



Ugu EMF Town Planning Specialist Report

July 2013

Ugu District Municipality

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Executive Summary

Mott MacDonald has been appointed to prepare the Environmental Management Framework for the Ugu District Municipality. This report has been prepared as part of the first phase of the project, i.e. the Status Quo, and outlines the current situation with respect to the Town Planning sector.

Objectives

A number of features need to be considered within the Status Quo analysis, and this report focuses on the town planning sector. The main themes in the terms of reference for the town planning report included:

- Undertaking a desktop literature review and review of any other relevant data;
- Describing the National and Provincial Planning context;
- Describing the Ugu District context;
- Identifying the key planning and development strategies for the Ugu District; and
- Providing recommendations on areas of focus for the EMF.

Methodology

This report is based on a desktop study and literature review of the various planning related reports available at a National, Provincial, District and Local level. The main findings have been summarised in this report, the spatial and strategic context of the Ugu District has been described and priority areas for intervention have been identified. The report concludes by providing recommendations on which areas the EMF should focus its proposals for the District.

Results

The four main strategic spatial interventions identified for the District are as follows:

Linkages and Improved Accessibility

North-south linkages within the rural hinterland are weak and currently limit the potential for additional routes other than the N2 along the coastline. Developing

these north-south linkages (from Harding to St Faiths; Oribi Flats through Umzinto to Odidini, and from Umgayi through Kenterton past Dududu) will dramatically improve accessibility within the district, creating a more structured grid-like transportation system throughout the district. This will dramatically improve trade between rural hinterland nodes and allow greater access for commercial and small-scale farmers to markets both within and outside the district.

Key Activity Zones

Three key activity zones are expected to develop further. These are situated between Scottburgh and Hibberdene, Hibberdene and Port Shepstone, and Port Shepstone and Port Edward. This coastal belt currently hosts the majority of formal residential property, tourism activity, retail and manufacturing activities. There will be further development pressure in this zone, and the Municipality will need to manage this carefully to ensure that development is undertaken sustainably.

Traditional Settlements and Rural Development

Traditional settlements have poor accessibility, as rural areas contain very few and/or badly maintained linkages to the existing road network.

The major traditional settlements are surrounded by commercial agriculture, and opportunities exist to not only create linkages between communities and commercial farmers, but also to develop capacity within rural communities to undertake small-scale farming. This will require supporting infrastructure (rural roads, fencing, and facilities to encourage agri-processing), mechanisation, skills development and mentorship and research into opportunities that exist to ensure that communities can develop agricultural capacity, add value to products and be linked to commercial markets.

Commercial Agriculture

Large scale-commercial agriculture will remain a primary focus of the Ugu District. Current activities such as sugar and timber production are large employers and

present many opportunities for upstream and downstream activities. These industries will continue to play a large part within the District and must be supported.

The District must encourage the development of intensive agriculture and value-adding activities through engagement and close coordination between industry, and local, provincial and national government. This will also include development of small-scale commercial farmers, investment into new production techniques and infrastructure, skills development and training and substantial research (and research partnerships) into new opportunities and farming techniques.

Recommendations

The Ugu EMF should relate to / focus on providing guidance on the specific types of development that should be encouraged or discouraged in these priority areas, viz:

- Development in the identified nodes and along major routes and corridors, as highlighted in the Ugu Growth and Development Strategy (2012). Linkages and accessibility have been identified as a major development issue in the District;
- East-west connections are limited in the Ugu District. The District is therefore pursuing the development of new opportunities in the western parts of the district to encourage a higher level of linkage and accessibility in these areas, as this will improve socio-economic conditions in this region of the District. Special emphasis needs to be placed on those areas identified in the PGDP as key intervention areas;
- All strategic plans in the District have identified the importance and need to protect Ugu's natural assets. The EMF will be instrumental in identifying areas that have to be protected for biodiversity and conservation purposes;
- The EMF needs to provide the basis for future use and land use zones. Going forward, the District Municipality needs to undertake the mapping of all approved Planning and Development applications at the Local Municipal level and assist the Local Municipalities with the assessment and recommendations on these applications. If this is implemented and maintained, one will be able to assess the cumulative impact of a particular application/s and/or change in land use against the District EMF; and

- The EMF should also ensure that high potential agricultural land, that can have a major benefit for local communities and commercial farming, is protected.

1 Scope of Work

Mott MacDonald has been appointed to prepare the Environmental Management Framework (EMF) for the Ugu District Municipality (Ugu DM). The development of the EMF is divided into various phases, including describing the current situation/status quo of the study area, determining the desired state of the environment before developing an environmental management plan to achieve this state and, ultimately, the EMF itself, which is based on an interactive spatial Geographic Information System (GIS).

A number of aspects need to be considered within the Status Quo analysis, one of which is town planning, discussed in this report. The main deliverables in the terms of reference for the town planning report included:

- Undertaking a desktop literature review and any other relevant data;
- Describing the National and Provincial Planning context;
- Describing the Ugu District context;
- Identifying the key planning and development strategies for the Ugu District; and
- Providing recommendations on areas of focus for the EMF.

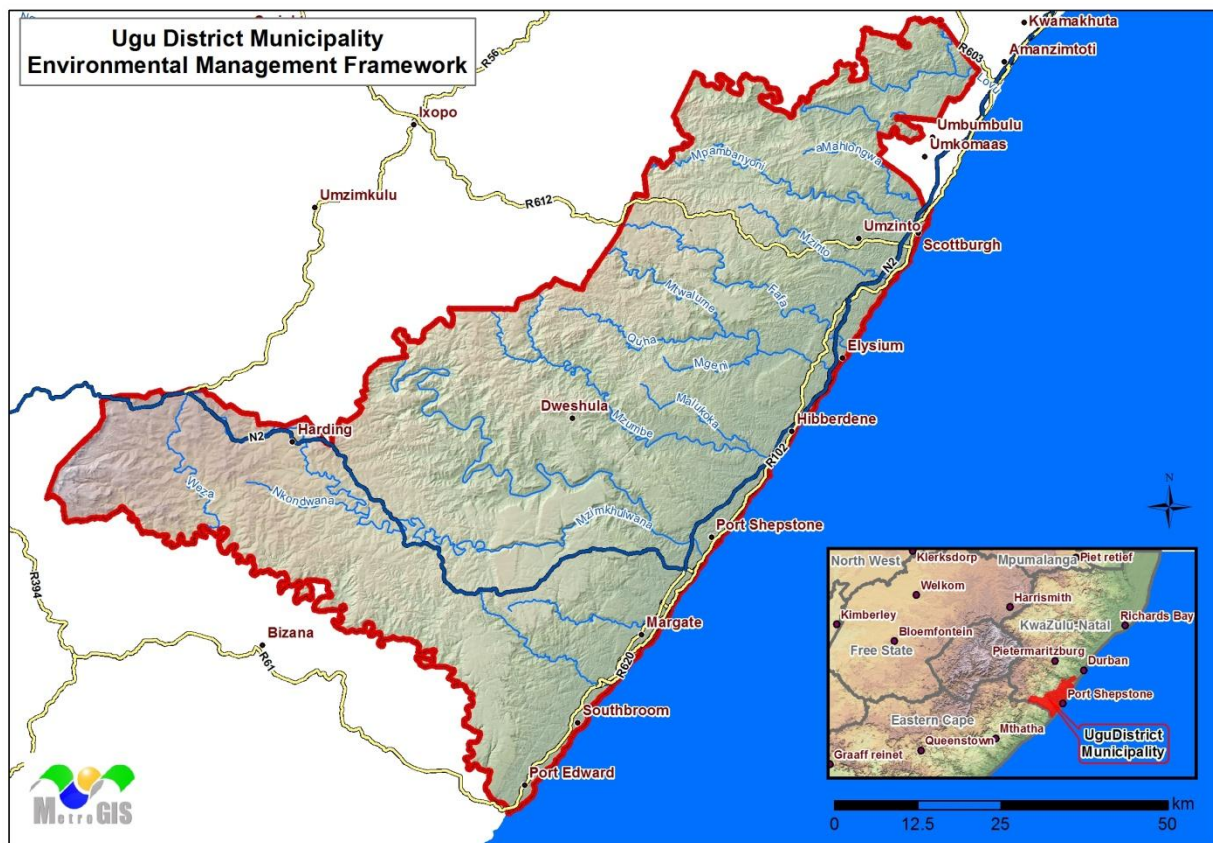
2 Methodology

This report is based on a desktop study and literature review of various planning related reports available at a National, Provincial, District and Local level. The main findings of these reports have been summarised, following which the spatial and strategic context of the District has been described and the priority areas for intervention identified. The report concludes by providing recommendations on which areas the EMF should focus its proposals for the District.

3 Overview of Ugu District

The Ugu District Municipality (DC21) (UDM) (refer to Figure 3.1 below) is one of the eleven (11) district and metropolitan municipalities within the province of KwaZulu-Natal (KZN). It is situated approximately 50 km from Durban and is located at the most southern tip of the province's coastline. It has a coastline stretching for ± 112 km from the Mtamvuna River in the south to the town of Scottburgh in the north. The Ugu District is bordered by the Indian Ocean to the east, the Eastern Cape Province to the south, the Umgungundlovu DM and eThekweni Metropolitan Municipality to the north and the Sisonke District Municipalities to the west. It is 5,044 km² in extent - constituting 5.3% of the province's land area.

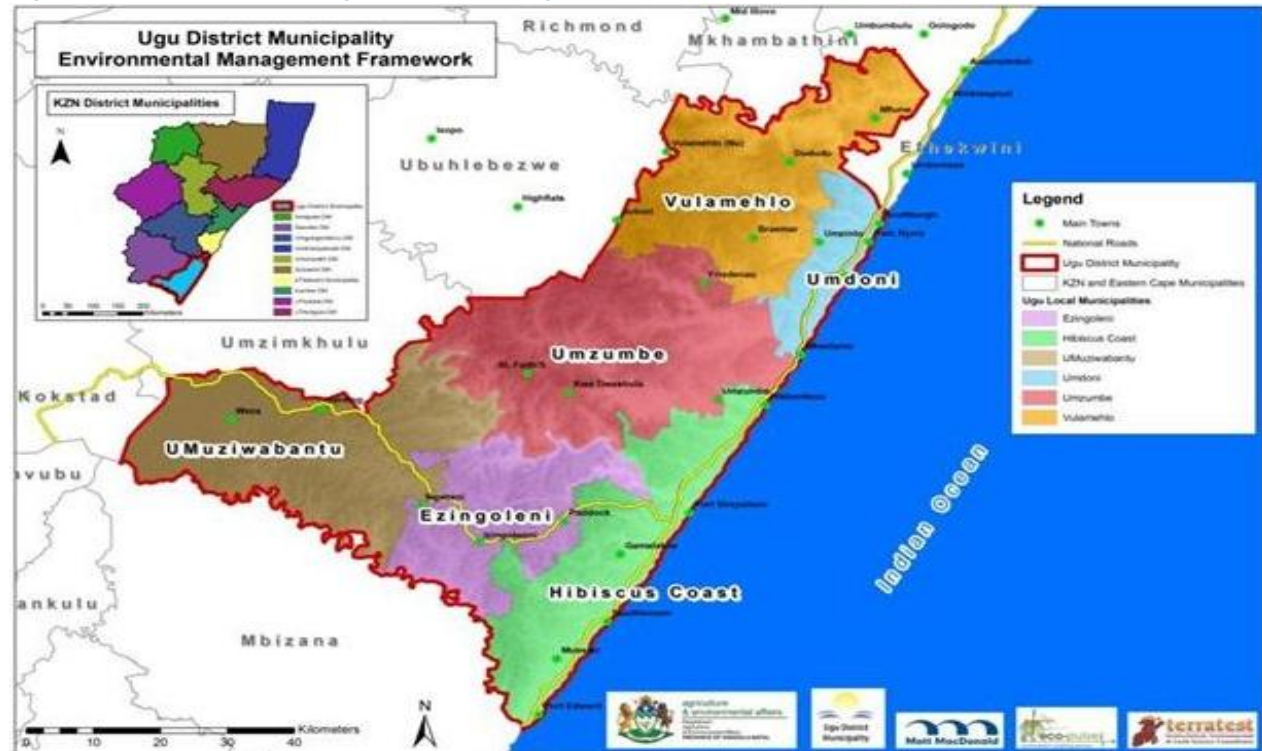
Figure 3.1: Physical Map of Ugu District



Source: MetroGIS, 2013

The district has a well-developed coastal belt, with good access to infrastructure, and an inland region of largely rural populations, with relatively limited infrastructure, as well as commercial agriculture and subsistence farming. Its main economic sectors are agriculture, tourism, sport and manufacturing (SALGA, 2011).

Figure 3.2: Political Map of Ugu District, including its six Local Municipalities



Source: Eco-pulse, 2013

The municipality consists of eighty one (81) municipal wards and forty two (42) traditional authorities. These make up six (6) local municipalities (LMs), namely the Hibiscus Coast, Ezingoleni, Umdoni, Umuziwabantu, Umzumbi and Vulamehlo (UDM, 2011/2012). The Hibiscus Coast Municipality and Umdoni Municipality are coastal municipalities and are generally considered more urban in nature, whereas the remaining four municipalities are more rural in nature.

3.1 Land Use Management

Areas along the coast have well developed infrastructure, including transport, electricity, water and sanitation as well as areas of great aesthetic value. As a result, ribbon development has taken place along the N2 highway, with the inland rural areas away from the N2 highway being less developed.

Traditional authority areas make up approximately 50% of the Ugu District (Cooperative Governance and Traditional Affairs (COGTA), 2011^[1]), and are located predominantly in the inland rural LMs. Natural areas

^[1] Cooperative Governance and Traditional Affairs (2011). Ugu District Municipality Profile. Accessed on 05 February 2013. <http://www.nda.agric.za/doiDev/22SMS/docs/PROFILES%202011%20UGU%20AUG.docx>

and subsistence farming dominates this area. Only a small part of the traditional authority area is dedicated to commercial farming. Commercial farming predominantly takes place on privately owned land.

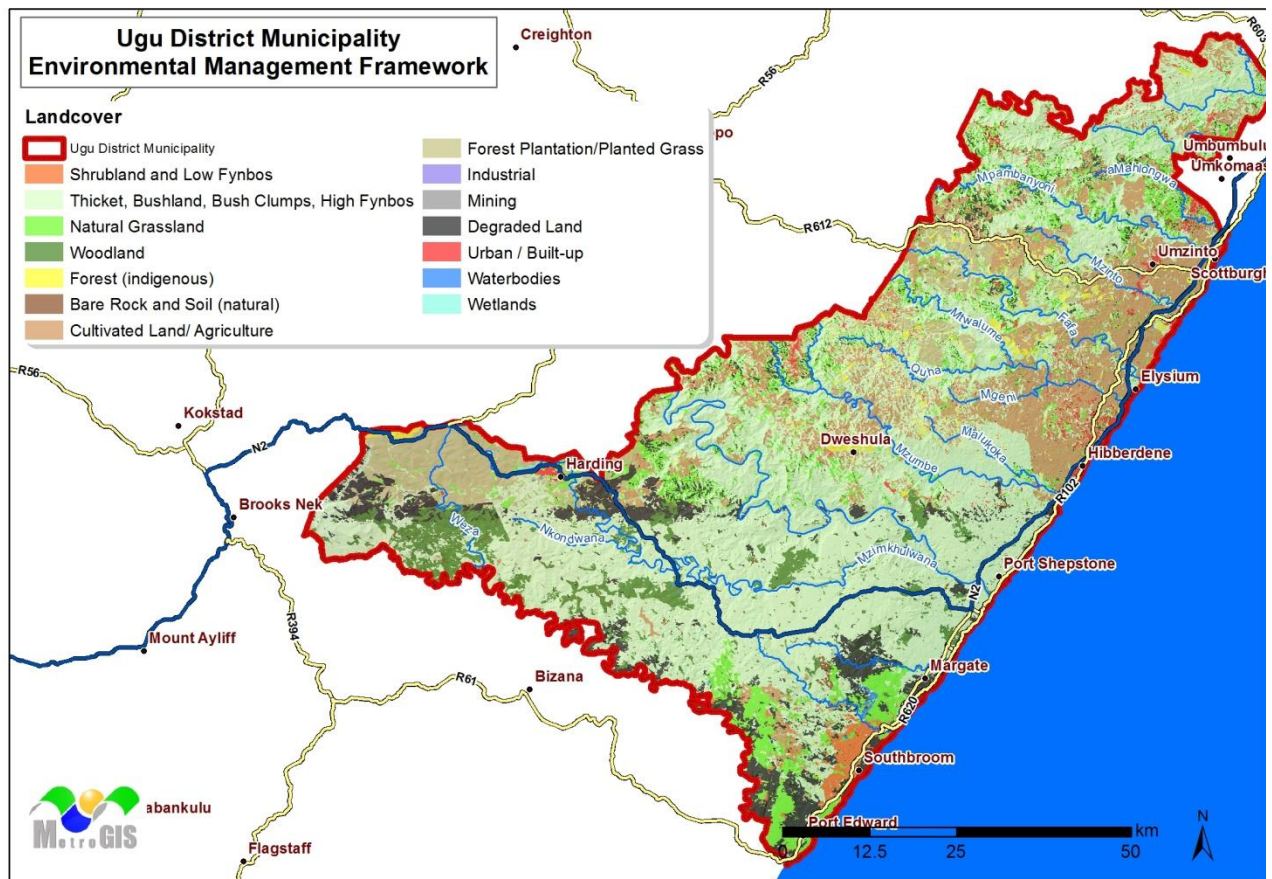
With respect to commercial farming, the main agricultural activity within the Ugu DM is crop farming with sugar cane and bananas being the main crops produced. The district produces one-fifth of all bananas consumed in South Africa, as well as vegetables, tea, coffee and macadamia nuts. Poultry, cattle and goat farming occur on a limited scale.

Timber production also takes place within the Ugu DM. Timber farming produces pine, gum and wattle, which are processed by about 200 small sawmills. Commercial plantations are situated within the high rainfall areas including Harding, the northern part of Vulamehlo LM and the central areas of the Umzumbe LM and Eziqoleni LM. A number of small-scale growers occur within the traditional authority areas.

Manufacturing hubs within the Ugu DM includes Park Rynie, Umzinto and Sezela within the Umdoni LM; Port Shepstone, Izotsha, Uvongo, Shelly Beach and Manaba within Hibiscus Coast LM; and Harding within the Umuziwabantu LM. Manufacturing includes but is not limited to furniture, textile and clothing and cement and brick production.

Ugu DM has the only 'marble' delta within the KZN province mined for cement and calcium carbonate. This 'marble' delta is located adjacent and within the Oribi Gorge Nature Reserve. In addition to the mining of calcium carbonate, sand winning occurs within the rivers of the Ugu DM.

Figure 3.3: Landcover map of Ugu DM

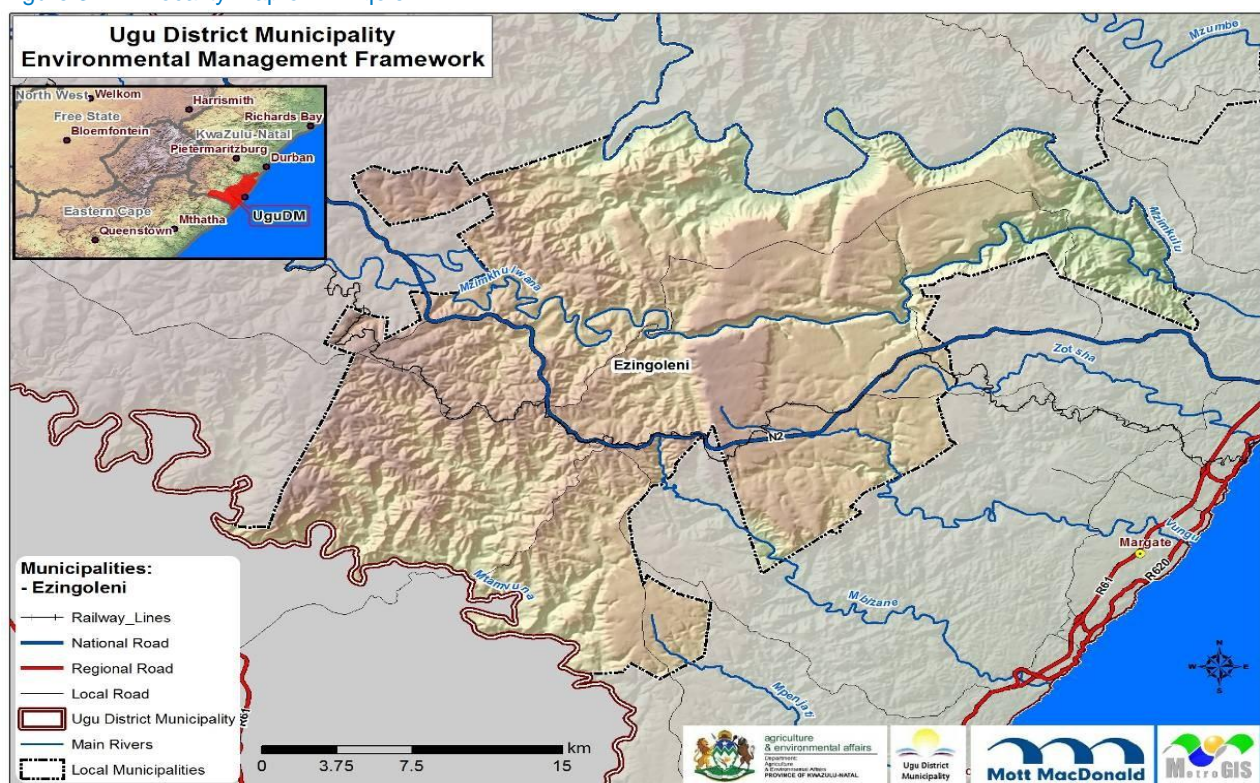


Source: MetroGIS, 2013

3.2 Overview of Local Municipalities

3.2.1 Ezingoleni Local Municipality (KZN215)

Figure 3.4: Locality map of Ezingoleni



Source: MetroGIS, 2013

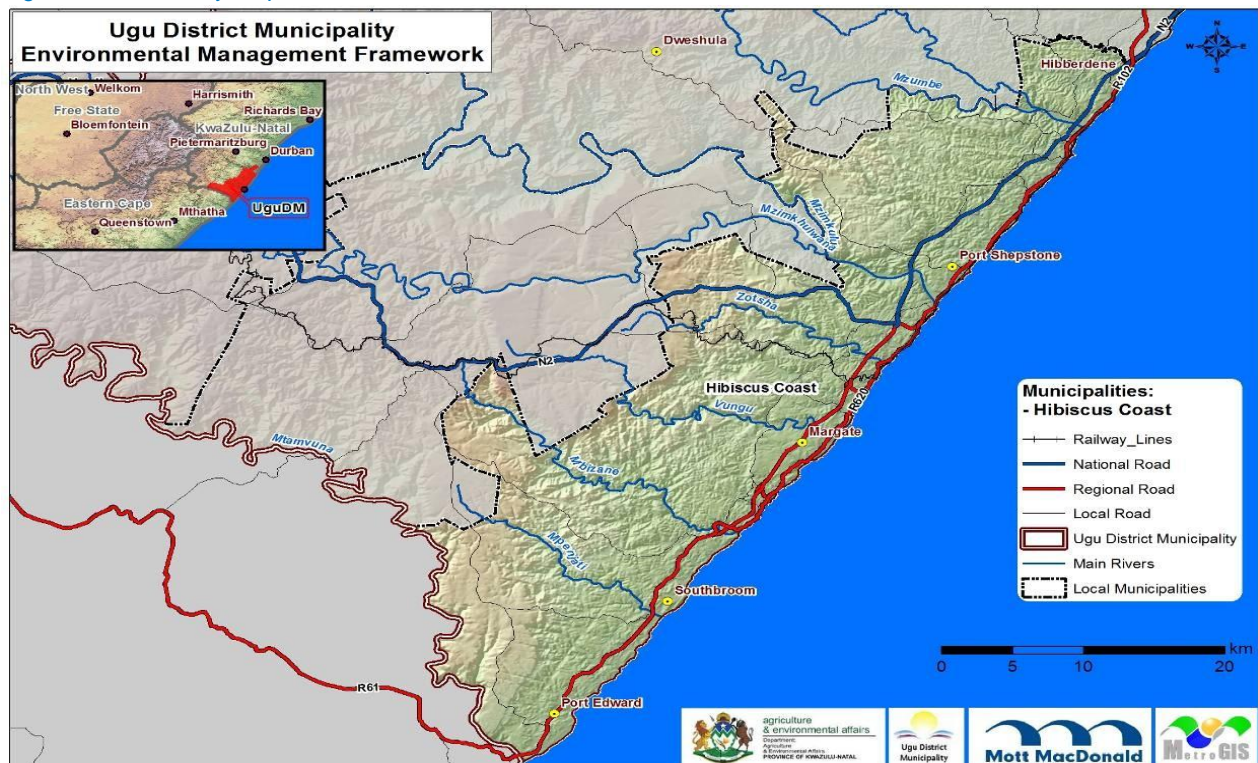
The Ezingoleni LM is approximately 649 km² in extent, of which 32.2% is considered to be transformed. Biomes within the Ezingoleni LM include the Indian Ocean Coastal Belt and Savanna biomes. Within these biomes the Ezingoleni LM houses six (6) vegetation types, namely Eastern Valley Bushveld, KwaZulu-Natal Coastal Belt, Ngongoni Veld, Northern Coastal Forest, Pondoland-Ugu Sandstone Coastal Sourveld and Scarp Forest. The dominant vegetation type is Eastern Valley Bushveld which historically covered 33.48% of the Ezingoleni LM (SANBI, 2013).

The five (5) main rivers within the Ezingoleni LM are the Mbizana, Mtamvuna, Mzimkhulu, Mzimkhulwana and Vunga rivers. In addition to these rivers a total of 167 wetlands covering \pm 341.7 ha have been recorded (SANBI, 2013).

Despite the high number of rivers and wetlands, there are no Ramsar sites within the Ezingoleni LM. There are, however, three (3) provincial reserves (Mbumbazi, Oribi Gorge and Umtamvuna) which protect at least 19.3 km² (3%) of the Ezingoleni LM.

3.2.2 Hibiscus Coast Local Municipality (KZN216)

Figure 3.5: Locality map of Hibiscus Coast



Source: MetroGIS, 2013

The Hibiscus Coast LM is on the south-eastern side of the Ugu District stretching along the coast from Hibberdene in the north to Port Edward in the south. It contains the administrative hub of the Ugu District, namely Port Shepstone. Various popular holiday towns occur within the Hibiscus Coast LM, including Shelly Beach, St Michaels-On-Sea, Margate, Glenmore, Southbroom and South Port.

The Hibiscus Coast LM is approximately 837 km² in extent, of which 57% is considered to be transformed. Biomes within the Hibiscus Coast LM include the Indian Ocean Coastal Belt and Savanna biomes. Within these biomes the Hibiscus Coast LM houses seven (7) vegetation types, namely Eastern Valley Bushveld, KwaZulu-Natal Coastal Belt, Ngongoni Veld, Northern Coastal Forest, Pondoland-Ugu Sandstone Coastal Sourveld, Scarp Forest and Subtropical Coastal Lagoons. The dominant vegetation type is KwaZulu-Natal Coastal Belt which historically covered 73.81% of the Hibiscus Coast LM (SANBI, 2013).

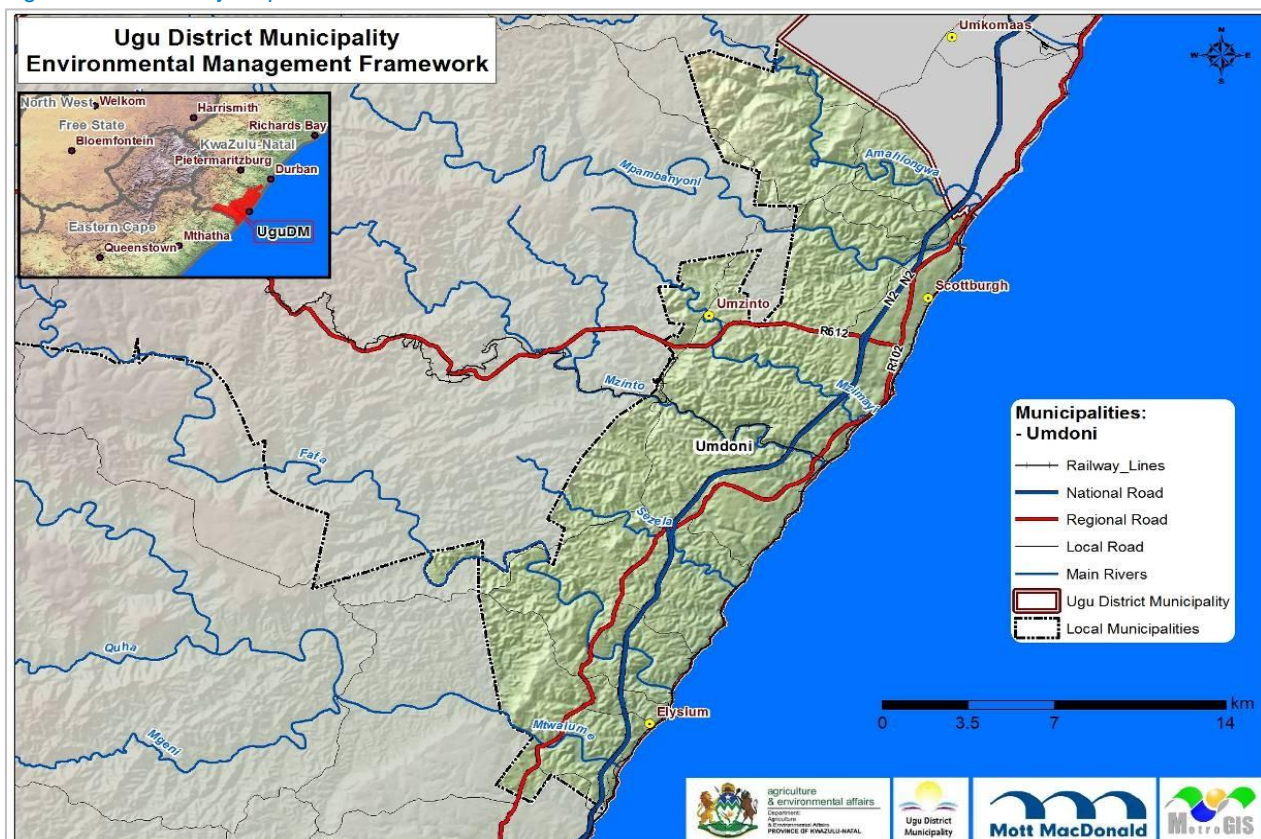
The five (5) main rivers within the Hibiscus Coast LM are the Mbizana, Mtamvuna, Mzimkhulu, Mzimbe and Vunga rivers. In addition to these rivers a total of 632 wetlands covering 701.9 ha have been recorded for the Hibiscus Coast LM. The Hibiscus Coast LM houses the majority of estuaries for the Ugu District, with a total of 27 temporarily closed estuaries (SANBI, 2013). Historically, the Mzimkulu Estuary was

permanently open but due to anthropogenic disturbances such as sand-mining, poor agricultural practices and the construction of the R61 Bridge, the estuary is now closed for much of the year.

Despite the high number of rivers, wetlands and estuaries, there are no Ramsar sites within the Hibiscus Coast LM. There are, however, six (6) provincial reserves which are Mbumbazi, Mehlomyama, Mpenjati, Oribi Gorge, Skyline, Trafalgar and Umtamvuna. These reserves protect at least 47.6 km² (6%) of the Hibiscus Coast LM. In addition to these reserves the Trafalgar Marine Protect Area is situated off the coast of the Hibiscus Coast LM.

3.2.3 Umdoni Local Municipality (KZ212)

Figure 3.6: Locality Map of Umdoni



Source: MetroGIS, 2013

The Umdoni LM abuts eThekweni Metro to the north, Umzumbe LM to the south and Vulamehlo LM to the west. Umdoni has a coastline of approximately 40 km and stretches inland as far as Umzinto. It is 50 km from Durban and 65 km from Port Shepstone (Umdoni LM, 2012/2013). The urban nodes within the Umdoni LM include Scottburgh, Park Rynie, Kelso, Pennington, Bazley, Ifafa Beach, Elysium, Mtwalume and Umzinto.

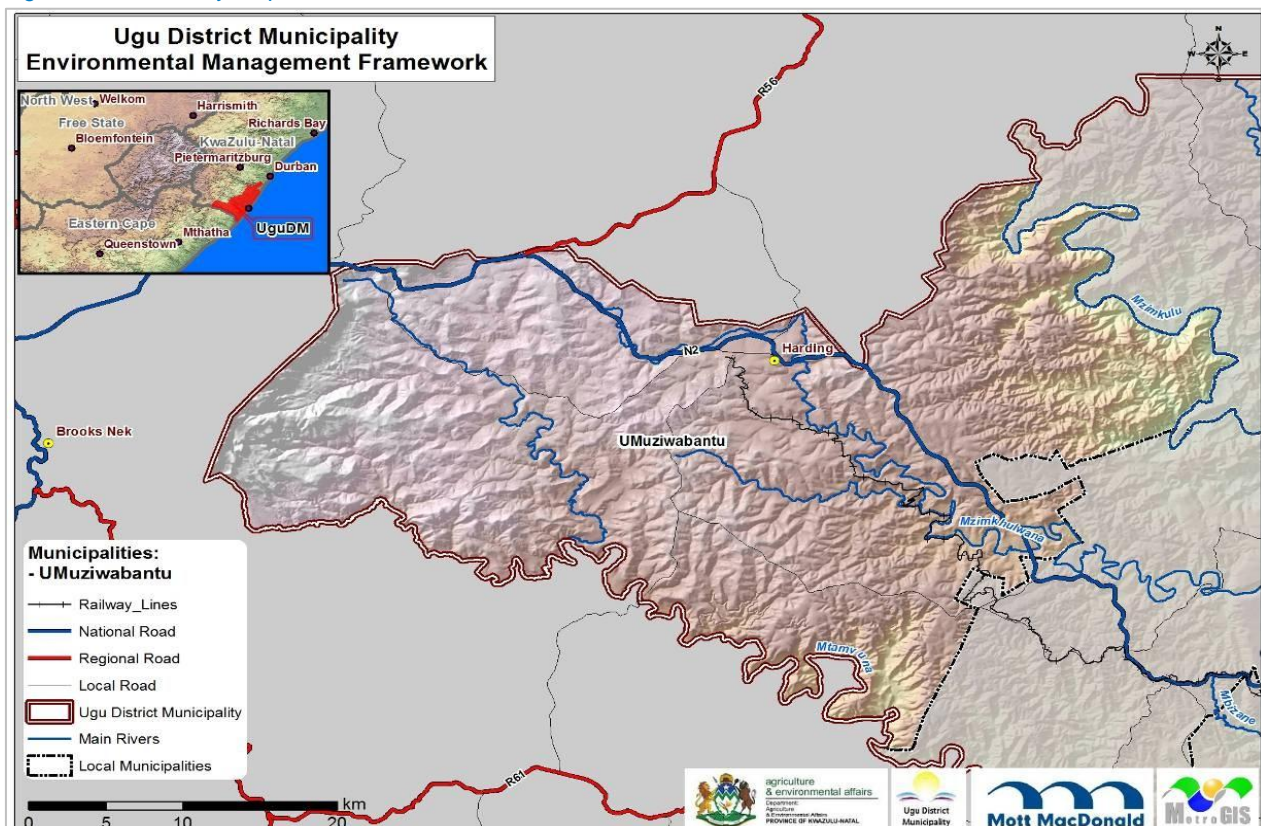
The Umdoni LM is approximately 238 km² in extent, of which 80% is considered to be transformed. It consists of a single biome, namely the Indian Ocean Coastal Belt. Within this biome the Umdoni LM houses four (4) vegetation types, namely KwaZulu-Natal Coastal Belt, Northern Coastal Forest, Subtropical Seashore and Subtropical Coastal Lagoons. The dominant vegetation type is KwaZulu-Natal Coastal Belt which historically covered 97.86% of the Umdoni LM (SANBI, 2013).

The five (5) main rivers within the Umdoni LM are the aMahlongwa, Fafa, Mpambanyoni, Mtwalume and Mzinto rivers. In addition to these rivers a total of 225 wetlands covering \pm 210.6 ha have been recorded. The Umdoni LM houses nine (9) estuaries all of which are temporarily closed estuaries (SANBI, 2013).

Despite the high number of rivers, wetlands and estuaries, there are no Ramsar sites within the Umdoni LM. There are also no provincial reserves, although the local authority does operate two reserves namely TC Robertson and Nkomba. In addition to these reserves the Aliwal Shoal Marine Protect Area is situated off the coast of the Umdoni LM.

3.2.4 Umuziwabantu Local Municipality (KZN214)

Figure 3.7: Locality Map of Umuziwabantu



Source: MetroGIS, 2013

Umuziwabantu is located to the west of the UDM. The municipality ranges in altitude from 200 m above sea level at the Mzimkhulu River in KwaMbotho, to 220m above sea level in the Ingeli Mountain. The topography is steeply incised river valley and generally undulating. The Mzimkhulu River forms the northern boundary, whereas the Mtamvuna is the southern border of the Umuziwabantu LM.

Land usage within the Umuziwabantu LM comprises of urban (2%), agriculture (36%), forestation (20%) and tribal areas (42%). The N2 highway forms the spine road for the Umuziwabantu LM. It connects this LM with the towns of Ezingoleni and Port Shepstone in the east and the Eastern Cape in the south east. Connected to the N2 is the R56 road which passes through to the towns of Umzimkhulu and Ixopo within the Sisonke District Municipality and Pietermaritzburg in the Umgungundlovu District Municipality.

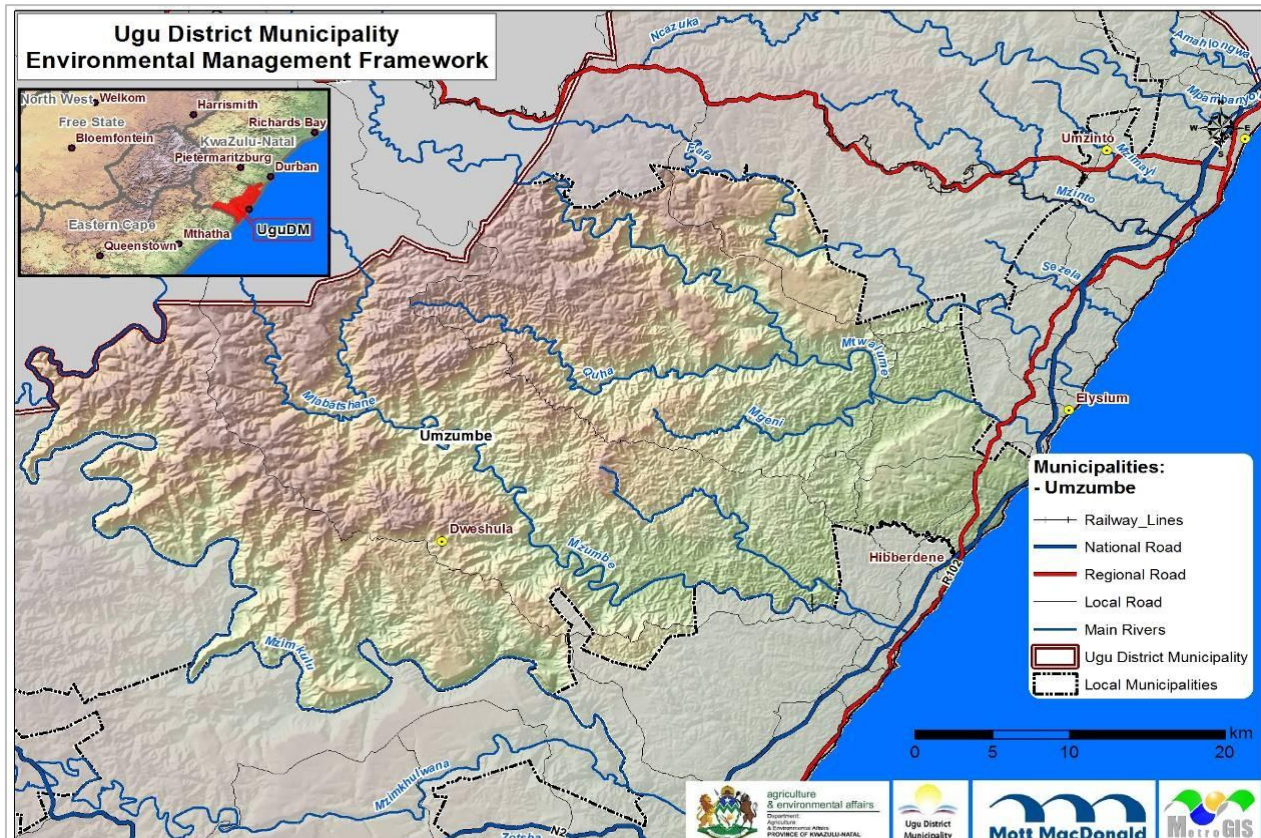
The Umuziwabantu LM is approximately 1,088 km² in extent, of which 46.3% is considered to be transformed. Biomes within the Umuziwabantu LM include the Savanna and Grassland biomes. Within these biomes the Umuziwabantu LM houses five (5) vegetation types, namely Eastern Valley Bushveld, Drakensberg Foothill Moist Grassland, Midlands Mistbelt Grassland, Ngongoni Veld and Southern Mistbelt Forest. The dominant vegetation type is Ngongoni Veld which historically covered 50.81% of the Umuziwabantu LM (SANBI, 2013).

The five (5) main rivers within the Umuziwabantu LM are the Goxe, Mtamvuna, Mzimkhulu, Mzimkhulwana and Weza rivers. In addition to these rivers a total of 140 wetlands covering ± 693 ha have been recorded for the Umuziwabantu LM. There are no Ramsar sites within the Umuziwabantu LM.

Despite the high number of rivers and wetlands, there are no Ramsar sites nor are there provincial reserves within the Umuziwabantu LM.

3.2.5 Umzumbe Local Municipality (KZN213)

Figure 3.8: Locality map of Umzumbe



Source: MetroGIS, 2013

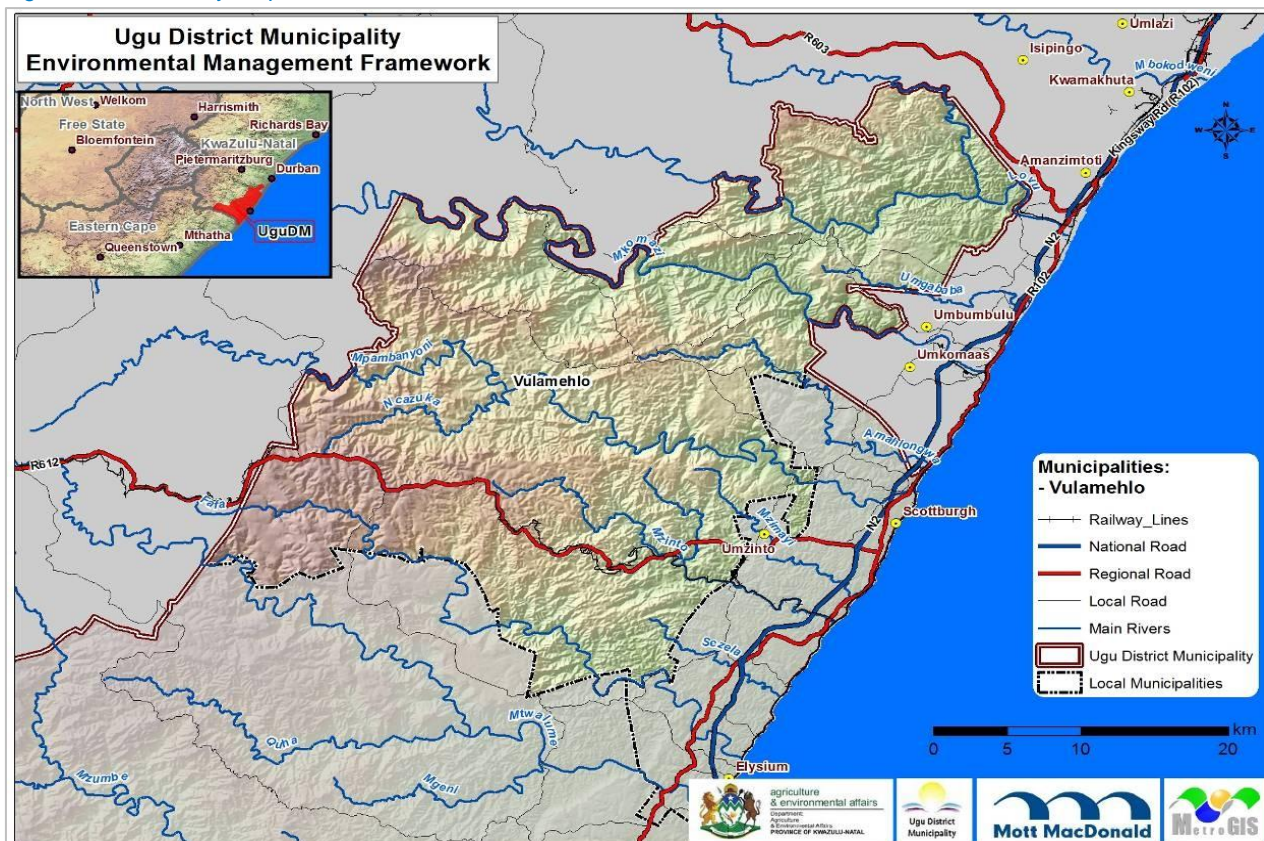
The Umzumbe LM is approximately 1,259 km² in extent, of which 26.9% is considered to be transformed. Biomes within the Umzumbe LM include the Indian Ocean Coastal Belt and Savanna biomes. Within these biomes the Umzumbe LM houses six (6) vegetation types, namely Eastern Valley Bushveld, KwaZulu-Natal Coastal Belt, KwaZulu-Natal Sandstone Sourveld, Ngongoni Veld, Scarp Forest and Subtropical Seashore vegetation. The dominant vegetation type is KwaZulu-Natal Coastal Belt, which historically covered 58.06% of the Umzumbe LM (SANBI, 2013).

The four (4) main rivers within the Umzumbe LM are the Fafa, Mtwalume, Mzimkhulu and Mzumbe rivers. In addition to these rivers a total of 169 wetlands covering ± 681.8 ha have been recorded. The Umzumbe LM houses four (4) estuaries, all of which are temporarily closed estuaries (SANBI, 2013). There are no Ramsar sites within the Umzumbe LM.

There is one (1) provincial reserve, namely the Mehlomnyama, which protects at least 1.63 km² (0.13%) of the Umzumbe LM.

3.2.6 Vulamehlo Local Municipality (KZN211)

Figure 3.9: Locality map of Vulamehlo



Source: MetroGIS, 2013

The Vulamehlo LM is approximately 973 km² in extent, of which 37.5% is considered to be transformed. Biomes within the Vulamehlo LM include the Indian Ocean Coastal Belt and Savanna biomes. Within these biomes, the Vulamehlo LM houses five (5) vegetation types, namely Eastern Valley Bushveld, KwaZulu-Natal Coastal Belt, KwaZulu-Natal Hinterland Thornveld, KwaZulu-Natal Sandstone Sourveld, Ngongoni Veld and Scarp Forest. The dominant vegetation type is KwaZulu-Natal Coastal Belt, which historically covered 53.2% of the Vulamehlo LM (SANBI, 2013).

The eight (8) main rivers within the Vulamehlo LM are the aMahlongwa, Fafa, Lovu, Mkomazi, Mpambanyoni, Mtwalume, Mzimba and uMgababa rivers. In addition to these rivers a total of 150 wetlands covering ± 603.8 ha have been recorded for the Vulamehlo LM (SANBI, 2013).

Despite the high number of rivers and wetlands, there are no Ramsar sites within the Vulamehlo LM. There is, however, one (1) provincial reserve, namely Vernon Crookes, which protects at least 47.6 km² (2.3%) of the Vulamehlo LM.

4 Planning Context

4.1 National Development Plan

The National Development Plan (NDP) offers a long-term perspective. It defines a desired destination and identifies the role that different sectors of society need to play in reaching that goal.

As a long-term strategic plan, it serves four broad objectives:

- Providing overarching goals for what the Province wants to achieve by 2030;
- Building consensus on the key obstacles to the Province achieving these goals and what needs to be done to overcome those obstacles;
- Providing a shared long-term strategic framework within which more detailed planning can take place in order to advance the long-term goals set out in the NDP; and
- Creating a basis for making choices about how best to use limited resources.

The Plan aims to ensure that all South Africans attain a decent standard of living through the elimination of poverty and reduction of inequality.

The intention of the NDP is to make the most of South African citizens - their goodwill, skills and resources. It aims to step away from Business as usual and to spark a cycle of development that will expand opportunities, build capabilities and raise living standards.

National government aims to create five million jobs by 2020 (which is approximately three million more than the anticipated growth rate, which has been extrapolated from the years 2002 to 2009).

The job-drivers the National Government have identified are:

- Substantial public investment in infrastructure both to create employment directly, in construction, operation and maintenance as well as the production of inputs, and indirectly by improving efficiency across the economy;
- Targeting more labour-absorbing activities across the main economic sectors – the agricultural and mining value chains, manufacturing and services;
- Taking advantage of new opportunities in the knowledge and green economies;
- Leveraging social capital in the social economy and the public services; and
- Fostering rural development and regional integration.

The National Government has undertaken to prioritise efforts to support employment creation in the following key sectors:

- Infrastructure;
- Agricultural value chain;
- Mining value chain;
- Green economy;
- Manufacturing sectors, which are included in IPAP2; and
- Tourism and certain high-level services.

The NDP diagnostic report sets out the following key challenges for Ugu District:

- Too few people work;
- The standard of education for most black learners is of poor quality;
- Infrastructure is poorly located, under-maintained and insufficient to foster higher growth;
- Spatial patterns exclude the poor from fruits of development;
- The economy is overly and unsustainably resource intensive;
- A wider spread disease burden is compounded by a falling public health system;
- Public services are uneven and often of poor quality;
- Corruption is widespread; and
- South Africa remains a divided society.

4.2 KZN Provincial Spatial Economic Development Strategy (PSEDS)

The KwaZulu-Natal (KZN) PSEDS as adopted in 2007, is premised on the recognition that all government development programmes necessarily have to take place within a spatial context and therefore directs its fixed infrastructure investments to areas of greatest economic development potential as well as areas of greatest need based on poverty densities. The PSEDS reviewed the competitive and comparative advantages of the province's economy to identify the sectors which have the greatest potential to drive growth and impact on poverty and unemployment. This exercise confirmed that the following broad sectors form the base for the economy of the province:

- Agriculture and Agri-industry (including land utilisation mapping and giving particular attention to Land Reform);
- Industry, including heavy and light industry and manufacturing;
- Tourism, including domestic and foreign tourism; and
- Services sector, including financial, social, transport, retail and government.

The PSEDS sets out to:

- Focus where government directs its investment and development initiatives to ensure sustainable and maximum impact;
- Capitalise on complementarities and facilitate consistent and focused decision making; and
- Act as a tool to help government move beyond mere focusing on integration and co-ordination procedures to establishing processes and mechanisms to bring out strategic co-ordination, interaction and alignment.

In terms of the PSEDS, there are various sectors of the provincial economy that will drive the growth of the province and address unemployment and poverty; and an important principle for growth is exploiting sub-regional diversity in terms of **comparative advantages**.

The PSEDS Spatial plans identify a set of **Nodes and Activity Corridors** where investment needs to be focused to achieve the vision of the Province. These are to serve the following functions:

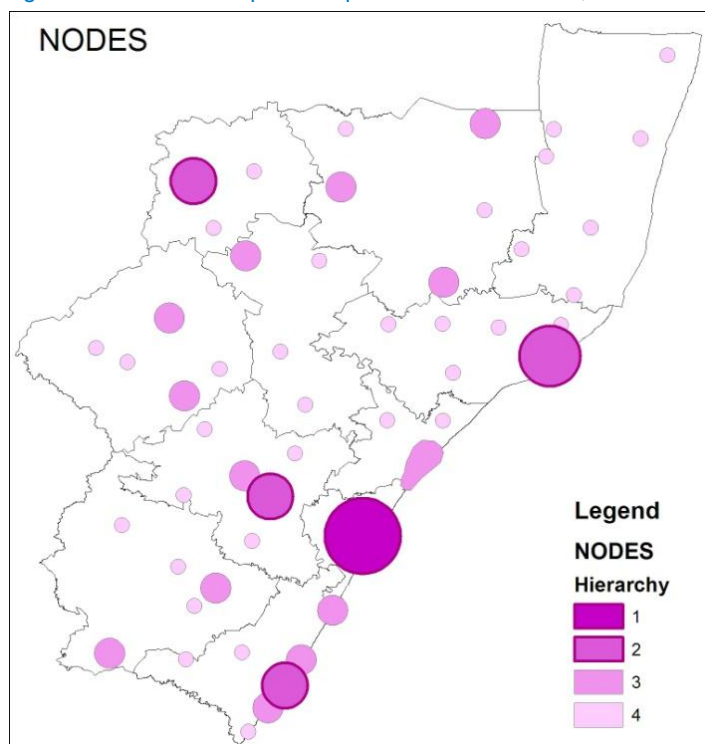
- To facilitate the increased growth of existing centres and corridors of economic development in the Province; and
- To ensure that the potential for economic development within areas of high poverty is realized.

The primary and secondary nodes are summarised in the table below and illustrated in Figure 3.1:

Table 1: PSEDS Nodes (2007)

No.	Node	Classification
PN1	eThekwini	Primary Node
SN1	Richards Bay	Secondary Node
SN2	Msunduzi	Secondary Node
SN3	Newcastle	Secondary Node
SN4	Port Shepstone	Secondary Node

Figure 4.1: PSEDS Spatial Representation of Nodes, 2007



1. Primary Node (PN): An urban centre with very high existing economic growth and the potential for expansion thereof. Provides service to the national and provincial economy.

2. Secondary Node (SN): An urban centre with good existing economic development and the potential for growth. Services the regional economy.

3. Tertiary Node (TN): A centre which should provide service to the sub-regional economy.

4. Quaternary Node (QN): A centre which should provide service to the localised economy.

Source: PSEDS, 2007

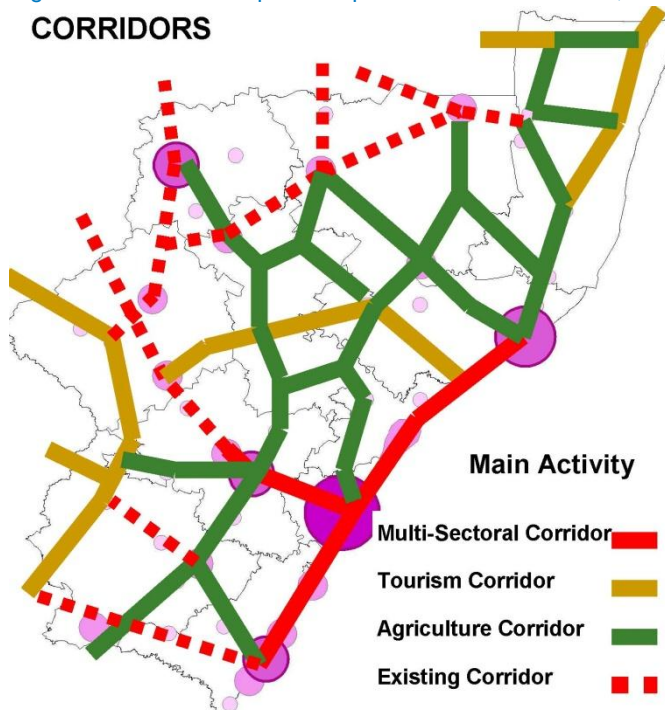
The Provincial priority corridors identified are listed in the table below.

Table 2: PSEDS Corridors

No.	Corridor	Classification
PC1	eThekwini – Umhlatuze	Primary Corridor
PC2	eThekwini – Msunduzi – UmMngeni	Primary Corridor

No.	Corridor	Classification
PC3	eThekweni – Ugu	Primary Corridor
SC1	Umhlatuze – Ulundi – Vryheid	Secondary Corridor
SC2	Kokstad – Umzimkulu – Msunduzi	Secondary Corridor
SC3	Msunduzi – Nkandla – Ulundi	Secondary Corridor
SC4	Ulundi – Nongoma – Pongola	Secondary Corridor
SC5	Lebombo SDI – Maputo	Secondary Corridor
SC6	Port Shepstone – St Faiths – Ixopo	Secondary Corridor
SC7	Maphumulo – Ndwedwe – Dube	Secondary Corridor
SC8	Ukhahlamba corridor	Secondary Corridor
SC9	Weenen – Nkandla – Eshowe	Secondary Corridor
SC10	Manguzi – Swaziland	Secondary Corridor
SC11	Makhatini flats corridor	Secondary Corridor
SC12	Greytown – Msinga – Madadeni	Secondary Corridor
SC13	Nkandla – Nqutu – Vryheid	Secondary Corridor
SC14	Mtubathuba – Nongoma	Secondary Corridor

Figure 4.2: PSEDS Spatial Representation of Corridors, 2007



Primary Corridor (PC): a corridor with very high economic growth potential within all three sectors which serves areas of high poverty densities.

Secondary Corridor (SC): a corridor serving areas of high poverty levels with good economic development potential within one or two sectors.

Source: PSEDS, 2007

In terms of the PSEDS, 1 Primary Corridor (PC3) and 1 Secondary Corridor (SC6) are of relevance to the Ugu District.

It is thus imperative that there is adequate investment in these corridors that should entail a network of services ranging from electricity, water, housing, health, education and transport to community safety.

The PSEDS needs to be interpreted and applied at a District level, including an emphasis upon exploiting local comparative advantages. The KZN PSEDS isolates the following sectors for Ugu district:

Agriculture and Land Reform

- Development of sugar cane and banana production potential on Trust land;
- Alignment of land reform initiative with opportunities presented by Fresh Produce Market;
- Expand agri-processing capabilities and capacities to allow for new entrants to commercial agriculture; and
- Development of further agri-processing capabilities in Port Shepstone – bio fuels, bananas.

Tourism

- Beach tourism: develop mid-range package tourism destinations, upscale beach resorts;
- Improve security at all major beaches;
- Golf tourism: upgrading and maintaining status of existing courses and related infrastructure;
- Expand on adventure and eco-tourism opportunities: Oribi Gorge and Aliwal Shoal;
- New N2 Wild Coast route: assess impact of this and develop strategy to access opportunities; and
- Develop opportunities related to Margate Airport.

Industry

- Port Shepstone Industrial townships: provision of world class infrastructure; and
- Provide adequate affordable housing and related services.

Services

- Formalise and plan St Faiths and Harding to position for investment; and
- Provide adequate affordable housing and related services in towns.

4.3 KZN Provincial Growth and Development Plan (PGDP)

The main purpose of the PGDP is to begin the process of enabling the province to measure its progress in achieving the accepted growth and development goals.

The PGDP has achieved the following:

- Sets a long term (20 year +) vision and direction for development in the province;
- Serves as the overarching strategic framework for development in the Province applying the 80/20 principle;
- Provides Spatial context and prioritization;

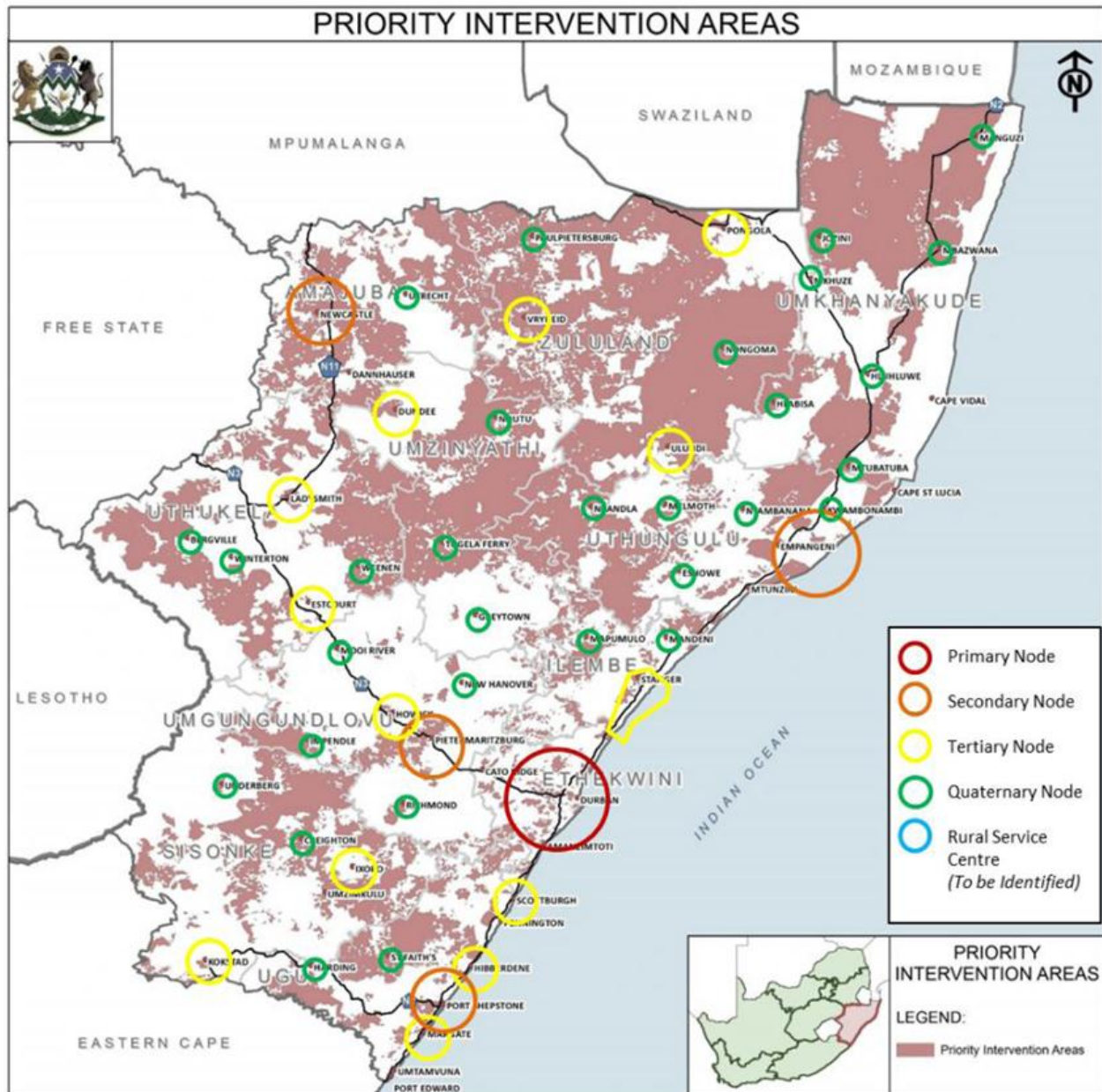
- Guides the activities and resource allocation of provincial government and other spheres of government, business sectors, organised labour and other role players from civil society that can contribute to development in the province;
- Establishes clear institutional arrangement to secure buy-in and ownership, through a structured consultation process with all development partners; and
- Sets clear targets and indicators.

The PGDP builds on the PSEDS prepared in 2007. The report consists of the following;

- Situational Overview and Strategic Analysis;
- Long term vision for the Province;
- Sustainable Growth and Development Strategy:
 - Social Issues;
 - Economic Issues;
 - Environmental Issues;
 - Infrastructure Issues;
 - Governance Issues;
 - Spatial Issues; and
 - Spatial Development Strategy.
- Provincial Growth and Development Plan with Interventions, Indicators and Catalytic Projects;
- Institutional Framework; and
- Monitoring, Evaluation and Reporting Framework.

In terms of the Spatial Strategy, the two main maps relevant to Ugu District are the Priority Intervention Areas (Figures 4.3 and 4.4 below) and the Spatial Framework Map (Figure 4.5 below).

Figure 4.3: PGDP Priority Intervention Areas



Source: PGDP, 2012

From the above map, it is evident that the PGDP reinforces Port Shepstone as a secondary node, as well as 3 other tertiary nodes in Scottburgh, Hibberdene and Margate.

The map also highlights those areas that should be prioritized for intervention.

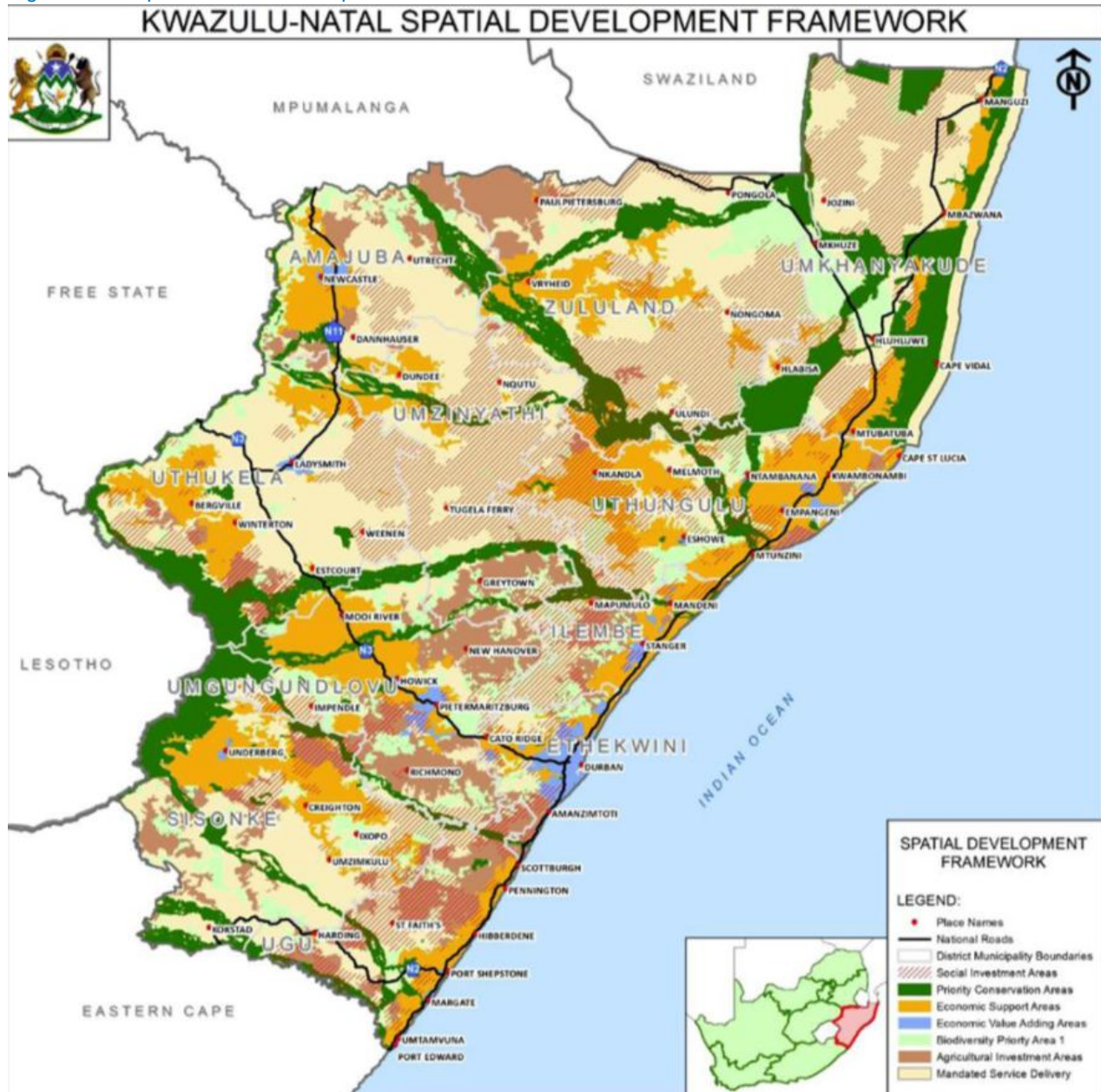
Figure 4.4: PGDP Classification of Priority intervention Areas in Ugu District.



Source: (PGDP, 2012)

As identified in the map above, there are various areas along the Ugu coast and a conglomeration to the north-west of St. Faith's, which have been identified as the areas of greatest need. This then points to where development interventions will be focused in the District and where planning needs to be undertaken to ensure that development occurs sustainably.

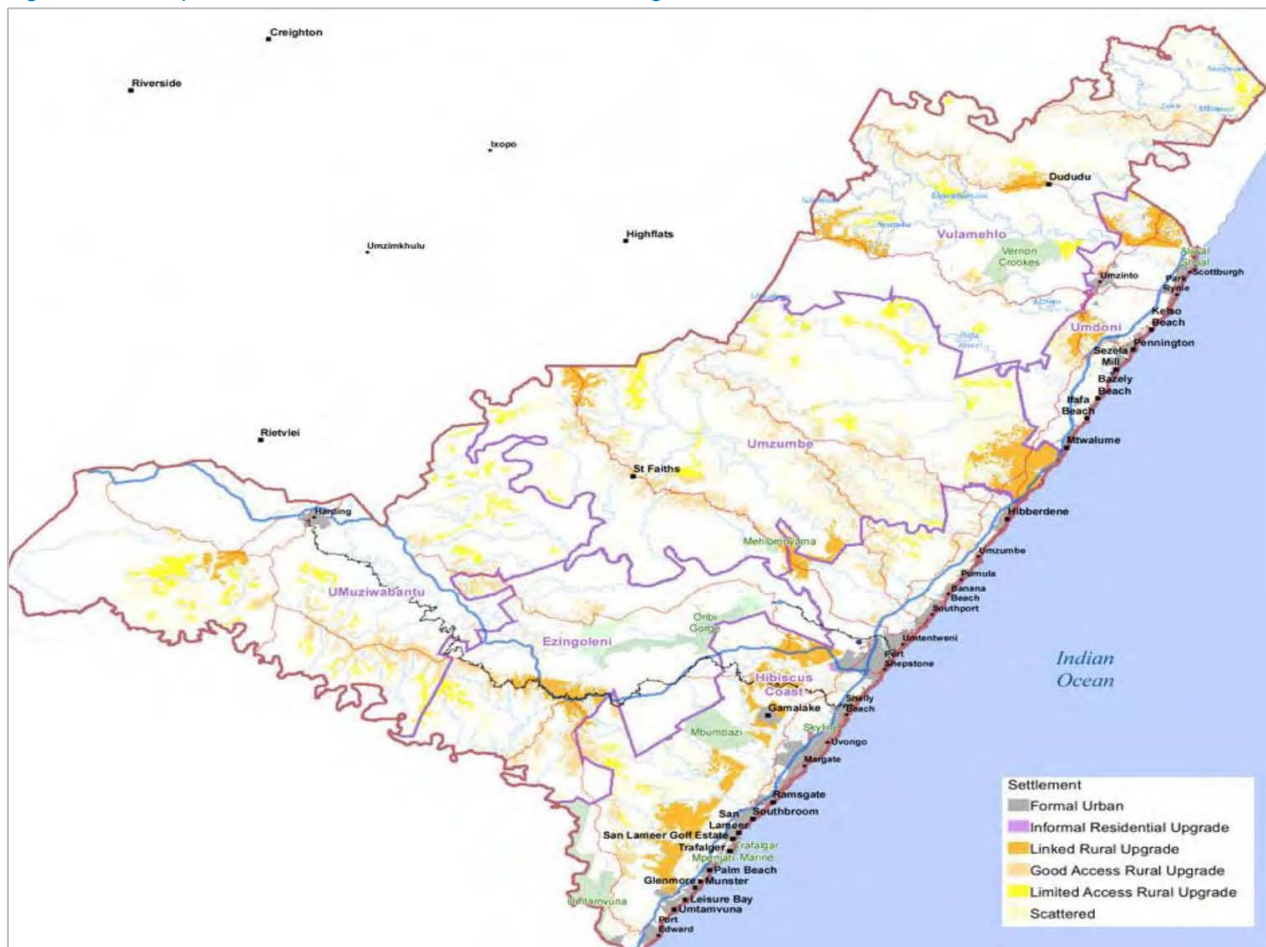
Figure 4.5: Spatial Framework Map



Source: PGDP, 2012

The Spatial Framework map (Figure 4.5) provides greater detail on what types of interventions should be focused in the different areas of the Ugu District and should be used to guide the development of the District Spatial Plan and should be further refined in the District planning process.

Figure 4.7: Map of the Classification of Settlement within Ugu



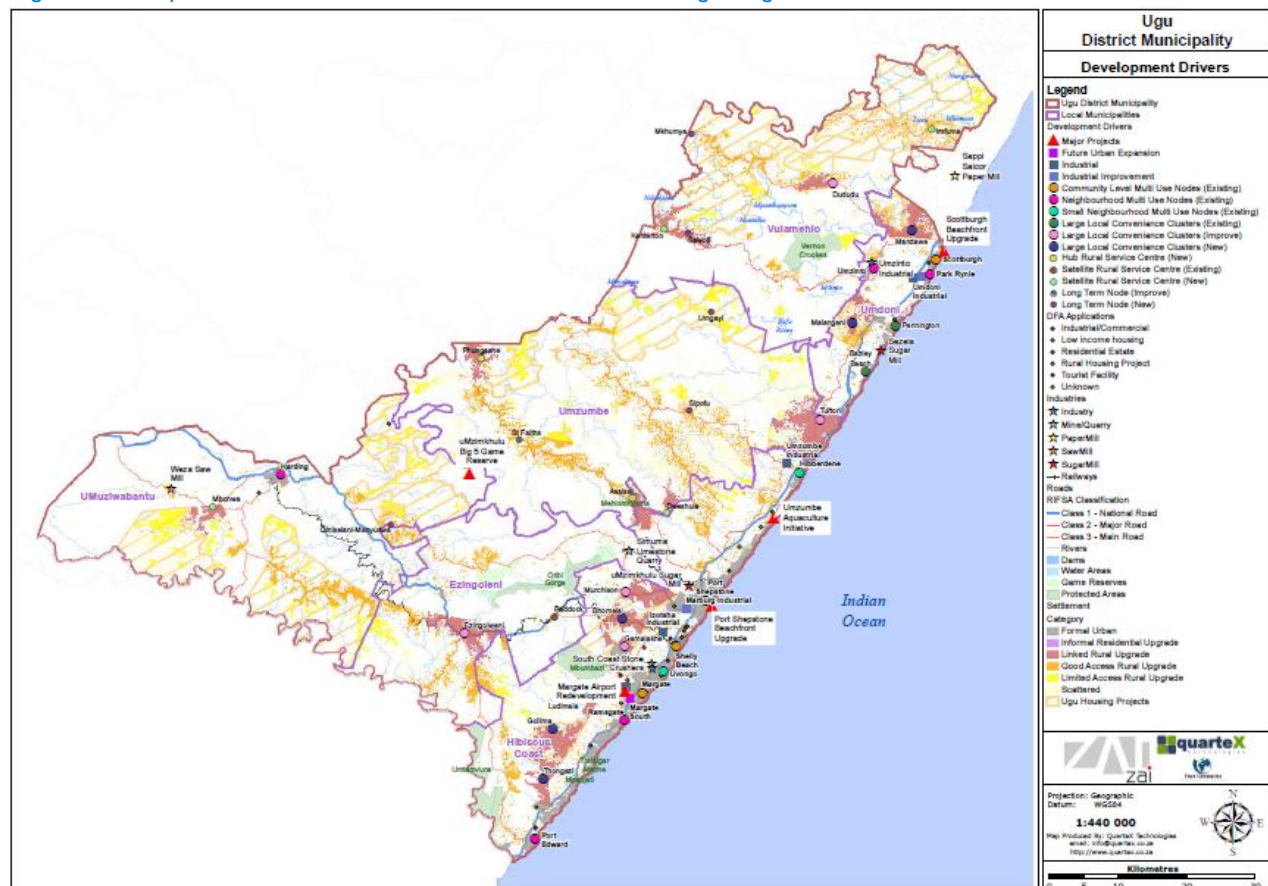
According to the Ugu Infrastructure Audit (2011), this map provides direction to the District in terms of maintaining the existing levels of infrastructure along the coastal strip and identifying both the rural corridors and nodes that require strategic investment to support existing dense human settlement activity. It will obviously be more affordable and sustainable to offer the rural nodes and corridors that are either linked rural upgrades or good access rural upgrades with a higher service level than nodes and corridors that are either limited access rural upgrade or scattered settlements.

The map illustrates that the coastal strip is well serviced, being largely covered by the Port Shepstone, Margate and Scottburgh nodes. The area between Port Shepstone and Port Edward is the most serviced in terms of accessibility to economic opportunities and social facilities. The area between Port Shepstone

and Scottburgh is also fairly accessible. However, there are large areas that are un-serviced in terms of the existing nodes, viz. from St Faiths and then north-east towards Kenterton.

The Ugu Infrastructure Audit Report states that this area contains the largest number of poor households, located in rural areas, with very little access to economic opportunities, and only limited access social facilities. Due to the fragmented nature of the district in spatial terms, linkages and accessibility represent a major development issue in the district. While the coastal areas accommodate the N2 development corridor and the coast, inland linkages, both in terms of north-south as well as east-west connections are limited and need to be developed further to ensure better integration and the development of new opportunities in the western parts of the district. A higher level of linkage and accessibility is likely to contribute significantly to the necessary improvement of economic and socio-economic conditions in the district. Ensuring linkages to surrounding regions is also critical.

Figure 4.8: Spatial Location of Economic Activities within the Ugu Region



Source: Ugu Infrastructure Audit, 2011

Figure 4.8 above provides an understanding of the spatial trends of economic activity within the Ugu District. Economic activity remains concentrated within the coastal strip. Manufacturing remains clustered

close to the major nodes of Port Shepstone and Marburg, due to the availability of serviced land and connectivity to the N2 network. Very limited manufacturing occurs outside of these key nodes. Retail, commercial and tourism activity is largely concentrated in the coastal towns.

The main economic activities within the hinterland are: agriculture (commercial and subsistence), forestry and some mining.

The Ugu Growth and Development Strategy (GDS) (2012) states that the agricultural sector offers the greatest potential for spatial integration. Whilst there is currently a stark spatial divide between commercial and subsistence farmers, opportunities for expansion in this sector lie in the undeveloped fertile communal lands.

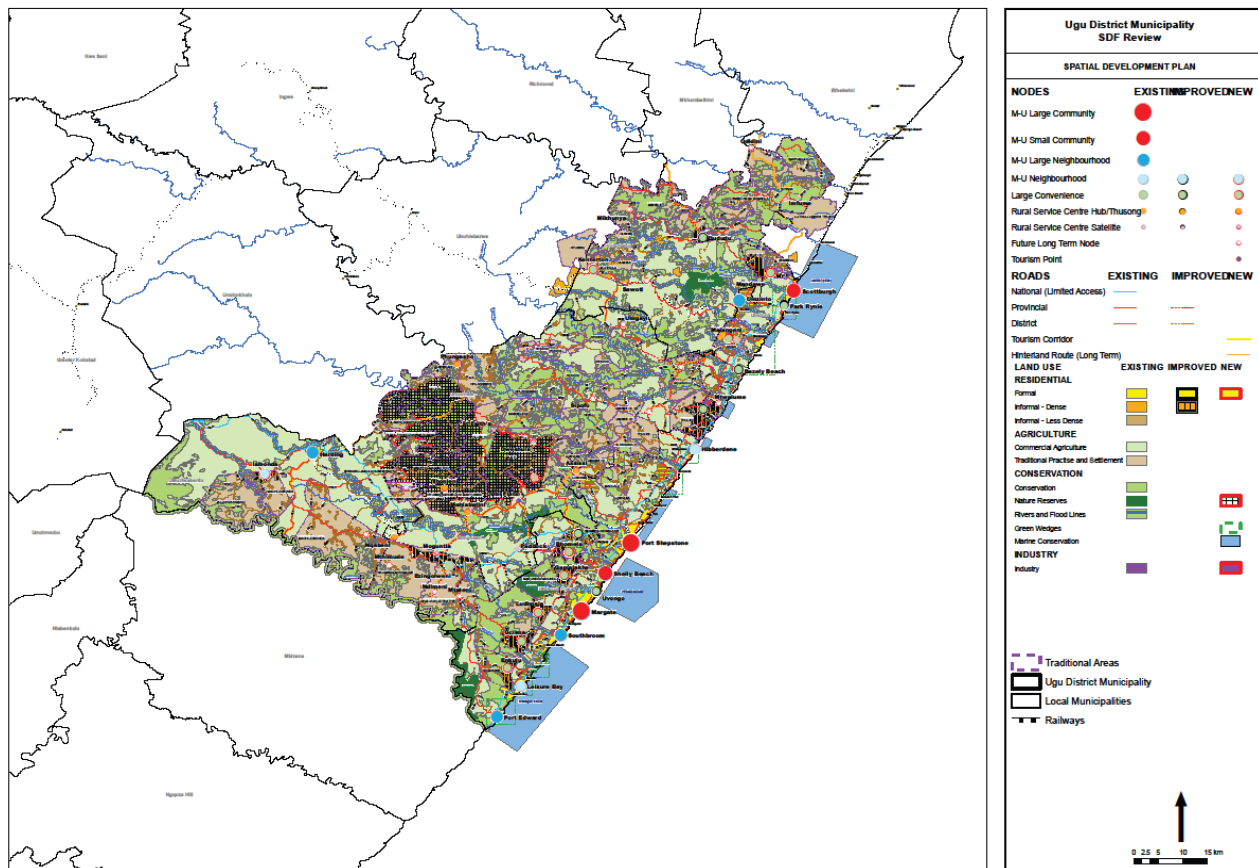
For this to materialize, the following needs to happen;

- Community engagement for buy-in and identification of sustainable livelihoods identified;
- The Ugu EMF to provide the tool to ensure that the natural resource base of the District is well-managed;
- Development of supporting infrastructure, viz. roads and dams and forging of market linkages. This could then potentially transform and turn around the spatial economic landscape of the Ugu District; and
- The tourism sector also has potential to integrate the region through the linking of coastal and hinterland tourism products. The proposed Big Five Game Reserve, resulting from an amalgamation of a number of smaller reserves, is a possible catalytic project in this regard (Ugu GDS [2012]).

5 Ugu Strategic Context

The Ugu Spatial Development Framework (SDF) was adopted in 2011. The map below illustrates the spatial proposals contained in the Ugu SDF.

Figure 5.1: The Ugu District SDF



Source: Ugu SDF, 2011

According to the SDF, the key spatial challenge faced by the district is that the coastal belt has stronger linkages than the hinterland, which improves access to infrastructure, services and facilities. A higher level of linkage and accessibility is likely to contribute significantly to the necessary improvement of economic and socio-economic conditions in the district, particularly within the largely rural hinterland. The key linkage proposals are:

- A hinterland north-south linkage for the purposes of local access. It is intended to follow existing roads, and river crossings are to be in the form of minor (single vehicle) structures for local access rather than large bridge structures;
- Strategic east west linkages to promote accessibility throughout the region;
- The revival of rail lines throughout the district, extending the passenger rail line from Kelso to Port Shepstone, and, ultimately Harding; and
- The establishment of inter-modal transport facilities at key nodal points within the district.

The Ugu SDF states that the plan is aligned to the guidelines for the Ugu DM as contained in the Provincial Spatial Development Plan, such as:

- Maintaining value-adding areas, such as Scottburgh, Hibberdene, Port Shepstone to Margate, Umtamvuna, and Port Edward;
- Understanding that the entire coastal strip, as well as Harding, forms part of an 'Economic support area';
- The importance of a corridor from Port Shepstone, through St Faiths, towards Ixopo; and
- The indication of most of the rural hinterland as 'mandated service delivery areas', 'agricultural investment areas' and 'social investment areas'. Many comprise all three.

In summary, the future focus of the district must be on maintaining existing economic nodes within the region, protecting the natural environment and creating access to sustainable economic opportunities for rurally located communities. This focus must be driven through supporting sustainable resource management, value-chain linkages and the provision of road infrastructure and bulk services.

Table 3 below provides a summary of these nodes in terms of this classification and the infrastructure needs in each one.

Table 3: Nodes identified in the Ugu SDF, 2011

Type of Activity	Existing (Maintain)	Improve (Consolidate)	New Nodes
Community Level Multi-Use Nodes	Port Shepstone Scottburgh Margate Shelley Beach		
Neighbourhood level Multi-Use Nodes	Umzinto Park Rynie Ramsgate Port Edward Harding		
Small Neighbourhood Level Multi-Use Nodes	Hibberdene Uvongo		
Large Local Convenience Cluster	Pennington Bazley Beach	Dududu Turton Murchison Gamalakhe Ezingoleni	Mandawe Malageni Bhonela Xolo TC Gcilima Thongazi Phungashe Assissi
Hub RSCs			
Satellite RSCs		St Faiths	Imfume Kenterton Dweshula Paddock Isibonda TC Sawoti Mainaini Sipofu Umgayi Qoloqolo Vukuzithathe /
Long-term			

Type of Activity	Existing (Maintain)	Improve (Consolidate)	New Nodes
			Xolo TC Isibonda TC Qiniselani – Manyuswa TC
Tourism point			Oribi Flats

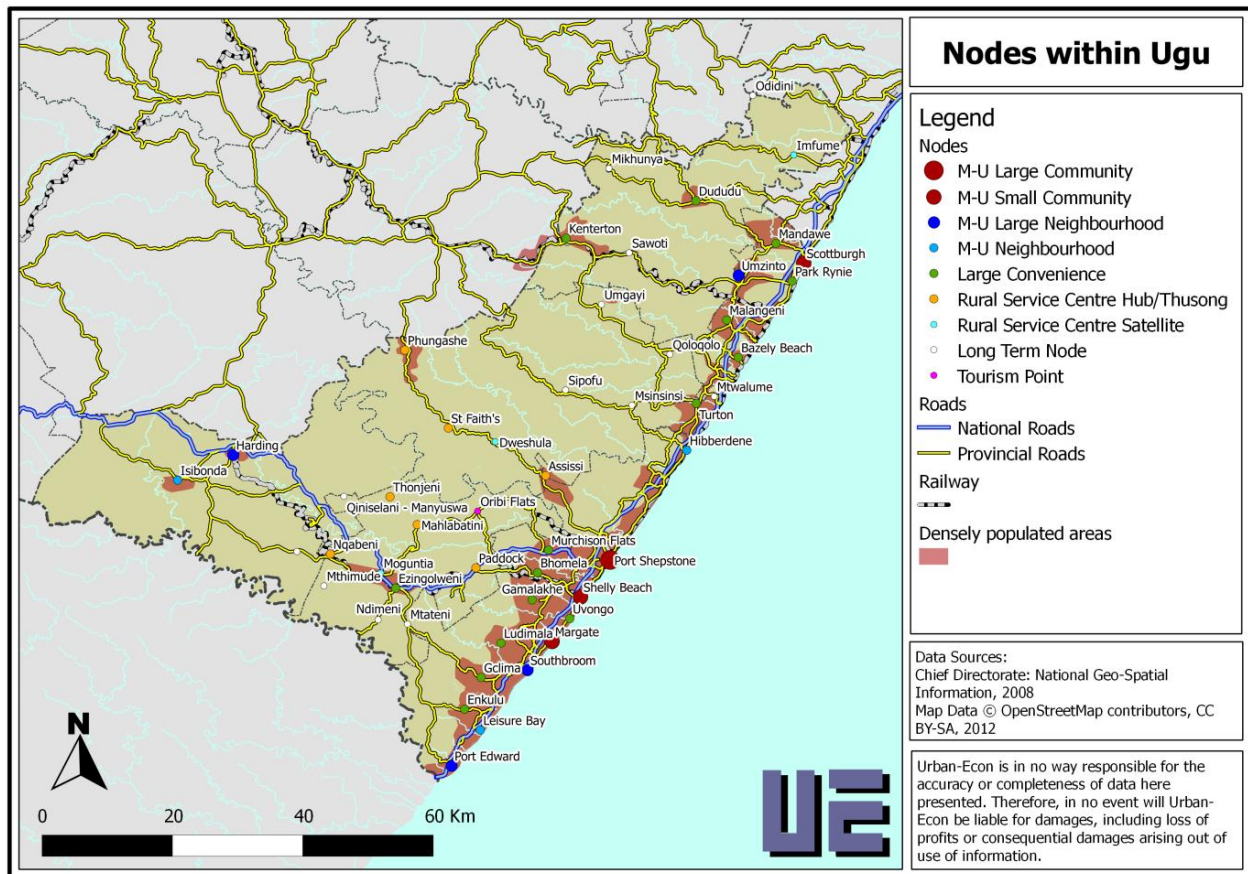
A sustainable approach to human settlements is required, with appropriate service levels and strategies for addressing the needs of scattered settlements and the more densely populated rural nodes and corridors.

Following the adoption of the Ugu SDF and Infrastructure Audit Report (2011), the District began the preparation of the Ugu District Growth and Development Strategy [GDS] (2012). The GDS was developed following an intensive public consultation process and review of all existing data and studies. The GDS is the most recent strategic document as adopted by Council and that can be used to guide future investment and interventions in the Ugu District. It has also been used as the basis for the development of the Draft Reviewed Ugu Integrated Development Plan (2013/2014).

The following series of maps and discussion (as derived from the Ugu GDS, 2012) form the base from which the long-term spatial perspective for the GDS is constructed. Each map focuses on a specific element that, together with other elements from the other maps, forms a complete long-term spatial perspective for the GDS.

Figure 5.2 below gives an indication of the hierarchical system of nodes as proposed by the SDF as well as the densely populated areas around these nodes. The densely populated areas include formal and informal settlements.

Figure 5.2: Nodes within the Ugu District



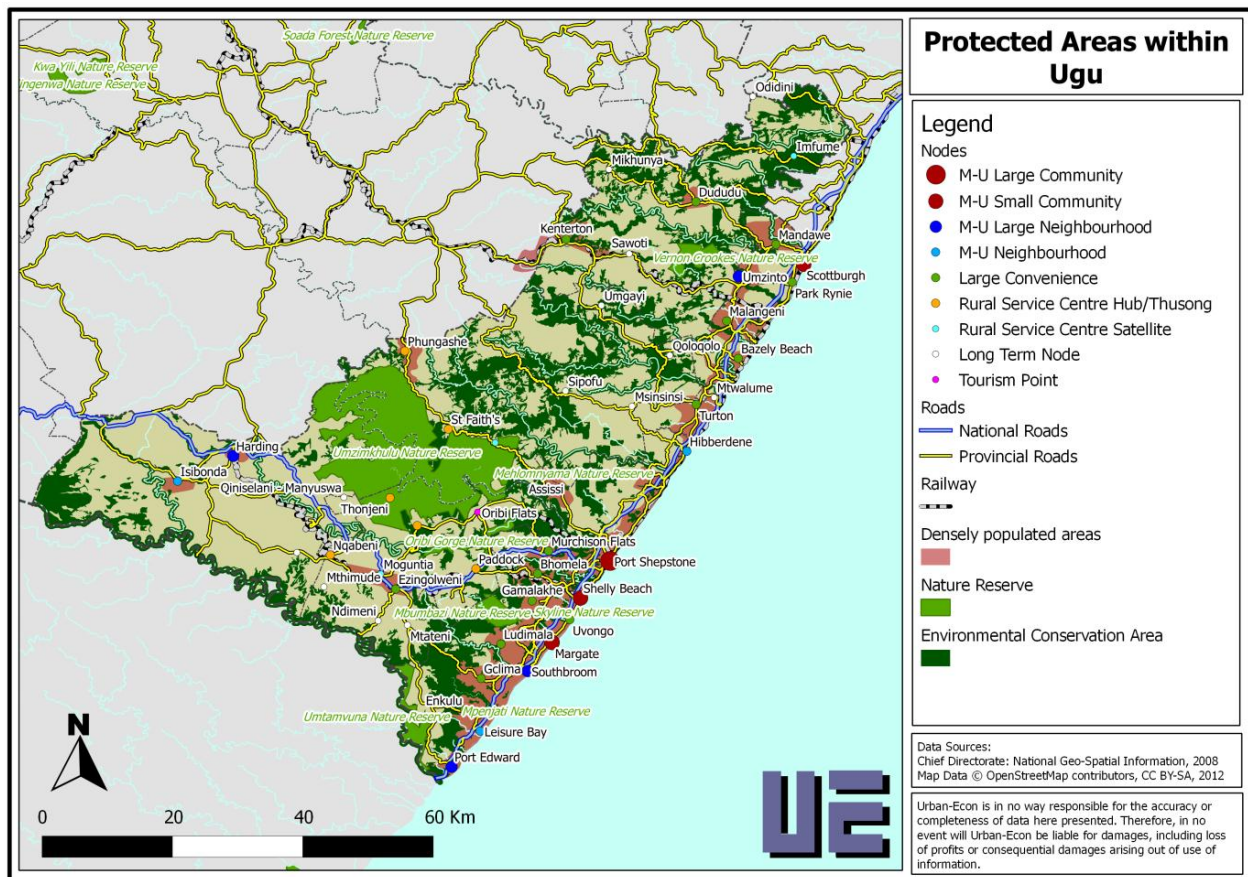
Source: Ugu GDS, 2012

From the map above, it is evident that the most densely populated areas are around the Community-level Multi-use nodes of Port Shepstone, Shelly Beach, Margate and Scottburgh. These nodes are all located along the coast, and it is noticeable that there are significantly less densely populated areas in the hinterland. The densely populated corridor that has formed along the coastline is also host to the majority of economic activity (manufacturing, tourism and services), formal housing, and access to services and social facilities.

Small pockets of densely populated settlements are also evident at inland nodes of Harding, Ezinqoleni, Isibonda, Assissi, Phungase, Kenterton, Dududu and Mandawe. These nodes are expected to densify further as upgrade and installation of new services, bulk infrastructure and facilities are developed. As these inland nodes are located along east-west transport corridors, it is expected that the densities along these corridors will spread to form higher density settlements along these corridors.

Figure 5.3 focuses on the protected areas within Ugu. These include environmental conservation areas, current nature reserves, as well as the proposed Big-5 Umzimkhulu Nature Reserve.

Figure 5.3: Protected areas within Ugu

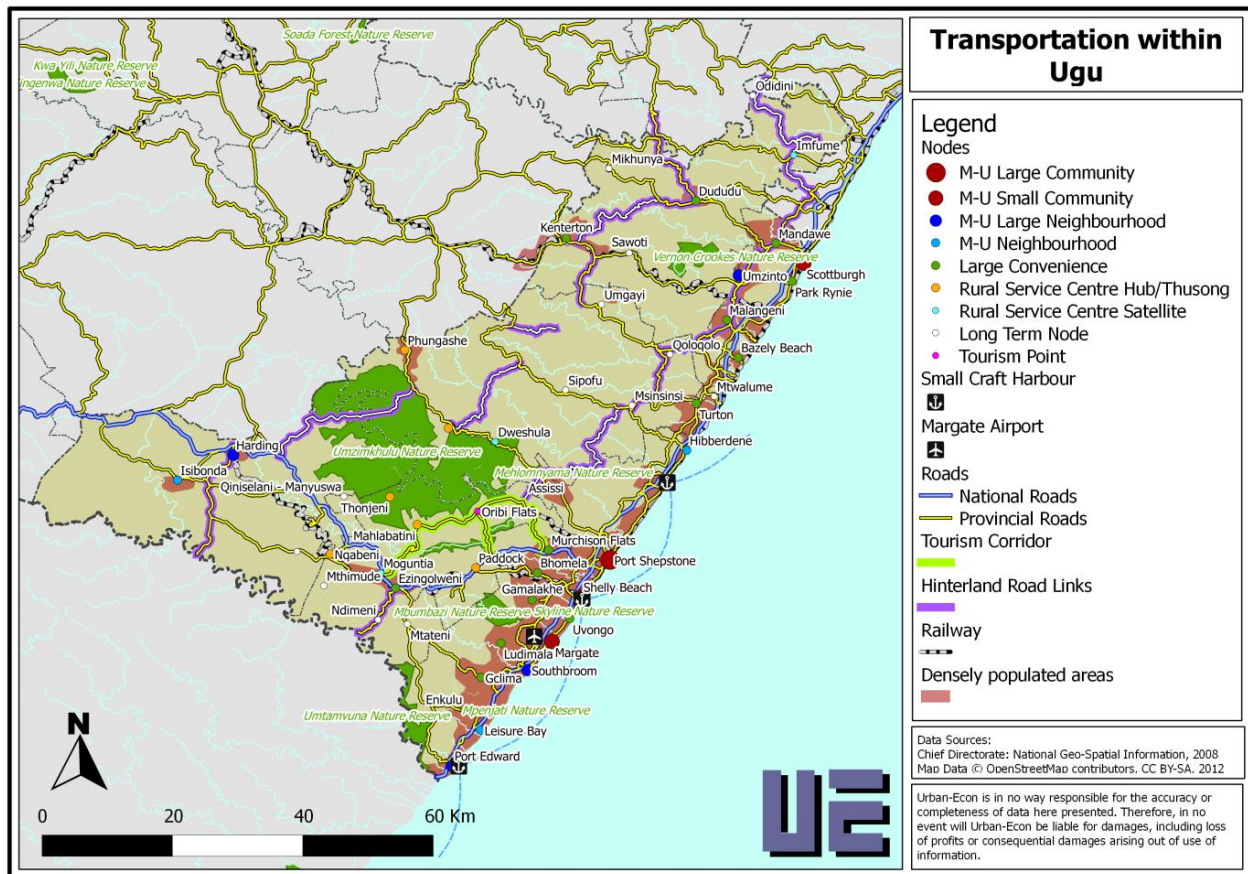


Source: Ugu GDS, 2012

From the map above, it is evident that all of the major rivers have an Environmental Conservation Area that forms a buffer around them. Several other environmentally sensitive areas have also been earmarked as Environmental Conservation Areas.

What is important to note is that many of the more densely populated settlements or nodes that are located in the hinterland are largely surrounded by conservation areas. Most of these nodes are also limited by the topography, including steep hillsides and rivers. This limits the potential for such nodes to expand substantially over time, but also creates opportunities for activities such as eco-tourism and other environmentally sustainable initiatives.

Figure 5.4: Transportation within Ugu



Source: Ugu GDS, 2012

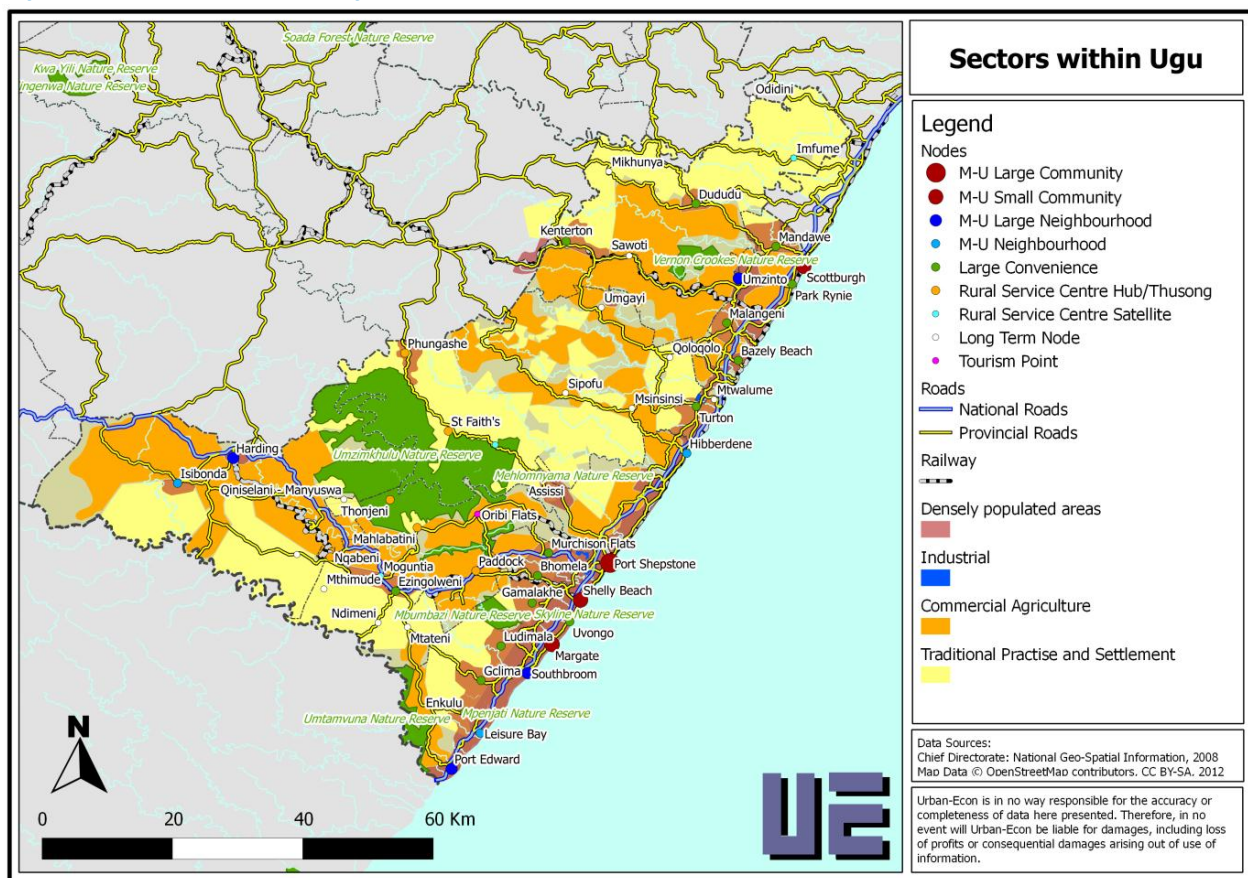
The map above highlights the suggested tourism corridor, the national and provincial roads, the hinterland road linkages which need upgrading in order for better connectivity between nodes, as well as the maritime connectivity between the proposed small craft harbours.

The P262 and P345 roads have been identified as tourism routes. These roads link Port Shepstone with the Oribi Gorge as well as the proposed Big-five Umzimkhulu Nature Reserve. The tourism node of Oribi Flats is also located along this route.

Accordingly to the Ugu GDS (2012), the topography of Ugu has largely dictated the transportation linkages within the district resulting in east-west road linkages between the coast and the hinterland. However, north-south road linkages linking hinterland areas either do not exist or are inadequate. The map highlights the hinterland link roads that should be prioritised.

The importance of upgrading or developing rural hinterland linkage roads cannot be over-stated. This will significantly 'open up' these rurally located nodes to trade through improved linkages with existing economic nodes, as well as inter-nodal trade between rural nodes.

Figure 5.5: Land-uses within Ugu



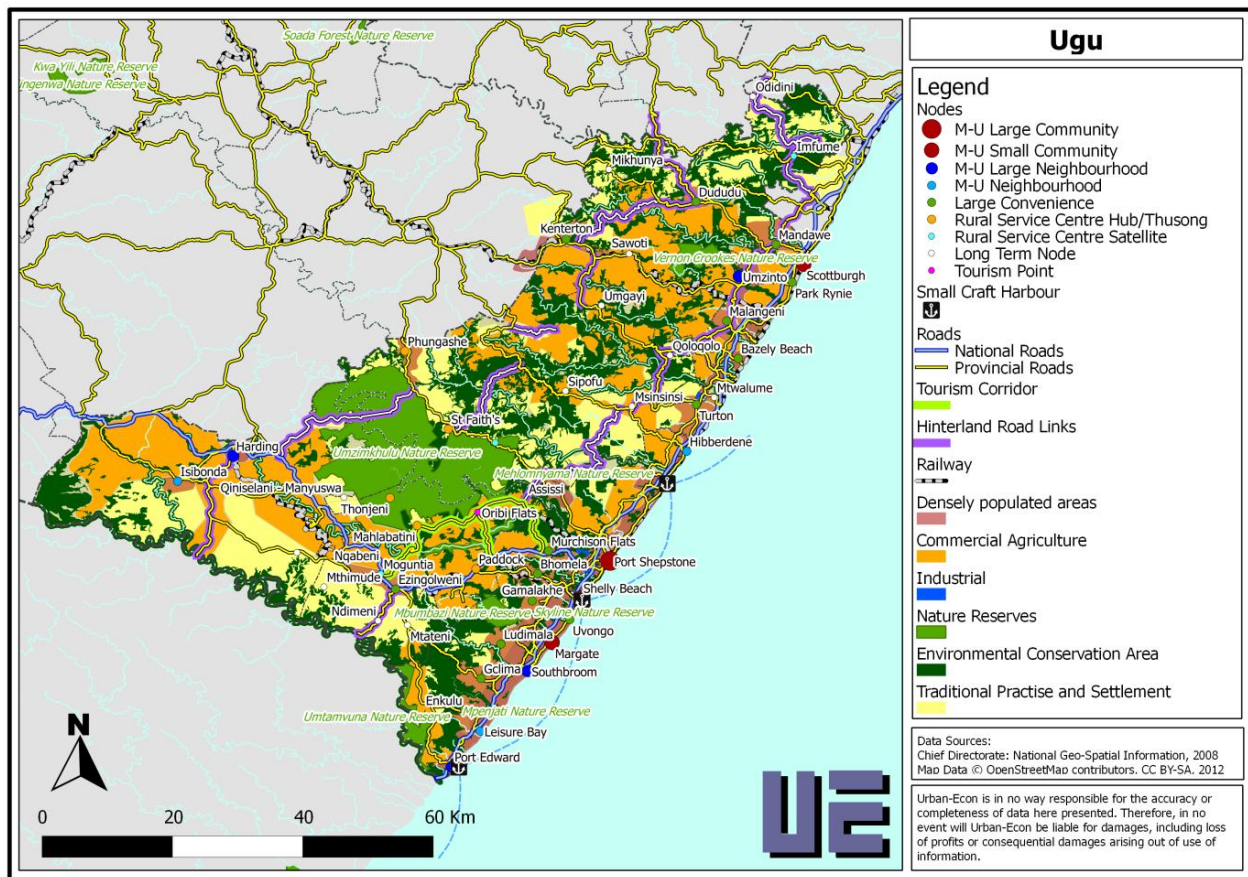
Source: Ugu GDS, 2012

The biggest industrial concentration is located around Port Shepstone, with some smaller industrial activity within Umzumbe, Shelly Beach, Turton, and Park Rynie. It is expected that Port Shepstone will continue to be the leading industrial node within the district given the existing industrial base. Park Rynie and Umzumbe are expected to experience some expansion in industrial activity based on the strategic vision for the district.

Traditional practice and settlements cover large parts of the northern, central and southern areas of the district with commercial agriculture located in-between. With regards to commercial agriculture, strategic programmes have been developed around support for the timber industry, higher-value crop production and agri-processing, investigation into aquaculture and mariculture, as well as support for subsistence

farmers in rural areas. This will create strong linkages with communities located within the rural hinterland, given that infrastructure and skills developed are strengthened to facilitate these linkages.

Figure 5.6: Ugu GDS, Consolidated Spatial Map



Source: Ugu GDS, 2012

The Ugu GDS Spatial Vision is unpacked in the following sections.

[illegible]

Linkages and Improved Accessibility

Additionally, north-south linkages within the rural hinterland are weak and currently limit the potential for additional routes other than the N2 along the coastline. However, it is expected that developing these north-south linkages (from Harding to St Faiths; Oribi Flats through Umzinto to Odidini, and from Umgayi through Kenterton past Dududu) will dramatically improve accessibility within the district, creating a more

structured grid-like transportation system throughout the district. This will dramatically improve trade between rural hinterland nodes, and allow greater access for commercial and small-scale farmers to markets both within and outside the district.

In addition to this, the rural roads have been identified as a key strategy to unlock the potential for small-scale farmers. An integrated transport plan and inter-modal public transport facilities are also suggested to ensure that rural communities have improved access to such facilities to reduce the cost of transportation.

The N2 realignment has also been proposed and this would open up market opportunities into the Eastern Cape for the district. In addition, three small craft harbours have been proposed which will enhance tourism potential. Regeneration of branch lines throughout the district will also assist in stimulating the timber and sugar industries, and provide greater opportunities for commercial activities within the rural hinterland.

Key Activity Zones

Three key activity zones are expected to develop further. These are situated between Scottburgh and Hibberdene, Hibberdene and Port Shepstone, and Port Shepstone and Port Edward. This coastal belt currently hosts the majority of formal residential property, tourism activity, retail and manufacturing activities. Based on the GDS, the following activity is expected to further develop within these key activity zones:

Port Shepstone to Port Edward

Given the proposed re-alignment of the N2, it is expected that development will be strengthened along this corridor. This corridor is seen as a mixed-commercial corridor, with development occurring in manufacturing, tourism/recreation, services, and retail. This is supported by the proposal for a small-craft harbour at Port Edward and Umzumbe.

Hibberdene to Port Shepstone

This corridor is currently less developed commercially than Port Shepstone to Port Edward, and is expected to develop into a corridor focused largely on tourism, recreation and residential development.

Scottburgh to Hibberdene

This corridor currently contains residential land-uses, with some retail and service activity predominantly within the Scottburgh node, and some light-industrial activity at Park Rynie. It is expected that residential densification will occur, along with tourism and recreational activities, further retail and service industry, as well as light-industrial development.

Focus is given to the key activity areas with regards to commercial activity such as manufacturing, tourism, and retail services. However, this is based on the fact that accessibility is currently good along the coastal strip, and given the existing activities that are located within this corridor, investment is likely to continue to be channelled into this corridor.

However, given the provision of infrastructure improvements such as road upgrades and bulk services within the rural hinterlands, it is expected that economic activity in the form of manufacturing (light manufacturing) will be advanced in areas such as Harding, Ezinqoleni, Umzinto and Dududu. In addition, a focus on development of rural and eco-tourism, as well as the Big-5 Game Reserve, will enhance the tourism potential within the rural hinterland. Perhaps the greatest potential for integrated rural development lies within the opportunities presented in expansion of the agricultural sector. This will be dealt with in the following section.

Traditional Settlements and Rural Development

There are three distinct traditional settlements within the boundaries of Ugu; one along the southern border of the district, one along the northern border, and another running inland north from Port Shepstone towards Phungase. As mentioned previously, these areas have poor accessibility and contain very few and/or badly maintained linkages to the existing road network.

Specifically relating to integrated rural development within traditional settlements, the strategy makes provision for development of economic activity (particularly agriculture), SMME development and training, provision of education and skills development capacity and facilities, social development, safety and security, poverty alleviation mechanisms, and sustainable human settlements.

The specific interventions within these goals and objectives will guide integrated development with rural areas in Ugu, to ensure that the population is sufficiently educated and skilled, that provision is made for adequate infrastructure and services, and that opportunities are facilitated and supported to assist rural communities to actively take part in existing and new economic activity that is expected within the district.

Of particular importance within the rural context are the linkages between communities and the opportunities that exist for small-scale agricultural development (including crop, horticulture, livestock and even aquaculture production). This not only provides employment opportunities and income generation for communities, but also enhances efforts towards food security.

As displayed on the map above, the major traditional settlements are surrounded by commercial agriculture, and opportunities exist to not only create linkages between communities and commercial farmers, but also to develop capacity within rural communities to undertake small-scale farming. This will require supporting infrastructure (rural roads, fencing, and facilities to encourage agri-processing), mechanisation, skills development and mentorship, and research into opportunities that exist to ensure that communities can develop agricultural capacity, add value to products, and be linked to commercial markets.

Commercial Agriculture

Unlike manufacturing activity that is expected to largely remain located along the coastal strip, agricultural pockets stretch from the coastline to the border of the district. The potential opportunities for rural development have already been discussed; however, the importance of large scale-commercial agriculture cannot be understated within Ugu in the long-run. Current activities such as sugar and timber production

are large employers and present many opportunities for upstream and downstream activities. These industries will continue to play a large part within the district and must be supported, while opportunities for value-adding within these industries must be encouraged.

Opportunities exist for expansion into value-adding activities and intensive agriculture, and will continue to be the focus of the national and provincial departments for decades to come, and are a key sectoral focus within the GDS. The district must encourage the development of intensive agriculture and value-adding activities, through engagement and close coordination between industry, and local, provincial and national government. This will also include development of small-scale commercial farmers, investment into new production techniques and infrastructure, skills development and training, and substantial research (and research partnerships) into new opportunities and farming techniques.

6 Spatial Principles

The following nine spatial principles underscore the general spatial intentions of the PGDP (2012) and can be applied as the guiding principles for spatial planning at district and local level.

Figure 6.1: Nine Spatial Principles



Source: KZN PGDP, 2012

Principle of Environmental Planning

The Principle of Environmental Planning (Bio-regional Planning) refers to understanding and respecting the environmental character (potential and vulnerability) and distinctiveness of places and landscapes and promoting balanced development in such areas.

The PSDF supports environmental planning as the fundamental methodology on which spatial planning should be based. Thus, rather than being a reactionary barrier to commenced development, the environment is seen as an enabling primary informant to spatial planning and development. Environmental planning can be defined as land-use planning and management that promotes sustainable development. The environmental planning methodology involves the use of Broad Provincial Spatial Planning Categories to reflect desired land use.

Principle of Economic Potential

The Principle of Economic Potential aims to improve productivity and close the economic performance gap between the various areas of KwaZulu-Natal towards economic excellence of all areas. Rapid economic growth that is sustained and inclusive is seen as a pre-requisite for the achievement of poverty alleviation.

The principles further promote the consideration of spatial needs for Economic Competitiveness (Potential) by proposing an asset-based spatial approach based on unique advantages and opportunities within

various areas. An essential component of this principle is the engagement of the private sector in the refinement and spatial economic needs of any particular zone/ area.

Principle of Sustainable Communities

The Principle of Sustainable Communities promotes the building of places where people want to live and work. Again the sense of Quality of Living refers to the balance between environmental quality, addressing social need and promoting economic activities within communities.

Often communities within the rural context of KwaZulu-Natal are not located in the areas with perceived highest economic potential. Where low economic potential exists planning and investments should be directed at projects and programmes to address poverty and the provision of basic services in order to address past and current social inequalities towards building sustainable communities.

Principle of Local Self-Sufficiency

The Principle of Local Self-Sufficiency promotes locating development in a way that reduces the need to travel, especially by car and enables people as far as possible to meet their needs locally. Furthermore, the principle is underpinned by an assessment of each area's unique competency towards its own self-reliance and needs to consider the environment, human skills, infrastructure and capital available to a specific area and how it could contribute to increase its self-sufficiency.

Principle of Spatial Concentration

The Principle of Spatial Concentration aims to build on existing concentrations of activities and infrastructure towards improved access of communities to social services and economic activities. In practical terms this promotes concentration along nodes and corridors with multi-sectoral investment i.e. roads, facilities, housing etc. This is envisaged to lead to greater coordination of both public and private investment and result in higher accessibility of goods and services to communities while ensuring more economic service delivery.

This principle will further assist in overcoming the spatial distortions of the past. Future settlement and economic development opportunities should be channelled into activity corridors and nodes that are adjacent to or link the main growth centres in order for them to become regional gateways.

Principle of Sustainable Rural Livelihoods

The Principle of Sustainable Rural Livelihoods considers rural areas in a way that is integrated with other decision-making associated with the Sustainable Livelihoods framework. This principle requires that spatial planning consider the locality and impact of human, physical, natural, financial and social capital of an area and spatially structure these in support of each other.

Another aspect of this principle is promoting spatial planning in a continuum where rural areas are not addressed as completely separate entities to urban centres, but rather a gradual change in landscape with

the potential progression of rural areas to more closely resemble the service standards and quality of living achieved in some urban contexts.

Principle of Balanced Development

The Principle of Balance Development promotes the linking of areas of economic opportunity with areas in greatest need of economic, social and physical restructuring and regeneration at all spatial scales. In practical terms the principles sought to find a balance between the potentially competing land uses by understanding the relationship and integration between major dimensions within the Province and promoting a synergetic mixture of land uses in support of each other at various spatial scales.

Principle of Accessibility

The Principle of Accessibility simply promotes the highest level of accessibility to resources, services, opportunities and other communities. This is intrinsically linked to transportation planning and should consider localised needs for the transportation of people and goods by various modes of transport as guided by the scale and function of a region. At a provincial level there is a strong correlation between the most deprived areas and poor regional accessibility to those areas. In addressing accessibility at provincial and local level, the need for possible new linkages, the upgrade in the capacity of existing linkages and the suitable mix of modes of transport should be considered.

Principle of Coordinated Implementation

The Principle of Coordinated Implementation actually projects beyond spatial planning and promotes the alignment of role player mandates and resources with integrated spatial planning across sectors and localities. Essentially the principle suggests that planning-implementation becomes a more continuous process and that government spending on fixed investment should be focused on planned key intervention localities.

This principle ultimately also proposes a move towards more developmental mandate definitions of the various departments, away from single mandates to enable the spatial alignment of growth and development investment.

7 Recommendations

Below are some broad recommendations in regards to the future planning and development of the Ugu EMF that should relate to / focus on providing guidance on the specific types of development that should be encouraged or discouraged in these priority areas, viz:

- Development in the identified nodes and along major routes and corridors as highlighted in the Ugu Growth and Development Strategy (2012). Linkages and accessibility have been identified as major development issues in the District;
- East-west connections are limited in the Ugu District. The District is therefore pursuing the development of new opportunities in the western parts of the district to encourage a higher level of linkage and accessibility in these areas as this will improve socio-economic conditions in this region of the District. Special emphasis needs to be placed on those areas identified in the PGDP as key intervention areas;
- All strategic plans in the District have identified the importance and need to protect Ugu's natural assets. The EMF will be instrumental in identifying areas that have to be protected for biodiversity and conservation purposes;
- The EMF needs to provide the basis for future use and land use zones. Going forward, the District Municipality needs to undertake the mapping of all approved Planning and Development applications at the Local Municipal level and assist the Local Municipalities with the assessment and recommendations on these applications. If this is implemented and maintained, one will be able to assess the cumulative impact of a particular application/s and/or change in land use against the District EMF; and
- The EMF should also ensure that high potential agricultural land, that can have a major benefit for local communities and commercial farming, is protected.
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8 References

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