



UMKHANYAKUDE DISTRICT MUNICIPALITY

SPATIAL DEVELOPMENT FRAMEWORK

2017/18

Umhlabuyalingana, Jozini, Mtubatuba and Big-5 Hlabisa LMs

*“A model District Municipality in
service delivery excellence”*

THE MUNICIPAL MANAGER

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UMKHANYAKUDE DISTRICT MUNICIPALITY

SPATIAL DEVELOPMENT FRAMEWORK 2017/18 [2017-2021]

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I. Introduction

A Spatial Development Framework (SDF) is strategic and “indicative” in nature and is prepared at a broad scale. It is meant to guide and inform land development and management. It should contain the following four components:

- a policy for land use and development;
- guidelines for land use management;
- a capital expenditure framework showing in which areas the municipality intends spending its capital budget; and
- a strategic environmental assessment based on the development proposals of the SDF.

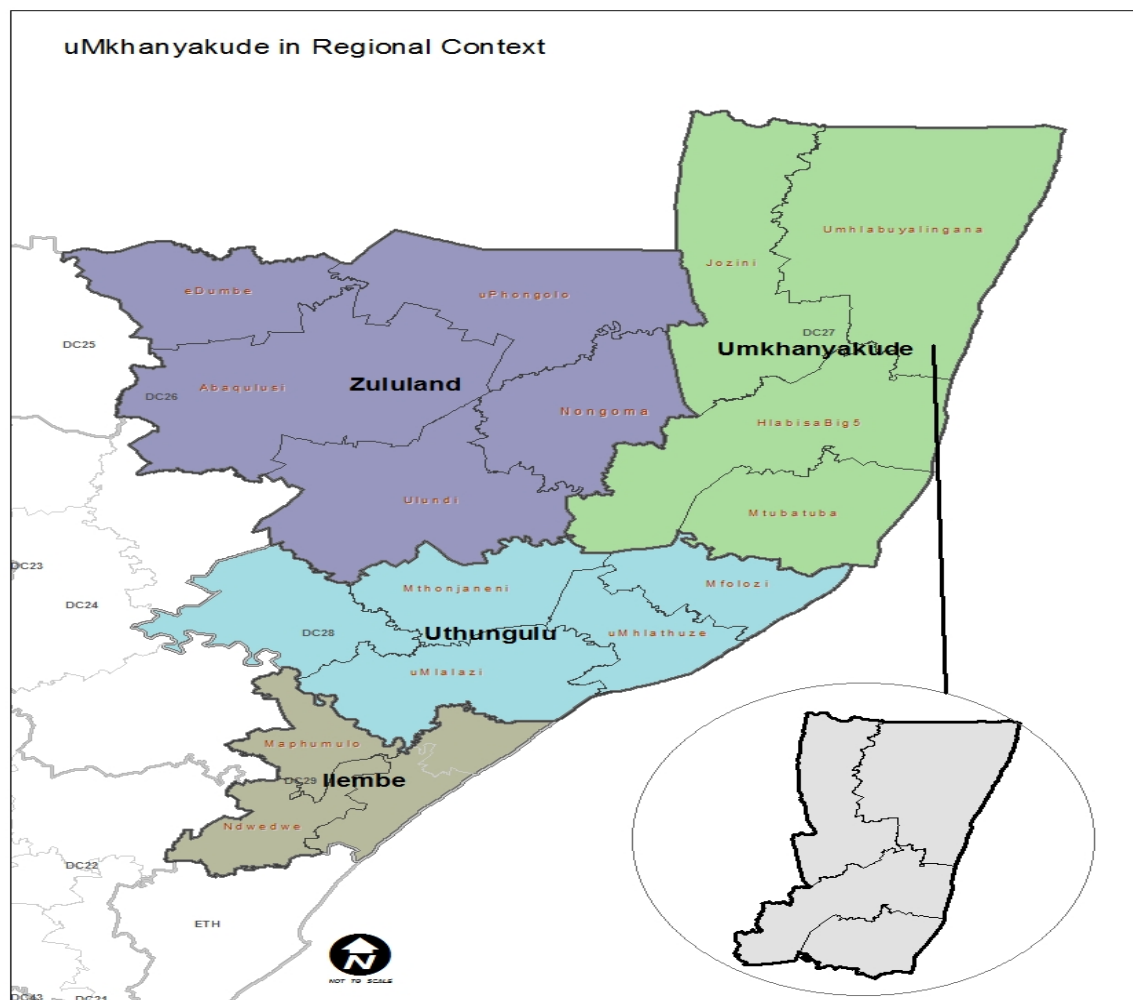
Accordingly the Umkhanyakude SDF indicates the skeleton around which development activities should be organized – the main spines of activities (the movement corridors) and the principal organs which generate economic and social energy (the towns and nodes).

In a guideline for Spatial Development Frameworks it is stated that “it is neither desirable nor possible for settlement growth to happen everywhere”. This is the central purpose of an SDF – to rationalise where development should be focused and the relationships between different nodes and corridors within a region. The SDF should follow, to an extent, the existing logic of development, a logic that is historically based on where people chose to settle because of the circumstances of the time – available water supply, location on a crossroads where trade would go well or a market town within a good agricultural area. However, it must look at the area in terms of the current situation, for example, the extent to which technology has allowed settlement in areas where the natural resources would not normally attract settlement. Of particular importance is to assess the cost of providing essential services to people in the region – what is cost effective and what is logical in terms of future potential? The SDF must take a long term view of development – up to a 50 year time horizon.

1. Umkhanyakude DM Location

Umkhanyakude District Municipality (DC 27) is located in the North East of KwaZulu-Natal Province, South Africa (**Latitude 27°37'21.63"S, Longitude 32°01'47.14"E**). From North East to South East, the District stretches from Kwa-Ngwanase, which is under Umhlabyalingana Municipality to Mtubatuba. Umkhanyakude District Municipality shares its borders with Swaziland and

Mozambique. The Eastern Coastal belt is mainly comprised of environmentally protected areas which are managed by the Isimangaliso Wetland Park Authority. This part of the District was declared as a World Heritage Site. Towards the South of the District, there is Hluhluwe which is under the Big 5 Hlabisa Municipality. This Municipality is situated almost at the centre of the District. The Lubombo Mountains and the N2 form part of the physical divide within the District. From North West to South West, the District stretches from Manyiseni which is under Jozini municipality to Big 5 Hlabisa. Along the Western side of the District lies Zululand District Municipality. Umfolozi River which runs along the South of Mtubatuba, separates Umkhanyakude from uThungulu District Municipality.



Local Municipalities within the District

Umhlabuyalingana Municipality (KZ 271)

Location: **26°59'52.22"S** ; **32°44'7.13"E**

Jozini Municipality (KZ 272)

Location: **27°25'58.42"S** ; **32°3'55.09"E**

Mtubatuba Municipality (KZ 275)

Location: **28°24'50.24"S** ; **32°11'23.65"E**

Big 5 Hlabisa Municipality (KZ 276)

Location: **28°08'38.46"S** ; **31°52'30.75"E**

The District Municipality is located at Mkhuze

2. DEMOGRAPHICS

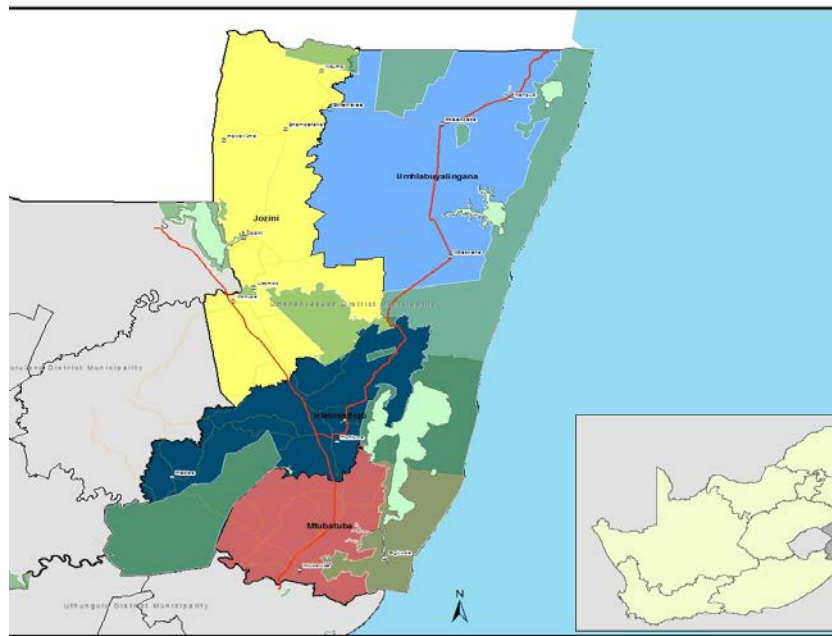
This section focuses so much so, on the key demographic statistics that plays an important role in planning for an area in terms of services and future development. The demographics of the districts statistics, the following deductions can be made:

- The Umkhanyakude municipal area is characterised by a young population with high dependency rates on the working population. This means that a fairly small proportion of the population is economically active. As such, there is a need for facilities for the youth to be provided in this area.
- There are more females than males in the Umkhanyakude area, which is possibly due to the fact that the men from the area have been migrating out of the area in search of employment. Development should therefore take into account the needs of women for future employment. In addition, the possibility of continued movement out of the area needs to be considered in order to ensure that the housing and basic services meet the population size, and that there is no over or under supply.
- The education levels of the area are extremely low, with a very small percentage of the population having completed their schooling or having any kind of higher education. This directly impacts on the type of work that the working population can take up and this is a limiting factor on development.
- Employment and income levels are directly related to education levels in this area. This means that development needs to be in line with the affordability in the area.
- The death rates in KZN are extremely high in this country, the majority of which can be related to HIV/AIDS. This needs to be projected to understand what the population of Umkhanyakude will look like in the short, medium and long term so as to ensure that the roll-out of development will be in line with the population it serves.
- The area is at high risk of Malaria, which wreaks havoc amongst the general population, children and women during pregnancy. Without proper control, the number of people who will die from this cannot be determined. As such there is a clear need to fully implement the government's control mechanisms.

3. The Family of Local Municipalities

Umkhanyakude District is constituted by the following four local municipalities; Umhlabuyalingana LM (KZ271, Jozini LM (KZ272), Mtubatuba LM (KZ275) and Big 5 Hlabisa LM (KZ276).

Map: DC 27 Local Municipalities



LM	Population	Area (Km ²)	Mayor	Contact
KZ271	±156 736	4401.60	Cllr. N.S. Mthethwa	035 592 0680
KZ272	±186 502	3442	Cllr. D. Mabika	035 572 1292
KZ275	±143 908	1970	Cllr. Q. Mkhwanazi	035 550 0069
KZ276	±107 1883	3466	Cllr. V.F. Hlabisa	035 838 8500

4. UMHLABUYALINGANA ISSUES

- The rapid growth around the primary nodes of Manguzi and Mbazwana
- The effect that the Lubombo SDI route (MR 439) upgrading has had in terms of concentrating population and activities along the route
- The “illegal” tourism related development taking place on the borders of the iSimangaliso Wetlands Park
- The commercial agricultural projects – existing and potential (e.g. forestry, cashew nut; marula etc...)
- Areas of environmental interest are identified
- The land development and management issues
- The Need for the Compilation of Traditional Council Framework Plans
- Collective Planning
- Nodal and Corridor Planning
- Tourism and Environmental Management Academy
- Maximising Kosi Bay Border
- Isimangaliso Wetland Park Authority
- Makhathini Integrated Master Plan Programme
- The Need for the Compilation of Traditional Council Framework Plans
- Business Infrastructure concentration on economy and administration corridor(s)

5. JOZINI ISSUES

- Needing to build on investment points where there is a clustering of activities

- Areas of environmental interest are identified as needing conservation and management
- The development of the six Makhathini Scheme villages below Jozini (especially with the current and proposed housing schemes)
- Agricultural development – existing and planned – centred on the Makhathini Flats and irrigation scheme
- Management of the Pongola floodplain
- Accessibility issues in the Lebombo mountains
- The rapid growth of Jozini town with limited space and difficulty/ cost in servicing due to the underlying rock with only a thin soil layer.
- Mkhuze Urban Renewal and Rehabilitation Project
- Ndumo Learner's Support Centre Village Project
- The land development and management issues
- The Optimum Utilization of the Jozini Dam
- Maximise Golela Border Post
- Work Towards re-opening of Cecil Macks Border Control
- Makhathini Integrated Master Plan Programme
- Compilation and Implementation of Traditional Council Framework Plans
- Collective Planning
- Nodal and Corridor Planning
- Urban Renewal and Rehabilitation (i.e. Ingwavuma, Jozini, Mkhuze, Ubombo, Ndumo, Bhambanana, etc..)
- Jozini Infrastructure Academy (Water)
- The Need for the Compilation of Traditional Council Framework Plans
- Business Infrastructure concentration on economy and administration corridor(s)

6. BIG 5 HLABISA ISSUES

- One challenge is the dispersed settlement pattern evident in the traditional authority areas which makes service delivery difficult and expensive
- The focus is therefore on encouraging investment in infrastructure and services provision in nodes so that agglomeration is encouraged; cognisance must be taken of the rural housing projects and the controls in the more detailed LUMS
- There is also a concern that inappropriate ribbon development is discouraged along roads which should be transport corridors rather than investment lines; there is therefore a need to distinguish between transport routes and activity corridors, such as tourism routes
- Need to manage sensitive environments and protect these by means of an interface area which is dealt with as a management area in the LUMS
- Agricultural potential relatively limited, but can be realised through improved agricultural management and irrigation
- Focus on tourism and interaction with the Hluhluwe-Umfolozi Park and iSimangaliso Wetlands Park
- The land development and management issues
- The Compilation & Implementation of Traditional Council Framework Plans within Big Five
- Collective Planning
- Nodal and Corridor Planning
- Hluhluwe Agro-Processing Academy
- Hluhluwe Urban Renewal and Rehabilitation
- The Need for the Compilation of Traditional Council Framework Plans
- Business Infrastructure concentration on economy and administration corridor(s)

- Hlabisa Cultural Heritage Academy

3.4 MTUBATUBA ISSUES

- Protection of high value agricultural land from urban development;
- Protection of bio-resources;
- Use of LUMS to achieve more effective management of the land and associated resources in the municipality;
- Focus on infrastructure development in the municipality.
- The land development and management issues
- The Need for the Compilation of Traditional Council Framework Plans
- Collective Planning
- Nodal and Corridor Planning
- Dukuduku On-Site Resettlement Programme
- Isimangaliso Wetland Park Authority
- Mtuba Urban Renewal and Rehabilitation
- Mtuba Timber Academy
- The Need for the Compilation of Traditional Council Framework Plans
- Business Infrastructure concentration on economy and administration corridor(s)

7. LEGISLATIVE CONTEXT



7.1 Spatial Planning Mandate

Since the introduction of the democratic dispensation in South Africa, the notion of spatial planning, given effect in the form of spatial development plans and spatial targeting, has gained momentum. This is the case in all spheres of government. At a national level, this focus first emerged within the context of the Reconstruction and Development Programme (RDP) and was given statutory emphasis through the Development Facilitation Act (DFA). Spatial targeting was first built into the Integrated Sustainable Development Strategy (ISRDP) which identified 13 nodal areas. The National Spatial Development Plan (NSDP) was introduced in the early 2000s and has had a profound impact in terms of spatial planning at a national level. It has since been replaced by the National Development Plan 'Vision 2030' (NDP). The NDP is now widely acclaimed as a blue print of the country in terms of development.

On 6 May 2011 the Department of Rural Development and Land Reform published the Draft Spatial Planning and Land Use Management Bill for public comment. This was passed into law and ascended as legislation in August 2013 (Spatial Planning and Land Use Management Act No 16 of 2013 – SPLUMA). It replaced the Development Facilitation Act No 67 of 1995, Removal of Restrictions Act No 84 of 1967, the Physical Planning Act No 88 of 1967 and other laws. SPLUMA provides, inter alia, for a uniform, effective, efficient and integrated regulatory framework for spatial planning, land use and land use management in a manner that promotes the principles of co-operative government and public interest. It provides for and determines development principles, compulsory norms and standards for land use management, promotes sustainable and efficient use of land.

At a provincial level, the Provincial Growth and Development Strategy (PGDS) have been reviewed and had a spatial component on it. More detailed spatial planning guidelines were incorporated into the Rural Development White Paper for KwaZulu-Natal which introduced the Rural Service Centre system (RSC), which is now widely used in the province as an approach to regional spatial planning. The same theme has been carried over to the emerging provincial development policy in the form of Provincial Spatial Economic Development Strategy (PSEDS).

7.2 NATIONAL PLANNING POLICY

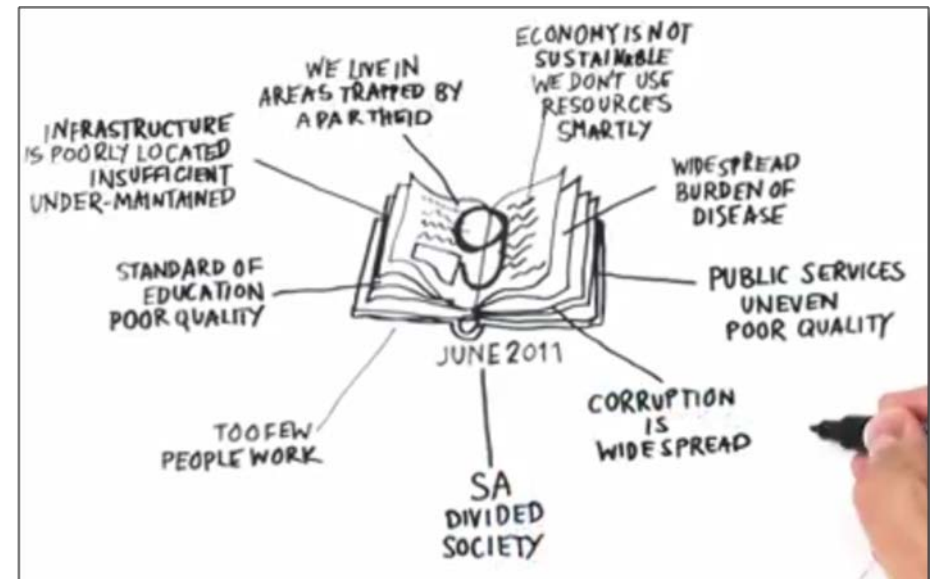
The National Planning Commission (NPC) was established in 2009 and tasked inter alia with the formulation of a long term strategic plan for the South Africa. In November 2011, NPC had completed the formulation of the National Development Plan 'vision 2030' (NDP). The NDP articulates a long term vision for the country and aim at shaping government's service delivery and development programmes as well as guiding spatial transformation. In addition to this plan, the national government has adopted various sector based policy frameworks. The majority of these have serious implications for spatial planning at a local level. In view of the scope of work including coastal urbanity, rural/ peri-urban nature that characterizes Hibiscus Coast, only the following are considered:

National Development 'Vision 2030';

The New Growth Path;

Comprehensive Rural Development Strategy and the associated programme; and

The Comprehensive Plan for the Development of Sustainable Human Settlements.



7.2.1 THE NATIONAL DEVELOPMENT PLAN (NDP)

The basis for the preparation of this comprehensive national plan is to ensure that South Africa has clearly positioned itself about what kind of the country that its citizens live in. This plan recalled nine overarching national challenges which are there are too few people who work, poor standard of education for black learners, poorly located infrastructure (it's also insufficient and under-maintained), spatial pattern that excludes the poor from fruits of development (There are people who live in areas that are still trapped by apartheid legacy), economy is not sustainable because we don't use resources smartly, widespread burden of disease, poor quality of public service and widespread corruption. In addition the economy is overly and unsustainably resource intensive, failing public health system, uneven and often poor quality public service. It identified strategies for long term (2030) development intervention which covers the following key areas:

Economy and employment.

Economic infrastructure.

Transitioning to a low carbon economy.

Inclusive rural economy.

Positioning South Africa in the World.

Human Settlements.

Improving education, innovation and training.

Promoting Health.

Social Protection.

Building safer communities.

Building a capable state.

Building accountability and fighting corruption.

Transforming society and uniting the country.

Although the NDP does not make any specific reference to Hibiscus Coast; however there are a number of national priorities and projects that relates to the area and these are:

Development of N2 Toll Road and upgrading of R61 which will improve linkages and trade between the area with Eastern Cape; and

Revitalization of rail infrastructure with Transnet plans on investing R205-billion in its rail infrastructure, making its freight rail division the fifth-largest in the world.

The NDP also suggest a need manufacturing, tourism and and this present an advantages.

7.2.2 SPATIAL PLANNING AND

The role of local government introduction of the Spatial (commonly known as introduce the norms and between spatial planning and consistency on the manner in practiced within the whole Spatial Development Part D (19) stipulates that following minimum issues:

- (a) give effect to the out in Chapter 2 (see box
- (b) give effect to national and
- (c) reflect the current state of

Box 1: Norms and Standards to reflect:

- (a) *National policy, priorities, programmes relating to land use management & development*
- (b) *Social inclusion, spatial equity, desirable settlement patterns, rural revitalisation, urban regeneration & sustainable development.*
- (c) *Ensure that land development, land use management processes (incl. applications), procedures & timeframes are efficient & effective.*
- (d) *Include (i) land use pattern analysis, (ii) framework for desired land use pattern, (iii) existing & future land use plans, programmes & projects and (iv) mechanisms for identifying strategically located vacant or under-utilized land and providing access to & use of such land.*
- (e) *Standardize symbols of all maps & diagrams at an appropriate scale.*
- (f) *Differentiate between geographic areas, types of land use & development needs; and*
- (g) *Provide for the effective monitoring and evaluation of compliance with and enforcement of this act.*

LAND USE MANAGEMENT ACT NO. 16 OF 2013

in spatial planning has been re-energized through the Planning and Land Use Management Act No. 16 of 2013 (SPLUMA). The intention of this national legislation is to standards for spatial planning and to specify the relationship land use management. This is intended to create uniformity and which both spatial planning and land use management is country. Chapter 4 of SPLUMA stipulate the need to prepare Frameworks (SDFs) by all municipalities including the Districts. the regional spatial development framework must cover the

development principles and applicable norms and standards set insert);

provincial policies, priorities, plans and planning legislation;

affairs in that area from a spatial and land use perspective of the

region;

(d) indicate desired patterns of land use in that area;

(e) provide basic guidelines for spatial planning, land development and land use management in that area;

(f) propose how the framework is to be implemented and funded; and

(g) Comply with environmental legislation.

7.2.3 COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME (CRDP)

The Comprehensive Rural Development Programme (CRDP) acknowledges that the poverty landscape and lack of services in the rural areas of the country has not adequately shifted much since 2001. This is because the areas identified as distressed areas by both ISRDP and other programmes mirror the work done by the Department of Co-operative Government and Traditional Affairs in the State of Local Government Report (2009) and the Municipal Turnaround Strategy. The CRDP is implemented at a national level with the goal to create vibrant, equitable and sustainable rural communities. CRDP seeks to maximize the use and management of natural resources to create vibrant, equitable and sustainable rural communities. This includes:

contributing to the redistribution of 30% of the country's agricultural land;

improving food security of the rural poor; and

creation of business opportunities, de-congesting and rehabilitation of over-crowded former homeland areas.

In line with the CRDP, Hibiscus Coast SDF will, in the short to medium term, prioritize the revitalization of rural towns, stimulation of agricultural production with a view to contributing to food security, and aggressive implementation of land and agrarian reform policies. In the long-term, it will provide for the transformation of rural settlements into efficient, generative and sustainable settlements. This includes the protection of natural resources and identification of areas with potential for investment and job creation.

7.2.4 BREAKING NEW GROUND (BNG)

The Comprehensive Plan for the development of Sustainable Human Settlements (August 2004) promotes the achievement of a non-racial, integrated society through the development of sustainable human settlements and quality housing. This program seeks to use

housing delivery as a means for the development of sustainable human settlements in support of spatial restructuring. It moves beyond the provision of basic shelter towards achieving the broader vision of integrated, sustainable and economically generative human settlement systems at both local and regional scales. The following are fundamental tenets and underlying principles of this new approach:

- progressive informal settlement eradication;
- promoting densification and integration in urban centres;
- enhancing spatial planning in both urban and rural contexts;
- enhancing the quality and location of new housing projects;
- supporting urban renewal programmes; and
- developing social and economic infrastructure.

7.2.5 NATIONAL ENVIRONMENTAL MANAGEMENT ACT NO. 107 OF 1998

Hibiscus Coast Municipality is characterized by a number of intrinsic environmental qualities which needs to be enhanced and maintained as such it is important to comply with all environmental laws such as the National Environmental Management Act No. 107 of 1998 (NEMA). This legislation is the primary national law enabling the environmental rights entrenched in Section 24 of the Constitution. As such it provides the framework of principles that are binding on all levels and sphere of government. The Act repeats the Constitutional Environmental Human Rights in its Preamble.

According to the Act the environment is defined as the surroundings within which humans exist and that are made up of the land, water and atmosphere of the earth. This is inclusive of micro-organisms, plant, animal life or any part or combination of and the interrelationships among and between them. This also takes into account of physical, chemical, aesthetic, cultural properties and conditions of the foregoing that influence human health and well-being.

7.3 PROVINCIAL SPATIAL DEVELOPMENT VISION

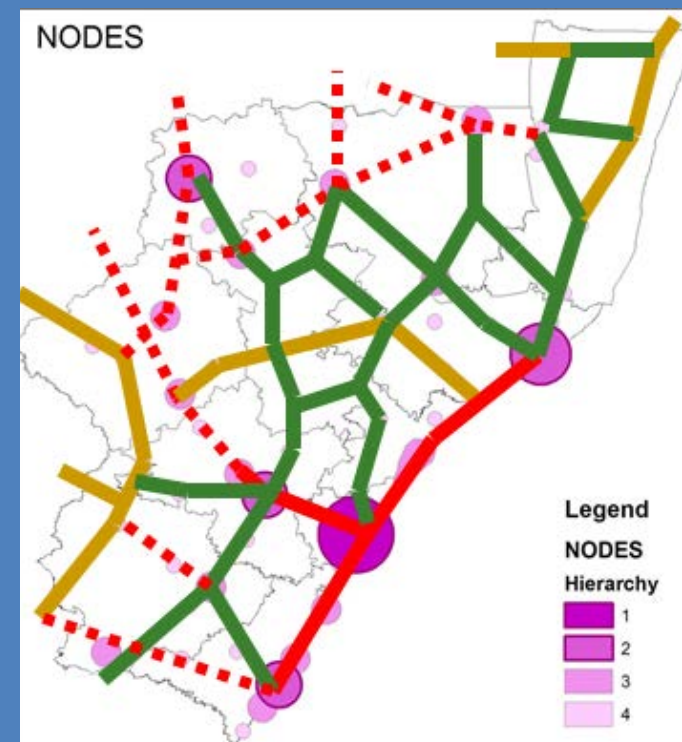
The spatial economy of KwaZulu-Natal Province is characterized by extreme levels of uneven development and spatially defined dualisms between the three urban commercial industrial manufacturing centres of Durban, Pietermaritzburg, Richards Bay on the one hand, and the poverty stricken and underdeveloped rural hinterland of the former KwaZulu Bantustans (now tribal areas) on the other. As such, the provincial spatial structure is highly inefficient. In response to this, the provincial government introduced the Provincial

Spatial Economic Development Perspective (PSEDP) and the newly adopted KwaZulu-Natal Provincial Growth and Development Strategy (PGDS) to guide spatial transformation, growth and development in the short to medium term.

During the mid-2000s, KwaZulu-Natal developed a Provincial Spatial and Economic Development Strategy (PSEDS) in an effort to create a spatial representation of the old Provincial Growth and Development Strategy (PGDS) which was introduced during the mid-1990s. PSEDS identified development corridors and nodes, it characterises these according to the dominant economic sectors. It also identifies agriculture, industry, tourism and services sectors as the main drivers of the provincial economy. It recognizes the strategic location and potential of Hibiscus Coast Municipality in terms of all the above-mentioned sectors. Port Shepstone is identified as a Level 2 Node, Margate as Level 3 Node, Hibberdene as Level 3 Node and Port Edward as a Level 4 Node. These are generally acknowledged as the existing formal towns with the requisite infrastructure that was developed to make these service centres or growth points within their local economies. The National Route (N2) from Durban to Port Shepstone is acknowledged as the Multi-Sectorial Activity Corridor while its former continuation to Ezingolweni is identified as an existing corridor. The route from Port Shepstone to St. Faith-Ixopo is identified as an Agricultural Corridor.

7.3.1 PROVINCIAL GROWTH AND DEVELOPMENT PLAN (PGDP)

The KwaZulu-Natal Province has revised the development vision as outlined in the recently introduced Provincial Growth and Development Strategy (PGDS). The PGDS is a primary strategy for KwaZulu-Natal that drives growth and development in the Province to 2030. It provides the province with a rational strategic framework for accelerated shared economic growth through catalytic developmental interventions, within coherent equitable spatial development architecture. Putting people first particularly; the poor and vulnerable, building sustainable



[Agriculture and Agrarian Reform – To create an enabling environment for commercial and subsistence agricultural sector to grow sustainably (with a special focus on Crops such as Sugar Cane, Banana as well as Poultry farming)

Tourism – Coastal and leisure tourism developments. This includes the management and maintenance of the ‘state of art’ coastal strips with exotic swimming beaches.

Industry – Port Shepstone/ Izotsha Industrial Area: provision of world class infrastructure, Provide adequate affordable related services

Services – Plan nodal areas and position these for investment & provide adequate affordable housing and related services in towns]

communities, livelihoods as well as living environments (PGDS, 2011). Concomitant attention is also given to the provision of infrastructure and services, restoring the natural resources, public sector leadership, delivery and accountability, ensuring that these changes are responded to with resilience, innovation as well as adaptability. In terms of spatial planning PGDS advocates the following:

Achieve sustainability & address climate change;

Achieve economic development and ensure place-making;

Ensure environmental protection and enhancement;

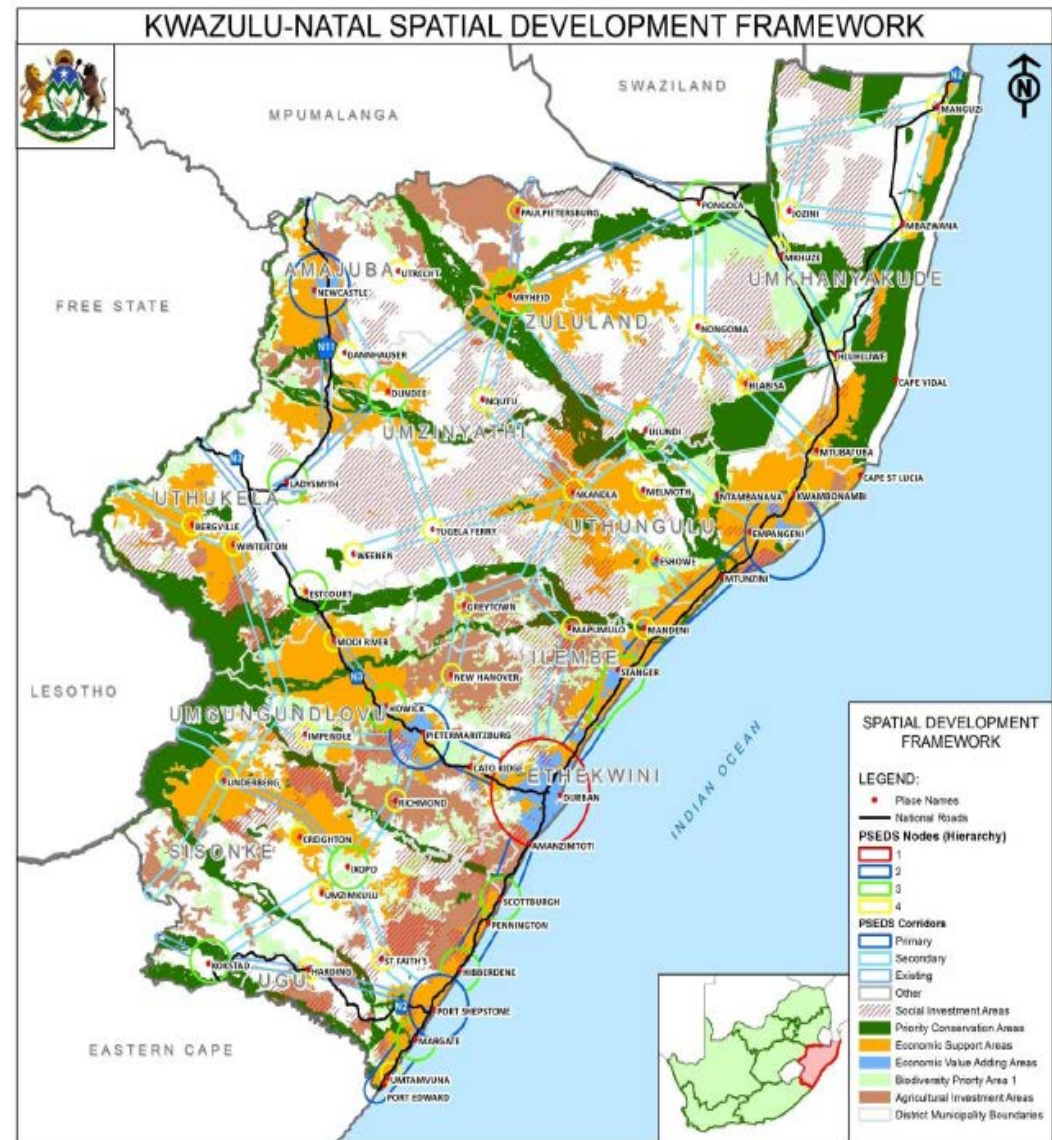
Address service delivery – infrastructure, transport, energy, utilities and flood management;

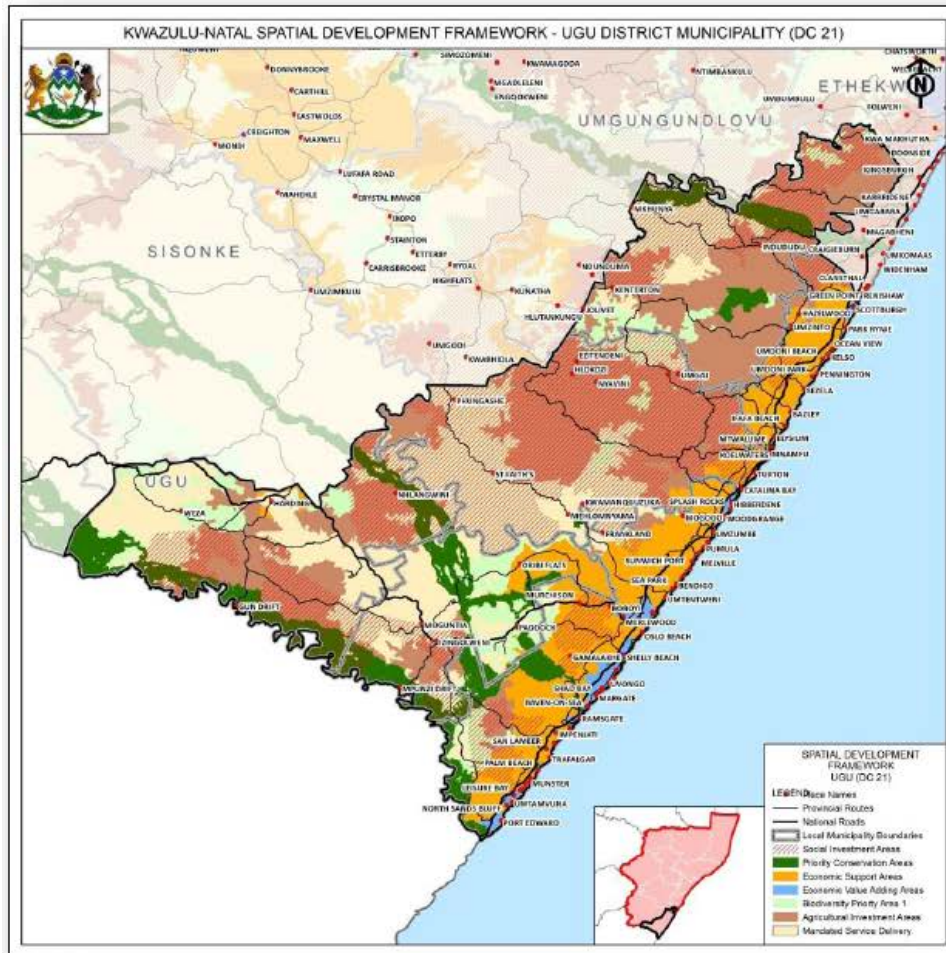
development of specific Corridor Plans to co-ordinate interventions around provincial corridors; and

Continuation of the Small Town Regeneration and Rehabilitation Programme, and Formalisation of Strategic Rural Nodes.

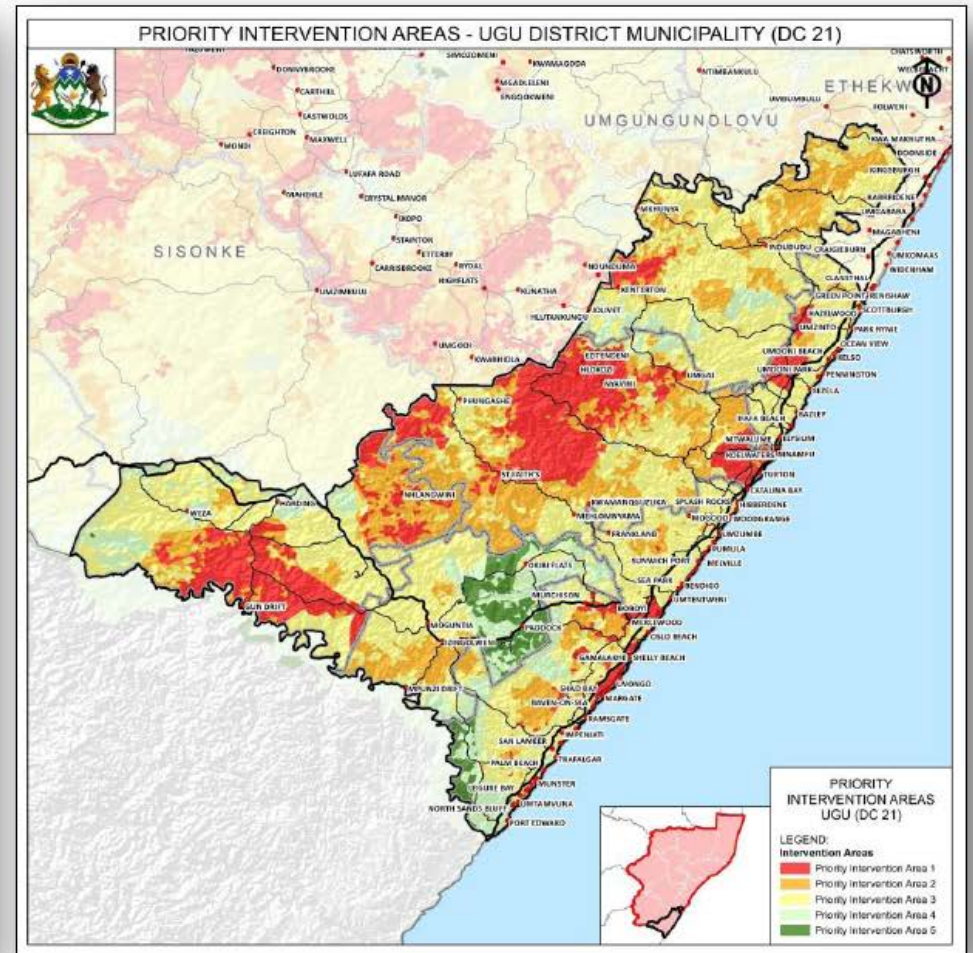
As part of the PGDS preparation, the KZN Spatial Development Framework was also produced which identified the following concerning Hibiscus Coast:

Hibberdene, Port Shepstone, Margate/ Uvongo and Port Edward are identified as the Value Adding Areas;





The entire coastal strip is identified as the Economic Support Areas; Some parts of the areas around the traditional authority areas are considered to be Social Investment Areas;



Priority Conservation Areas: including Umtavuma River as well as Mbumbazi and Mtamvuma Nature Reserves; and Agricultural Investment Areas mainly on the south of the Municipal Area.

7.3.2 THE KWAZULU-NATAL PLANNING AND DEVELOPMENT ACT NO. 06 OF 2008

The KwaZulu-Natal Planning and Development Act, 2008 (Act No. 6 of 2008) ("the PDA") was introduced by the Planning and Development Commission of KwaZulu-Natal in an effort to have a stronger and legally sound mechanisms to manage development. The PDA directs and regulates planning and development in the Province and ensures that all planning and development decisions occur at municipal level. The PDA replaced previous provincial legislation including the Town Planning Ordinance of 1949, and all its amendments, the Pietermaritzburg Extended Powers Ordinance of 1936, and the Durban Extended Powers Consolidated Ordinance of 1976, the Removal of Restrictions Act of 1967, the Statutory Bodies Period of Office Ordinance of 1985, several proclamations, the KwaZulu-Natal Planning and Development Act of 1998 and its amendments, and the KwaZulu-Natal Rationalisation of Planning and Development Laws Act of 2008. Importantly, it also limits the use of the Development Facilitation Act.

While in the past the KwaZulu-Natal Department of Cooperative Governance and Traditional Affairs (previously the Department of Local Government and Traditional Affairs) performed many of the functions emanating from the PDA, these powers are now being transferred to municipalities. Under the PDA, local government is responsible for the day to day operations, management and the primary decision making in relation to the planning function. Only appeals are referred to the Provincial Tribunal. The Province performs a monitoring, support role to municipalities, develops and maintains the planning norms as well as standards.

This legislation focusses on the development of the wall-to-wall land use management schemes which are guided by the Spatial Development Framework. It also set standards for processing the development applications within the planning scheme and those that are outside of the planning scheme. Although this legislation has limited scope in terms of the SDF, however it is considered to be a very important milestone after the adoption of the said plan.

8. WASTE MANAGEMENT AND LANDFILL SITES

8.1 Waste Management

In terms of Section 16 of the National Environmental Management: Waste Management Act (No. 59 of 2008); every municipality must compile an integrated waste management plan (IWMP). Municipalities are also required to designate a waste-management officer responsible for coordinating matters pertaining to waste management in the municipality and at a district level, waste management should be given a regional attention.

Strategically waste management should address the two subsequent key issues:

- To create employment opportunities through improved service delivery on street cleaning, collection of waste and cutting of grass in public open spaces.

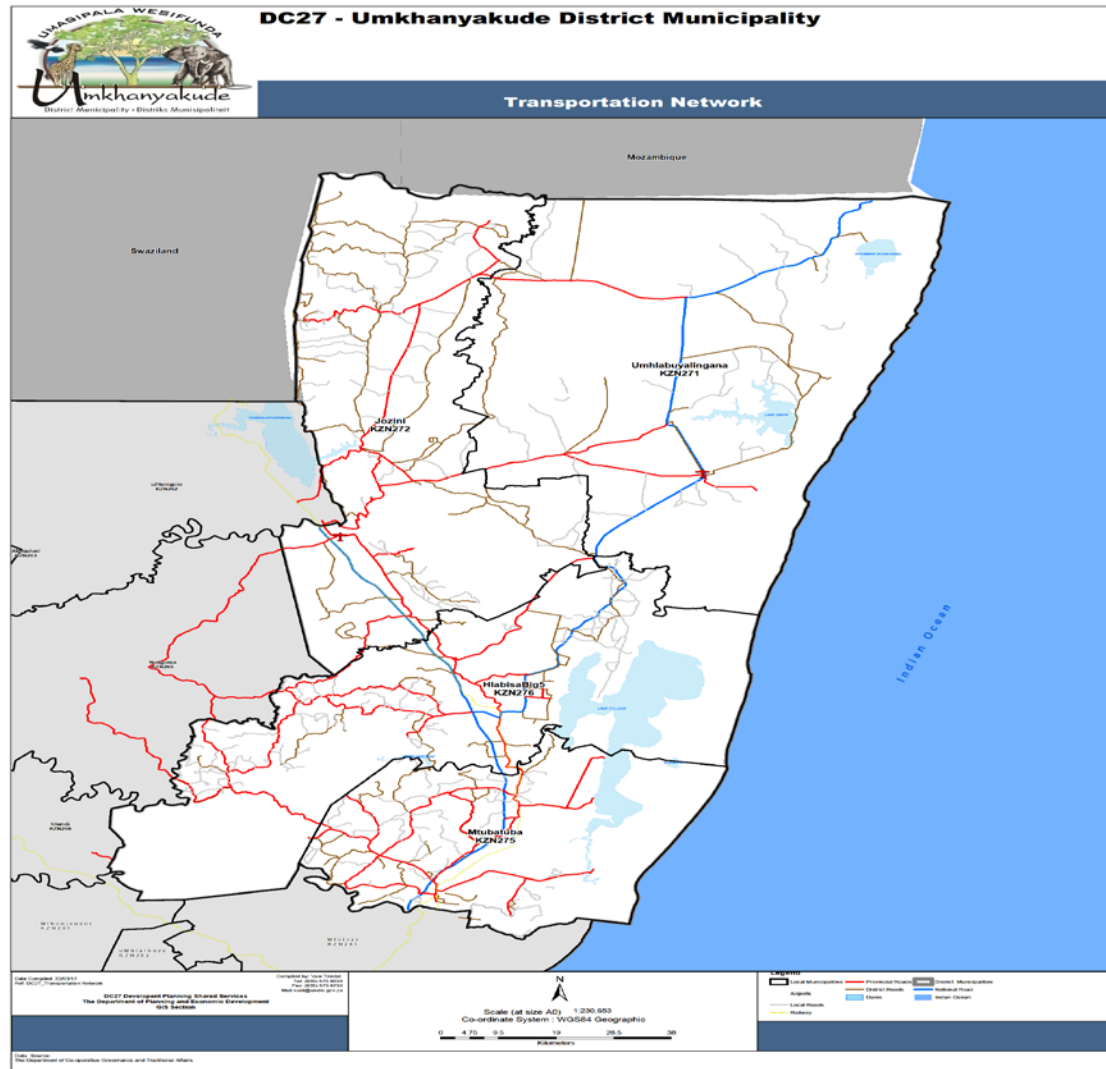
- To ensure a safe and healthy environment by minimising waste and pollution.

8.2 Landfill Sites

- A strategic plan for waste management in the District is yet to be developed;
- As is, Municipalities have limited capacity and expertise to collect waste and transport to landfill sites;
- There is limited capacity in all municipalities to manage landfill sites;
- Under current conditions Municipalities are unable to extend their services into all rural areas;
- There are financial limitations on current systems and equipment in terms of volumes of waste that can be processed;
- Some of the illegal sites currently in operation need to be regularized or closed down;
- Certain existing sites need to be upgraded and new sites developed;
- Closure of illegal sites will mean that haulage distances will increase to fewer upgraded sites so new vehicles will be required by municipalities for long haul purposes.

9. TRANSPORT NETWORK

The following map clearly illustrates the road network for the entire district with the N2 (National Route) being the major distributor in the region.



10. ENVIRONMENTAL CONSIDERATIONS

Goal	Objective	Strategy
Integrity and Quality of Physical Environment	To ensure integrity and quality of physical environment underpinned by a coherent spatial development pattern	Maintain and improve the environmental integrity of the district and its resources

10.1 Environmental Management Framework (EMF)

An EMF is a study of the biophysical and socio-cultural systems of a geographically defined area to reveal where specific activities may best be undertaken and to offer performance standards for achieving and maintaining the desired state of that area.

In order to address the triggers for sustainable development in the district and the priority environmental opportunities and constraints, some of the key objectives of the EMF include facilitating environmental decision-making and providing strategic guidance on environmental, economic and social issues in the district. The catalysts for initiating the Umkhanyakude District EMF fall within the following categories:

1. Significant environmental factors (e.g. protection of natural resources to ensure that the associated environmental goods and services are not jeopardised;
2. Development pressures (e.g. unlocking agricultural and tourism potential);
3. Environmental threats (e.g. land use conflicts and incompatible land use practices); and
4. Resource management issues (e.g. risks to sensitive environmental habitat such as the endemic Sand Forest)

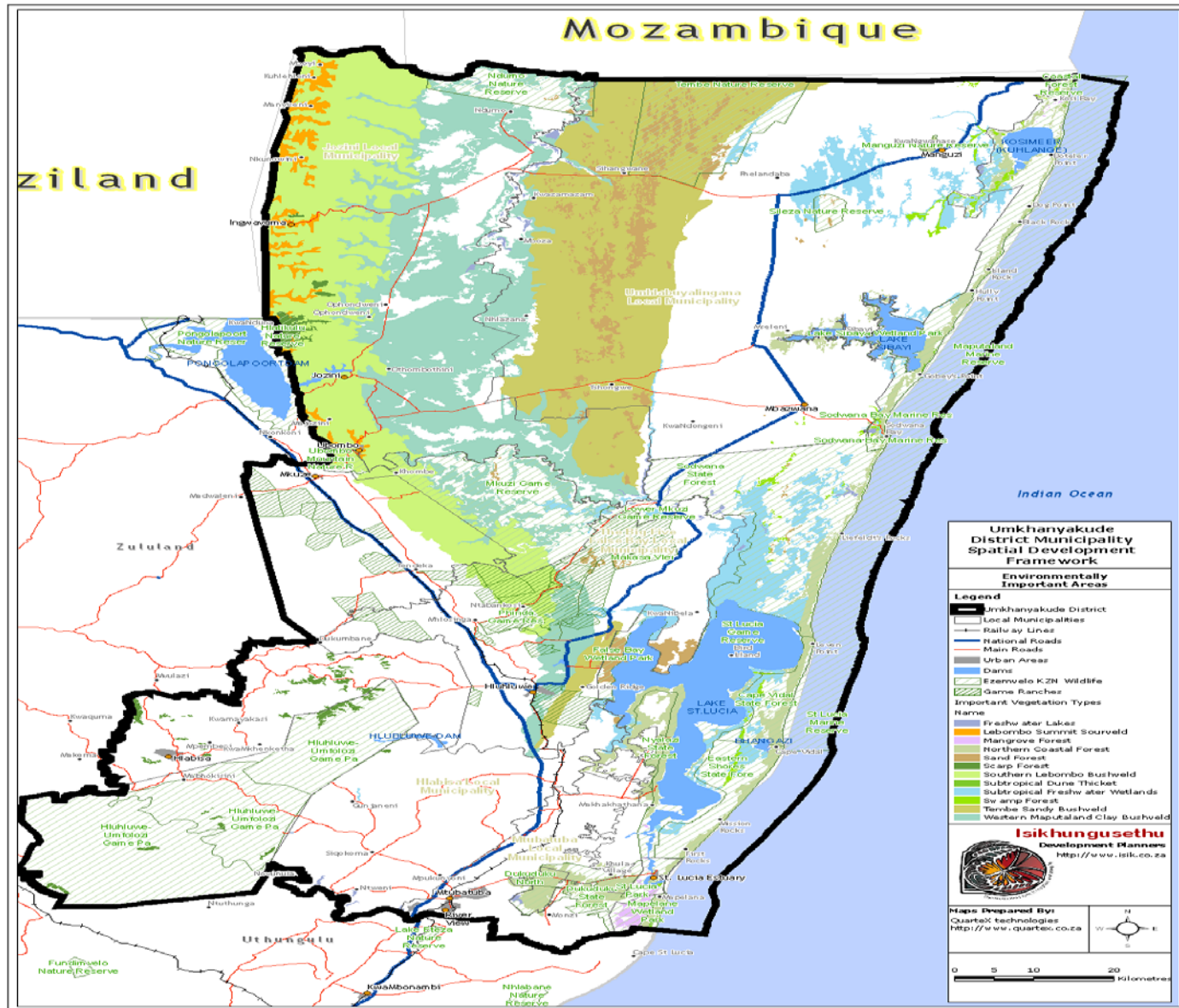
The proposed Sustainability Criteria for Umkhanyakude District is as follows:

- The need for socio-economic development must be recognised amidst the rich biodiversity that is encountered in the district, without compromise to critical environmental goods and services; ☐ Present and future generations must be assured of a healthy and productive life;

- The ecological integrity, biodiversity and physical attributes of the district should be protected and sustainably utilised;
- The impacts of development must be mitigated according to a hierarchy of avoidance, minimisation, rehabilitation and compensation;
- Pollution of the bio-physical environment must not exceed legal limits;
- Cultural and historical features, which form the fabric of the district's sense of place, should be enhanced and preserved;
- The opportunities for tourism in the various sectors should be explored and optimised;
- Adequate services should be provided to all the municipal inhabitants, with due regard to environmental sustainability;
- Renewable resources should be efficiently utilised so as to protect natural systems;
- Economic development must consider the opportunities associated with environmental features and attributes; and
- A high degree of environmental awareness should be encouraged amongst all development planning and implementation entities, be they public or private.

The Sustainability Criteria serves to aid decision-making in terms of screening, selecting and prioritising projects and programmes in the district that uphold the environmental vision. They should further be employed to assess the sustainability of the municipal Spatial Development Framework (SDF), IDP and further policies, strategies, plans and programmes.

10.2 Environmental Sensitive Areas



10.3 RAMSAR Sites

In addition to the conservation of the World Heritage values of the, iSimangaliso Wetland Park, uMkhanyakude District Municipality will protect and conserve the rich cultural heritage of the its area of jurisdiction, which includes archaeological and paleontological sites and artefacts, historical buildings and jetties, graves, fish traps, shipwrecks, landscapes and natural features, as well as more intangible resources such as places, oral traditions and rituals.

To date, there has been no co-ordinated and cohesive management of the municipality's cultural heritage and management thereof has been limited to the protection of individual sites (mainly within the Park). In order to prepare a cultural heritage management plan, it is necessary to better identify and interpret the cultural heritage resources that are present in the area.

10.4 TFCA

10.5 Water Sources

The uMkhanyakude District is rich in surface water resources that support a wide biodiversity and is the backbone of a thriving tourist industry. It incorporates many areas relevant to freshwater ecosystem conservation and conservation priorities. Surface freshwater resources within this zone include natural channels in which water flows regularly or intermittently, streams, rivers, lakes, dams and wetlands, outside of the iSimangaliso Wetland Park WHS which has its own dedicated EMZ. These features are largely dependent on the quality of the resource that originates outside of conserved areas, which is difficult to manage. The surface water resources and the associated habitat units within the district need to be managed in a sustainable and responsible manner, whilst still allowing for continuous socio-economic development and perpetual support of the rural subsistence sector, in a way that is not detrimental to the quality of the resource and threatening to the overall integrity of the vast rivers and wetlands that support conservation and tourism in the district.

11. Disaster Management

Umkhanyakude District Municipality faces increasing levels of disaster risk. It is exposed to a wide range of natural hazards, including severe storms that can trigger widespread hardship and devastation. The

District's extensive forestry industry, coupled with the major transportation routes, inside the district as well as those leading to other major centres, presents numerous catastrophic and hazardous materials threats.

In addition to these natural and human-induced threats and despite ongoing process to extend essential services to the poor urban and rural communities; large number of people live in conditions of chronic disaster vulnerability, in underdeveloped, ecologically fragile or marginal areas- where they are faced with recurrent natural and other threats that range from flooding to fires.

A Policy Framework for Disaster Management has been prepared for Umkhanyakude District Municipality to act as a legal instrument, by providing a coherent, transparent and inclusive policy on disaster management appropriate for the District as a whole. Such framework recognizes a diversity of risks and disasters that occur or may occur in the District area of responsibility, and gives priority to developmental measures that reduce the vulnerability of disaster-prone areas, communities and households.

12. HUMAN SETTLEMENTS

These are some of the completed housing projects within the district:

Umhlabuyalingana LM

Mbila, Mashabane and Tembe - each project comprise of 1000 houses to be built; Kwa-Mashabane Rural Housing project has already been granted approval;

Jozini LM

Sqakatha Rural project; KwaJobe project - completion of the balance of 800 houses; o Ndumo Project - part of the Premier's Ndumo Children's Flagship Project;

Mtubatuba LM

KwaMsane Extension; Mtubatuba Project; Mpukunyoni Phase 2 Project; Zamimpilo Project; Masibonisane Project; Nyalazi Project; Nkundusi Project; Siyathuthuka Project; Shikishela Project; Gunjaneni Project; Nkodibe Project; Crocodile Valley Project.

The Big 5 Hlabisa LM

Phumlani Slums Clearance; Nibela Rural Project; Mpembeni Phase II; Hlabisa Phase 2 Project; Mdletshe Phase 2 Project.

13. LAND AND PEOPLE

The bulk of the unclassified land in the district falls is covered with rural residential and it accounts for 55% of the land. Most of the land falls within traditional authority areas and is settled in terms of Zulu customary law.

14. TRADITIONAL AUTHORITIES

The status and role (though not clearly defined) of traditional leaders has been recognised in terms of sections 211 and 212 of Act 108, of 1996. In the Umkhanyakude District Municipality context, The Traditional Authorities own about 50% of the land within the district which is often held in trust on their behalf by Ingonyama Trust Board.

Therefore the traditional authorities play have a major influence in the manner in which land is made available to individuals for settlement, as well as the use thereof for economic purposes (e.g. agriculture, tourism, etc.).

It is therefore against this backdrop that Umkhanyakude District Municipality has sought to implement communication strategy, as an effort towards ensuring and the improvement of public participation in municipal planning and budgeting processes. The main focus of the communication strategy is preparation of procedures for community participation processes including direct communication with Traditional Councils. This is based on one of the Municipality's Key Performance Objectives, that is, ***to build sustainable partnerships with Traditional Authorities to ensure convergence in meeting the developmental needs and challenges in our communities.***

These are the 18 TCs within Umkhanyakude District.

11.1 KZ 271

KwaMashabane TC
KwaMbila TC
KwaTembe TC
KwaMabaso TC

14.2 KZ 272

KwaNgwenya TC
KwaNsinde TC
KwaJobe TC
Sqakatha TC
KwaNyawo TC
Manyiseni TC
Nkungwini TC

14.3 KZ 276

KwaMakhasa TC
KwaNibela TC
Mnqobokazi TC
Hlabisa TC
Mpembeni TC
Mdletsheni TC

14.4 KZ 275

Mpukunyoni TC

15. STRATEGIC PARTNERS

- Local Municipalities
- 18 Traditional Authorities
- Umhlozinga Development Agency (UMDA)
- Mjindi Farming Limited (PTY)
- Business
- Community Tourism Organizations (CTOs)
- Other Organs of State
- Isimangaliso Wetland Park Authority
- Ezemvelo KZN Wildlife
- National Department of Environmental Affairs
- National Department of Corporative Governance and Traditional Affairs (COGTA)
- National Department of Tourism
- National Department of Economic Development

- National Department of Rural Development & Land Reform
- National Department of Trade & Industry (DTI)
- KZN Department of Corporative Governance and Traditional Affairs (KZNCOGTA)
- KZN Department of Economic Development & Tourism
- KZN Department of Agriculture & Environmental Affairs (KZNDAE)
- Trade and Investment Kwa-Zulu Natal (TIK)

16. ECONOMIC AND TOURISM DEVELOPMENT

Goal	Objective	Strategy
Expand district economic output and increase quantity and.	To expand district economic output and increase quantity and quality of employment opportunities.	Optimise the role of the agricultural, forestry and tourism sector in the district economic growth and employment creation.

16.1 Local Economic Development

The key drivers of the local economy are services (mainly government), tourism and retail sectors. Agriculture and processing has potential, but this has yet to be realized as a key driver in the Umkhanyakude District Municipality (UDM).

The District and Local municipalities need to be establishing the investment framework to attract private investment in the key sectors in the District.

Conditions necessary for the establishment of key anchor projects (of scale) in the key sectors need to be set in place urgently by the municipalities to ensure 'triggers' are in place to stimulate economic growth in these sectors.

Key strategic investments include:

- infrastructure in accessible locations for industry to locate;
- marketing the region and its niche potentials;
- controlled land use management and security of tenure;

- enhanced security in the area for investment purposes.

Key Programmes / Projects include but are not limited to:

- Six District Economic Corridors Development
- Jozini Dam Hydropower Generation Project
- King Dingane Highway (Liberation Route – R66)
- Mkhuze Regional Airport Development
- Jozini Dam Major Infrastructure Development: (Jozini Dam - Mtuba – Mhlabuyalingana – Gwaliweni)
- District Solid Waste Disposal Site
- District Effluent Treatment Plant
- District Sports Precinct Development
- District Urban Renewal Project (Hlabisa, Hluhluwe, Mkhuze, Jozini, Ingwavuma, Bhambanana, Skhemelele, Ndumo, Ngwanane, Phelandaba, Mbazwane)
- sucrose and bio-fuels core and outgrower estates under irrigation to promote per ha yields;
- sucrose and bio-fuels mills in the District;
- expanded timber production;
- pulp mill and timber products manufacturing plants;
- fishing industry based on natural resource harvest supplemented by aquaculture;
- expanded ha under cashew and coconut production for processing of oils and nuts for export
- establishment of high value – up market anchor tourism sites to ‘trigger’ further structured investment in the sector
- Produce a district Masterplan expressing graphically, district growth intentions
- Produce TLCs Masterplans in partnership with traditional leaders
- Develop and enhance rural development, particularly farming
- Develop key infrastructure and rehabilitate and extend existing infrastructure
- Develop district industrial sector, particularly agribusiness

- Develop focused specialized academies across the district Municipality
 - *Agro-processing Academy (Hluhluwe);*
 - *Cultural Heritage Academy (Hlabisa);*
 - *Timber Academy (Mtubatuba);*
 - *Tourism & Environmental Management Academy (Umhlabuyalingana)*
 - *Infrastructure Academy (Jozini)*

16.2 Tourism Development

Umkhanyakude is prime tourist destination with bursting opportunities for the tourism sector and this sector can be advanced by paying strategic attention to the following:

- Enhancing the tourism experiences available in Umkhanyakude through diversification in the type and range of facilities available.
- Upgrading of road infrastructure.
- Upgrading of tourism facilities.
- Improve signage on roads.
- Empowerment of emerging and small tourism businesses
- Develop a tourism body in the municipality to regulate and aid the tourism sector.
- Marketing of Umkhanyakude as a prime tourism destination
- Forming of partnership for tour packages.
- Partnership with NGOs to create a holistic environmental education and tourism hub.
- Encourage local tourism, as opposed to mainly focussing on foreign tourists.
- Partnerships and co-operation between the public and the private sector.
- Attract investment for tourism development.
- Audit all existing facilities, in terms of status, management and potential.
- Stimulate BB's in previously disadvantaged areas.
- Link to larger tourism strategies.
- Give effect to a tourism infrastructure rehabilitation programme.
- Implementation Tourism Strategy in order to optimise the exploitation of the area's tourism potential.

- Develop a tourism development plan with clear guidelines and involve existing tourism business owners and the local communities.

17. SECTOR DEPARTMENTS AND SECTOR PLANS

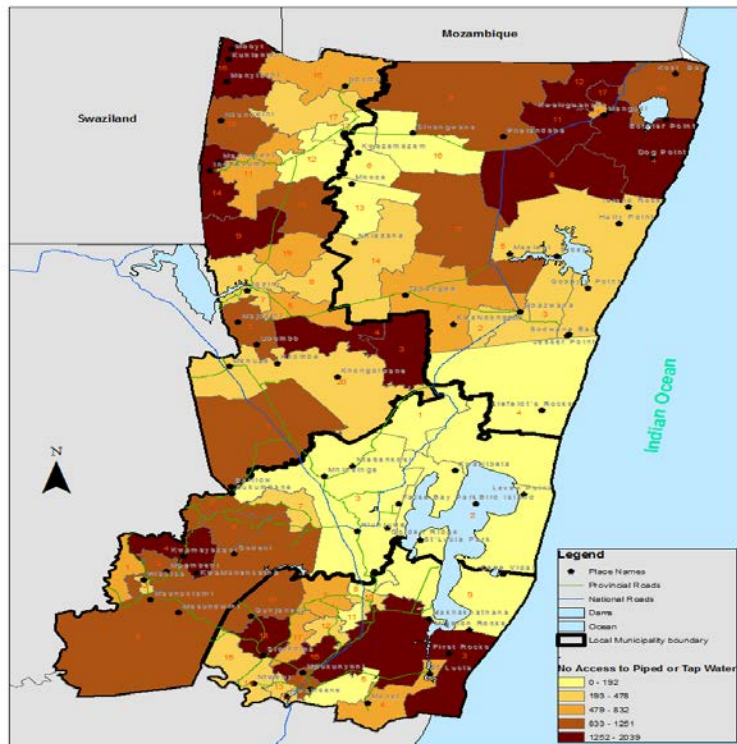
Sector Plan	Status of the Plan
HIV/AIDS Strategy	
Water Services Plan (WSP)	
Performance Management System	
Tourism Development Strategy	
Integrated Waste Management Plan (IWMP)	
Spatial Development Framework	Reviewed annually
Public Transport Plan	
Work Place Skills Plan	
Local Economic Development Strategy	
Human Resource Strategy	
Communication Strategy	
Indigent Policy	Operational
Disaster Management Plan	
Electricity Services Development Plan	
Environmental Management Framework (EMF)	Adopted in 2015
Coastal Management Plan	To be developed
District Growth and Development Plan	Adopted in 2013

18.INFRASTRUCTURAL CONSIDERATIONS

Goal	Objective	Strategy
High quality infrastructure network	To provide high quality infrastructure network to support improved quality of life and economic growth.	Implementation of support programmes aimed at Improving coverage, quality of road network and economic stimulus environment within the District

18.1 Water

The district is the service provider for the bulk water. The following map indicates the proximities to piped or tap water.

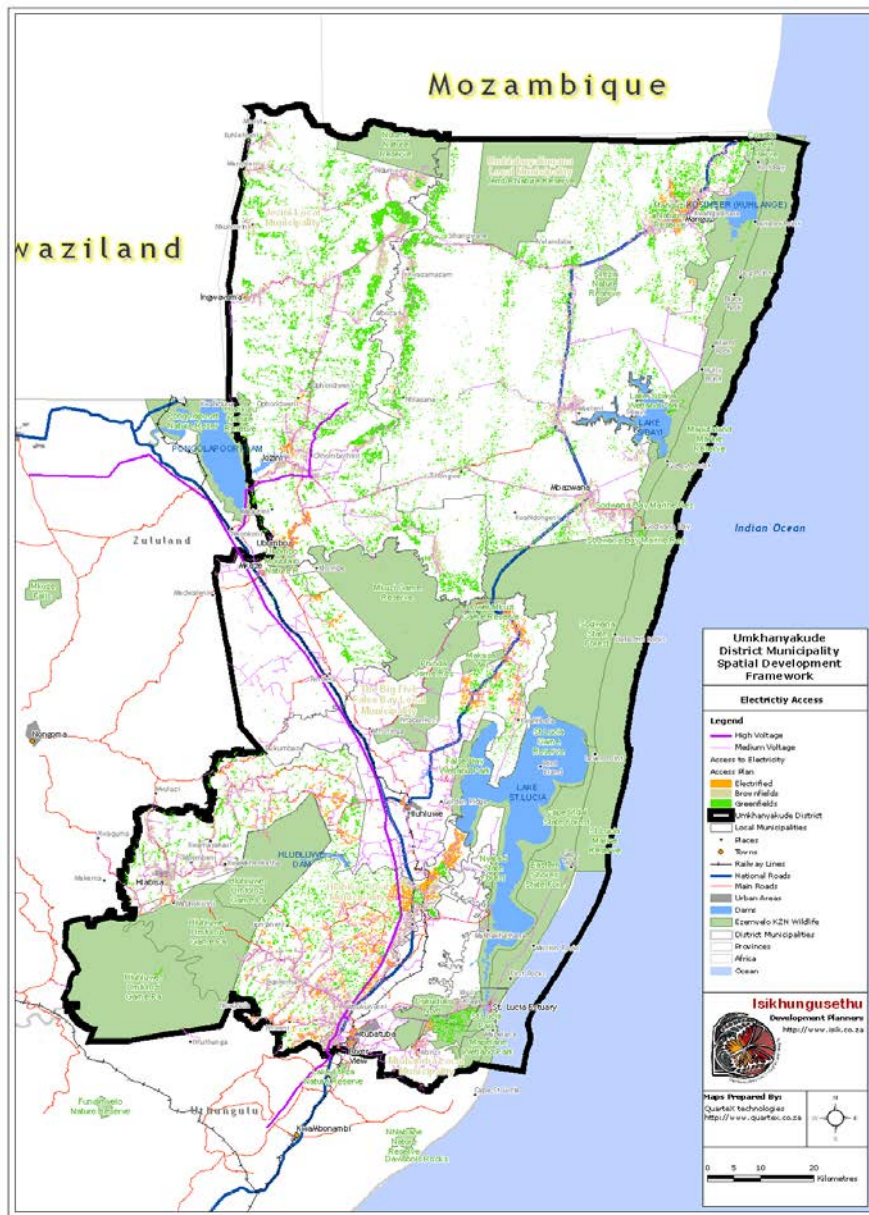


18.2 Sanitation

The IDP indicates that UMkhanyakude Municipality has a huge sanitation backlog, particularly rural settlements. Planning and implementation of sanitation projects should be based on the continuum of settlements and be integrated with the initiative towards the transformation of rural villages into sustainable human settlements. Sanitation standards will be provided in accordance with the sanitation delivery programme of UMkhanyakude District, and the service standards will consider the nature and character of each settlement. Settlements located within 100m from wetlands or a river should be provided with lined VIPs. The area within the proposed urban edge should be provided with waterborne sewer system while dense rural settlements should be developed with either lined VIPs or other septic tanks. Priority in terms of sanitation development will be given to peri-urban and dense rural settlement in the short to medium term.

18.3 Electricity

The district is a service provider for electricity in Ingwavuma under Jozini LM and Kwa-Msane under Mtubatuba LM whilst Eskom is the service provider for most areas within the district.



18.4 Social Facilities

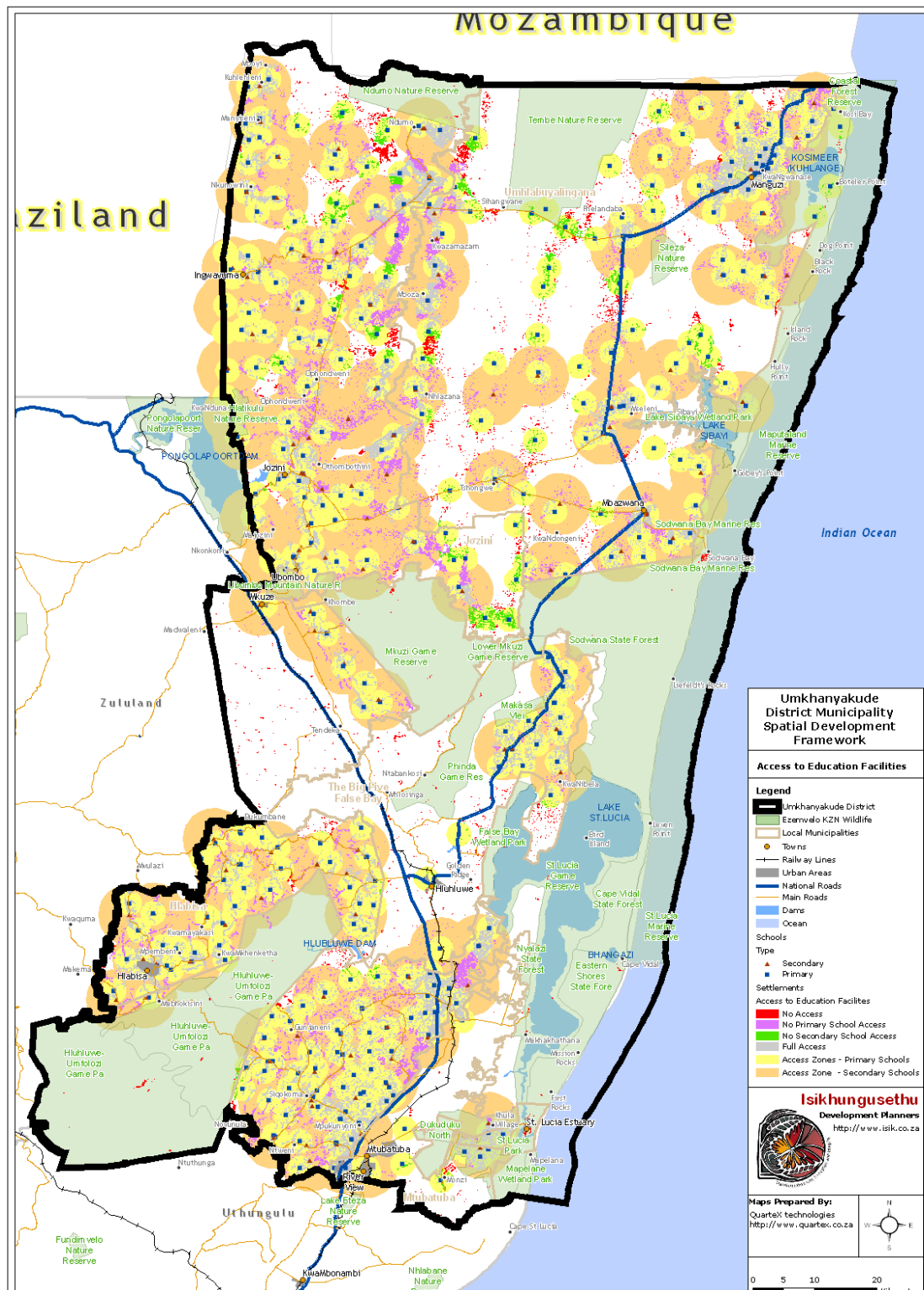
Community facilities are important place-making elements and play an important integrating function in and between communities/settlements. They should therefore be “externalized”, by being located in places of high accessibility, for the local and surrounding communities.

18.5 Schools

The creation of environments, which promote learning, forms an integral part of the settlement-making process. In this respect, learning experience can be enhanced by integrating educational facilities with the broader settlement structure. This can be achieved by locating schools, crèches and adult education centres close to places of intensive activity.

The concept of the specialized self-contained school, accommodated on a spatially discrete site and serving only its pupil population, needs a rethink. Schools should be seen as resources serving both pupils and the broader community. In this regard schools can accommodate the school population during the day and, where possible, adult education during the evenings. Similarly, halls and libraries can serve the school population during the day and the broader community during the evening, ensuring 18-hour usage of facilities.

The need for informal school play space can be supplemented by public space adjacent to which the school is located. Formal sports fields can serve both the school and the broader community. In terms of their location, schools should be part of an accessible, settlement-wide system of education facilities. Accordingly, they should be located close to continuous public transport routes. This will make schools sustainable over a longer period, since they will draw pupils from a larger area, thus becoming less susceptible to fluctuations in the local population.



18.6 Health Care Facilities

Health considerations form an integral part of spatial transformation and settlement making in Mtubatuba. Provision of health facilities should consider, among other, public transportation and service thresholds, and be located close to activity areas and regular places of gathering.

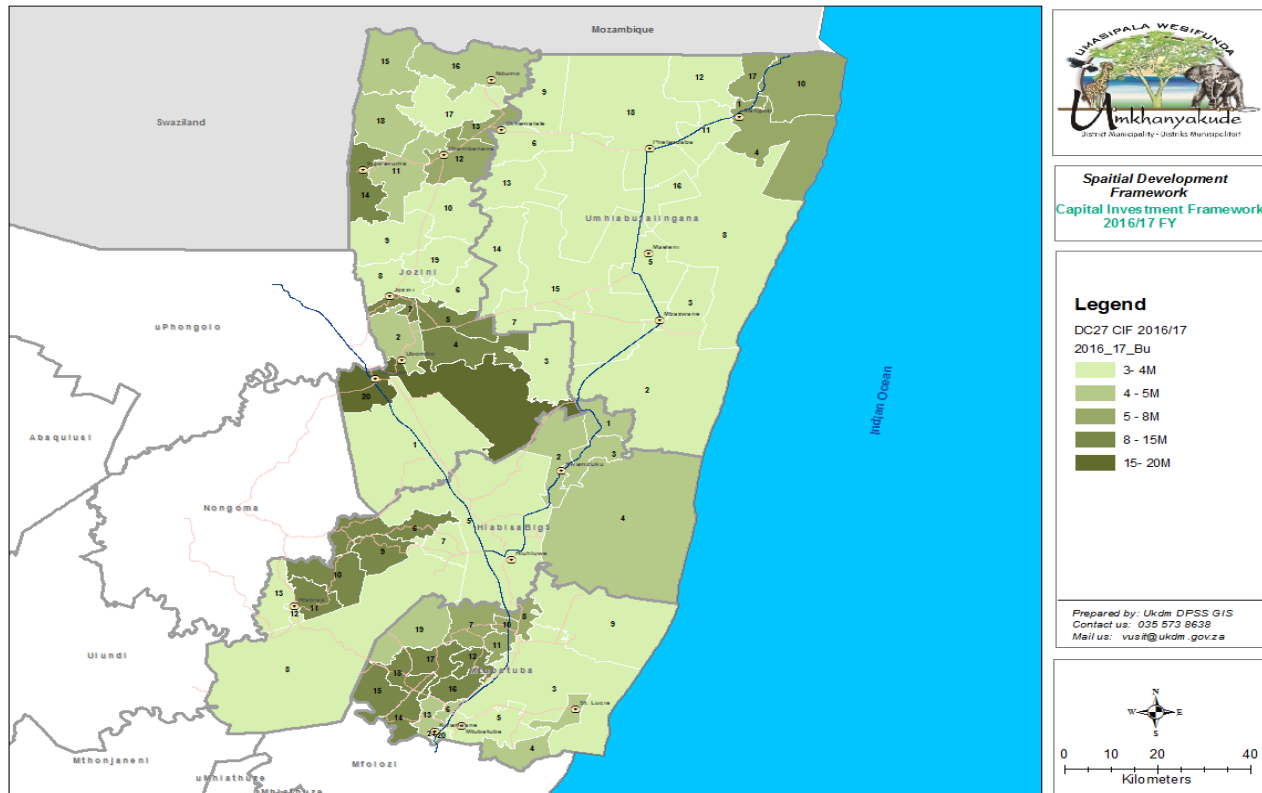
The location of preventively orientated health facilities, such as clinics, in association with primary and pre-primary schools, offers advantages. Preventive functions, such as inoculation and nutritional programmes are best delivered through schools. Where a multipurpose hall serves a number of schools, a clinic may be beneficially located within or adjacent to that hall.

In line with the national planning standards for health facilities, a clinic should be developed for every 6000 households or 5km radius where service thresholds allow. Deep rural settlements should be prioritized for mobile clinic services. Certain parts of Mpukunyoni appear to be poorly provided with such facilities, but do not make sufficient thresholds in this regard. Lower standards should be adopted in some areas as a means to improve access to these facilities.

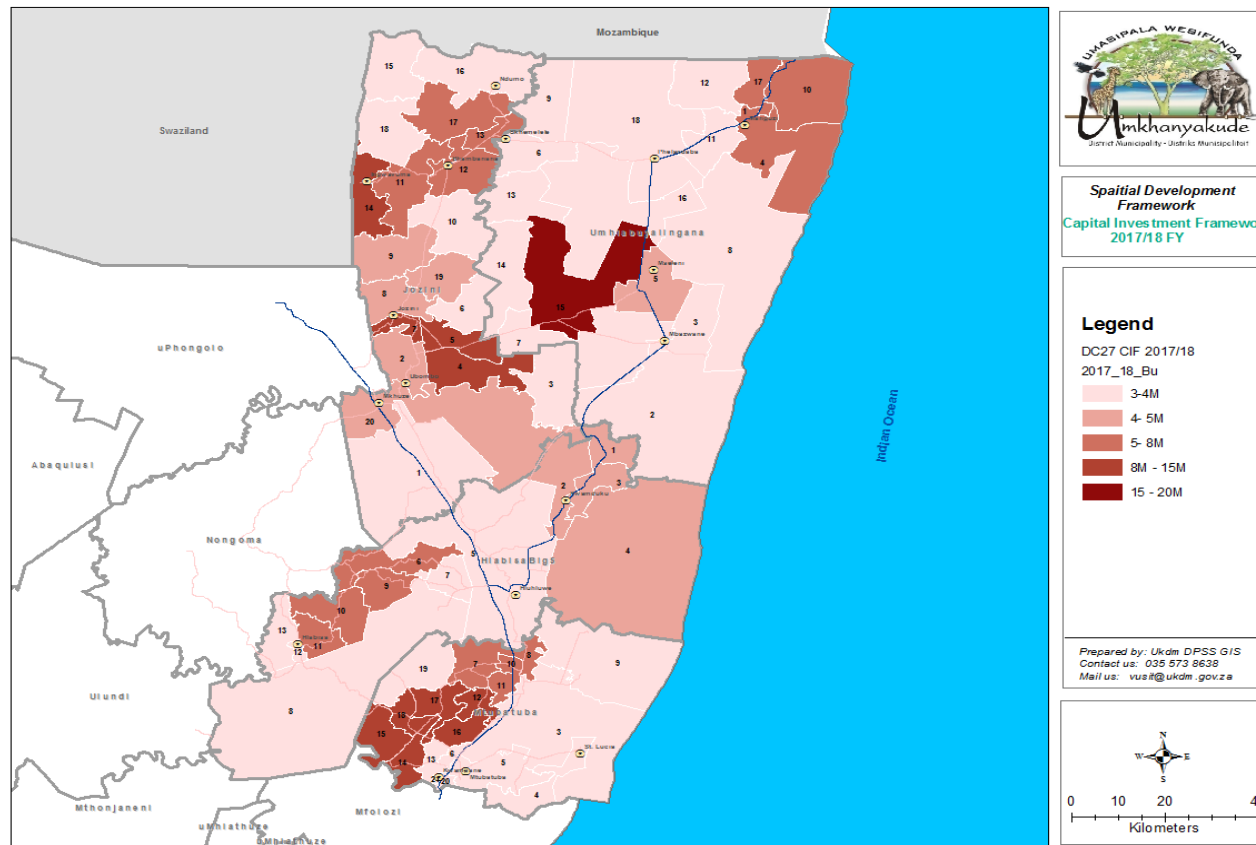
18.7 Cemeteries

18.8 Capital Investment Framework

Map: 2016/17 Financial Year Capital Investment

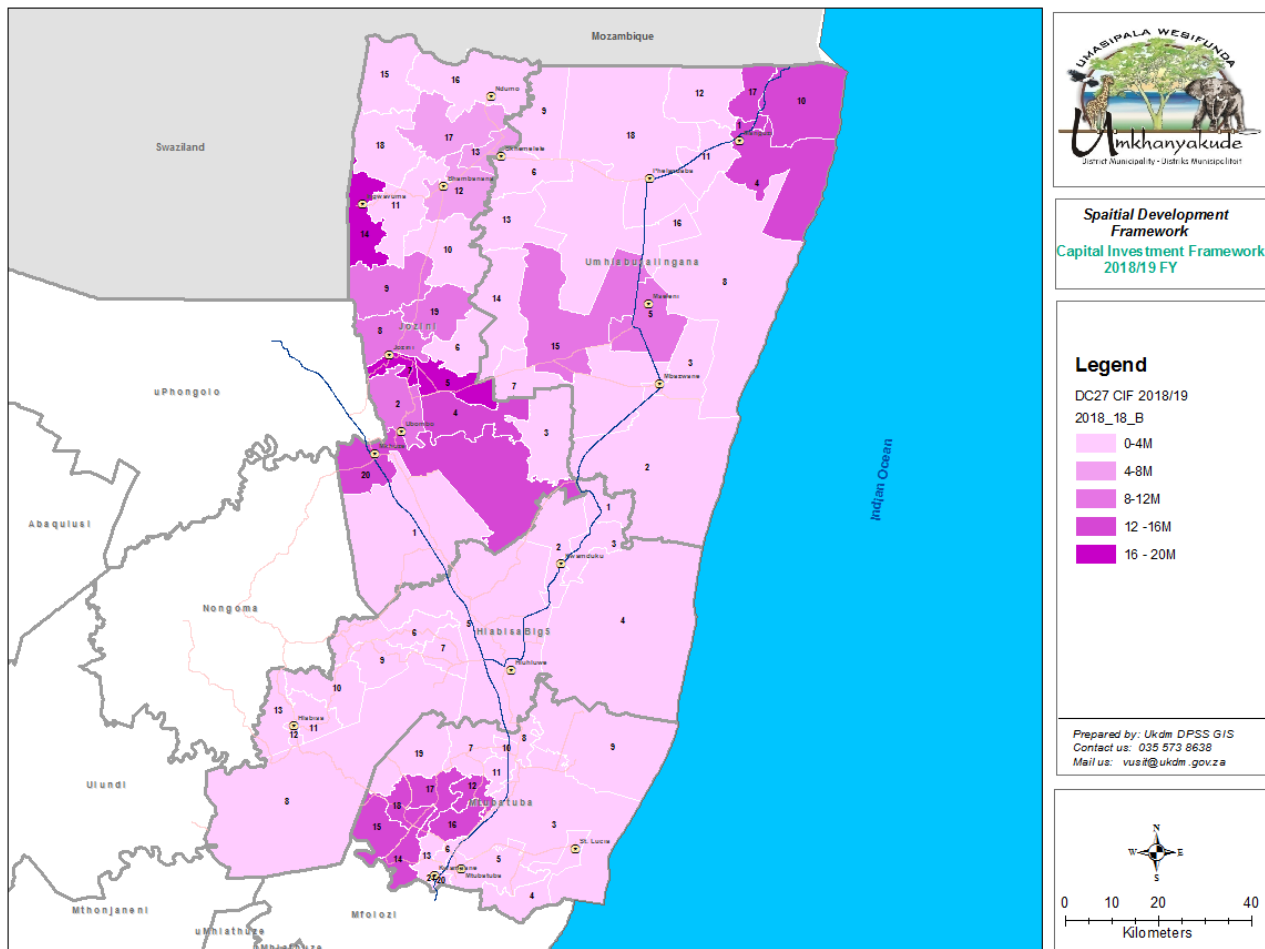


Map: 2017/18 Financial Year Capital Investment



Capital Investment

Map: 2018/19
Financial Year



19.DEVELOPMENT PLANNING CONSIDERATIONS

Goal	Objective	Strategy
Integrity and Quality of Physical Environment	To ensure integrity and quality of physical environment underpinned by a coherent spatial development pattern	Facilitate fully coordinated planning and development activities within district

19.1 Integrated Development Planning (IDP)

The development of the IDP Process Plan is guided by the Municipal Systems Act, Act 32 Of 2000. In terms of Section 25 (1) of the Act, Each Municipal Council must, within a prescribed period after the start of its elected term, adopt a single, inclusive and strategic plan for the development of the Municipality which:

- Links, integrates and co-ordinates plans and take into account proposals for the development of the Municipality;
- Align the resources and capacity of the Municipality with the implementation of the plan;
- Forms the policy framework and general basis in which annual budgets must be based;
- Complies with the provisions of this Chapter; and
- Is compatible with National and Provincial development plans and planning requirements binding on the Municipality in terms of legislation.

The development of the IDP which was entirely internally driven, is the primary responsibility of the Council, its Councillors, officials and staff to ensure that integrated planning is undertaken. The Umkhanyakude District Council is responsible for the approval of the IDP for the District and the responsibility cannot be delegated. Clear accountability and management of the IDP process belongs to the Municipality and thus, should be owned and controlled by the Municipality. Councillors, senior officials, local municipalities, sector departments and parastatals, and civil society amongst others, have distinct roles to play during integrated development planning processes.

The Executive Mayor is responsible for driving the whole IDP process and provides leadership in the development and reviews of the IDP. The day-to-day management of the IDP process has been delegated to the Office of the Municipal Manager who consistently chairs the IDP Steering committee. The IDP Manager deals with coordination of the day-to-day issues relating to the IDP. These include adherence to IDP Framework/Process plan, coordination of stakeholders, support to Local municipalities and documentation of the IDP.

19.2 Land Use Management Framework (LUMF)

The SDF outlines the spatial development strategy and introduces principle for the transformation of rural settlements into sustainable human settlements. It will be refined and developed further through the formulation of a series of plans with varying degrees of detail and flexibility. Each of these plans will be incorporated into the land use scheme to guide the use and development of land in the precinct over the long term. The Spatial Planning and Land Use Management Act, (Act No. 16 of 2013) requires that all municipalities develop, adopt and implement a wall-to-wall scheme for all municipal areas of jurisdiction. Such a scheme must be in place within five years from the date on which the provisions of the Act that deals with schemes were promulgated. The SPLUMA Act came into operation in July 2016 which means that all municipalities should have a wall-to-wall scheme by 2021. The KwaZulu-Natal Guidelines for the Preparation of Schemes defines a scheme as: a tool used by a municipality to guide and manage development according to the vision, strategies and policies of the Integrated Development Plan and Spatial Development Framework, and in the interest of the general public to promote sustainable development and quality of life".

19.3 Municipal Cross Border Planning Issues (Internal And External)

Umkhanyakude District Municipality recognizes its interrelatedness with its neighboring district municipalities; hence it formally engages itself with such municipalities on cross border issues, i.e. issues that can have impact on more than one municipality and that need to be attended into by a collective of municipalities.

In the past Umkhanyakude District Municipality has been involved in a series of cross border alignment engagements with the following district municipalities:

- Umzinyathi District Municipality;
- Ilembe District Municipality;
- Uthungulu District Municipality; and
- Zululand District Municipality.

As such, neighboring municipalities as well as provincial sectors were invited to cross border engagements, whereby issues of cross border development nature were discussed such as projects that have a service delivery or developmental impact across municipal boundaries, e.g. water networks, transportation systems, tourism etc.

Some of the issues dealt with at the engagements include water related issues and disaster management issues, which are a main challenge for Umkhanyakude District Municipality. Regarding water related issues the focus has been on one hand, the possibility of Umkhanyakude District Municipality to utilize water from Pongola-Port dam (Zululand District Municipality) as its source for potable water supply and on the other hand, Uthungulu District Municipality allowing Umkhanyakude District Municipality to utilize Umsunduzi River as a source of water, supplying water to Umkhanyakude areas that are in close proximity such as Mtubatuba.

With regard to Disaster management the discussion has been on whether disaster management should be border-lined or not. There is a concern that disaster management in some municipalities is poor or non-existent. This then requires the neighboring municipalities to take responsibility for its counterpart's disaster management needs.

19.4 Role of Development Planners Forum

The District Municipality coordinates the District Development Planning Forum which forms the link between District and Local municipalities in terms of IDP. The District Development Planning Forum comprises of IDP Managers/ Coordinators, development/town planners, Performance management officers of all five municipalities in the District. Sector Departments are sometimes invited to attend District Development Planning Forums and to make presentations

19.5 Family of LMs Relations

It is important that the four local municipalities that constitute Umkhanyakude align their strategic plans.

19.6 Neighboring Districts

The District shares confines with the Zululand and Uthungulu Districts therefore any development efforts should be integrated.

19.7 Neighboring SADC Countries

The district neighbors two SADC countries namely Mozambique and Swaziland. The development initiatives unfolding in these countries have influence on one another. For this reason, it therefore becomes critical to forge strategic partnerships on areas of common interests and that of economic upturn.

20. THE SPATIAL DEVELOPMENT FRAMEWORK

20.1 Introduction

The SDF is a spatial manifestation of the suite of plans put in place by the Council which are then presented in a form of a five-year Integrated Development Plan (IDP). In short the IDP is a culmination of various sector plans which follow the South African Planning System. The spatial vision of the district was therefore informed by inter-alia the National Development Plan, Provincial Growth and Development Plan and the District Growth and Development Plan (DGDP).

With the foregoing, the fundamental approach to this SDF is all about answering the three vital subsequent questions:

1. WHERE ARE WE NOW?

- It is imperative to know where you are in order to know where you want to go.
- This phase will investigate where we are, what we have, what we do not have, what we are happy/unhappy about.
- These will paint a spatial picture on a map which will indicate our circumstances, recourses and or liabilities.

- This picture will begin to tell a story of where we can utilise our recourses for collective benefit and where we need to enhance.

2. WHERE DO WE WANT TO BE?

- Where do we want to be in 1 year, 5 years, 15 years or even 30 years time?
- Our plans must lead to better life for all and must indicate where specific things must happen and where things can not happen.
- It must guide service providers e.g. District Municipality, Sector Departments, Eskom and other investors in our area as to where exactly to invest in e.g. Transport infrastructure, water provision, human resources development, economic development, electrification, settlements development etc.
- Such must be articulated in a map, where investors must focus their attention for the short, medium and long term.

3. HOW ARE GOING TO GET THERE?

- Smart strategies have and projects to guide our actions to ensure that we do get to where we want to be in 1 year, 5 years, 15 years or even in 30 years time.
- In absence of these, we will not get where we want to be.
- All the findings of question 1 will have to be carefully considered and ensure the usage of what we have [limited resources to be distributed amongst a wide society] is efficient and how we are going to address what makes us unhappy.
- It is also imperative to perceive that this is a continuous process which will require collective effort, time, uncomfortable decision making, patience and that things will not get better by themselves or overnight.
- Moreover, we must also plan what needs to happen, where does it need to happen, when will it need to happen in order to meet our target, what will it cost us, and most importantly who will do it- hence the adoption of getting relevant stakeholders/service providers to commit from the onset becomes critical.

Lastly, connoted to answering these three questions, it is again imperative to devise a plan that is relevant, realistic and easy to implement given the natural trait and geographical location of this district.

This section reflects on the vision at two levels. Firstly at a level that is harmonic with the term of the current Council. Secondly, at the strategic direction that the District Municipality will be following in the long-term which is largely informed by the District Growth and Development Plan (DGDP) that was adopted by the ExCo in February 2015.

“A model District Municipality in service delivery excellence”

20.3 Mission

The new vision clearly indicates council’s mission to focus on:

- Economic and industrial growth strategy and projects
- Sound social and infrastructural development programme
- 90% of the District to be using Green energy by 2020
- Robust District rural development strategy
- A human resource development strategy
- Best Practices in Good Governance (including clean audit); and
- A simple, focused and goal driven service delivery programme with measurable results.

20.4 Core Structuring Elements

N2, R22, P552, Isimangaliso Wetland Park, Hluhluwe Mfolozi Park, Tembe Elephant Park, Phongola Poort Dam, Mfolozi river.

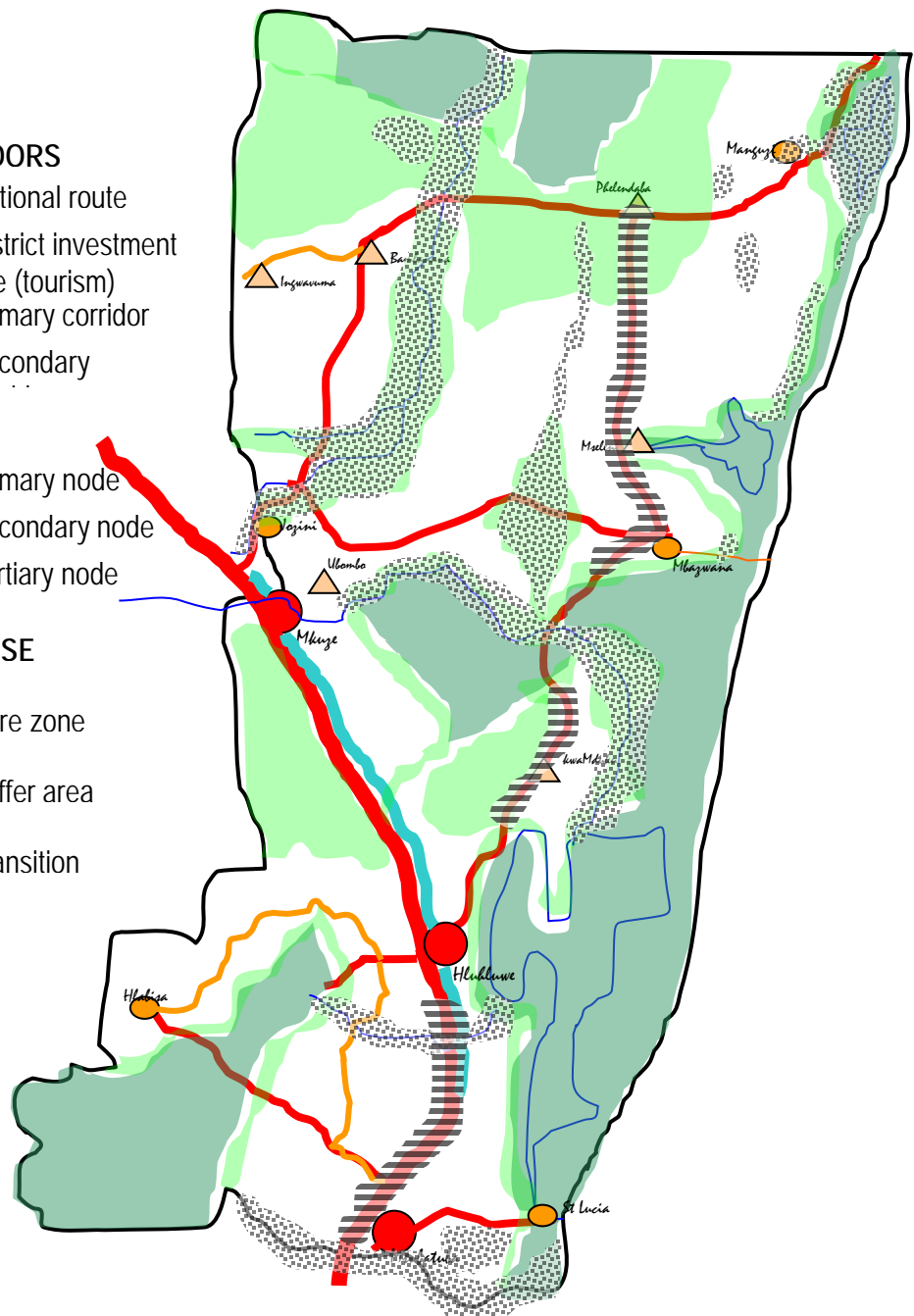
20.5 Nodes and Corridors *“beads in a string”*

The proposed corridors are based on existing alignments which will require upgrading. These routes include nodes on main intersections for the location of a wide range of services for residents whose access would have hitherto been poor. There are a range of different routes ranging from primary through secondary to tertiary, all linking back to the core transportation framework for the District. These routes are also aligned with the provincial and national transportation routes thereby ensuring that Umkhanyakude is accessible at a provincial scale.

Finally the tertiary routes terminate in buffer areas adjoining core areas of the district. For the purpose of this SDF, corridors or routes will be simply graded as primary, secondary or tertiary – see table to follow

Category	Function	Description
National Corridor	Movement Tourism	<p>The N2 from Durban to Mpumalanga, entering uMkhanyakude just south of Mtubatuba and exiting the District just north of Mkuze.</p> <p>This corridor has national and provincial significance as the main road through to Swaziland and an alternative route to the N3 from Durban to Johannesburg.</p>
DISTRICT INVESTMENT CORRIDOR	Tourism	The old main road running parallel to and east of the N2 and the railway line from south of Hluhluwe to Mkuze which links a range of private game reserves and tourism facilities. The route needs to be upgraded and surfaced.
PRIMARY CORRIDORS link the region into the national route and form the main accessibility lines in the District, more or less on the 80 km grid	Retail Activity	The road linking iSimangaliso Wetlands Park and Mtubatuba to the N2. The road linking Hluhluwe – Umfolozi Park to the N2 at Hluhluwe. MR 439 from the N2 through Hluhluwe, Mduku, Mbazwana to the Phelendaba T-junction and through Manguzi to the Mozambique border at Farazel. The road north of Mkuze from the N2 up the pass over the Lebombo mountains to Jozini, through to the T-junction at Bambanana then east to join the MR439 at Phelendaba. The road linking Jozini and Mbazwana through Ntshongwe. All of these corridors have tar surfaces with the exception of the Jozini – Mbazwana road which is only partially surfaced currently. This is clearly a priority for upgrading in order to provide an essential east-west link in the southern portion of Maputaland.
SECONDARY CORRIDORS More localised investment lines, in many ways, more important for the local communities in creating local accessibility	Services Agriculture Activity/ retail	The route from Mtubatuba across the N2 to Somkhele extending north around the top end of the HluhluweUmfolozi Park turning south to link up with Hlabisa. The roads parallel to the Pongola river floodplain on the east and west banks. The old main road from Jozini north to Ingwavuma closer to the base of the mountains. The road from Bambanana to Ingwavuma. The road from Mkuze up the pass to Ubombo where it descends to the Makathini Flats to join the primary corridor from Jozini to Mbazwana. The road linking the MR439 through KwaJobe to the Jozini – Mbazwana road. The link up to Ndumo. All of these routes are either gravel or tar surfaced. All of them ensure that the areas of highest population density are serviced

corridors for businesses and agriculture.		by this network of secondary corridors.
TERTIARY CORRIDORS	Local connector and mobility	The tertiary corridors form the more minor routes, none being surfaced with tar; some are gravelled but in the eastern portion of Maputaland, some are still sand roads. These form important local networks, linking in those communities to the secondary and primary routes.



The Nodes

The main nodes / centres

Objectives for the land use management of the Primary Nodes:

- Objective i: Through the local municipal LUMS, define a realistic urban edge for each of the centres, within which future urban expansion can be accommodated
- Objective ii: Review and refine the existing use of space within these urban areas in terms of current and future functions in the context of the sub-region
- Objective iii: Through the local municipal LUMS, make provision in planning terms for substantial future growth in the built environment involving:
- creating a functional differentiation in use of space between the complimentary and non-complimentary land uses in these primary centres in order to enhance the movement of goods and services and overall efficiency in the use of space accompanying future densification;
 - creating opportunities for levels of specialization in the provision of goods and services which are required in the district which saves residents having to travel to regional centres to find these higher order goods and services;
 - enhancing the existing or/and creating a local sense of place within each centre thereby making them attractive and safe for the residents, business people and for visitors;
 - making provision in terms of land availability and services for private sector investment in appropriate sectors including housing, tourism, commercial, services and manufacturing;
 - set in place appropriate regulations and mechanisms to ensure goals set in the precinct plans are realised in the longer term.

Objectives for land use management of the Secondary Centres

As with the primary centres, the more detailed planning should take place through the local municipal LUMS process.

- Objective i: Recognise a differentiation in the level of centres and the functions that they provide
- Objective ii: Formalise the growing towns which were not previously proclaimed (this process is already underway and some have already been formalised). This includes towns such as Jozini, Manguzi and Mbazwana
- Objective iii: Make provision in planning terms for secondary centres to only provide up to a certain level of services, thereafter provision will have to be made in the main centres to accommodate a higher level of service

Objective iv: Provision will also have to be made in these secondary centres to accommodate substantial housing - a services sector requirement over the next 50 years. Land, budgets and services should be identified for this purpose by local government

Objective v: Land ownership in these centres varies in the district from being fully municipal (Hlabisa) to being state owned (Jozini) or located on Ingonyama Trust land (Mbazwana and Manguzi). Making provision for future growth and development and formalisation of these centres will require application of appropriate legislation (Upgrading of Land Rights Act 112 of 1991 and Distribution and Transfer of Certain State Land Act No 119 of 1993)

Objectives governing the land use management of tertiary centres:

It must be remembered that the District SDF tertiary centres are generally enjoy a higher status at local municipal SDF level. These are therefore broad guidelines from a district perspective.

Objective i: The established centres (already formalised) of Ingwavuma and Ubombo, may move up to becoming secondary centres, largely because of their existing commercial function and the fact that both have a hospital as a major sub-regional service. Consideration therefore needs to be given to allowing for secondary level services where these are not already present.

The key transportation corridors and investment lines

Objectives governing transportation corridors are:

National route

Objective i: The controls on access, road reserve restrictions and all other regulations governing development along a national road as stipulated by the National Roads Agency (NRA), must be adhered to

Objective i: To add to the movement corridor function of the road, by seeing as a tourism access corridor to the many attractions in Umkhanyakude

Objective ii: To liaise with the NRA on the management of development along the route, including addressing unplanned and illegal accesses onto the route through district and / or local level precinct plans where there are denser settlements by creating parallel internal roads to manage access through a single point onto the N2

Objective iii: In conjunction with the NRA, to continue with the policy of creating pedestrian walkways in areas where there are denser settlements alongside the road and therefore high pedestrian activity

Objective iv: To assist the NRA in awareness of the controls regarding development along a national route and associated road safety issues

District investment line

Objective i: To surface this road as a tourism route, linking the various private game reserves and attractions along this section of the road. This will encourage tourist traffic to use this route and it will allow for greater numbers of access points and activities, which the N2 does not.

Objective ii: To market this as part of the tourism experience within Umkhanyakude

Objective iii: To approach Transnet and possible investors to consider reviving the use of the railway line for tourist passenger transport to add value to the District investment line

Primary corridors

Objective i: To manage the location and density of development along the primary corridor routes, including controlling the number and quality of access points to ensure safety of vehicle and pedestrian traffic, as well as to observe road reserve restrictions

Objective ii: To ensure that the controls and road reserve restrictions on the national road MR 439 from Hluhluwe through Manguzi to the Mozambique border, are observed; to prepare local precinct plans where the road passes through nodes or dense settlements so that access points are limited and made safer. An example of this is the planning of the road passing through Mbazwana. The current policy of providing traffic calming measures and pedestrian pathways alongside the road where the road passes through towns/ nodes and where there are dense settlements, needs to be extended where necessary and in keeping with the guidelines set by the municipal SDFs and LUMS

Objective iv: To direct, as far as possible, heavy duty traffic away from MR 439 as this was upgraded primarily to function as a tourism route, linking into access points to the iSimangaliso Wetland Park

Objective v: To control the spread of development along the primary routes to the nodes and certain rural settlements so that there is not continuous ribbon development, but rather in the form of beads on a string.

Objective vi: To create awareness about road safety issues, including the control of livestock along the primary routes, as all these roads are surfaced with traffic

traveling at speeds of up to 100 kms an hour.

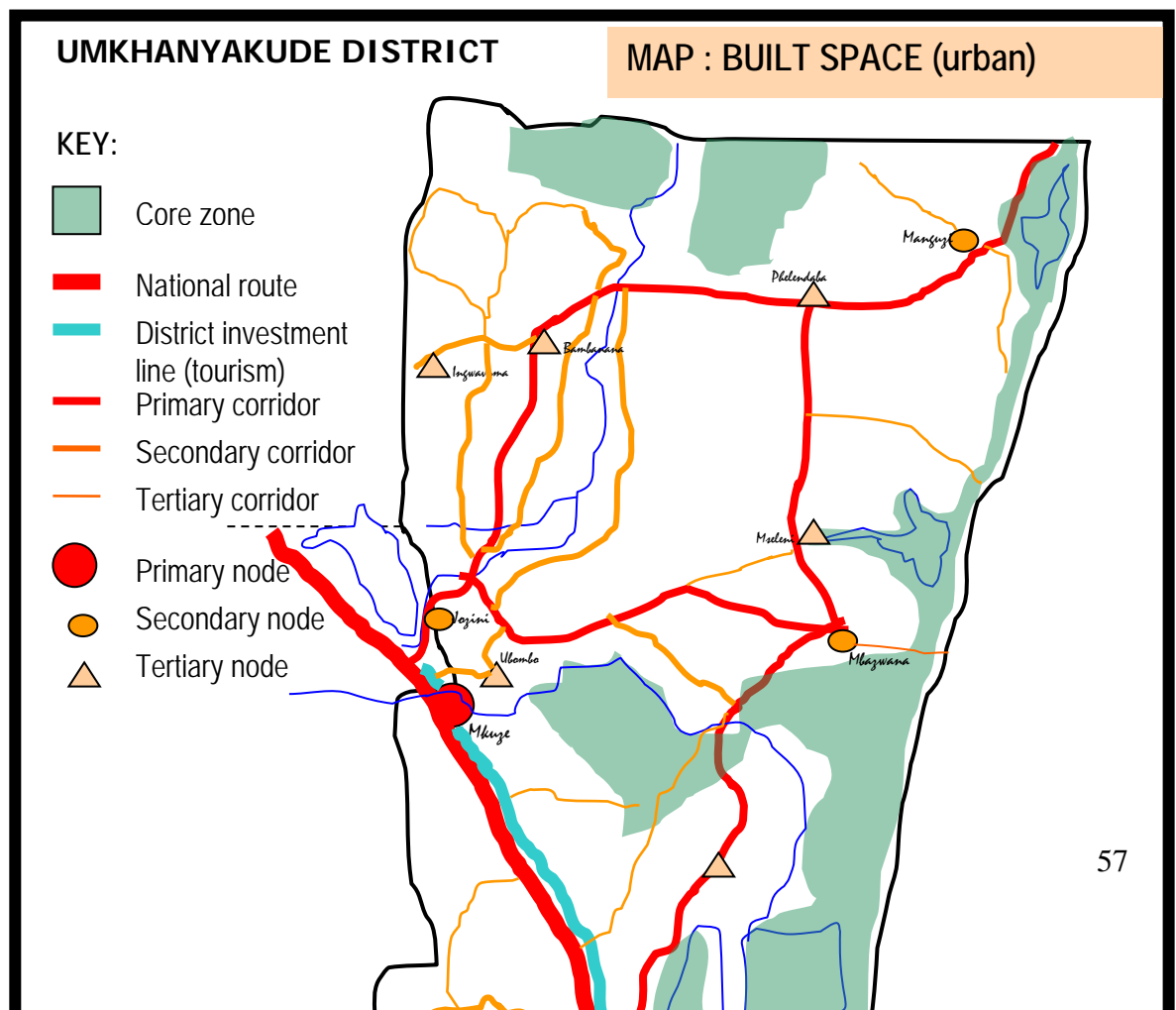
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| Objective vii: | To specifically pay attention to access and safety measures in areas where schools are located directly alongside these routes to ensure the safety of schoolchildren |
|----------------|---|

Secondary corridors

- | | |
|---------------|---|
| Objective i: | To manage the location and density of development along the secondary corridor routes, including controlling the number and quality of access points to ensure safety of vehicle and pedestrian traffic |
| Objective ii: | To control the spread of development along the secondary routes to the nodes and certain rural settlements so that there is not continuous ribbon development, but rather in the form of beads on a string. |

Tertiary corridors

- | | |
|---------------|--|
| Objective i: | To ensure that settlement areas as identified in the SDF as having the potential for growth, are linked by, or into tertiary corridors or higher order routes. |
| Objective ii: | To maintain these tertiary routes as important local business and residential access roads |



20.6 Spatial Planning

The Spatial Development Framework is a process through which a municipality prepares its medium to long-term strategic spatial development plan for its area of jurisdiction. The SDF serves as a principal strategic spatial planning instrument, which guides and informs all planning, land management, development and spatial decision-making in a municipality. It is a component of an Integrated Development Plan (IDP) and aims to create a spatial interpretation of the strategies and projects already contained within the IDP.

The SDF is also a transformation tool. It guides the form and location of future spatial development in a manner that addresses the imbalances of the past. It is a legislative requirement and this gives it a legal status. SDF should resonate with the national and provincial spatial development priorities. It enables the municipality to manage its land resources in a developmental and sustainable manner. It provides an analysis of the spatial problems and provides strategies and programs to address the challenges. In summary, the SDF has the following benefits:

- It facilitates effective use of scarce land resources;
- It facilitates decision - making regarding the location of service delivery projects;
- It guides public and private sector investment;
- It strengthens democracy and spatial transformation;
- It promotes intergovernmental coordination on spatial issues.
- It serves as a framework for the development of detailed Land Use Management Systems.
- The SDF defines and facilitates a progressive move towards the attainment of the desired spatial structure.

20.7 The Concept

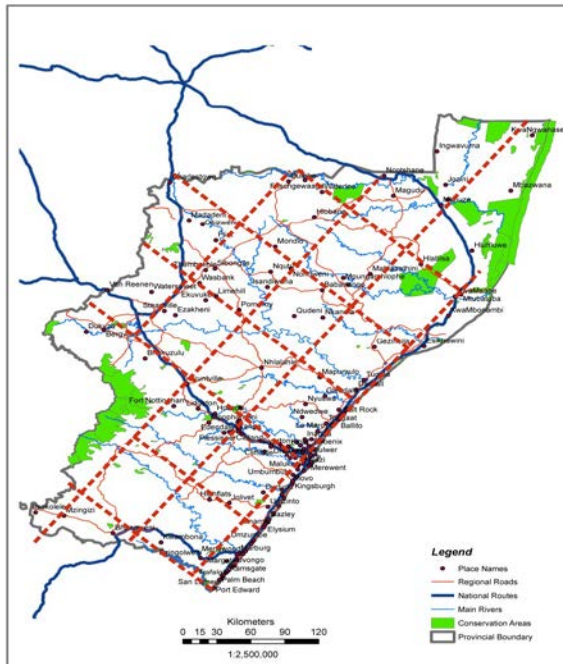
The SDF concept for Umkhanyakude is based on the Access driven approach. Application of this concept underpins the provincial PSEDs and therefore aligns with much of the current thinking behind corridor development inherent in the province. The central components of the access driven approach are included below as a point of departure in the formulation of an SDF for Umkhanyakude.

The initial step suggested in the Access Driven Approach to defining the Provincial Spatial Development Framework lies in dividing the province into desired zones of accessibility to the lines of public transport and investment. The attached figure includes an outline of the 80km grid extended throughout the province. The framework that is suggested for the “accessibility lines” on this grid is one of high accessibility (eg. the N or national road

routes and some key R road routes), intermediate accessibility (R routes and some key district roads), and lower accessibility (district roads and connectors). This has translated into a 'desired zones of accessibility' grid that can be superimposed across the province of 80km, 40km and 20km distance accessibility. In terms of this grid each zone contains a transport grid and surrounding space. This concept of a grid of accessibility can be used as a tool against which to measure the individual district and local municipal spatial frameworks. Its usefulness is that it:

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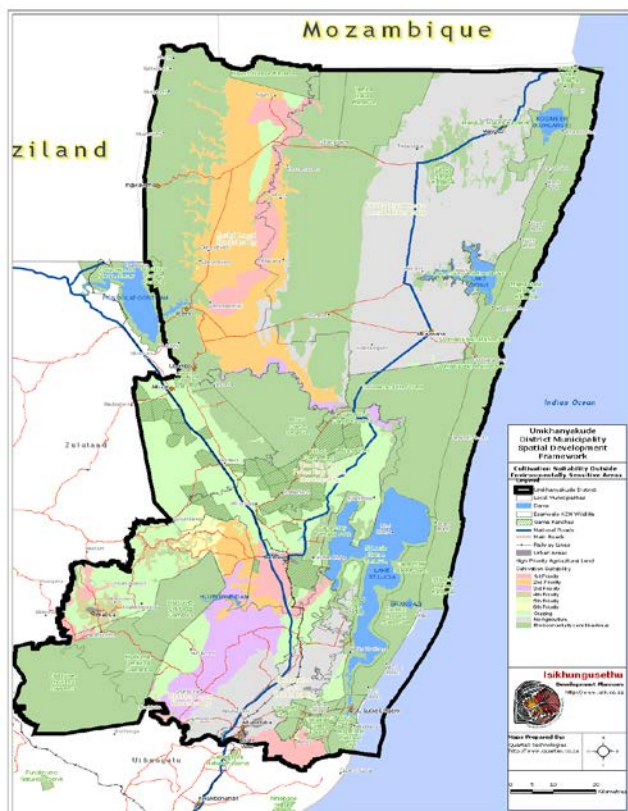
- provides a provincial wide context for all local spatial development frameworks;
- provides a clearer view of how spatial development frameworks of adjacent local municipalities should link up, how they should fit in to the district spatial framework, and in turn, the contribution district spatial frameworks make to the overall accessibility grid of the province;

18.8 The SDF Map 2017/18

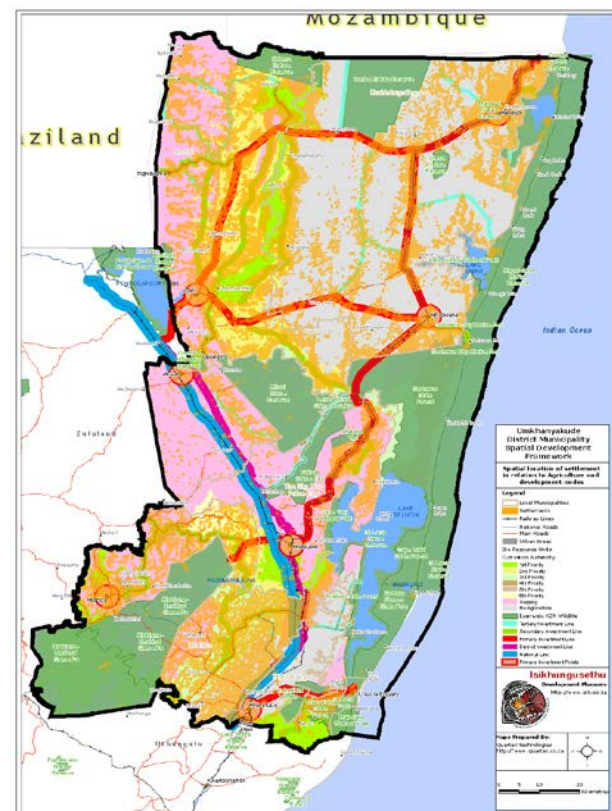
This SDF, will be built as a series of layers which must be used together to direct development decisions, but which can be examined separately in order to see the detail which makes up the SDF. These layers are:

- The Green Space: this is based on the biosphere reserve concept of maintaining core and buffer areas as the basis of maintaining biodiversity and thus a healthy natural environment, as well as being the basis of the eco-tourism business which provides income and employment to people of the region. This is a re-working of the previous SDF which talked of natural / environmental structuring elements
- The Built Space (urban): these are the nodes and corridors that constitute the network of human influence in the region in the form of major settlements and connecting transport routes. It is also an investment space and economic generator (secondary and tertiary services).
- The Built Space (rural): these are the rural areas that form the spaces between the

- The Economic Space (primary): These are the project areas which, in Umkhanyakude, focus mainly on agricultural and tourism related projects and in some cases, major infrastructural projects.
- These various uses of space are brought together to form the broad spatial zoning for the District which generates certain land use conditions and from which the local municipal land use management systems can draw on. At District level, spatial zoning has to be broad and act as a guideline for the more detailed level local spatial development frameworks and land use management systems.
- Intervention / management areas (overlays): with the broad zoning as the underlying spatial organisation, these are areas which are identified as requiring some special form of management or intervention for whatever reason; it may be areas that are particularly vulnerable to development or areas where there is a conflict, or potential conflict of land uses. A management area may extend over one or more underlying zones.

 SDF 

Map: Composite



21. CONCLUSION

Development is guided by various factors, including related policies and plans, population growth and distribution, income distribution, employment sectors, economic drivers, natural resource exploitation and growth sectors (amongst others). Development should strive to meet the societal needs while accommodating the receiving environment without compromising its goods and services.

This Spatial Development Framework therefore needs to take cognisance of future development pressures and trends in the district and other developments elsewhere that are most likely to have certain influences in the district. Where possible, these developments should be accommodated as they contribute towards the much needed socio-economic enhancement of the district. Conversely, seeing that the district is largely an environmental sensitive region, it becomes crucial that areas of potential conflict between earmarked developments and sensitive environmental features need to be identified to determine a sustainable way forward.