



2016/17

SPATIAL DEVELOPMENT FRAMEWORK

DRAFT REPORT

MARCH 2016



PREPARED BY:

HIBISCUS COAST MUNICIPALITY

DEPARTMENT OF ECONOMIC DEVELOPMENT, TOURISM AND PLANNING

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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.

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DEFINITION OF SPATIAL TERMS

Corridors	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”
Density	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"> i. Population density: people / hectare. 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. iii. net dwelling unit density: dwelling units/land occupied by residential plots only. iv. building density: area of buildings / Nquthu density: (dwelling units/ total land occupied by settlement) also known as average gross dwelling units density.
Densification	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.
Efficiency	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.
Infill Development	Development of vacant or under-utilised land within existing settlements in order to optimise the use of infrastructure, increase urban densities and promote integration.
Integrated Development Plan	The strategic municipal development plan, reviewed on an annual basis, required by the MSA (Act 32 of 2000) which guides municipal decisions and budgets.
Land Use Management	Establishing or implementing any measure to regulate the use or a change in the form or function of land, and includes land development.
Land Use Management System	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.
Node	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.

Spatial Planning	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.
Spatial Development Framework	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.
Sector Plans	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.
Critical Biodiversity Areas (CBA`s)	<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>
Ecological Support Areas (ESA`s)	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

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 F: SPATIAL DEVELOPMENT GOALS AND OBJECTIVE

22. KEY SPATIAL PLANNING PRINCIPLES

22.1. SPLUMA PRINCIPLES

The SDF is guided by the following 5 spatial principles which form the foundation of an appropriate SDF. These principles were formulated as part of the Spatial Planning and Land Use Management Act (Act No. 16 of 2013) (SPLUMA).

Spatial Justice

- Past spatial and other development imbalances are redressed through improved access to and use of land;
- Spatial Development Frameworks and policies at all spheres of government address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former

	<p>homeland areas and areas characterised by widespread poverty and deprivation;</p> <ul style="list-style-type: none"> ▪ Spatial planning mechanisms, including land use schemes, include provisions that enable redress in access to land and property by disadvantaged communities and persons; ▪ Land use management systems are inclusive of all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas; ▪ Land development procedures will include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and ▪ Where a planning tribunal considers an application before it, the planning tribunal's exercise of discretion may not be impeded or restricted on the ground that the value of land or property is affected by the outcome of the application;
Spatial Sustainability	<ul style="list-style-type: none"> ▪ Promote land development that is within the fiscal, institutional and administrative means of the country; ▪ Ensure protection of the prime and unique agricultural land, the environment and other protected lands and the safe utilisation of land; ▪ Promote and stimulate the effective and equitable functioning of land markets; ▪ Consider all the current and future costs to all parties for the provision of infrastructure and social services in land developments; ▪ Promote land development in locations that are sustainable and limit urban sprawl; ▪ Result in communities that are viable;

Spatial Efficiency	<ul style="list-style-type: none"> ▪ Land development optimises the use of existing resources and infrastructure; ▪ Decision-making procedures are designed with a view to minimising negative financial, social, economic or environmental impacts; and ▪ Development application procedures are efficient and streamlined and time frames are adhered to by all parties;
Spatial Resilience	<ul style="list-style-type: none"> ▪ Flexibility in spatial plans, policies and land use management systems is accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks;
Good Administration	<ul style="list-style-type: none"> ▪ All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act; ▪ No government department may withhold their sector input or fail to comply with any other prescribed requirements during the preparation or amendment of Spatial Development Frameworks; ▪ The requirements of any law relating to land development and land use are met timeously; ▪ The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, to include transparent processes of citizen participation and all parties to have the opportunity to provide inputs on matters affecting them; and ▪ Policies, legislation and procedures must be clearly set out and inform and empower citizens.

(Source: SPUMA, 2013)

In order to show alignment between national planning policy and provincial planning policy, the table below highlights how the strategic Goals of the KZN Provincial

Growth and Development Strategy aligns with that of the SPLUMA and through addressing one set of principles, the other is also addressed.

22.2. SPATIAL DEVELOPMENT OBJECTIVES AND KEY DEVELOPMENT STRATEGIES

As indicated before, the core spatial challenges of the Spatial Development Framework would be to ensure spatial variety, equity, efficiency and sustainability. However, current practices does not always promote these concepts and it is therefore vital to identify in which manner current trends impact/does not impact on the achievement of these responsibilities and the eventual realization of the Spatial Development Vision.

The table below outlines the logical framework between the Spatial Development Drivers, the principles that needs to be adhered to, and the objectives that needs to be reached and the strategies to achieve these development objectives. The section further aims to provide a framework for conflict resolution between various land uses. Subsequently the Spatial Drivers as well as the Spatial principles are presented in order of Most important to least important, which will guide decision making when conflict in land use principles present itself.

Table 1: Spatial Development Objectives and Key Development Strategies

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
1. Spatial Efficiency	1. Job Creation a) Unleashing the Agricultural Sector	a) To grow the economy of HCM to 8% in 5 years	b) Development of industrial hubs; c) Adopt and implement HCM' s incentive policy	Objective 1: Promote inclusive, shared economic growth and development	a) To promote the agricultural development and use

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
	<ul style="list-style-type: none"> b) Enhance Industrial Development through Trade, Investment & Exports c) Expansion of Government-led job creation programmes d) Promoting SMME, Entrepreneurial and Youth Development, e) Enhance the Knowledge Economy. 		<ul style="list-style-type: none"> d) Rejuvenate KwaXolo Caves project and the KwaXolo chicken abattoir; e) The establishment of a conference centre; f) The rejuvenation of the Hibberdene Harbour Project; g) Building infrastructure for street trading, and regulate; h) Expansion of the Margate Airport; i) Capacitating emerging farmers; j) Upgrading and rehabilitation of the beach facilities and CBD infrastructure; k) Re-zoning of the properties; and l) Facilitation of the satellite campuses. 		<ul style="list-style-type: none"> of prime agricultural land. b) To promote the development and key potential industrial areas. c) Promotion of private sector investment in rural areas within diverse economies. d) Capitalise on Eco-tourism Opportunities e) Promote Economic Opportunities around the nodes. f) To identify key Economic Investment Nodes and Areas. g) To promote and capitalise on h) To promote the development of knowledge economy facilities and infrastructure (e.g. Techno-hub, Research and Education Facilities, etc.)
	2. Human Resource Development	b) To Improve and develop skills	a) Capacitate emerging farmers	Objective 2: Improve access to resource	c) To promote sufficient distribution

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
	<ul style="list-style-type: none"> a) Early Childhood Development, Primary and Secondary Education b) Skills alignment to Economic Growth c) Youth Skills Development & Life-Long Learning 	and capacity in HCM.	<ul style="list-style-type: none"> b) Establishment of training centres c) The promotion of apprenticeships with d) partnerships with business skills 	development and land Management Practices.	<ul style="list-style-type: none"> of and access to educational facilities d) To spatially target interventions toward key areas of poverty concentration. e) To promote sufficient spatial distribution of and access to health facilities. f) To systematically improve access to land and proper land management practices in Traditional Council areas. g) To develop and maintain flexibility in spatial plans, policies and land use management systems to accommodate and ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
					h) To identify key human settlement intervention areas.
2. Spatial Sustainability	3. Human & Community Development <ul style="list-style-type: none"> a) Poverty Alleviation & Social Welfare b) Enhancing Health of Communities and Citizens c) Enhance Sustainable Household Food Security d) Promote Sustainable Human Settlements e) Enhance Safety & Security f) Advance Social Capital 	a) Alleviate poverty and promote social economic development	<ul style="list-style-type: none"> 1. Development of Youth Centre; 2. Establishment of a conference centre 	Objective 3: Improve the Social Cohesion within HCM	Effective implementation of sound programmes for: <ul style="list-style-type: none"> ▪ People living with disability ▪ Women and gender ▪ Children and youth ▪ HIV/Aids Programmes
	4.Strategic Infrastructure <ul style="list-style-type: none"> a) Development of Harbours b) Development of Ports c) Development of Road & Rail Networks d) Development of ICT Infrastructure e) Improve Water Resource Management & Supply 	b) To improve infrastructure project and interventions delivery and ensure value is derived.	<ul style="list-style-type: none"> a) Support Intermodal project in Port Shepstone b) Constructions of crèches in each ward c) Construction of community halls d) Construction and/or refurbishment of e) deteriorating roads and bridges f) Finalise all DPW lease agreements 	Objective 4: Integrate land use, economic and transport planning	<ul style="list-style-type: none"> ▪ To ensure the optimal use of existing resources and infrastructure. ▪ To promote the establishment of varied service delivery standards and strategies between various settlement typologies.

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
	f) Develop Energy Production and Supply		g) Construct multi-purpose youth and art centres h) Construct an HCM Science Park and i) Technology Hub j) Margate Urban Renewal k) Total refurbishment and upgrade of l) beach infrastructure m) Total extension of middle-income houses.		<ul style="list-style-type: none"> ▪ Increase infrastructural development and basic service delivery in rural settlements
3. Spatial Resilience	5. Environmental Sustainability <ul style="list-style-type: none"> a) Increase Productive Use of Land b) Advance Alternative Energy Generation c) Manage pressures on Biodiversity d) Adaptation to Climate Change 	e) To promote actively spatial concentration and sustainable environmental management system	a) Development of Environmental Plans	Objective 5: Sustain natural environments and resources	<ul style="list-style-type: none"> a) To consider environmental, social and economic balance in all land development considerations. b) To preserve the municipality's biodiversity and rehabilitate environmentally sensitive areas. c) To ensure that the quality of water from rivers, streams and wetlands is suitable for the maintenance of biodiversity and the

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
					<p>protection of human well-being.</p> <p>d) To consider the potential impacts of Climate Change on long term spatial structure.</p>
4. Good Administration	6. Governance & Policy <ul style="list-style-type: none"> a) Strengthen Policy and Strategy Co-ordination & IGR b) Building Government Capacity c) Eradicating Fraud & Corruption d) Promote Participative e) Facilitative & Accountable Governance 	<ul style="list-style-type: none"> f) To ensure a safe and crime-free municipality by reducing crime through law and by-law enforcement. 	<ul style="list-style-type: none"> a) Consolidate and review by-laws b) Ensure 24 hour service of law c) enforcement services d) Continue with the acceleration of bylaw enforcement e) Extend by law enforcement to MPCCs f) and Rural areas g) Maximise the participation of law enforcement (CPF) i) Mainstream security issues in hotspots j) Encourage neighbourhood watch and k) the formation of Urban Improvement l) Precincts (UIP) m) Raise police visibility in all beaches n) Introduction to the shift system to 	Objective 6: Promote good governance and administration through policy development and implementation	<ul style="list-style-type: none"> a) To prepare, maintain and adhere to comprehensive municipal spatial planning policies and strategies. b) To ensure sectoral and spatial integration in all land improvement and development. c) To ensure full legislative compliance in all aspects of land development. d) To develop institutional capacity towards effective land management e) To implement streamlined development application and decision making procedures

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
			<ul style="list-style-type: none"> o) extend hours of visibility p) Introduction of a buddy system with q) SAPS 		<ul style="list-style-type: none"> f) Fair and transparent Processes
5. Spatial Justice	7. Spatial Equity <ul style="list-style-type: none"> a) Actively Promoting Spatial Concentration b) Facilitate Integrated Land Management & Spatial Planning 	<ul style="list-style-type: none"> g) To establish a conducive environment to attract and grow businesses and coops. 	<ul style="list-style-type: none"> a) Construction of Music City SA b) Disposal of land parcels for c) development purposes d) Expediting land claims for or agricultural purposes e) Review the SCM to support co-ops f) Regularise and support informal g) trading h) Develop an Investment incentive policy i) Build more roads to improve access to j) rural areas k) Co-ops and SMMEs for infrastructure development – to deal with potholes l) Free market corporative development m) Encourage co-ops and SMME to register on the database n) Develop policy that will support co-op and SMME procurement 	Objective 7: Address spatial economic imbalances	<ul style="list-style-type: none"> a) To discourage settlement and development sprawl. b) To promote and develop residential & employment opportunities in close proximity to each other. c) To promote diverse combinations of land uses in support of each other. d) To ensure that rural and urban development are in support of each other.

SPLUMA PRINCIPLES	PGDS GOALS AND OBJECTIVES	MUNICIPAL IDP OBJECTIVES	MUNICIPAL PRIORITY STRATEGIES	SDF SPATIAL OBJECTIVES	SDF SPATIAL STRATEGY
			<ul style="list-style-type: none"> o) Rural tourism attractions p) Tarring of gravel roads q) Replacement and upgrading of bus and taxi shelters r) Refurbishment of pavements, walkways and street signs s) Upgrading of traffic lights 		

23. CONCEPTUAL FRAMEWORK

The Conceptual Framework brings together the development concept of movement, networks, nodes, hierarchies, and surfaces. It takes cognizance of the development perspective and preferred scenarios. With tourism being the backbone of the Hibiscus Coast economy, there is a need to use the municipality's natural resources base to foster a path of economic development with benefits to its regional population and beyond. The proposed spatial vision envisages to bridge the spatial

divide between urban and rural spaces in order to promote social equity and enhance spatial efficiency, environmental sustainability and economic growth for all.

The vision plays a significant role in informing the most appropriate spatial structure of the municipality which will then inform development strategies and best initiatives for the Hibiscus Coast Municipality.

23.1. FOCUSING DEVELOPMENT IN NODAL AREAS

The assembling and location of services and facilities, in a manner that promotes accessibility and efficiency in service delivery, is required. This is critical for the performance of the municipal area as a whole and land use integration. As such, the clustering of various activities at appropriate and accessible nodal locations provides the HCM with a network/system of opportunity centres. Some of these nodes have benefited from significant public and private sector investment in services and infrastructure, which needs to be managed and maintained. Others are located in previously disadvantaged areas, which have suffered from institutionalised neglect.

Although the nodes have contrasting characters, profiles and management issues, they accumulatively accommodate the majority of economic activities, employment prospects, an existing/growing residential stock, and access to community facilities. As such, the strength and feasibility of the nodal points is directly linked to the functioning and health of their catchment areas. The concentration of activities in and around these areas will stimulate further development of higher order activities.

It thus follows that, regional facilities and services should gravitate towards these areas. Smaller facilities requiring smaller thresholds should be located along smaller routes. Viewed in this way, the issue of regional and rural spatial organization becomes one of creating a systemic framework of interlocking activity routes over time. This has an impact of:

- Increasing equitable access to all level of services;
- Promoting investment; and
- Reducing spatial marginalization
- Integrate communities with service provision, and
- Fulfilling a range of economic and social needs.

Location of facilities along major routes recognizes the importance of choice to the rural communities with respect to services such as education, health and welfare facilities. Upgrade and road maintenance projects on corridors that leads to development opportunity areas such as rural service centres, high potential agricultural land and tourism nodes should be prioritized as this will encourage investment, improve accessibility and enhance mobility. This principle supports the phased approach to development, targeting areas of greatest potential first.

23.2. DEVELOPMENT CORRIDORS AS INVESTMENT ROUTES

Corridor development is associated with a system of transport facilities on key routes that work together as an integrated system to facilitate ease of movement. A system of regional and local transport routes, which link a number of areas, should be viewed as the logical focus areas of an ordered strategy for rural development. These routes should be seen as activity and investment lines. The structure they give to the area is articulated in the form of movement patterns and systematic distribution of land uses in space. However, not all regional routes are the same in terms of the intensity of use and ability to attract investment, services, economic activities and settlement. Generally, larger routes linking generators of movement and investment have a greater generative capacity than smaller routes.

Development corridors are effective in linking infrastructure and economic development as towns and structures connect to each other in a functionally effective manner.

23.3. SURFACES

Surfaces are areas that are filling the gaps between the nodes and networks are utilised for five main groups of activities. These activities have been assessed in detail but it is worth highlighting some key aspects applicable to the Hibiscus Coast Municipality.

22.3.1. DEVELOPMENT OF SUSTAINABLE HUMAN SETTLEMENT

A detailed consideration of the settlement pattern reveals a high level of disintegration and fragmentation. Higher density settlements should be located along the main transportation routes and held together by a web of local access roads and public facilities. At a regional level, they should be knit together by a

system of regional access routes. However, settlements are also not static. They respond to change and are continuously in the process of transformation.

The key challenge is to turn them from being creations and remnants of the apartheid regime into sustainable human settlements. This has serious implications for detailed planning and development of these settlements:

- Urban coastal areas promote integrated mixed use residential development, they should earmark all the strategically mark land parcels that can be used as opportunity. They should package land parcels for variety of housing projects i.e. BNG, low income housing, middle income housing and social housing.
- A convenient settlement improves the level of choice, encourages creativity and investment while a less convenient settlement imposes a lifestyle on people and results in unnecessary expenses.
- Settlements should be equitable in the sense that they should provide a reasonable access to opportunities and facilities to all. It is neither possible nor desirable for settlements to be homogenous hence an emphasis on choice.
- Centrally located settlement should provide improved access to higher order public facilities, intensive agriculture and other urban services.

They should generate a wide range of opportunities. Rural sparsely populated settlements should be considered as opportunity areas for agricultural development such as crop production and livestock farming. Centrally located settlement should provide improved access to higher order public facilities, intensive agriculture and other urban services.

22.3.2. RURAL-URBAN INTERFACE

Development within the HCM raises an issue of the traditional dichotomy between urban and rural, town and countryside. The structure of the local economy shadows the discrepancy between urban and rural. These realities underscore the necessity of putting together a spatial strategy within the broader development context. It should thus focus on managing the form and texture of development, in a manner that contributes to the following performance criteria:

- Developing a comprehensive spatial system that promotes integration of the previously disparate areas and eliminates the gap between where people live and where they work.
- Improving the overall quality of the urban environment by better integrating environmental concerns within development planning and urban management practices.
- Creating the base for efficiency in the delivery of services (water, electricity, sanitation, etc.), movement, investment and decision-making.
- Promoting integrated and coordinated development with all stakeholders working towards a common development vision and agenda.
- Creating a more efficient and productive sub-region through the development adoption of policies that seeks to build of the competitive advantages while also unlocking new opportunities.

22.3.3. CONSERVATION CORRIDORS AND LUNGS

The natural environment of the municipality characterised by rivers, wetlands, agricultural farms and nature reserves that need to be protected and preserved. Land development within the municipality will be undertaken in an economically, socially and environmentally sustainable manner, and with the following being acknowledged as key interventions for spatial transformation:

- Protection and enhancement of the environmentally sensitive areas;
- Protection and optimal utilization of good agricultural land;
- Creation of an integrated open space system in an urban context; and
- Enhancement of the aesthetic quality of the environment.

Ezemvelo KZN Wildlife has made substantial progress in mapping the environmentally sensitive areas such as conservation corridors and lungs. However, this information needs to be refined and complemented by localised investigations and strategic assessments. Environmentally sensitive areas provide opportunities for eco-tourism, agriculture and sports and recreation. Similarly, ecological zones such as wetlands, areas where there are endemic species, scenic areas, etc., provides opportunities for environmental conservation and tourism development, and should not be subjected to development pressure.

23.3.4 PROTECTION OF HIGH VALUE AGRICULTURAL LAND

A substantial amount of land in Hibiscus is generally classified as having high and good potential for agriculture. It is important to note high potential agricultural land has become a scarce and a deteriorating resource. Its protection is high on the agenda for the Department of Agriculture.

Sub-division and change of land use on agricultural land is governed in terms of the Sub-division of agricultural Land Act (SALA), Act No. 70 of 1970, and is administered nationally. However, there is no coherent provincial policy that guides this process. As such, it is critically important for Hibiscus Municipality to develop its own guidelines (as part of the SDF) for managing development on agricultural land.

22.3.5. INTEGRATION OF BUILT FORM ENVIRONMENT AND OPEN SPACES

The intention with the built environment should be the creation of large continuous precincts of built form, rather than it occurring in spatially discreet pockets or cells. This is necessary to obtain economies of agglomeration. At places, the continuity of the fabric should be systematically broken so as to ensure equitable access to green space and other opportunities. The benefits of mixed development:

- Visual stimulation and delight of different buildings within close proximity
- A greater feeling of safety, with 'eyes on streets'
- Greater energy efficiency and more efficient use of space and buildings
- More consumer choice of lifestyle, location and building type
- Urban vitality and street life
- Increased viability of urban facilities and support for small business (such as corner shops).
- More convenient access to facilities
- Travel-to-work congestion is minimised
- Greater opportunities for social interaction
- Socially diverse communities

A more vibrant and sustainable spatial structure and form results from blurring the distinction between uses and designing places that make walking to the local Centre, and bus stop or taxi rank, as convenient and comfortable as possible.

23.3.6. INTEGRATED COMPACT DEVELOPMENT

More compact settlements areas can be achieved with the maintenance of a settlement edge in order to discourage development sprawling into prime agricultural land and other natural resource areas. The settlement edge can be used to encourage more efficient use of underutilised land existing in a settlement, through development of vacant land or the re-use of degraded land areas. It can also be used to manage the investment and characteristics of infrastructure levels according to the needs of communities and economic activities located within settlement edges or outside settlement edges.

This requires detailed planning at a settlement level and could best be sustained through the coding or integration of the existing community rules into a land use management system. Certainly, the level of compaction will take into account the nature and character of each settlement, as well as the prevailing spatial development trends and patterns.

23.3.7. ECONOMIC VALUE ADDED AREAS

The Municipality is characterised by key economic centres and areas where all of the varieties of economic sectors (Agriculture, Tourism, Manufacturing, and Services) are prevalent and perceived to have good potential to be further expanded on. These areas should be promoted to be visibly linked to high accessibility areas with existing bulk infrastructure and relatively high population densities, which would both contribute to the economic expansion and benefit from interventions in these areas.

24. KEY SPATIAL PLANNING STRATEGIES

The strategies for HCM are intended to provide short, medium and long term direction to various aspects of development including spatial planning, economic development, infrastructure planning and environmental planning. The ultimate aim is to ensure a better quality of life of municipal residents through aspects dealing with spatial restructuring, accessibility and mobility, economic opportunities and spatial resilience.

24.1. PROMOTE SPATIAL INTEGRATION

The majority of the settlements within the municipality are not spatially integrated. There is dislocation of settlements which depicts a clear spatial distinction between urban and rural areas. Such dislocations poses major challenges in terms of basic service infrastructure provision. It is important that the municipality establishes a clear planning framework which include formulation of Local Area Plans for key land use system and more detailed precinct level investigations and plans for nodal developments and densification frameworks to promote spatial integration and development compaction. This will also include a strategic focus on locating people closer to areas opportunity to be identified by the nodes and corridor.

24.2. PROMOTE A STRONG AND VIABLE MOVEMENT STRUCTURE

The desired movement structure for the Hibiscus Coast Municipality includes public investment in road connections to support public transport and pedestrian movement with the aim of enhancing linkages with activity areas.

This movement structure will need to be supported by areas of economic growth and development which provides the municipal population with employment opportunities and contributes greatly to poverty alleviation.

24.3. SUPPORT PRIORITY INVESTMENT AREAS

The development of the Hibiscus Spatial Development Framework focuses on promoting and supporting areas which require public and private investments related to priority spending areas where need is considered a key determinant for socio-economic investment. Whilst this strategy is interrelated to the intent for nodal areas, this strategy refers specifically to needy areas which ultimately justify themselves for priority spending on infrastructure, housing, basic services and essential public services to support particular settlements. This also include ensuring the provision of adequate social amenities in appropriate locations, and facilitating social integration.

24.4. SUPPORT SUSTAINABLE ENVIRONMENTAL CONSERVATION AND MANAGEMENT

This strategy aims at protecting the conservation areas of environmental significance such as indigenous vegetation, priority biodiversity areas, wetlands, rivers and their surroundings, etc. For this strategy to work there is a need for management and enforcement of environmental laws and negotiation processes to enhance the viability of environmental conservation and management in the Municipality. These, together form part of contributing towards the minimisation of the related effects of climate change and achieving a sustainable environmental system

24.5. MANAGEMENT AND FACILITATION OF SUSTAINABLE HUMAN SETTLEMENT THROUGH SPATIAL POLICY

This strategy will focus on the promotion and facilitation of sustainable human settlements through the utilisation of spatial policy such as the provincial inclusionary housing policy. Emphasise on housing development and associated infrastructural development will focus on nodal areas and will be directed by infill development. Within the current premise of human settlements, there is the need to rationalise housing typologies in accessible locations (i.e. in proximity to social amenities, jobs and transportation networks).

24.6. ERADICATION AND UPGRADING OF INFORMAL SETTLEMENTS

The strategy aims at upgrading informal settlements and transforming illegal structures into legal ones thus improving the HCM housing statistics. This also focuses on the recognition of three fundamental conditions which include property rights, property values and physical attributes of the underlying assets and their impact on each other. Beyond the legal dimensions of upgrading the informal settlements, the strategy also aims at promoting improvement of services such as water, electricity, sanitation, road infrastructure, etc.

24.7. INCLUSIONARY HOUSING DEVELOPMENT

A comprehensive housing strategy should be followed in the development of sustainable human settlements. Particular focus should be paid on integrated mixed residential development (i.e. low income housing, gap-housing developments and high-income housing) and slums clearance within urban areas while the focus on rural areas should be the eradication of inadequate housing. Rural settlements should be prioritised for the development of human settlements through the rural housing subsidy scheme.

24.8. MAXIMISING AND COORDINATING THE TOURISM AND RECREATION POTENTIAL

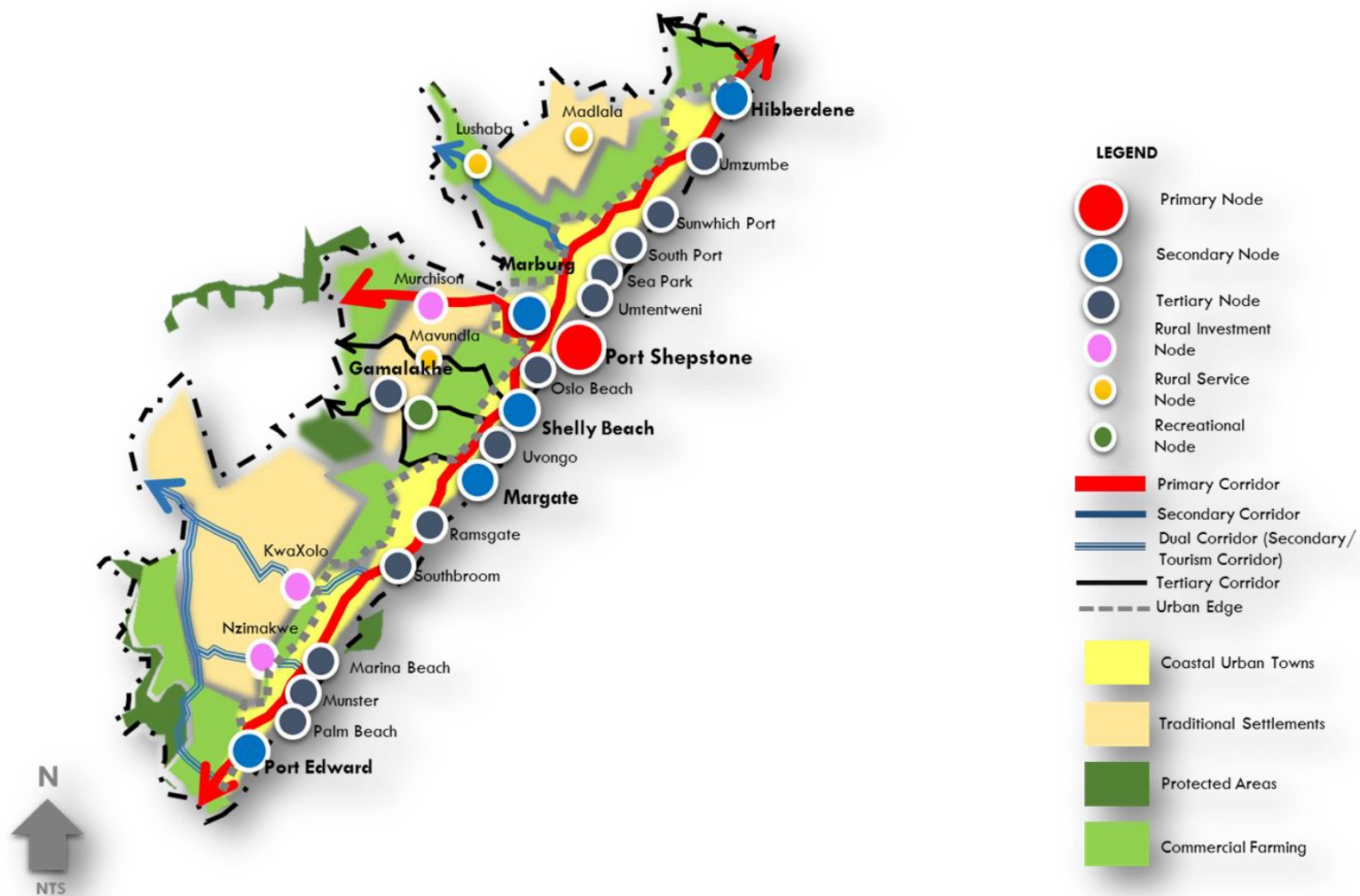
Since the municipality is known for its tourism assets, there is scope for better utilisation of opportunities. This will have to take place bearing in mind that such development is not detrimental to the natural environment. Tourism activities should

be in accordance with the image of the tourism features of the municipality, and various initiatives are to be coordinated.

24.9. PROMOTING PUBLIC AND PRIVATE SECTOR INVESTMENTS IN RURAL NODAL AREAS FOR INFRASTRUCTURE DEVELOPMENT

This strategy will focus on promoting public sector investment through the prioritisation of provision of basic infrastructure such as water, sanitation and electricity. This will be done so as to encourage private sector investment into rural nodal areas thus also creating incentives to support such areas.

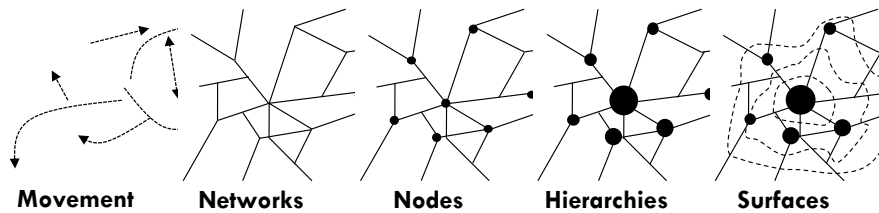
Map 1: Conceptual Framework



SECTION G: SPATIAL DEVELOPMENT CONCEPT AND FRAMEWORK

25. STRUCTURING ELEMENTS

The spatial framework is developed through an interrelated set of nodes, networks and surfaces. The essence of development in this system is the movement of people, goods and services that produces the basic impetus for developing functional relationships between otherwise independent and unrelated elements. The movement of people, goods, and services are channelled along specific routes that describe a **network of interaction**. Where networks intersect the opportunity for people, goods and services develop to interact and this gives rise to activity nodes. The intensity of interaction gives rise to the development of a **hierarchy of nodes** of different sizes depending on the level of interaction taking place in a node. This one-dimensional system of networks and nodes are tied together through **surfaces** that fill the areas between the nodes and networks.



(Source: Mogale City IDP, n.d)

25.1. HIERARCHY OF ACTIVITY AND DEVELOPMENT CORRIDORS

The spatial development concept starts by understanding the movement networks of people, goods, and services which are channelled along specific routes that describes a network of interaction. The level of activity that these

networks provides results in “Development Corridors” which are broad areas of high-intensity urban development centred on activity and development routes. They are characterised by a dynamic, mutually supporting relationship between land use and the supporting movement system. Development corridors are generally supported by a hierarchy of transport services that function as an integrated system to facilitate ease of movement for private and public transport users. Corridor development is focused predominantly on activity/ development routes serviced by mass rapid public transport services (i.e. rail or bus rapid transport (BRT)); however, the system of routes may serve different functions, with some routes combining route functionality in terms of accessibility and mobility.

Based on the above, the Hibiscus Coast Municipality conceptual framework reflects:-

- Higher order activity routes, parallel to the National Road (N2), connecting major activity nodes. These routes have high levels of continuity,
- Local activity routes, which connect local activity nodes to each other and to major activity nodes and feed into the higher order activity routes.
- New links supporting physical integration of the areas

Secondly, to support the role of these activity routes as integrating elements, a set of tools or *supportive strategies* are identified and are reflected below.

- Key network linkages are developed to reinforce the accessibility grid and the centrality of the activity nodes
- An integrated network of Non-Motorised Transport (NMT) routes is developed to support access to local and broader opportunities.

Development corridors in Hibiscus Coast Municipality occur at different scales depending on function and categorization of the transportation route that forms the basis of the corridor. They carry the flows of people and trade between two points (origin and destination) and encourages nodal development at strategic point. Corridor development as a spatial structuring element, and a tool for economic growth, seeks to create functional linkages between areas of higher thresholds (levels of support) and economic potential, with those that have insufficient thresholds.

This will enable areas that are poorly serviced to be linked to areas of opportunity and benefit with higher thresholds.

As a result, the system of development corridors in HCM are developed on the following fundamental aspects:-

- Levels of Mobility;
- Levels of Access;
- Land use intensity and role in the spatial economy; and
- Functionality of the corridor.

Table 2: Hierarchy of Corridors

TYPE OF ROUTES	FUNCTIONS	LAND USE INTENSITY
Primary Corridor <ul style="list-style-type: none"> N2 R61 	<ul style="list-style-type: none"> High Mobility Route; Limited/Prohibited Direct Access; Higher non-pedestrianized activity; 	<ul style="list-style-type: none"> Large Industrial Hubs; and Large Commercial Hubs.
Secondary Corridor <ul style="list-style-type: none"> R102 R620 	<ul style="list-style-type: none"> Moderate Mobility Route; Moderate Direct Access; Moderate pedestrianised activity. 	<ul style="list-style-type: none"> Medium Industrial Hubs; Medium Commercial Hubs; Recreational Community Services; Mixed Use Development, administration centres; etc.
Tertiary Corridor	<ul style="list-style-type: none"> Low mobility; Direct Access Permitted; 	<ul style="list-style-type: none"> Urban Settlements/ rural settlements;

<ul style="list-style-type: none"> Local Collector Routes connected to settlements 	<ul style="list-style-type: none"> High pedestrianised activity 	<ul style="list-style-type: none"> Convenient shops/ neighbourhood centres; Open Space Networks; Light industrial activities; etc.
Tourism Development Corridor	<ul style="list-style-type: none"> Aims at promoting and facilitating tourism development 	<ul style="list-style-type: none"> Tourism and Cultural Activities;
Future Development Corridor	<ul style="list-style-type: none"> Aims to promote investment growth and encourage mixed use developments in the near future. 	<ul style="list-style-type: none"> Medium Density Residential Developments; Medium Density Commercial hubs; Light Industrial Activity.

These aforementioned aspects summarises the significance of corridors within a municipal area. Upgrade and road maintenance projects on corridors that leads to development opportunity areas such as rural service centres, high potential agricultural land and tourism nodes should be prioritized as this will encourage investment, improve accessibility and enhance mobility. This principle supports the phased approach to development, targeting areas of greatest potential first. Development corridors are effective in linking infrastructure and economic development as towns and structures connect to each other in a functionally effective manner.

25.1.1. PRIMARY CORRIDOR

Based on the criteria outlined in Table 2. The following corridors are envisaged to play a significant role as primary corridors:-

a) N2 (National Road)

The N2 is the primary north-south linkage and it links Port Shepstone in the South with Durban in the North. The N2 also links Port Shepstone with Kokstad as an east-west linkage. The section of the N2 which runs in the north-south direction up to Port Shepstone is of freeway standard, and comprises of 4 lanes, 2 lanes in each direction for most parts. 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 "Corridor" system. Interchanges link this road to the Regional major arterials that give access to both formal urban settlements and most of the informal settlement clusters that occur mostly within Traditional Authority areas.

The National Corridor identified provides public transport linkages and accessibility to the communities at the interceptor points with other movement channels. A range of development opportunities are envisaged along these channels. Such developments include but not limited to:-

- Large Industrial Hubs; and
- Large Commercial Hubs.

The N2 is identified in the NSDP as a national corridor, and is recognised as such (strategic transport route) in the PSDP. The road is also recognised in the Strategic Integrated Projects (SIP's) which is seen to improve access into the Province and National Supply Chain. Therefore, the N2 is a high speed limited access road providing access and inter-nodal connections at a national and provincial level. The N2, in both a north/ south and east/ west direction, providing mobility routes. The north/ south routes provide the high friction lattices, namely the P395, P 3-1. Inland arterials are identified as the P200, P482 and the P198. A set of east/ west roads connect the coast to the interior. The prominence of this line is limited to freight and is not utilised for passengers. The N2 running along the coast linking the coastal towns is a major structuring elements within the Municipality. This link provides the primary north/ south movement lattice through the study area. Secondary north/ south link can be identified as the P395 which runs along the coast from the north until Ramsgate, as well as a less prominent inland route running from north to south which is made up of the P198, P464, P482 and the P200. Therefore, there is no major

structuring north/ south linkages exist inland of the N2. In an east/ west direction the N2 between Port Shepstone and Harding is the primary link with a number of secondary supporting routes. It is a tourist route to the major tourist destinations in Eastern Cape. It is recommended that development along this route should occur as follows:

- The N2 links the Hibiscus Coast with Scottsburg, King Shaka International Airport and the Metropolitan area of eThekweni to the North. Moreover the rail and air transport (Margate Airport) also serve as the primary corridors in the municipality as these play a major role in the promotion of tourism and facilitate the establishment of mixed land use activity nodes at the intersection of the N2 and the regional or provincial routes. Activities that may locate in these areas include logistics, warehousing, light industry and commercial facilities.
- Direct access onto the N2 should be prohibited.
- In the short to medium term, high value agricultural land located along the corridor should be protected, but in the long term, strategically located areas abutting onto the mixed land use nodes should be opened for development as mixed land use precincts such as Industrial Precincts, Commercial Precincts and High Density Residential Precincts and must develop in a linear fashion.
- Compliance with the policies and regulations introduced by the South African National Roads Agency (SANRAL).

b) R61 (Regional Road)

The R61 is a R61 Provincial route that link HCM with external significant nodes such as Kokstad, Port Edward and Mount Fletcher. Secondary to the N2, this route serve as a main link between the Eastern Cape Province and KwaZulu-Natal Province. These are identified in the Provincial Spatial Development Plan (PSDP) - Eastern Cape as some of the Strategic Transport Routes. Due to the current settlement patterns and population distribution, R61 has attracted a lot of settlement and establishment of business uses dependent on accessibility and population concentrations. The ongoing densification along this route is resulting in R61 fulfilling the role of a residential access road. High Public Transport usage (with a lack for such provisions in the present road design), higher pedestrian movements along and

across the route, high animal concentrations and insufficient fencing along this route are all factors contributing to this route being extremely dangerous to both motorists/commuters and residents.

It is recommended that development along R61 occur in the following manners:-

- R61 is a regional limited access and high speed public transport route; as such direct access onto this road should be subject to the provincial road transport regulations.
- Higher order land uses should be accommodated in the nodes, but lower order land uses could develop in a linear fashion subject to alternative access opportunities; and
- A 15m buffer should be observed from the boundary of the road reserve. This has implications for settlements that have encroached onto the buffer areas.

25.1.2. SECONDARY CORRIDORS

a) R102 and R620

Some of the main provincial roads within the study area include the R102 and the R620 better known as “Marine Drive”. The R102 road runs in the north-south direction along the coast, linking the various coastal towns, while the R620 runs from Hibberdene as far as Ramsgate. Along the R620, there are various tourism attractions such as swimming beaches and commercial nodes. These roads also play a significant role in being inland Secondary Tourism Corridors which encourage the spread of tourist facilities to the inland component of the Municipality.

The R102 and R620 are characterised by moderate mobility and direct access to properties. The regional road network can be classed into either surfaced (blacktop) or un-surfaced (gravel), which can be further classified into a north-south link or an east-west link. There are also District Roads. The district roads provide major internal linkage, linking schools, clinics etc. A problem that faces the municipality is the alignment of KZNDOT implementation projects with that of the municipality's implementation projects.

It is recommended that development along these roads should occur in the following manner:-

- Implementation of projects should be aligned to KZNDOT standards;
- Unlock tourism and business potential of the coastal towns; and
- Promote access to inland areas.

b) Secondary Inland Corridors

The Municipality is characterised by poor corridor development linking urban and rural settlements. This may be due to the lack of economic activities located along these routes. However, the rural linkages which are connected to the urban linkages have potential in becoming Secondary Corridors.

These roads include the following:-

- **P69** linking Munster and KwaNzimakwe TC;
- **P732** linking Southbroom and KwaXolo TC;
- **P482** linking Uvongo and Gamalakhe/ KwaMavundla TC;
- **P344/D686** linking Sunwhich Port and KwaMadlala TC.

The P69 and P732 play a major role promoting tourism development as they are mainly connected to rural settlements. It is recommended that the municipality upgrade these roads to provide better access to tourism development, tourism marketing as well as private or community investment in rural accommodation in support of the tourism activities in Port Edward and KwaXolo Caves.

The Gamalakhe Township is slowly developing as a precinct area with the majority of activities ranging from mixed use development, residential, commercial and recreational activities defining the character of the township. It is important that such activities be supported by corridors which will increase or result in the role of the area positively contributing to the municipal economic growth. As a result, P482 linking Uvongo and Gamalakhe is envisaged to promote the character of the township as a Secondary Corridor. This corridor is also envisaged to promote recreational uses, as it passes through the Sport and Leisure Centre.

P344/D686 which links kwaMadlala and Sunwhich Port is envisaged to be a secondary corridor. Currently, no development is taking place along this route. However, potential lies in upgrading the road to increase investment opportunities to emerge to benefit the Madlala TC. Therefore, this corridor has potential to unlock basic service delivery through water provision, electricity and sanitation which will result in the investment in economic development into the area.

25.1.3. TERTIARY CORRIDORS

These corridors are mainly envisaged for movement purposes with direct access to properties permitted and high pedestrianized activity. The corridors services are envisaged to be of a lower order service to serve their sphere of influence.

The following roads have been identified as the tertiary corridors:

- Hibberdene to Msinsini;
- St Michaels to Gamalakhe;
- Margate to Gamalakhe;

25.1.4. TOURISM DEVELOPMENT CORRIDOR

The corridor aims at promoting and facilitating tourism development. The identified tourism development corridors include:-

- **P69** linking Munster and KwaNzimakwe TC;
- **P732** linking Southbroom and KwaXolo TC;
- **P55** linking Murchison and Nyandenzulu Waterfalls and Oribi Gorge
- **D1095** linking Port Edward and Ezingolweni and passing through Red Dessert.

The P69 linking Munster and KwaNzimakwe and P732 linking Southbroom and KwaXolo connecting to D1095 Port Edward to Ezingolweni plays a significant role in promoting cultural and tourism opportunities. The main existing tourism opportunities include the Red Desert, the Umtamvuna Nature Reserve and KwaXolo Caves.

It is recommended that development along these roads should occur in the following manners:-

- Establishment of a Cultural Village along P732 from Southbroom and KwaXolo leading to KwaXolo Caves;
- Further economic studies to test the feasibility of the establishment of Cultural Village along P732 should be conducted.
- Strengthening the tourism development along P55 linking Shelly Beach and Nyandenzulu Waterfall.

25.1.5. FUTURE DEVELOPMENT CORRIDORS

A Future Development Corridor is proposed to facilitate connectivity of the Margate Airport towards Marburg. The corridor connects to Izotsha Corridor and it is positioned in close proximity to Gamalakhe Township. The main expansion of the corridor is envisaged to encourage mixed land use activities which include light industrial, commercial, offices and residential. Residential development along this road may include gap-housing development which will allow for the development of a new Community Urban Town Centre (at the intersection of the road that leads to Gamalakhe and Uvongo) over a long term.

25.2. HIERARCHY OF NODES

The spatial development concept of nodes relates to where networks or corridors intersect which result in the opportunity for people, goods and services develop to interact and this gives rise to activity nodes. The intensity of interaction gives rise to the development of a **hierarchy of nodes** of different sizes depending on the level of interaction taking place in a node.

As a result, the main issues facing Hibiscus Coast Municipality in terms of nodal development is poor settlement pattern, which manifests in the form of the dominance of small towns as regional service centres and economic hubs, as well as the expansive farming areas and a general rural character of the area. The net effect of this is the inability to decentralise and coordinate service delivery at a localised level. As a means to address this, there is a need to facilitate the evolution of a system of nodes incorporating primary, secondary, tertiary, future development; rural investment nodes and rural service nodes.

The system of development nodes in HCM area developed based on the following fundamental aspects:-

- a) *Accessibility; and*
- b) *Role and Function.*

Table 3: Hierarchy of Nodes

TYPE OF NODE	FUNCTION	TYPE OF SERVICE
Primary Node (Regional Centre) <ul style="list-style-type: none"> Port Shepstone 	<ul style="list-style-type: none"> Distribution and coordination point; High Order level of goods and services; Highly Accessible 	<ul style="list-style-type: none"> Regional Commercial Activities Multi-skilling / training centre Regional Library Secondary & Primary schools/ Crèches Regional Hospital/Clinic Police Station/ Permanent emergency services facility Permanent welfare office/Pension pay-point Children's home/Aged/Infirm care centre Magistrates Court Multi-Purpose Community Centre/ Customer Service Centre Civic Centre Sports / recreation

		complex (with swimming pool)
Secondary Node (Sub- Regional Centre) <ul style="list-style-type: none"> Shelly Beach Margate Hibberdene Port Edward Marburg 	<ul style="list-style-type: none"> Medium Order level of goods and services 	<ul style="list-style-type: none"> Secondary & Primary schools/ Crèches Local Hospital/Clinic Police Station Library Welfare office/Pension pay-point Multi-Purpose Community Centre/Satellite Customer Service Centre Municipal hall Sport Complex
Tertiary Node (Neighbourhood Centre) <ul style="list-style-type: none"> Umzumbe Umtentweni Oslo Beach Ramsgate Uvongo Gamalakhe Southport Glenmore 	<ul style="list-style-type: none"> Low order level of goods and services 	<ul style="list-style-type: none"> Secondary/ Primary schools/Crèches Satellite Police Station Satellite Pension Paypoint Satellite Customer Service Centre Community hall; Sports grounds; Local commercial and industrial centre
Rural Investment Node <ul style="list-style-type: none"> KwaXolo (Gcilima) KwaNzimakwe Murchison 		<ul style="list-style-type: none"> Secondary/Primary schools/Crèches Satellite Clinic; Community safety centre

		<ul style="list-style-type: none"> ▪ Satellite pension pay points ▪ Satellite Administration Departments i.e. Home Affairs, Sassa, etc. ▪ Traditional Court ▪ Local commercial centre ▪ Community Centre ▪ Sport Complex
Rural Service Node <ul style="list-style-type: none"> ▪ KwaNdwalane ▪ Lushaba ▪ KwaMdlala ▪ KwaMavundla 		<ul style="list-style-type: none"> ▪ Secondary/primary Schools /Crèches ▪ Mobile Police Station ▪ Satellite pension pay points ▪ Mobile Clinic ▪ Community hall ▪ Sports Field
Recreational Node (Ugu Sports and Leisure and Surroundings)	Provides a multifunctional recreational and public open space that could provide in all the needs of the local community.	<ul style="list-style-type: none"> ▪ Sports Complex ▪ Parks ▪ Open Space Network ▪ Conservation

25.2.1. PRIMARY NODE

The Port Shepstone town has been identified as a Primary Node as it is the main urban centre within the Hibiscus Coast Municipality area of jurisdiction. The town is strategically located at the central parts of the District and it plays an important role as a regional centre for the District. It has a good potential as a primary node for investment promotion and centre of supply of services in the District. Port Shepstone

is the main commercial centre and the major location of employment. There has been a gradual change in rural settlement patterns, from a much dispersed scattered settlement pattern to a concentration of residential sites around the access roads. It forms part of the provincial spatial systems and is identified in the PSDP as one of the economic hubs. This node has administrative, social, and economic potential and there is provision of concentration of different activities of services. As a regional node, the following activities should be strengthened in this node:-

- Location of district and sub-district offices of various government departments and serve delivery agencies.
- Location of facilities and services for an effective administration.
- Industrial development, focusing mainly on the processing of raw materials produced within the sub-region.
- Location of public facilities serving the whole sub-region and beyond. These may include district hospital, sports facilities and transportation facilities.
- Location of regional commercial centres to promote the economic growth of the municipality.

25.2.2. SECONDARY NODES

There are five secondary nodes identified which provide medium order goods and services to surrounding settlements. These nodes are namely:-

- a) Shelly Beach
- b) Margate
- c) Hibberdene
- d) Port Edward
- e) Marburg
- f) Gamalakhe

These nodes currently function as the sub-regional urban centres for the HCM that they serve. Similar to the primary node, these areas are well located within the main transportation routes that connect these nodes with various settlements within HCM area of jurisdiction. As a sub-regional node the following activities should be strengthened in these secondary nodes:

- Development of commercial activities serving the whole local municipal areas and the surrounding areas (sub-region).
- Light Industrial development, focusing mainly on the processing of raw materials produced within the sub-region and the neighbouring areas – agri-processing centre.
- Development of sub-regional shopping centres to serve the neighbouring communities.
- Location of public facilities serving the neighbouring communities. These may include sports and transportation facilities.
- Location of facilities and services for an effective administration and local governance of the municipalities.

25.2.3. TERTIARY NODES

While the primary and secondary nodes serves as a regional and sub-regional centres, at least ten (10) other areas present an opportunity for the development of tertiary nodes with much less threshold/sphere of influence, namely:

- a) Umzumbe
- b) Umtentweni
- c) Oslo Beach
- d) Ramsgate
- e) Uvongo
- f) Southport
- g) Sea Park
- h) Glenmore
- i) Southbroom
- j) Munster

Three main factors have influenced the selection of these areas, that is:

- Location in relation to major access routes. Secondary nodes are located either along a primary or secondary corridor, or at the intersection of the primary and secondary corridors.
- Location in relation to large rural or urban settlements, which provides a threshold for services, rendered from these areas.

- Development potential based on the accessibility and the role and function of the town.

25.2.4. RURAL INVESTMENT NODE

Rural Investment nodes are focussed on improving the local economic growth of the rural centres with basic socio-economic elements. These nodes will serve as major rural centres and serve as location points for community facilities serving the local communities. This include:-

- KwaXolo (Gcilima)
- KwaNzimakwe
- Murchison

The three rural nodes have an array of social facilities. These nodes are characterised by dense rural settlement patterns and forms a major part of tourism corridors. These tourism corridors include P69 linking Munster and KwaNzimakwe TC, P732 linking Southbroom and KwaXolo Caves and P55 linking Murchison and Nyandezulu Waterfalls and Oribi Gorge.

Development of these nodes are envisage to improve:-

- Investor confidence of the area;
- Location and development of social facilities and satellite administrative government departments;
- The development of neighbourhood shopping centres;
- The provision of basic services to residents;
- Tourism development.

These areas have potential for the location of multi-purpose community centres (to include clinics, AIDS support services, library, adult education and skills training and computer facilities). Major capital investment is not required and by making use of alternative approaches, including mobile structures (containers or prefab construction) and providing only essential infrastructure, combined with periodic service delivery and markets, the potential of centres to fulfill a rural investment node function can be tested efficiently and at relatively low cost. Approaches to attracting private sector investment to these nodes must be further considered.

It is proposed that the Municipality should also provide incentives to lure in Private Sector investments into these areas.

25.2.5. RURAL SERVICE NODE

These nodes are characterised by low levels of services and low levels of economic activity. The main activity envisaged for these rural nodes include development of:-

- Primary and secondary schools;
- Clinics including mobile clinics;
- Pension pay points;
- Community halls and other community facilities.

These nodes include the following:-

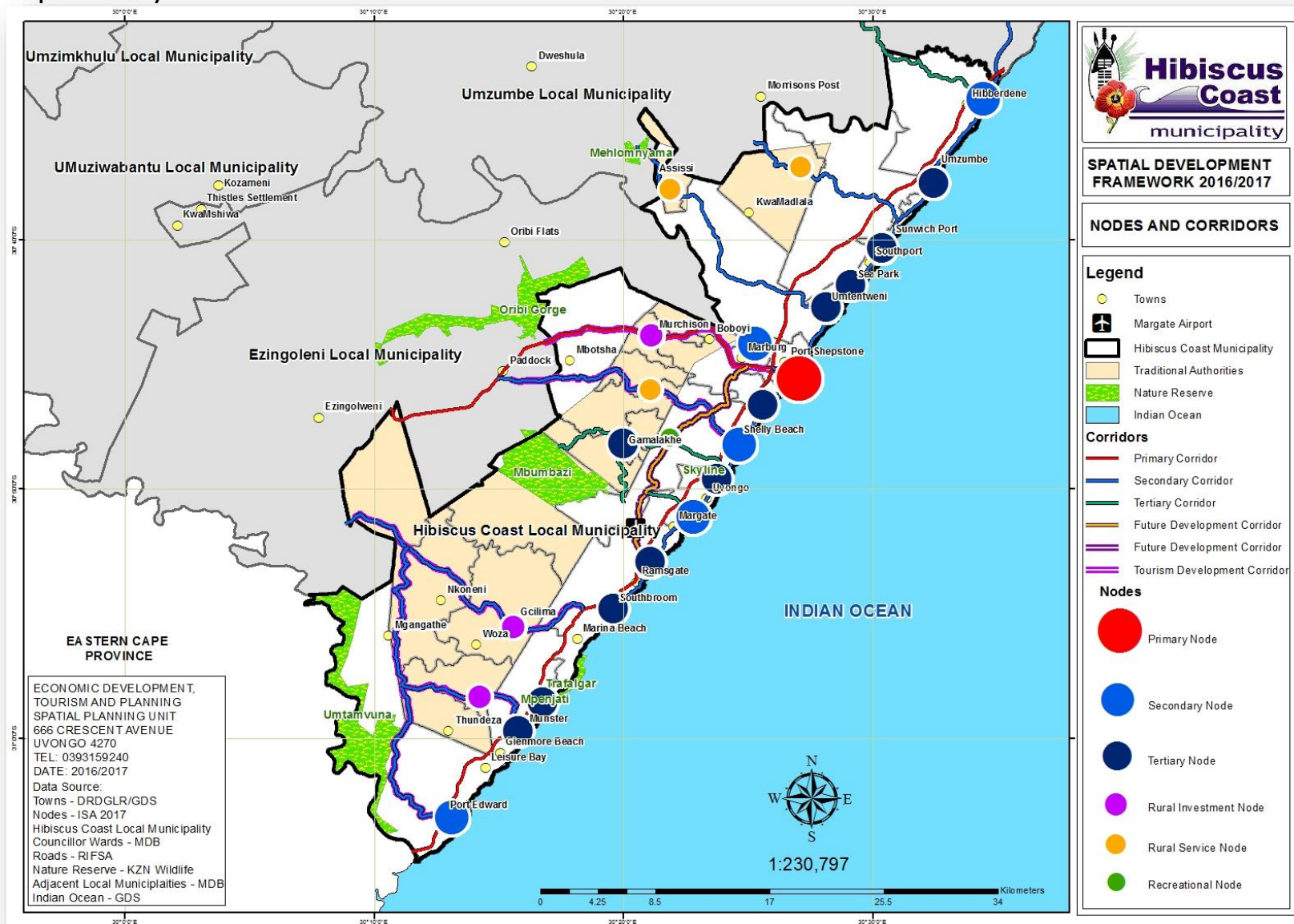
- KwaNdwalane
- Lushaba
- KwaMdlala
- KwaMavundla

25.2.6. RECREATIONAL NODE

In support of tourism development within the municipality and promoting it to be highly celebrated through efficient and sustainable infrastructural development. It is recommended that the Gamalakhe node, particularly the area surrounding the uGu Sports and Leisure Centre at the close vicinity of the intersection of road P200 and St Michaels road be promoted as a recreational node. This node is envisaged to provide multifunctional recreational and network of public open spaces that could provide in all the needs of the local community.

This node is currently vacant however this area has the potential location of mixed development such as promotion of network of public open spaces supported by residential, commercial, offices and conference facilities.

Map 2: Hierarchy of Nodes and Corridor in HCM



25.3. CONTINUUM OF SUSTAINABLE HUMAN SETTLEMENT

The Hibiscus Coast Municipality SDF puts forward the development of sustainable human settlements which has been developed further into a strategic framework for overall socio-economic development. This also plays a significant role in filling the gaps between nodes and corridors.

Human settlements are the spatial dimension as well as the physical expression of economic and social activity. The creation of sustainable human settlements is inevitably an objective for social development as it defines and determines the relationship between where people live, play and work on the one hand and how this occurs within the confines of the natural environment. It is one of the most visible and quantifiable indicators of the society's ability to meet one of its basic needs shelter, and a pre-requisite for sustainable human develop and economic growth.

The following fundamental aspects plays a significant role in the development of sustainable human settlements.

25.3.1. LAND RELEASE

In order to promote sustainable human settlements. Land identification exercise should be undertaken to identify, map and assess all strategically located land that is suitable for housing development. This is in addition to the land that is subject of the current and planned housing projects. The exercise should be based on the following criteria:-

- Ownership of land.
- Restrictive conditions of title and other encumbrances.
- Current land use and existing zoning.
- Size and potential yield for different housing products.
- Availability of services within the site.
- Location in relation to employment and other urban opportunities.
- Market value of the land as determined by the municipality for rating purposes.
- Geotechnical, topographical and other environmental conditions.

- The use of the land for housing purposes should be in accordance with IDP and the associated sector plans.

This exercise should be supported by a land release policy clearly stating the manner in which the municipality will acquire, allocate land and release it for development. In some instances, this may include entering into collaborative initiatives with the private sector (e.g. private public partnerships).

25.3.2. HOUSING DELIVERY AND POLICY

A comprehensive housing strategy should be followed in the development of sustainable human settlements. Particular focus should be paid on integrated mixed residential development and slums clearance within urban areas while the focus on rural areas should be the eradication of inadequate housing. Rural settlements should be prioritised for the development of human settlements through the rural housing subsidy scheme.

25.3.3. INTEGRATED MIXED USE RESIDENTIAL DEVELOPMENT

Development of mixed use residential developments should be promoted to allow for special mix of development to occur within development nodes. The strategic approaches to be undertaken in promoting such development should take into consideration:-

- Identification of vacant strategic located land parcels to undertake BNG projects and Mixed Residential Development;
- Facilitation of the provision of bulk infrastructure and services within the sites earmarked for future integrated residential development; and
- Packaging of mixed residential (low, middle and upmarket) housing projects involving the Department of Human Settlements and Private Sector (Banks).

25.3.4. SLUMS CLEARANCE

The following spatial planning directives should be applied in the implementation of slums clearance projects:

- Identify all informal settlements and quantify housing need and demand.

- Mapping and assessment of informal settlements to establish whether they can be upgraded In-situ or requires relocation.
- Develop and introduce a land invasion policy as a means to prevent development of new and expansion of the existing informal settlements.

25.3.5. RURAL HOUSING DEVELOPMENT

The government's rural housing assistance programme has been designed to complement the realisation of the objectives of Integrated and Sustainable Human Settlements. The rural housing assistance programme is needs or demand based and designed to provide housing and infrastructure assistance within the specific circumstances. Dense rural settlements will be for prioritized rural housing while low density rural settlements will not be highly prioritised.

The following is recommended for the establishment of rural housing:-

- The housing development should not negatively change the character of the rural setting;
- The supporting uses such as commercial, social/civic, etc. should be rural in nature in order to be viable and functional;
- The development should not require extensive service infrastructure;
- The development should not have any negative environmental impact.
- Proposed developmental uses should primarily service the local market and must be resource based; and
- The uses must be located in defined service points/ nodal points.

26. NATURAL STRUCTURING ELEMENTS

26.1. ENVIRONMENTAL STRUCTURING CONCEPT

The Environmental Structuring Concept is built around creating linkages between the different spatial elements of the Municipality which include the built form, natural environment, cultural heritage, and symbolic locations. It is important that all strategic planning initiatives recognise that the Municipality's natural environment and the uniqueness and amenity that it offers is a critical component of the city's competitive advantage and its service sector based economy. The protection of the city's natural

environment is therefore not purely a conservation effort but also a way of ensuring continued investment in the city. The environmental structuring concepts that must receive cognizance in the development of spatial planning initiatives encompass the following:-

26.1.1. WATER RESOURCE MANAGEMENT

Water is a crucial requirement for survival for all life on earth. Water resource management therefore encompasses planning, distributing, developing and managing the optimum use of water. The growing population of the Municipality owing to urbanisation and natural growth puts a strain on available water resources due to increased need. Thus, it is pivotal for the Municipality together with the UGu District as the water service provider to understand the relationship existing between available water resources and the respective demands in order to inform the infrastructure planning process. One of the key performance areas for the Back-to-Basics approach is the provision of basic services whereby decent living conditions must be created. As such, it is important for the uGu District in collaboration with HCM to protect water resource assets to ensure secure and sustainable supply over time of which can be achieved in a variety and/or combination of ways including protection, rehabilitation and water storage asset management investment and the introduction of relevant new infrastructure and attempt to minimize the municipality's susceptibility to climate change.

The National Water Act, 1998 (Act No. 36 of 1998) makes provision for the protection, management and sustainable use of water as a scarce and unevenly distributed resource. The purpose of this Act is to ensure that the nation's water resources are protected, used, developed, conserved, managed and controlled in ways which take into account amongst other factors:

- Meeting the basic human needs of present and future generations;
- Promoting equitable access to water;
- Redressing the results of past racial and gender discrimination;
- Promoting the efficient, sustainable and beneficial use of water in the public interest;
- Facilitating social and economic development;
- Providing for growing demand for water use;
- Protecting aquatic and associated ecosystems and their biological diversity;

- Reducing and preventing pollution and degradation of water resources;
- Meeting international obligations;
- Promoting dam safety;
- Managing floods and droughts, and for achieving this purpose, to establish suitable institutions and to ensure that they have appropriate community, racial and gender representation

Therefore, much emphasis must be placed on achieving the provisions set out in National Water Act by uGu District and HCM. The possible interventions to ensure sustainable practices in respect of water which could be investigated by the Municipality include the following:

- Improving sanitation, wastewater management, and infrastructure and community services.
- Declaring flood risk or prone areas as “no-go” areas (that is utilizing the 100 year flood-line in terms of section 144 of the National Water Act, (36 of 1998)) and regularly conducting slope analysis and/or geotechnical reports may prove advantageous in determine whether land is suitable for development or not.
- Rehabilitating and protecting wetlands and riparian zones from current and future development and as such should also be treated as no go areas.
- Land use practices must conform to the National Freshwater Ecosystem Priority Area Guidelines.

26.1.2. PROTECTION OF AGRICULTURE LAND

The National Department of Agriculture, Forestry and Fisheries (DAFF) together with the Provincial Department of Agriculture and Environmental Affairs (KZN DAEA) are critically concerned about the food security challenge threatening South Africa as well as the drastic decrease of available land for agriculture. Loss of productive agricultural land is attributed to climate change, poor management of agricultural land, urban development, amongst many. Urban development is a major threat to food security in the city. It is important to note that high potential agricultural land has become a scarce and a deteriorating resource in the urban context due to competing uses. Its protection is therefore high on the agenda of the Department of Agriculture. The responsibility of protecting agricultural land rests with the Department of Agriculture, Environmental Affairs and Rural Development under the

Subdivision of Agricultural Land Act, Act No. 70 of 1970. The act protects agricultural land from development that leads to non- agricultural uses which damage the potential of the land to yield agricultural productivity.

The loss of productive land clearly affects farming and rural communities and as such degraded land becomes more costly such that more fertilizer, machinery and supplementary feeds are needed to improve productivity of land. Thus, any proposal for non-agricultural development on agricultural land should be subject to an application made to, and assessed by, the Department of Agriculture in terms of the Sub-division of Agricultural Land Act, (Act No. 70 of 1970). However, it is also important for the Municipality to play an active role in protecting and enhancing agricultural land in the quest for food security. As such, it is critically important for Hibiscus Municipality to develop guidelines (as part of the SDF) for managing development on agricultural land.

The Hibiscus Coast municipality already has a town planning scheme that caters for agricultural land in urban areas that includes setting aside land for agricultural development purposes. Therefore based on the four categories of Municipality the protection of agricultural land should be centred on the following policy principles:

- Good potential agricultural land should be protected through appropriate land use management schemes and as such it should not be built on unless there is an overriding need for the development in terms of public benefit and that no other site is suitable for that particular purpose.
- When preparing, reviewing or amending planning schemes, the Municipality should include provisions for protecting good quality agricultural land, irrespective of the effect of market variations on its sustainability.
- The preparation of planning schemes should include an evaluation of alternative forms of development, and significant weight should be given to those strategies which reduce the impacts on good quality agricultural land.
- The land Use Scheme should aim to reduce cases where incompatible uses are located adjacent to agricultural operations in a manner that inhibits normal farming practices. Consequently where such instances do arise, measures need to be taken to avoid potential conflict.

- In cases of threatened and/or potentially threatened agricultural land action plans need to be developed to protect this land from degradation. This would involve the relevant provincial departments that can assist in identifying this areas and providing the necessary interventions.
- Adopting environmentally friendly agricultural practices will help preserve and sustain the quality and quantity of agricultural land under production.
- Continuous research and development will be plays a significant role in ensuring long term sustainability and improvement of these lands.

26.1.3. BIODIVERSITY MANAGEMENT

The concept of biodiversity management refers to the conservation of key biodiversity comprising of wetlands, rivers, forests, grasslands, fauna and flora which are imperative for functional ecosystems, assisting in alleviating the impacts of climate change and contribute to an improved quality of life through the services and goods provided by ecosystems. It is recognises that well managed natural areas serve as recreational and tourism assets which enhances property values. In order for biodiversity to be conserved, it is important for all municipal biodiversity to be identified to form a biodiversity network, thus promoting sustainable development.

The protection of these terrestrial and aquatic natural environments will in turn reduce the cost to the Hibiscus Coast Municipality associated with interventions such as storm water and beach sand replenishment schemes. In so doing the sustainable supply of ecosystem goods and services will be formed and will provide a practical alternative to deforestation and the degradation of other ecosystems. The Municipality has several sensitive vegetation types or areas of conservation significance which include both critically endangered ecosystems and endangered ecosystems. It is therefore imperative for biodiversity management practices and approaches in the Municipality to be undertaken in line with the following key legislation:

- National Environmental Management Act, 1998 (Act 107 of 1998) makes provision for the conservation and management of biodiversity including the protection of species and ecosystems that warrant national protection, sustainable use of indigenous biological resources and the fair and equitable sharing of benefits arising from bio-prospecting involving

indigenous biological resources. The management of these areas should be in line with national norms and standards.

- National Environmental Management: Integrated Coastal Management Act, 2008 (Act 24 of 2008) relates to the establishment of a system of integrated coastal and estuarine management including norms, standards and policies, in order to promote the conservation of the coastal environment, and maintain the natural attributes of coastal landscapes and seascapes, and to ensure that development and the use of natural resources within the coastal zone is socially and economically justifiable and ecologically sustainable. It further defines the rights and duties in relation to coastal areas that determine the responsibilities of organs of state in relation to coastal areas to prohibit incineration at sea; to control dumping at sea, pollution in the coastal zone, inappropriate development of the coastal environment and other adverse effects on the coastal environment and gives effect to South Africa's international obligations in relation to coastal matters.

It is important that all strategic planning initiatives recognise that HCM's natural environment and the uniqueness and amenity that it offers is a critical component of the Municipality's competitive advantage and its service sector based economy. The protection of the Municipality's natural environment is therefore not purely a conservation effort but also a way of ensuring continued investment in the city.

26.1.4. COASTAL MANAGEMENT

The National Environmental Management: Integrated Coastal Management Act 24 of 2008 defines the "coastal zone" as the area comprising of coastal public property, the coastal protection zone, coastal access land and coastal protected areas, the seashore, coastal waters and the exclusive economic zone and includes any aspect of the environment on, in, under and above such area. It contains norms, standards and policies that help promote the conservation of the coastal environment, maintaining the natural attributes of coastal landscapes and seascapes, and to ensuring that development and the use of natural resources within the coastal zone is socially and economically justifiable and ecologically sustainable. Furthermore, the act defines the rights and duties in relation to coastal areas to determine the responsibilities of organs of state in relation to coastal areas.

The concept of coastal management is therefore premised on the protection of coastal resources and features whilst promoting the optimal utilisation of the benefits the coast has to offer. The benefits that the coast offers relate to the following:

- Provision of ecologically and socio-economically rich natural resources which sustain livelihoods, and coastal and ocean recreation which enhances the quality of life as a whole, and
- Serves as a niche for the social, economic and ecological influences for human and other activities

In the context of the KZN Province, Ezemvelo KZN Wildlife plays an instrumental role in environmental and coastal management as it establishes and manages Marine Protected Areas, monitoring compliance along the coastline, with regards to planning and development and harvesting and the management of estuaries. The Marine Protected Areas Act identifies Sanctuary Zones, Restricted Zones and Controlled Zone which are significant in managing biodiversity and ecosystem loss.

It is therefore important for all coastal management approaches instituted by the Municipality to take cognizance and align with:

- National, Provincial and District-wide Coastal Management Programmes (CMPs) and National Estuarine Management Protocol;
- Provincial and Local Coastal Management objectives

26.1.5. DISASTER MANAGEMENT

The Disaster Management Act, 2002 (Act No. 57 of 2002) indicates that every District and local Municipality must have in place a Disaster Management Plan with the aim of ensuring an integrated approach to disaster management. The occurrence of disasters such as floods, droughts, fires, storms, tsunamis, landslides, volcanic eruptions, earthquakes and erosion have increased as a result of changing climatic conditions associated with rising greenhouse gases. It is important to note the effect of urbanization on growing informality in cities which plays a key role in exacerbating the vulnerability of settlements which are located in disaster prone areas such as along floodplains to natural disasters.

It has been recognized that well managed ecological infrastructure can buffer human settlements and built infrastructure against extreme events like floods and droughts, playing a crucial and cost-effective role in disaster risk reduction. For example, coastal ecosystems such as dunes, mangroves and kelp beds reduce the impact of storm surges on coastal settlements. In some areas, climate change is predicted to increase the frequency and magnitude of extreme events.

In line with the requirements of the Disaster Management Act, the Municipality has developed a Disaster Management Plan which aims to serve as an instrument for disaster management functions and procedures. However, the plan does not identify areas in the Municipality which are prone to disaster, thus making it difficult to evaluate the viability of spatial planning initiatives across the municipal area.

It is necessary for the Municipality to engage in continuous research and monitoring of climate change and variability utilizing the Provincial Climate Change Disaster Response Plans which will assist in the promoting a more responsive approach to disaster management. In addition, it is critically important for the actions of the Municipality to align to the legislative, policy directives and norms and standards relating to disaster management. The Disaster Management Plan will also need to consider the following:

- Define high flood risk areas from a spatial point of view and developing a disaster response strategy with for settlements within these areas that will be inclusive of an implementation programme to relocate affected settlements.
- The disaster management centres must also serve as early warning tools and develop potential risk and disaster scenarios.
- Continuously reviewing disaster management plans conducted by all relevant departments including Department of Agriculture, Fisheries and forestry, Department of Water Affairs, Department of Land Affairs and Rural Development etc.
- Interventions to improve the environmental management capacity of Traditional Leaders and the Ingonyama Trust Board
- The development of environmental planning standards that are aimed at creating ecological resilience.

- Interventions to maximise community based natural resource management programmes, focused in those areas where land degradation has become a concern.

26.1.6. CLIMATE CHANGE MANAGEMENT

Climate change is recognized as the global major environmental challenge of the 21st century. It is a significant and increasing threat to communities, biodiversity, infrastructure and systems. Escalating greenhouse gas emissions contribute towards climate change, thus impacting on human health. There is therefore an urgent need for spatial planning interventions and initiatives to incorporate activities to control activities that contribute to the depletion of ozone layer and also propose activities to mitigate the effects of climate change.

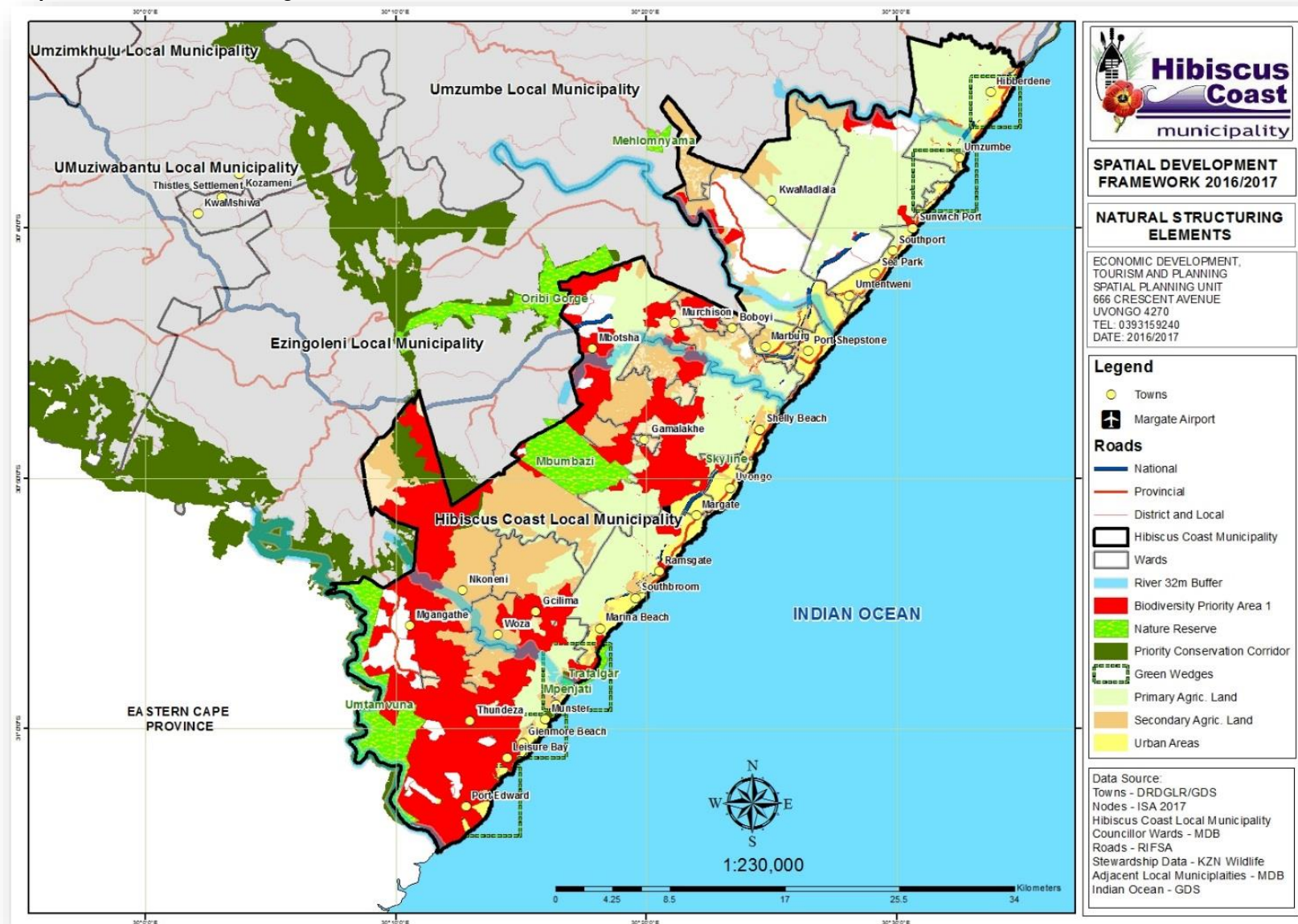
There is a need for focused action on climate change as it has been identified as resulting in a number of key challenges in South Africa, specifically coastal areas such as Hibiscus Coast Municipality which are linked to global impacts such as increased temperatures, extreme weather events (e.g. flooding and drought), sea level rise and climate variability. Furthermore, it is recognised that climate change impacts on populations (heat stress as temperatures rise, respiratory and heat borne diseases, hydration, amongst many) that interact with the environment. As such, if not addressed, climate change has potential of eroding the development efforts of the Municipality.

It is important for the efforts of the Municipality to tackle climate change to be aligned to initiatives of established institutions such as the United Nations and learn from neighbouring municipalities with similar coastal characteristics such as the eThekweni Municipality. It is important for HCM to develop a similar approach that was initiated by the eThekweni Municipality, by initiating the Municipal Climate Protection Programme (MCP) in 2004. This was a phased programme, which has focused on climate change adaptation and enhancing the city's ability to cope with climate change impacts.

The likely climate change impacts have been assessed and plans, programmes and projects have been developed to assist the Municipality in dealing with these impacts. The mitigation and adaptation work streams of the MCP are located in the

Energy Office and the Environmental Planning and Climate Protection Department respectively.

Map 3: HCM Natural Structuring Elements



27. ELEMENTS OF THE SPATIAL DEVELOPMENT FRAMEWORK

The Hibiscus Coast Development Framework is a consolidation of current and future strategic decisions which are intended to direct planning and investment in the municipality. A number of key elements which represent the spatial development framework are discussed further.

27.1. DEVELOPMENT GROWTH EDGES

The situational analysis has shown that the HCM population will increase in the next 25 years to approximately 374 904 at 1.6% growth rate. This will result in approximately 104 139 households. These projections depicts high level of urbanisation which is expected to continue for the near future.

Given the increase in population growth prospects and the fact that this will result in urbanisation which may provide the only element to engineer spatial change, the process needs to be managed with great circumspection. Spatial growth recognises a number of important elements. The management of spatial growth is structured around the spatial containment of growth by strengthening nodes and improving selected networks as development corridors and activity spines.

27.1.1. SETTLEMENT EDGES

According to the KZN CoGTA presentation on Method for Defining Settlement Relevant Edges, 2016; a “Settlement Edge” is defined as a “planned boundary to existing settlements in order to promote compaction of the urban core”. This is further determined administratively based on the settlement structure.

The delineation of settlement edges for the identified nodes is vital for achieving development of efficient and sustainable human settlements through:-

- Containment of human settlements;
- It provides certainty in the Markets; and
- It enables integrated, proactive long term spatial planning which can direct and manage growth and development.

- urban sprawl;
- Intensification of development;
- Integration of urban areas;
- The optimum use of existing resources in established urban areas, such as bulk service infrastructure, roads and public facilities, and
- Reducing the need for commuting as well as commuting distances.

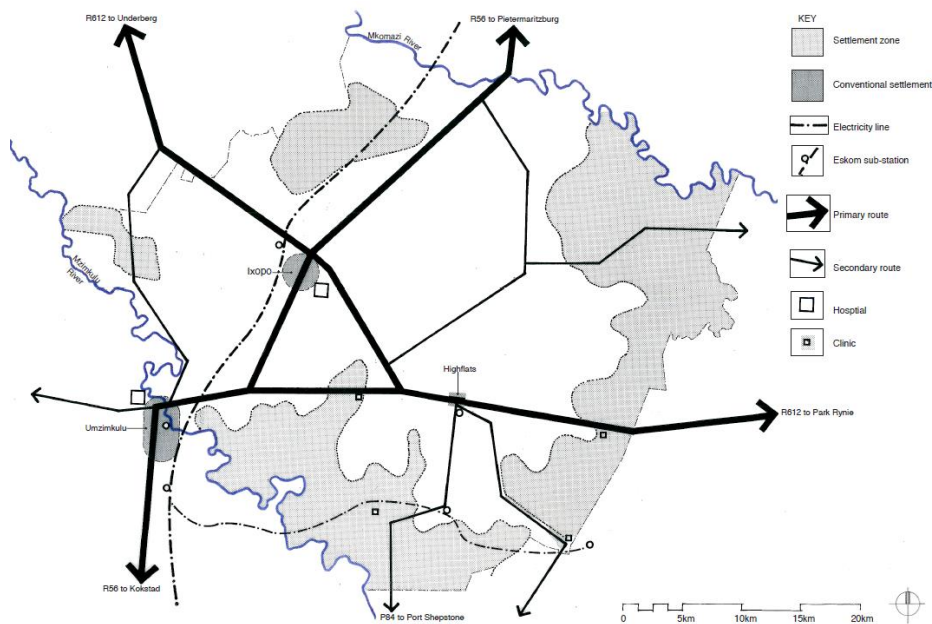
The delineation of the urban edges for the purpose of the SDF takes a long term, strategic approach, looking at potential future pressure areas, municipal growth directions, population projections and strategic value of certain locations. The value of having a long-term urban development boundary for the municipality is that it enables long term, focused planning for infrastructure and services delivery.

A settlement edge by virtue of its purpose should include only enough land to accommodate realistic growth expectations for the short term. The settlement edge can always be expanded but once set and development is taking place, it is practically impossible to shrink the boundaries thereof.

The determination of a settlement edge is highly influenced by the following fundamental factors:-

- Major Rivers and their floodlines demarcation
- Steep land;
- Green Areas viz. Formal Conservation Areas, Areas of bio-Diversity for Protection
- High Quality Soils to protect Food Resources/ high agricultural potential area

Figure 1: Example of an Urban Settlement Edge



(Source: KZN CoGTA Method for Defining Settlement Relevant Edges Presentation, 2016)

27.1.2. RURAL SETTLEMENT EDGE

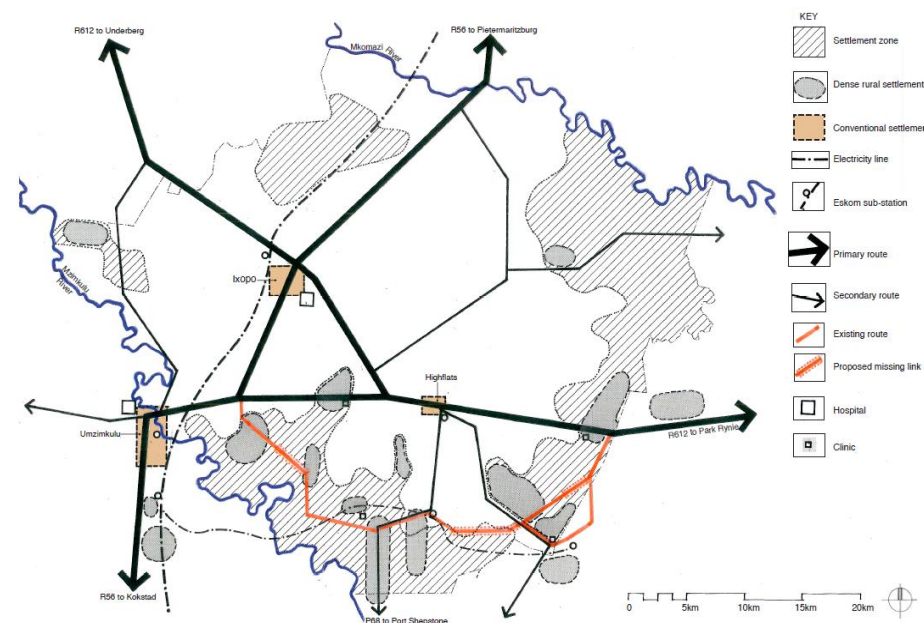
For most rural areas, it is difficult to delineate a development growth edge due to the dispersed nature of the settlements. In such areas, important aspects such as the natural environment, heritage (cultural landscape), settlement, infrastructure and design informants should be considered when delineating the boundary/edge. Such areas should be translated into a map depicting “no-go” areas and possible development areas.

The method applied in the delineation of a settlement edge must be done in a manner that will:-

- Direct new growth and development to improve existing areas of opportunity;

- Promote redevelopment of existing areas rather than abandoning existing infrastructure and facilities only to rebuild it further out;
- Promoting integrated mixed land uses within strategic locations of the settlement edge; and
- Development must be promoted within the “town centre”, that is transit and pedestrian orientated.

Figure 2: Rural Settlement Edge



(Source: KZN CoGTA Method for Defining Settlement Relevant Edges Presentation, 2016)

27.1.3. HCM URBAN SETTLEMENT EDGES

For the purpose of the SDF, the urban area is defined as those areas that are characterised by clearly defined concentrations of activity and built-up areas. The typical activities found in urban and related areas include residential development, business and administrative functions, social services and infrastructure, industrial, and commercial developments etc. The urban areas should comprise a range of services and facilities that are required to achieve a sustainable, efficient, convenient, and livable environment.

The SDF does not make any specific proposals in this regard but have taken into consideration the review of the existing urban edge which runs along the coastal towns of the Hibiscus Coast Municipality also covering semi-urban areas such as Gamalakhe Township. However, the following guidelines are provided to ensure a consistent approach throughout the municipal area:-

- Promotion of activity nodes to create agglomeration advantages that are able to attract business and economic developments to these areas;
- Such activities to be promoted may include shopping centres, work, social and cultural opportunities and public transport facilities in high quality, safe public environments;
- The activity nodes should be developed with a clear function and focus.

27.1.4. HCM RURAL SETTLEMENT EDGES

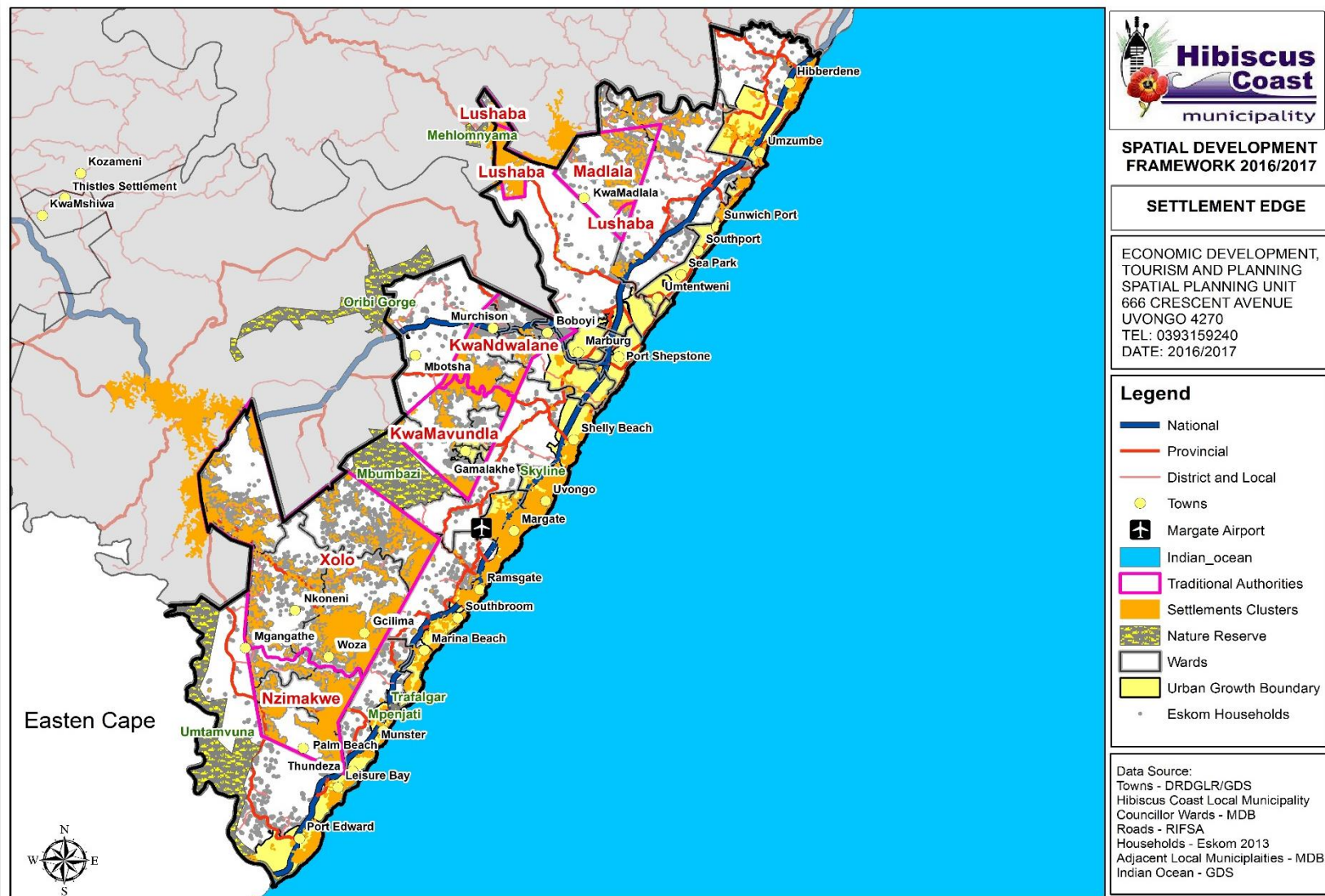
Since the Hibiscus Coast Municipality has adopted its Wall-to-Wall Scheme in December 2015. This plays a significant role in establishing areas of development growth and providing direction in improving existing areas of opportunity within the rural areas.

In addition, the following was taken into consideration when delineating the proposed rural settlement edges:-

- The impact of further spatial growth on the natural environment such as agricultural land, riverine systems, water bodies and biodiversity areas;

- The current rate of settlement growth and its implications on the rural socio-economic activities. This will in turn assist in informing policies to either curb sprawl or allow for further spatial development;
- The vision for each of the rural nodes is also a determining factor. This informs whether the settlement edge will allow for further spatial development or will contain development to encourage densification.

Map 4: HCM Urban and Rural Settlement Edge



27.2. DENSIFICATION

Densification is a spatial structuring tool that can positively contribute to sustainable urban growth, should it be applied accordingly. Densification is broadly defined as the following:

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.

Incremental densification, in turn, denotes the following:

- Small-scale densification that has a relatively low impact on the character of an area, e.g. the subdivision of a residential property or construction of a second dwelling;
- Densification is not an end in itself, but a means of improving the sustainability of the city as well as the vitality of urban precincts. It is a relative indicator of the intensity of development and the population thresholds that could support economic activity, public transport services and the like.

27.2.1. MOTIVATION FOR DENSIFICATION

Densification can contribute to the creation of good-quality, efficient and sustainable urban environments in a number of ways, including the following:

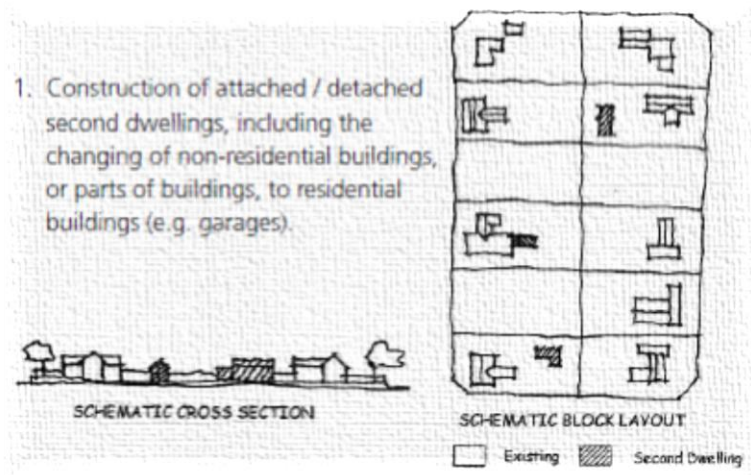
- Densification reduces the consumption of valuable/non-renewable resources.
- By encouraging development upwards rather than outwards, densification helps reduce the consumption of valuable resources such as agricultural land, areas of mineral potential, aquifer recharge areas and valuable biodiversity areas. It can also reduce the consumption of non-renewable fuels by lessening car dependence.
- Densification supports the development of a viable public transport system.
- Higher densities, accompanied by increased population thresholds and mixed-use development, support the efficient functioning and viable

provision of public transport services, especially on major line-haul routes for mass and rapid transit.

- Densification makes the city more equitable.
- Higher densities in appropriate locations, especially those close to urban opportunities (services, facilities, jobs) and public transport, help rationalize the housing pattern in the city, also improve access to the city's amenities and facilities. They help reduce travel distances and times, as well as the associated costs.
- Densification facilitates economic opportunities and supports service provision.
- Higher densities, accompanied by increased population thresholds, create sufficient consumers to generate the development of economic opportunities, social facilities and services, it also enable the cost-effective provision and optimal use of infrastructure; especially where there is excess service capacity or where increased thresholds are required to provide services and infrastructure.
- Densification improves housing patterns and choice of house type
- Densification contributes to urban place-making and improves safety
- Appropriately designed and located higher densities (in terms of form, scale, height, orientation) can provide an opportunity for place-making, the creation of attractive and safe urban environments, particularly those in proximity to public spaces (both natural and built).
- The key elements of densification are the promotion of compact, integrated and efficient urban form. This can be attained by limiting urban sprawl, by promoting higher densities, infill, re-development in and around the urban core and other activity nodes also by the promotion of mixed use activity corridors linking otherwise isolated and nonfunctional areas with a focus of public transport.

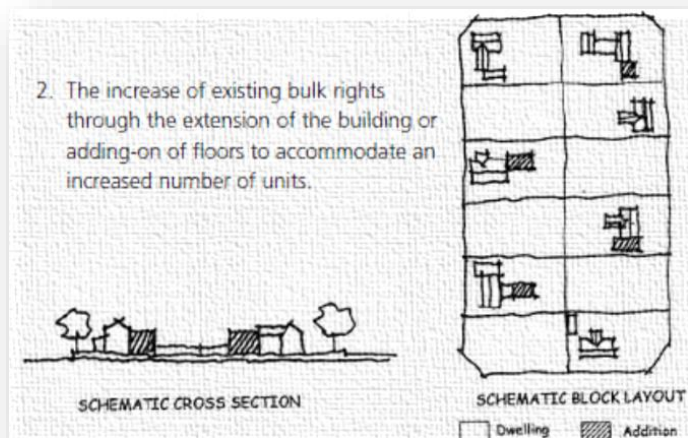
Vacant land within the central area provides infill opportunities to make use of existing services and to strengthen internal development. Vacant land beyond the central area provides opportunities for linking and integrating peripheral areas. The different methods for achieving densification can occur through:-

1. Conversion of existing building (sometimes vacant/derelict) to other uses



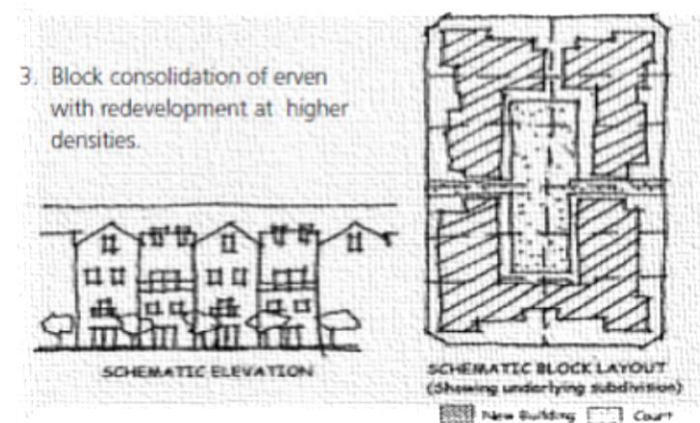
(Source: HCM SDF Review 2015/16)

2. Subdivision of large pieces of land to encourage higher densities;



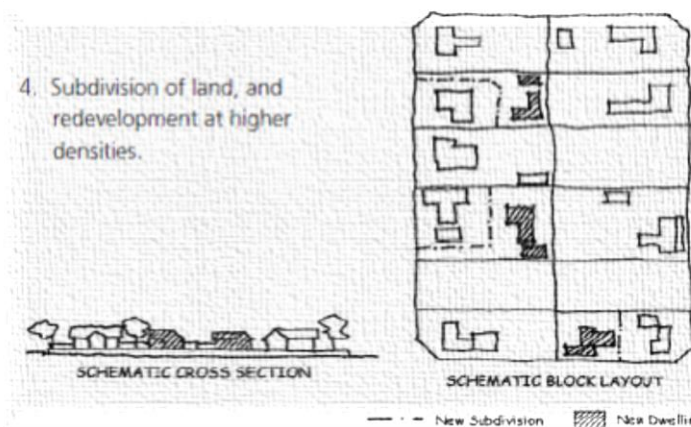
(Source: HCM SDF Review 2015/16)

3. Cluster development on large parcels of land through a consolidation process;



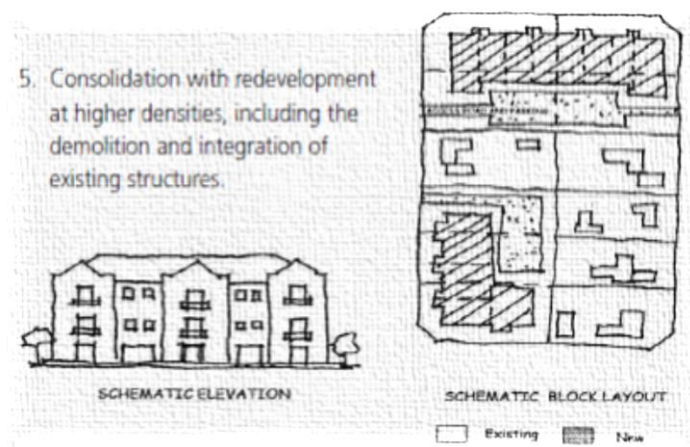
(Source: HCM SDF Review 2015/16)

4. New development on vacant or under-utilized land at higher densities;

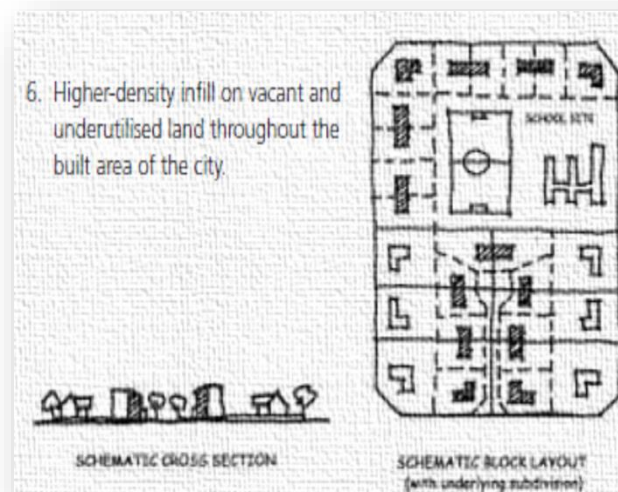


(Source: HCM SDF Review 2015/16)

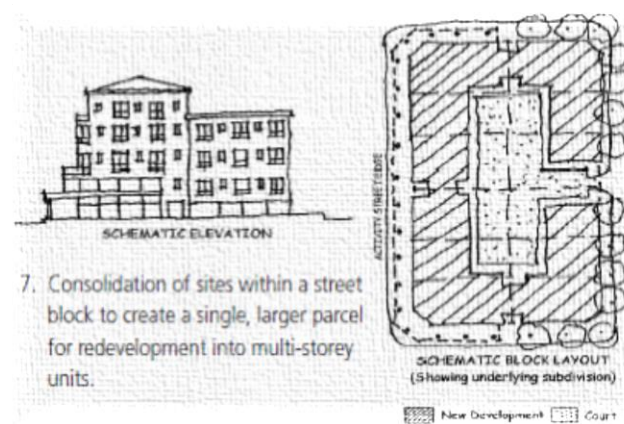
5. Allowing additional units to be developed on a single piece of land;



6. Infill development on vacant or underutilized parcels of land at higher densities. A range of infill processes may include transfer of development rights, land exchanges, land consolidation, public housing projects and so forth.



7. Allowing additional units to be developed on a single piece of land



Infill and densification as proposed above are key strategies contributing to the restructuring of urban environment. Other key interventions include but not limited to the following:

- Promote efficiency by curbing low-density sprawl
- Spatial restructuring and promotion of the generation of income-earning opportunities in appropriate places.
- Improving basic infrastructure, provision of supporting infrastructure, services including housing opportunities and adequate facilities.
- Upgrading of existing informal settlements
- Creating of social services, with a clustering of activities in accessible places
- Redressing spatial marginalization through improved transport linkages, creation of public transport hubs and enhanced accessibility to centers of employment
- Maximizing job opportunities/creation through the promotion of local economic development,
- Create appropriate trading areas that are conducive to promoting marketing opportunities for emerging as well as established businesses.
- Attract new investment by creating robust and crime controlled environments
- Promote urban agriculture as part of land use policy

27.2.2 MEASURES OF DENSIFICATION

A range of measures are used to calculate and compare built form and population densities. Some of the commonly used measures are dwelling unit density (gross/net), population density, and gross base density. Table 4 below describes these measures in more detail. This policy makes use of a gross base density at the citywide level, and net du/ha figures when setting density guidelines in specific locations. When planning the provision of social facilities and public open space, or undertaking market analyses, population density is the most appropriate measure of densification.

Management of one of the most important characteristics that influences the quality and performance of, and the efficiency as well as sustainability of human settlements i.e. urban and rural settlement density.

Table 4: Measures of densification

MEASURE	DEFINITION
<i>Du/ha</i>	Number of dwelling units per hectare (du/ha).
<i>Population density</i>	Number of people per hectare (calculated by multiplying the number of units by an appropriate average household size).
<i>Building density</i>	Ratio of total building floor area to the corresponding site area.
<i>Gross du/ha</i>	<p>The number of dwelling units per hectare of land calculated in a designated area on the basis of land used for residential purposes and other land uses, such as industry, commerce, education, transport and parks.</p> <p>Excluded are land-extensive uses, such as agricultural land and natural areas/nature reserves/parks.</p>
<i>Net du/ha</i>	The number of dwelling units per hectare of land calculated on the basis of land used for residential purposes, including the garden and off-street parking, if any.
<i>Gross base density</i>	The average number of dwelling units per hectare across the city as a whole or a smaller unit, excluding land-extensive uses, such as agricultural and rural land and large natural areas/nature reserves.

27.2.3. SPATIAL LOCATION CRITERIA AND DENSITY PARAMETERS

The proposed densification parameters should be used as a guide and not seen as the replacement of the schemes. These are mainly created to set the tone for the areas that the SDF has identified as strategic points within Hibiscus Coast. See table overleaf for details.

Table 5: Spatial Location Criteria and Density Parameters

SPATIAL LOCATION CRITERIA AND DENSITY PARAMETERS			
Targeted Areas	Description of the Spatial Area/Structure	Targeted Locations/Areas	Density Guidelines at the Locations
SPATIAL STRUCTURING ELEMENT			
Regional and Urban Nodes	Urban nodes characterised by a very high/high intensity, mix and clustering of urban activities or land use at points of very high/high accessibility, exposure, convenience and urban opportunity. Examples: Port Shepstone	Generally within and abutting the defined node or central business district area. Particularly in the vicinity of public transport routes, interchanges and stations, near civic precincts, public open space and where there is a diverse, concentrated mix of land uses, activities and services.	100–375 du/ha (net) 4 to 15 storeys
District and local urban node	Urban nodes characterised by a very medium intensity, mix and clustering of urban activities or land use at points of good accessibility, exposure, convenience and urban opportunity. They tend to serve district or suburb-level needs. Examples: Margate, Uvongo, Hibberdene and Port Edward	Generally within and abutting the node with a focus on public transport routes, interchanges and stations, next to civic precincts, public open space, and where there is a diverse and concentrated mix of land uses, activities and services	75–175 du/ha (net) 3 to 7 storeys
INCREMENTAL DENSIFICATION			
District Wide	All single, residential zoned areas	All locations as permitted by the zoning scheme or applications for new rights	Second dwellings as well as other forms of development, provided no external departures are required and the character of the area and rights of surrounding properties are not negatively affected
AFFORDABLE HOUSING AREA			
Specific residential areas	Within areas of focused public-sector investment, e.g. subsidised housing	Informed by spatial structure locations	80-300 du/ha (net) 1 to 4 storeys, informed by spatial structure.
SPATIAL STRUCTURING ELEMENTS			

Development Route	Major district movement routes, including linehaul public transport. Mixed land uses and higher density development tend to be nodal, with access provided at intersections, and generally linked to parallel and connecting side routes. Development routes may include short stretches of 'activity route' - type development. Examples: N2, R102, R61 routes	Particularly near points of direct access, transport intersections and interchanges, places of intense mixed-use and nodal activity ('activity route' character) and next to or part of commercial complexes	75-175 du/ha (net) 3-7 storeys
Activity route	Significant and/or metro-wide to district route, characterised by strip and/or nodal urban development along sections of the route. Activity routes are generally supported by a mix of land uses and higher-density urban development. Activity routes are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.	Generally near the activity route, but particularly near public transport interchanges and stations, mixed-use areas and concentrated activity, business/ commercial nodes, and public institutions and facilities including open space	100-375 du/ha (net) 4 to 15 storeys
Activity street	Local routes characterised by continuous development, including mixed land use, linear commercial and business developments, light industry, institutions and social facilities. Activity streets are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.	Generally near the activity street, but particularly near public transport stops, stations and route intersections, in mixed-use area and concentrated activity, local business/commercial nodes, and at public institutions and facilities including open space	35-100 du/ ha (net) Townhouses – 4 storeys

27.2.4 GUIDING CONTEXTUAL INFORMANTS FOR EVALUATION OF DEVELOPMENT APPLICATIONS

The contextual informants that should guide the evaluation of development applications in their immediate context are outlined in table below:-

Table 6: Development Applications Evaluation Guiding Informants

CONTEXT	INFORMANTS
Surrounding Land Uses	<p>The general land use character of an area is important when considering the suitability of higher-density development. Urban areas (existing or planned) characterised by a diverse land use mix (including different types of residential development) and a fine built grain of development are best suited as locations for higher densities. If an area is solely single-dwelling residential, greater attention needs to be given to the height and form of new developments than where flats and other forms of mixed land use development already exist. Townhouses or low-rise flats can be highly compatible within a single-dwelling residential area. Higher-density residential development is not particularly appropriate in predominantly industrial areas, where amenity and general living are negatively affected.</p>
Built Heritage	<p>Higher-density forms of development need to be carefully evaluated in order to ensure that proposals fit in with the surrounding environment. The form and design of the development must be compatible with the area's built/natural character. If it is not possible to accommodate a compatible built form without negatively altering the existing built context, or compromising the surrounding built environment, the development should not be supported.</p>
Infrastructure	<p>The contextual consideration of applications for higherdensity forms of development entails a number of infrastructural factors which include:-</p> <ul style="list-style-type: none">▪ The capacity to accommodate larger flows of traffic must be considered in conjunction with planned public transport upgrades. If necessary, transport impact assessment(s) must be undertaken.▪ The capacity of the existing/planned bulk infrastructure services (water, wastewater/sewerage, electricity and stormwater) to accommodate increased service demands. Densification should not be supported where water, wastewater and stormwater capacity are reaching points of absolute constraint, and the cost implications of rectifying the situation are too high for the private sector, or are not provided for in the respective municipality's capital budget.

Socio-economic	The affordability of the product and the compatibility of the intended market and/or product with the surrounding local communities require consideration. Consideration should be given to the fact that multistorey developments in low-income areas have not had a good track record, as they have become associated with negative social impacts.
Community Facilities and Open-space provision	The availability and/or provision of open space and community facilities (libraries, clinics, schools, police stations) are important contextual informants in the evaluation of medium to higher-density proposals.
Natural Environment	Higher-density forms of development should not have a negative impact on the landscape and scenic aspects of the surrounding natural environment, or on the operation of natural systems. The location, orientation, scale, height and design of higher-density development in scenic and sensitive landscapes should therefore be carefully considered to ensure that densification-related applications do not have a negative impact on the surrounding natural environment. For example, in locations abutting productive agricultural areas, lower-density forms of development may provide a more appropriate rural-urban interface and may reduce negative impacts such as crime and theft.

27.2.5 ASSESSMENT OF APPLICATION

Densification decisions should be guided by the density decisionmaking framework and be balanced by resource limitations and infrastructure availability. Table 7 outlines the components of the framework that should guide decisions regarding the location, form, extent, scale, height and orientation of densification.

Table 7: Density Decision-making Framework

STEP 1	STEP 2	STEP 3
Check for appropriate density intensity and form	Consult density guides	Density decisions
Generic Considerations <ul style="list-style-type: none"> ▪ Access to public transport ▪ Proximity to places of employment, services and facilities ▪ Proximity to open space ▪ Infrastructure capacity 	Zoning Scheme	Determine the density (height, form and orientation) appropriate to the location, and prepare conditions of approval (if applicable)
	Local/Density plans	
	Local Municipal SDFs and Spatial Development Plans (SDPS), LSDP's, LAP's etc)	
	Areas targeted for densification, and their associated density parameters	

	Policies (e.g. Parking policy, tall buildings ure policy standards and guidelines for the provision of social facilities and public open space, infrastructure master plan) Urban design and architectural policies and guidelines Contextual Informants <ul style="list-style-type: none"> ▪ Natural environment ▪ Land Use, Built and heritage ▪ Infrastructure and Transport Impact Assessment ▪ Social Facilities ▪ Socio-economic 	
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27.2.6 GENERIC CONSIDERATION FOR DENSIFICATION

Particular issues require consideration when identifying and evaluating areas or locations for higher-density forms of development, especially where densities are in excess of 50 du/ha (net) or where erven are smaller than 200 m². These are outlined in table below:-

Table 8: Generic Consideration for Densification

LEVEL OF DENSIFICATION	CONSIDERATION
Medium of to High Level of Densification	<ul style="list-style-type: none"> ▪ Access to public transport system (existing or planned) ▪ Medium to high levels of densification should be aligned with existing/proposed public transport routes. This is essential for housing development targeted at lower-income earners, who are unable to afford the costs of private transport. It should not be an overriding consideration for middle and upper-income townhouse/ group housing developments, as the residents are likely to make greater use of private transport. ▪ Land use integration ▪ Preferably medium to high levels of densification should be located near places of employment, social services and community facilities. ▪ Access and proximity to public open spaces ▪ Medium to high-density development should have access to urban open spaces (such as squares and promenades), recreational green spaces (parks and sports fields) and/or natural open space (nature reserves, beaches) to provide physical and psychological relief from higher-density living environments.

All form of Densification	<ul style="list-style-type: none"> ▪ Infrastructural capacity ▪ Densification should not be supported where water, wastewater and stormwater capacity are reaching points of absolute constraint, and the cost implications of rectifying the situation are too high for the private sector, or are not provided for in the respective municipal capital budgets.
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27.2.7. PROPOSED DENSIFICATION AREAS

27.2.7.1. DENSIFICATION STRATEGY FOR HIBISCUS COAST

Hibiscus Coast Municipality is faced with having to manage the challenges/opportunity associated with an abundance of natural/tourism and historical resources, high population growth and rural to urban migration whilst at the same time, enhancing the sustainability and livability of the area under its jurisdiction. Due to these circumstances It was recommended that the Hibiscus Coast Municipality develops a municipal wide densification strategy, which seeks to shift the growth trajectory of the urban component in a more efficient, equitable and/or sustainable direction. This could be achieved through the development of a specific strategy for direction. In developing this strategy the focus has to be as follows:-

- Identify and consolidate ideas, concepts and definitions relating to density in a particular municipal area into a widely accepted policy statement and also a management framework for density;
- Begin to align key planning and development stakeholders in the public and private sector around these ideas, concepts and definitions also the manner in which it can be effectively implemented;
- Understand the contextual and management dynamics that underpin density targets, patterns and trends in the Hibiscus Coast context;
- Identify practical and realistic implementation interventions and tools that can be inserted into the existing (and proposed new) policy, operational and urban management environment of the Municipality so as to unlock impediments to achieving density targets and/ or the creation of quality living environments;
- Identify areas within the urban environment that are suitable for densification and the appropriate mix of interventions and tools for achieving targets in these areas.

The strategy should also make use of existing planning and development tools, policies and plans within the Municipality, and should strive to ensure that densification is:

- Located along Integrated Public Transport Network
- Located within identified Nodes and Corridors
- Within the Urban/ Rural Development Line (UDL)
- Within available services and close to social facilities
- In proximity to economic/employment opportunities.

The strategies for achieving densification can occur in a variety of ways *inter alia*:

- New development on vacant or under-utilized land at higher densities.
- Subdivision of large pieces of land to encourage higher densities
- Infill development on vacant or underutilized parcels of land at higher densities. A range of infill processes may include transfer of development rights, land swaps, land consolidation, public housing projects and so forth.
- Cluster development on large parcels of land through a consolidation process
- Redevelopment of poorly functional and underdeveloped areas to encourage and facilitate infill.
- Introduction of a range of housing products/typologies to meet the densification requirements.

In view of the foregoing, some innovative thinking will be crucial to the realization of the strategy, and there will need to be a emphasis on Brownfield rather than Greenfield development. Creative land assembly strategies and the rethinking of restrictive housing typologies are critical to the success of sustainable densification. Innovation in design that reduces the environmental impact of densified development (energy efficiency of buildings e.g. building orientation, recycled water systems,

solar water heating etc.) and to create integrated, healthy and safe communities is essential.

The Department of Co-operative Governance and Traditional Affairs drafted a KZN Densification Framework in which the densification framework is to provide the province with a basic structure with identifiable elements that can steer the Province towards a shared vision in respect of densification. In addition, it should provide municipalities with broad guidelines to give effect to the implementation of different forms of densification. The framework provides guiding principles for densification, objectives, policy statements and the broad guidelines for densification and implementation thereof at a local level.

In line with the abovementioned framework and other densification guidelines, a Hibiscus Coast Municipality was used as Case Study for the KZN Densification Framework.

KZN COGTA further developed a densification monitoring tool which outlines progress against the implementation of the Densification Framework by the Hibiscus Coast Municipality as per COGTA's Annual Performance Plan.

The tool notes the following:

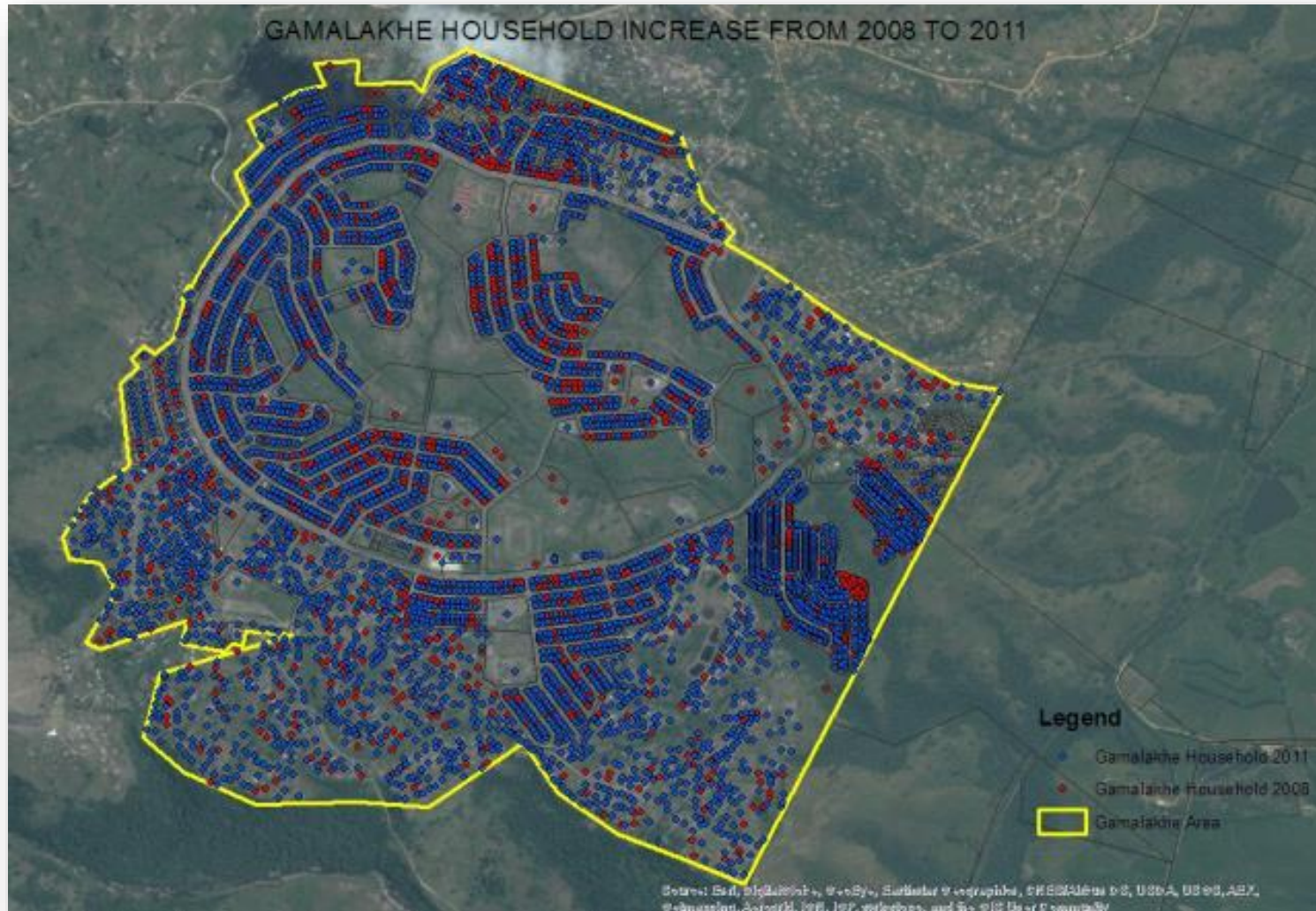
- It should be noted that not all tools would be applicable to every municipality, as some of the suggested tools might not work in a specific area. The tools must be flexible and municipalities must be able to adapt them to suit their needs and set their own targets.
- Secondly, it should be noted that not all forms of densification can be measured and that available data sources limits the monitoring of densification. For instance, in traditional areas there might be internal land allocations within a homestead that is not administered in the same way as a new land allocation. As such, these allocations will result in additional dwelling units, but need not be reported in the same way as a new land allocation under the traditional land use management system. Issues like these need to be brought to the attention of the Inkosi, so that these allocations can also be reported on.

- The Synergistic Unit within COGTA is in the process of developing a formal protocol for engagement with Traditional Leadership. This will assist COGTA and municipalities when requests for engagements and information are required.
- Densification should be put on the agendas of District Planning Forums where monitoring and implementation can be discussed within the family of local municipalities.

27.2.7.2. GAMALAKHE DENSIFICATION MONITORING STRATEGY

With that said, in Hibiscus Coast Municipality, The Gamalakhe Township was used as an example for the use of the monitoring tool as follows:

Figure 3: Gamalakhe Household Increase from 2008-2011



(Source: CoGTA Monitoring Tool Assessment, 2015)

GAMALAKHE HOUSEHOLD INCREASE FROM 2008 TO 2013

Legend

- Gamalakhe Household 2013
- Gamalakhe Household 2011
- Gamalakhe Household 2008
- Gamalakhe Area

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, Aero, GeoEye, AeroGRID, IGN, IIR, and the GIS User Community

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Table 9: Example of Gamalakhe Densification Monitoring Tool

Monitoring Tools	Roles and responsibilities of the Municipality	Roles and responsibilities of COGTA	Timeframe	Progress - Municipality	Progress - Cogta
MONITORING TOOL 1 Establish a baseline to measure densification using available Eskom data (dwelling units per hectare) to identify dense areas within the target municipalities and or identified target areas, by comparing the 2008 and 2011 data to identify densification trends	Hibiscus Coast Municipality: <ul style="list-style-type: none"> GIS unit acquire Eskom data and include in SDF Densification section GIS Unit acquire Aerial photographs Planners Establish baseline and report quarterly to COGTA. 	<ul style="list-style-type: none"> CoGTA GIS and SP support Technical and Institutional Support Co-operative Governance 	September 2015	Data received from Eskom	Mapping produced showing household increase between 2008 and 2011. The proposed area identified is 614 Hectares. The household density increased from 1.05du/ha in 2008 to 5.37du/ha in 2011. Mapping produced showing household increase between 2008 to 2011. There has been an increase from 5.37du/ha in 2011 to 5.48du/ha in 2013.
MONITORING TOOL 2 Use GIS as a tool to measure densification of all housing projects implemented by the Department of Human Settlements by using available GIS data from DoHS (housing layouts and settlement plans) to indicate the number of units per ha that are proposed in each project.	Hibiscus Coast Municipality: <ul style="list-style-type: none"> Establish housing projects and applications data based 	GIS Mapping <ul style="list-style-type: none"> Support Develop reporting template with municipalities 	December 2015	Follow up done by COGTA	A meeting was held with the GIS unit of the DoHS. GIS data was handed over to Spatial Planning to analysis. There are three projects within the boundary.

	<ul style="list-style-type: none"> Report on housing projects and applications quarterly. 				<p>1. Proposed 1000 units which is currently in the completion phase.</p> <p>2. In-situ Upgrade of 1000 units Progress payment housing which is currently in project management phase. It is noted that these projects will not impact on the current densification as projects are complete or still in planning.</p>
MONITORING TOOL 3 Attend meetings of the Traditional Council and discuss with them where people are moving to within their area and where land is being allocated and why.	Hibiscus Coast Municipality: <ul style="list-style-type: none"> Municipal & Cogta TT (synergistic unit TA support unit. TA admin staff) Meeting minutes, Written Report & site visit pictures 	Support Assist with report writing template Reports collaboratively developed and with minutes and site visits reporting	September As per quarterly TA meetings and App target dates per quarter	HCM is currently finding difficulty to arrange meeting with the TC. Municipality to contact TC to gather information on land allocations within October to December 2015 and buildings that have commenced.	Ontrack/Ongoing Meeting held with the Municipality on the 25 November 2015
MONITORING TOOL 4 Identify the type/form of densification in the target area	Hibiscus Coast Municipality: <ul style="list-style-type: none"> Meeting minutes, Written Report & site visit pictures. 	Reports collaboratively developed, support with minutes and site visits reporting.	September As per quarterly TA meetings and App target dates per quarter	The type of densification in the target area of HCM is Residential Densification. Aerial photo is in attachment	Ontrack/Ongoing
MONITORING TOOL 5	Hibiscus Coast Municipality:	Support in establishing	September Quarterly	It is noted that the area identified does	It is noted that the area identified does not

Monitor applications to see trends in densification per quarter and eliminate the number of applications by amending the scheme to promote free entry uses, indicated by the trends.	Planner Building control officer	<ul style="list-style-type: none"> Registers 		not received PDA applications, therefore this tool is N/A.	received PDA applications, therefore this tool is N/A.
MONITORING TOOL 6 Monitor the establishment of institutional arrangements for the Densification Process in the target municipality.	Hibiscus Coast Municipality: <ul style="list-style-type: none"> Densification Steering Committee is established. Terms of reference for the Steering Committee is developed and adopted. Municipality develops and adopts densification Framework in SDF. 	<ul style="list-style-type: none"> Planner 	September 2015	HCM will make use of an existing platform (SDF PSC) for the Densification Project, i.e. Built Environment Forum	Ontrack/ongoing
MONITORING TOOL 7 Use GIS as a tool to identify and track changes in the growth of informal settlements in the area	Hibiscus Coast Municipality: Spatial Planners and GIS unit	GIS and SP support	Twice a year	Ongoing	Ongoing
MONITORING TOOL 8 Evaluate if densification that is taking place adheres to the broad objectives of densification (as per the Densification Framework)	Hibiscus Coast Municipality: Spatial Planners and GIS unit.	GIS and SP support	Twice a year	Ongoing	Ongoing
MONITORING TOOL 9 Evaluate if preconditions required for densification are met.	Hibiscus Coast Municipality: <ul style="list-style-type: none"> Spatial Planners, infrastructure unit 	<ul style="list-style-type: none"> Support SP Planners, infrastructure unit 	<ul style="list-style-type: none"> Annually as per SD BIB, CIF and BESP 	Ongoing	Ongoing

	<p>and GIS Analysis as per pre- conditions and information gathered above using GIS, TA meetings possible questionnaire developed</p> <p>Hibiscus Coast Municipality:</p> <ul style="list-style-type: none"> • Spatial Planners, Environmentalists, social housing plans <p>Hibiscus Coast Municipality:</p> <ul style="list-style-type: none"> ▪ Spatial Planners, infrastructure unit and GIS ▪ Analysis as per preconditions and information gathered above using GIS, ▪ TA meetings possible questionnaire developed. <p>Hibiscus Coast Municipality:</p> <ul style="list-style-type: none"> ▪ LUMS unit in EThekweni and planners responsible for Schemes 	<p>and GIS</p> <ul style="list-style-type: none"> ▪ Support SP Planners, and GIS <p>Support SP Planners and GIS</p> <p>Support SP Planners, infrastructure unit and GIS</p> <p>Support</p>	<p>Quarterly</p> <p>Quarterly</p> <p>Annually as per SD BIB, CIF and BESP</p> <p>Twice a year</p> <p>Twice a year</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p>Access to public transport system</p> <p>Access and proximity to public open spaces</p> <p>Provision of infrastructure and infrastructural capacity</p> <p>Densification on consolidated site</p> <p>MONITORING TOOL 10</p>					

Identify the means in which densification was achieved.	<ul style="list-style-type: none"> LUMS unit in EThekweni and planners responsible for Schemes 				
MONITORING TOOL 11 Applications for subdivision of agricultural land received.	Hibiscus Coast Municipality: •Planners alert DTEADA	Cogta SP, GIS, DOH	Quarterly	Ongoing	Ongoing
MONITORING TOOL 12 Applications for development on land /areas located outside D'MOSS	Hibiscus Coast Municipality: Planners alert D'MOSS and DTEADA	Cogta SP, GIS, DOH	Quarterly	Ongoing	Ongoing
MONITORING TOOL 13 Applications received that are located on Critical Biodiversity Areas (KZN Wildlife)	Hibiscus Coast Municipality: Planners alert, Ezemvelo, environmental units EDTEA	Cogta SP, GIS	Quarterly	Ongoing	Data sets were requested from Ezimvelo Wildlife

27.3. ENVIRONMENTAL MANAGEMENT

The natural environment forms one of the most important resources of the municipality, providing the basis for agriculture and tourism development as well as a functioning ecosystem and attractive landscape.

27.3.1. CONSERVATION AND PROTECTED AREAS

In combating the effects of climate change as a municipal level, areas in Hibiscus Municipality worth conserving include the “Critical Biodiversity Areas, Conservation Corridors and Protected Areas”. The SDF proposes a *5km buffer* around these areas and that development along these areas will need to be controlled.

This does not suggest the areas as “no-go” areas, rather highlighted as areas of environmental significance to the sustainable development of the municipality. As a result, any major development to be proposed within the 5km buffer is subject to an EIA process. Therefore, the aim of the buffer is to provide an additional layer of protection to the conservation areas, whilst limiting the negative impacts of human activity onto the conserved areas.

Other areas worth being protected will have to be investigated and considered in conjunction with the relevant authorities as part of formalising and protecting the significant municipal natural areas.

27.3.2. DEVELOPMENT OF OPEN SPACE NETWORKS

27.3.2.1. MUNICIPAL OPEN SPACE SYSTEM (MOSS)

Owing to the importance of preserving areas of biodiversity significance, it is proposed that a Municipal Open Space System (MOSS) be instituted as part of managing land use in the Hibiscus Coast Municipality. This will have to be instituted through a process of thorough investigation of areas worth protecting, and subsequently be formalised. Financial incentives or rates rebates for sound management of priority open space resources could be considered to promote sound management of these areas.

The following fundamental principles may be taken into consideration in dealing with natural open space networks:-

- The environment should be planned and managed as a single integrated system. This includes micro system in denser developed area as well as the broader environment at a municipal scale.
- The open space system should be protected from intrusive, irresponsible and ad hoc developments that damage the ecological integrity as well as visual quality of these areas and will result in environmental degradation.
- Where appropriate, a continuous open space system must be developed in the municipality. This means that in certain areas where natural open space is currently affected by activities the municipality must intervene through partnership arrangements with stakeholders in order to ensure that these ecological corridors can be created and are able to function appropriately.
- Not all areas are equally important. Focus should be placed on and resources allocated to those consolidated open space areas where long-term ecological sustainability can be achieved.

Although the SDF aims to make proposals that respect the ecological integrity and environmental sustainability of the area, it may be necessary in certain instances to re-evaluate environmental potential against development potential in order to achieve the truly sustainable development of the area.

It is noted that the municipality is currently developing a “Greening Plan” for the entire Municipality. It is important the Municipal Greening Plan address and identify land suitable for MOSS. Proposals should also be properly aligned with the uGu District Biodiversity Plan.

27.3.3. PROPOSED PROTECTED AREA EXPANSION

In combating the effects of climate change as a municipal level, areas in Hibiscus Coast Municipality worth conserving include areas identified as:-

- Priority Conservation Corridor;
- Proposed Protected Expansion Area; and
- Biodiversity Priority Areas.

These areas are proposed to be included as part of the Municipal Open Space System (MOSS) as they provide habitats to various species and natural vegetation. Such areas would be considered for very limited or no development as a move towards achieving overall conservation targets yet to be met by Ezemvelo KZN Wildlife in the Province. Proper management controls and enforcement measures should be taken into account when reviewing the adopted wall-to-wall scheme on development of these areas.

27.3.4. WATER RESOURCES

The municipality is also endowed with some of the major river channels in the UGu District. Water is the lifeline to human survival, either for household use, industrial use and agricultural use. The National Water Act (1998) recognises that water is a scarce resource and that there is a need for the integrated management of all aspects of water resources. This importance which water holds therefore requires a deliberate management effort between UGu District and Hibiscus Coast Municipality to protect its water sources, but also strengthening its management efforts with municipalities who share this resource.

The SDF proposes a 32m buffer around the major rivers which include the following:-

- Umtamvuna River;
- Mzimkhulu River;
- Mpenjati River;
- Izotsha River; and
- Mzumbe River

The buffering of the rivers will assist the municipality in managing activities that occur along these water courses. Whilst these areas face pressure from illegal development and activities, the municipality would require support from the Department of Water Affairs (DWA) in managing and enforcing applicable regulations with regard to water resource protection.

It is further important that the DWA take into account the both the uGu District and Hibiscus Coast SDF's in their authorisation and in water resources planning and protection processes, inputs and strategies.

27.4. KEY ENVIRONMENTAL MANAGEMENT INTERVENTIONS

With that said, the SDF puts forward the following recommendations in managing Critical Biodiversity Areas

- a) Institutional arrangements should be strengthened through collaborative management with adjacent municipalities e.g. Mbizana, Umzumbe and Ezingoleni Local Municipalities to ensure collaborative management and continuous protection of the CBA areas, ESA's, Protected Areas and Conservation Corridors. For example:-
 - When making land use planning decisions covering land in proximity to municipal boundaries, the adjacent municipality must be engaged, and their relevant biodiversity plan consulted, to ensure that biodiversity planning priorities within adjacent municipal areas are not compromised.
- b) The rehabilitation of degraded natural areas should be seen as a priority for the municipality in order to improve the ecological status of the conservation or key biodiversity areas of the municipality;
- c) Opportunities to secure greater input through EPWP programs/ Operation Phakisa programmes in dealing with environmental problems;
- d) The municipality should investigate the possibilities of developing an open space network/system, particularly for areas along the coastal zone which is subject to high development pressures;
- e) Financial incentives or rates rebates for sound management of priority open space resources could be considered to promote sound management of open spaces.
- f) The municipality should develop invasive species control plan which should be included in the next SDF Review in order to control listed invasive species on municipal land (in terms of NEMBA Sections 76(2) and 73(2) respectively);
- g) The municipality does not currently have a Strategic Environmental Assessment and it is recommended

27.5. DISASTER MANAGEMENT AREAS

The current HCM Disaster Management Plan was last reviewed in 2013. It is essential that the Municipality review its Disaster Management Plan in order to promote a safe environment for all citizens and to guide the development and implementation of the disaster management function in the Hibiscus Coast Municipality, by ensuring an integrated and uniform approach to disaster management through prevention and mitigation of disaster occurrences.

The SDF suggest that the review of the next Disaster Management Plan should not only focus on providing strategies on access to emergency services for disaster management but also highlight areas within the municipality which are more sensitive or vulnerable to disaster. Such disasters may include but not limited to:-

- Flooding;
- Drought;
- High Rainfall;
- Lightning;
- Veld and Structural fires; etc.

It is further suggested that the Disaster Management Plan should also focus on providing strategies which will:-

- Promote training awareness campaigns, particularly in areas which are more vulnerable to natural disasters (e.g. Informal Settlements in terms of veld fires; drought and flooding);
- Implementation of Early-Warning Systems;
- Strategies on development of alternative infrastructural development required to mitigate the impact of the natural disasters (e.g. installation of water collection and storage containers in strategic locations during drought);
- Communication strategy (e.g. through media i.e. radio, newspaper, etc).

27.6. AGRICULTURAL DEVELOPMENT AREAS

27.6.1. COMMERCIAL AGRICULTURE

The agricultural activity is currently one of the major sectors contributing the local economic growth of the municipality. It is therefore important to safeguard agricultural land and complementary resources which drive this essential sector. Prime agricultural land within the Municipality stretches from Bhobhoyi in the north to Port Edward in the South.

The SDF proposes that:-

- The subdivision of prime agricultural land should be discouraged;
- The development of this land for non-agricultural purposes should only be allowed if:-
 - The land has already been subdivided to such an extent that it is no longer agriculturally viable;
 - The land has already been developed for non-agricultural purposes;
 - The proposed development does not compromise the primary agricultural activity of the property;
 - The proposed development comprises a secondary activity which will also not compromise the primary agricultural activity to supplement a landowner's income;
 - It will facilitate the implementation of the Land Reform Programme and Labour Tennant Projects.

As agriculture is one of the main employment sectors and forms a large part of economic base of the Municipality. It is essential that sound land management approaches be developed and implemented.

The municipality will have to prepare/ formulate an Agricultural Development Plan to facilitate the utilisation of agricultural land and to prevent non-conforming uses encroaching into the high agricultural potential land.

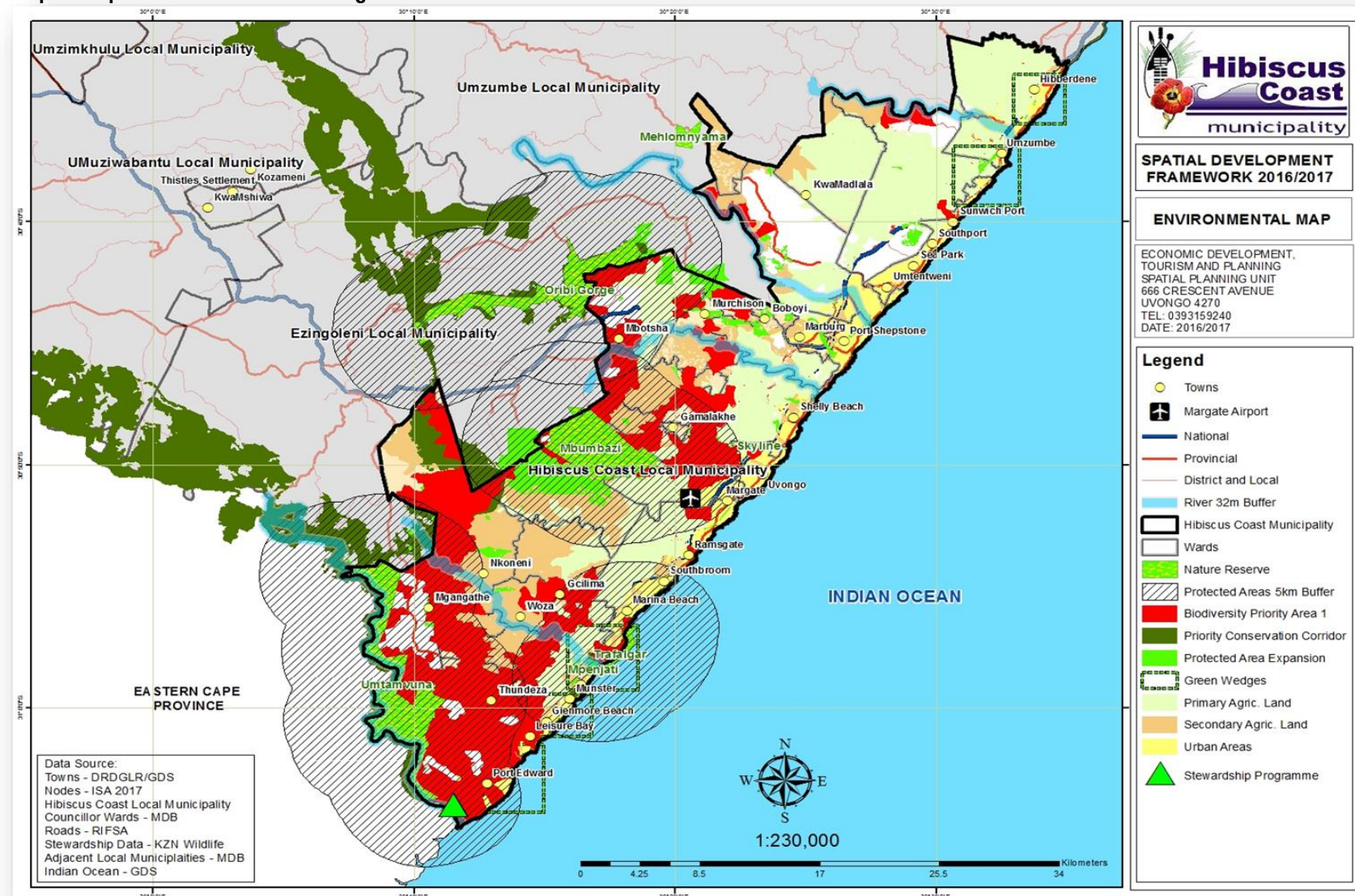
27.6.2. SUBSISTENCE AGRICULTURE

Secondary agricultural land coincides with subsistence agricultural activities. The majority of the secondary agricultural land is located within the traditional settlements. There is still a lot of potential to develop the agricultural sector within these areas, although projects need to be implemented to ensure expansion of the large scale agricultural activities which will not negatively affect or change the rural livelihoods.

The SDF proposes the following:-

- Participatory processes with Traditional Council should be undertaken to assess the most arable land in these areas;
- It is necessary that the municipality agree with the Traditional Council on measure to be implemented and on the one hand protect/ reserve land but also on the other to make it available for intensive agricultural production activities which will contribute greatly to the rural economy;
- The investigation to be undertaken to identify opportunities for:-
 - Irrigation;
 - Development of farming infrastructure (e.g. dams, pipelines, fences, etc.); and
 - Opportunities available for development of agri-hubs.
- Awareness campaigns that seek to educate communities about better agricultural practices and environmental issues should be encouraged. This would go a long way towards local production and better livelihoods.
- Production should emphasise on firstly producing for local markets and identifying appropriate markets locally;
- Where external markets are to be supplied, established marketing channels must be utilised.

Map 5: Proposed Environmental Management



27.7. RATIONALISATION OF LAND REFORM PROJECTS

The majority of the privately owned land within the municipality, together with those in traditional settlements have been subjected to land reform either as gazetted or restitution.

The current pattern of the land reform projects can impact negatively on spatial and socio-economic future of Hibiscus Coast Municipality. The SDF proposes that the municipality engage with the Department of Rural Development and Land Reform (DRDLR) and claimants at an early stage of the land reform process to promote integrated planning within the premise of the spatial future of the municipality and community needs.

This will be so to ensure that proposed land reform projects are properly aligned with the municipal spatial planning projects.

27.8. PUBLIC AND PRIVATE INVESTMENT AREAS

The current national and provincial agenda is geared towards infrastructure development as the backbone of job creation, particularly driven by the New Growth Path Strategy. Also taking into account the objectives of the National Development Plan, particularly **Objective 4: Transforming Urban and Rural Spaces**. The SDF proposes for public and private investment in the following rural nodes:-

a) KwaXolo (Gcilima)

This node is proposed to be a Rural Investment Node. The Gcilima area is located within KwaXolo TC which is situated 32.6 km south of Port Shepstone. It is an 8.6 km drive headed west from the R61 which takes about 20 minutes driving time.

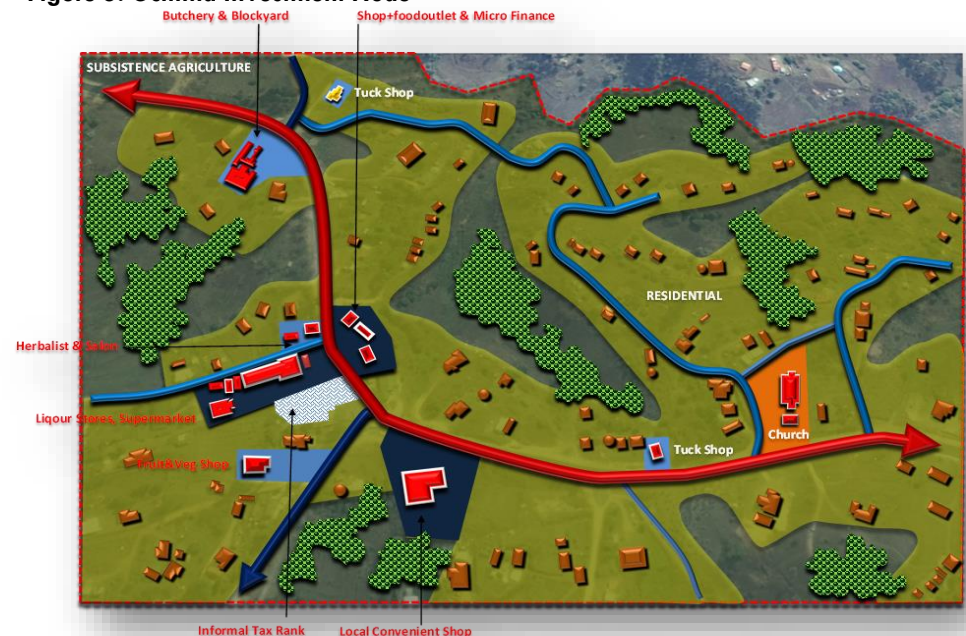
The Rural Settlement/ Traditional Agricultural Practices are located inland and consists of scattered settlements of less than 2 du/ha. The settlements located within this area are more traditional in nature and in some instances rely on subsistence agricultural practices.

The main aim of proposing this node to be a Rural Investment Node it is so to prioritise delivery of basic services through public investments. Such public investment may include basic social and administrative services such as Satellite Police Station, Thusong Centre, Mobile Clinics and also maximising the provision of water, electricity and sanitation.

Potential also exists in promoting private sector investment into the node in which services required may include small scale retail and commercial services. These uses will bring economic and social conditions change.

This rural service node should thus form the focal point for the clustering of development and service provision, and will ensure access to social and economic opportunities for the rural settlement and surroundings. The concentration of activities in and around these areas will stimulate further development of higher order activities.

Figure 5: Gcilima Investment Node



(Source: HCM SDF Review 2015/16)

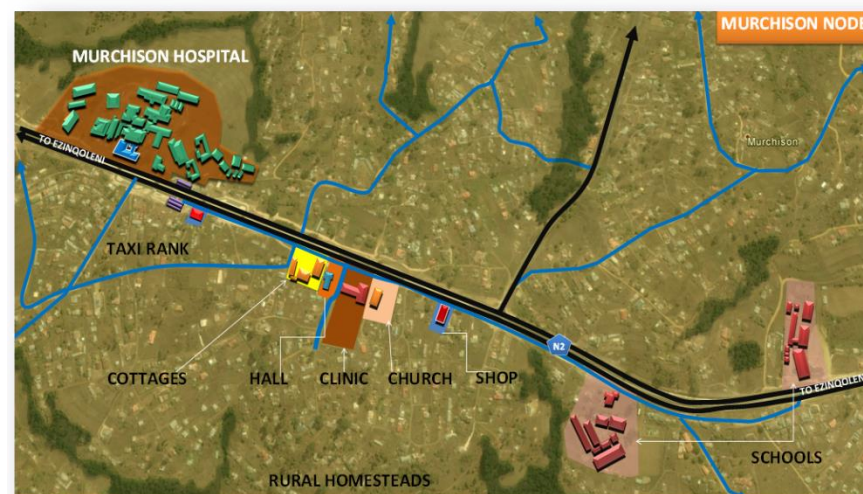
a) Murchison

Murchison is also seen as an area in which public and private investment can be promoted. The node is located inland straddling the N2. The area is characterised primarily by densely populated settlements. There is no clear structure that could be ascribed to the rural nature of the homesteads and the lack of township establishment.

The main focal point of activity is around the Murchison hospital and a taxi rank which lies directly across the N2 highway. Most commercial, civic and other activities could be located contiguous to the N2 particularly to the south of the hospital. The land uses are Clinic, Community Hall, supermarket, Motor Spares, cottages, Tuck shops, Tavern, workshop and a school. Other uses include numerous rental accommodation which can be further promoted in the future.

The main spatial planning challenges of the node is that the rural settlement is dislocated from urban opportunities and the underdevelopment nature of this area. Furthermore; the concentration of major businesses along the N2 coastal areas limits expansion of economic opportunities to the rural hinterland. This is further exacerbated by the absence of planning frameworks, distance from markets and transport networks. Therefore, promoting the area to be a rural investment node will improve the investor confidence of the area provided that an opportunity existing through the development activities along the N2.

Figure 6: Murchison Investment Node



(Source: HCM SDF Review 2015/16)

b) KwaNzimakwe (Thundeza)

Thundeza node is located within KwaNzimakwe Tribal Council. It is accessible from the main tar road that link to R61 within the coastal areas of Hibiscus.

This is a rural node with traditional settlements. It currently functions as a small scale commercial and social activity spine. This is evident from limited social facilities and commercial activities that are located along the main road. It is structured in linear fashion with all non-residential activities that are nucleated along the main road. The other areas are used for dwelling (traditional homesteads) and subsistence farming.

The social land use pattern includes social facilities such as Old Age Home, KwaNzimakwe Tribal Office, Church and High School. The commercial activities are Supermarket, Salon, Tuck-shop, Workshop, Liquor Store, General Dealer, Funeral Parlour, Hardware Store, Day-care Centre and Wholesaler.

The main spatial challenges that the node faces is that the node has not benefited from any detailed planning in the past so there is a need to introduce standards that will promote co-ordinated and harmonious development within the area to promote the local economic growth and investment confidence of the area.

Figure 7: Thundeza Investment Node



(Source: HCM SDF Review 2015/16)

27.9. BASIC SERVICE DELIVERY PRIORITY AREAS

27.9.1. PROPOSALS FOR BASIC SERVICE PRIORITY AREAS

The PGDS has identified areas within the province in which public spending on water, electricity and sanitation should be prioritised. These areas have been also spatially depicted in the KZN Spatial Development Framework as “Social Investment Areas”.

Basic Service Delivery Priority Areas mostly coincide with areas which are currently under the traditional councils. During the situational analysis phase, intensive

consultation workshops with traditional councils were undertaken to ascertain the extent of social and economic need.

The analysis of information collected revealed that there is actually a great need for basic services as had been identified in the KwaZulu-Natal Spatial Development Framework. The information collected is summarised in Table 10.

From a planning viewpoint, it is clear that a number of factors have led to the existing need being experienced in the rural settlements of the municipality. These include the following:

- **Rugged Topography:** the nature of the topography has high cost implications for bulk infrastructure development thus making it unattractive for public investment at economies of scale.
- **Dispersed Homesteads:** with regards to the topographical characteristics in the area, homesteads tend to be far apart thus producing high costs per connection to households.
- **Sparsely-distributed Population:** some of the areas are sparsely populated and therefore do not possess the required thresholds to justify the provision of certain social facilities. However, an acceptable level of service is required to ensure access to services in achieving the objectives of the National Development Plan.
- **Lack of Public Transport:** one of the factors causing inadequate access to services is the rather low frequency of public transport to these areas. This presents severe limits to households’ mobility and access to facilities such as clinics and commercial centres.
- **Inaccessibility of Social Facilities:** the majority of social facilities are not highly accessible due to distance. Such facilities include schools, clinics, hospitals, etc. Future locations of the social facilities in the Municipality should take into account the current social facilities catchments in order to make informed decisions on the location and implementation of planned social facilities projects. Therefore, investigation on population density and distribution together with Standards Provision and Accessibility, in consultation with relevant government departments such as Department of Education, Department of Health, etc. should be contacted.

Table 10: Proposals for Basic Service Delivery Priority Areas

BROAD DEVELOPMENTAL ISSUE	PROMINENT ISSUE	PROPOSED POSSIBLE STRATEGIES
1. Water	▪ There is inadequate number of standpipes servicing the areas	▪ Increase the number of standpipes servicing the area.
	▪ Some areas does not have access to water	▪ UGu District to expand the provision of water supply.
	▪ Dry Standpipes	▪ Maintenance a quality control checks on water infrastructure to be carried out periodically by UGu District Municipality.
	▪ Inconsistent frequencies of water delivery by UGu District Municipal trucks.	▪ Increase frequency of water delivery to rural settlements.
2. Electricity	▪ Infill electrification projects been initiated from 2013 and has not yet been completed.	▪ Eskom to ensure completion of the infill electrification projects.
	▪ Electricity supply not sufficient	▪ Eskom to expand the provision of electricity supply.
3. Sanitation	▪ Inadequate provision of toilets to residents due to lack of functional institutional structures.	▪ Institutional co-ordination to facilitate the provision of sanitation infrastructure.
4. Environmental	▪ Lack of environmental awareness workshops	▪ The municipality's Environmental Department to conduct environmental awareness campaigns in settlements.
	▪ Presence of wild pigs (invading communal gardens)	▪ Ezemvelo KZN Wildlife to undertake educational workshops on strategies which can be adopted in terms of dealing with wild pigs.
	▪ Presence of Invasive Plants	▪ Municipality to develop an Invasive Species Plan which will provide direction in terms of invasive plants management. ▪ Implementation of Invasive Plant campaign by communities.
5. Economics	▪ Lack of youth participation in Led projects	▪ Municipality to review its LED strategy in consultation with community leaders and seek support to promote LED initiatives;
	▪ Lack of local economic development initiatives	
	▪ HCM LED office is not communicative and Thusong centres are non-functional	
	▪ Limited economic investment in rural settlements	▪ Municipality to improve infrastructural development in order to encourage investor confidence into the rural settlements.

	<ul style="list-style-type: none"> ▪ Lack of co-ordination in land allocation, particularly the land that is earmarked for economic development ▪ Limited workshops to empower community members on entrepreneurship. 	<ul style="list-style-type: none"> ▪ Co-ordination between the municipality and the Traditional Council to be undertaken in the allocation of land for economic activities. ▪ The Municipality together the Department of Economic Development, Tourism and Environmental Affairs to co-ordinate the conduction of workshops on entrepreneurship.
6. Transport	<ul style="list-style-type: none"> ▪ Poor Road Infrastructure 	<ul style="list-style-type: none"> ▪ Upgrading and Maintenance of road infrastructure by municipality.
7. Social Development	<ul style="list-style-type: none"> ▪ Vandalism of existing community buildings, i.e. Halls, crèches, amongst many as a result of lack of utilization. ▪ Insufficient social facilities ▪ High rate of crime and substance abuse 	<ul style="list-style-type: none"> ▪ Communities to establish crime combating forums with the assistance of the Municipality and the Police. ▪ Investigate population density and distribution together with Standards Provision and accessibility, in consultation with the relevant departments. ▪ Communities to establish crime combating forums with the assistance of the Municipality and the Police.
8. Institutional Arrangements	<ul style="list-style-type: none"> ▪ Lack of co-ordination in terms of implementation of projects between municipal and provincial government departments. ▪ Lack of co-ordination between the TC and Ward Councillors. ▪ Demarcation Board not conducting public consultation in terms of Ward Demarcation for the New Municipality. 	<ul style="list-style-type: none"> ▪ Proposed Municipal Projects should be properly aligned with the Plans of external sector department's projects to avoid duplication of projects and the establishment of non-conforming uses. ▪ Councillors and Traditional Leaders need to work together in co-ordinating the implementation of projects. ▪ The Demarcation Board together with the Municipality are required conduct more consultations meetings with

27.9.2. MIDDLE INCOME HOUSING DEVELOPMENT

In addition to the land that needs to be acquired for mixed-use housing settlements in Marburg, Shelly Beach and Margate Areas. The SDF proposes the development of middle-income housing which will support the proposed recreational node envisaged around the uGu Spots and Leisure Centre.

The development of the middle-income housing is also envisaged to be supported by low-impact commercial and office use facilities which should be directly linked to both the Gamalakhe and Uvongo areas.

27.10. STRATEGIES FOR IDENTIFIED CROSS-BORDER PLANNING CONSIDERATION ISSUES

During the Situational Analysis of the HCM, a number of cross-border issues were identified and there is a need for some strategic interventions to occur at the regional level among the neighbouring municipalities with Hibiscus Coast Municipality in order to ensure coordinated decision-making, whilst minimising conflicts where possible.

Table 11 is a summary of proposed strategies.

Table 11: Proposed Strategies for Identified Cross-Border Planning Issues

NEIGHBOURING MUNICIPALITY	STRATEGIC IDENTIFIED ISSUE	PROPOSED STRATEGY
1. Mbizana LM	Priority Conservation Areas	Expansion of the conservation areas in both HCM and Mbizana Local Municipality and establishment of buffers around the conservation areas.
	Agricultural Optimal Conditions	Alignment of Agricultural Development Plans to control agricultural activities encroaching into valuable environmental areas.
	Important Future Road Linkages i.e. N2	Alignment of projects lying along the N2 linking both municipalities/ provinces.
1. Umzumbe LM	Non-contrary of corridors i.e. Primary and Tertiary Corridors	Alignment and co-ordination of land use management along the development corridors.
	Urban Settlements development.	Co-ordinating settlement patterns through establishment of settlement plans to avoid encroachment of land uses.
	High Potential Agricultural Land bordering HCM	Alignment and co-ordination of high agricultural land encroaching into HCM.
2. Ezinqoleni LM	Non-contrary of corridors i.e. N2	Alignment and co-ordination of land use management along the development corridor.
	Non-Contrary of Tourism Development	Alignment and co-ordination of tourism activities through establishment of a Tourism Strategy to ensure compatible tourism uses.
	Non-contrary of agricultural uses	Strengthening the protection of land through establishment of an Agricultural Development Plan.
	Non-contrary of corridors i.e. N2	Alignment and co-ordination of land use management along the development corridor.

3. Umziwabantu LM (in consideration to the establishment of the New Municipality)	Non-contrary of agricultural land bordering Eziqoleni LM	Strengthening the protection of land through establishment of an Agricultural Development Plan.
	Environmentally significant areas adjoin Eziqoleni and Umziwabantu LM	Coordination of land uses through establishment of Environmental Management Plans.
	Dense rural settlements bordering Eziqoleni LM.	Alignment in terms of infrastructure and basic services provision in the future.

28. KEY STRATEGIC AREAS FOR INTERVENTION

From the initial analysis and working towards the spatial vision of HCM, a number of key spatial interventions will be required. These interventions signify areas where priority spending should occur and other development initiatives would have to be channelled.

Table 12: Key Strategic Interventions

BROAD INTERVENTION	OBJECTIVE	KEY STRATEGIC SPATIAL INTERVENTION REQUIRED	OUTCOME/IMPACT
1. Improve Urban and Rural Management	Promote good governance and policy administration through development and implementation.	a. Monitor Densification within the Mavundla TC located within the Gamalakhe Township to curb sprawl.	a) Improved management of densification in Mavundla TC.
2. Protect and Enhance a Quality Environment	Sustain Natural Environments and Resources.	a) Protection of Conservation Areas through buffering.	a) Protection of Conservation areas through 5km buffering.
		b) Protection of Marine Resources through buffering.	b) Protection of Marine Resources through 32m buffering of major water courses e.g. Umzimkhulu River, Umtamvuna River, Mpenjati River, Izotsha River.

		c) Promote integrated Municipal Open Space System (MOSS).	c) Implemented Municipal Open Space System (MOSS)
		d) Protection of High Agricultural Potential Land	d) Implemented Agricultural Development Plan
		e) Development of a Strategic Environmental Assessment (SEA)	c) Implemented Strategic Environmental Assessment (SEA)
		d) Development of an Invasive Species Control Plan	f) Implementation of an Invasive Species Control Plan
		e) Development of a Disaster Management Plan	f) Implementation of a Disaster Management Plan.
3. Economic Development and Investment	Address Spatial Economic Imbalances	a) Formulation of Rural Investment Nodes for Gcilinga, Murchison and Thundeza (KwaNzimakwe) in which provision of basic infrastructural development and economic opportunities will be promoted through formulation of Rural Local Area Plans.	a) Implementation of Rural Local Area Plans for Gcilinga, Murchison and Thundeza areas.
		a) Development of a Recreational Node around the uGu Sports and Leisure Centre at the close vicinity of the intersection of road P200 and St Michaels road to provide multifunctional recreational node supported by residential development, commercial and office, conference venue, etc.	b) Formulation of a Precinct Plan for the proposed Recreational Node.
		b) Investigation of establishment of a Cultural Village along P732 from Southbroom and KwaXolo leading to KwaXolo Caves;	c) Formulation of a Tourism Development Strategy.

4. Improve Infrastructure Capacity and Maintenance	Integrate Land Use, Economic and Transport Planning.	a) Provision of social services in the Basic Service Priority Areas i.e. Traditional Settlements	a) Implementation of Basic Service Provision i.e. water, electricity and Sanitation and Social Services provision within the Basic Service Priority Areas.
4. Promoting Institutional Arrangement between Neighbouring Municipalities.	Promote good governance and administration through policy development and implementation.	a) Development of strategies towards transition of municipal amalgamation for implementation by Council by 1 July 2016.	b) Co-ordinated and efficient municipal transition process.

29. CONSOLIDATED DRAFT SPATIAL DEVELOPMENT FRAMEWORK

Map 6 is a culmination of strategic responses to the spatial issues and policies governing spatial planning and development in the municipality. The various proposals are intended to fulfil the development vision of an efficient and well-structured and efficient spatial system which attends to the settlement needs, environmental conservation and management, as well as for different social and economic purposes, in a sustainable manner, with adequate consideration to impacts at a sub-regional, regional and national scale.

The subsequent sections of this Spatial Development Framework Report are intended to guide the implementation of the Hibiscus Coast Spatial Development Framework towards its spatial vision and that of the Hibiscus Integrated Development Plan and its associated sector plans.

Map 6: Consolidated Draft SDF

