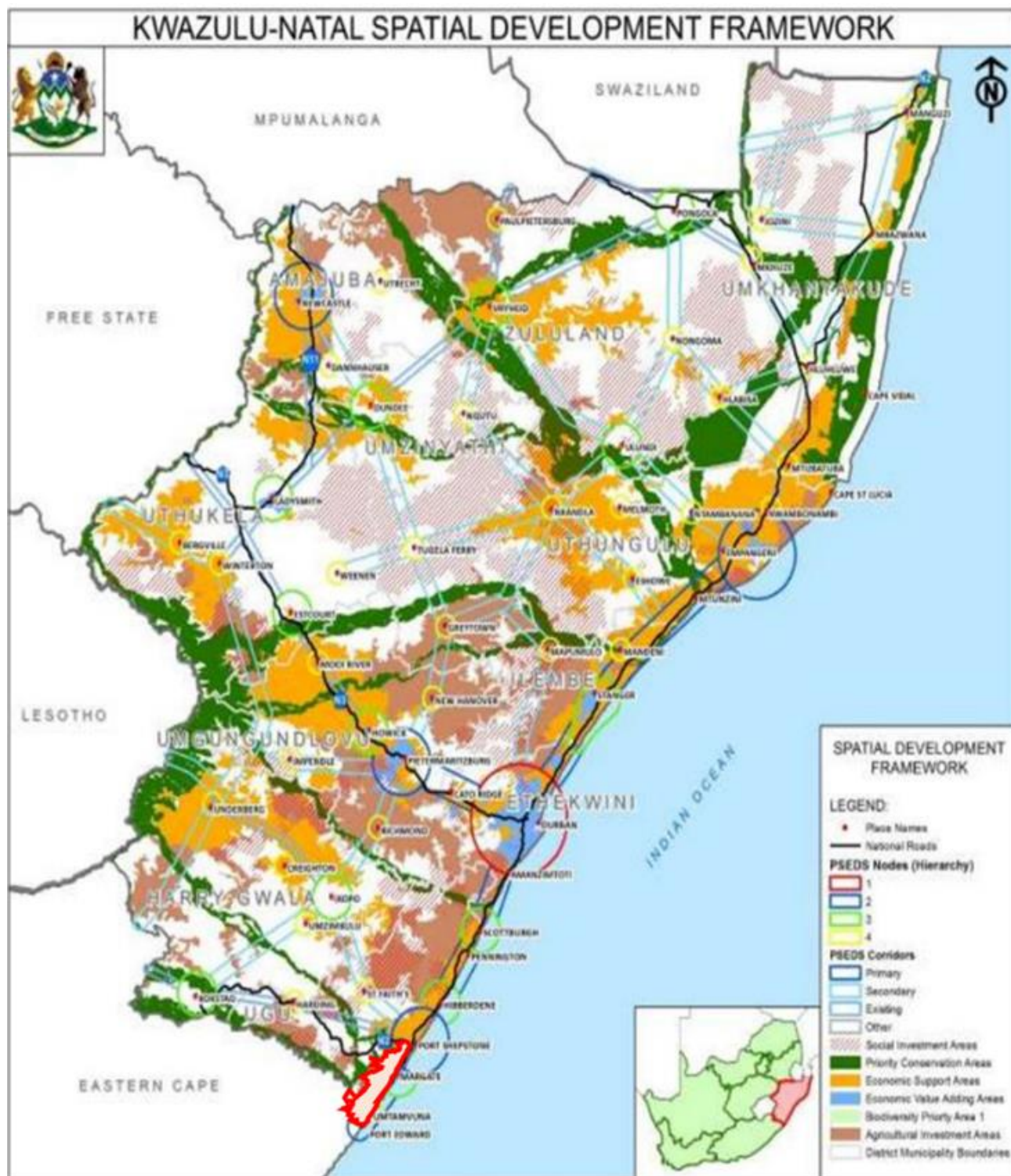
	as part of their IDP. Ideally, the District SDF should provide a framework for the formulation of local municipality's SDF, which is currently the case.
<b>UGu District Spatial Development Framework</b>	<p>Hibiscus Coast is an economic powerhouse of UGu District Municipality. The latter has developed an SDF as part of their IDP. Ideally, the District SDF should provide a framework for the formulation of local municipality, deal with cross-boundary issues and spatial implications of the exclusive powers and functions of the district municipality. As such, any inconsistencies in the spatial planning process between the two entities should be eliminated and a greater coordination promoted. The UGu SDF identifies a hierarchy of nodes within HCM and make a District perspective on these, as follows:-</p> <ul style="list-style-type: none"> <li>▪ Community Level Multi-Use Nodes – Port Shepstone, Margate and Shelly Beach;</li> <li>▪ Neighbourhood Level Multi-Use Nodes – Ramsgate, Port Edward;</li> <li>▪ Small Neighbourhood Level Multi-Use Nodes – Hibberdene and Uvongo;</li> <li>▪ Large Local Convenience Clusters to be upgraded – Murchison and Gamalakhe;</li> <li>▪ New Large Local Convenience Clusters – Xolo TC, Gcilinga; and</li> <li>▪ New Long-Term Nodes – Msinsini and Xolo TC.</li> </ul> <p>The District SDF further recommends the upgrading of transportation networks as well as the upgrading of informal residential settlements. Public transport network needs to be identified and connected with Intermodal Facilities, Intensification to occur within nodes.</p>
<b>Ugu Water Services Development Plan, 2011</b>	The Ugu District Municipality as the sole provider of water and sanitation in Ugu has developed the Ugu Water Services Development Plan which serves to ensure efficient, affordable and sustainable provision of water and sanitation. It also looks into socio- economic, technical, institutional and financial issues, amongst many in respect of water.
<b>Hibiscus Integrated Development Plan (2016/17)</b>	The Hibiscus Coast SDF forms a major component of the Hibiscus IDP Review 2016/17. The vision and mission statement of the IDP is properly aligned to the 2016/17 SDF developmental vision. The alignment of both the Municipal IDP and SDF vision has resulted in formulation of strategic interventions which are intended to meet community needs.
<b>Hibiscus Coast Environmental Management Plan, 2014</b>	The Plan provides standards which developers need to adhere to when undertaking construction activities in municipal area, thus ensuring the protection of the environment by minimising negative impacts which emanate from development.
<b>Hibiscus Coast Housing Sector Plan, 2015</b>	<p>The Housing Sector Plan serves as a policy framework to guide the Municipality in performing its functions and executing its mandate in terms of the Housing Act.</p> <p>The Constitution of the Republic of South Africa, 1996 and the associated Bill of Rights highlights the right of all citizens of the Republic of South Africa to have access to adequate shelter. The Housing Sector Plan is a response to this constitutional imperative with the sole intention to realise this right of all citizens. It is a five-year (2015 to 2020) strategic guide for the transformation of existing human settlements and development of new sustainable human settlements in line with the national human settlement development policy.</p>
<b>Hibiscus Coast LED Strategy/ Plan, 2015</b>	The Local Economic Development Strategy is a sector plan of the IDP which seeks to outline a detailed programme for promoting economic development in the Hibiscus Coast Municipality and designs appropriate institutional arrangements to guide its implementation and provides a framework for budgeting.

**Hibiscus Coast Disaster Management Plan,  
2013**

In line with the Disaster Management Act No. 57 of 2002, the Hibiscus Coast Municipality has formulated a Disaster Management Plan with the purpose of guiding disaster management functions of the Municipality by implementing a uniform and integrated approach to disaster management through mitigation and prevention of disasters.



Figure 1: KZN Spatial Development Framework



(Source: PGDP, 2011)



## SECTION C: REGIONAL CONTEXT

### 6. THE STUDY AREA

Hibiscus Coast Municipality is one of the six local municipalities in UGu District. It stretches from Hibberdene to Port Edward on the coast covering 67 km and about 30km into the interior. The Indian Ocean borders the eastern part of the municipality, while on the Southern part runs Umtamvuna River which is the boundary between KZN and the Eastern Cape. Ezingoleni Municipality borders the north-western part while Umzumbe Municipality borders the northern part and Umdoni Municipality is on its north-eastern boundary.

The Municipality covers an extent of approximately 837km<sup>2</sup> in geographic area. The spatial location of the Municipality is an advantage as the National road, N2 runs through it ensuring accessibility and linkage with both eThekweni and the Eastern Cape. It is also a mere 120km from the city of Durban, main commercial centre of KZN and the metropolitan cities of the Republic of South Africa. The Municipality consists of twenty nine (29) wards which vary in size and population.

The Municipality comprises of six traditional areas administered by KwaZulu-Natal Ingonyama Trust Board which include:-

- KwaMavundla;
- KwaNdwalane;
- KwaXolo;
- Lushaba;
- KwaNzimakwe; and
- KwaMadlala

### 7. LOCATION IN RELATION TO DEVELOPMENT CORRIDORS

The Municipality is traversed by a number of roads which plays a significant role in the functioning of the economic growth of the Municipality. Such roads include the following:-

#### 7.1. ROLE OF N2 AND R61

The National Route (N2) and Major Arterial Route (R61) provide the primary north-south linkages. The N2 also links Port Shepstone with Kokstad as an east-west linkage. The N2 is regarded as a generator for growth, particularly between Port Shepstone and Harding. The development along the coast has grafted along the N2 due to the routes national significance whilst development within the traditional areas have occurred in an ad-hoc manner, as well as through spatial legacies inherent of Apartheid.

There are also a number of district and lower order tertiary routes that serve the municipality. N2 links the Hibiscus Coast with Scottsburg, Durban airport and the Metropolitan area of eThekweni to the North. Spatial penetration of economic growth to the west of the N2 and R61 remains weak, with the exception of Marburg. In the future both urbanization and economic growth are likely to focus on the N2, interchanges, and growth inland of this is unlikely on any scale. The N2 can be seen as the main contributor of the organic growth and development within the Hibiscus Coast Municipality.

### 8. INFLUENCE OF HIBISCUS COAST IN THE EASTERN CAPE

Hibiscus Coast particularly Port Shepstone is a regional service centre that also provide services to the northern Eastern Cape. The strategic location of Hibiscus Coast Municipal area in relation to the province of Eastern Cape implies that there may be trading activities that take place between these two areas. Hibiscus Coast is considered to be an external service centre for most of the areas in the rural parts of Eastern Cape which were previously known as the northern Eastern Cape. These areas exists with a number of small towns and the individuals within these areas commute to Port Shepstone for retail and commercial services which are not found within their areas.

## 9. UGU CATCHMENT

Hibiscus Coast is the main catchment area within UGu District Municipality. It has the highest population threshold and it is also considered to be the service centre for the District. The majority of the municipalities within UGu District are mainly rural with limited commercial and business activities within it. The commercial centres outside of Hibiscus Coast are very small and these include Scottsburg, Harding, Umzinto, Ezingoleni and Mtwalume.

## 10. BOUNDARY RE-DETERMINATION

By 2016, Hibiscus Coast Municipality will be amalgamating with Ezingoleni Local Municipality. This is due to the fact that the strategic location of Hibiscus Coast has a strong influence on regional channels of investment, movement and the structuring of the regional spatial framework for growth and development. The area boasts a viable infrastructure necessary for the needs of a diverse range of stakeholders, from government to big business to small enterprises. However, the economic strength of HCM is derived not simply from within the area, but complex interdependencies between the area and its hinterland.

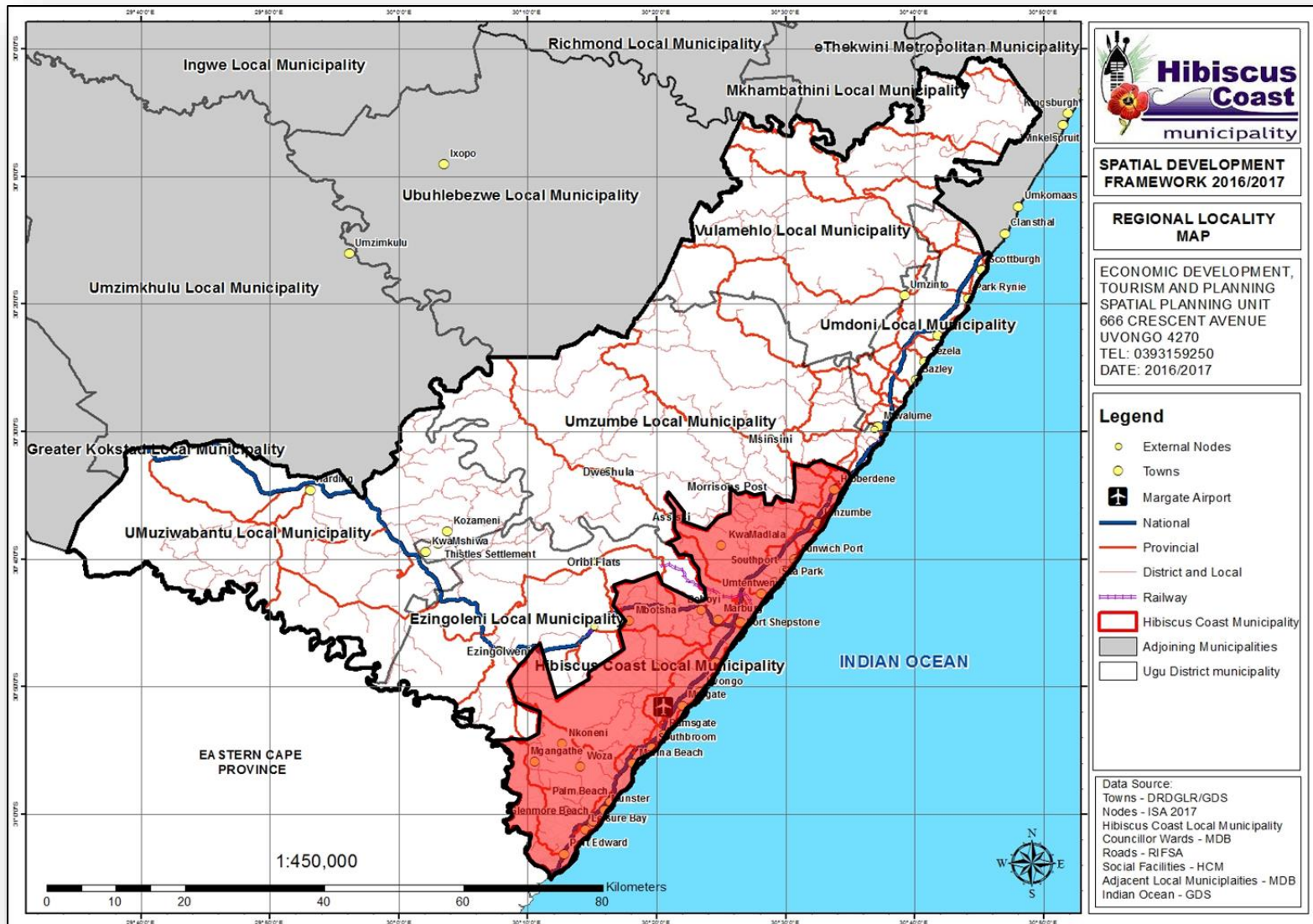
Other administrative centres that will be incorporated into the proposed new municipal area, particularly Ezingoleni will play a major role in the regional economy as link points between the Hibiscus Coast and its rural hinterland. They will serve as transport interchange areas, service centres and even administrative centres.

However, even though the amalgamation of the two municipalities will result in positive externalities; there are also major implications associated with it. Such implications include but not limited to the following:-

- An Integrated Development Planning which will continue within the affected areas in a manner that has a better logic;
- Alignment of separate sector plans of both municipalities;
- Updating of cadastral data and developing a consolidated database;

- Planning for and streamlining the current disparities of levels of basic services; particularly in areas previously under Ezingoleni Local Municipality;
- Integration of town planning schemes and introduction of wall-to-wall schemes; implementation of Municipal Property Rates Act (Act No. 6 of 2004); and
- Institutional arrangements which include placement of personnel employed by both municipalities, salary increases, etc.

Map 1: Regional Locality



**REDETERMINED BOUNDARY**

**HIBISCUS COAST MUNICIPALITY  
SPATIAL DEVELOPMENT  
FRAMEWORK 2016/2017**

**ECONOMIC DEVELOPMENT,  
TOURISM  
AND PLANNING  
SPATIAL PLANNING UNIT**

**Legend**

- Towns
- Margate Airport
- Roads
  - District
  - National
  - Provincial
- Neighbouring Municipalities
  - Ezingolweni Local Municipality
  - Hibiscus Coast Local Municipality
- Wards
- Nature Reserve
- Indian Ocean

**EA STERN CAPE PROVINCE**

**INDIAN OCEAN**

**1:250,000**

**Hibiscus Coast  
municipality**



## 11. CROSS-BOUNDARY PLANNING CONSIDERATIONS

Cross-border planning is defined as an institution-building process to achieve mutually beneficial outcomes. Its primary emphasis is on the facilitation of collective action with regards to the shared natural, built, and human environments constrained by territorial politics.

As already indicated in Section C of this report, Hibiscus Municipality will be merging with Ezingoleni Municipality which cease to exist as a local municipality as has been determined by the 2016 Municipal boundary re-demarcation process. This boundary redetermination obviously has impacts on the spatial decisions to be made in this current review of the Hibiscus Municipality and affected adjoining municipalities. Key issues to be planned for by the inheriting municipalities will include the following:

- Streamlining the current disparities of levels of basic services in areas previously under Ezingoleni Local Municipality; and
- A vast of rural hinterland will be inherited in the amalgamated new municipality which will require review on of the current strategic planning to accommodate current deficiencies from both Ezingoleni and Hibiscus Coast Municipality.

From a current cross-border planning perspective, the fundamental aim in giving consideration to spatial alignment is pertinent to ensure:

- Efficient public investment whilst minimising duplication of activities;
- To promote territorial cohesion in relation to the natural, built and human environments.

As part of the legislative requirements, the spatial alignment of planning with neighbouring municipalities is deemed necessary. Hibiscus Coast Municipality is currently bordered by three municipalities, namely Mbizana Municipality in the Eastern Cape, Umzimbe and Ezingoleni Municipalities. However, in the current review Umuziwabantu Municipality will also be analysed as it will be bordering Hibiscus Coast in 2016.

The methodology for this alignment has been a desk-top study analysing the surrounding municipalities SDF and collection of data through a meeting held with the neighbouring municipalities.

The cross-border planning consideration are outlined below as follows:-

### 11.1.EASTERN CAPE MUNICIPALITIES

#### 11.1.1. MBIZANA LOCAL MUNICIPALITY

Mbizana Local Municipality is predominantly rural and comprises of Bizana town as a centre. It is one of the areas that heavily depend on Hibiscus Coast for the agglomeration of commercial and social facilities which are found within it. These include the nearby Port Edward and Port Shepstone. Mbizana Municipality exists within the administrative boundaries of Alfred Nzo District Municipality, Eastern Cape Province. According to the income leakage study that was undertaken by Alfred Nzo District Municipality a number of rural areas and small towns within the northern Eastern Cape depend on Hibiscus Coast for commercial services. This study noted a number of municipalities under Alfred Nzo that depend on Hibiscus Coast for retail purposes these include; Umzimvubu, Tabankulu and Mbizana Local Municipalities. Bearing in mind that these areas share the physical boundaries, the following are the key issues for alignment and harmonization at a spatial planning point of view:-

1

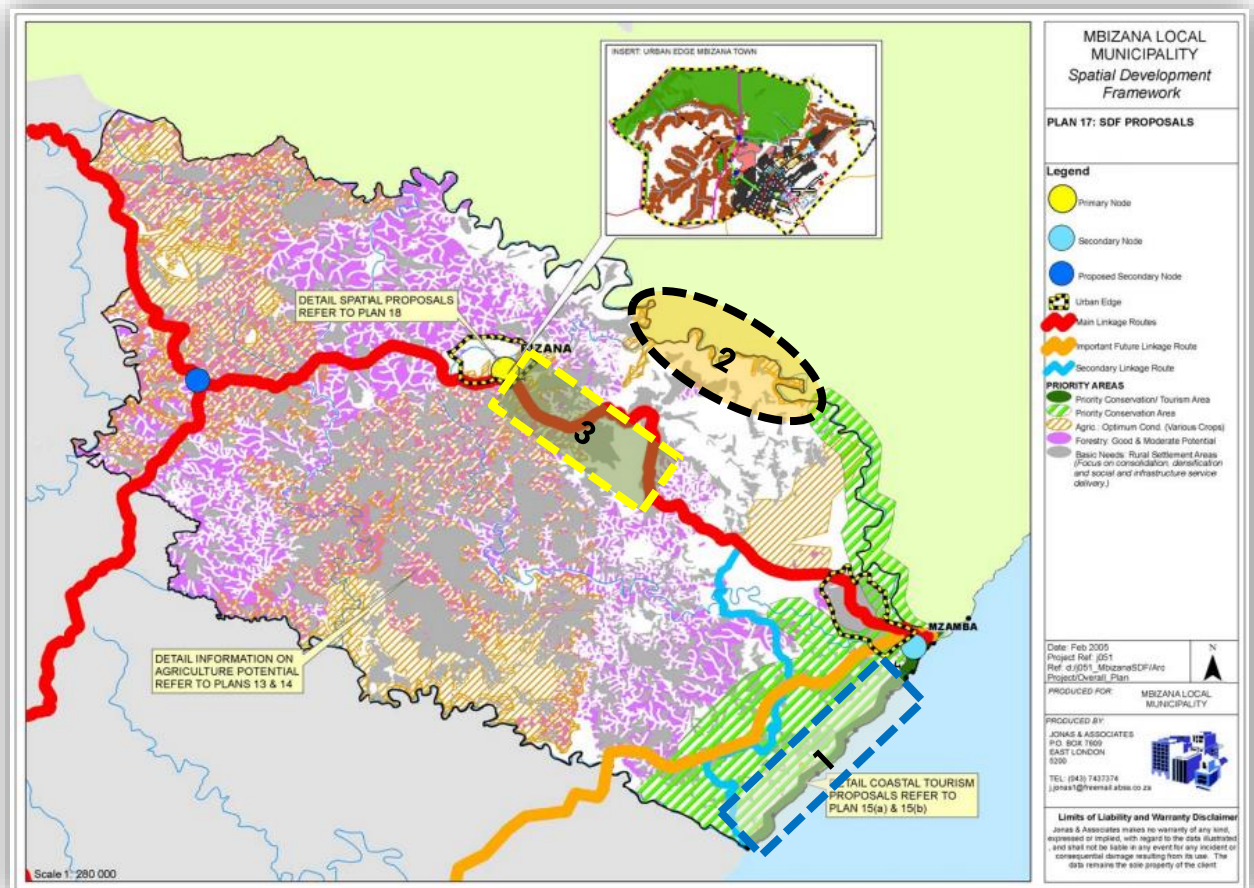
**Priority Conservation Areas** – Both municipalities share the declared nature reserve which is Umtamvuna. The SDF for Mbizana has recognized the importance of conservation within the area that covers the Umtamvuna area.

2

**Agricultural optimal condition** – Mbizana also identified agricultural opportunities within the border of this municipality and Hibiscus Coast.

3

**Important future linkage road** – Mbizana SDF identified the proposed N2 toll road that will connect Hibiscus Coast within Eastern Cape as an important future linkage road. This route is currently known as R61 and it is very important for both municipalities as it plays an important role for linking KwaZulu-Natal and Eastern Cape Provinces.



Source: Mbizana SDF, 2005

## 11.2. KWAZULU-NATAL MUNICIPALITIES

### 11.2.1. UMZUMBE LOCAL MUNICIPALITY

Umzumbe Municipality is located on the north-east of Hibiscus Coast Municipality. It is predominantly a rural municipality which is also considered to be a peripheral to the economy of Hibiscus Coast Municipality. The key alignment issues include the following:-

1

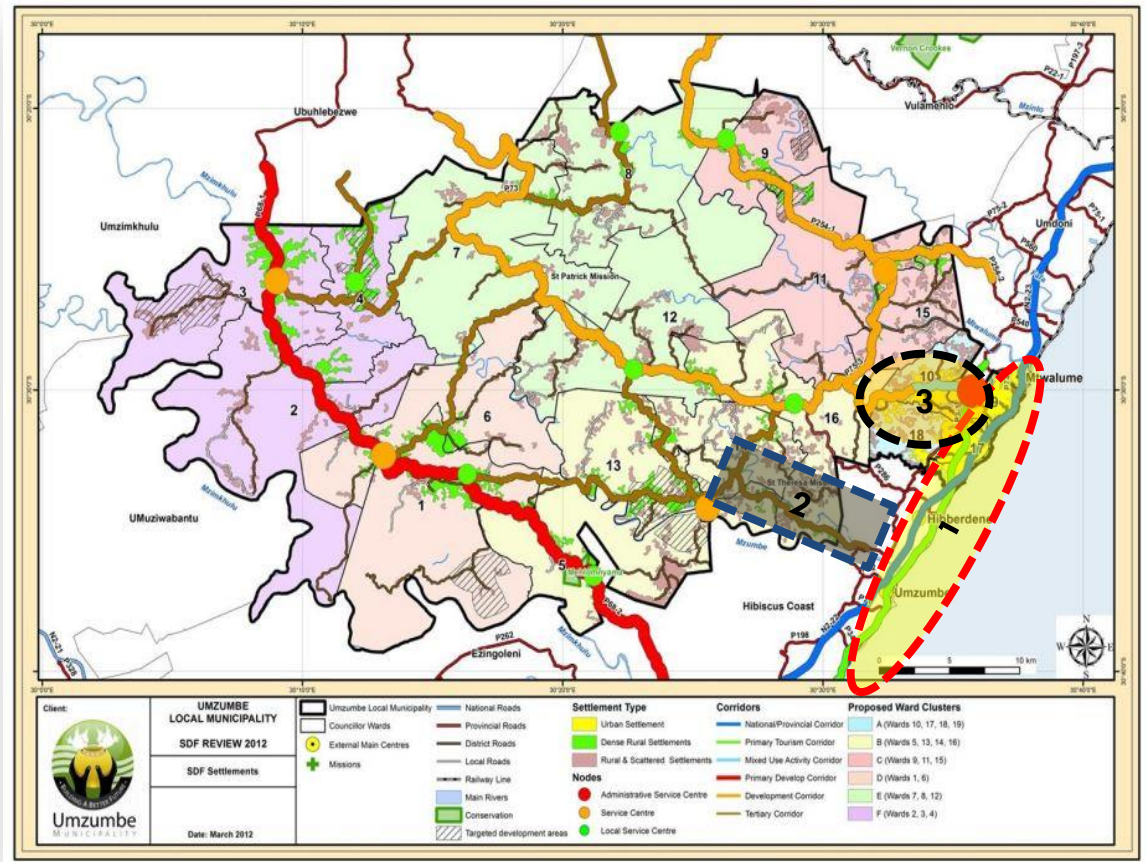
**Primary Corridor:** The N2 route linking both municipalities is identified as a primary corridor.

2

**Development Corridor:** The primary east-west corridors link the coast to St Faiths in Umzumbe Local Municipality. This takes on the form of the P68, which connects St Faiths, Dweshula and Assisi in Umzumbe, to Port Shepstone. In addition, the P286 (which forms an important route through the central part of Umzumbe to the north) connects Msinsini in Umzumbe to Hibberdene in Hibiscus Coast. This route plays a significant role in terms of promoting development.

3

**Urban Settlements:** The urban part of Umzumbe is Mtwalume which stretches all the way down to the Hibberdene urban area in Hibiscus Coast. This may pose conflict with Hibiscus Coast spatial landscape because the adjoining settlements are very different between this parts of the boundary. There also a need for the alignment of provision of basic services between settlements lying in Umzumbe and HCM.



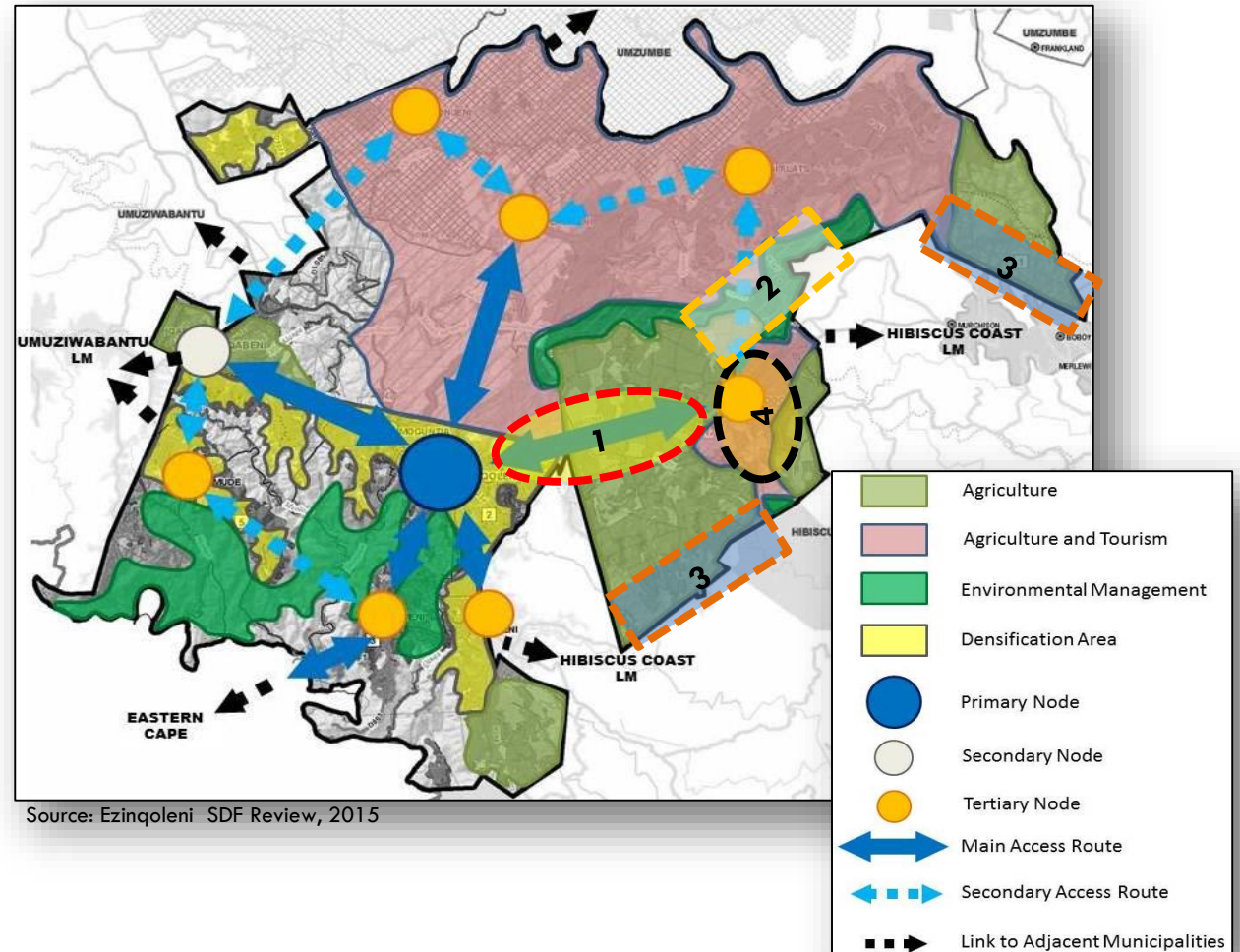
Source: Umzumbe SDF Review, 2012



### 11.2.2. EZINQOLENI MUNICIPALITY

Ezingqoleni Local Municipality is a small rural municipality that shares borders with Hibiscus Coast Municipality. The SDF for Ezingqoleni does not reflect much in terms of administrative boundaries. However, the following issues for alignment may be considered:-

- 1 **Primary corridor/ Main Access Routes** – The primary corridor traversing Ezingqoleni Municipal area in an east west direction is the N2 National Highway. This movement and activity corridor links the Ezingqoleni Municipality directly to Port Shepstone in the Hibiscus Coast Municipality and the coastal regions.
- 2 **Environmental Management:** The conservation corridor in HCM traversing the KwaNdwalane Traditional Council connecting to Oribi Gorge and the other one traversing Umtamvuna Reserve into Ezingqoleni Local Municipality form an important planning consideration issues which greatly contribute to the local economic growth of both municipalities.
- 3 **Agriculture** – Both the Ezingqoleni and Hibiscus Coast Municipality identifies agricultural land running along their municipal boundaries. Therefore no contradictions exists.
- 4 **Tourism (Oribi Gorge)** – This is a relatively large reserve, situated on the Oribi Flats, north of Paddock within the border of HCM and Ezingqoleni Municipality. This 1,880 ha reserve was established by Ezemvelo KZN Wildlife it protects areas of Scarp Forest, Eastern Valley Bushveld, and Oribi- Port Edward Pondoland-Ugu Sourveld. This plays a significant role in the local economic growth of both municipalities.



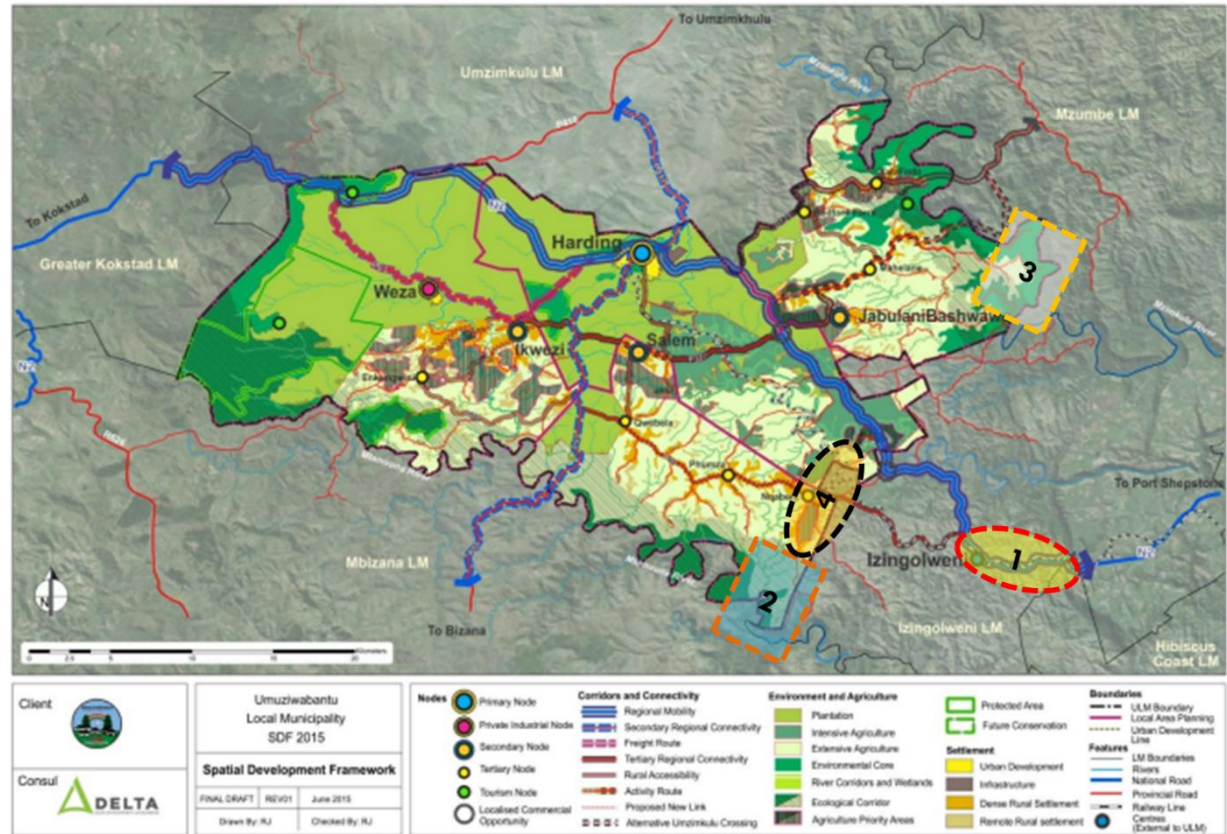


### 11.2.3. UMUZIWABANTU MUNICIPALITY

Umuziwabantu Local Municipality does not currently border HCM, but Ezingolweni Municipality. However, due to the 2016 redetermination boundary, the two municipalities will be sharing boundaries. As a result, the following alignment issues between Ezingolweni, Umuziwabantu and HCM will need to be taken into consideration:-

#### Ezingolweni, Umuziwabantu and Hibiscus Coast Municipalities

- 1 **Regional Mobility:** Umuziwabantu SDF identifies the N2 which traverses both Ezingolweni and HCM Municipalities. This serves as both the activity and economic corridor for the three municipalities.
- 2 **Existing Agriculture:** Umuziwabantu Municipality identifies the opportunity for agriculture which borders the municipality. This aspect is being acknowledged on both Ezingolweni and Umuziwabantu. This will need to be taken into consideration when HCM is merging with Ezingolweni Municipality.
- 3 **Environmental Conservation:** there is also environmental conservation uses bordering the Umuziwabantu Local Municipality which should be considered.
- 4 **Dense Rural Settlements:** Umuziwabantu Municipality has identified dominant dense rural settlements which should be considered when HCM and Ezingolweni are merging in 2016. This will require alignment in terms of infrastructure and basic services provision in the future.



Source: Umuziwabantu SDF Review, 2015

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### 11.2. IMPLICATIONS FOR THE HCM SDF

Hibiscus Coast forms part of a larger system of local governance and regional economy; it is influenced and also influences development in the neighbouring areas. Cross-border planning issues have become more prevalent and significant. The focus is on strategic or shared development issues that would benefit from a joint approach, and engaging with the relevant neighbouring authorities to explore joint working potential. The implications can be drawn as follows:

- Most SDF's identify the N2 as a National/ Provincial Corridor, which is an important link to major economic areas. Opportunities exist to locate mixed use developments at key road intersections along the N2.
- Some of the municipalities are located along the coast which is biodiversity corridor, and are thus subject of a common coastal management initiatives managed at a District level.
- There are massive opportunities to extend the coastal tourism from the Hibiscus Coast to Umzumbe on the north and Mbizana towards the south with beach related activities being the major products and services.
- Greater Port Shepstone is a Regional Economic Hub of the southern KwaZulu-Natal. All the municipalities that share the borders with it are dependent on as a service centre.
- Most Municipalities identifies areas for agricultural activity and environmental conservation which should be taken into consideration during development. Development within the municipality should not pose any adverse impacts on the environment or agricultural activity or vice versa.
- Tourism plays a significant role in the economic growth of the municipalities which also strengthens the role of the development corridors traversing the municipalities, particularly HCM, Ezingoleni and Umzumbe Municipalities.

## SECTION D: CONTEXTUAL ANALYSIS

### 12. DEMOGRAPHIC ANALYSIS

#### 12.1. POPULATION RATES

The UGu District is comprised of six municipalities which are indicated on **Table 2** below. According to Stats SA the population of Hibiscus Coast Municipality is estimated at 256 135 which is the highest population of the six family of municipalities in the UGu District. In comparison to the 2011 Census the statistics of the 2001 Community Survey reveal that the population from 1996 to 2001 was estimated at 217 824 and further grew to 256 135 in the year 2011.

**Table 2: Population Rates in the UGu District in 2001 and 2011**

Municipality	2001		2011	
	Population	%	Population	%
Hibiscus Coast	217 824	30.9	256 135	35.5
Umzumbe	193 768	27.5	160 975	13.4
Umdoni	92 327	8.9	96 557	10.9
Vulamehlo	62 375	11.8	78 875	10.7
Ezinqoleni	82 961	7.8	77 403	7.3
Umuziwabantu	54 774	13.1	52 540	13.4
uGu	704 030	100	722 484	100

(Source: Stats SA, Census 2011)

This indicates that the population of the Municipality is positively growing at rate of 1.62%. The growing population of the Municipality can be attributed to improving socio- economic factors, migration and natural growth over the years.

**Table 3** below provides population projections for the Municipality for the next 25 years and from it, it can be deduced that the population of the Municipality is expected to continue to grow at a rate of 1.62% and more. The expected population of the Municipality in the next 5 years if the rate in which it grows remains at 1.62% will be approximately 295 469.

**Table 3: Population Projections for the next 25 years**

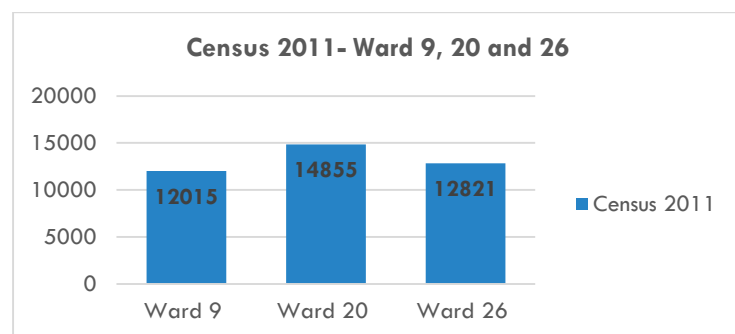
Expected Population Growth	
Base Year	2011
Base Population	256135
Growth Rate (%)	1.6
Future Year	Future Population
2015	272925
2020	295469
2025	319875
2030	346298
2035	374902

(Source: Stats SA, Census 2011)

The three highly populated wards of the Municipality are Ward 20 followed by Ward 26 and 9. According to Stats S.A the population of ward 20 is estimated to be 14855 and accounts for 5.8% of the total population of the Municipality while ward 9 and 26 account for 9.7% combined.

This suggests that backlogs in respect of services and infrastructure may be severe in these three wards which are highly populated.

**Graph 1: Highly populated wards in Hibiscus Coast Municipality**



As much as it is important to ascertain whether the Municipality's population is growing and the manner in which it is growing, it is equally crucial to examine the patterns in household growth as this directly impacts on the need for services. As such, the below table provides a 15 year projection for household growth in the Municipality if the overall population growth rate of HCM remains at 1.6%.

According to Stats SA, the number of households in HCM is estimated to be 72175 with an average household size of 3.4. The projections below indicate that the number of households is expected to grow to 82075 in the year 2020. As stated previously the population of HCM is expected to grow to 295469 in 2020 if the growth rate remains at 1.62%, thus the average household size when taking into account the projected growth in households in 2020 will then be approximately 3.6. Growth in household size will mean that there is an increased need for services such as water, electricity and sanitation, amongst many.

**Table 4: Projected Household Growth Rate**

Base Value	Year	Population
First Year	2011	256135
First Population	2015	272925
Growth Rate (%)	1.60	

Average Household size (2011)	3.4	
Future Households		
2015		75813
2020		82075
2025		88854
2030		96194
2035		104139

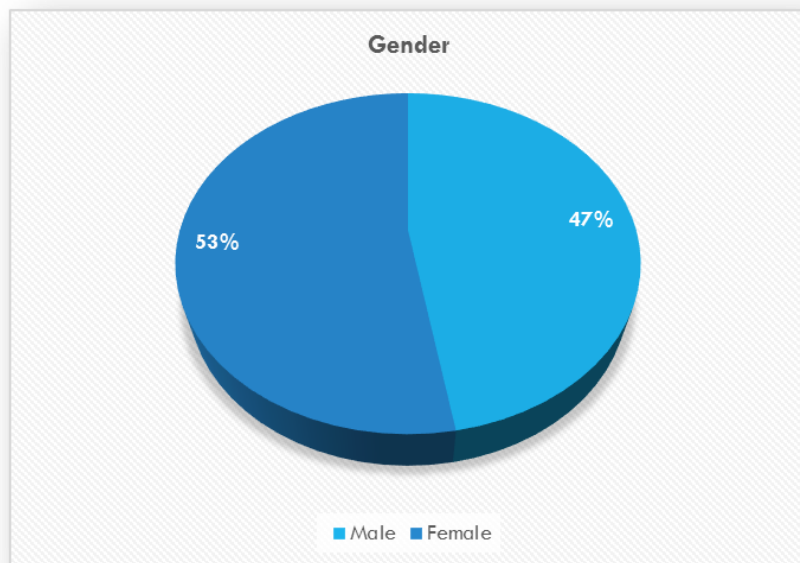
(Source: Stats SA, Census 2011)

Growth in population is regarded as a positive trend, however existing infrastructure, services and housing will not be sufficient to meet the needs of the growing population. Provisions will need to be made in advance to accommodate growth. If the infrastructure deficit is not adequately dealt with, there will be a burden on the existing infrastructure resulting in increased dilapidation and informality and increased maintenance costs.

## 12.2. GENDER DISTRIBUTION

In terms of gender distribution, females account for a higher percentage of the population compared to males. The percentage of females in the Municipality is approximated at 53% whereas males account for 47% as displayed below. This also suggests that most households in the Municipality are headed by females.

**Graph 2: Gender Distribution in Hibiscus Coast Municipality**



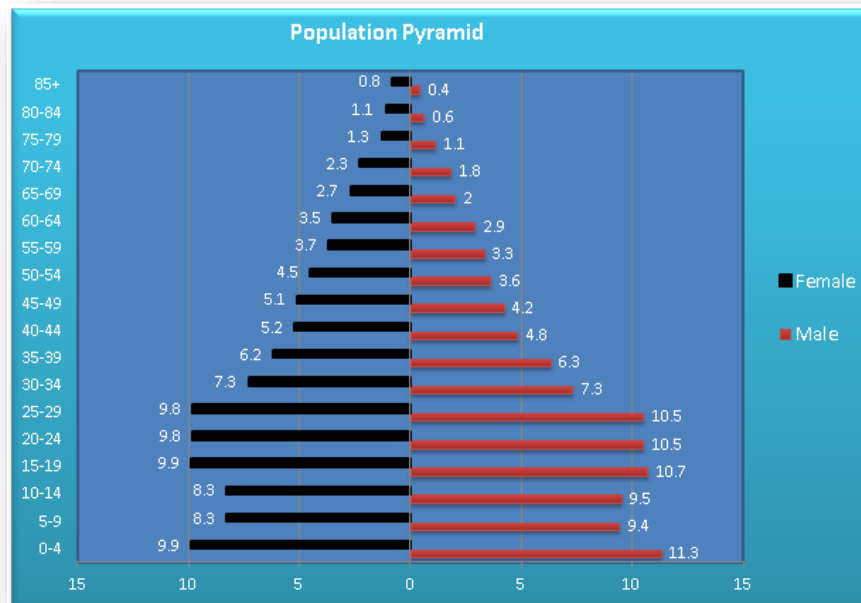
(Source: Stats SA, Census 2011)

### 1.2.3. AGE STRUCTURE

The population of HCM is predominantly young as revealed in the Census 2011 provided by Stats SA as depicted on Graph 1 which indicates that approximately 28% of the population is between the age group of 0- 14 years. There is also a high number of individuals from the age group of 15 years to 64 years which is considered as the working age. Approximately 64.6% of the population accounts for this working age group (15- 64 years). This suggests that a large component of the population of the Municipality is able to work for a living and therefore it is important for the Municipality to develop programmes and plans that will create employment opportunities for the youthful population in order to prevent individuals from turning to crime and drug abuse.

According to Stats SA there is a low number of elderly people in the Municipality as only 7.3% of the population accounts for the age groups of 65 years to 80 plus years which may indicate that the individuals are dying at a young age or are migrating to other areas for retirement.

**Graph 3: Sex and Age Distribution in Hibiscus Coast Municipality**



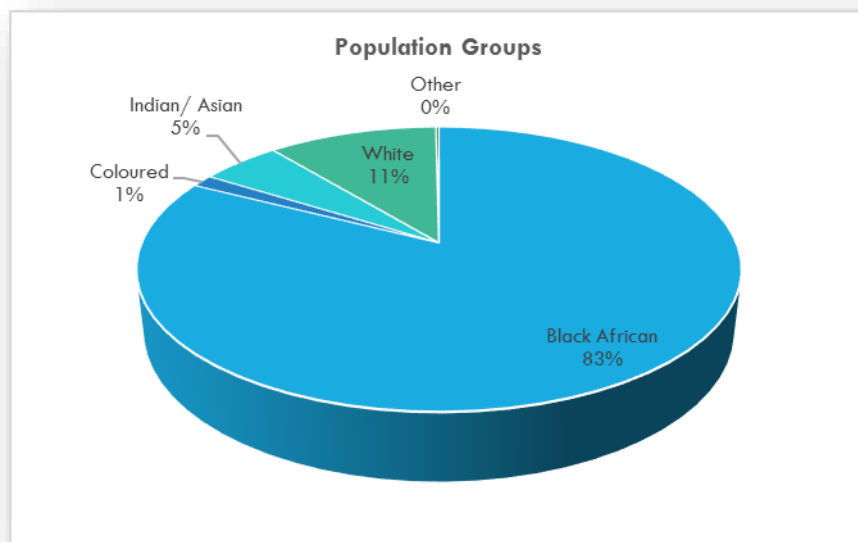
(Source: Stats SA, Census 2011)

### 1.2.4 POPULATION DISTRIBUTION

The population of the Municipality is comprised of individuals from various ethnic groups such as Whites, Africans, Indians, Coloureds and other. The White racial group is predominantly English speaking and is found in the urban areas along the coastal strip while Africans mostly reside in the rural hinterland away from economic opportunities and facilities.

According to Stats SA the dominant population group is the Black African community (83%) followed by the White community (11%) and Indian community (5%). The main language in Hibiscus Coast is isiZulu, as over 80% of the population is isiZulu speaking. English, isiXhosa and Afrikaans are the other languages which are relatively popular in the municipal area. The dominance of the Black African community in HCM is in line with the population distribution of KZN as whole, in that this community accounts for a high percentage.

**Graph 4: Population Distribution in Hibiscus Coast Municipality**



(Source: Stats SA, Census 2011)

## 13. SOCIO-ECONOMIC ANALYSIS

### 13.1. EMPLOYMENT AND LEVEL OF INCOME

The level of unemployment in the Hibiscus Coast Municipality is relatively low in which it records 28% as per Stats SA Census, 2011. However, the youth unemployment rate has declined respectively in 2011 compared to 2001. The youth unemployment rate is approximately 37% as depicted in Table 5 below.

**Table 5: Level of Unemployment in HCM**

UNEMPLOYMENT RATE (%)		YOUTH UNEMPLOYMENT RATE (%)	
2001	2011	2001	2011
41.8	28.0	51.5	37.3

(Source: HCM IDP Review 2015/16)

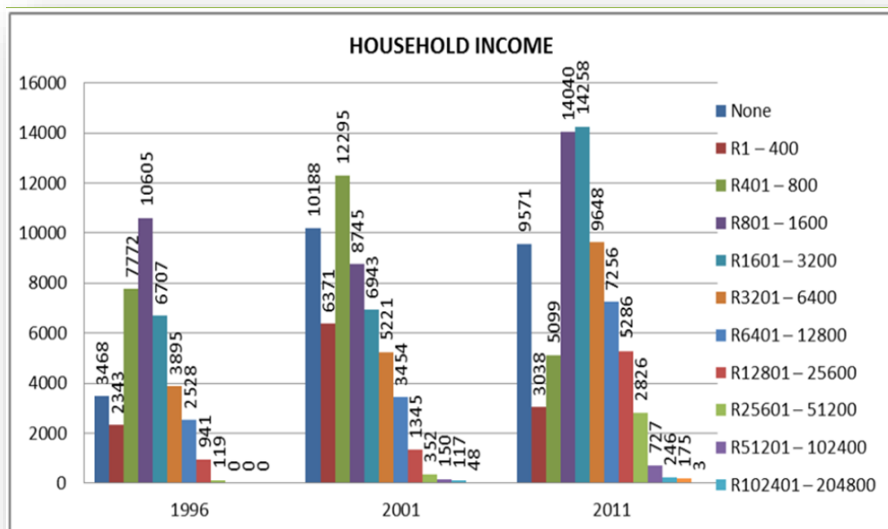
Considering the current population of the Municipality, these percentages are relatively high. The Municipality need to consider the current and future economic activity trends of the municipality which can pave way for economic opportunities for youth. The youth unemployment rate is mainly caused by little or no education level. A large number of young people are either dropouts, or have never been to school and very few have higher education qualification.

The household income levels within Hibiscus Coast Municipality have respectively increased from 1996 to 2011. **Graph 5** below illustrates that in 1996, the majority of the municipal population earned less than R2000 and in 2001, and there was also a gradual increase in both the number of household and level of income. In 2011, the majority of the municipal population earned just more than R 5 286.

An overall picture that can be drawn from the graph below is that families increased since 1996 till 2011, so were their incomes. This means that there was an economy growth regardless of the population increase.



**Graph 5: Levels of Household Income in HCM from 1996-201**

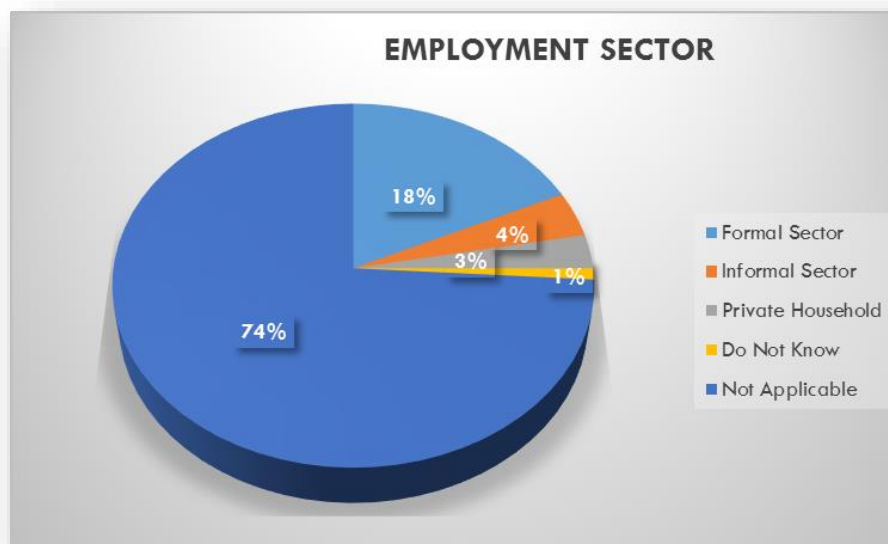


(Source: Stats SA, Census 2011)

### 13.2. EMPLOYMENT SECTOR

Approximately 18% of the population is employed in the formal sector while a large part is not applicable. This is a major concern for the municipality as it shows that unemployment is rife. The informal sector has employed only 4% of the municipal of the municipal population with 3% under private household employment as depicted in **Graph 6** . This is mainly due to a high level of domestic employment in residential areas along the coastal belt which offers domestic employment to many females. Only 1% fall under the “do not know” category. This is a group of casual workers who are not employed on full time basis.

**Graph 6: HCM Employment Types**



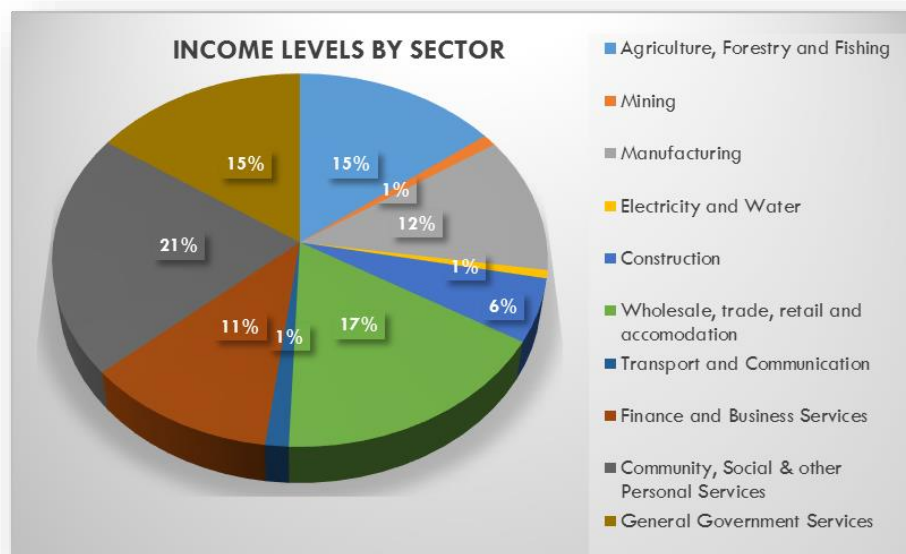
(Source: Stats SA, Census 2011)

#### 13.2.1. INCOME LEVELS BY SECTOR

The majority of the municipal population is employed under the Community, Social & other Personal Services as depicted in **Graph 7** which measures to be approximately 21%. Other levels of income by sector which greatly contributes to the municipal economic growth include the wholesale, trade, retail and accommodation (17%), agriculture, forestry and fishing (15%), General Government Services (15%), Manufacturing (12%), and Finance and Business Services (11%).

These sectors have very high numbers in terms of employment with most of the activities concentrated at Port Shepstone and Marburg. More economic activities needs to be promoted within the municipal inland areas in order to promote employment opportunities and improve the municipal economic growth.

**Graph 7: Income Levels by Sector**



(Source: Stats SA, Census 2011)

### 13.3. POVERTY ANALYSIS

The experience of poverty is multi-dimensional. While the inability to access income remains one of the most obvious expressions of poverty, definitions of poverty typically refer to the absence of capital such as land, access to natural resources, or to the importance of social, intellectual capital and even the climate of democracy as well as security necessary to enhance the capabilities of the poor and excluded. Further, there is an additional institutional dimension of poverty that recognises that the poorest in the nation are those who are unable to access state assistance designed to provide a social safety net because of institutional failure.

Poverty is located across the full range of settlement types from deep rural areas to inner cities. It is thus the concern of all municipalities. In as much as the municipality is ranked number one amongst the other five local municipalities in uGu District in terms of economic services, poverty is still high. This is due to unemployment which is also attributed by the fact that many people lack the necessary expertise to be

employed. Many people on the other hand are employed in the informal sector with very low wages yet they have many members in the family to support.

An important indicator of poverty is the number of households with an income below the Minimum Living Level (MML). According to surveys conducted at HCM, the Municipality has a total of 72 175 households of which 33 265 are female headed due to a number of social problems amongst which the male death rate is prevalent or rather males are in the cities for employment purposes.

The child headed households stand at approximately 446 in the entire municipality and this is a high figure compared to the previous years before 2011. The Department of Social Development together with SASSA issue grants to sustain these households. There are other programmes that are being rolled out by the Department of Education at HCM, such as the nutrition programme.

**Table 6: Income and Poverty Levels**

Income and Poverty Analysis				
	Total Households	Female headed households	% of total households	Child headed (10-17 years)
DC21: uGu	179 441	90 683	50.53	1 709
Hibiscus Coast (KZN 216)	72 175	33 265	46.09	446

(Source: HCM IDP Review 2015/16)

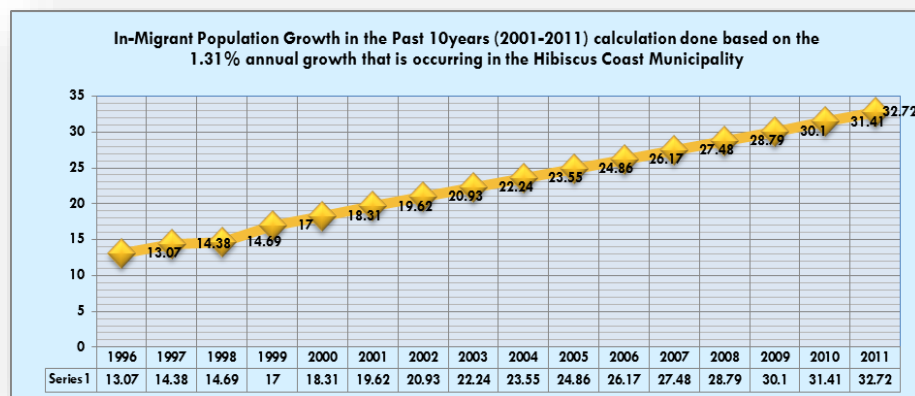
### 13.4. MIGRATION PATTERNS

Urbanization is the increasing number of people that migrate from rural to urban areas and mainly results in the physical growth of urban areas. The comprehensive analysis of the population statistics at ward level for HCM in the years 2001 to 2011 suggests that overall the urban areas have been growing since the year 2001 at a 1, 31% rate. This growth can be attributed to the potential employment and economic opportunities available in the urban areas and also to the availability of a range of services and transport infrastructures.



It is reported in the HCM SDF Review 2015/16 that the migration of youth to urban settlements reduces the potential labour force for the sector. It is further reported that the Hibiscus Coast Municipality currently has an estimated population of 256135 people, if compared to the 2001 and 1996 it is evident that the population has been increasing drastically. From 1996 to 2011 the population has grown by 63 189 people, between 1996 and 2001 the population increased by 25 223 people and between 2001 and 2011 there has been an increase of 37 966 people. This shows that as the years progresses the population increases very fast, this is influenced by many factors which includes migration as the 2011.

**Table 7: In-migration Population Growth in HCM for the past 10 Years**



(Source: HCM SDF Review 2015/16)

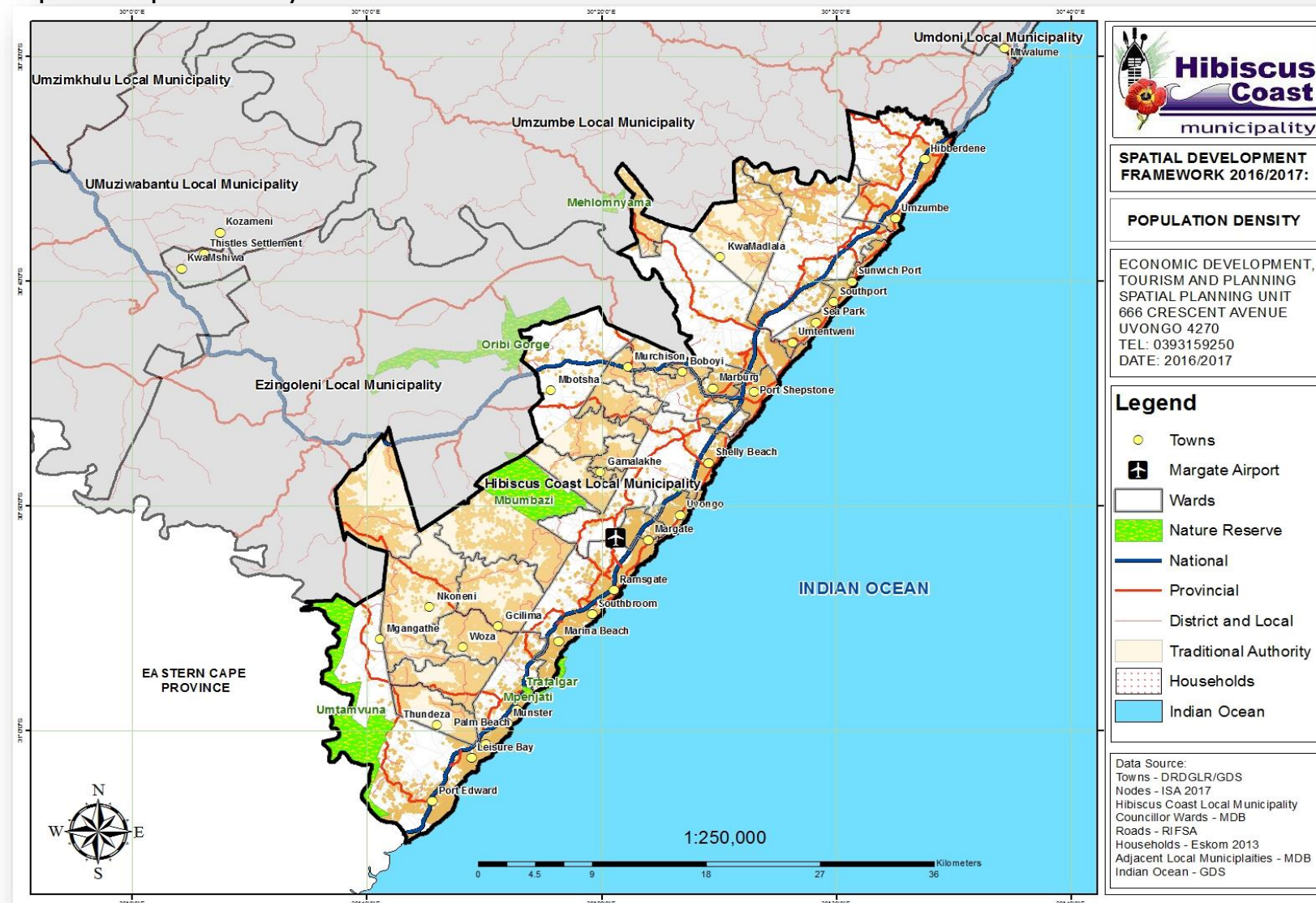
**Table 8: Population Growth**

Year	5 Year Growth Rate	10 Year Growth Rate	15 Year Growth Rate	Annual Growth Rate
1991-2001	13.07%			2.6%
2001-2011		17.4%		1.74%
1996-2011			32.75%	2.18%

(Source: HCM SDF Review 2015/16) Table 8 above depicts the population growth rate from 1991 to 2011 in Hibiscus Coast Municipality. The population growth rate projected above indicates that the municipal population have steadily increased over time, and how much people outside of the HCM have influenced the demographic state of the Municipal Area. Inward migration to the HCM can be a source of vital skills and expertise, but can also increase the demands on basic services which, if not catered for can exacerbate current service delivery problems.

It is recommended in the HCM SDF Review 2015/16 that the Municipality need to ensure that spatial planning that is undertaken within the municipal area is not urban-bias. The traditional approach on spatial planning that exclusively focus on channelling development within the nodal areas has a potential to undermine the significance of rural parts of the municipal area and relegate rural settlements into sub-sets of mostly urban nodes. The key focus areas of the SDF should be to facilitate the evolution of a settlement pattern that reflects strong functional linkages between rural and urban, and the continuum of settlements ranging from deep rural to formal urban settlements.

**Map 3: HCM Population Density**



## 14. INFRASTRUCTURE SERVICES ANALYSIS

### 14.1. ROAD NETWORK

#### 14.1.1. ROLE OF N2

The N2 freeway is a road of significance in the context of both KwaZulu- Natal (KZN) as a province and nationally. It serves as an important transporter of goods and services and provides linkages and connections with other areas of importance such as Durban and Richards Bay which are regarded as the heart of the economy of KZN. As stated in HCM SDF Review for 2015/16 the N2 is regarded as a generator for growth, particularly between Port Shepstone and Harding. This is the main high level limited access mobility road and is component part of the Provincial and National “Corridor” system. Interchanges link this road to the Regional major arterials that give access to both formal urban settlements and most of the rural settlement clusters that occur mostly within Traditional Authority areas. The freeway is an important structuring element in the context of HCM as it traverses the Municipality from north to south into two parts, creating a distinct division between areas categorised as urban and rural. The N2 is generally in a good condition and is able to serve its functions in an efficient and effective manner. The responsibility of maintaining and upgrading the N2 rests with the South African National Roads Agency Limited.

#### 14.1.2. ROLE OF R61, R102 AND R620

Apart from the N2 Freeway, there are other roads in HCM which are equally as important but perform varied roles. These include the R61, R102 and R620 which provide movement throughout the municipal area by linking various towns of the Municipality such as Hibberdene, Port Shepstone, Marburg, amongst many. Some of these roads such as the R102 and R620 are classified as provincial and District Roads, thus are mandated to the KZN Department of Transport and the UGu District

Municipality. The R61 runs south starting from Marburg until Port Edward connecting HCM with Mbizana Municipality in the Eastern Cape while the R102 runs in a north-south movement starting from Hibberdene and extending to Marburg.

The R61 is particularly important for the Municipality as it provides linkages with the Eastern Cape Province. According to the HCM SDF Review 2014/15, the Mbizana SDF identifies the proposed upgrade of this route to become the N2 toll road that will connect HCM with the Eastern Cape as an important future linkage. The R61 is also in an adequate condition to carry out its regional function, however the challenge it faces relates to high pedestrian movement from the Masinenge informal settlement to Uvongo by residents accessing their places of employment and in search of opportunities. The Municipality is currently undertaking localised planning for the area of Masinenge and Uvongo, with the intention of tackling planning and social related challenges affecting this area. It is of importance for the Precinct Plan to address the high pedestrian movement on the R61 as this threatens the effective and efficient functionality of this regional mobility route.

The R102, another regional route of significance providing linkages from Marburg to Hibberdene and access to the Port Shepstone CBD which is the primary node of the Municipality. It is identified as a primary corridor in the SDF Review 2015/16, thus plays an important role in driving the economy of the Municipality. The corridor is predominantly characterised by the Port Shepstone Regional Hospital, commercial, retail, mixed uses, residential settlements. The R620 popularly known as marine drive is the Municipality’s beach road, which provides access to the coastal towns of Oslo Beach, Shelly Beach, Uvongo, Shelly Beach, amongst many. Marine drive is popular as it is the main road which provides access to tourism destinations of the south coast. All the roads that have been mentioned are tarred and are in a reasonable condition although some have pot holes. The maintenance of road infrastructure is a huge problem facing the Municipality as most roads are not regularly maintained thus resulting in dilapidation. Weather conditions such as heavy rain also exacerbate the breakdown of infrastructure.





#### 14.2. WATER

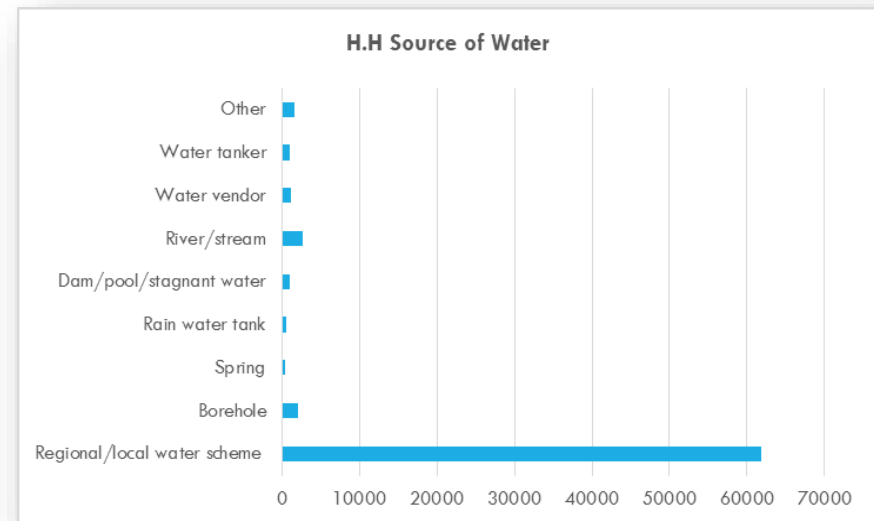
The UGu District is responsible for the provision of water and sanitation in the Municipality. Water is an important service and the manner in which the inhabitants of an area access this service is a crucial indicator of the standard of living in that particular area. Social and human well-being, amongst other things are measured based on how many individuals and households within a municipal area have access to services such as water and sanitation. Services infrastructure tends to be more developed and easily accessible in urban areas when compared to the rural parts of the Municipality. The Ugu District as the provider of water has the responsibility to access water from various sources to ensure that water is always available to all households in District. The Umzimkhulu River plays an important role in respect of the provision of water in HCM, as it serves as a major source of water for the District of UGu specifically HCM. However, the ability of the Umzimkhulu River to service the Ugu District for water has been recently threatened by the low levels of rain fall in the area and KZN as a whole resulting in the shortage of water.

According to Stats SA, majority (86%) of households in the Hibiscus Coast Municipality have access to water via a regional/ local water scheme provided by the Municipality. Of all the wards in the Municipality, the wards that are experiencing a backlog in terms of the provision of water are Wards 8 and 29 which are located in the traditional areas of KwaXolo and KwaNzimakwe. These two wards have the highest number of households who still rely on unclean sources of water such as rivers and streams.

As can be seen on which illustrates the various sources of water in which households in HCM rely on, there are still households which rely on boreholes, rain water, water vendors and tankers for water. The provision of water via vendors/ trucks is often problematic in that the frequency in which water is delivered to communities is often not regular and water provision in this manner is also sometimes politicised, therefore indicating that this too is not viable option for service delivery.

Measures need to be put in place to deal with the availability of water to communities and prevent further backlogs in water supply.

**Graph 8: HCM Household Sources of Water**



(Source: Stats SA, Census)

#### 14.3. SANITATION

The responsibility of providing sanitation as mentioned previously also rests with the UGu District Municipality. This responsibility also encompasses providing infrastructure for sanitation such as treatment plants. As can be seen on Figure below which is a summary of stats provided by Stats SA in the Census of the year 2011, of the 175 175 households in HCM approximately only 42% have access to a flush toilet which is connected to a waterborne system, approximately 46% have access to sanitation services in the form of ventilated pit latrines and chemical toilets, 5% have no access to any toilet facility and 6% rely on other types of sanitation methods.

The UGu District as the main provider of sanitation has 11 waste water treatments works in HCM, which are indicated on the below table together with their respective capacity measurement.

**Table 9: Waste Water Works and Treatment Work Capacities in HCM**

<b>Gamalakhe</b>	+3 Ml/ d from pe of 1800
<b>Hibberdene</b>	Reported to be 250 kl/d
<b>Margate</b>	4500 kl/d with COD of 550 mg/l from a pe of 200 000
<b>Port Shepstone</b>	+ - 6000 kl/d with COD of 700 mg/l from a pe of 38000
<b>Melville</b>	+ - 3000 kl/d from a pe of 1600
<b>Palm Beach/ Trafalgar</b>	700 kl/d with 600 mg/l from a pe of 3800
<b>Ramsgate</b>	+ - 700 kl/d with COD of 800 mg/l from a pe of 5100
<b>Port Edward (Red Dessert)</b>	+ - 600 kl/d from a pe of 3800
<b>Shelly Beach</b>	750 kl/d with a COD of 600 mg/l from a pe of 4000
<b>Southbroom</b>	+ - 120 kl/d from a pe of 1100
<b>Uvongo</b>	2400 kl/d with COD of 800 mg/l pe of 17500

(Source: HCM IDP Review 2015/16)

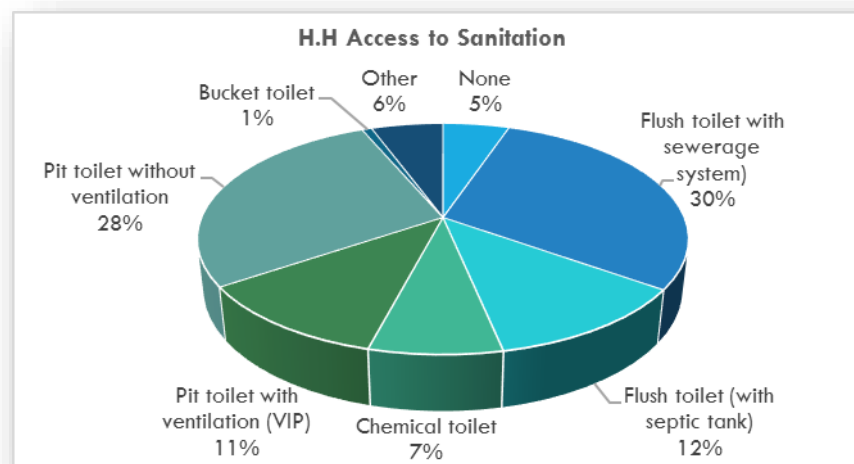
It is important to note that there are still households in the Municipality which remain reliant only on the bucket toilet system for sanitation. Approximately 1% households make use of the bucket system, Wards 5 and 28 have the highest number of households which utilise this type of system. Serious interventions are required across the Municipality especially in the two wards indicated to have a high number of households whom remain dependent on the bucket toilet system as a means of sanitation.

Backlogs of sanitation within Hibiscus Coast Municipality can be articulated to five (5) factors;

- Service delivery backlogs (people who have never been served);

- Refurbishment backlogs (sanitation infrastructure that has deteriorated beyond regular maintenance requirements);
- Extension backlogs (existing infrastructure that needs to be extended to provide the service to new households in the communities)
- Upgrade needs (infrastructure that does not meet the minimum standards)
- Operation and maintenance (O&M) backlogs (infrastructure that has not been properly operated and maintained, but can be adequate if sufficient staff and funds are allocated to ensure proper operation and maintenance)

**Graph 9: Levels of Access to Sanitation**



(Source: Stats SA, Census 2011)

The majority of the rural settlements are serviced by Pit Latrine while the coastal towns are serviced with waterborne and septic tanks as depicted on **Map 5**.

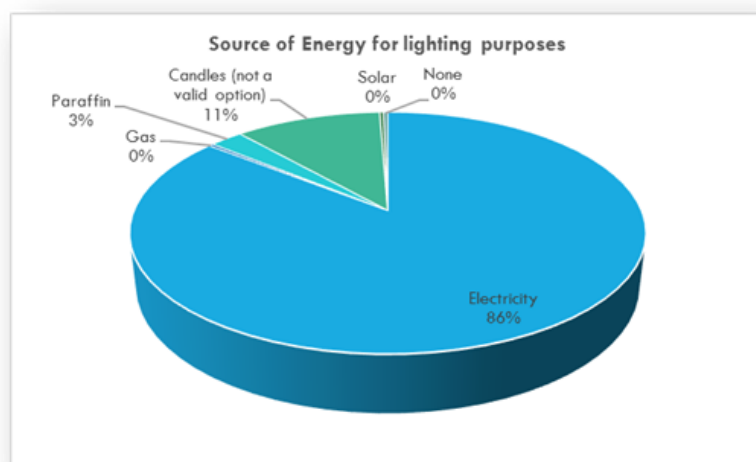
#### 14.4. ELECTRICITY

Electricity is provided by two entities, namely the Hibiscus Coast Municipality and Eskom depending on the geographic region. Apart from the social benefits presented by the service of electricity, it is also a driving factor in the economy. As can be seen on **Graph 10: Household Sources of energy for lighting purposes** the

main sources of energy for lighting purposes are electricity, candles and paraffin. It is estimated that 86% of households in the Municipality have access to electricity. The Ugu District Municipality Electrification and Infrastructure Development Plan (EIDP) indicates that approximately 14% of households in the Municipality are not electrified. This indicates that other sources of lighting such as candles and paraffin which are not considered as valid options are still being used some households, thus raising concerns around safety. Disparities in the provision of electricity between urban and rural areas is still high, as revealed in the processes and engagements between HCM and Traditional Councils as part of the SDF Review 2016/17.

The Ugu DM EIDP provides a breakdown of projects which are still to be implemented in the Municipality such as infill projects of which Ward 24 in Uvongo was targeted for this programme. The plan also indicates networks that are constrained throughout the Ugu District. In the case of HCM, the areas of Munster/ Palm Beach and Marburg are identified as containing networks that are highly constrained. Marburg serves as an intense industrial hub of HCM, therefore its requirements for electricity are high too.

**Graph 10: Household Sources of energy for lighting purposes**



(Source: Stats SA, Census 2011)

#### 14.4.1. HIGH AND MEDIUM VOLTAGE LINES

The municipal area is further characterised by high and medium voltage lines which mainly runs along the coastal towns of the Municipality. This may be due to the level of economic activities that exists in these towns. Such voltage lines also plays a significant role in distributing energy to the peri-urban areas. The high voltage cables span a distance of approximately 189.8255km whilst the medium voltage lines span a distance of 671.029km within the municipality.

#### 14.4.2. HIGH MASS LIGHTS

As indicated in **Error! Reference source not found.**, the majority of the high mass lights are located along major development roads or corridors which transverses the municipality. These roads include R61, R102, R620 and P200. Other high mass lighting are located on access roads leading to town centres and peri-urban settlements like Gamalakhe and Murchison. However, the majority of the rural settlements still need infrastructure connection and there is an infill backlog in such areas.

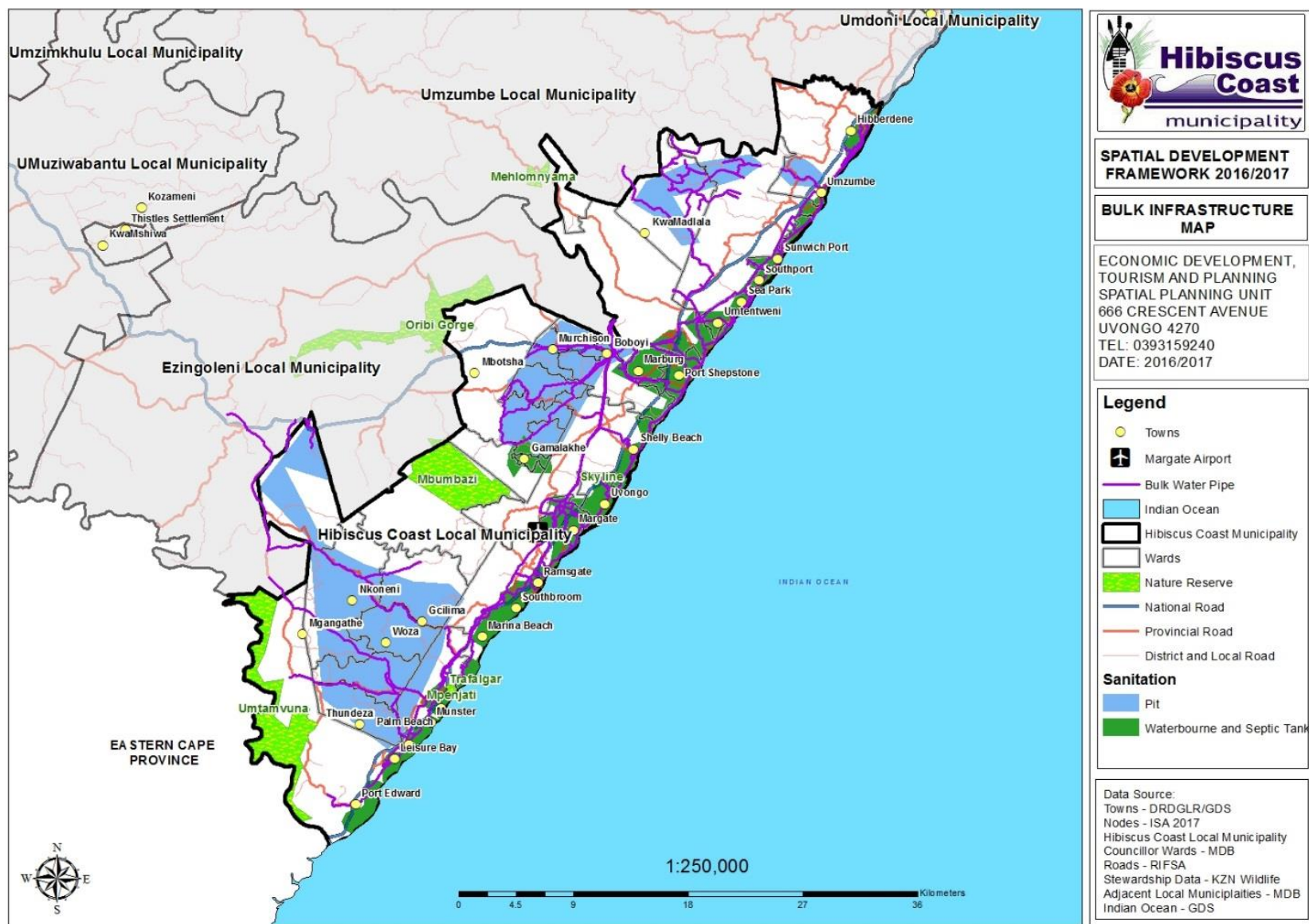
#### 14.4.3. SUBSTATIONS

The majority of the municipal substations are depended on the existing dense settlement patterns of the municipal area. Such settlements include the major economic town centres, particularly those along the R620 better known as Marine drive as indicated in **Map 6**. There are currently about 28 Eskom substations in the Municipality.

It is important to note that there are major challenges regarding electricity backlog is the capacity constraints from Eskom. Major substations are currently been upgraded to increase the supply capacity. New infrastructure development and extension put pressure on the existing infrastructure and supply capacity.

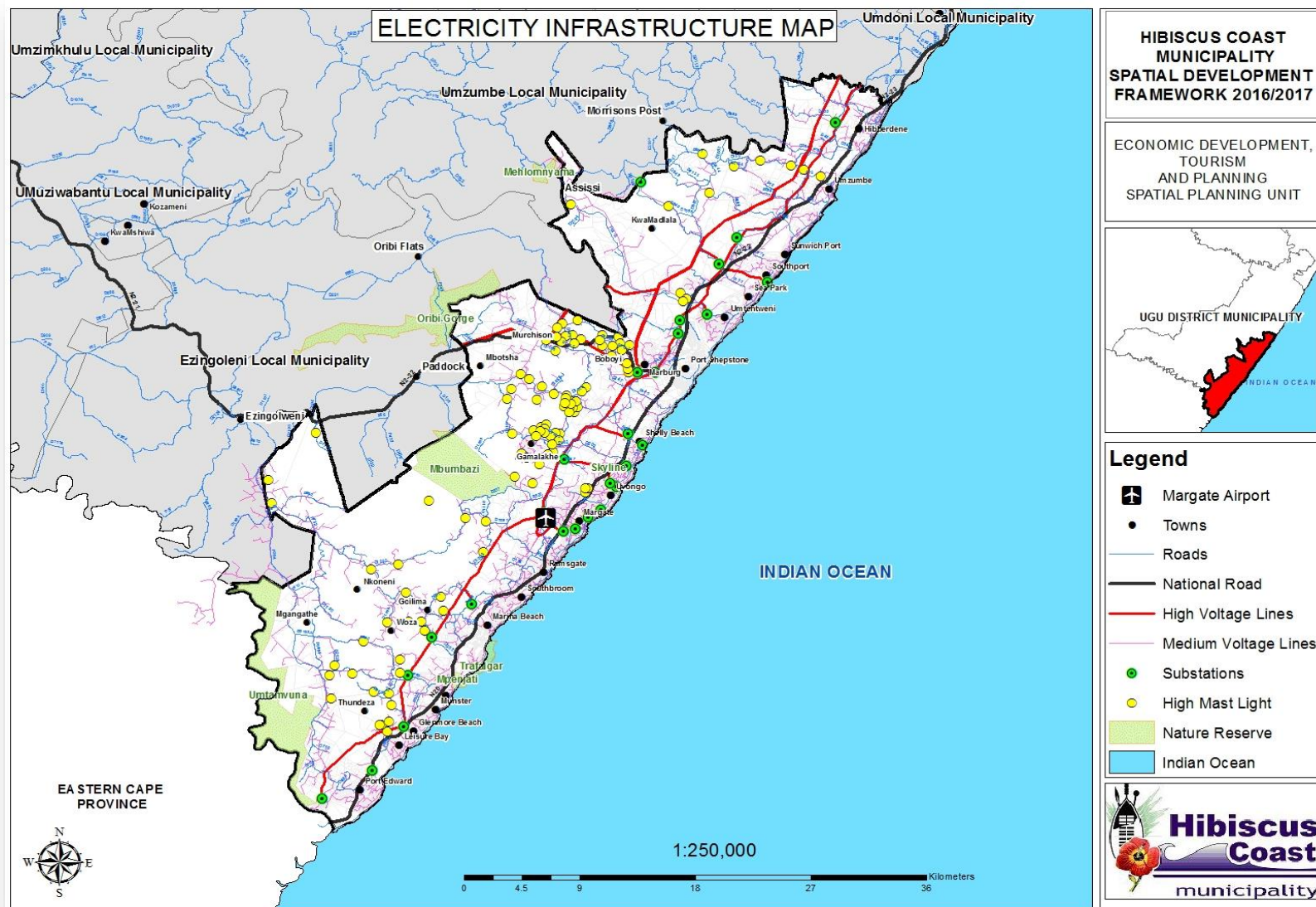


**Map 5: Hibiscus Coast Bulk Water and Sanitation Supply**





**Map 6: HCM Electricity Infrastructure**

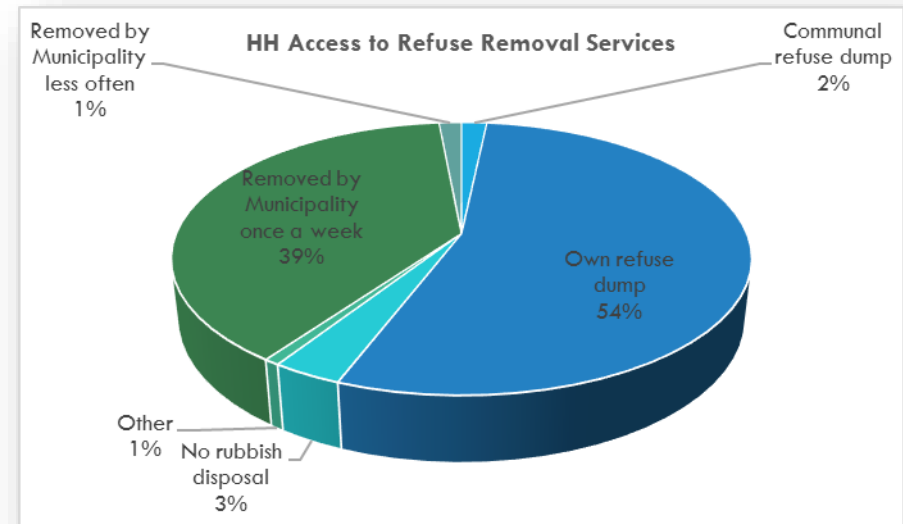


#### 14.5. REFUSE REMOVAL AND LANDFILL SITES

The service of refuse removal is the function of HCM and as such there are three waste collection sites in the Municipality which are located in Hibberdene, Port Shepstone and Margate. The services of refuse removal are mainly provided in the urban areas of the Municipality whereby rates are paid by residents. The service is normally provided on average on a weekly basis targeting residential, business and industrial areas. Figure 9 below provides a breakdown on the number of households that have access to refuse removal services in HCM. Of 72 175 households, according to Figure 9, 27 876 households (39%) have access to refuse removal services provided by the Municipality once a week, 1075 households (1%) also have access to refuse removal services but on a less often basis, 2393 (3%) households do not have access to any type of waste disposal service, while 39 086 (54%) make use of their own refuse dump and 1211 (1.7%) utilise communal refuse dumping. The issue of refuse removal is more persistent in rural areas as often no services in this regard are provided to households in these areas thus resulting in households resorting to illegal dumping which yields both environmental and health issues.

According to the HCM IDP 2015/16 Review there is one illegal transfer site in the Municipality which needs to be regularised. The Municipality has an Integrated Waste Management Plan in place which makes provisions for landfill sites, their life span and how the Municipality should plan in terms of extending refuse removal services to rural areas, amongst many.

**Graph 11: Household Access to Refuse Removal in HCM**



(Source: Stats SA. Census 2011)

#### 14.6. CEMETERIES

The Municipality has six cemeteries namely Oslo Beach Cemetery, Port Shepstone Cemetery, KwaNositha Cemetery, Margate Cemetery, Uvongo Cemetery. There is also a private Cemetery at Izotsha. The majority of the rural population in use traditional burial practices whereby the deceased family members are buried on-site.

#### 14.7. TELECOMMUNICATIONS

According to the UGu District Spatial Development Framework (SDF), telecommunication services within the area are provided by Telkom and all licensed cellular phone companies in the country. Telecommunication infrastructure remains one of the major challenges in all the municipal areas of UGu as information on infrastructure is difficult to access from the various service providers due to competition.

In formal urban settlements majority of the people have access to Telkom services. In rural areas the majority of people rely on cellular phones. Some key issues faced by the Municipality are access to telecommunication service, infrastructure information and a lack of co-ordinated planning to meet the District's needs.

**Graph 12** and **Graph 13** below provides statistical data on the number of households that have access to the internet, cell phone and landline telephone in the Hibiscus Coast Municipality.

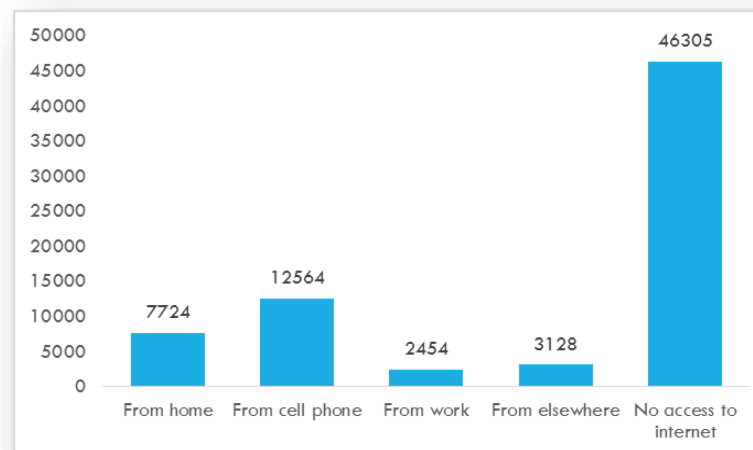
Telecommunications play an important role in connecting communities with other networks of people in times of disaster, most importantly telecommunications are a key factor to promote economic growth and development, as areas with such infrastructure are considered as being favourable for economic activities. The KZN Provincial Growth and Development Strategy (PGDS) identifies two challenges within the information technology sector in the province which mainly relate to lack of skills in individuals in the sector and functionality of existing technology, in that it does not meet the capacity requirements for businesses and government communication. This therefore has a negative impact on KZN's development trajectory.

The same challenges are faced in HCM, in that access to telecommunications is scarce and expensive. Some rural areas do not have telecommunication infrastructure due to undulating terrain, thus making it expensive for service providers to provide such infrastructure. However, it is important to note that as indicated by President of SA in the SONA 2016, government will fast track the implementation of the first phase of broadband roll-out to connect more than five thousand government facilities in eight district municipalities over a three year period.

#### 14.7.1. ACCESS TO INTERNET

According to the KZN PGDS the province of KZN, is amongst many other provinces in the country lagging in respect of the provision of affordable and reliable access to telecommunication and the internet. As such the Graph below reveals that access to the internet is very scarce in the municipal area as only 34% of households have access to the internet. Of the 34%, 11% access the internet from home, 17% from their cell phone, 3.4% from work and 4.3% from elsewhere. It can be deduced that the remainder of households which is estimated at 64% do not have access to the internet.

**Graph 12: Household Access to Internet**

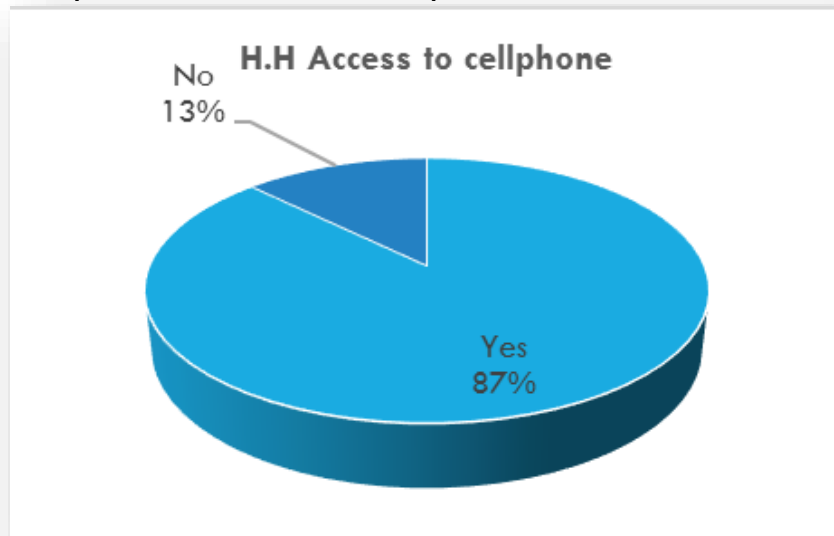


(Source: Stats SA, Census 2011)

#### 14.7.2. ACCESS TO CELL-PHONE

According to Stats SA, approximately 87% of households in HCM have access to a cell phone with only 13% not having access to cellphone. This shows that the majority of the municipal population have access to cellphones.

**Graph 13: Household Access to Cellphone**

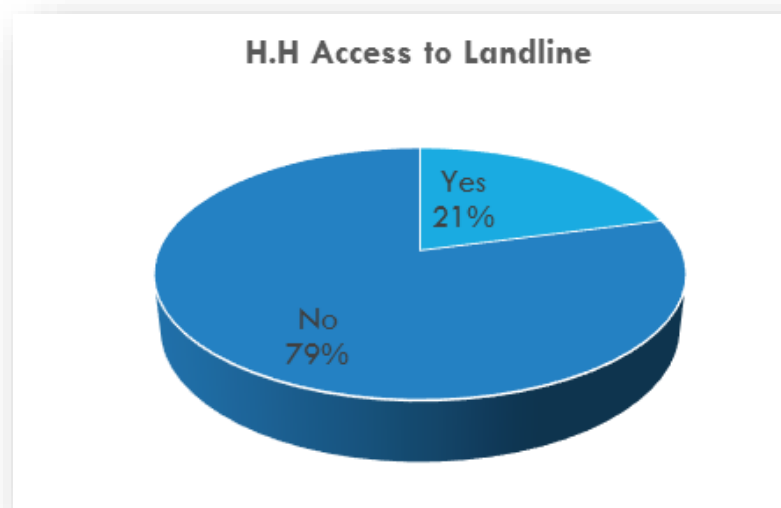


(Source: Stats SA, Census 2011)

#### 14.7.3. ACCESS TO TELEPHONE LANDLINE

According to Stats SA (Census 2011) approximately 79% of households of HCM have no access to a landline telephone while only 21% have access. Previously, the telephone was the main tool used by households for distant communication however over the years this has changed, as more and more people switch to mobile usage. Telephone usage remains high in businesses and government as it considered a cheaper method of communicating.

**Graph 14: Access to Landline HCM**



(Source: Stats SA, Census 2011)

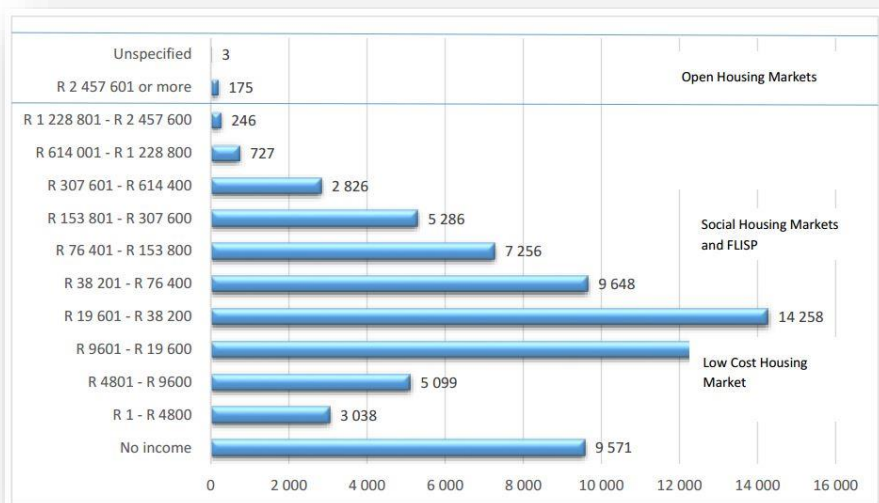
#### 14.8. HOUSING NEED AND SUPPLY

##### 14.8.1. HOUSING NEED

##### 14.8.1.1. HOUSING MARKET SEGMENTS

According to the HCM Human Sector Settlement Plan, 2015 the income profile of the population residing in the Hibiscus Coast LM provides perspective into the extent of housing demand and need in the municipality within each of the programmes available for delivery. This indicates income groups of the population represented in numbers that can qualify for housing subsidies.

**Graph 15: Housing Segment**



(Source: HCM Human Sector Settlement Plan, 2015-2020)

It is reported in the HCM Human Sector Settlement Plan that approximately 46 006 households or 63.7% of households in Hibiscus Coast Municipality are eligible for low cost housing subsidies based on income criteria. This includes about 9 571 or 13.3% of households who do not have access to disposable income and are therefore regarded as destitute.

In addition, 22 190 or 30.7% qualifies for social housing and Finance Linked Individual Subsidy Programme (FLISP). While social housing caters for those in need of rental accommodation, FLISP requires an individual beneficiary to access mortgage bond from a financial institution or pay the balance of the value of the house themselves. It targets first-time homebuyers earning R3 501 to R15 000 per month.

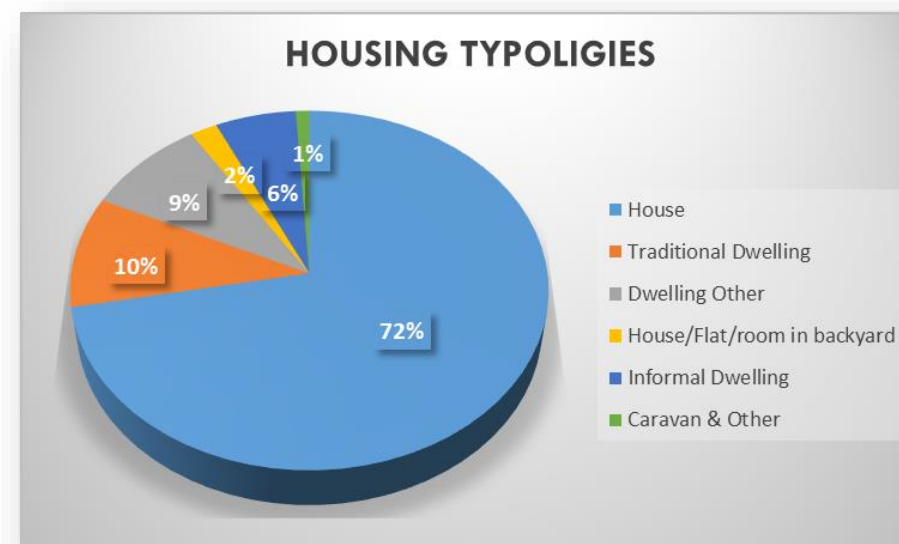
#### 14.8.1.2. HOUSING TYPOLOGY

The housing typologies in Hibiscus Coast Municipality varies according to the settlement pattern within the designated areas or towns that exist in the municipality. According to the HCM Human Sector Settlement Plan 2015, there are approximately 72 157 household in the municipality of which approximately 51 729 (71.7%) reside

in houses. Traditional housing units accounts for 7 086 (9.8%) households, 6839 (9.5%) in other dwellings, 3 971 (5.5%) in informal dwellings and 1569 (2.2%) in a house/flat/room in backyard as depicted in **Graph 16**.

It is further reported that a large number of people residing in Hibiscus Coast Municipality stay in houses that are sub-standard.

**Graph 16: HCM Housing Typologies**



(Source: HCM Human Sector Settlement Plan, 2015-2020)

#### 14.8.1.3. INFORMAL SETTLEMENTS

One of the Provincial policies aiming at eradicating informal settlements includes the Informal Settlement Eradication Strategy for KwaZulu-Natal (2011) which identifies the HCM as one of the 15 strategic priority areas for strategies and plans to address informal settlements.

According the HCM Human Sector Settlement Plan, 2015 the strategy identifies four informal settlements and suggests that approximately 4 483 households reside

in these areas within the HCM. The informal settlements are that exists in the municipality includes:-

- Bhobhoyi Phase 2 with 1100 households;
- Louisiana with 1000 households;
- Masinenge with 542 households; and
- Mkhholombe with 1600 households.

It is further reported in the municipal Housing Sector Plan that the key driver for informal settlement establishment in the Municipality is primarily to access livelihood opportunities within the available urban areas. The location of the primary informal settlement areas such as Mkhholombe close to Port Shepstone and Masinenge close to Margate and Uvongo attest to this. The predominant settlement pattern is one of very dense informal settlement in areas (65-100 du/ha) close to the towns with more sparse, although still dense rural settlements areas, just of the main coastal line and in the Ingonyama Trust Land areas (See Map 11).

## 14.8.2. HOUSING SUPPLY

### 14.8.2.1. SLUM CLEARANCE

In support of promoting sustainable human settlements. The municipality has extensively invested in promoting rural and slum clearance housing projects. Such project include the Louisiana and Masinenge Slums Clearance Projects which are still in process of completing the construction of the new houses.

According to the HCM Human Sector Settlement Plan, 2015; only 759 families were not accommodated in the first phase (i.e. Louisiana, 141 families made-up of 81 families remaining in informal settlements and 60 families in temporary housing and 618 families in Masinenge) require both the identification and allocation of potential sites for housing and relocation assistance.

The main slum clearance projects in the municipality which are being implemented include:-

- Masinenge Slums Clearance;
- Louisiana Slum Clearance; and
- Mkhholombe Slum Clearance.

In support of the slums clearance initiative, the Municipality also aims at providing new Greenfields housing developments in close proximity to the current informal settlements. This can be seen from the strategy in Louisiana and Masinenge and is planned in Mkhholombe where Greenfield developments are neighbouring the old or existing settlements. The primary concern now would be to accommodate the approximately 759 families that have spilled over from the current informal settlement projects and the 1617 families currently residing in Mkhholombe totalling 2376 (HCM Human Sector Settlement Plan 2015-2020).

It is further reported in the municipal Housing Sector Plan that the Municipality has planned to accommodate 2 376 families into the greenfields developments i.e., Mkhholombe (Planned approximately 1000 sites) and Bhobhoyi phase 2 (Planned approximately 1000). However, this calculation indicates that there will still be a shortage of 376 families at the close of this process and therefore it is suggested that either further land be identified to create a new greenfield development or that the Mkhholombe site be developed in-situ to provide the required housing opportunities.

**Table 10: HCM Slums Clearance Projects**

Project Name	Project Type	Ward	Cluster	No. of Units	Total Budget (R)
<b>Louisiana</b>	Informal Settlements Upgrade	15	1	564	R 57 911 667.26
<b>Masinenge</b>	Informal Settlements Upgrade	3	5	882	R141 091 001.00
<b>Mkhholombe</b>	Informal Settlements Upgrade	20	3	1000	R 3 108 330.00
<b>TOTAL</b>				2446	R202 110 998.36

(Source: HCM Human Sector Settlement Plan, 2015-2020)



#### 14.8.2.2. RURAL HOUSING

**Table 11** below depicts the current rural housing projects in the municipality. The Municipality has initiated approximately ten rural housing projects with a total yield of 6220 units. The completion of these projects is envisaged to be in the next three to four years.

The Rural housing projects are implemented mainly on communal land and are based on functional land tenure rights. The policy states that one household (umuzi) one house which means that each rural household qualifies for one house irrespective of the number of people that qualifies for a housing subsidy (HCM Human Sector Settlement Plan 2015-2020).

It is reported in the municipal Housing Sector Plan that approximately 866 households have not been catered for in any housing project. This figure is likely to have increased substantially taking into account in-migration into the HCM.

**Table 11: HCM Rural Housing Projects**

Project	Ward	Cluster	No. of Units	Total Budget
<b>KwaMadlala</b>	14	2	1000	R 126 954 730.00
<b>Oshabeni</b>	4 & 12	2	1000	R 128 571 480.00
<b>Kwandwalane (deep-rural)</b>	24 and portions of wards 3,20,21,22,and 23	3	1000	R 131 082 085.00
<b>KwaNdwalane (Peri-urban)</b>	Portions of wards .20,21,22,and 23	5	1000	R 116 597 510.00

<b>Gamalakhe (insitu-upgrading)</b>	Portions of wards 25,26,27,and 28	5	2 000	R 233 195 020.00
<b>KwaMavundla (additional)</b>	Portions of wards 25,26,27,and 28	5	100	R 8 483 488.00
<b>KwaXolo</b>	7 and 9	6	120	R 10 243 041.52
<b>KwaXolo (Phase 11)</b>	7 and 9	6	1000	R 155 699 322.82
<b>KwaXolo</b>	5,8, and 29	6	1000	R 127 663 310.00
<b>KwaNzimakwe</b>	8,10 and 11	7	1000	R 128 316 630.00

(Source: HCM Human Sector Settlement Plan, 2015-2020)

#### 14.8.2.3. GREENFIELD HOUSING DEVELOPMENTS

The greenfield development housing projects is one sector that has not been catered for and that has led to the municipality approve the such projects within the following areas:-

- Bhobhoyi;
- Meelewood; and
- Lot 7 Albersville

The Bhobhoyi development will allow for 1098 units, Merlowood will allow for 412 mixed income housing units and Lot 7 Abersville allowing for approximately 40 units. The projects will have a total yield of approximately 1 550 units and are at different stages of completion.

In Merlewood, it has been established that some of the housing units were built outside of the cadastral boundaries. However, this matter is being addressed.

**Table 12: HCM Rural Housing Projects**

Project	Ward	Cluster	No. of Units	Total Budget
Bhobhoyi Phase 11	20	3	1098	R 164 700 000.00
Merlewood Mixed Income Housing	17	2	412	R 30 492 699.48
Lot 7 Abersville	12	2	40	R 3 670 606.80

(Source: HCM Human Sector Settlement Plan, 2015-2020)

#### 14.8.2.4. SOCIAL HOUSING

According to HCM Human Sector Settlement Plan, 2015 the HCM has mandated the Hibiscus Coast Development Agency (HCDA) to implement the social housing programme. The HCDA is a municipal entity established in terms of the Municipal Finance Management Act (MFMA). It developed and submitted a business plan to the SHRA and is currently awaiting accreditation as a Social Housing Institution (SHI). The following sites were identified as Restructuring Zones, but only 3 of them were approved as such in January 2013.

- Erf 1675 Uvongo.
- Rem 26 of erf 4939 Marburg
- Erf 2319 Marburg
- Rem 1627 and erf 2309 Oslo Beach

#### 14.9. LAND FOR FUTURE HUMAN SETTLEMENT DEVELOPMENTS

As part of promoting integrated sustainable human settlements. The Department of Human Settlements (DHS) through its approved Comprehensive Housing Plan (CHP) for the Development of Integrated Human Settlements (Breaking New Ground [BNG]) policy have identified a number of land parcels within the municipal area for development of future sustainable human settlements. These land parcels are depicted in **Table 14**.

The BNG incorporates the following principles which will be achieved through the development of these projects in the Municipality:-

- Integrating subsidised, rental and bonded housing;
- Providing municipal engineering services at high level and being applied consistently throughout township;
- Providing ancillary facilities such as schools, clinics and commercial opportunities; and
- Combining different housing densities and types, ranging from single-stand units to double storey units and row houses.

#### 14.10. SETTLEMENT DENSITY

The Hibiscus Coast Municipality is predominantly urban with rural settlements dispersed across the municipal landscape. These settlements are found in both gentle and steep slopes. The location of most settlements in the municipality have been highly influenced by access routes, rugged terrain and social structure.

##### 14.10.1. HIGH DENSITY URBAN SETTLEMENTS

The urban settlements have the highest density. The areas that are leading include the main notable towns such as Port Shepstone, Margate, Port Edward, Hibberdene, Gamalakhe and coastal towns. These areas are located on relatively gentle slopes and allows for high accessibility.

##### 14.10.2. DENSELY POPULATED RURAL SETTLEMENTS

The densely populated rural settlements are found along the main roads. These are KwaXolo (i.e. Gcilinga, Enkulu and Duzane), KwaNdwalane/ Nsimbini (i.e. Murchison Flats, Boboyi, Madakane and Nyandezulu) and KwaMavundla (i.e. Thafeni and Nsangwini) as depicted in

##### 14.10.3. LOW DENSITY RURAL SETTLEMENTS

The low density settlements are mainly outlying peripheral settlements which include KwaXolo (i.e. Dumezulu, Thulawayeka, Mbecuka and Nkampini), KwaMadlala (i.e. Sentombi, Cabhane and Mambili) and KwaLushaba (i.e. Mgolobi).



**Table 13: Housing Projects and Budget in HCM**

PROGRAMME	PROJECT	WARD	CLUSTER	NO OF UNITS	TOTAL BUDGET	OVERALL BUDGET
<b>COMPLETED PROJECTS</b>						
Informal Settlement Upgrade	Louisiana	15	1	564	R 45 120 000.00	
Greenfield	Bhobhoyi Phase 1	20	3	699	R 41 940 000.00	
Greenfield	KwaLatshoda	1	7	600	R 48 000 000.00	
<b>TOTAL</b>			<b>completed</b>	<b>1863</b>	<b>R 135 060 000.00</b>	<b>R 135 060 000.00</b>
<b>SUKUMA SAKHE (COMPLETED)</b>						
Sukuma Sakhe	KwaMadlala	14	2	51	R -	
<b>TOTAL</b>			<b>completed</b>	<b>51</b>	<b>R -</b>	<b>R -</b>
<b>CURRENT PROJECTS</b>						
Informal Settlement Upgrade (urban)	Masinenge	3	5	882	R 155 699 322.82	
Informal Settlement Upgrade (urban)	Mkholombe	20	3	1000	R 149 557 000.00	
Informal Settlement Upgrade (rural)	KwaMadlala	14	2	1000	R 126 954 730.00	
Informal Settlement Upgrade (rural)	Oshabeni	4 and 12	2	1000	R 128 571 480.00	
Informal Settlement Upgrade	KwaNdwalane (deep rural)	24 and portions of wards 3,20,21,22,and 23	3	1000	R 131 082 085.00	

(Source: HCM Human Sector Settlement Plan, 2015-2020)

**Table 14: Land Parcel to be acquired for Human Settlement Development**

<b>Proposed Usage</b>	<b>Owner/Seller/Agent</b>	<b>Property Description</b>	<b>Proposed Development</b>
<b>Future housing developments (different density and typologies)</b>	Mr Dammont	Portion 15 (of 7), Portion 16 (of 7) and Remainder of 7 of the Farm Success No. 7108 – (Twin Stream Estate Pty (Ltd.))	<ul style="list-style-type: none"> <li>▪ The property measures 25.22 hectares.</li> <li>▪ The site has already obtained DFA.</li> <li>▪ The property can yield 281 residential sites, 1 multi-use retail (commercial site), 7 public open spaces, 1 crèche, 1 worship site, 1 parking site and 11 public roads.</li> </ul>
<b>Future housing developments (different density and typologies)</b>	Mr NV Chetty	Portion 8 (of 4) of the Farm Louisiana No. 3239, Portion 46 (of 7) of the farm Louisiana No. 3239 and Portion 34 of the Farm Sanderstead No. 15566	<ul style="list-style-type: none"> <li>▪ The property measures 88.35 hectares.</li> <li>▪ The property can yield 557 residential sites, 1 worship site, 1 education site, 1 crèche, 1 commercial site, 5 public open spaces and 7 conservation sites.</li> </ul>
<b>Future housing developments (different density and typologies)</b>	Ugu District Municipality	Erf 2554 Marburg and Rem 1627 – (UGu District Municipality)	As this stage there is no approved layout plans
<b>Integrated Residential Housing Programme (mixed income housing)</b>	Mr Frik Pieterse Mr MM Gumede	Portion 1 of Lot 7 Marburg Settlement 5344 - (Mr Frik Pieterse) Lot 5 Marburg Settlement No. 5214 – (Mr MM Gumede)	<ul style="list-style-type: none"> <li>▪ The site has been planned, surveyed, and serviced. The property yields 164 sites which have been serviced. The property measures 40.46 hectares</li> </ul>
<b>Integrated Residential Housing Programme (mixed income housing)</b>	Mr Tony Kay	Consolidated Lot 1561 Shelly Beach. – (Mr Tony Kay). The property is located 6 km from the town of Port Shepstone towards Shelly Beach, 500m from Esayidi FET College's Oslo Beach Campus; it is next to South Coast Mall, 2km from Shelly Beach Industrial Area, and 400m from the proposed Hightech College. The property is situated right in the heart of	<p>The site has been planned, surveyed, and serviced</p> <p>The property measures 88 hectares.</p> <ul style="list-style-type: none"> <li>▪ The ROD and DFA are both in place and the Township is Registered</li> <li>▪ The property can yield 335 residential sites plus 200 to 300 flats. But by rezoning two of the four phases to General Residential 3, you can reduce the number of sites to 180 but build an extra 678 flats to create a mixed use development e.g. Cornubia in the North Coast of KwaZulu-Natal Province</li> </ul>

		Shelly Beach area.	<ul style="list-style-type: none"> <li>There is no commercial site on the property, 5 private open spaces, 1 proposed crèche, 1 proposed place of worship, and 5 private roads.</li> <li>The property is serviced with Roads &amp; Storm water , Water, Electricity &amp; Sewer Development can start immediately</li> <li>The Development will create about a 1000 jobs during construction and 3000 permanent jobs post construction.</li> </ul>
<b>Integrated Residential Housing Programme (mixed income housing)</b>	Parry Anthuriums cc T/A/Orgi Nursery	Erf 21, Portion 1, Margate (1.4758 hectares).Remainder of Erf 21, Margate, (4407 meter square) . Remainder of Erf 2709, Margate (1384 meter Square)	Site will be required for extension of Masingenge slums Clearance Housing Project. Still to be undertaken- Feasibility Study/valuation/bulk infrastructure/ planning/funding.
<b>Future housing developments (different density and typologies)</b>	Mr Chinnasami	The farm Lot 1 Marburg Settlement No, 5213 (20 2343 Hectares)	Still to be undertaken- Feasibility Study/valuation/bulk infrastructure/ planning/funding.
<b>Future housing developments (different density and typologies)</b>	Mr SG &HA Moodley	Remainder – Remainder of Erf 2177, Marburg (15198 hectares)	Still to be undertaken- Feasibility study/ valuation/bulk infrastructure/ planning/funding.

(Source: KZN Department of Human Settlements, 2015)

## 15. SOCIAL FACILITIES

### 15.1. HEALTH AMENITIES

According to the UGu District Municipality 2014/15 IDP, the district has 75 health facilities within their jurisdiction which range from mobile clinics to regional hospitals, 53 of these facilities are located within Hibiscus Coast Municipality with four (4) 24 hour clinics located in Gamalakhe, Izingololweni, Gcilima and Ntabeni. Hibiscus Coast Municipality has the following breakdown of health facilities:

- 4 mobile clinics;
- 16 clinics;
- 1 community health centre;
- 1 District hospital; and
- 1 Regional hospital

Hibiscus Coast Municipality has a population of 256 135. According to the CSIR Guidelines for the Provision of Social Facilities in South African Settlements (2012), social facilities required for large towns/regional service centres with a catchment size of 100 000 - 350 000 people require the following health facilities:-

**Table 15: CSIR Guidelines for the Provision of Social Facilities in South African Settlements (2012)**

CSIR Guidelines for the Provision of Social Facilities in South African Settlements (2012)	
Average Threshold (population)	Facilities
300 000 - 900 000 people	District Hospital
100 000 - 140 000 people	Community Health Centre
24 000 - 70 000 people	Primary Health Clinic

**Map 7** depicts the number of health facilities within the Hibiscus Coast Municipality. It is clear that the municipality is well provided with clinics and hospitals, but there is a backlog of Community Health Centres. It is reported in the Hibiscus IDP Review 2015/16 that due to migration of individuals from the Eastern Cape to access health

services in Hibiscus Coast Municipality has hampered the level of service delivery and creates an impression of major backlogs in provision of health facilities. The utilisation of health services within HCM is the highest among the District of uGu.

### 15.2. SAFETY AND SECURITY

#### 15.2.1. POLICE STATIONS

Hibiscus Coast Municipality is populated with seven (7) police stations located in the following areas:-

- Port Shepstone;
- Port Edwad;
- Ramsgate;
- Gamalakhe;
- Melville;
- Hibberdene; and
- Margate.

According to CSIR Guidelines for the Provision of Social Facilities in South African Settlements (2012), in HCM there should be a police station for every 60 000-100 000 people. With seven police stations, it can be said provision is recommended to meet the said standards. However, crime is in a continuous increase. According to the crime statistics for the period April 2014 to March 2015, the overall crime has increased within Hibiscus Coast Municipality. Police visibility in urban areas is relatively high, yet in rural areas access to police and visibility is not at a desired level.

### 15.3. EDUCATIONAL FACILITIES

The UGu District Municipality's 2014/15 IDP Review indicates that educational levels in the UGu region enrolment levels are higher at the primary and high school level, with both accounting for 75% of the District total population, which most is located within the Hibiscus Coast Municipality. Whilst access to tertiary education and FET colleges is at low level.

The educational facilities seem to be fairly spread amongst different parts of the municipal area. Ironically the well-developed coastal urban strip does not boost with lots of facilities are located in the rural hinterlands of the municipality.

Where future schools are to be provided in close proximity to a Node the possibility of locating the facility in or as close to the node as possible should be considered. The number of schools and classrooms to be provided in future will be dependent on size and condition of existing facilities and the pressure experienced by the Department on existing facilities. Densification of existing settlements will also require the provision of additional educational facilities.

According to 2011 census, HCM has the following demographics in relation to education:

**Table 16: Level of Education on Hibiscus Coast Municipality**

South African Census 2011				
Some Primary School:61514	Primary School finished:11869	Some Secondary School:71071	Completed Matric:46789	Higher Education:18632
No Schooling: 13647				

(Source: Stats SA, 2011)

## 15.4. SPORTS AND RECREATION

There are approximately 29 sports facilities within the Hibiscus Coast Municipality as depicted in. The municipality administers most of these sport facilities. The application of planning standards indicates that at least one sport complex is required per 50 000 people and therefore the area can be considered to be well provided with these facilities. Recreational facilities form an important aspect within a community. It provides a place for physical activity, as well as a space for social functions where people can gather and interact.

## 15.5. OTHER COMMUNITY FACILITIES

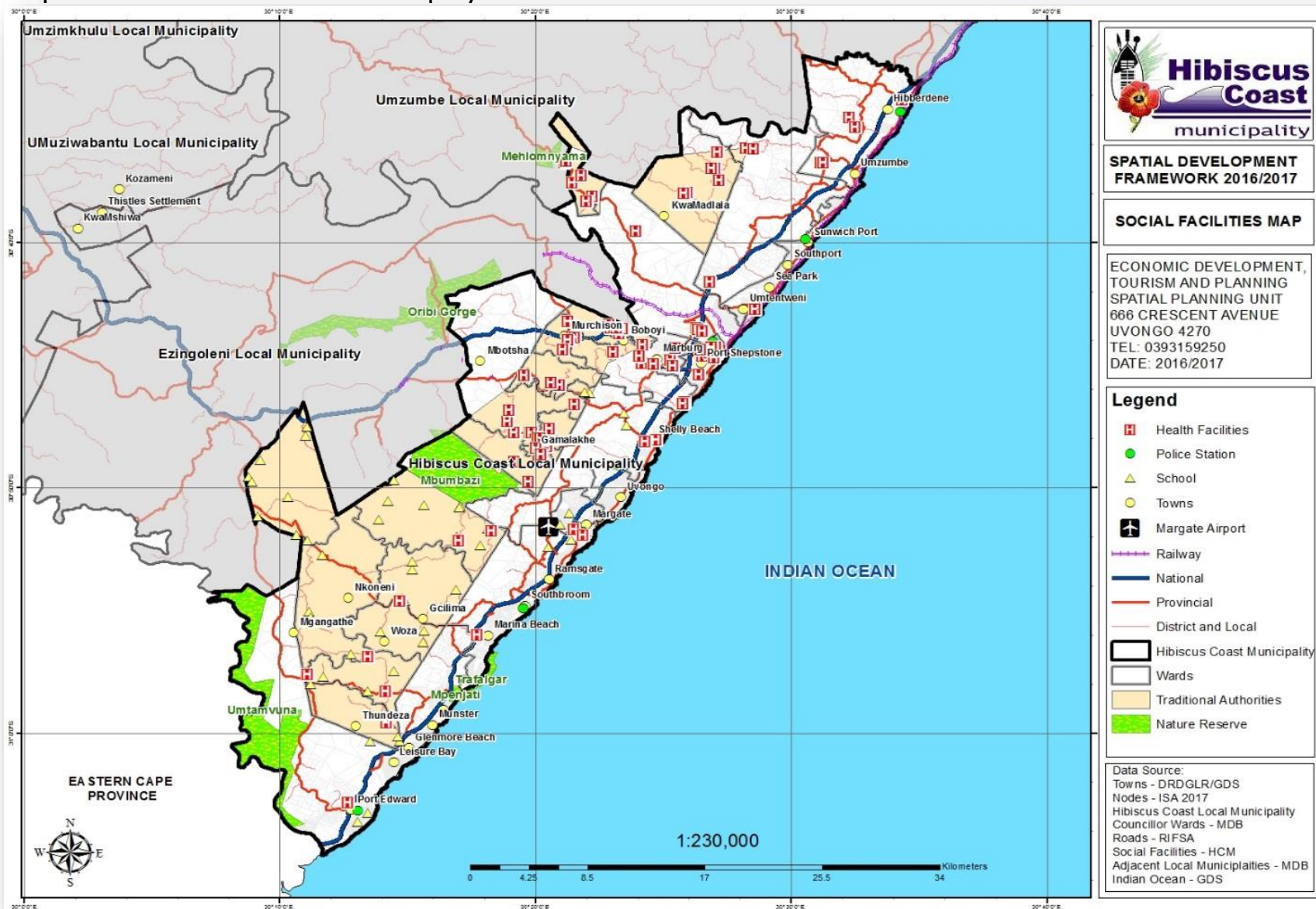
### 15.5.1. THUSONG CENTRES AND COMMUNITY HALLS

Hibiscus Coast Municipality has four Thusong Centres and 19 community halls. The Thusong Centres are located in KwaNzimakwe (Thongazi), Nyandezulu, There are approximately KwaMadlala and KwaXolo (Gcilima), whilst 10 community halls are located within tribal land i.e.:-

- 2 Mavundla Tribal Council;
- 4 KwaXolo Tribal Council;
- 2 Lushaba Tribal Council;
- 1 Ndwalane Tribal Council; and
- 1 Nzimakwe Tribal Council.

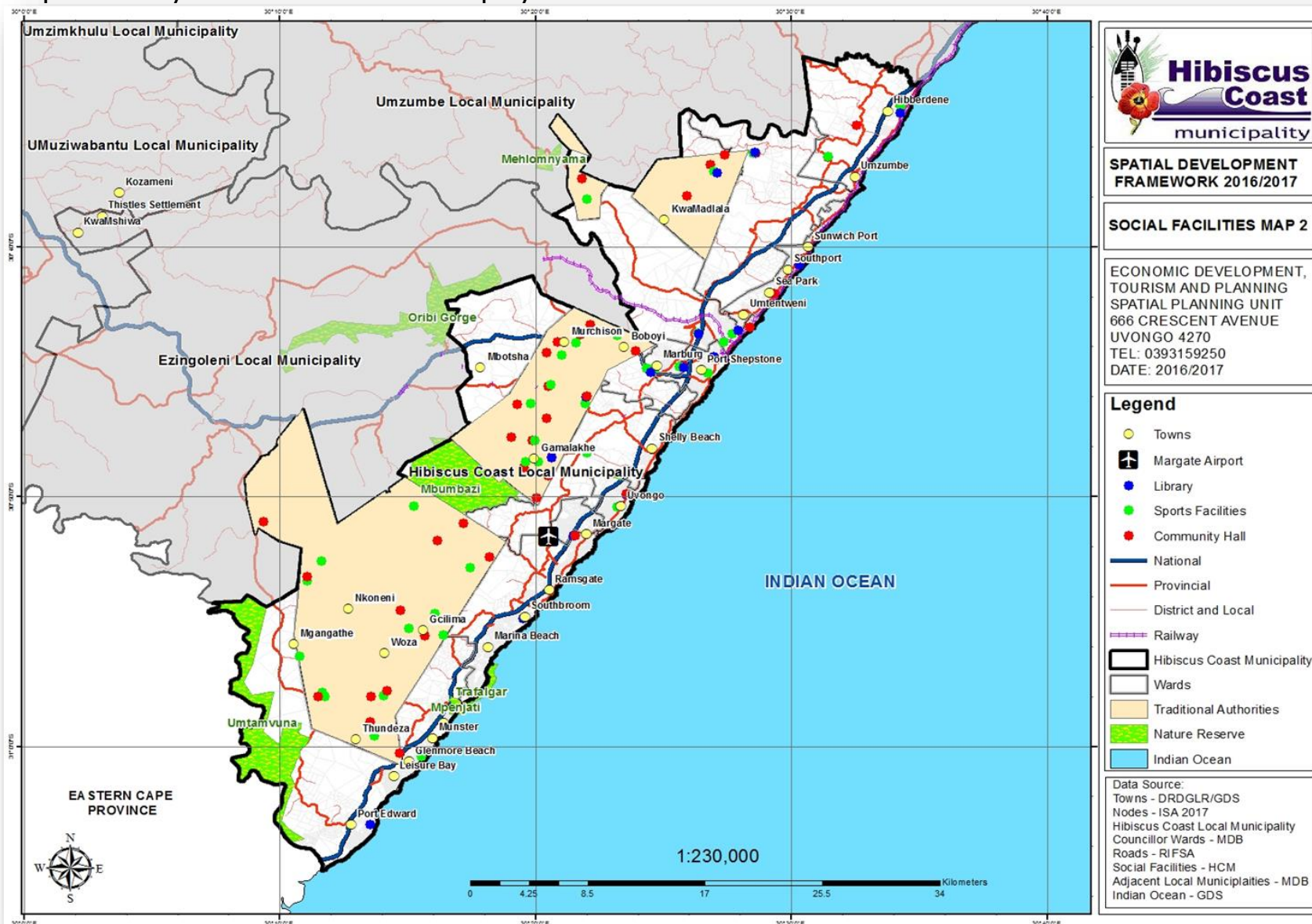
Within the urban areas there are 9 community halls located in Margate, Port Shepstone, Hibberdene, White City( Albersville), Uvongo, Umtentweni and Gamalakhe. According to the CSIR Guidelines for the Provision of Social Facilities in South African Settlements (2012), a large community hall is required for a population of 60 000 , within a travel distance of 10 km. It needs to be noted that as much as there are 19 halls, there is a shortfall of approximately 4 halls, for Hibiscus to be in line with the aforementioned standards

**Map 7: Social Facilities in Hibiscus Coast Municipality**





**Map 8: Community Facilities in Hibiscus Coast Municipality**





## 16. MOVEMENT NETWORK SYSTEMS

### 16.1. PUBLIC TRANSPORT SYSTEM

Public transportation in Hibiscus Coast Municipality is highly accessible, particularly within the suburban areas. The rural settlements within HCM are highly influenced by factors of accessibility and proximity to public transport routes. These settlements tend to develop or concentrate along ridgelines and create a complex web. This is usually where transport routes run, which provides people with easy access to public transport that links them to areas that provide a range of services and public facilities.

The main public transport routes which play a significant role in the economic growth of the Municipality include the N2, R61, R102 and R620. A majority of these roads connects the rural settlements with the urban settlements. The main mode of public transport in the municipality is mini-buses (taxis). People living within the suburban areas move on foot or use private cars and those coming from rural settlements use mini-buses which are their main mode of transport.

The Municipality has a number of dedicated taxi ranks. The main taxi rank which services the entire municipality is the Port Shepstone Taxi Rank. This taxi rank not only services the entire municipality, but also services taxis from surrounding towns i.e. EThekweni, Pietermaritzburg, Scottsburg, etc.

#### 16.1.1. INTERMODAL PUBLIC TRANSPORT FACILITY

In addition to the public transport system, the Municipality has put forward an initiative for development of the Intermodal Public Transport Facility with high order commercial mix. The facility in essence will be bus and taxi rank and a mall to be in Port Shepstone current bus and taxi rank. The informal economy will also be promoted within this development to promote integration between the formal and the informal economy.

**Figure 2: Port Shepstone Intermodal Facility**



(Source: Intermodal Facility Presentation, 2016)



(Source: Intermodal Facility Presentation, 2016)

## 16.2. AIR TRANSPORT

The Municipality is also characterised by air transport which plays a significant role in the economic growth of the municipality. The Margate Airport is located on the southern part of the municipality. The main airline operator is Cemair Airline. The airline has had over 5 000 passengers flying from O.R Tambo International Airport in Johannesburg and Margate.

The operation of the Margate Airport has tremendously grown from one return flight schedule to at least two flights on Sunday, Monday and Fridays.

The Department of Corporative Governance and Traditional Affairs (CoGTA) has greatly contributed to the infrastructural development of the airport. The KZN Treasury has a project of revitalising all regional airports, in which Margate Airport is identified as one of the airports to be revitalised in terms of infrastructural development.

### ▪ KZN Regional Airport Strategy

Such revitalisations will be addressed through the formulation of a *KZN Regional Airport Strategy* which aim at providing local municipalities with solutions on how to effectively manage their airports. The Provincial Treasury has identified a gap between airports operation and their administration by local municipalities in which they are located.

Municipal legislation has excluded airports from the definition of “essential municipal services” which had major consequences (KZN Regional Aviation Strategy, 2015).

This has negatively impacted on the implementation of infrastructural developments or maintenance strategies of local airports. This has also hindered airports in providing essential emergency services and connectivity to other local and metropolitan areas.

## 16.3. NON- MOTORISED TRANSPORTATION

### 16.3.1. PEDESTRIAN WALKWAYS

The pedestrian access is embedded within main transportation roads through development of pedestrian walkways. Most of these pedestrian walkways are visible along roads servicing the suburban or urban areas such as Shelly Beach, Margate, Uvongo, etc. Major towns such as Port Shepstone are characterised by deteriorated pedestrian infrastructure which require upgrading and maintenance.

### 16.3.2. PAVEMENTS

Some towns within the municipal area such as Port Shepstone and the peri-urban town such as Gamalakhe are characterised by undefined spaces related to movement. Even though there is an attempt to provide sidewalks/ pedestrian walkways; there are still some sections of the municipal area, particularly those within the Port Shepstone town which still require extensive developments of pavements. Pedestrians are in conflict with informal traders along roads servicing the Port Shepstone town, particularly roads that are servicing the Port Shepstone taxi rank.

### 16.3.3. PARKING

The Municipality is further characterised by limited parking spaces, particularly in towns highly characterised by commercial and mixed use activities. Such towns include Port Shepstone, Margate and Shelly Beach. It is important that the municipality invest in developing open public parking spaces particularly in areas that carry the majority of the municipal economic growth.

## 17. SPATIAL ANALYSIS

### 17.1. MAJOR LAND USES

The Hibiscus Coast municipality is characterised by a mixture of land uses which come together to make-up the built environment of the municipality. These include places of living, work and recreation. The quality of these places is what fosters a functional, healthy and an efficient built environment. The major land uses include but are not limited to the following:- (Refer to Map 11)

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#### 17.1.1. RESIDENTIAL SETTLEMENTS

The main component of the municipality is made up of residential component which include the following:-

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#### 17.1.2. URBAN SETTLEMENTS

The main urban centres/ settlements within the municipal area are Port Shepstone, Margate and Port Edward. These serves as the main towns for the municipal area with the highest agglomeration of commercial activities. These towns are surrounded by the associated formal peri-urban settlements such as Gamalakhe. Other urban settlements are located along the coastal strip of the municipal area which include Hibberdene, Umtentweni, Umzumbe, Sea Park, Sunwhich Port, South Port, Shelly Beach, Uvongo, Ramsgate, South Beach, Marina Beach, Munster and Leisure Bay.

These towns also play a significant role as tourism towns which are mainly located along the R620 better known as Marine Drive. These towns are also surrounded by associated formal suburbs and have a number of commercial and entertainment activities within which were introduced in order to embolden this tourism environment.

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#### 17.1.3. RURAL AND TRADITIONAL SETTLEMENTS

There majority of the inland area is occupied by rural villages and settlements. These are spread within different parts of the administrative boundaries of traditional authorities. These villages and settlements have a number of commercial and social activities within them. The kind of commercial activities are limited to small local convenient shops, taverns as well as scale manufacturing activities (block making) and personnel services such as salons and small scale agricultural activities (ploughing field and food gardens). The rural settlements of the municipality are mostly Traditional Areas which are being administered by Ingonyama Trust Board. Such Traditional Areas include:-

- KwaNdwalane
- KwaXolo
- KwaMavundla
- Lushaba
- KwaNzimakwe; and

- Madlala.

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#### 17.1.4. INFORMAL RESIDENTIAL

The Municipality is characterised by a number of informal settlements which include Bhobhoyi, Louisiana, Masineneg and Mkholombe. These settlements are located in the inland areas of the municipal area with only Masineneg Informal Settlements located within the Coastal Town of Margate.

Informal Settlement Upgrade projects are currently underway in the eradication and upgrading of the informal settlements.

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#### 17.1.5. INDUSTRIAL HUBS

The SDF Review 2015/16 together with the Town Planning Scheme adopted in November 2014 has identified a large extent of land which is delineated for industrial use in the coming years. The main industrial land identified include the Izotsha Industrial Development Corridor which is a theatre of manufacturing and storage/ warehouse activities within the municipal area. The coverage of this area stretches to include properties located along the Izotsha Road, N2 and R102.

Other industrial activities are found in towns such as Marburg and Port Shepstone which also extensively contribute in the economic growth of the municipality.

The municipality has identified land along Izontsha Corridor and Hibberdene and Margate for future industrial development. Some of the projects which are in the pipeline within the industrial hubs include:-

- **Technology Hub:** is to be located in Izotsha Corridor on REM of ERF 494 Shelly Beach and the site is 60 hectares. The project will house the following land uses:-
  - Residential
  - Mixed use residential
  - Commercial; and
  - Light industry.

The land is owned and managed by Hibiscus Coast Local Municipality. The land is planned to be subdivided in the near future and there is a management and council resolution to use a portion of the site for a technology hub. The site will be



subdivided according to the technology hub Master Plan and the Municipality will allow for adequate zoning of land in future according to the requirements of the technology hub. The current market value of land is R16 666 000.00.

Phase 1 of the project is already underway and is envisaged to be completed in March 2016.

The main aim of the project is to bring in innovation, creativity and sustainability which will result in positive externalities towards the economic growth of the Municipality.

**Figure 3: Proposed Site for Development of the Technology Hub**



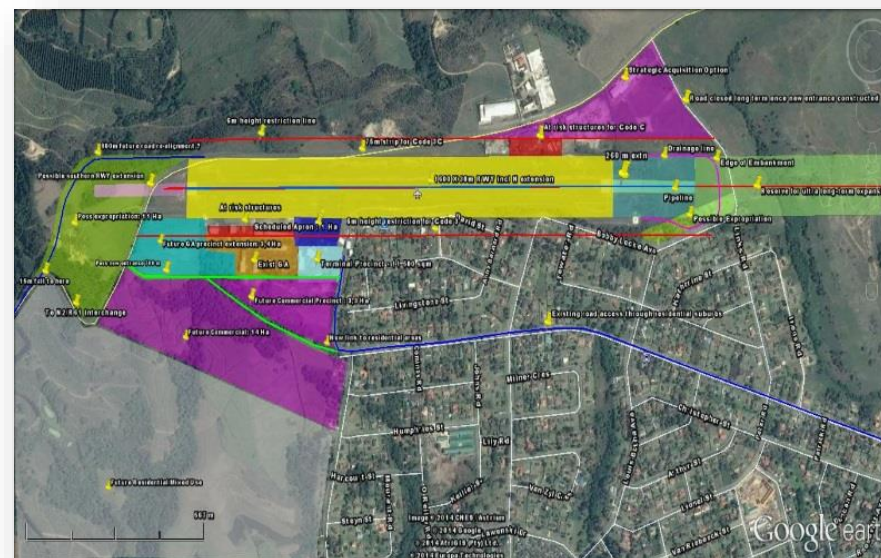
(Source: KwaZulu-Natal Regional Innovation and Technology, 2015)

#### ■ Margate Airport Master Plan

The KZN Provincial Treasury has come up with an initiative to support local municipalities in KwaZulu-Natal in upgrading and providing airport infrastructure related resources. This initiative also aims at improving the local economic growth of municipalities thus ensuring that airports located in small Municipalities operate effectively and contribute positively to municipal economic growth and development.

In response to this, HCM has called for the formulation of a Master Plan for the Margate Airport. This project aims at improving the current airport infrastructure and surrounding land uses which will focus on supporting the current use of the Margate Airport. Some of the land uses to be introduced will include promoting space allocation for retail, parking, agro-processing industrial, logistics, mixed use, residential, etc.

**Figure 4: Margate Airport Master Plan**



(Source: Margate Airport Master Plan Presentation, 2015)

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#### 17.1.6. AGRICULTURE

Hibiscus Coast Municipality has an abundant amount of agricultural land which is geographically located between the urban and rural areas in the form of commercial and subsistence agricultural farms. The majority of commercial land which is deemed to be Primary Agricultural Land is found along the coastal towns of the municipality with Secondary Agricultural Land located in Traditional Settlements and is purely utilised for subsistence farming.

The agricultural pattern within the area is primarily due to the undulating topography, which prescribes the available land parcels out of the valley lines and along other major structuring elements. The agricultural industry is a prominent feature within the KwaZulu-Natal south coast, and therefore becomes a predominant land use within the area. The predominance is due to the rich natural resources and climatic conditions, which allow for the farming of produces such as sugar, bananas, pawpaw's, coffee, tea and exotic nuts along the coast, maize, legumes, cattle, vast pine, wattle and eucalyptus plantations inland.

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### 17.2. LAND USE MANAGEMENT

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#### 17.2.1. URBAN GROWTH BOUNDARY

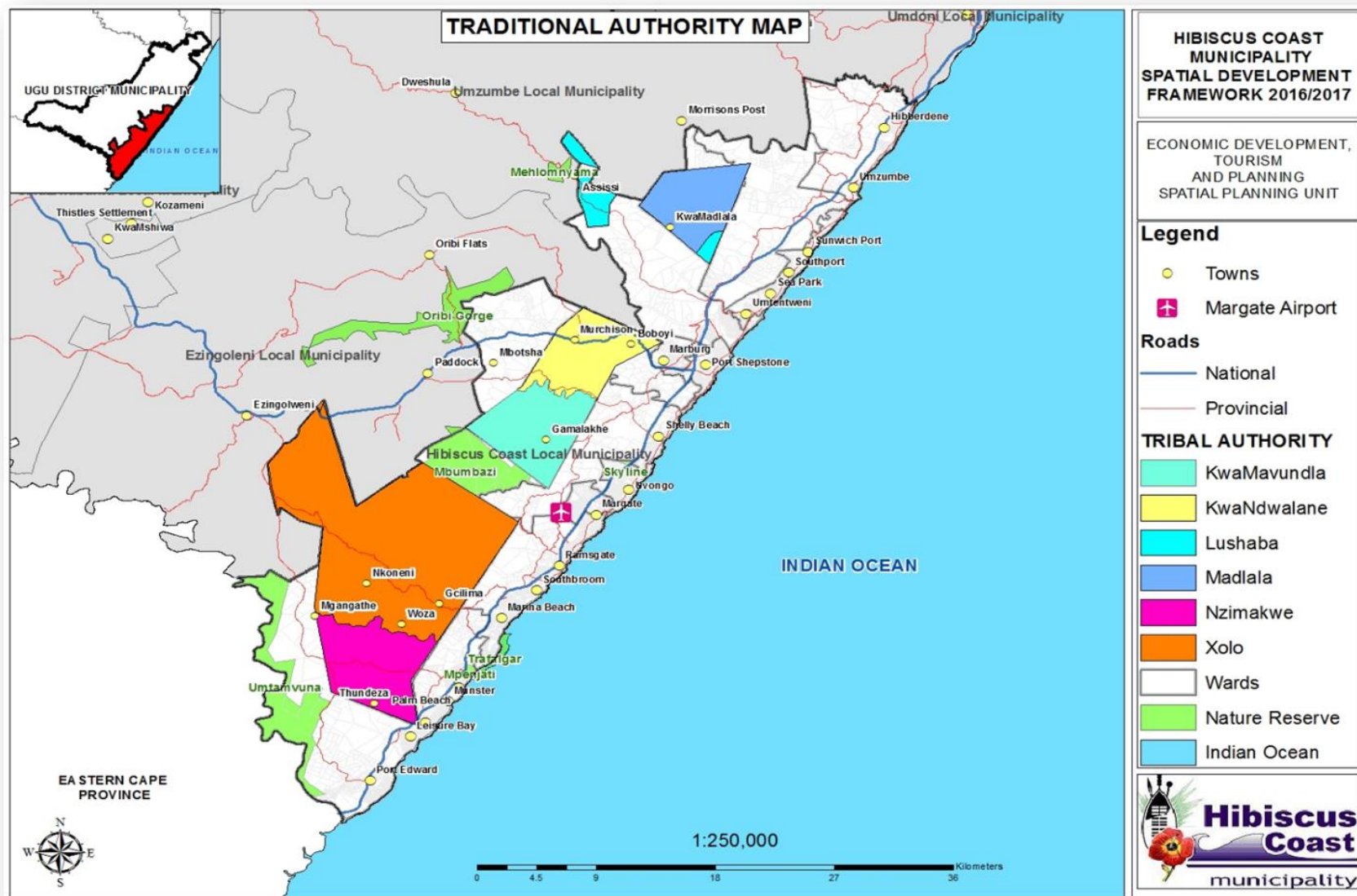
The Hibiscus Coast Municipality believes that it is critical to establish some form of limitation to settlement expansion and that, without such limitations a variety of negative developmental impacts will emerge. Such development impacts may include the following:-

- The potential extensive destruction of agricultural and wilderness land and places of high amenity;
- Very low densities which make the delivery of viable and efficient public transportation virtually impossible;
- Extremely inefficient use of utility services;
- The inadequate provision of social and commercial facilities, since spread thresholds are too low to create acceptable levels of provision;
- Places which are extremely expensive and inconvenient in which to live;

- Counters the creation of small-scale economic activity, because of a lack of vibrant local markets.

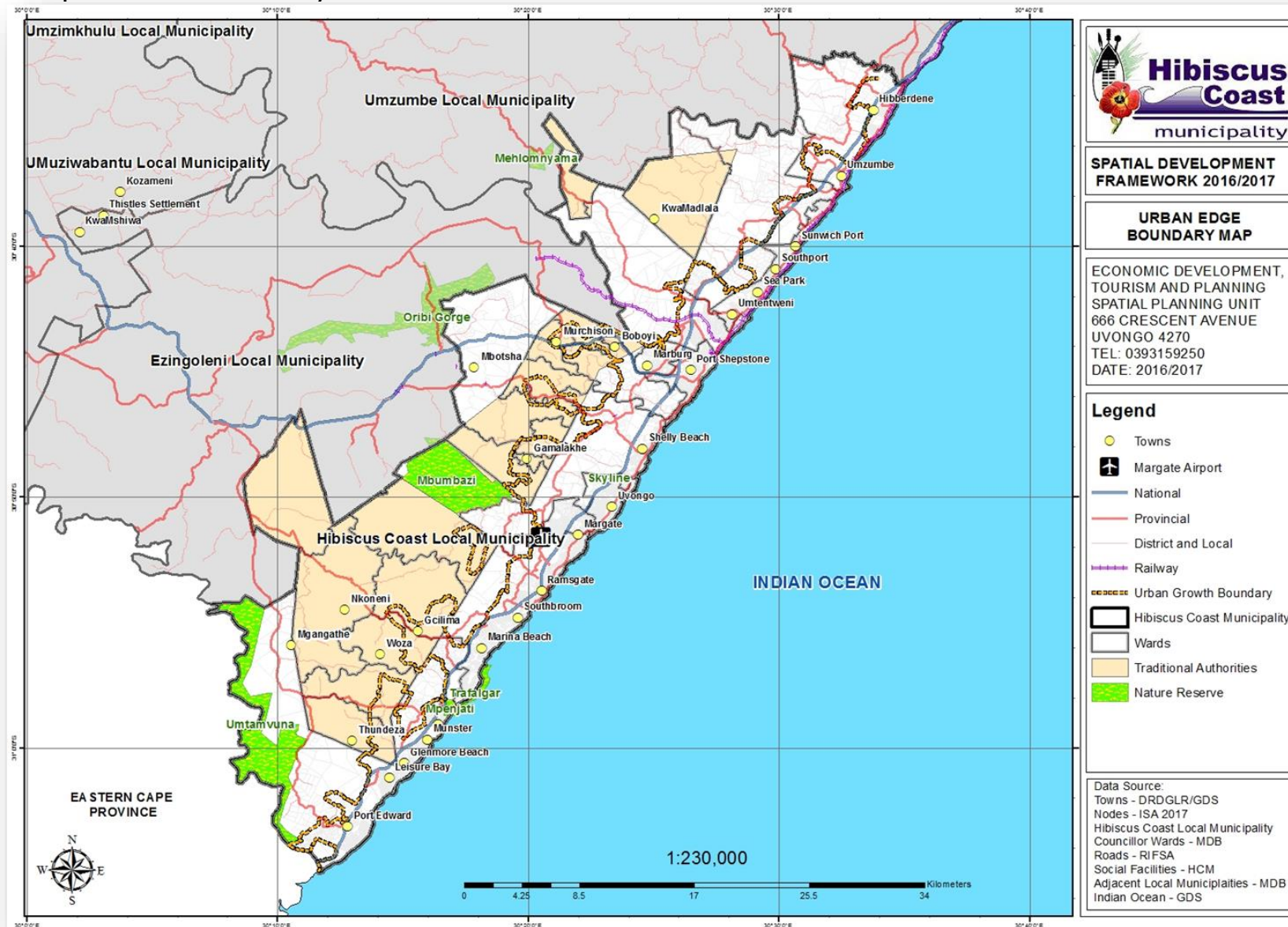
To prevent these potential negative impacts, key urban and intensification areas need to be identified and delineated mainly around the core settlement of Hibiscus Coast Municipality. Map 10 depicts the municipal urban growth boundary. This boundary runs mainly along the coastal towns of the municipal area and the peri-urban towns such as Gamalakhe which are likely prone to urban sprawl and fragmentation. The demarcation of this boundary therefore prevents such from happening and for the municipal towns to be managed in more organised and integrated manner.

**Map 9: Traditional Settlements**

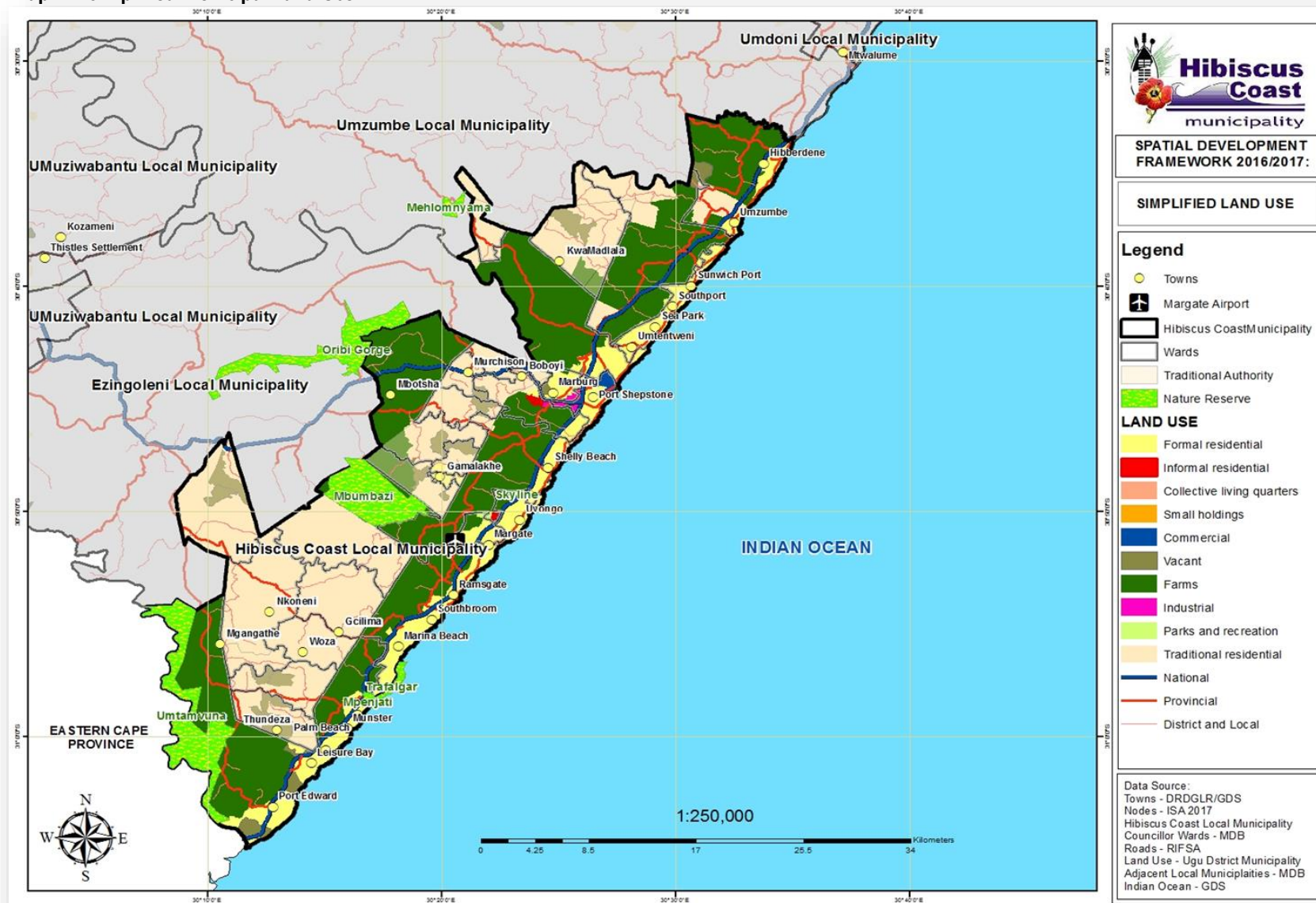




**Map 10: Urban Growth Boundary**

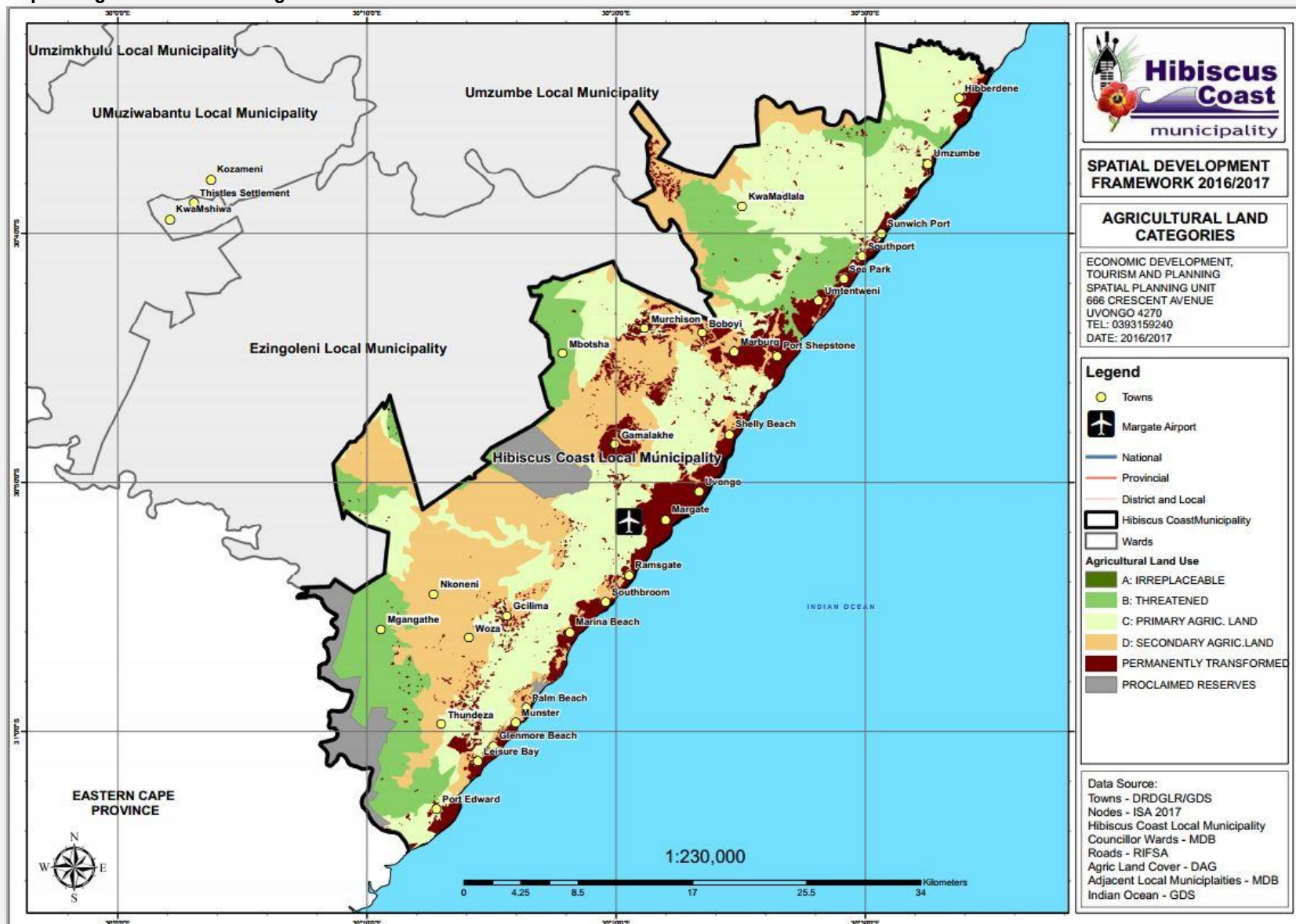


Map 11: Simplified Municipal Land Use





Map 12: Agricultural Land Categories



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### 17.2.2. LAND USE MANAGEMENT IN URBAN AREAS

Land Use in Hibiscus Coast Municipality is subjected to four sets of planning regulations which include the following:-

- Formulation of Town Planning Scheme which was adopted in November 2014;
- The Rural Land Use Management Systems (LUMS) which were adopted in December 2015;
- The Spatial Planning and Land Use Management Act (Act No. 16 of 2013) better known as SPLUMA; and
- The Subdivision of Agricultural Land Act (Act No. 70 of 1970).

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### 17.2.3. LAND USE MANAGEMENT IN TRADITIONAL COUNCIL LAND

Traditional councils undertake land use management with the support of the Provincial Department of Cooperative Government and Traditional Affairs (COGTA) and Ingonyama Trust. Ingonyama Trust plays a supportive role which involves issuing lease agreements. The system is not based on any mapping, but collective memory. Settlement areas are clearly separated from grazing land and sites set-aside for public facilities is well known among community members. Boundaries are also not surveyed but shared among neighbours. The process does not provide for the participation of local government despite its responsibility for spatial planning.

Challenges facing Traditional Councils in this regard are as follows:

- Need to balance land tenure and use rights against need for development. The land tenure rights of the members of a community extend beyond a portion of land allocated to each household and include grazing, firewood collection, harvesting of herbs, etc.
- Changes in land use pattern including encroachment of settlement into high potential agricultural land. This occurs in a context where the government is calling for communities to protect agricultural land, and engage in food production.
- There is a lack of clarity on the factors that should be taken into account when allocating land for a range of uses. Some households are located on areas

prone to flooding, community facilities are located on poorly accessible areas, uses with serious environmental impact are found within settlements.

- There is a lack of standards and norms for the allocation of different land uses. Traditional authority areas have not benefited from spatial planning nor has the relevant authorities developed norms and standards for land rights allocation and an effective use of land. As a result, there is no common practice/pattern in the manner in which Traditional Councils deal with the issue of land allocation generally.
- Overlapping land rights arising from the lack of proper systems and procedures, and technical support. This is common in areas where a number of Permission to Occupy has been issued close to each other.

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## 17.3. LAND LEGAL ISSUES

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### 17.3.1. LAND OWNERSHIP

Land ownership within Hibiscus Coast is diverse but the dominant owner within the inland is Traditional Council and Ingonyama Trust. Most of the land is privately owned or either owned by corporate within the coastal urban areas.

Ownership of some of the remaining intermediate pockets are unknown and some are under the ownership of the State or the Municipality. State owned and Municipal land is more visible in Port Shepstone with one sizable piece wedged between two large portions of the Ingonyama Trust inland as depicted in **Map 13**.

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### 17.3.2. LAND REFORM

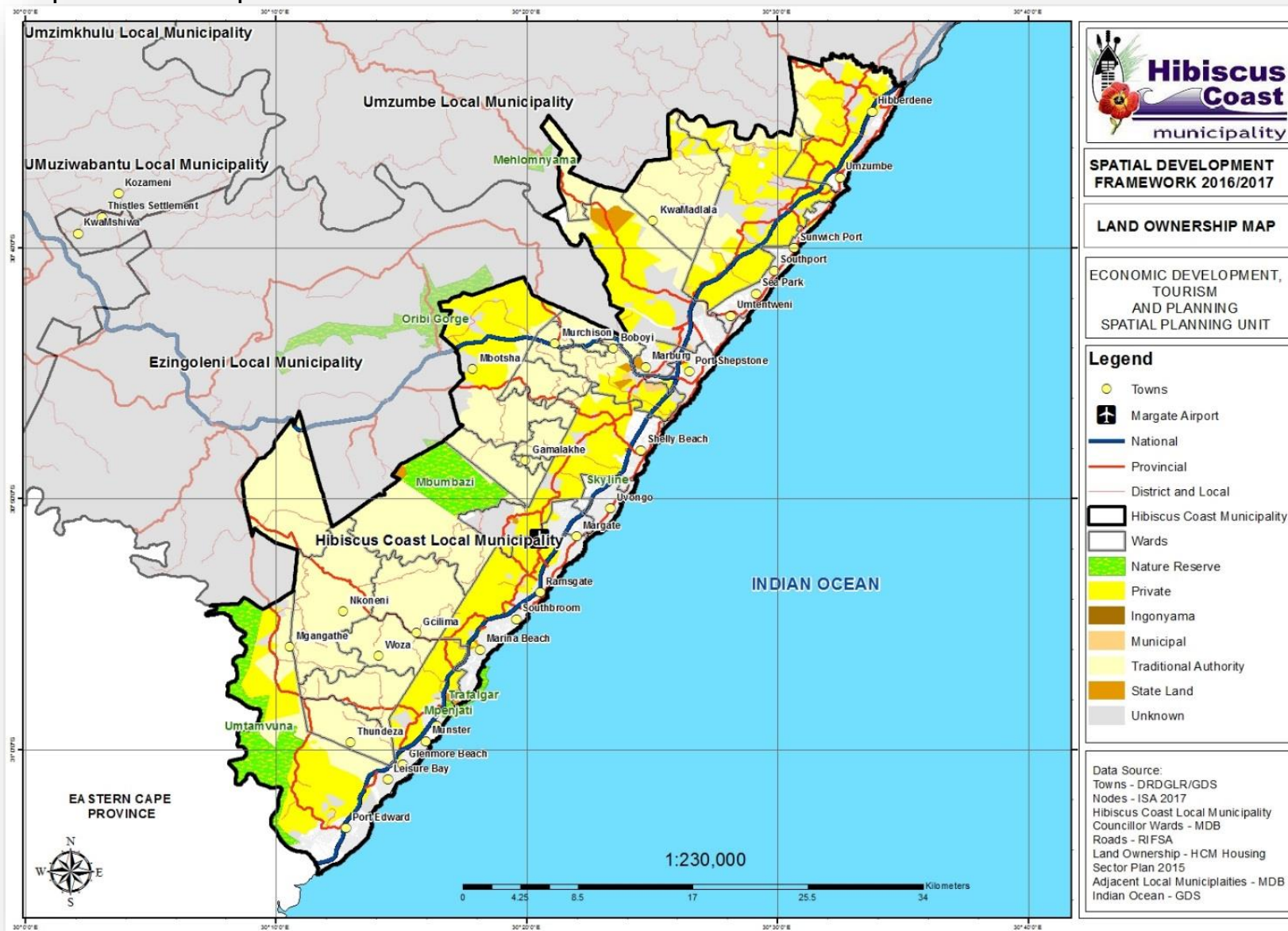
The Restitution of the Land Rights Amendment Act (Act No. 48 of 2003) was passed by the government of South Africa in order to offer solutions to people who had lost their land as a result of racially discriminatory practices such as forced removals. This included people who were dumped in Bantustans and put under traditional leaders.

**Map 14** depicts both the gazetted and transferred restitution land claims in the Hibiscus Coast Municipality. These claims runs from the northern section of the

municipality in Hibberdene and down to the southern section of the municipality in Mgangathe and Thundeza towards Port Edward.

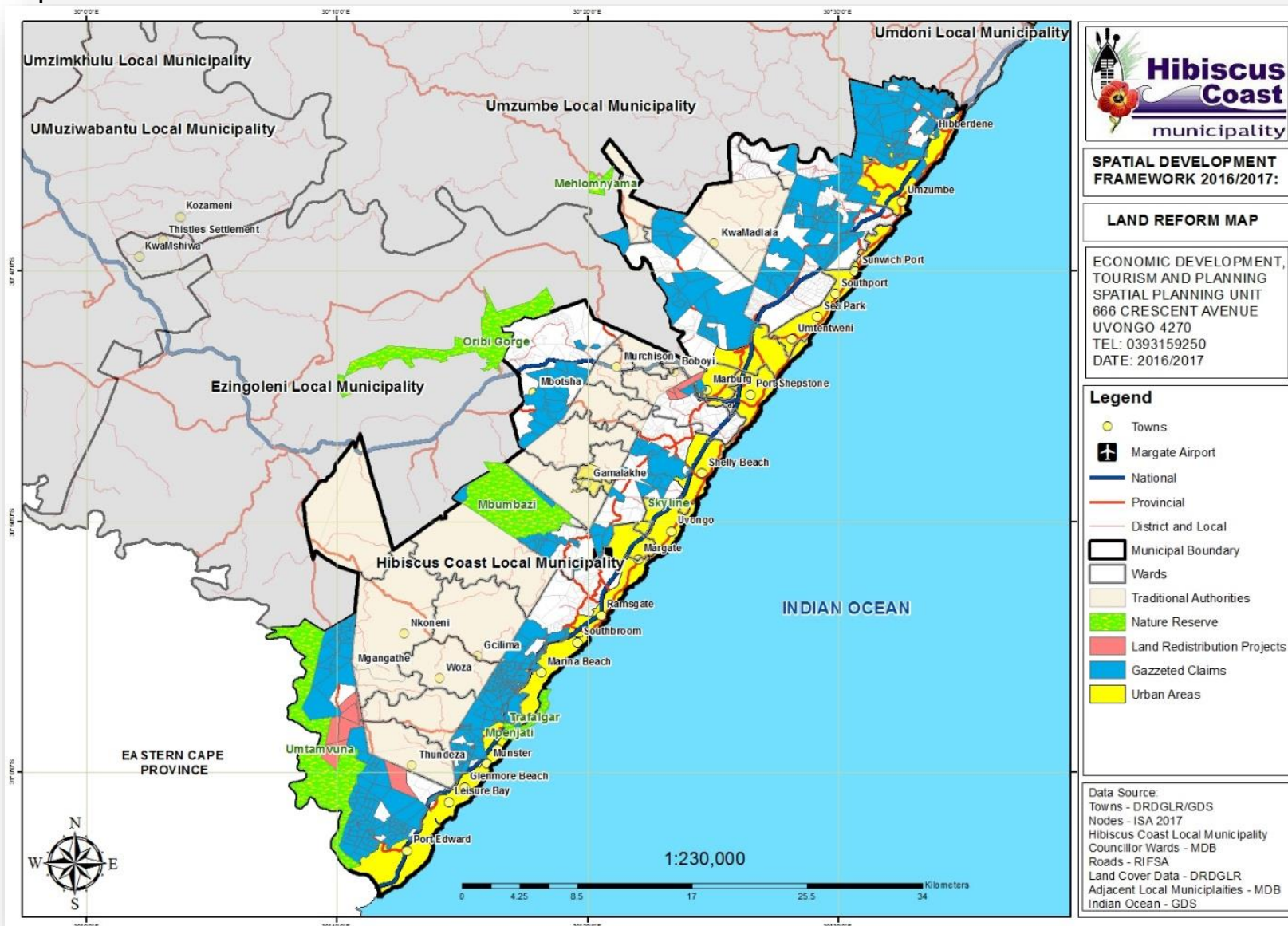
It should be noted that the majority of these claims lies within Traditional Council land and the Municipal Nature Reserve, particularly Umtamvuna Reserve. It is important that the Municipality consult with the Department of Rural Development and Land Reform to enquire about the proposed land use on these gazetted claims in order to ensure that the proposed land use claims will not have an adverse impacts on the environment of vice versa.

**Map 13: Land Ownership**





**Map 14: Land Reform**



## 18. ENVIRONMENTAL ANALYSIS

### 18.1. BIOPHYSICAL ELEMENT

The *Biophysical Environment* is the symbiosis between the physical environment and the biological life formed within the environment. The biophysical environment can be divided into two categories: the natural environment and the built environment, with some overlap between the two.

The following section will provide details in respect to the Hibiscus Coast Municipality:-

#### 18.1.1. CLIMATE

Climatic conditions in the KZN province are largely influenced by the warm Indian Ocean which is along the east region. As such, the location of Hibiscus Coast has much influence on its climate and temperature, and is characterised by favourable conditions throughout the year. The average summer temperatures within the area range from 25 – 27 degrees Celsius while winter temperatures are between 10.2 - 13.8 degrees Celsius.

#### 18.1.2. RIVERS AND WATER CATCHMENTS

The Municipality is richly blessed with numerous naturally occurring water bodies which range from riverine systems, wetlands, wet marshes and most importantly the ocean. Most rivers run in an easterly direction from high altitudes and finally channelling into the warm Indian Ocean. The most important rivers in the context of the Municipality are:

- Mzimkhulu River
- Mtamvuna River
- Mbizana River
- Vungu River
- Mzumbe River

- Mzikhulwane River

The banks of these rivers contain high value biodiversity such as natural vegetation and ecosystems. The Municipality is also characterised by a number of wetlands areas which are connected to the major catchments areas such as the rivers and the ocean. As can be seen on **Figure 5** below the Mzimkhulu and Mtamvuna are the two major perennial rivers found in HCM. According to the Ugu Biodiversity Sector Plan (2014) the sub-quaternary catchments for the Mzimkhulu, Mtamvuna and portions of the Mtwalume catchment have been identified as National Freshwater Ecosystem Priority Areas (NFEPA) which are a priority for meeting national aquatic conservation targets. Furthermore, it is also important to note that these two major perennial rivers are identified as being in a good condition (A/B class) despite the current levels of modification in the district (Ugu Biodiversity Sector Plan). In the context of HCM, the Uvungu River is identified as being moderately affected by modification (C-class).

**Figure 5: Major rivers in the Ugu District**

Major River Name	Type	River Length (km)	River Condition (NFEPA)	Free Flowing River (NFEPA)
aMahlongwa	Perennial	33.6	B	Yes
iFafa	Perennial	64.1	C	
Goxe	Perennial	1.5	B	Yes
iLovu	Perennial	37.5	C	
Mbizana	Perennial	32.1	C	
Mkomazi	Perennial	69.2	A/B	Yes
Mpambanyoni	Perennial	73.2	B	Yes
Mtamvuna	Perennial	144.1	B	Yes (Flagship FFR)
Mtwalume	Perennial	59.1	A/B	
Mzimkhulu	Perennial	130.5	B	Yes (Flagship FFR)
Mzimkhulwana	Perennial	141.9	A/B	
Mzinto	Perennial	35.8	D	
Mzumbe	Perennial	75.4	B	Yes
uMgababa	Perennial	6.4	B	
Vungu	Perennial	32.6	C	
Weza	Perennial	43.0	A/B	Yes (Flagship FFR)

(Ugu Biodiversity Plan, 2014)

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#### 18.1.3. LAND COVER

The Hibiscus Coast Land cover includes the majority of the coastal towns being extremely transformed and built up with the majority of the inland mostly comprising of cultivated commercial agriculture and cultivated subsistence agriculture. Land cover indicates the availability of natural resources as well as the way in which the land is used. Cultivated subsistence agriculture is mainly found in the traditional rural areas of Mgangathe, Woza and extends to the north to the KwaMadlala traditional area. Dense bushland and forests is scattered throughout the municipal area but is dominant in the outskirts of coastal towns and most agricultural land areas as depicted in **Map 16**.

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#### 18.1.4. SLOPE

The slope is generally flat along the coast and within the immediate adjoining farming areas. However the terrain is different in the inland parts of the Municipality, with some parts being characterised by very steep and undevelopable land. Steep terrains are mostly found in rural areas of KwaXolo, KwaMadlala and KwaMavundla. This is due to the mountainous conditions of these areas and the existence of major river catchments (Refer to **Map 17**).

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#### 18.1.5. SOIL TYPE

Soil is a natural body consisting of layers (soil horizons) of minerals of variable thicknesses, which differ from the parent materials in their morphological, physical, chemical, and mineralogical characteristics. It is composed of particles of broken rock that have been altered by chemical and environmental processes that include weathering and erosion. Soil differs from its parent rock due to interactions between the lithosphere, hydrosphere, atmosphere, and the biosphere. It is a mixture of mineral and organic elements that are in solid, gaseous and aqueous states.

The most dominant soil type within the Hibiscus Coast Municipality is the Glenrosa soil which comprises of very rare lime in uplands soils and generally absent in low-lying soils.

This soil type is visible across the municipal area including areas within the Traditional Council (Refer to **Map 18**).

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#### 18.1.6. VEGETATION

The Hibiscus Municipal area is characterised by the *KwaZulu-Natal Coastal Belt* covering 90% of the Municipal area including the traditional areas. The municipal protected areas are characterised by *Pondoland-Ugu Sandstone Coastal Sourveld* with pockets of *Northern Coastal Forests* embedded within these protected areas as depicted in **Map 19**.

It is of important to note that the vast range of vegetation types currently classified as critically endangered due to excessively high levels of modification. Conservation of remaining viable remnants of these vegetation types is particularly important to secure biodiversity attributes characteristic of these areas. Therefore, it is important for all planning in HCM to happen in a manner that does not pose negative effects to vegetation and in addition, should begin to stress the importance of preserving vegetation.

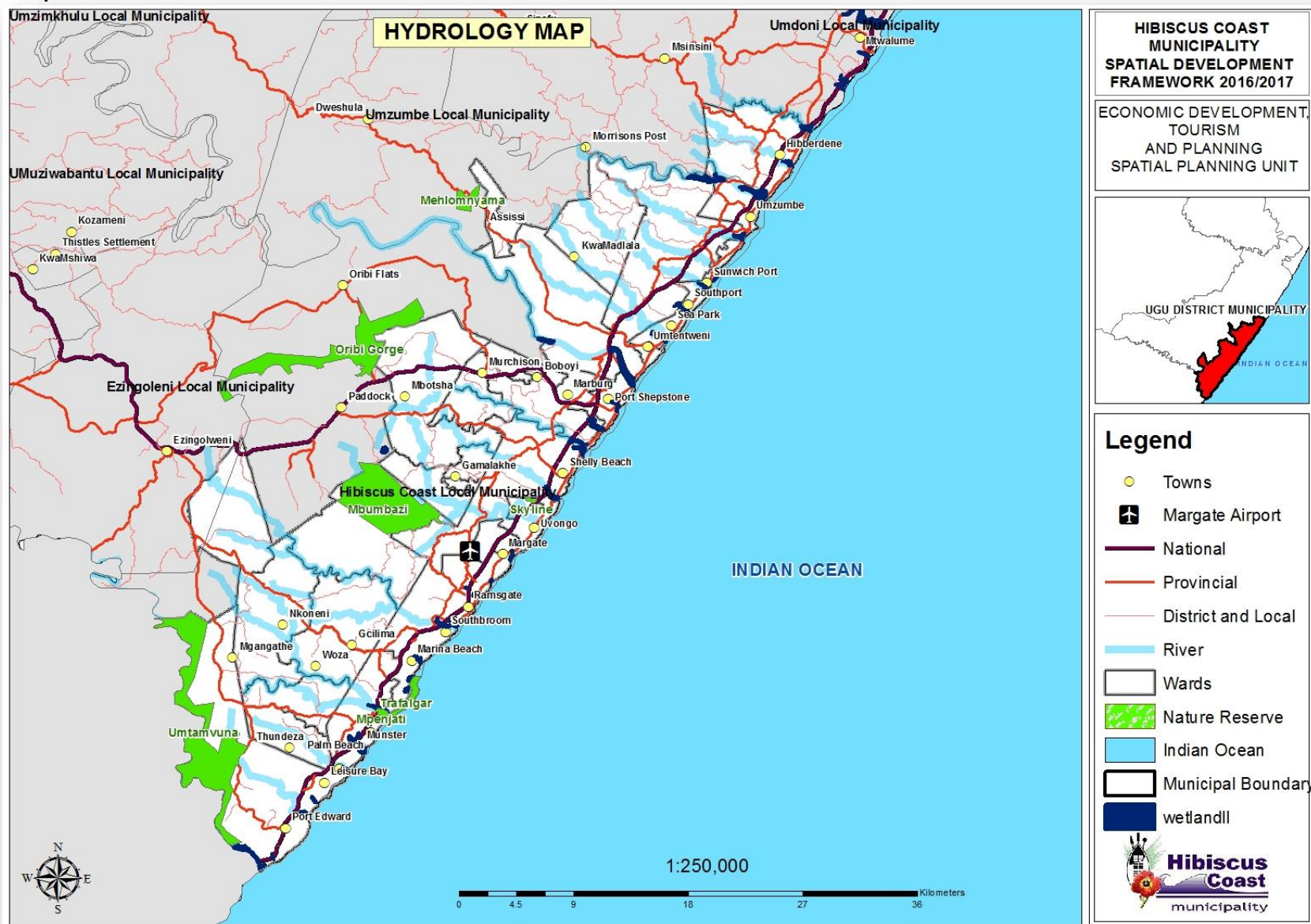
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#### 18.1.7. GEOLOGY

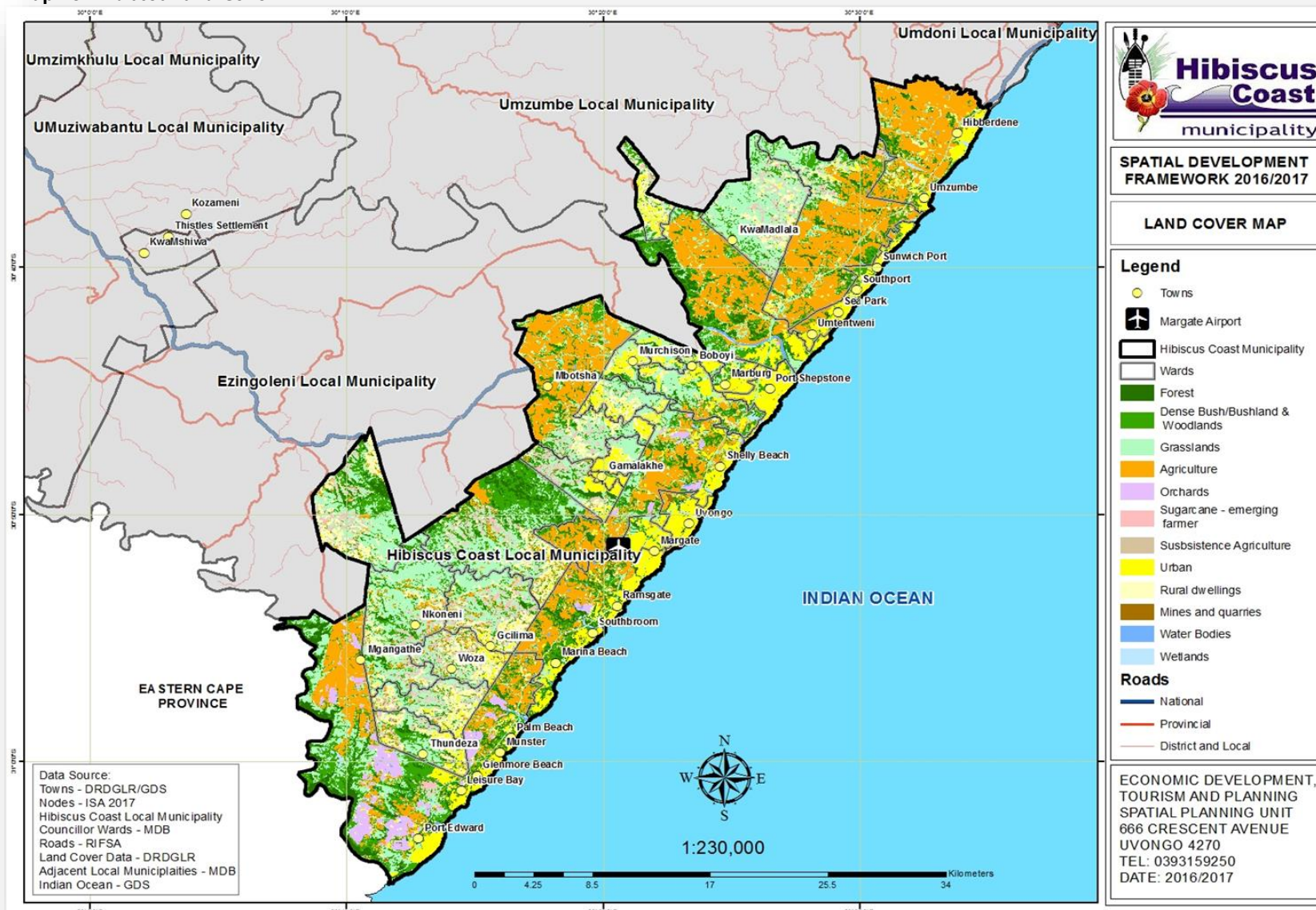
The soil geology of the area indicates that Hibiscus Coast is covered by ten geological formations. The predominant is Margate Granite, followed by Msikaba Formation and Mzumbe Granitoid Suites. Margate gneiss originates from a high grade metamorphic rock which implies that it has been subjected to higher temperatures and pressures. It is formed by the metamorphosis of granite, or sedimentary rock. Gneiss displays distinct foliation, representing alternating layers composed of different minerals (Refer to **Map 20**).



**Map 15: Rivers and Wetland**

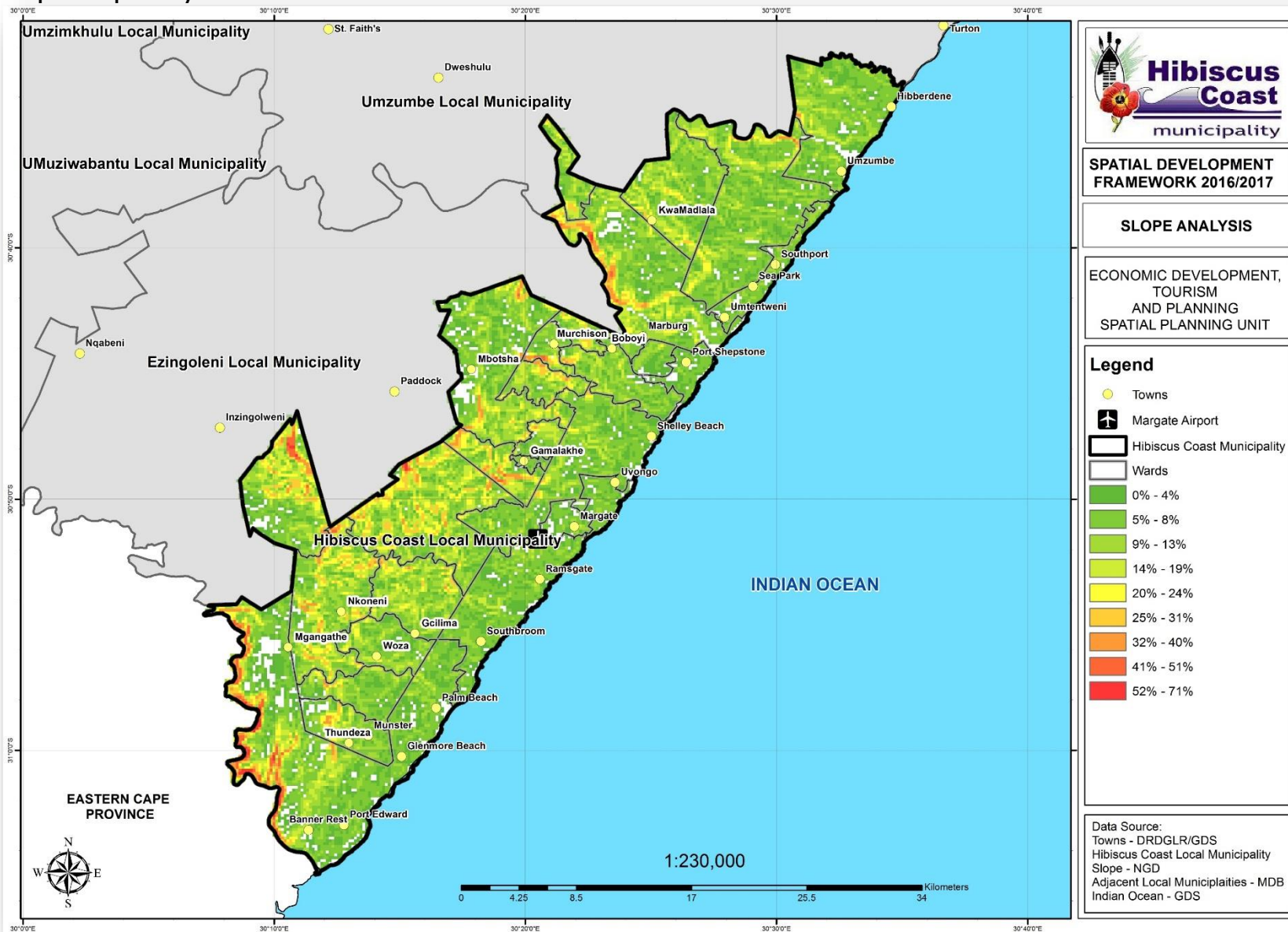


**Map 16: Hibiscus Land Cover**



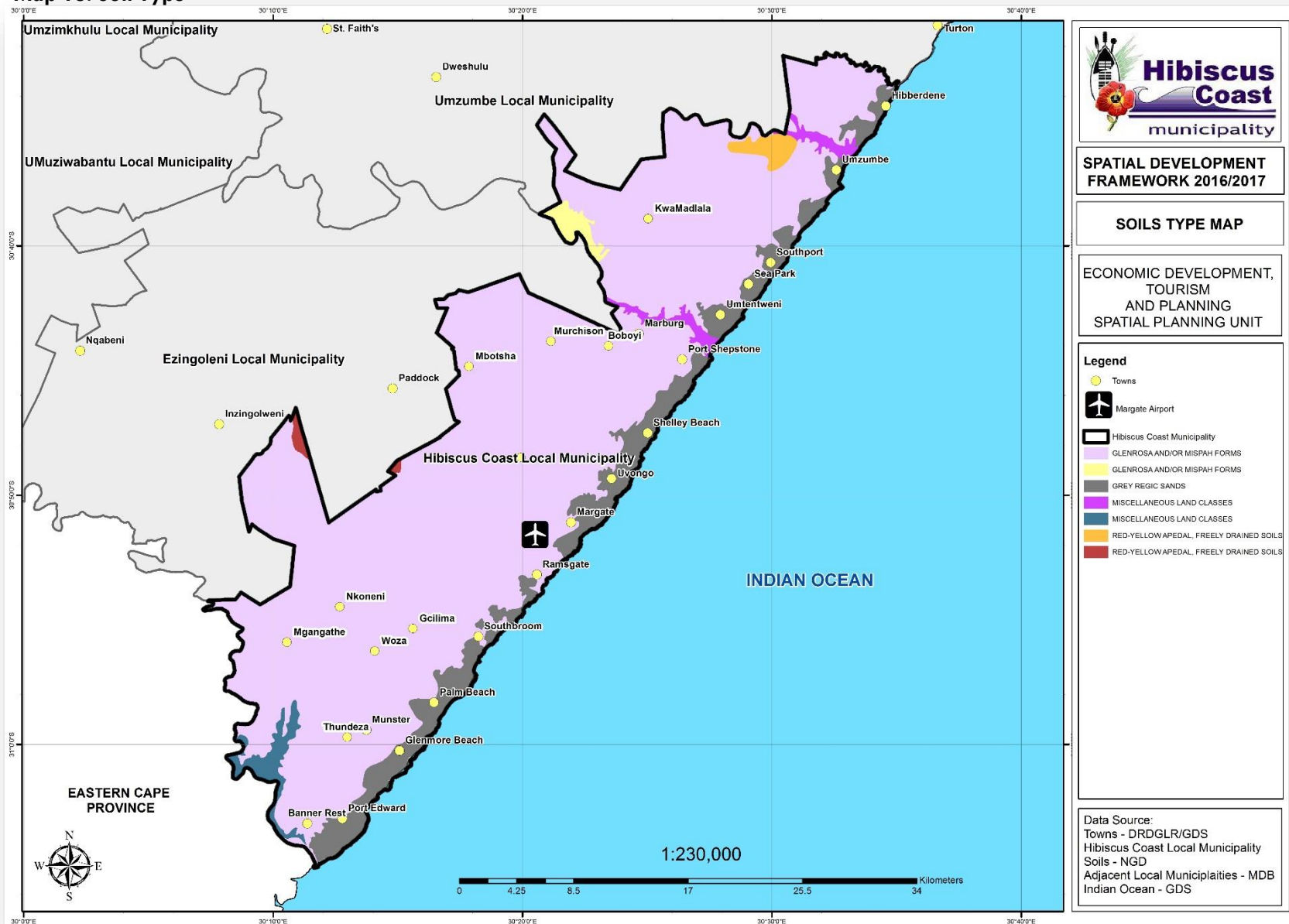


**Map 17: Slope Analysis**

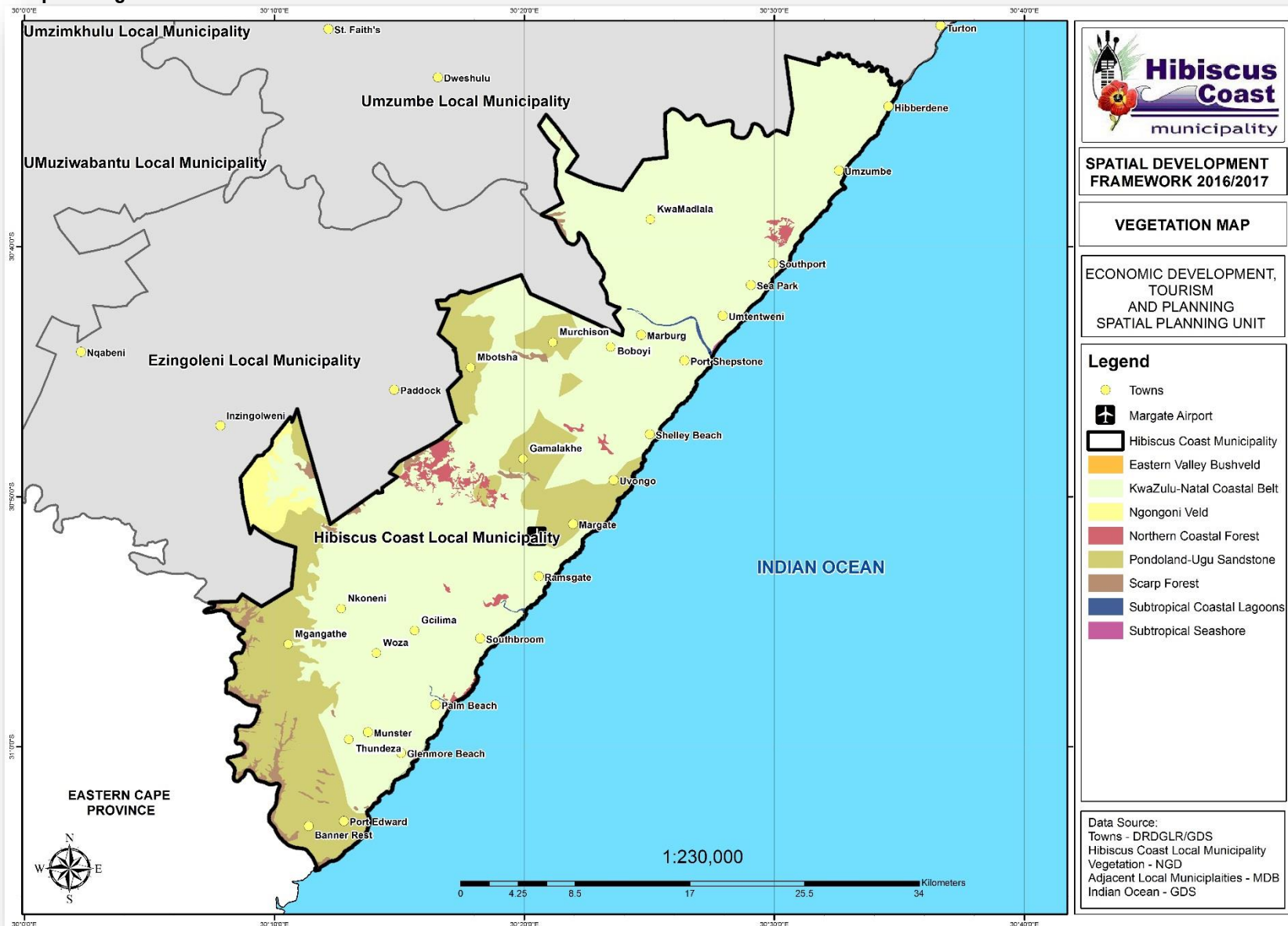




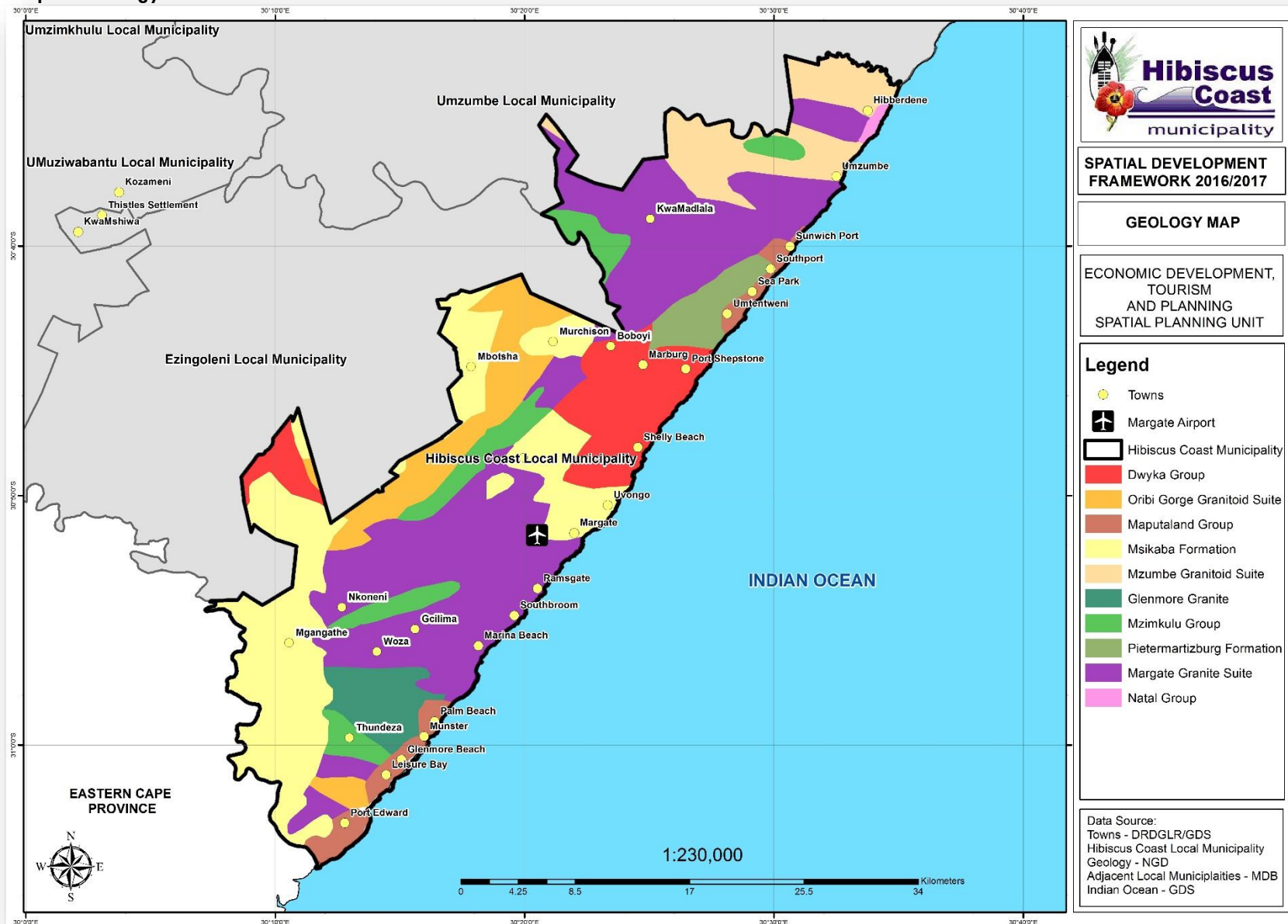
**Map 18: Soil Type**



**Map 19: Vegetation**



**Map 20: Geology**



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## 18.2. BIOLOGICAL ELEMENTS

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### 18.2.1. COASTAL MANAGEMENT

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#### 18.2.1.1. BLUE FLAG BEACHES

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Blue Flag South Africa describes the Blue Flag status as “an international award given to beaches, boats and marinas that meet excellence in areas of safety, amenities, cleanliness and environmental standards”. The Municipality has seven (7) beaches which have attained the prestigious Blue Flag status, namely;

- Southport Beach;
  - Umzumbe (Pumula) Beach;
  - Hibberdene Beach;
  - Ramsgate Beach;
  - Marina Beach;
  - Lucien Beach, and
  - Trafalgar Beach
- 

#### 18.2.2. REGIONAL CONSERVATION CORRIDORS

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The KZN PGDS, 2011 identifies 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 these Conservation Corridors, it implies both that the rich natural environment should contribute to 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.

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#### 18.2.3. LOCAL CONSERVATION CORRIDORS

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Ecological resources are irreplaceable and should thus be one of the major structuring elements guiding the development of the municipality instead of ad-hoc and unplanned development taking precedence, and such spaces becoming merely uncontrolled open spaces.

As a result, the SDF has identified and recognised two conservation corridor traversing the municipality into Ezingoleni Local Municipality. This conservation corridor runs from Umtamvuna on the southern boundary of the municipal area going into Ezingoleni Local Municipality. The second corridor is connected to Oribi Gorge also traversing into Ezingoleni Local Municipality. Both the Umtamvuna and Oribi Gorge are declared formal protected areas. It is important that development along these corridors be controlled.

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#### 18.2.4. CONSERVATION AND PROTECTED AREAS

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Conservation in South Africa is managed through a system of protect areas as set out in the National Environmental Management Act, 1997 (Act No. 107 of 1997) and the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003). In terms of these acts, the system of protected areas in South Africa consists of the following kinds of protected areas:-

- Special nature reserves, nature reserves (including wilderness areas) and world heritage sites;
- Specially protected forest areas, forest nature reserves and forest wilderness areas declared in terms of the National Forests Act, 1998 (Act No. 84 of 1998); and
- Mountain catchment areas declared in terms of the Mountain Catchment Areas Act, 1970 (Act No. 63 of 1970).

In terms of NEMA the purpose with conservation and environmental management is:

- 1) *“Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural and social interests equitably.*
- 2) *Development must be socially, environmentally and economically sustainable.*

- 3) (a) Sustainable development requires the consideration of all relevant factors including the following:
- i) that the disturbance of ecosystems and loss of biological diversity are avoided, or, where they cannot be altogether avoided, are minimised and remedied;
  - ii) that pollution and degradation of the environment are avoided, or, where they cannot be altogether avoided, are minimised and remedied;
  - iii) that the disturbance of landscapes and sites that constitute the nation's cultural heritage is avoided, or where it cannot be altogether avoided, is minimised and remedied;
  - iv) that waste is avoided, or where it cannot be altogether avoided, minimised and re-used or recycled where possible and otherwise disposed of in a responsible manner;
  - v) that the use and exploitation of non-renewable natural resources is responsible and equitable, and takes into account the consequences of the depletion of the resource;
  - vi) that the development, use and exploitation of renewable resources and the ecosystems of which they are part do not exceed the level beyond which their integrity is jeopardised;
  - vii) that a risk-averse and cautious approach is applied, which takes into account the limits of current knowledge about the consequences of decisions and actions; and
  - viii) that negative impacts on the environment and on people's environmental rights be anticipated and prevented, and where they cannot be altogether prevented are minimised and remedied.”<sup>1</sup>

#### 18.2.5. TERRESTRIAL PROTECTED AREAS

The municipality is characterised by four (4) protected areas which are tabulated below:-

**Table 17: Formally Protected Areas**

SITE	DATE PROCLAIMED	EXTENT (HA)
<b>Mbumbazi Nature Reserve</b>	Formally Proclaimed (1986)	2022.9
<b>Mpenjati Nature Reserve</b>	Established by EXCO Resolution (1985)	94.9
<b>Umtamvuna Nature Reserve</b>	Formally Proclaimed (1971)	2653.0
<b>Skyline Nature Reserve</b>	Formally Proclaimed (1986)	17.1

(Source: uGu Biodiversity Plan, 2014)

There are two (2) other formally protected areas of significance which border the municipality namely:-

**Table 18: Formally Protected areas outside the Municipal border**

SITE	DATE PROCLAIMED	EXTENT (HA)
<b>Oribi Gorge Nature Reserve</b>	Formally Proclaimed (1950)	1745.7
<b>Mehlomyama Nature Reserve (Managed by DWA)</b>	Formally Proclaimed (1908)	160.6

(Source: uGu Biodiversity Plan, 2014)



#### 18.2.6. MARINE PROTECTED AREAS

The municipality is characterised by one formally marine protected area which is mainly the **Trafalgar Marine Reserve**. This reserve was formally proclaimed in 1970 and it is approximately 552Ha in extent. This is also recognised as one of the Municipal Aquatic CBA.

#### 18.2.7. BIODIVERSITY STEWARDSHIP

In KZN, at least 80% of the important biodiversity lies outside formally protected areas, on privately or communally owned land.

The Biodiversity Stewardship Programme, initiated by Ezemvelo KZN Wildlife and now managed by Wildlands Conservation Trust, helps to secure some of these areas for long-term biodiversity conservation while maintaining the productivity of the landscape for landowners as well.

Stewardship processes identify land of critical importance for biodiversity conservation and/or the provision of ecosystem services and encourage private and communal landowners to engage in biodiversity conservation and other sustainable land use practices.

They maintain ownership of their land, receive guidance and management assistance, and are supported to diversify their land-based activities to create sustainable livelihoods.

##### ▪ **Red Desert Nature Reserve**

According to the uGu Biodiversity Plan 2014, one of the target stewardship sites within the Hibiscus Coast Municipality is the *Red Desert Nature Reserve* which is located outside of Port Edward. The reserve is presumed to be the smallest desert in the world, being a mere 11ha in size. The surrounding grasslands, forests and wetlands are home to a number of rare endemic plants.

**Figure 6: Red Desert Nature Reserve**



(Source: uGu Biodiversity Plan, 2014)

#### 18.2.8. CRITICAL BIODIVERSITY AREAS (CBA'S)

##### 18.2.8.1. TERRESTRIAL AND MANDATORY CBA'S

Critical Biodiversity Areas are natural or near natural landscapes that are considered critical for meeting biodiversity targets and thresholds, and which safeguard areas required for the persistence of viable populations of species and the functionality of ecosystems.

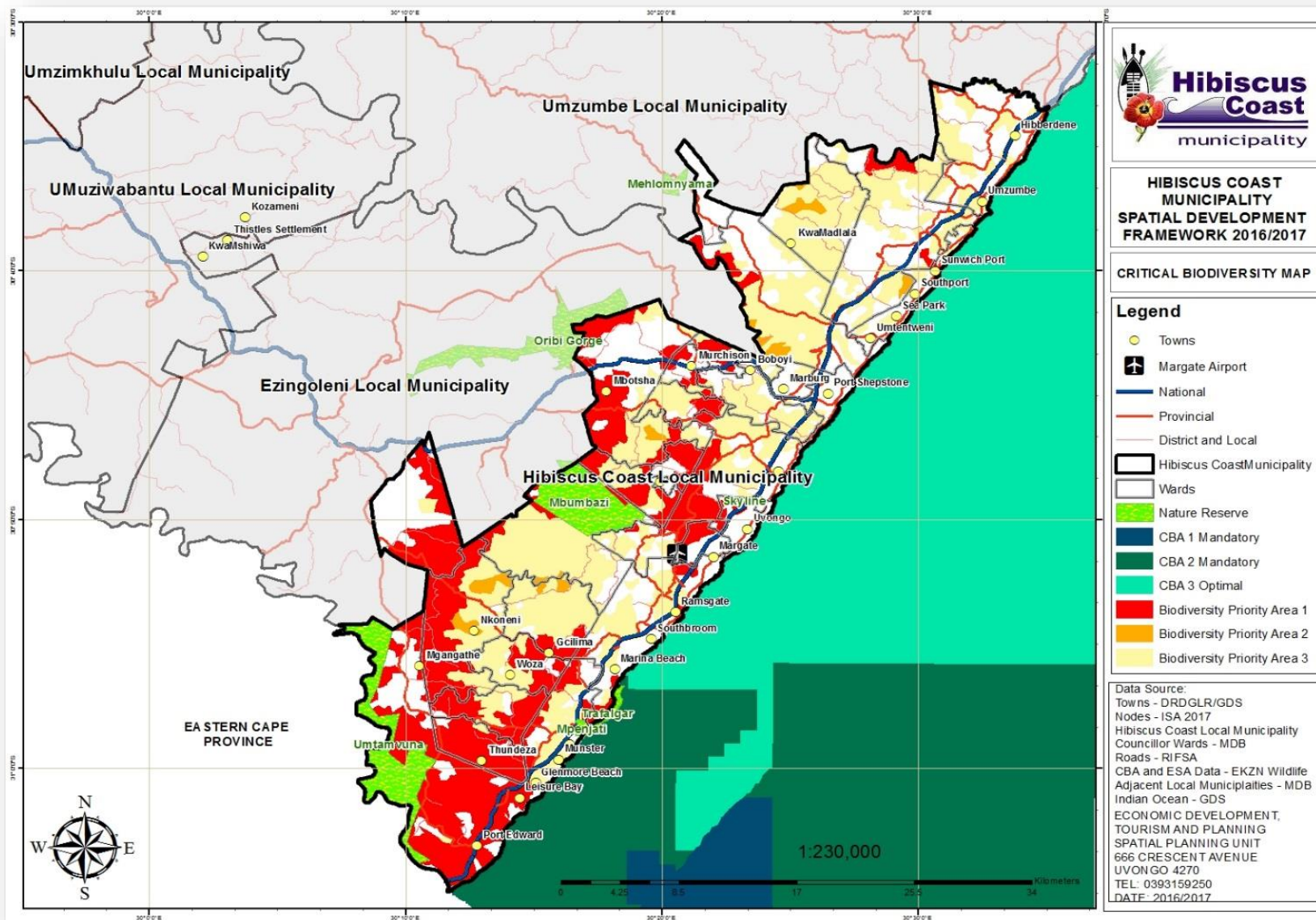
The majority of the municipal area is characterised by irreplaceable terrestrial CBA's which mainly lie within and along the formally protected areas. These irreplaceable CBA's are located mainly on the south-section of the municipal area, particularly areas around Umtamvuna Nature Reserve in Port Edward and Mbubazi Nature Reserve. Other CBA's are dominant around Oribi Gorge and Nyandezulu Waterfall towards the north section of the municipality.



The main aquatic Mandatory CBA is found along the Trafalgar Marine Protected Area and within the Indian Ocean.

The majority of these CBA's are "irreplaceable", meaning their natural status meets the biodiversity targets and thresholds and this may require the municipality to adopt mechanisms in dealing and managing such areas of significance which forms a major component of the municipal natural assets.

Map 21: Critical Biodiversity and Ecological Support Areas



### 18.2.9. AIR QUALITY

Air quality in the UGu District is regulated via the Air Quality Management Plan which acts as a guide for air quality management activities and ensure that air quality meets the requirements of the National Environmental Management Act which basically relates to the provision of air that is not harmful to health and wellbeing. The UGu Districts vision in respect of air quality management is as follows: Air quality in UGu District continues to be the envy of South Africa". As such, the municipality has developed four goals to assist in achieving the vision. The four goals are described as follows:

- Goal 1: Air quality governance which meets all legislative requirements;
- Goal 2: The establishment of tools and systems to effectively manage air quality
- Goal 3: Provision of air quality management with participatory systems as an integral component
- Goal 4: Ensure sufficient capacity requirements are met in order to carry out air quality management functions

According to the UGu Air Quality Management Plan (2012), the following activities are indicated as the main sources of air pollution in UGu, namely:-

- Industrial and mining activities;
- Motor vehicle traffic on main roads and in popular coastal towns;
- Residential areas where wood is used for cooking and heating; and
- Sugar cane burning and other agricultural burning.

#### 18.2.9.1. EMISSIONS FROM INDUSTRY AND MANUFACTURING

The Hibiscus Coast Municipality has a high number of industrial and manufacturing activities which produce toxic emissions in comparison to the other municipalities in the District. This is mainly due to the fact there is relatively much industrial activities in Municipality, with the location of two major industrial basins in Uvongo and Marburg and limited activity in the areas of Hibberdene and Margate. The table below provides a list of the sources of emissions together with the expected pollutants.

**Table 19: Emissions from industry and manufacturing in Hibiscus**

Emission Source	Expected Pollutants				
	PM	SO <sub>2</sub>	NO <sub>x</sub>	VOCs	HF
<b>Albany Margate Bakery</b>	x	x	X	x	
<b>Sunola Oil Mills</b>	x	x	X		
<b>Margate Construction</b>	x	x	X	x	
<b>Margate Asfalt</b>	x	x	X	x	
<b>Tarmac Roadstone SA (Pty) Ltd</b>	x	x	X	x	
<b>Marburg Sweet Manufactures</b>	x	x	X	x	
<b>Coca- Cola Fortune</b>	x	x	X	x	
<b>Illovo Sugar Mill</b>	x	x	X		
<b>Murchison Hospital</b>	x	x	X		
<b>NPC Cimpor</b>	x	x	X		x
<b>Port Shepstone Brick and Tile Co</b>	x	x	X		x
<b>Idwala Carbonates</b>	x				

(Source: UGu DM Air Quality Management Plan, 2012)

#### 18.2.9.2. EMISSIONS FROM MOTOR VEHICLE TRAFFIC

According to the UGu Air Quality Management Plan, motor vehicle pollution occurs during the combustion process emitted through the exhaust system of the car, from the evaporation of fuel from the fuel tank and in addition from the wearing of tyres and brakes. A range of pollutants are produced during the combustion process and these include CO and SO<sub>2</sub>, amongst many. Another type of emission that arises from the use of motor vehicles is dust emissions from roads. As the vehicle's tyres turn, particles on the road are crushed and re-suspended into the atmosphere. Hibiscus Coast and Umdoni are two municipalities in UGu which are built up and are

traversed by the N2 Freeway. The N2 experiences high levels of traffic, with usage varying between the different motor vehicle types, i.e. Buses, trucks, motor vehicles, etc. Thus, the plan indicates that these two municipalities produce the highest pollutants relating to motor vehicles. **Table 20** below provides a breakdown of the pollutants.

**Table 20: Emissions from motor vehicle traffic**

Municipality	SO <sub>2</sub>	NO <sub>x</sub>	CO	PM <sup>10</sup>	VOC
Hibiscus Coast	20.1	2098	7631	66.1	806.7
Umdoni	9.4	1041	3559	23.92	391.1
<b>Total</b>	<b>29.6</b>	<b>3139</b>	<b>11 189</b>	<b>89.9</b>	<b>1198</b>

(Source: UGu DM Air Quality Management Plan, 2012)

#### 18.2.9.3. EMISSIONS FROM BIOMASS BURNING

Biomass burning is another source of emissions as identified in the Ugu Air Quality Management Plan. Biomass burning can be classified in three groups, ie. Sugar cane burning; arson fires, which is described as the uncontrolled burning of sugar cane and natural vegetation; and controlled burning of natural vegetation. The burning of sugar cane is a popular activity which occurs mostly in the late winter and early summer months in the south coast. Biomass mass burning is prevalent in Umuziwabantu Municipality as out of all the municipalities in UGu it has highest emission rates as indicated on **Table 21** below.

**Table 21: Emission rates from biomass burning in UGu**

Municipality	Emission rate ton/ yr			
	Particulate Matter	Carbon dioxide	Oxides of nitrogen	VOCs
Umzumbe	54.57	656.87	20.21	121.27
Vulamehlo	1.46	17.63	0.54	3.26
Umuziwabantu	61.53	740.63	22.79	136.73
Eziqoleni	0.37	4.41	0.14	0.81
Hibiscus Coast	8.42	101.40	3.12	18.72
<b>Total</b>	<b>126.35</b>	<b>1 520.94</b>	<b>46.8</b>	<b>280.79</b>

(Source: UGu DM Air Quality Management Plan, 2015)

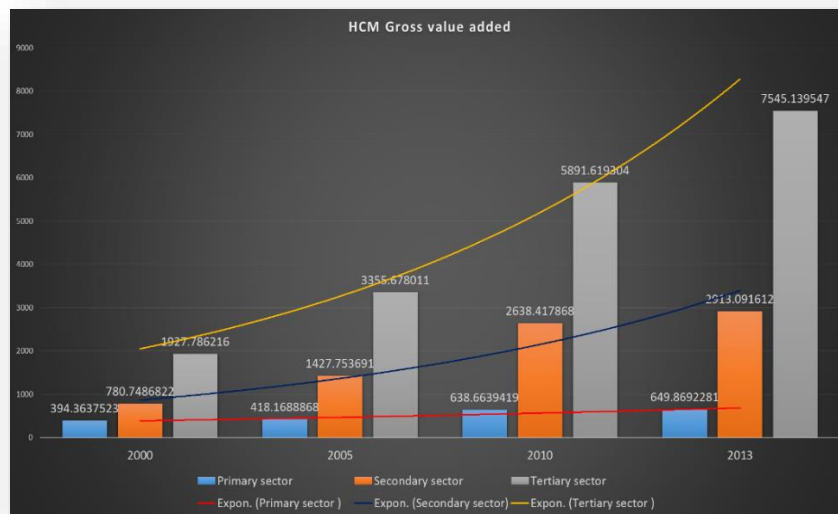
## 19. OVERVIEW OF THE ECONOMY

### 19.1. STRUCTURE OF THE LOCAL ECONOMY

The Hibiscus Coast Municipality has a relatively small economy. The Municipal economy is not entirely diversified and exposed to high risk level.

**Graph 17** below indicates the Municipal Growth Value Added (GVA) contribution per sector at District and Provincial level from 2000 to 2013. Interestingly, tertiary sector of the municipal economy contributes more than three time of GVA compare to primary and more than two time compare to secondary sector. Secondary sector increases more than three times to compare to the primary sector.

**Graph 17: HCM GVA between 2000-2013**

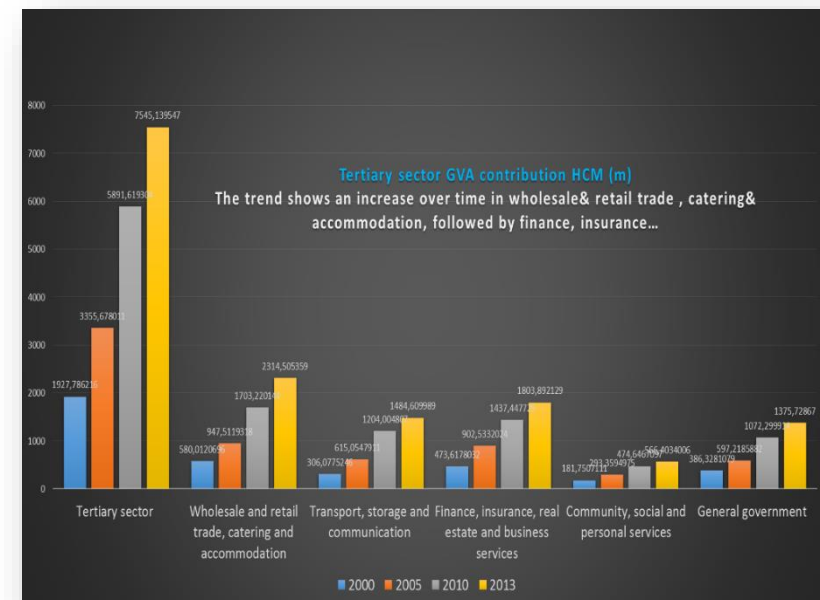


Source: Draft HCM LED Review Strategy, 2015/16

### 19.1.1. TERTIARY SECTOR

Particular, interest to tertiary sector which composes wholesale and retail trade, catering and accommodation; transport, storage & communication; Finance, insurance & real estate & business services; community, social & personnel services and general government, presents constant increase of HCM GVA from 2000 to 2013. **Graph 18** demonstrates:-

**Graph 18: HCM GVA Tertiary Sector**



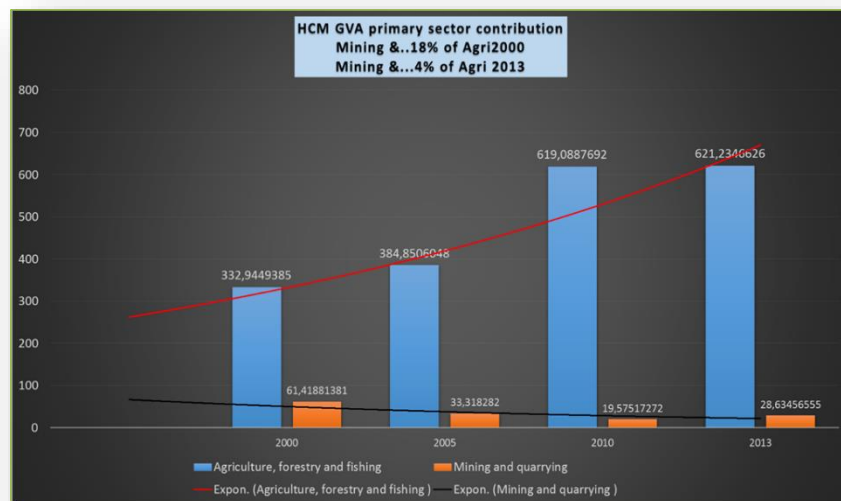
Source: Draft HCM LED Review Strategy, 2015/16

In addition, particular interest to tourism GVA contribution to the HCM economy presents exponential increase over years starting from 2000 to 2013.

### 19.1.2. PRIMARY SECTOR

However, the primary sector of HCM economy presents different picture as depicted in **Graph 19**. This reveals that mining and quarrying contributed at 18% in 2000 while agriculture, forestry and fishing contributed at 82%. In 2013; agriculture, forestry and fishing sector presented an increases in terms of GVA contribution at 96% while mining and quarrying decreases its contribution to 4%.

**Graph 19: HCM GVA Primary Sector**



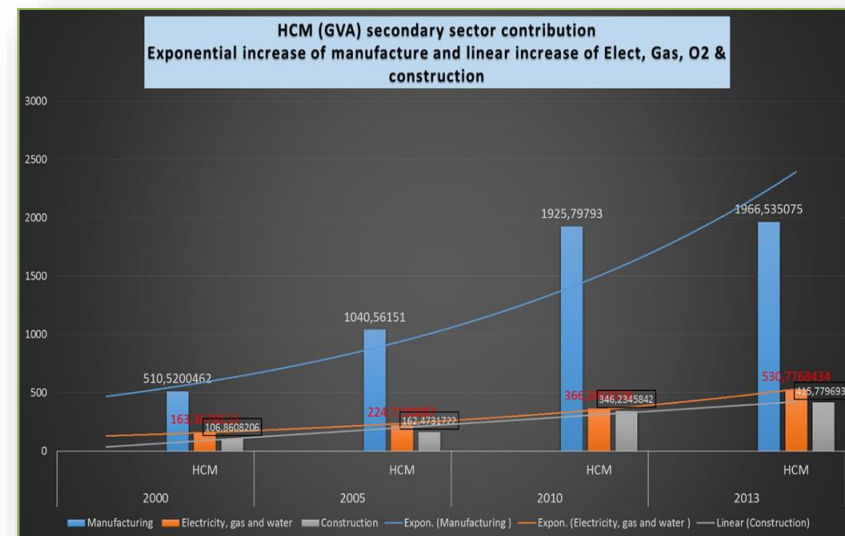
Source: Draft HCM LED Review Strategy, 2015/16

The Municipality is also characterised by a number of development catalytic projects which greatly contribute to its economic growth. These projects include:-

- Justice Park;
- Technology Hub;
- Intermodal Public Transport Facility;
- Music City;
- Margate Urban Renewal;

- Port Shepstone Urban Renewal;
- Margate Airport Master Plan;
- Tourism and Eco-tourism economic development; and
- Marine Drive Corridor and Craft Market.

**Graph 20: HCM GVA Secondary Sector**



Source: Draft HCM LED Review Strategy, 2015/16

The above GVA growth within HCM indicates the positive and negative impacts from 2000 to 2013 in terms of formal and informal employment in the Municipality. This reflects formal and informal employment in primary sector decreasing, while secondary sector presents constant figure of formal and informal employment and tertiary sector presents constant increase of formal and informal employment regardless of the decline in 2005 of the HCM economy.

It is important that the Municipality, amongst other well-structured municipal investment environment profiles; market the region and present information to



potential investors to profile local economy and available investment opportunities which will impact positively on the HCM economy.

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## 19.2. MAIN DRIVERS OF THE ECONOMY

Priority investment should support those economic sectors that drive local development and those sectors that it supports. The basis for finding the economic drivers in the municipality is a basic/non-basic analysis.

These drivers include; but are not limited to the following:-

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### 19.2.1. AGRICULTURAL SECTOR

Agricultural sector in the Hibiscus Coast Municipality makes an important contribution to the local economy. The region has become known, specifically for bananas and nuts and coffee production, whereas timber and sugar cane are also well-established industries (HCM IDP, 2015). Along the coastal belt, commercial agriculture at a large scale takes place. Also, other agricultural activities are found in different parts of the municipality.

Provincial Growth and Development Strategy (PGDS) highlights agricultural dominance within the region as a mix of commercial sugarcane farming, subsistence farming as well as permanent orchards growing bananas and citrus fruits. These orchards are concentrated towards Port Edward along the south-western boundary. Sugarcane farming is located within four primary areas. There are emerging small subsistence farmers in the hinterland who grow sugar cane in small quantities.

Most emerging farmers in the Municipality are faced with the following problems which include but not limited to:-

- Steep topography;
- Backwards farming methods; and
- Poor yields due to infertile soil and lack of financial back up.

The major issues facing the municipality in improving its economic growth include rural development problems associated with the following factors:-

- Shortage of job opportunities;

- Economic insecurity;
- Low standards of housing;
- Poor welfare conditions; and
- Lack of suitable conditions for financial investment in various sectors including agriculture.

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### 19.2.2. TOURISM SECTOR

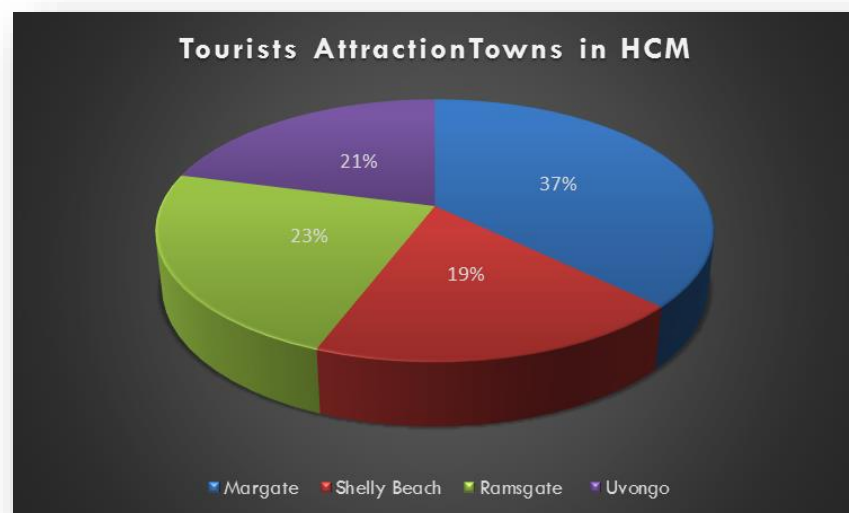
Tourism is one of the key economic drivers in the municipality. The entire coastline of the South Coast is a primary attraction and the Tourism KwaZulu-Natal website lists not fewer than 29 beaches for this part of the Province (HCM IDP Review, 2015/16).

Margate is the main tourist attraction in the municipality (37%) and is characterised by holiday resorts, accommodating more holidaymakers than residents. The town is also the economic centre for the strip of coastline almost completely made up of accommodation, holiday homes and tourist-related establishments. The regional airport is also located in Margate.

Other tourist attraction towns in the Municipality include Shelly Beach (19%), Ramsgate (23%) and Uvongo (21%). These towns feature a wide range of tourist - oriented businesses, including restaurants, bars, clubs, movie houses, golf courses, clothing shops, museums, and various types of accommodations.

It is reported in the Draft Hibiscus LED Review Strategy 2015/16 that 67% of the tourist attractions in the UGu District are located in the Hibiscus Coast Municipality. According to UGu South Coast Tourism, 2015 the demand in terms of occupancies seasons. Statistics reveal that spring season account for 70, 8%, Summer 84.9%, Autumn 79, 0% and Winter 72.2%. In average 77% account for peak holiday periods.

**Graph 21: Tourists Attraction Town in HCM**



Source: Draft HCM LED Review Strategy, 2015/16

### 17.2.3 MANUFACTURING SECTOR

It is reported in the Draft Hibiscus LED Review Strategy, 2015/16 that 60% of the manufacturing businesses within the municipality are located in the Port Shepstone/Marburg industrial area. It is important to note that a third of the manufacturing businesses also relate to Margate suggesting that this area should receive some prominence in terms of future industrial sector planning.

It is further reported that this sector is limited to the coastal strip and primarily the Marburg and Margate areas. It is not envisaged that the formal large scale manufacturing sector will expand into the rural areas (although development at Izotsha would provide easier access to job opportunities to the rural workforce).

It is also reported in the Draft Hibiscus LED Review Strategy 2015/16 that the majority of the firms, with the exception of larger clothing and textile and timber related industries, are small (75%) and produce only for the local market. Less than

a quarter of firms targets international markets. Most of these firms are concentrated along the coastal strip, primarily the Marburg and Margate areas.

**Table 22: Major Manufacturing Industries in HCM**

AREA BASIC	DESCRIPTION	TYPE OF INDUSTRY
<b>Marburg Industrial</b>	This is the only major industrial zone in the District. It has been developed on the N2 to the south-west of the Port Shepstone CBD. Over the years it has extended on what is referred to as Izotsha. The land is not flat, but the topography is reasonable for industrial development. A large variety of manufacturing and service sector businesses are located in the area.	Most industrial sectors are represented in the area. Furniture, textile and clothing and food seem to dominate. Sizes range from small service industries to major plants.
<b>Margate Quarry Industry</b>	The industrial area is located close to the entrance to the NPC Quarry immediately to the west of the N2 as you approach the Margate turnoff from Durban. The area is separated from neighbouring developments either by the N2 or vacant land.	The number of concrete block, brick and moulded concrete block manufacturers benefiting from the location in relation to the Quarry.
<b>Margate Airport Industrial</b>	This industrial area is located on the northern end of the runway of the Margate airport. It is located on relatively flat land. The area is home to only a handful of industries.	Construction related and furniture manufacturing firms are located in the area.

(Source: HCM IDP Review, 2015/16)

The following key challenges are identified within the municipal manufacturing sector:-

- Manufacturing business are limited to only the coastal strip;
- Lack of available developed land to locate and establish modern industries;
- There is limited impact on regional developments;
- Manufacturing activity within the inland rural areas of the municipality is invariably limited;
- There is less than a quarter of firms targets international markets;
- It is not envisaged that the formal large scale manufacturing sector will expand into the rural areas.

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#### 19.2.4. SMMES AND COOPERATIVES SECTOR

SMMES sector is recognized nationally and world-wide as a major player in economic development and growth especially for the developing world. The SMMEs sector represents an important component of the economy of the Hibiscus Coast Municipality and plays a major role in the job creation, economic growth and poverty alleviation. As per the UGu District Growth and Development Strategy, 2012; the informal economy contributes 6% of employment and the figure is steadily growing.

One of the strategic objectives put forward by the uGu DGDS, 2012 is to “*ensure effective assistance and support to SMME`s, Cooperatives and Informal Trading*”. It is highlighted that SMMEs, Cooperatives and Informal Trading have the dual benefit of creating employment and distributing wealth and are key in expanding the key productive sectors. In addition, in order to ensure effective assistance and support to these structure, the following interventions should be put to place:-

- Implementing an SMME support strategy, improving access to markets, supporting small-scale mining and farming including processing and creating linkages to commercial businesses,
- Provision of Nguni cattle;
- Implementation of the provincial livestock improvement project, and
- Developing SMME incubators and mentorship programmes.

## 20. REVIEW OF DEVELOPMENT TRENDS IN THE MUNICIPALITY

The situational analysis has unveiled a number of issues which will inform the Spatial Development Framework Review of the Hibiscus Coast Municipality. The issues were obtained from existing plans and policies, observation from site visits and workshops undertaken with Traditional Councils. The views of Traditional Council are summarised in **Error! Reference source not found..** At a glance the coastal towns are not entirely suffering from structural and programmatic challenges like the traditional areas do. Such challenges are required to be addressed through this process of reviewing the Municipal Spatial Development Framework. The issues as identified collected from the various consultation processes and existing plans are summarised in **Table 23**.

**Table 23: Review of developmental trends in HCM Municipality**

SECTOR	ISSUE	IMPLICATIONS
<b>1. Built Environment and housing</b>	<ul style="list-style-type: none"> <li>Socio- economic conditions such high youth unemployment, urbanisation and the uneven distribution of infrastructure between rural and urban areas i.e. water, electricity and housing.</li> </ul>	<ul style="list-style-type: none"> <li>Hinders current and future development to retain investors thus resulting in other socio-economic problems such as poverty.</li> <li>Pressure for the municipality to provide basic and social services.</li> </ul>
	<ul style="list-style-type: none"> <li>The rural settlements are characterised by poorly developed transport and movement infrastructure such as roads, sidewalks and pavements.</li> </ul>	<ul style="list-style-type: none"> <li>Hinders movement into rural settlements and negatively affect the rural economic growth.</li> </ul>
	<ul style="list-style-type: none"> <li>Lack of well- located land for residential development.</li> </ul>	<ul style="list-style-type: none"> <li>Often result in Urban sprawl and uncontrolled urbanisation.</li> </ul>
<b>2. Natural Environment</b>	<ul style="list-style-type: none"> <li>Poor environmental management, i.e. Poor controls on pollution in Hibiscus Coast. The UGu Air Quality Management Plan reports that HCM is the highest contributor in terms of pollution from industrial and manufacturing.</li> <li>Lack of environmental plans in HCM, i.e. Strategic Environmental Assessment.</li> </ul>	<ul style="list-style-type: none"> <li>Poor health in areas close to industrial areas;</li> <li>Poor environmental management and uncoordinated action between development proposals and the conditions of the environment.</li> </ul>
	<ul style="list-style-type: none"> <li>Poor natural environment quality, i.e. Erosion due to development on ecologically sensitive areas</li> </ul>	<ul style="list-style-type: none"> <li>Loss of biodiversity</li> </ul>
	<ul style="list-style-type: none"> <li>Climate change, i.e. Continuous emission of greenhouse gases</li> </ul>	<ul style="list-style-type: none"> <li>The implications of climate change will be severe in the context of HCM as it is along the coastline. Some of the implications may include changes in climate, rainfall patterns, sea level rise.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Vast land that is environmentally sensitive.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This may hinder development.</li> </ul>
<b>3. Economy</b>	<ul style="list-style-type: none"> <li>▪ Lack of a competitive environment which is conducive to business and attracts investors, i.e. Lack of tax rebates/ incentives to promote investment</li> <li>▪ Lack of diversified economy, the economy is mainly dominated by the tertiary sector.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Insubstantial economic growth</li> <li>▪ Blight in areas designated for industrial uses due to lack of investment, and/ or growth.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ There is little or if any economic activities in the rural in-land areas of the Municipality. Manufacturing is only limited to the coastal strip. Rural areas are perceived as lacking suitable conditions for economic activities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Urbanisation, as more and more people move to the urban areas of the Municipality seeking employment opportunities.</li> <li>▪ Depletion of urban infrastructure.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Infrastructure limitations to economic growth; i.e. shortage of land to develop and locate modern industries, road infrastructure, etc.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Decline in investor confidence in the Municipality as land and the associated infrastructure are key requirements for growth.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Continuous decrease in formal and informal employment in the primary sector</li> <li>▪ Shortage of skills development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Growth in unemployment</li> </ul>
<b>4. Demographics</b>	<ul style="list-style-type: none"> <li>▪ Increase in population</li> </ul>	<ul style="list-style-type: none"> <li>▪ More infrastructural development is required;</li> <li>▪ More economic opportunities to be created e.g. increase job opportunities, youth development, education, etc.</li> </ul>



## SECTION E: STRATEGIC ANALYSIS

### 21. SPATIAL INTERPRETATION OF THE IDP VISION AND PRINCIPLES

Hibiscus Coast Municipality is located within the jurisdiction of uGu District Municipality. All proposals made in relation to the strategic development of the municipality must be properly aligned with the Municipal IDP Vision and Mission. This is done for the municipality to be aware of the implications of its vision and mission statements to allow them to prepare and evaluate a proper course of action. These spatial implications will be manifested and addressed in the Hibiscus Coast Spatial Development Framework Review 2016/17.

#### 21.1. UGU DISTRICT IDP VISION

It is important that the municipal vision be properly aligned with the uGu District Municipal vision which states:-

***“A place where everyone benefits equally from socio-economic opportunities and services”.***

#### 21.2. HIBISCUS COAST IDP VISION

The Hibiscus Coast Municipal IDP Vision reads as follows:-

***“To be a thriving, well managed, tourist friendly , national leader providing all its inhabitants with quality services in a safe and healthy environment”.***

The developmental vision of the Municipality highlights six distinct aspects that have a huge impact on the spatial form of the municipality. These aspects include:-

- **Thriving:** which refers to prosperity, success and the ability of the municipality having resources that will enhance its economy. This also includes using the existing resources and infrastructure within the municipality to their maximum potential in order to increase the economic growth of the municipality. It further relates to the ability of the municipality to adopt various economic strategies or activities needed to improve the social

circumstances of its communities. Such strategies may include increasing access to job opportunities, revitalising the current economic activities in the municipality, increasing productivity through diversification of industrial and commercial activities.

- **Well- Managed:** this refers to the ability to manage the social, economic and infrastructural resources of the Municipality to ensure that they are utilised in an effective, efficient and sustainable manner.
- **Tourist Friendly:** this refers to the ability of the municipality to create environments which will provide holiday makers with opportunities of pleasure and entertainment which will greatly contribute to the local economic growth. Such abilities may include promoting business or industry, providing information, accommodation, promoting the use of public transportation and other services that holiday makers can utilise.
- **National Leader:** this refers to the municipality envisioning to be one of the respected municipalities not only within the uGu District, but also nationally or within the international affairs.
- **Quality Services:** the municipality further strives to improve access to good/ proper services to its citizens by quickly identifying problems, and to better assess and provide quality services which are satisfactory to all people.
- **Healthy Environment:** this refers to the ability of the municipality to create places which are good for people to live in and will not pose any adverse impacts on people's lives or vice versa.

The Hibiscus Coast IDP Vision is properly aligned to the uGu District IDP Vision. The expression of the common development and spatial vision is critical in ensuring that the role-players and resources are directed at similar future state of the town and thus not acting in counterproductive manners.

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### 21.3. PROPOSED SPATIAL DEVELOPMENT FRAMEWORK VISION

From the analysis and discussions with key role-players i.e. municipal officials, traditional authorities; sector departments, etc.; the proposed spatial development vision for the municipality is summarised as follows:-

*“By 2030 to bridge the divide between urban and rural spaces by ensuring social equity, spatial efficiency, environmental sustainability and economic growth for all while strengthening the status of the Municipality as the ultimate tourism destination in KZN”*

The proposed spatial development vision for Hibiscus Coast Municipality is envisaged to provide long-term strategic direction and short to medium development programmes in support of both the District and the municipal IDP objectives. The proposed spatial development vision is aligned to the National Development Plan: 2030 vision, the Spatial Planning and Land Use Management Act, the KZN PGDS and the UGu and Hibiscus IDP Vision.