



**KWAZULU-NATAL
PROVINCIAL PLANNING COMMISSION**

PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

August 2011

(Draft 2)



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1 Introduction and Purpose

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

The strategic and targeted nature of the Provincial Growth and Development Strategy implies that specific interventions will be undertaken within key geographical areas of Need and Potential. Provincial strategies aimed at promoting growth and development must therefore be developed on the basis of a thorough understanding of the existing profile of the province and an analysis of the strengths, weaknesses, opportunities and threats of the current situation. This implies that strategies, programmes and plans would be developed to build on the strengths, eliminate the weaknesses, explore the opportunities, and to mitigate the threats within social, economic and environmental realms. Provincial strategies for growth and development must therefore also make clear pronouncements on specific geographic areas of focus for the phased implementation of Province's strategic objectives and priorities in achieving the vision of the Province. This will require a thorough understanding of the physical, demographic, social, economic and institutional profile and the state of the environment of the Province. It will further require a careful analysis of historic and current development trends, as well as a projection of future anticipated trends within the local and global environment.

The KwaZulu-Natal Provincial Spatial Development Strategy has therefore been developed in order to achieve the goals and objectives of the PGDS in a targeted and spatial co-ordinated manner. The Provincial Spatial Development Strategy sets out to:

- Be the **spatial expression of the Provincial Growth and Development Strategy (PGDS)** and provide spatial context for proposed strategic interventions;
- Provides a set of **normative principles** or departure points that guide the Province's approach to dealing with socio-economic issues that are manifested spatially;
- Provide a basis for informed consensus on the **province's spatial priorities** by providing a map giving guidance for the future spatial development of the Province based on **Broad Provincial Spatial Planning Categories (BPSPCs)** and a series of other relevant features;
- Assist to prioritise and **align where government directs its investment** and development initiatives to ensure sustainable and maximum impact;
- Capitalise on **complementarities** and facilitate consistent and **focused decision making**,
- **Guide municipal integrated development plans (IDPs)**, spatial development frameworks (SDFs) and provincial and municipal framework plans (i.e. sub-SDF spatial plans); with normative principles, approach and content.
- Provide **clear intent to the private sector** about desired development directions;



- **Increase predictability** in the development environment,

2 Spatial Rationale

2.1 Spatial Vision and Approach

The envisaged spatial vision for KwaZulu-Natal could be summarised as follow:

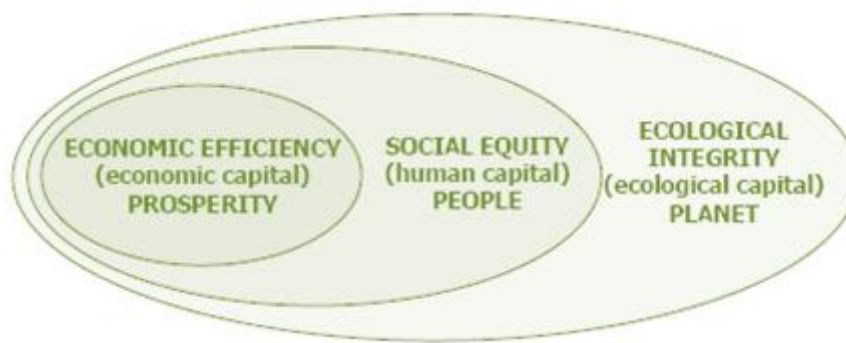
“Optimal and responsible utilisation of human and environmental resources, building on addressing need and maximising opportunities toward greater spatial equity and sustainability in development.”

From the above spatial vision, the PSDF takes as its starting point the goal of sustainable development. Although sustainable development is a common theme within the PGDS and most development strategies, in practice this often is not fully achieved. Partially this is attributed to the fact that not everyone has the same interpretation and understanding of "sustainability".

This causes numerous problems between civil society, developers, conservationists and authorities. Development is only acceptable and in the public interest if it is ecologically justifiable, socially equitable and economically viable, i.e. environmentally sustainable. This means that the development needs of present generations should be met without the ability of future generations to meet their own needs, being compromised.

Sustainable development encompasses the integration of social, economic and ecological factors into planning, decision-making and implementation so as to ensure that development serves present and future generations. It is of crucial importance for the long-term survival of Humankind that all development complies with this principle.

The concept of sustainability is illustrated by the figure below:



The three pillars of sustainability, also referred to as the "triple bottom line", are:

Ecological Integrity (health of the Planet): This refers to the continued wholeness and success of the environment in terms of providing for and sustaining life on Earth or in a subset thereof such as a region or town, and concerns both the natural and human-made environment. Due to the fact that the survival of species, including our own, ultimately depends on the ecology, ecological integrity is then a key factor in the environmental sustainability equation. In this regard it must be remembered that KwaZulu-Natal is one of the most biodiversity rich provinces in the country.

Social Equity (situation of the People): Within a secure ecology, society can move towards needs fulfilment for all. Social equity refers to both material human wellbeing (the absence of poverty) and spiritual human wellbeing, i.e. provision of a physical and moral space where the continuity of a complex society and ecology is sought to be maintained and enhanced, and its health attained. In the South African context the concept of social equity is an extremely important component of society as it emphasises the need to redress the wrongs of the past as a central component of social sustainability.

Economic Efficiency (attainment of Prosperity): If human needs are met, society can seek prosperity through economic efficiency. This refers to the optimisation of benefit at the lowest cost, i.e. optimal development must be achieved at the lowest possible cost – and moreover, to comply with the sustainability principle, taking all costs now and in future into consideration.

These three pillars of sustainability can be viewed as providers of the capital necessary for each subsequent pillar to function. Thus, economic capital is dependent on social capital which is in turn dependent on ecological capital.

It is important to note that the nesting of the circles – economic, social and ecological – illustrates that economic and human capital cannot draw more from society and from the ecology than what the ecology and society can yield sustainably in the long term. Thus, although there might be a number of spatial specific principles which guided the further formulation of the PSDF, the overarching principles remains sustainable development.

2.2 Spatial Principles

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



2.2.1 Principle of Environmental Planning

The Principle of Environmental Planning (Bioregional 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.

2.2.2 Principle of Economic Potential

The Principle of Economic Potential aims to improving productivity and closing 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 promotes 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.

2.2.3 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.

2.2.4 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 need locally. Furthermore, the principle is underpinned by an assessment of each area's unique competencies towards its own self-reliance and need to consider the environment, human skills, infrastructure and capital available to a specific area and how it could contribute to increase its self-sufficiency.

2.2.5 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 co-ordination 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.

2.2.6 Principle of Sustainable Rural Livelihoods

The Principle of Sustainable Rural Livelihoods considers rural areas in a way which 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 capitals 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.

2.2.7 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.

2.2.8 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.

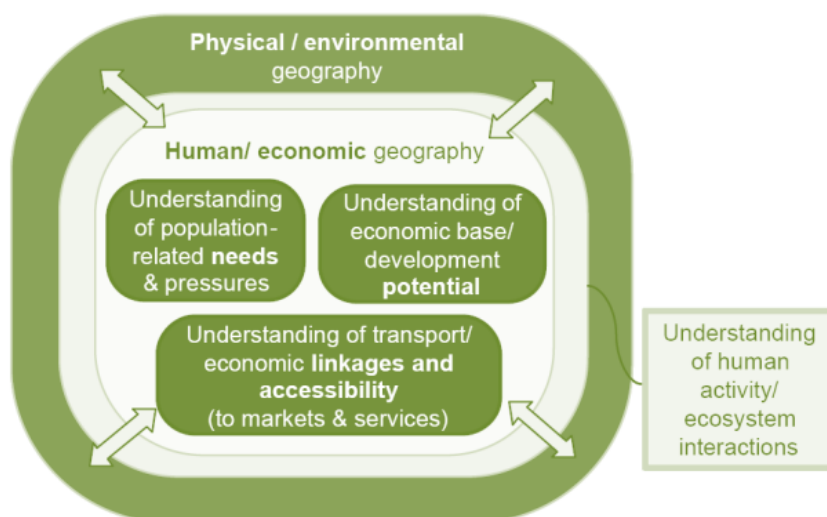
2.2.9 Principle of Co-ordinated Implementation

The Principle of Co-ordinated Implementation actually projects beyond spatial planning and promotes the alignment of roleplayer 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 interventions localities.

This principle ultimately also propose 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.

3 Spatial Variables

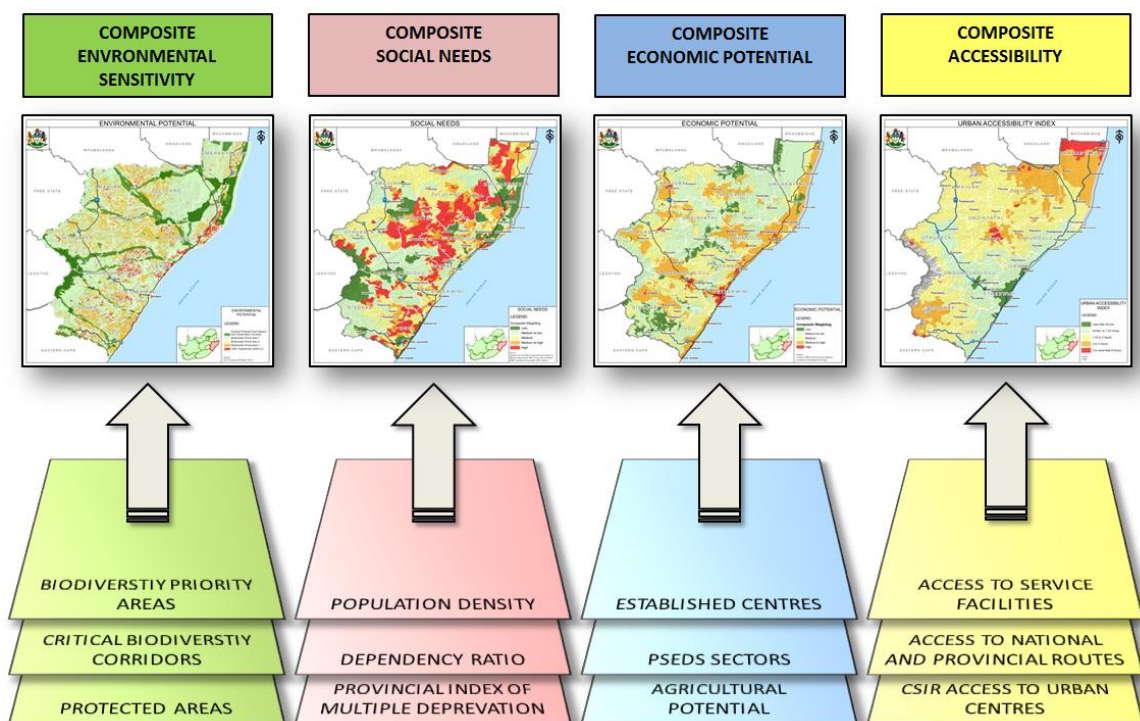
Where previous provincial spatial prioritisation strategies such as the Provincial Spatial Economic Development Strategy has focussed on the identification of both areas of Social Need and Economic Potential and especially also the areas where these two variables intersect, the PGDS incorporates a third vital component by considering Environmental Vulnerability or Sensitivity as well and the spatial development strategy follows the same philosophy towards environmental responsibility and sustainable development. This approach to spatial variables is illustrated below and considers that the Physical / Environmental Geography of any area impacts on and is impacted on by the Human / Economic Geography and it is the interaction between these variables which is essential to understand and plan for growth and development.



Spatially, it is further vital to consider general accessibility as a cross-cutting variable which impacts all three pillars of sustainable development and as a result the four main spatial variables informing the provincial spatial development framework include:

- ***Environmental Sensitivity***
- ***Economic Potential***
- ***Social Need***
- ***Urban Accessibility***

These variables themselves are also in turn represented by a number of spatial variables which are directly and indirectly representative of the particular spatial component as illustrated below:

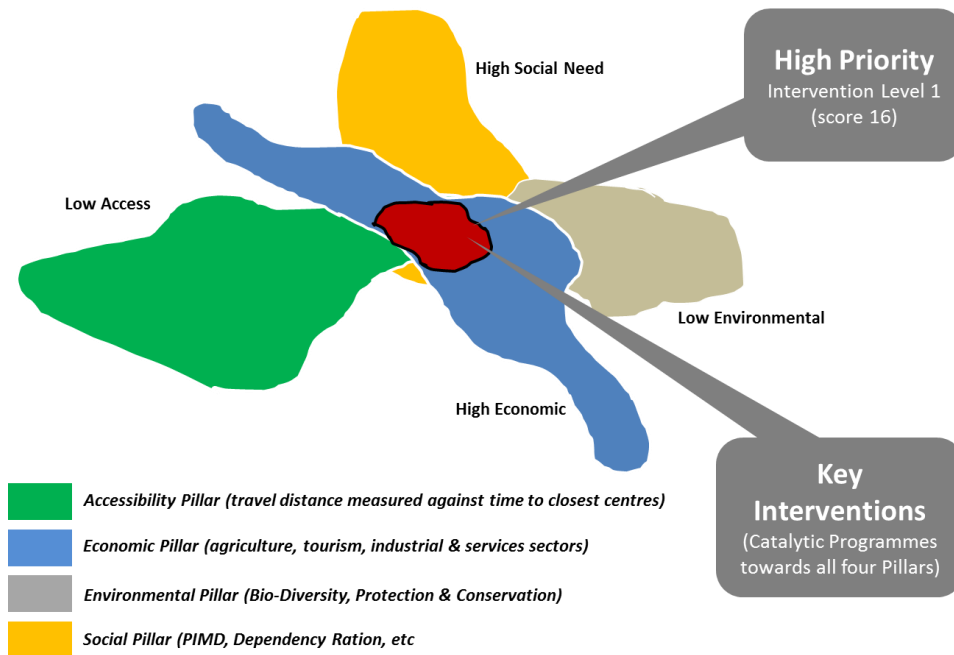


In order to effectively combine these four variables or pillars into a single map of key intervention areas, the categories/level of each variable was weighted and ranked into five similarly described categories to allow for effective overlaying comparisons. The various weighting and categories used per variable is briefly illustrated below:

Social Need		Economic Potential		Environmental Vulnerability		Accessibility	
Highest	4	Highest	4	Low	4	Low	4
Moderate-High	3	Moderate-High	3	Moderate-High	3	Medium-Low	3
Moderate	2	Moderate	2	Moderate	2	Medium-Low	2
Moderate-Low	1	Moderate-Low	1	Moderate-Low	1	Medium-High	1
Low	0	Low	0	Highest	0	Highest	0

It should be noted that where the social Need and Economic Potential Pillars scored 4 weighted points for areas where highest need and highest potential existing, the Environmental Vulnerability and Accessibility Pillars were weighted in reverse, meaning that where low vulnerability and low accessibility occurred, these areas scored 4 weighted points. The reason for this is to address social needs and economic potential firstly in areas where they will not have a severely negative impact on the environment. Secondly the areas where low accessibility currently occurs needed to be elevated as key intervention areas in order to address such accessibility constraints.

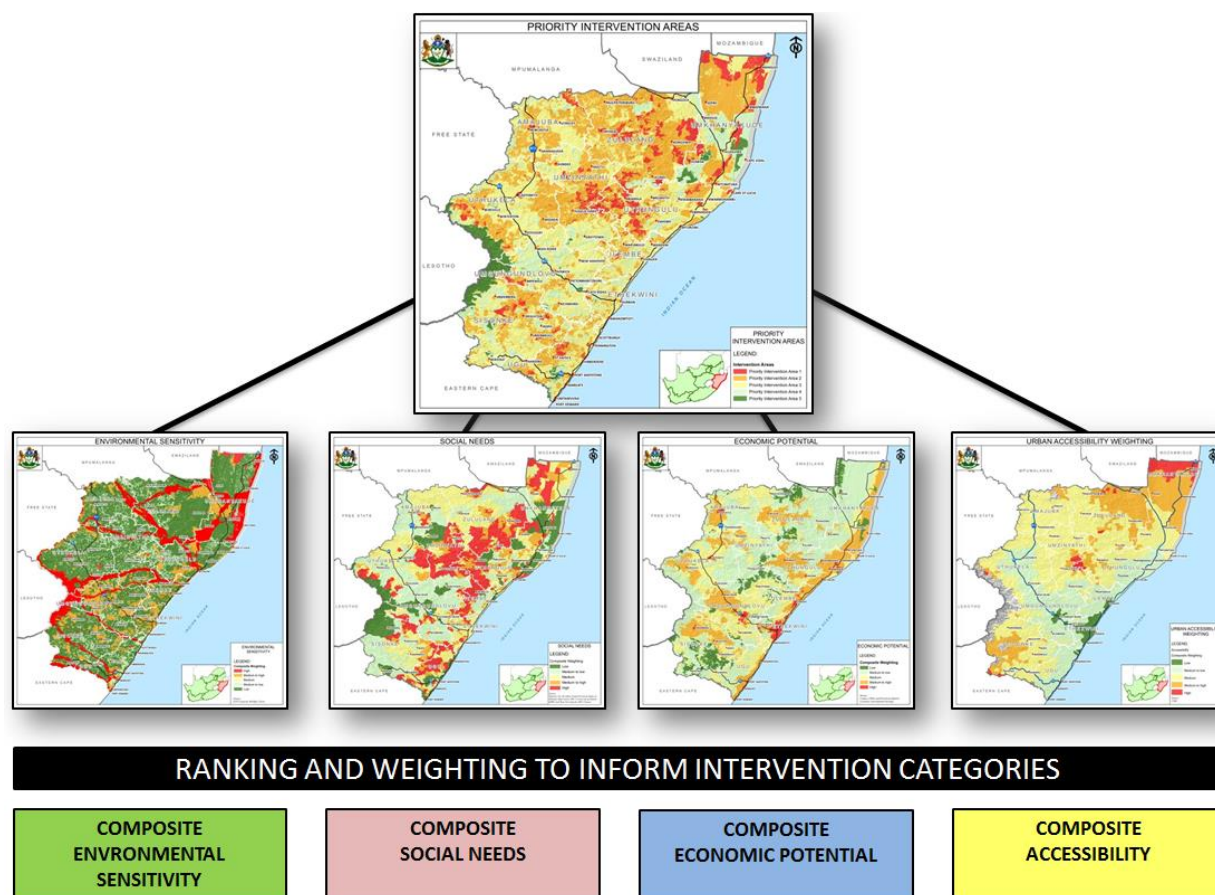
Thus an area with high social need, high economic potential, low environmental vulnerability and low accessibility would score a maximum of 16 variable weighted points and be identified as a high priority intervention area as graphically illustrated below:



In order to compile a combined map of key intervention areas (using this method) for the entire province, intervention categories were classified as follow:

1. Key Intervention Area **Level 1** (Scoring **between 13 and 16** variable weighed points),
2. Key Intervention Area **Level 2** (Scoring **between 10 and 12** variable weighed points),
3. Key Intervention Area **Level 3** (Scoring **between 7 and 9** variable weighed points),
4. Key Intervention Area **Level 4** (Scoring **between 4 and 6** variable weighed points),
5. Key Intervention Area **Level 5** (Scoring **between 0 and 3** variable weighed points),

The process of compiling the combined map of key intervention areas is illustrated below:

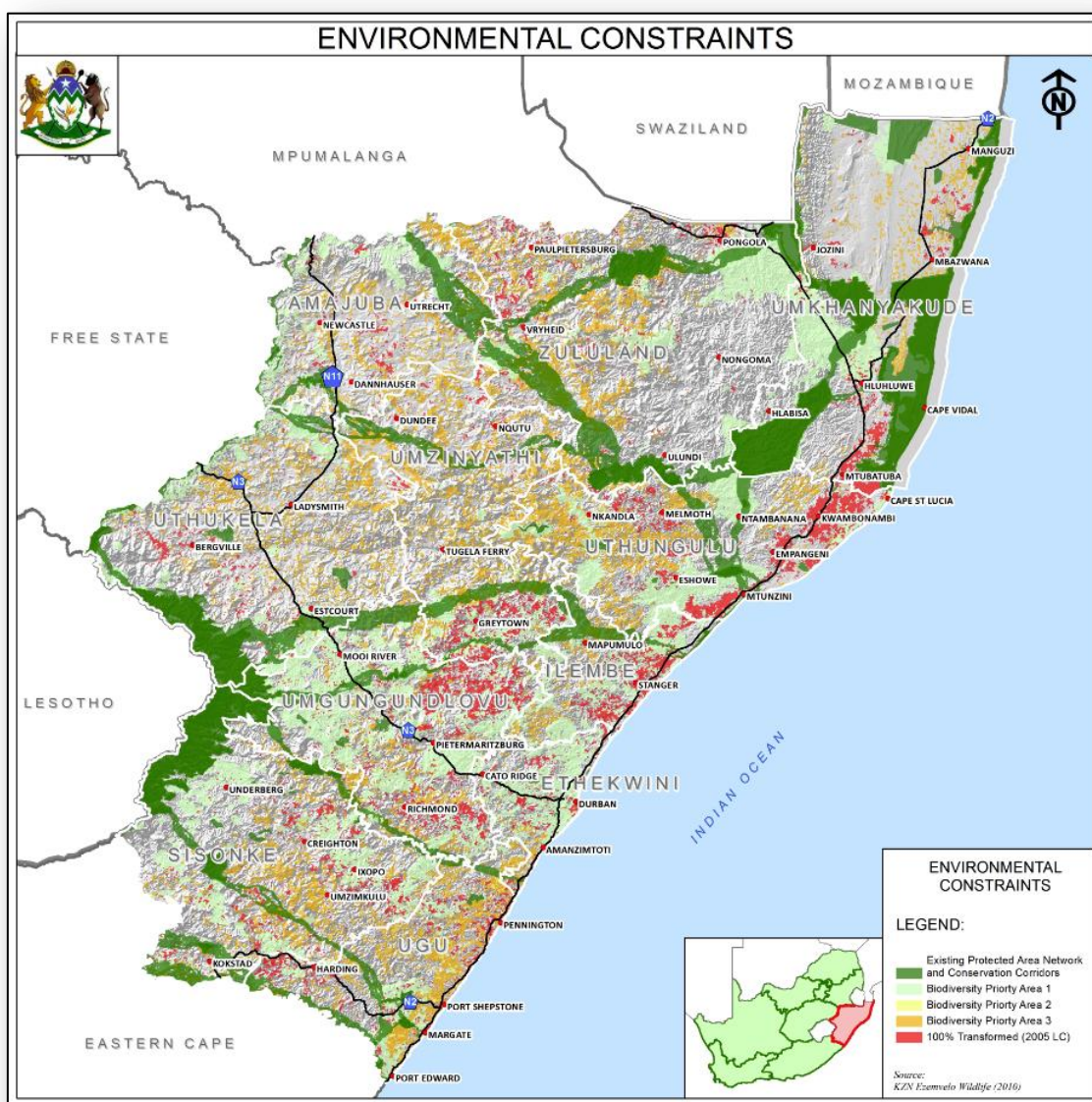


The same set of variables, and their input maps were then also expressed into Broad Provincial Spatial Planning Categories to be combined into a single Provincial Spatial Development Framework . These categories are discussed in more detail below.

3.1 Environmental Sensitivity

The map below illustrates a composite map of provincial environmental sensitivity the data which informed the formulation of this map was extracted from Ezemvelo KZN Wildlife's current process of formulating a Critical Biodiversity Areas map for the province and highlights:

- Existing Protected Areas Network,
- Newly identified Conservation Corridors,
- Biodiversity Priority Areas 1,2 & 3, and
- Completely Transformed Areas.



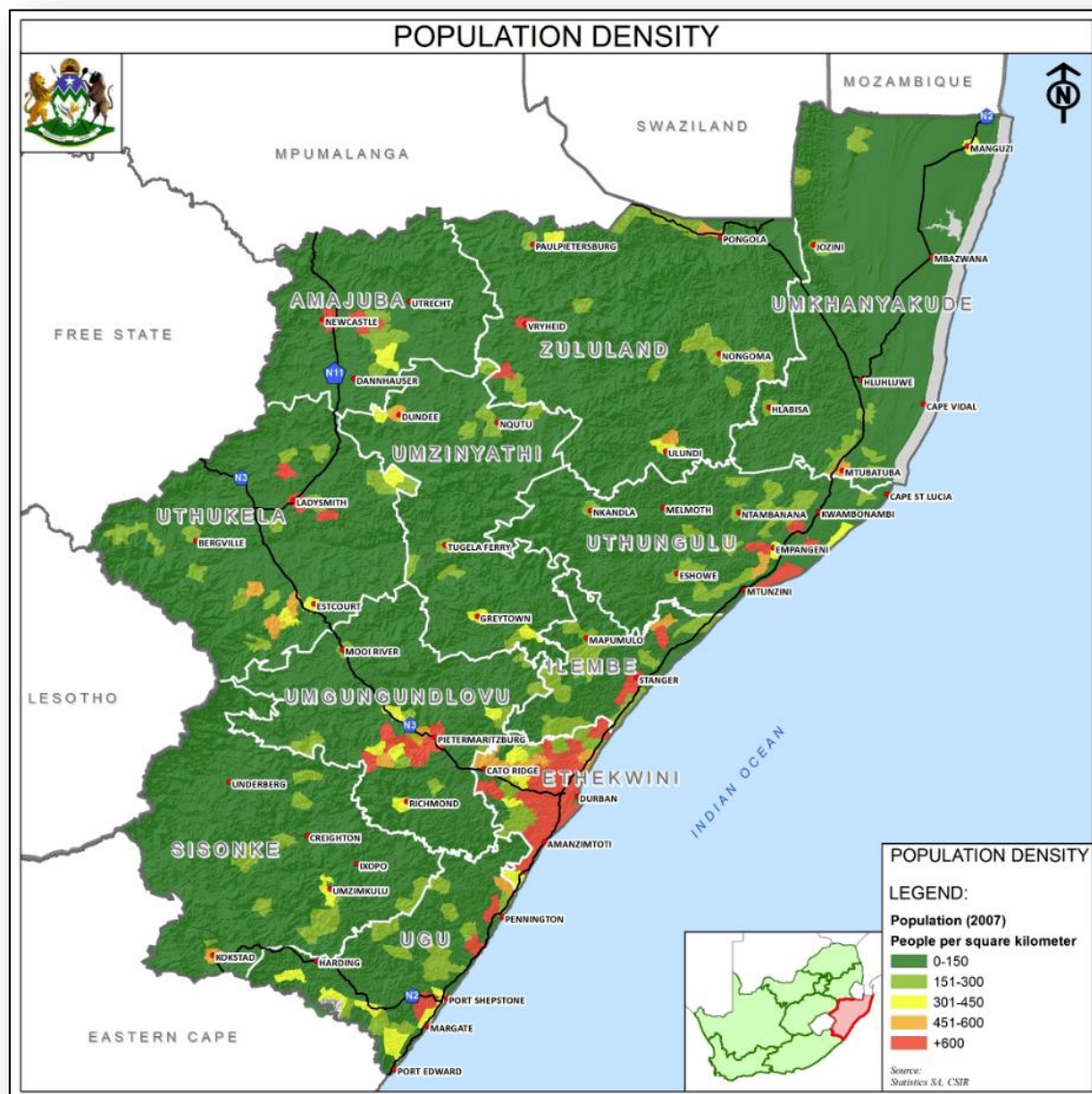
3.2 Social Needs

The spatial expression of Social Need with the province was compiled by indexing and overlaying various social factors which included:

- Provincial Index of Multiple Deprivation
- Dependency Ratios, and
- Population Density

Population Density

The spatial distribution of population densities, categorised to five ranges are illustrated by the map below:

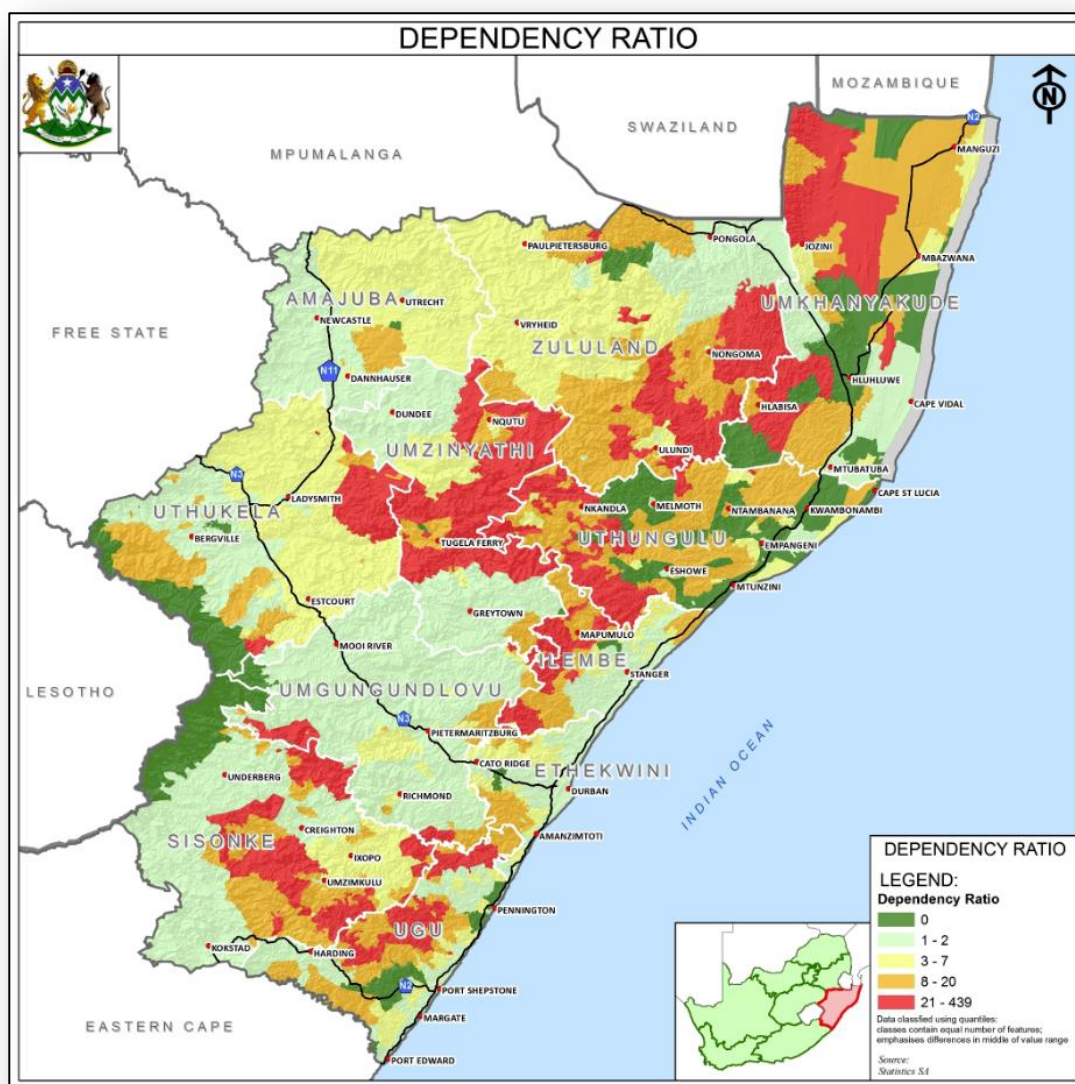


From the population density analysis, the following list Local Municipalities were identified with core areas where concentrated high densities of more than 451 persons per square kilometre were recorded:

- Abaqulusi
- Emnambithi/Ladysmith
- Endumeni
- eThekwinini
- Greater Kokstad
- Hibiscus Coast
- Imbabazane
- KwaDukuza
- Mandeni
- Msunduzi
- Mtubatuba
- Newcastle
- Ulundi
- Umdoni
- uMhlathuze
- Umzumbe

Dependency Ratios

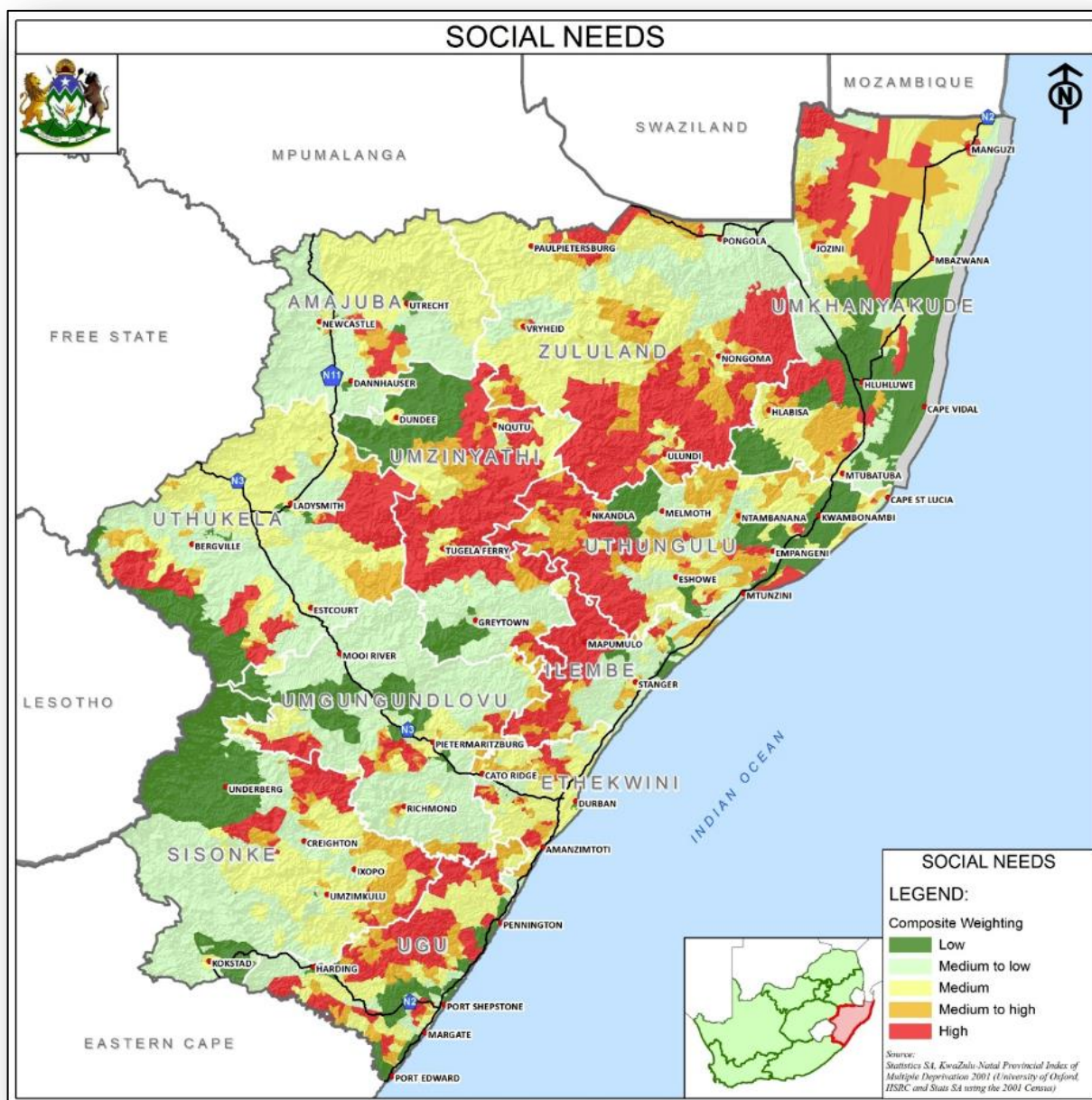
Dependency Ratios refer to the total number of person dependent on a single income earner within a particular area. Based on information extracted from the 2001 National Census, the dependency ratios across the province are illustrated as follow:



The Local Municipalities with notable concentrations of significantly high dependency ratios include:

- Hlabisa
- Imbabazane
- Impendle
- Indaka
- Ingwe
- Jozini
- Maphumulo
- Msinga
- Ndwedwe
- Nkandla
- Nongoma
- Nquthu
- Ubuhlebezwe
- Ulundi
- Umhlabyalingana
- uMlalazi
- Umvoti
- Umzimkhulu
- Umzumbe
- Vulamehlo

All the above components were merged with each other and the resulting composite map identifying areas of **Social Need** is illustrated below:



3.3 Economic Potential

The Provincial Spatial Economic Development Strategy (2006) formulated an extensive strategy based on the potential of key economic sectors (per locality) within KwaZulu-Natal, which included the following:

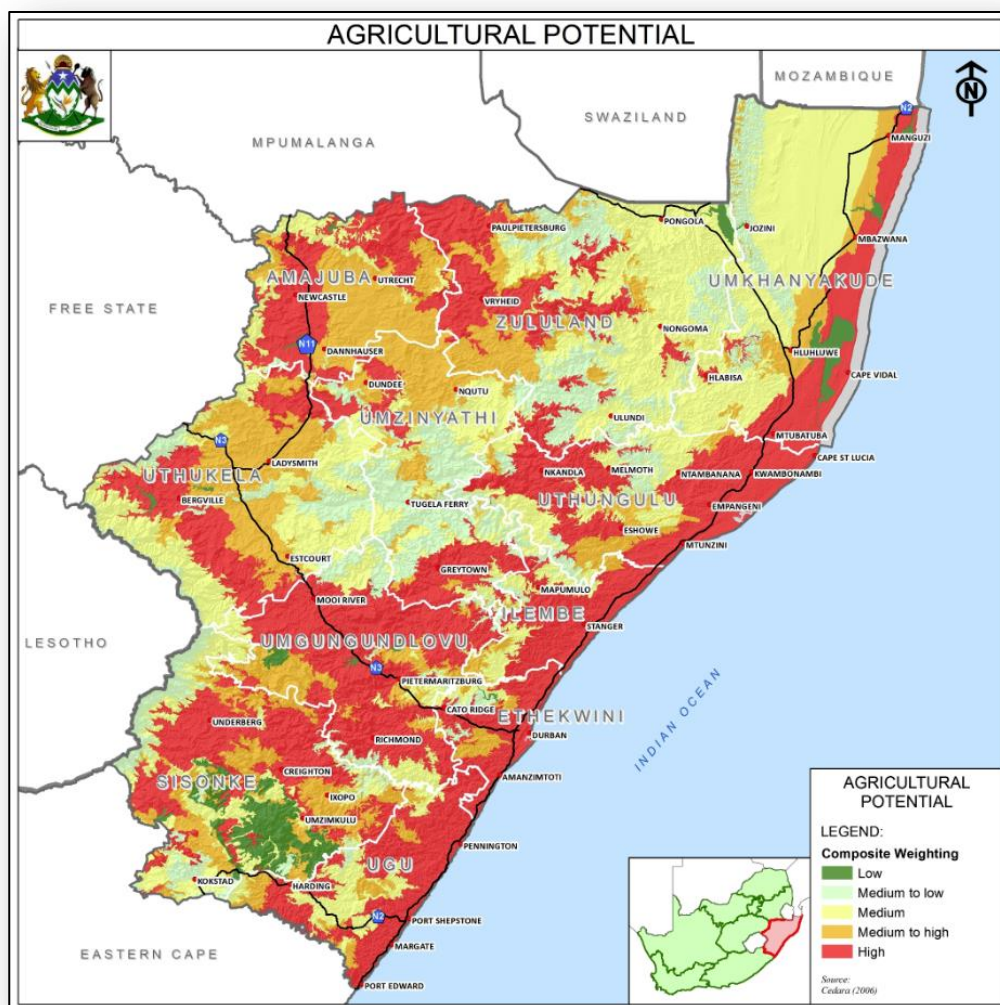
- **Agriculture** – including agri-industry (with opportunities to impact considerably on the economic needs of the poor through Land Reform)
- **Industry**, including heavy and light industry and manufacturing
- **Tourism**, including domestic and foreign tourism
- **Service sector** including financial, social, transport, retail and government

For the purposes of integrating the spatial economic analysis of the PSEDs into the provincial spatial development frame, the analysis of each of these economic sectors are repeated as follows:

Agriculture and Agri-Processing

This sector is key to addressing poverty in the province since most areas of poverty are rural. Its contribution to the provincial economy is currently small but it has the potential to increase this contribution significantly if its full potential were realised. The commercial agriculture sector is the major employer in the majority of municipalities and forms the economic anchor of these municipalities. Subsistence agriculture is by far the most important source of sustenance for rural households. In order to achieve a reduction of unemployment and poverty the challenge is to grow and transform the commercial agricultural sector and improve the linkages between the First Economy commercial agriculture and the Second Economy subsistence agriculture in order to develop such subsistence agriculture into small scale commercial agriculture. The Agricultural Revolution and the Land Reform Programme are key instruments for the achievement of these objectives and they need to be aligned.

The current general distribution of high potential agricultural land within the province is illustrated by the map below:



In spatially locating areas of agricultural potential in the province emphasis is placed on the need to release latent potential which mostly exists in the Ingonyama Trust lands, and the support of the land reform initiatives in the province.

Industrial development

The potential for industrial development in the province is anchored by the nodes of eThekweni and Umhlathuze. The corridors between these two nodes and extending up to Howick form the primary zone of industrial development in the province. The cities of Newcastle, Ladysmith and Port Shepstone serve as important secondary nodes of industrial development potential.

Tourism

The primary tourism potential within the province is in the beach tourism cultural tourism and eco-tourism markets. The areas of national tourism importance within the province are the Southern Zululand and Dolphin Coast, the Elephant Coast and surrounds, the greater Pietermaritzburg and Durban region, and the Drakensberg region. The tourism products of provincial importance are:

- Arts & crafts routes in Midlands Meander and Albert Falls Amble
- Durban, south coast and north coast beach tourism linked to cultural tourism in the interior
- Drakensberg region
- Greater St Lucia & surrounding big five reserves
- Zulu Heritage & Cultural Trail
- Battlefields Route

A number of tourism related major projects by public and private roleplayers have been identified and will be spatially referenced per district.

Services sector

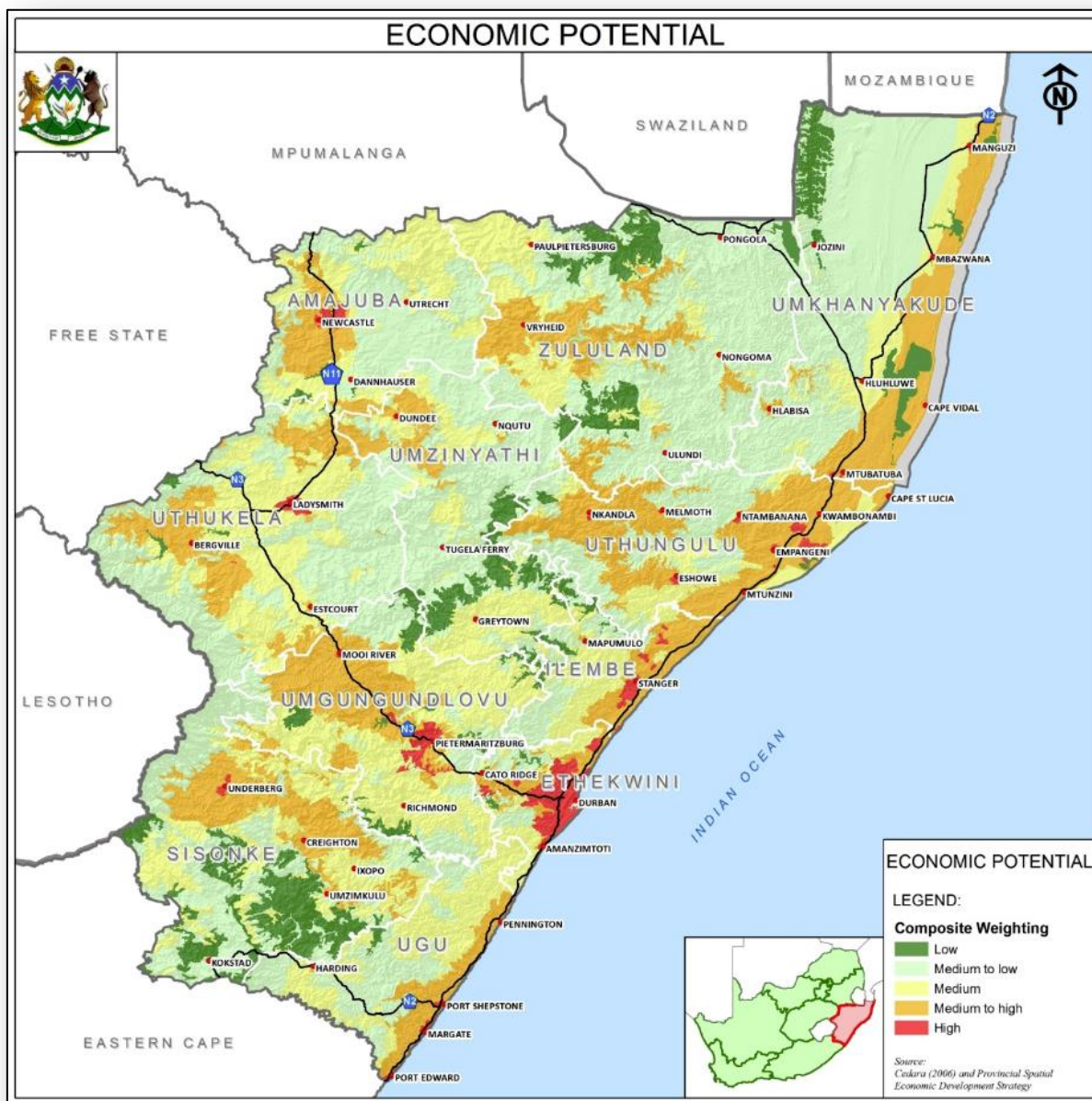
Analysis of the respective contribution of the various sectors to the economies of the districts in the province indicates that with the exception of two districts the service sector, which includes government services, is the largest contributor to district economies. The service sector is in fact the largest sector in the provincial economy, contributing 52,8% to GGP The sector comprises the following:

- Wholesale/retail trade
- Transport/storage
- Communication
- Financial/insurance
- Real estate
- Business services
- Community/social/personal services
- Government services

The Provincial Spatial Economic Development Strategy takes the implications of the importance of the service sector in most districts into account. Many of the smaller rural centres and towns represent important centres of service, and particularly government activity. The PSEDS builds on the concept of developing a comprehensive network of centres throughout the province which would support the delivery of services. Services delivered would be determined by various nodes according to a hierarchy of places. In identifying the hierarchy of places existing service centres are strengthened but, more importantly, new or emerging service centres are developed.

The principle of shared service centres in the smaller rural centres across the province is supported. In time growth and development in these rural service centres may lead to the realisation of further economic development and activity, justifying additional government investment in the three sectors already discussed.

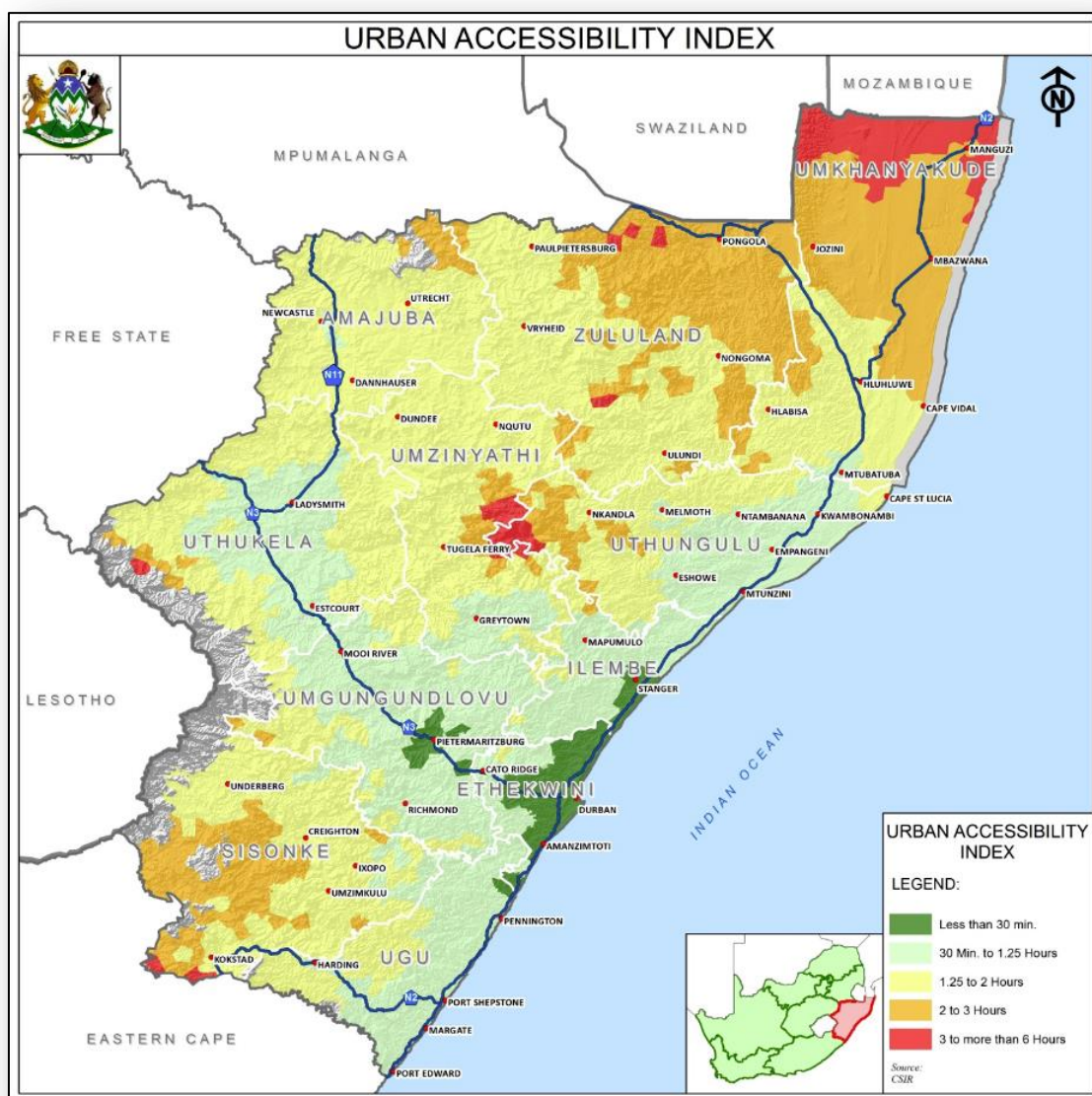
Based on the spatial distribution of the high potential areas of the **Agriculture, Industry, Tourism and Services Sector** (as identified within the PSEDs), the resulting composite map of multi sectoral economic potential can be illustrated as follow:



The areas identified as having a high economic potential, where areas where all four of the major provincial economic sectors have been identified. Medium to High Economic potential areas displayed potential for three of the four sectors, medium economic potential: two sectors and the remaining areas one sector or limited value adding potential.

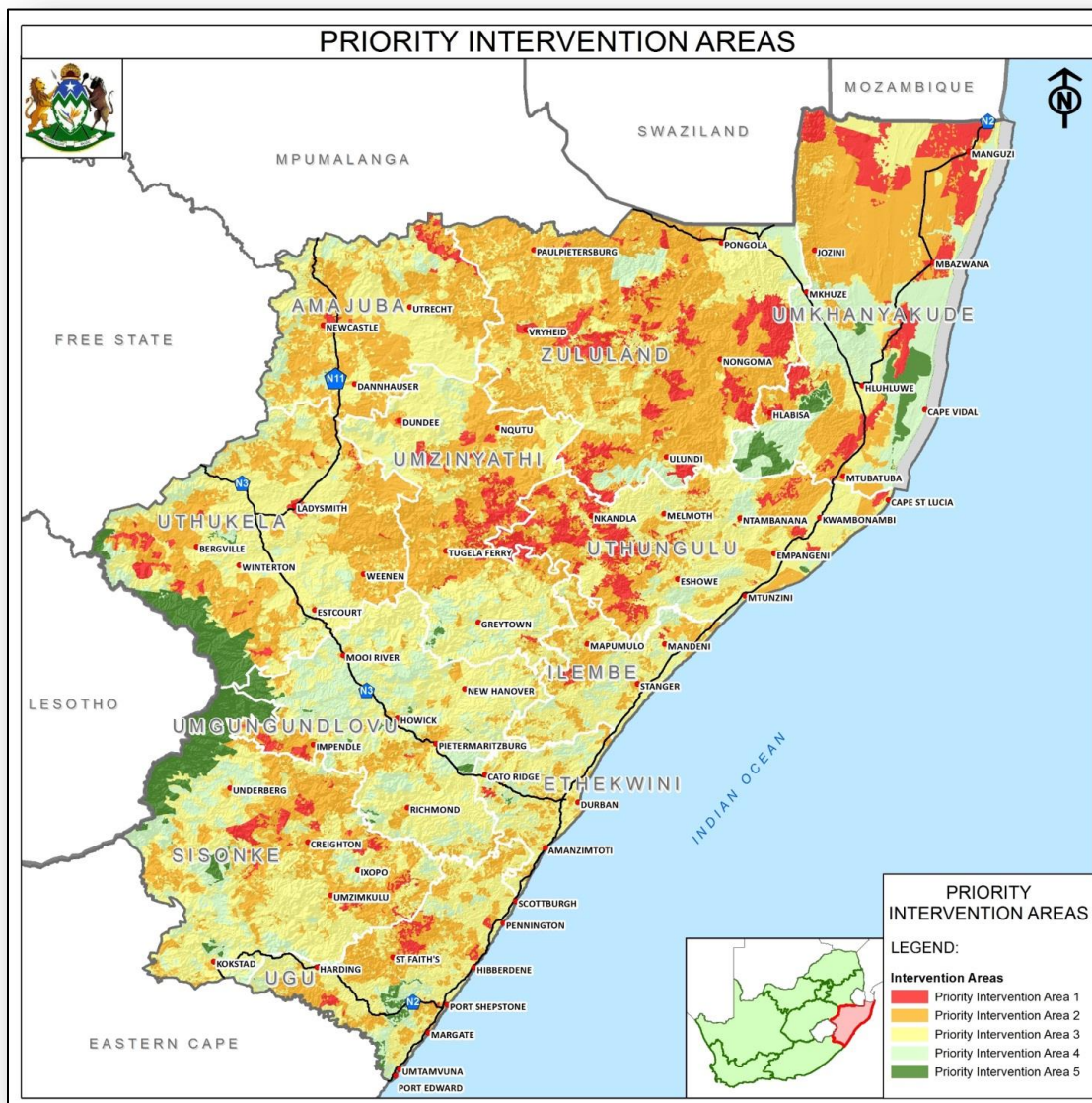
3.4 Urban Accessibility

The general accessibility of areas to major urban centres (and associated opportunities) are based on recent assessments by the CSIR and illustrated below. The areas where limited urban accessibility occurred were classified as areas with a high need for intervention as regional accessibility is viewed as the first step towards spatial integration of these marginalised areas into the provincial economy. The central areas around Msinga as well as the most northern portions of the province evidently represent the least accessible areas within the province.



4 Priority Intervention Areas

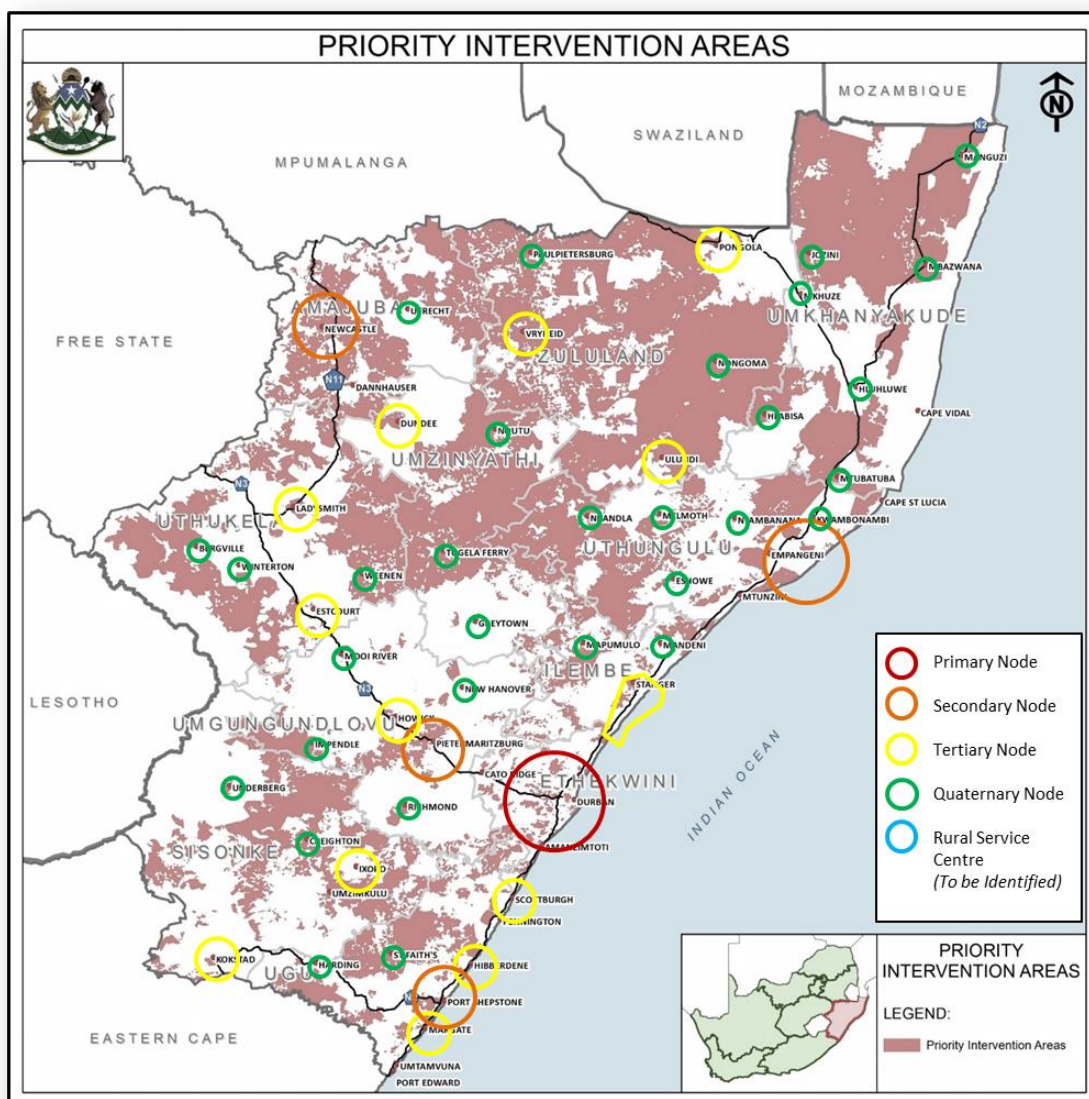
The composite map of priority intervention areas, based on the variable weighting described, is illustrated below.



Although the classification criteria used defines core areas, especially within the interior of the province, it should be noted that it is not the intention of the PGDS or the provincial spatial framework that only these core areas benefit from strategic interventions. Rather as a minimum, the Level 1 and Level 2 areas are identified as areas where urgent short term concentration and co-ordination of public interventions are required, with other intervention areas systematically being attended to. The type and extent the interventions which would be targeted at these areas, would be formulated jointly with the

various district municipalities against the framework of the PGDS, its goals, objectives and envisaged interventions.

Given the urbanisation trends as well as the already significant contribution which major urban centres such as eThekweni, Msunduzi and Richards Bay make to the regional economy of the province, as well as the fact that these areas also accommodated concentrations of poverty stricken areas, these centres should not be neglected. The Provincial Spatial Economic Development Strategy (PSEDS) has identified a hierarchy of provincial nodes which contribute strategically to the provincial, regional and local economies as well as service as vital service centres to communities. These nodes, in relation to the Level 1 and 2 Priority Interventions areas, are illustrated below:



It is evident that in certain centres (e.g. Newcastle, Ulundi etc.) the proposed nodes and priority intervention areas do correspond to a high level. However, even the nodes which are seemingly not core areas of priority interventions such as eThekweni and Richards Bay also accommodate smaller, concentrated areas where priority interventions are proposed. Public investment areas are therefore directed both by the priority intervention areas as well as the identified provincial nodes. It is also envisaged that the nodes would serve as centres where the highest synergies between public and private investment would occur.

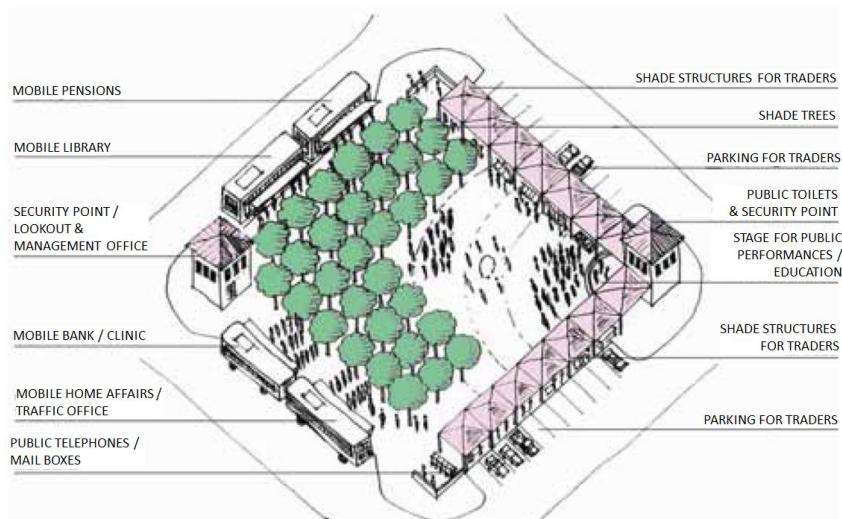
The various nodes and their broad intended function and possible interventions are described by the table below:

Intervention Node	Broad Intended Function
Primary Node	<p>Only eThekweni is classified as a Primary Node within the Provincial Context as an urban centre with very high existing economic growth and the potential for expansion thereof. Provides service to the national and provincial economy. The main categories of potential within this node includes:</p> <ul style="list-style-type: none"> • Production of high value, differentiated goods, • Production of labour intensive, mass produced goods, • Innovation and experimentation, • Retail and private sector services, • Tourism, • Public service and administration
Secondary Nodes	<p>Richards Bay, Msunduzi, Newcastle and Port Shepstone has been identified as provincial Secondary Nodes and thus urban centres with good existing economic development and the potential for growth and services to the regional economy.</p> <p>Key strategic interventions specifically targeted at these nodes might include:</p> <ul style="list-style-type: none"> • Primary Economic Growth Area • Priority Socio-Economic Development Spending • Promote as Primary Node in support of Corridor Development • Promote Compact Urban Development & Combat Urban Sprawl • Promote Focused Investment & Managed Growth • Promote Densification (Brown Agenda) and Infill Development • Provide Economies of Scale for Effective & Affordable Service Delivery • Infill where High Levels of Services are Available (Restructuring Nodes) • Increased Residential Density (number of dwellings) • Promote provision of sufficient Bulk Infrastructure Services (Demand & Supply) • Priority spending on Infrastructural Upgrading Needs (New & Maintain) • Promote Effective & Efficient Public Transportation Systems linked to Multi Modal Facilities • Single Land Use Management System (Township Formalisation)

Intervention Node	Broad Intended Function
Tertiary Nodes	<p>These nodes are mainly centres which should provide service to the sub-regional economy and community needs and is represented by the following towns:</p> <ul style="list-style-type: none"> • Pongola • Vryheid, • Ulundi, • Dundee, • Ladysmith, • Estcourt, • Howick, • Kwadukuza, • Ixopo, • Scottburgh, • Hibberdene, • Kokstad, • Margate. <p>Key strategic interventions specifically targeted at these nodes and their directly surrounding areas might include:</p> <ul style="list-style-type: none"> • Secondary Economic Growth Areas • Promote as Secondary Node in support of Corridor Development • Promote Compact Urban Development & Combat Urban Sprawl • Promote Focused Investment & Managed Growth • Promote Densification (Brown Agenda) & Infill Development • Provide Economies of Scale for Effective & Affordable Service Delivery • Infill where High Levels of Services are Available (Restructuring Nodes) • Increased Residential Density (number of dwellings) • Promote Socio-Economic Upliftment • Promote provision of sufficient Bulk Infrastructure Services (Demand & Supply) • Priority spending on Infrastructural Upgrading Needs (New & Maintain) • Promote Effective & Efficient Public Transportation Systems linked to Multi Modal Facilities • Single Land Use Management System (Township Formalisation) • Social inclusion Areas focus Investment in People rather than Places
Quaternary Nodes	<p>These nodes are mainly centres which should provide service to the local economy and community needs and is represented by 31 towns, including but not limited to:</p> <ul style="list-style-type: none"> • Nongoma, • Nkandla, • Bergville, • Greytown, • Underberg, • uMzimkulu

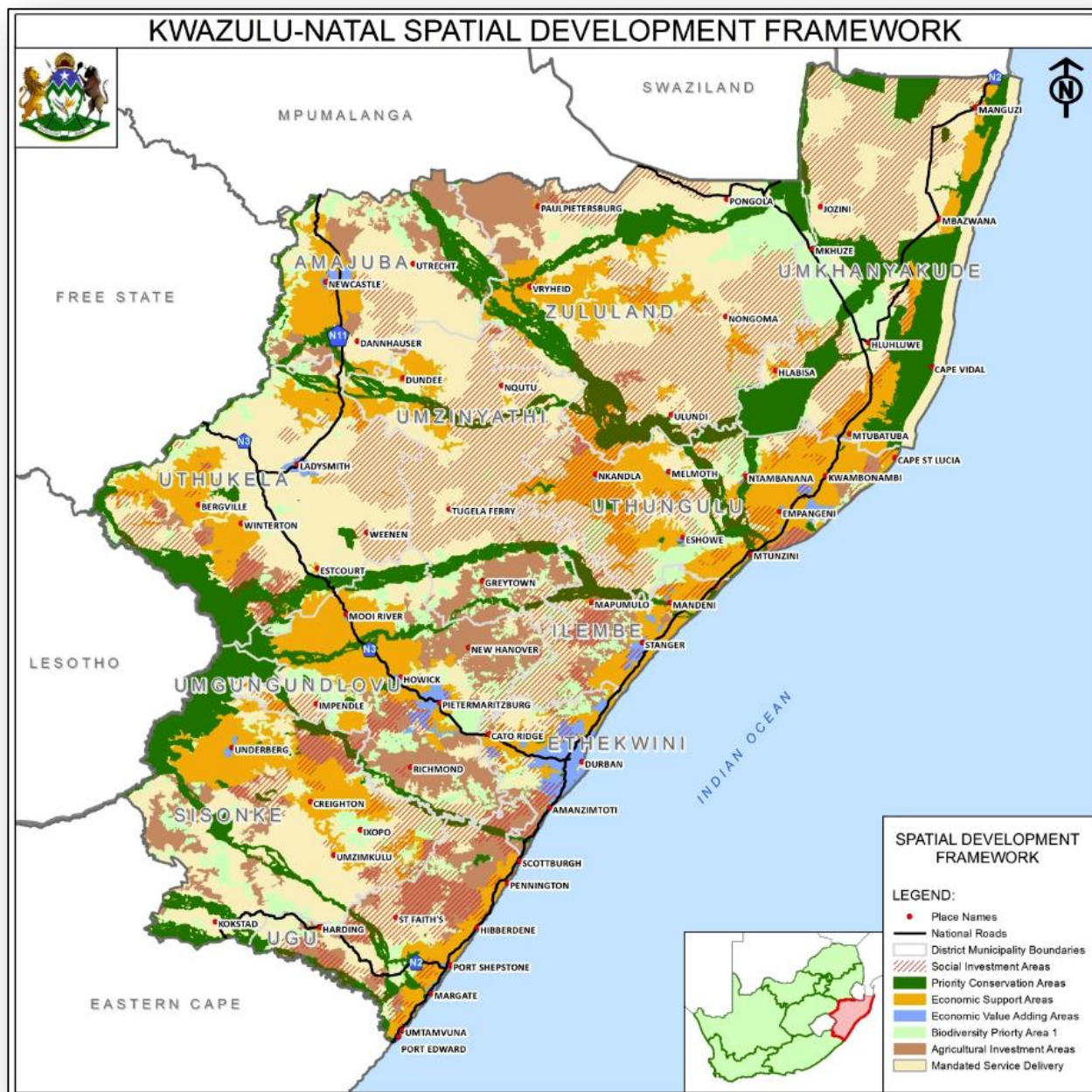
Intervention Node	Broad Intended Function
	<p>Key strategic interventions specifically targeted at these nodes and their directly surrounding areas might include:</p> <ul style="list-style-type: none"> • Focused investment in areas of Poverty Concentrations • Promote Integration (Green Agenda) • Integration in terms of Mixed Densities & Uses • Improve Transportation linkages to Nodes • Promote Social-economic Integration • Eradicate Backlogs & Promote Basic Service Infrastructure & Delivery • Promote Socio-Economic Upliftment • Promote provision of sufficient Bulk Infrastructure Services (Demand & Supply) • Priority spending on Infrastructural Upgrading Needs (New & Maintain) • Rural Service Delivery Point • Promote & Establish PPP's • Promote Cultural & Community Based Tourism
Rural Service Centres	<p>The proposed rural service centres are envisaged to serves as the lowest level of provincial nodes and could typically be established around existing traditional administration centres as well as other accessible rural points identified as periodic markets. These will be identified in consultation with the district municipalities and should serve as first access to basic services within rural areas. These rural service centres will include, as some have already emerged to include, a combination of the following activities:</p> <ul style="list-style-type: none"> • Traditional administration centre, • Taxi/ bus stop, • Informal trading / market area, • Social facility (clinic, library etc), • Skills development centre (mainly local schools), • Mobile services point (mobile clinics, pension pay points, mobile library etc) • Small commercial facility • Recreational facility such as a sport field.

A conceptual model of these rural service centres will guide the formulation of a provincial implementation strategy towards the implementation of the proposed Rural Service Centres. An important aspect of these envisaged Rural Service Centres are the provision of periodical / mobiles services, as illustrated here.



5 Provincial Spatial Development Framework

These spatial variables were considered collectively and a ranking order to key elements used to formulate a composite Provincial Spatial Development Framework which identifies Broad Provincial



Spatial Planning Categories as follow:

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

Spatial Planning Category	Broad Intended Land Use and Interventions
Conservation Corridors	Proposed regional critical conservation areas which are linked in a continuous system of ecosystems and bioregions traversing the province between the Drakensberg and the Indian Ocean. These areas were identified combining existing environmentally protected areas as well as conservation corridors proposed by Ezemvelo KZN Wildlife, through combining extensive environmental research into bio-resources throughout the province as part of the formulation of a Critical Biodiversity Plan for the province. These Conservation Corridors are not suggested as absolute “no-go” areas, but rather highlighted as areas of environmental significance to the sustainable development of the entire province. Where economic opportunity (such as tourism development) and high social need exist within these Conservation Corridors, it implies both that the rich natural environment should contribute to the address such needs and potential, and further that any interventions in these areas need to consider the impact on such important regional ecological corridors. These corridors are however perceived as areas where extensive densification would be discouraged and sensitive development promoted.
Biodiversity Priority Areas	Areas with a significantly high biodiversity value expressed in the number of species and sensitive environments as identified through extensive research by Ezemvelo KZN Wildlife. These areas are most often located in close proximity to the identified Conservation Corridors and may serve as an additional buffer to these corridors. These areas too are not (at a provincial level) proposed as absolute “no-go” areas, but are identified to indicate areas where extensive densification would be discouraged and sensitive development promoted.
Areas of Economic Value Adding	The key economic centres and areas where all of the variety of economic sectors (Agriculture, Tourism, Manufacturing, Services) are prevalent and perceived to have good potential to be further expanded on. These areas are visibly linked to high accessibility areas with existing bulk infrastructure and relatively high population densities which would both contribute to the economic expansion and benefit from interventions in these areas. Due to these factors, further economic processing and value adding at a provincial level, are mainly proposed within these identified areas.
Areas of Economic Support	A number of regions resembled areas of good economic potential in more than just one of the key provincial economic sectors. Due to the fact that these areas represent a larger distribution across the entire province than the core areas of economic value adding, these zones are considered important areas of Economic Support. Typical interventions in these areas would include economic prioritisation of development, labour force interventions (e.g. skills development), key economic infrastructure investment and area promotion.

Spatial Planning Category	Broad Intended Land Use and Interventions
Areas of Agricultural Development	Relatively high agricultural production areas, which are not located within biodiversity areas of combined with other potential economic sectors are highlighted by this category to identify and promote areas with the potential to make a significant contribution through agricultural production. Although successful farming practices are already occurring on some of these areas, it is proposed that underutilised agricultural land within these zones are more effectively utilised for sustainable agricultural production. Associated interventions may include agriculture specific infrastructure, skills development, market access interventions etc.
Areas of High Social Need	The highest ranges of combined social need when considering the population density, dependency ratio as the provincial index of multiple deprivation is illustrated by this category of high social need. These area broadly the areas where the most intensive social interventions area required and this category is further overlayed above all other categories to provide a spatial reference to the types of interventions which might be pursued towards addressing the concentrated social need within these areas. As example where high social need is identified within an area earmarked as a conservation corridor, this firstly provides a reference to the fact that social conditions of communities will need to be addressed if any conservation is to be promoted within such areas. Further it suggests that the effective utilisation of the high biodiversity within such areas might be harnessed towards addressing social need through example conservation tourism.
Mandated Service Delivery Areas	The areas which are not representative of any of the above mentioned categories are classified as undifferentiated areas. It is acknowledged that these areas also have communities residing on them with economic potential and environmental resources, however, based on the approach followed these areas weren't differentiated to the same degree as the identified preceding categories. It is therefore important that this category is not neglected from public and private interventions and as the various departmental programmes are inclusive in nature, these areas should also benefit from it. It is anticipated that the intensity of such programmes and the total portion of resource allocation to these areas would be less than the identified categories as well as the key intervention areas identified previously.

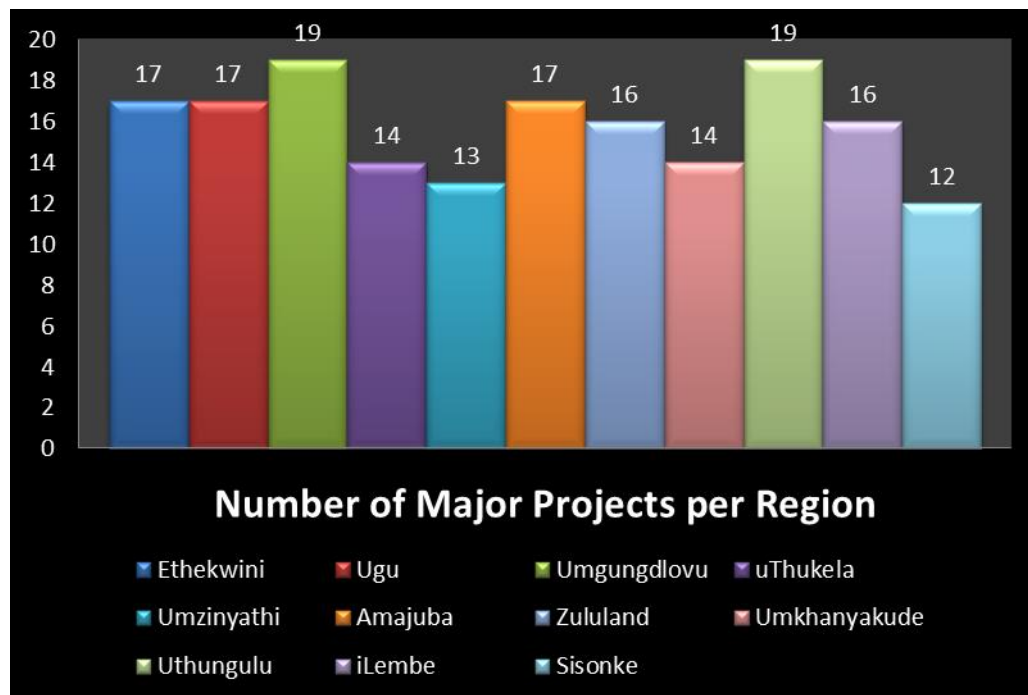
In order to ensure the resulting Provincial SDF guides and co-ordinates spatial planning within district municipalities, it is envisaged that a series of sub-regional plans (e.g. Conservation and Investment Corridors) will follow. Furthermore each the Provincial SDF has been extracted to each district municipality level in order to provide a mechanisms for discussion and alignment for District SDFs to the provincial level plan and ultimately with each other.

6 Major Projects per District Municipality

In support of the proposed PGDS goals and interventions, a number of major projects from both public and private initiatives which are either currently underway or planned in support of the PGDS have been identified as listed within the table below. For ease of reference and co-ordination, the relevance of the listed major project to each district has been highlighted.

#	Major Project	District and Metropolitan Municipalities										
		Ethekwini	Ugu	Umgungdlovu	uThukela	Umkhanyathi	Amajuba	Zululand	Umkhanyakude	Uthungulu	iLembe	Sisonke
1	Dig-Out Port											
2	Dry Port Development and dedicated road/rail link											
3	Durban Back of Port Development											
4	Rapid Transit Rail (Speed Rail)											
5	Dube Trade Port Expansion											
6	Passenger Cruise Terminal											
7	Aerotropolis											
8	Resort Corridor Development											
9	High Value Agriculture for Export											
10	Industrial Development Zone (IDZ)											
11	P700 Road Linkage											
12	Tugela Dam											
13	Umkhanyakude Dam											
14	Lake Jozini Precinct											
15	Hydro-Electricity (Jozini)											
16	Makatini Flats Agriculture											
17	Airport Development (Ulundi)											
18	Nature Based Tourism (P700)											
19	iSimangaliso Wetland Park											
20	Industrial Support Services (Msunduzi & Empangeni)											
21	Eco, Battlefields & Cultural Heritage Tourism Routes											
22	uKhahlamba-Maluti TFC											
23	Agro-Processing incorporating Bio-Fuels											
24	Urban Regeneration Projects											
25	Industrial Regeneration											
26	Small Town Regeneration											
27	Regional Airports											
28	King Shaka Sports & Entertainment Precinct											
29	Innovation Hub											
30	Tembe Eco Tourism											
31	Mkomazi - Umgeni Transfer Scheme											
32	Durban Gauteng Rail Upgrade											
33	2 New Tertiary Institutions											
34	Rural Service Centers											
35	ECD Centre Development (600 - 50/DC & 100 Metro)											
36	Centres for the Disabled (12 - 1/DC & 2/Metro)											
37	Centres for Senior Citizens(12 - 1/DC & 2/Metro)											
38	Substance abuse Rehabilitation Centres(12 - 1/DC & 2/Metro)											
39	Provincial Art Centre (1)											
40	Rural Arts Centres (3)											
41	Cultural Vilages (4)											
42	School Greening (600 - 50/DC & 100 Metro)											
43	Rural Waste Mmanagement Units (4)											
44	Bluff Headlands											
45	Ballito Industrial Park											
46	Vulindlela Housing Project											
47	Wewe Driefontein Mixed Use Development											

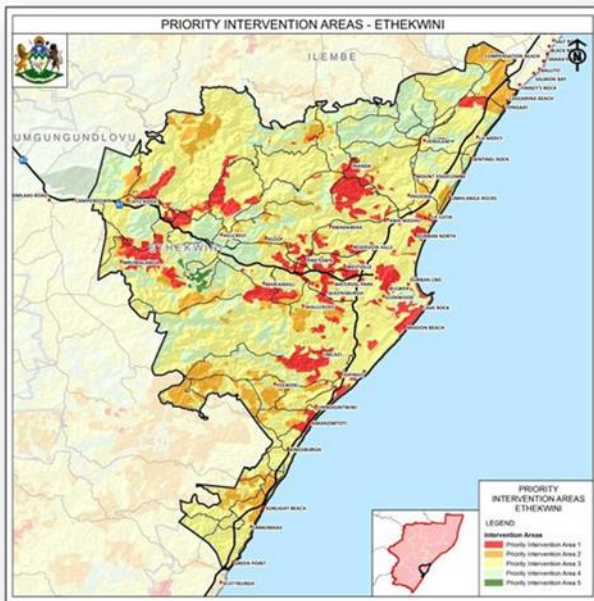
Following from the above table of major projects associated with each district, the table below summarises the total number of major projects per district:



An extended version of the Provincial Spatial Development Framework is attached hereto as Annexure C and illustrates the various input variables as well as the spatial framework and key intervention areas reflected per district.

6.1 eThekweni Metropolitan Municipality

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the eThekweni Municipality specifically.

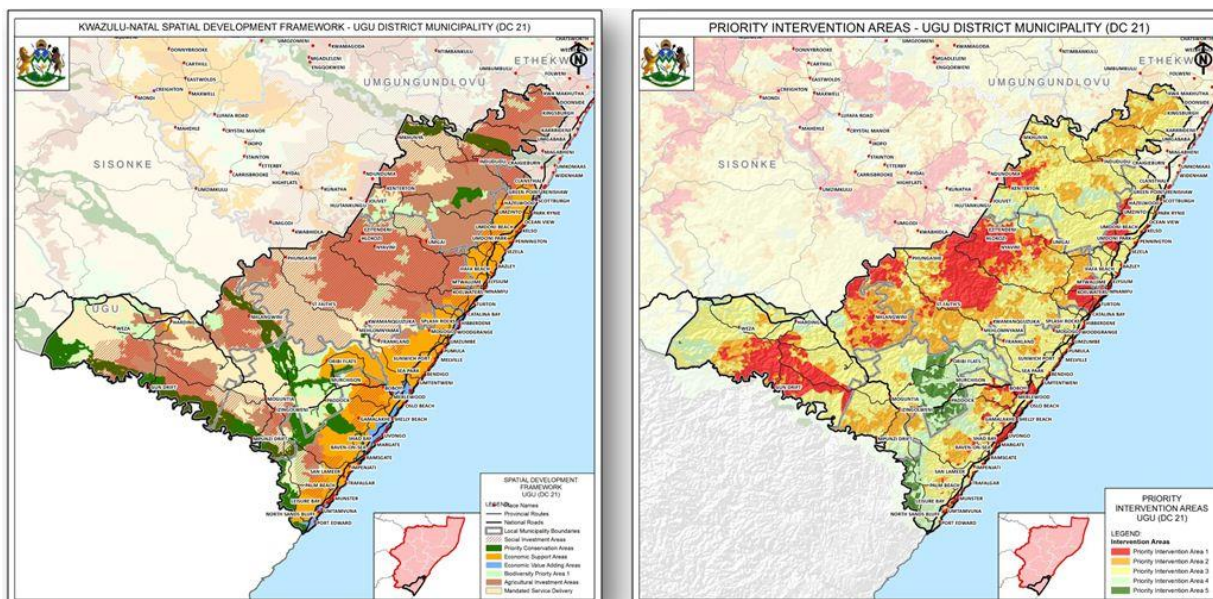


In supporting growth and development within the eThekweni Municipality as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the municipality:

- Dig-Out Port
- Dry Port Development and dedicated road/rail link
- Durban Back of Port Development
- Rapid Transit Rail (Speed Rail)
- Dube Trade Port Expansion
- Passenger Cruise Terminal
- Aerotropolis
- Urban Regeneration
- King Shaka Sports & Entertainment Precinct
- Innovation Hub
- Mkomazi - Umgeni Transfer Scheme
- Durban Gauteng Rail Upgrade
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening

6.2 Ugu District Municipality (DC21)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the Ugu District Municipality specifically.

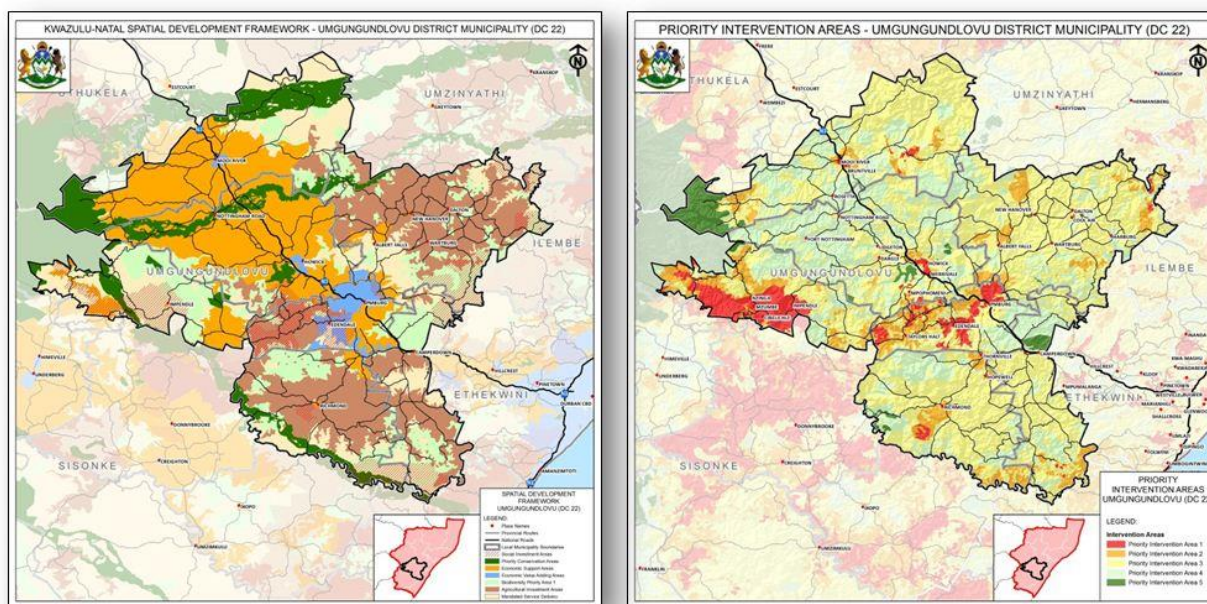


In supporting growth and development within the Ugu District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Resort Corridor Development
- Umzimkulu Dam
- Nature Based Tourism
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Small Town Regeneration
- Regional Airports
- New Tertiary Institution
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- Provincial Art Centre
- Rural Arts Centre
- Cultural Villages
- School Greening
- Rural Waste Management Unit

6.3 uMgungundlovu District Municipality (DC22)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the uMgungundlovu District Municipality specifically.

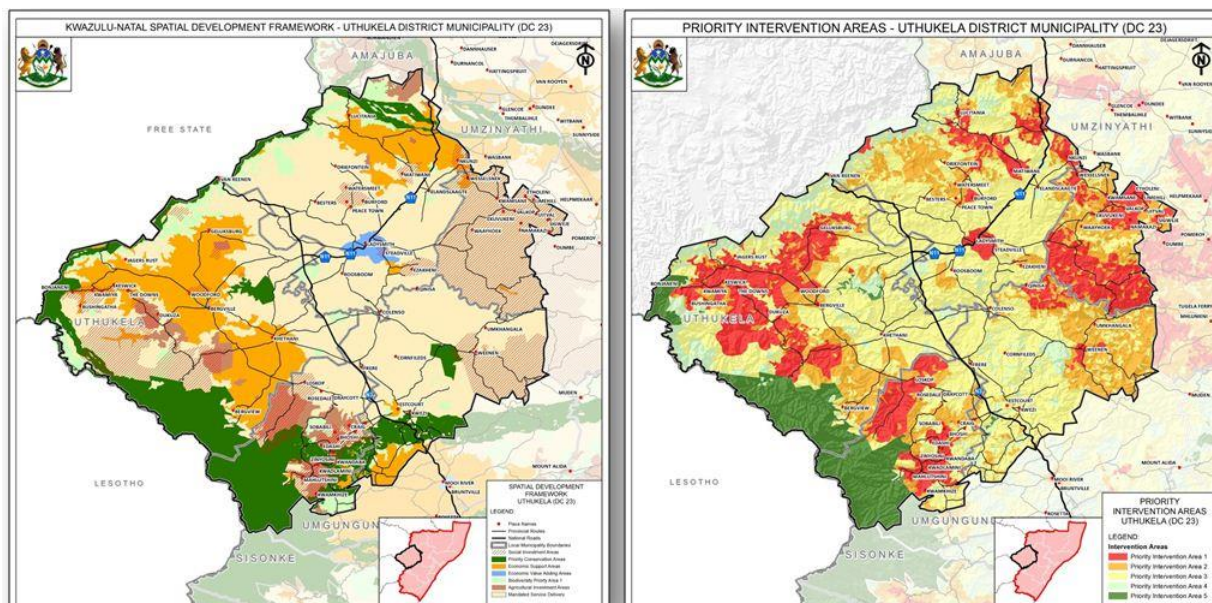


In promoting growth and development within the uMgungundlovu District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Rapid Transit Rail (Speed Rail)
- High Value Agriculture for Export
- Industrial Support Services (Msunduzi)
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Small Town Regeneration
- Regional Airports
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- Provincial Art Centre
- Rural Arts Centres
- Cultural Villages
- School Greening
- Bluff Headlands
- Vulindlela Housing Project

6.4 uThukela District Municipality (DC23)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the uThukela District Municipality specifically.



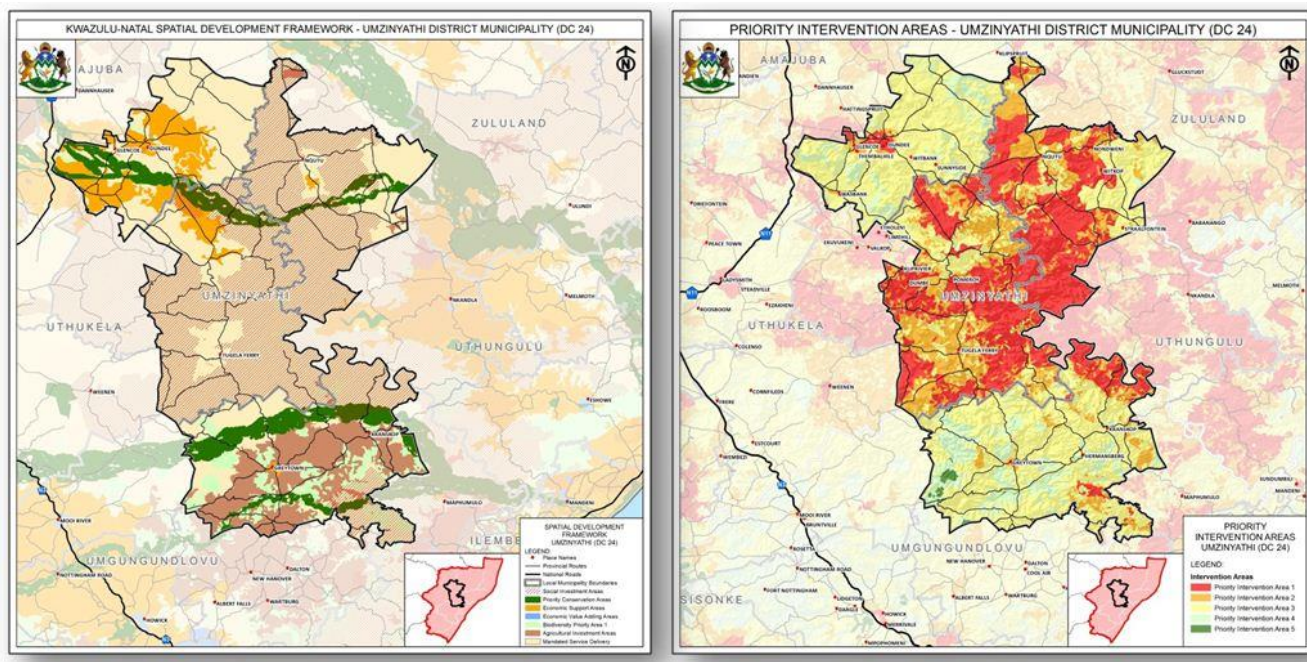
In promoting growth and development within the uThukela District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

Rapid Transit Rail (Speed Rail)

- Tugela Dam
- Nature Based Tourism
- Industrial Support Services
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Industrial Regeneration
- Small Town Regeneration
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening

6.5 Umzinyathi District Municipality (DC24)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the Umzinyathi District Municipality specifically.

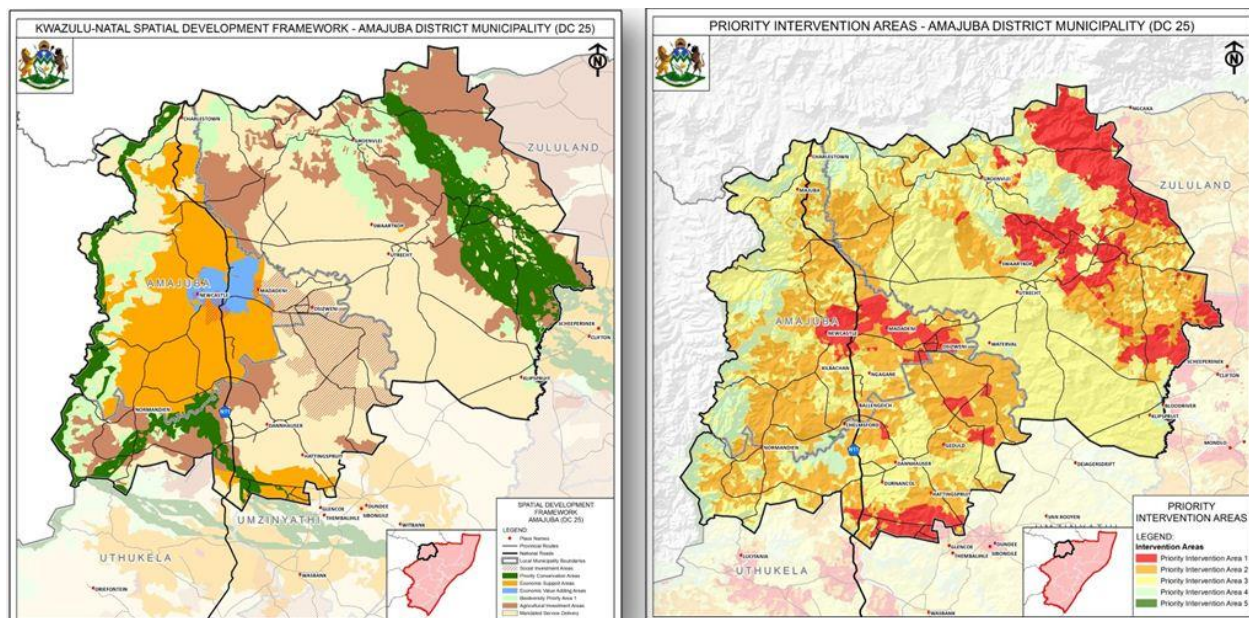


In promoting growth and development within the Umzinyathi District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Rapid Transit Rail (Speed Rail)
- Tugela Dam
- Nature Based Tourism
- Industrial Support Services
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Industrial Regeneration
- Small Town Regeneration
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening
- Rural Waste Management Units

6.6 Amajuba District Municipality (DC25)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the Amajuba District Municipality specifically.

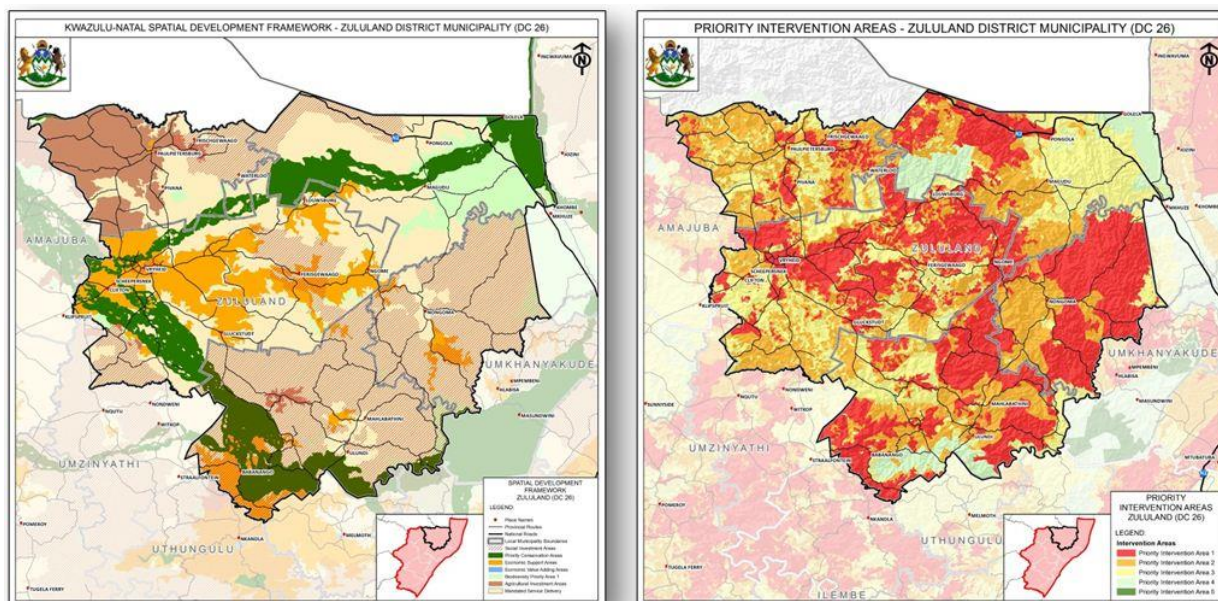


In supporting growth and development within the Amajuba District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Rapid Transit Rail (Speed Rail)
- Nature Based Tourism
- Industrial Support Services
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Urban Regeneration
- Industrial Regeneration
- Small Town Regeneration
- Regional Airports
- Innovation Hub
- New Tertiary Institution
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening

6.7 Zululand District Municipality (DC26)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the Zululand District Municipality specifically.

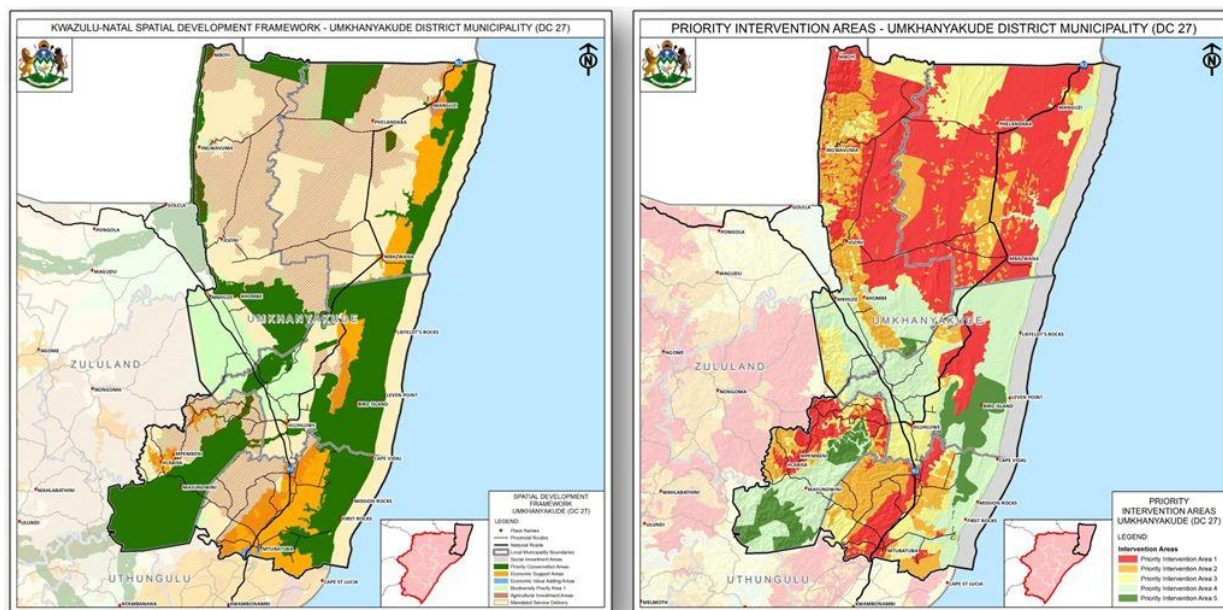


In promoting growth and development within the Zululand District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- P700 Road Linkage
- Airport Development (Ulundi)
- Nature Based Tourism (P700)
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Industrial Regeneration
- Small Town Regeneration
- Regional Airports
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- Cultural Villages
- School Greening
- Rural Waste Management Units

6.8 Umkhanyakude District Municipality (DC27)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the Umkhanyakude District Municipality specifically.

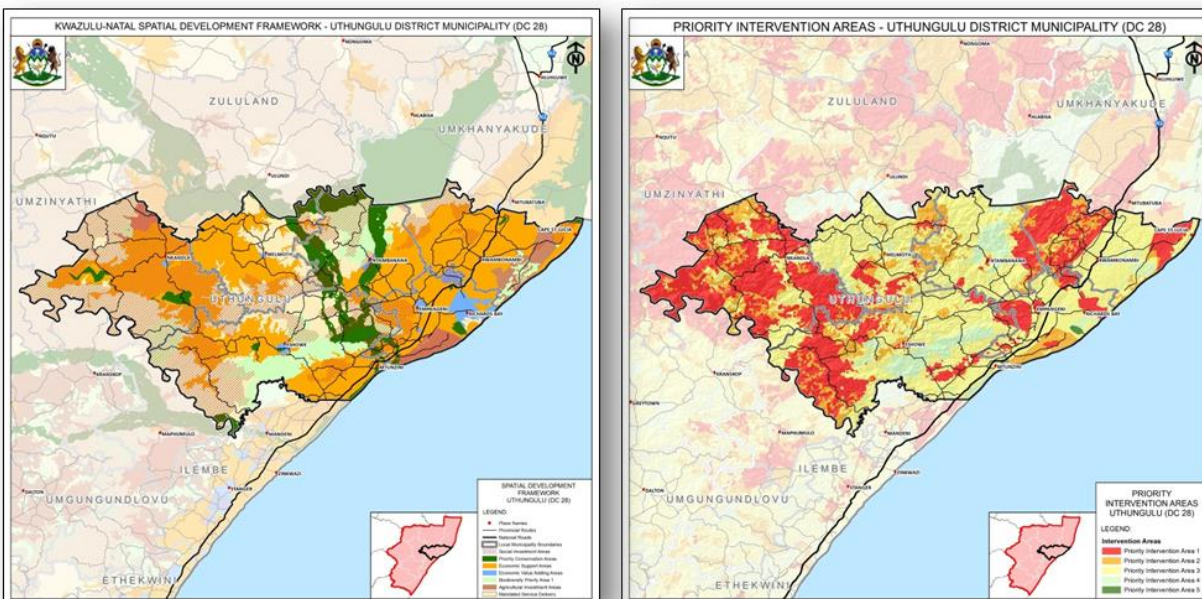


In promoting growth and development within the Umkhanyakude District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Lake Jozini Precinct
- Hydo-Electricity (Jozini)
- Makatini Flats Agriculture
- Nature Based Tourism (P700)
- iSimangaliso Wetland Park
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Small Town Regeneration
- Tembe Eco Tourism
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening

6.9 uThungulu District Municipality (DC28)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the uThungulu District Municipality specifically.

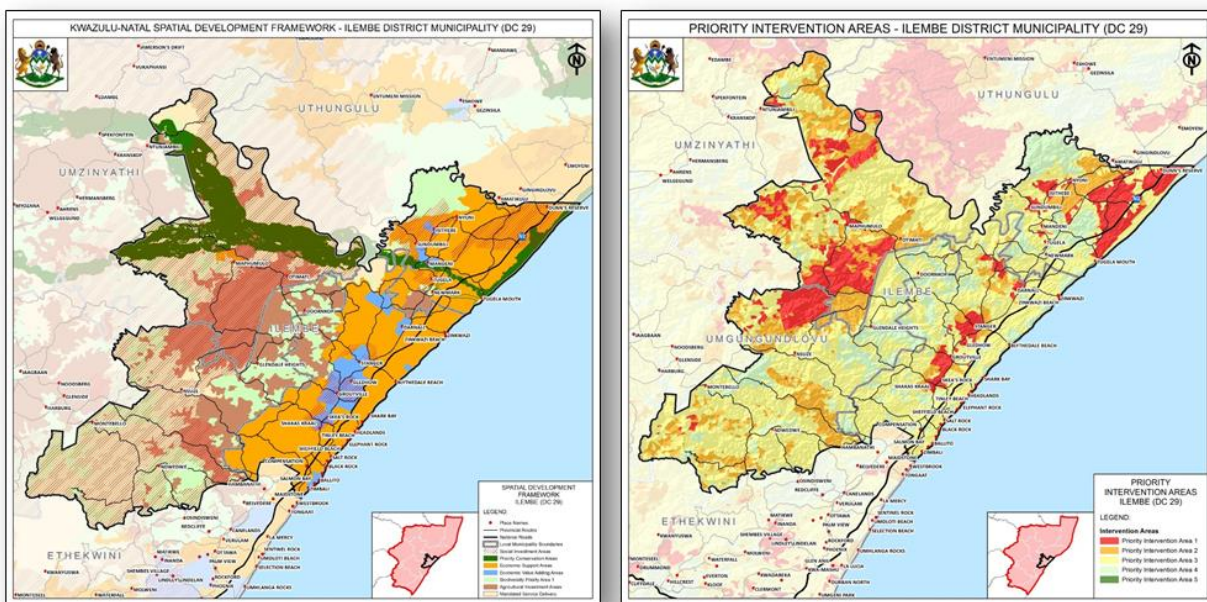


In promoting growth and development within the uThungulu District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Passenger Cruise Terminal
- Industrial Development Zone (IDZ)
- P700 Road Linkage
- Industrial Support Services (Empangeni)
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Urban Regeneration
- Industrial Regeneration
- Small Town Regeneration
- Regional Airports
- Innovation Hub
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled & Senior Citizens
- Substance abuse Rehabilitation Centres
- Rural Arts Centres
- Cultural Villages
- School Greening
- Rural Waste Management Units

6.10 iLembe District Municipality (DC29)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the iLembe District Municipality specifically.

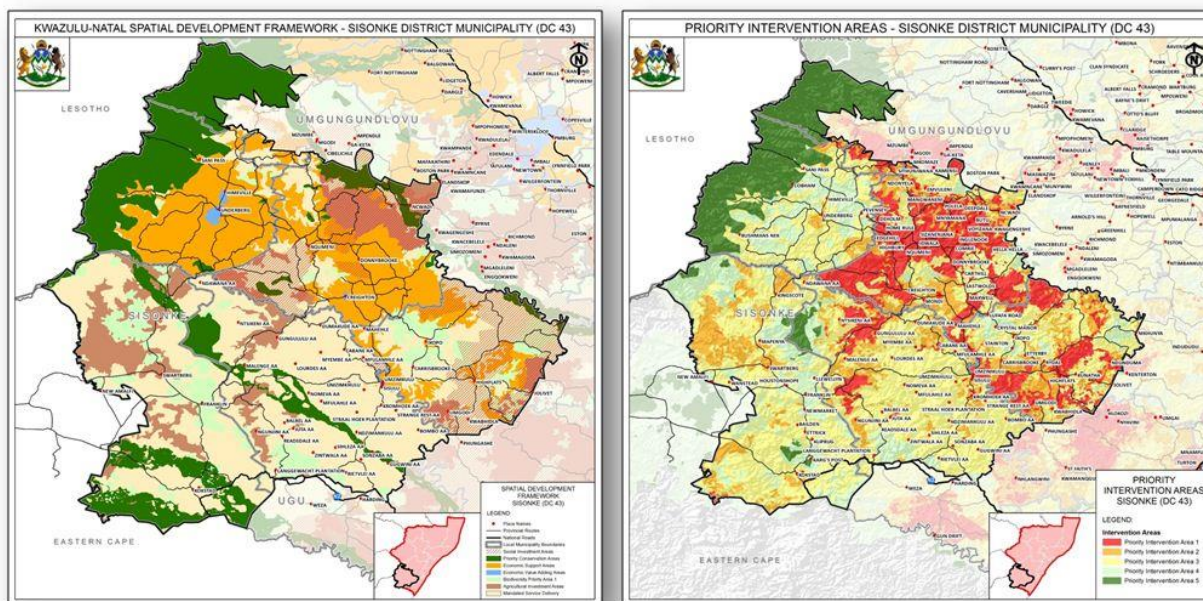


In supporting growth and development within the iLembe District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- Resort Corridor Development
- High Value Agriculture for Export
- Industrial Support Services
- Eco, Battlefields & Cultural Heritage Tourism Routes
- Agro-Processing incorporating Bio-Fuels
- Industrial Regeneration
- Small Town Regeneration
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening
- Ballito Industrial Park
- Wewe Driefontein Mixed Use Development

6.11 Sisonke District Municipality (DC43)

The two maps below illustrate the Provincial Spatial Development Framework elements as well as the key intervention areas as they relate to the Sisonke District Municipality specifically.



In supporting growth and development within the Sisonke District as well as supporting the proposed spatial structure and areas in need of intervention, the following provincial catalytic projects are envisaged within the district:

- High Value Agriculture for Export
- Umzimkulu Dam
- Eco, Battlefields & Cultural Heritage Tourism Routes
- uKhahlamba-Maluti TFCA
- Agro-Processing incorporating Bio-Fuels
- Small Town Regeneration
- Rural Service Centers
- ECD Centre Development
- Centres for the Disabled
- Centres for Senior Citizens
- Substance abuse Rehabilitation Centres
- School Greening

7 CONCLUSION

In order to ensure that the province achieves the intended growth and development envisaged within the PGDS, the Provincial Spatial Development Framework should serve as a tool for the spatial coordination of interventions. It will ensure that the synergies that exist between various government departments as well as the private sectors are exploited to their full potential in order to ensure that the investments of government have the maximum impact possible. The Provincial Spatial Development Framework acknowledges, and is founded on the need for investment by government to ensure social development, economic growth and environmental sustainability throughout the province.

Similar to the PGDS, the PSDF also recognises the fact that government's resources are finite. It is thus vital that government ensure that it makes the best use possible of its resources in achieving its objectives set out in the PGDS. The PSDF therefore directs the investments of government into areas with combined potential for shared economic growth while addressing social need and protecting environmentally vulnerable areas. The priority investment areas are found both in the more rural areas as well as the key urban centres driving the provincial economy. The PSDF therefore proposes that there are adequate linkages between the urban and the rural areas in order to ensure that the redress of social need and the realisation of economic within all areas will contribute to greater spatial equity of growth and development.

