



**rural development  
& land reform**

Department:  
Rural Development and Land Reform  
REPUBLIC OF SOUTH AFRICA



**Mkhambathini  
Municipality**  
*For the Community*

## **SPATIAL DEVELOPMENT FRAMEWORK FOR THE MKHAMBATHINI LOCAL MUNICIPALITY**



June 2012



**VUKA**  
AFRICA

**BLACK BALANCE**  
PROJECTS

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## 1 BACKGROUND & INTRODUCTION

### 1.1 BACKGROUND TO THE STUDY

This status quo report contains the realities on the ground within Mkhambathini Local Municipality, and aims to identify specific socio-economic and physical trends within the municipality. This document should not be seen as an analytical document, as a more detailed analysis of the area, and the implications of these realities will be conducted during the following phase. The content of this document is based on existing cadastral and GIS information, which will be augmented as more information becomes available from the Local Authority.

The current Mkhambathini SDF was prepared, as part of the Mkhambathini Integrated Development Plan and the Municipal Council is required to periodically review it in accordance with the requirements of the Municipal Systems Act.

Section 26 (e) of the Local Government: Municipal Systems Act, No. 32 of 2000 (the “MSA”) requires all municipalities to compile Spatial Development Frameworks (the “SDF”) as a core component of Integrated Development Plans (the “IDP”). Many Municipalities have developed SDFs, either in silos or supported (technically and/or financially) by the Department of Rural Development and Land Reform (DRDLR) or by their respective provinces. Different SDF development approaches were applied depending on who was managing or has been contracted to undertake the project.

Furthermore, the Department of Land Affairs has acknowledged that various rural municipalities within South Africa do not enjoy the same level of Spatial Planning as that of the urban areas and have embarked on a process to assist a number of these rural municipalities, including Mkhambathini, with financial contributions towards securing the services of Professional Service Provider to formulate a rural biased Spatial Development Framework for the municipality.

The Mkhambathini Municipality through the assistance of the Department of Rural Development and Land Reform, enlisted the services of Vuka Planning Africa Inc. to undertake the review of the existing SDF and preparation of a detailed Spatial Development Framework (SDF) for the Mkhambathini Municipal Area.

### 1.2 STUDY OBJECTIVES

The main objective of the project is to review and update the Spatial Development Framework which was last reviewed in 2003 in order to address spatial, environmental and economic issues confronting the Mkhambathini Municipality.

This process will be guided by and comply with a number of legislative pieces which includes the Municipal Systems Act and the Municipal Planning and Performance Management Regulations, 2001, read together with the Spatial Planning and Land Use Management Bill, 2011. The required SDF must therefore-

- 1) give effect to the principles contained in chapter 1 of the Development facilitation Act 1995 (Act no. of 67 1995);
- 2) set out objectives that reflect desired- spatial form of the municipality;
- 3) contain strategies, policies and plans which must-
  - Indicate desired patterns of land use within the municipality;
  - Address the spatial reconstruction of the location and nature of development within the municipality; and
  - Provide strategic guidance in respect of the location and nature of development within the municipality;
- 4) set out basic guidelines for land use management system in the municipality;

- 5) contain a strategic assessment of the environmental impact of the SDF;
- 6) identify programs and projects for the development of land within the municipality;
- 7) be aligned with the SDFs reflected in the integrated development plans of neighbouring municipalities; and
- 8) provide a visual representation of the desired spatial form of the municipality, which representation:
  - must indicate where public and private land development and infrastructure investment should take place;
  - must indicate desired or undesired utilisation of space in a particular area;
  - delineate the urban edge;
  - must identify areas where strategic intervention is required; and
  - must indicate areas where priority spending is required.

### 1.3 STUDY APPROACH

The approach and execution of this study is guided by the following key principles;

1. **Rural specific:** Considering, promoting and developing the rural character of the municipality, while ensuring a co-ordination between the urban-rural continuum and the interdependencies of the rural economies and the urban and peri-urban centres.
2. **Integration:** Using the spatial basis of the study for *a)* the integration of development intention between the municipality and surrounding municipalities including the district municipality, *b)* the physical integration of fragmented areas within the municipality towards improved economic imputes and service delivery and *c)* sectoral integration of various public and private contributors and departments toward co-ordinated development of individual projects.
3. **Strategic Direction:** Providing strategic analysis and direction to the effective utilisation of land within the municipality towards social, economic and environmental development while addressing current and historic deficiencies and providing future spatial direction within the context of the unique spatial structure of the municipality.
4. **Land Use Management:** Ensuring that the SDF serves as an effective intermediate between the development intentions within municipality and the practical and responsible management of land uses. Thus providing sufficient intended land use direction to the further development of the land use management system and future planning schemes within the municipality.

### 1.4 DELINEATION OF STUDY AREA

The Mkhambathini Local Municipality is one of seven Local Authorities within the uMgungundlovu District Municipality, which is situated within south west KwaZulu-Natal.

The Mkhambathini Local Municipality is located on the south eastern boundary of the District Municipality.

Mkhambathini Municipal area is approximately 917 km<sup>2</sup> and is the second smallest municipality within uMgungundlovu District Municipality. Mkhambathini Local Municipality further consists of 7 wards with a large part of the municipality being rural in nature and underdeveloped.

## 2 POLICY ENVIRONMENT

### 2.1 NATIONAL POLICIES

#### 2.1.1 NATIONAL SPATIAL DEVELOPMENT PERSPECTIVE

The National Spatial Development Perspective (NSDP) was an initiative by the National Government to provide direction and guidelines for spatial planning in order to ensure the eradication of the spatially segregated growth pattern that still exists today. The key objectives of the NSDP are to:

- provide a framework within which to discuss the future development of the national space economy by reflecting the localities of severe deprivation and need, of resource potential, of infrastructure endowment and of current and potential economic activity by describing the key social, economic and natural resource trends and issues shaping the national geography.
- act as a common reference point for national, provincial and local governments to analyse and debate the comparative development potentials of localities in the country by providing a coarse-grained national mapping of potential.
- identify key areas of tension and/or priority in achieving positive spatial outcomes with government infrastructure investment and development spending
- provide national government's strategic response to the above for a given time frame.

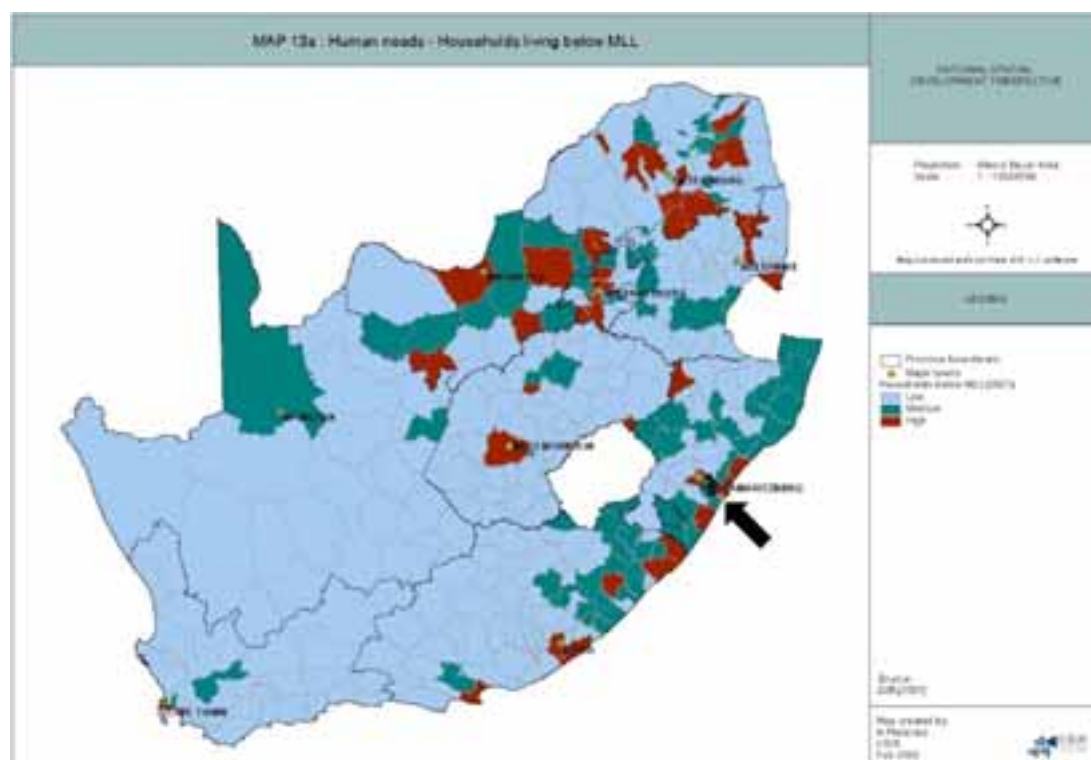
From the above data certain maps were produced that depicted the above mentioned information. Applicable to the Spatial Development Framework are the maps and information depicted in the diagrams below.

##### 2.1.1.1 MINIMUM LEVEL OF LIVING

The Minimum Living Level indicates those areas where the largest number of people is living below the minimum standard of living. These areas include some rural districts of the former homelands but the highest number of people below the minimum living level is in the large metropolitan areas.

On the map below, Mkhambathini marked by its boundary in black on the map, is classified as an area with a **“low”** and **“medium”** occurrence of people living below the MLL. The document did not specify clearly what the definition of a medium occurrence entails, but we interpret this to indicate that at least 50% of the population is living under the minimum Level of Living. This is quite a significant number of people, and it must be kept in mind that a very large part of the population receives a very low income. This “medium” occurrence is therefore also indicative of a larger problem in the area.

Figure 1: Households Living Below MLL

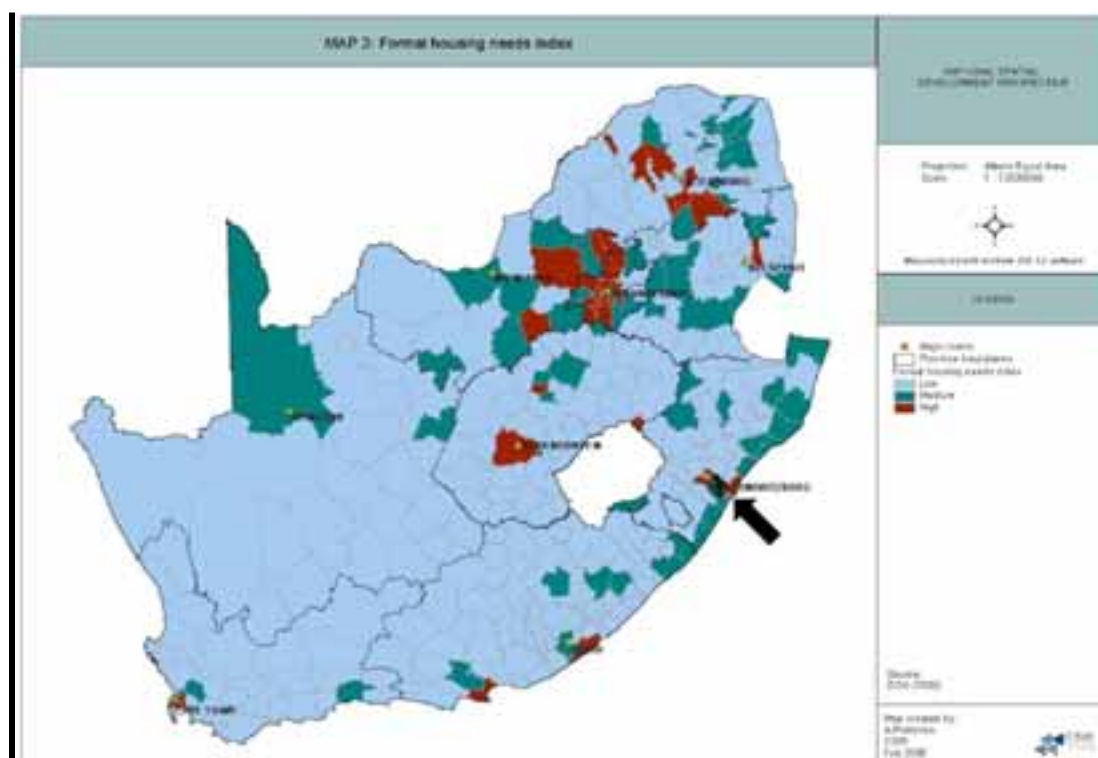


Source: NSDP

#### 2.1.1.2 FORMAL HOUSING NEEDS INDEX

Mkhambathini is depicted as having a low to medium need for formal housing. Unfortunately the NSDP does not qualify what is meant by a medium need for formal housing, apart that we can derive it means that there is a need, but the need is not as great as in other municipalities. This information can be verified through studying the Housing Sector plans of the Municipalities.

Figure 2: Formal Housing Needs Index



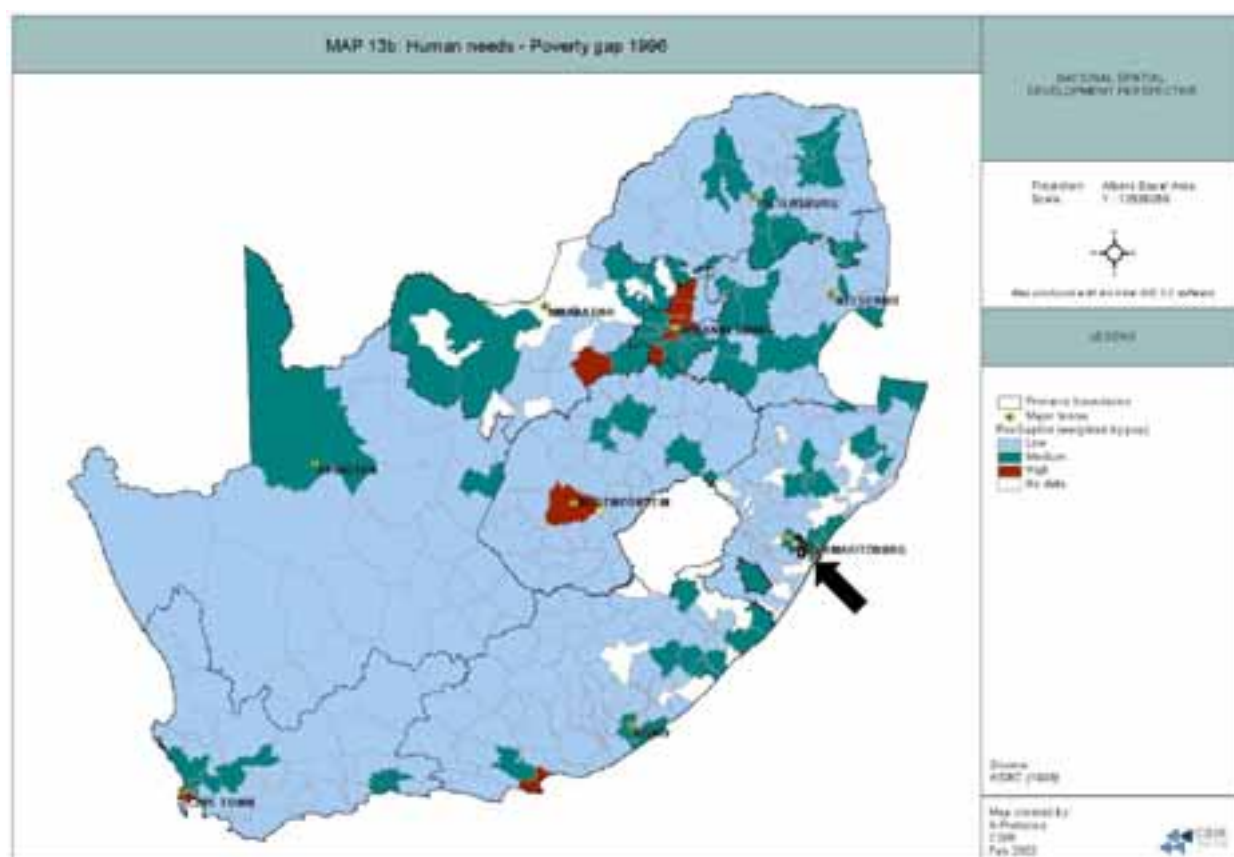
Source: NSDP

### 2.1.1.3 POVERTY GAP INDEX

The poverty gap index indicates the extent of the difference between actual income and income required to sustain a minimum standard of living. Mkhambathini is classified as having a **low** and **medium** poverty gap index. Poverty gap index varies from area to area, and depends on the cost of food, education, shelter etc, within a specific area. A **Low** poverty gap index indicates that the area has relatively low level of living costs, and the earnings of population co-insides with the cost of living. Although it is not cheap to live in this area, it is more affordable to live here, than it is to live in the main centres of the country where living costs are very high.



Figure 3: Poverty Gap



Source: NSDP

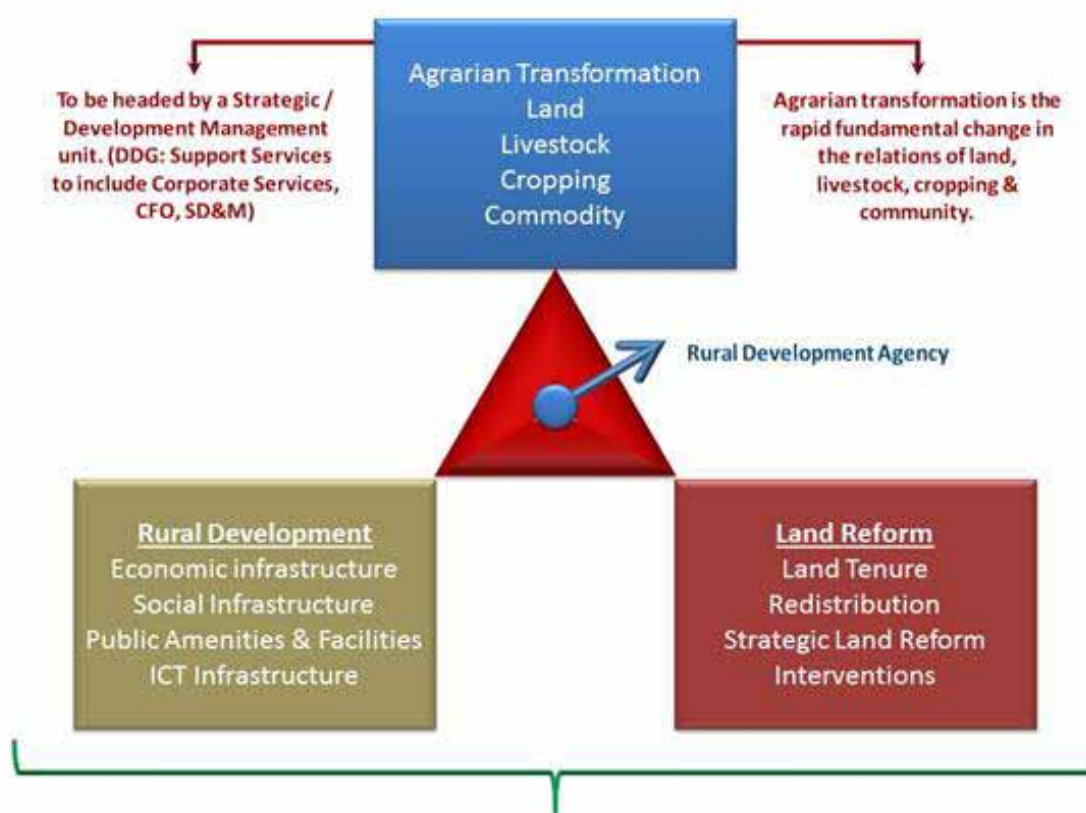
### 2.1.2 COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME

With this Municipality being a predominantly Rural Municipality, there are various rural policies from the Department of Rural Development & Land Reform to be considered. Overarching to these strategies is the Comprehensive rural Development Programme, which has as its aim the development of rural South Africa, to create Vibrant, sustainable and equitable rural communities. The CRDP is different from past government strategies in rural areas due to its approach which focuses on proactive participatory community-based planning rather than an interventionist approach to rural development.

National government envisages the rural development to be done through agrarian transformation, which implies the rapid and fundamental change in the relations (systems and patterns of ownership and control) of land, livestock, cropping and the communities. The strategic objective of this approach is *“social cohesion and Development”*

The diagram below depicts the relationship between the components of the Comprehensive Rural Development Programme, what aspects needs to be addressed under each component, and how they should interact to reach the strategic goal of Social Cohesion on the Rural Areas.

Figure 4: Strategic Objectives Social Cohesion &amp; Development



It must be noted that this is only a strategy, which differs in its approach from the NSDP in the sense that it does not make reference to specific areas/municipalities, or prescribe what actions need to be taken within specific municipalities. It merely outlines the aspects that must be addressed to ensure the comprehensive development of rural areas.

Not all aspects as listed under the three components (e.g. land redistribution/restitution), are applicable to the development of a Spatial Development Framework, as the SDF is a planning tool that focuses on land use irrespective of the ownership. Redistribution for example is a political aspect/tool which focuses on land ownership, and more specifically the ownership of agricultural land.

The aspects that are applicable to land use, include items such as Economic & Social Infrastructure, Public Amenities and the protection of agricultural land and activities. These aspects will form an integral part of all the phases of this SDF from analysis to project proposals. The Spatial Development Framework will be the tool that ensures the future development of the rural Municipalities by providing direction on the provision of facilities, and identifying economic catalytic projects which will kick-start the development and exponential growth of the rural communities in all areas that is deemed as being part of a vibrant community.

### 2.1.3 ACCELERATED AND SHARED GROWTH INITIATIVE (ASGI-SA)

The Goals of ASGI-SA is the following:

- Formulate medium-term educational interventions to raise the level of skills in areas needed by the economy as immediate measures to acquire the skills needed for the implementation of ASGI-SA projects.
- Ensure skills transfer to new graduates by deployment of experienced professionals and managers to local governments to improve project development, implementation and maintenance capabilities.
- Leverage the increased levels of public expenditure, especially investment expenditure, to promote small businesses and Broad-Based Black Economic Empowerment.
- Focus on expanding and accelerating access to economic opportunities including skills development and finance for women.
- Leverage through Broad Based Black Economic Empowerment to support shared growth.

Support efforts to establish new venture funds for small, medium and micro enterprises.

The Accelerated and Shared Growth Initiative (ASGI-SA) is aimed at the development of South Africa As a whole, but with the emphasis on development of previously disadvantaged areas. The broader aim is therefore not only to promote economic development, but to empower the communities through active involvement in projects. This empowers communities through skills development to be able to participate in the formal economy and labour market.

This obviously has implications on an institutional as well as physical/spatial level. To have an impact on communities, it is necessary to ensure that public investment expenditure, which are to promote small businesses and Broad-Based Black Economic Empowerment, be implemented in areas with the highest economic need. The occurrence of Economic need should coincide with areas which have the highest physical need as well, translated into the lack of services. The provision of services through a labour intensive, Extended Public Works Program will provide investment in the municipality as well as provide training and skills. Through preferential procurement procedures, emerging contractors/entrepreneurs will be able to participate in the formal economy.

The goal of uplifting poor areas implies that the strategies to be implemented by ASGISA, targets communities within the poorest rural areas of South Africa, where the second economy (which needs to be combatted) functions. The National Spatial Development Perspective indicated that the poverty levels of Mkhambathini are of such significance that it is depicted on national level as one of the poorer areas. The philosophy for implementing projects geared towards ASGI-SA in Mkhambathini is thus obvious.

### 2.1.4 INDUSTRIAL POLICY ACTION PLAN

In January 2007 Cabinet adopted the National Industrial Policy Framework (NIPF) which sets out Government's broad approach to industrialisation with the following core objectives:

- To facilitate diversification beyond our current reliance on traditional commodities and non-tradable services. This requires the promotion of increased value-addition characterised particularly by movement into non-traditional tradable goods and services that compete in export markets as well as against imports.
- The long-term intensification of South Africa's industrialisation process and movement towards a knowledge economy.
- The promotion of a more labour-absorbing industrialisation path with a particular emphasis on tradable labour-absorbing goods and services and economic linkages that catalyse employment creation.

- The promotion of a broader-based industrialisation path characterised by the increased participation of historically disadvantaged people and marginalised regions in the mainstream of the industrial economy.
- Contributing to industrial development on the African continent, with a strong emphasis on building its productive capacity.

Prior to the global economic crisis of 2008, South Africa achieved a relatively high growth rate, which masked a number of structural challenges within the South African Economy.

By further investigating these challenges it became clear that a need exist to develop a comprehensive and integrated response to scale up industrial development.

Important to note is the role of IPAP in relation to other policies, which advances the work of the Economic Sectors and employment clusters in the following ways:

- Rural development through interventions in a range of sectors such as agro processing, bio-fuels, forestry, cultural industries, aquaculture, tourism
- Advanced technological capabilities through interventions in the nuclear, advanced materials, aerospace, and ICT industries
- A serious first step towards the systematic promotion of Green and energy-efficient goods and services.
- Downstream mineral beneficiation
- Strengthened linkages between Tourism and Cultural industries
- Stronger integration between sector strategies, skills development plans and commercialisation of publicly funded innovation.
- Macro-economic stability through:
  - Improvements in the trade balance
  - Lowering of inflationary pressures through increased supply and competition in a range of sectors
  - It has a profound positive net revenue impact
  - It contributes to medium to long-term diversification of the economy and hence risk mitigation.
- A substantial contribution to the creation of decent jobs, both directly and indirectly.

To support IPAP the following policies were developed, and is critical to facilitate the implementation of Industrial Development. These policies include:

1. Stronger articulation between macro and micro economic policies
2. Industrial financing channelled to real economy sectors.
3. Leveraging public and private procurement to raise domestic production and employment in a range of sectors, including alignment of B-BBEE and industrial development objectives, and influence over private procurement.
4. Developmental trade policies which deploy trade measures in a selected and strategic manner, including tariffs, enforcement and SQAM (standards, quality assurance and metrology) measures.
5. Competition and regulation policies that lower costs for productive investments and poor and working class households.
6. Skills and innovation policies that are aligned to sectoral priorities.
7. Deploying these policies in general and in relation to more ambitious sector strategies, building on work already done

Each of the above policies identifies key programmes, including milestones to monitor the progress of implementation of the strategy.

The Industrial Policy Action Plan focuses on three clusters of production sectors to be developed/expanded.

Cluster 1 – Qualitatively new areas of focus

- Realising the potential of the metal fabrication, capital and transport equipment sectors, particularly arising from large public investments;
- 'Green' and energy-saving industries;
- Agro-processing, linked to food security and food pricing imperatives;

#### Cluster 2 – Scale up and broaden interventions in existing IPAP sectors

- Automotive, components, medium and heavy commercial vehicles
- Plastics, pharmaceuticals and chemicals
- Clothing, textiles, footwear and leather
- Biofuels
- Forestry, paper, pulp and furniture
- Strengthening linkages between cultural industries and tourism
- Business process servicing'

#### Cluster 3 – Sectors with potential for long-term advanced capabilities

- Nuclear
- Advanced materials
- Aerospace

The realities and impact on local authorities includes the implementation and enforcement of policies:

- Procurement of Industrial Financing
- Development and implementation of a Competition Policy
- Implementation of Developmental Trade Policy
- Public Procurement Policies

### 2.1.5 New Growth Path

The aim of the New Growth Path for South Africa is to knit together the Industrial Policy Action Plan (IPAP) 2 as well as policies and programmes in rural development, agriculture, science and technology, education and skills development, labour, mining and beneficiation, tourism, social development and other areas.

The strategy followed by the New Growth Path includes:

- Identifying areas where employment creation is possible on a large scale as a result of substantial changes in conditions in South Africa and globally.
- Developing a policy package to facilitate employment creation in these areas, above all through:
  - i. A comprehensive drive to enhance both social equity and competitiveness;
  - ii. Systemic changes to mobilise domestic investment around activities that can create sustainable employment; and
  - iii. Strong social dialogue to focus all stakeholders on encouraging growth in employment-creating activities.

Job Drivers need to facilitate the creation of employment opportunities. It is thus necessary to develop new approaches to strengthen the job drivers which are:

- Job Driver 1: Infrastructure.
  - Maintenance of spending plans
- Job Driver 2: Main economic sectors.
  - Agricultural value chain
  - Mining value chain
  - Manufacturing
  - Tourism & High-level services

- Job Driver 3: Seizing the potential of new economies.
  - The Green Economy
  - Growing the Knowledge Economy
- Jobs Driver 4: Investing in social capital and public services.\
  - The Social Economy
  - The Public Sector
- Jobs Driver 5: Spatial development.
  - Rural Development
  - African Regional Development

While urbanisation will continue, a significant share of the population will remain in rural areas, engaged in the rural economy. Government need to step up efforts to provide public infrastructure and housing in rural areas, both to lower the costs of economic activity and to foster sustainable communities.

In order for the job drivers to be successful and accordingly developed three strategies/approaches were developed to support the drivers. These strategies are called development packages, which entails the following:

- **Macro-Economic Package:** Careful balancing of more active monetary policy interventions to achieve growth and job targets.
- **Microeconomic Package:** Targeted measures to control inflationary pressures and support competitiveness and increased equity through ten programmes:
  1. Active Industrial Policy
  2. Rural Development Policy
  3. Competition Policy
  4. Stepping up Education and skills development
  5. Enterprise development
  6. BBBEE
  7. Labour Policies
  8. Technology Policy
  9. Developmental Trade Policy
  10. Policies for African Development
- Stakeholder commitments: National consensus on wages, prices and savings.

## 2.2 PROVINCIAL POLICIES

### 2.2.1 PROVINCIAL SPATIAL ECONOMIC DEVELOPMENT STRATEGY

The KwaZulu-Natal Spatial Economic Development Strategy (PSEDS) was formulated in 2007 as a spatial economic assessment of the areas of need and potential within the province. The PSEDS is intended as a guide to service delivery within the cluster to achieve the goals set in ASGI-SA to halve poverty & unemployment by 2014.

The PSEDS is built on the principles of the National Spatial Development Strategy (NSDP), namely:

- Principle 1:** Rapid **economic growth that is sustained and inclusive** is a prerequisite for the achievement of poverty alleviation
- Principle 2:** **Fixed investment** should be focused in localities of economic growth or economic potential
- Principle 3:** Where low economic potential exists 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
- Principle 4:** Future settlement and economic development opportunities should be channelled into **activity corridors and nodes** that are adjacent to or link the main centres

Four key sectors have been identified as drivers of economic growth in the KWAZULU-NATAL, namely:

- The **Agricultural sector** (including agri-processing and land reform)

- The **Industrial sector** (Including Manufacturing)
- The **Tourism sector**
- The **Service sector** (including government services)

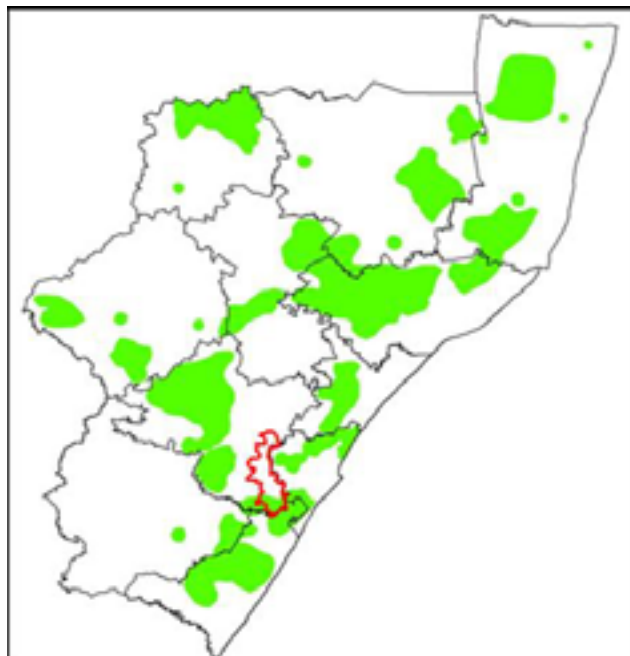
The logistics and **transport** sector (including rail) in the services sector are important sub-sectors underpinning growth in all four sectors. Sustainable and affordable **water and energy** provision is crucial to the economic growth & development of the province. A classification of potential for the entire province and as it relates to Mkhambathini Municipality is shown in the following discussion and maps.



### 2.2.1.1 AGRICULTURE & AGRI-PROCESSING

The map below illustrates the area within KwaZulu-Natal identified as areas of highest potential agriculture and agri –processing potential. The Mkhambathini Municipality is also indicated on the map and it is evident that the southern portions of the municipality have been identified as areas which could make a significant contribution towards agricultural production at a provincial scale.

**Figure 5: PSEDs Agriculture & agri-processing**



### 2.2.1.2 INDUSTRIAL DEVELOPMENT

The areas of potential industrial development and expansion within KwaZulu-Natal are illustrated by the map below. The Mkhambathini Municipality is not identified as an area which could make a significant contribution to industrial development at a provincial scale.

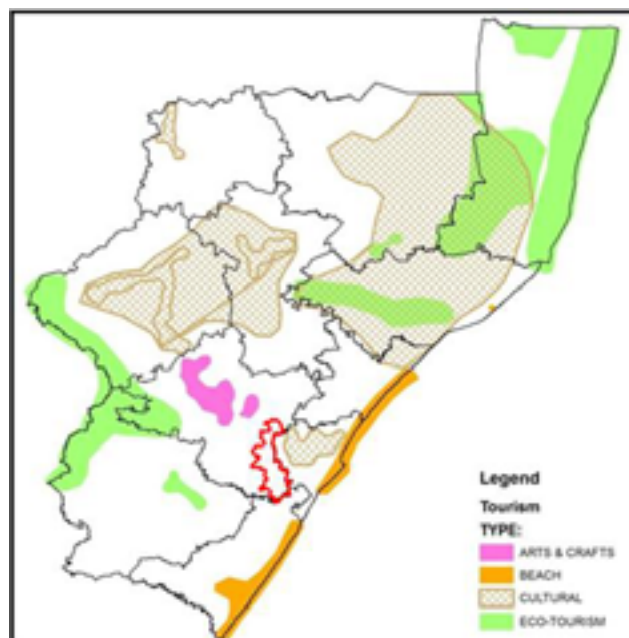
**Figure 6: PSEDs Industrial Development**



### 2.2.1.3 TOURISM

The map below illustrates the areas within KwaZulu-Natal identified as areas with a variety of large impact tourism opportunity. The Mkhambathini Municipality is indicated on the map and it is evident that there is no area in the municipality which could make a significant contribution towards tourism.

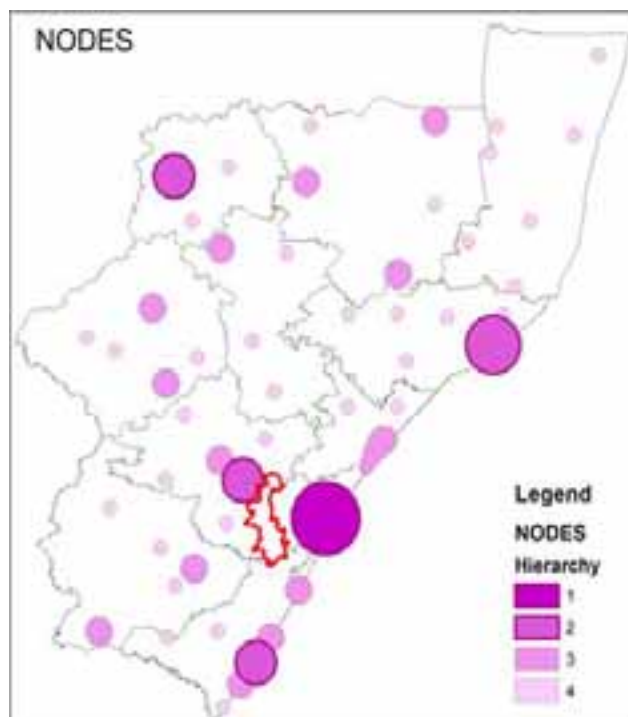
**Figure 7: PSEDs Tourism**



### 2.2.1.4 TERTIARY (SERVICES) SECTOR

The PSEDs resulted in the identification of a series of nodes of different levels which indicate key areas of administrative and commercial centres as illustrated by the map below. Mkhambathini Municipality does not contain any of the identified service nodes but it is anticipated that the northern portion's interaction with Pietermaritzburg will ensure that the area is being served by a regional service node.

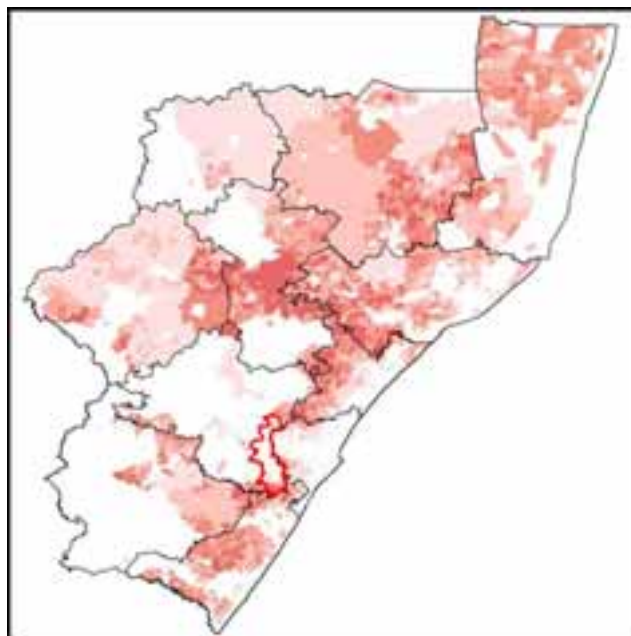
**Figure 8: PSEDs Tertiary Services Sector**



### 2.2.1.5 CLASSIFICATION OF POVERTY / NEED

The most impoverished areas of economic need on a provincial level were identified within the PSEDs and are illustrated by the map below. It is evident that the southernmost portion of the municipality is characterised by such high poverty levels that it is significantly noticed even at a provincial level.

**Figure 9: PSEDs Classification of Poverty**



### 2.2.2 NORMS & STANDARDS FOR PROVISION OF FACILITIES

The norms and Standards as outlined in the table below were researched from various sources, which are also captured in the table. These standards were utilised in the analysis of service and facility provision, to determine whether services are under provided, and where additional services needs to be installed.

**Table 1 : Norms & Standard for Provision of Facilities**

Facility	Threshold	Distance Standard	Source
Clinic	12,500 And / or 1 / Neighbourhood	Walking distance of 5km.	CSIR / eThekwini
Hospital	100,000 And / or 1 / town		CSIR / eThekwini
Crèche	5,000	As needed in neighbourhood. On route to public transport facilities	Department of Education HOD: Mr. Bulcock
Primary School	750 households	Walking distance of 5km.	Department of Education HOD: Mr. Bulcock
High School	1,000 to 1,500 households	Walking distance of 5km.	Department of Education HOD: Mr. Bulcock
Municipal Office	5,000 And/or 1/ Precinct or Town		CSIR / eThekwini
Community Hall	3,000 And/or 1/ Precinct or Town	1/ Precinct or Town	CSIR / eThekwini
Cemetery	50,000 And/or 1 per community		CSIR / eThekwini
Parks & Play Lots	1,000	1 / Neighbourhood	CSIR / eThekwini
Fire Station	60,000	13 Min drive to incident	Mr. Adrian Barnes. Chief of Fire Department.
Library	60,000	Walking Distance of 3km	Head of KZN Library Services. Me. Carol Slater.
Police Station	25,000	20Km	Mkhambathini IDP
Worship	3,000 / 1 per 500 erven		CSIR / eThekwini
Post Office	11,000 / 1 per precinct		CSIR / eThekwini

### 2.2.3 PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY

The KwaZulu-Natal Provincial Growth and Development Strategy is in the process of being developed, and takes a critical look at the growth factors that needs to be addressed to facilitate economic growth, and sustainable service provision within KwaZulu-Natal.

The PGDS will include a Provincial Spatial Development Framework, which depicts the main drivers of the economy, and spatially identify areas of focused investment by targeting areas of highest need, and the highest potential for improvement. The following principles will be the aim of implementation when the SDF is adopted:

Figure 10: Spatial Development Principles: KZN SDF



Source: KwaZulu-Natal SDF

Although the PGDS and the accompanying SDF is not yet adopted, it will be finalised by the end of 2011, and needs to be considered and included in future planning on local, and district level.

## 2.3 MUNICIPAL POLICIES

### 2.3.1 DEVELOPMENT PRIORITIES

The Spatial Development framework is a spatial manifestation of the Integrated Development Plan of the Municipality. Subsequently it is necessary to evaluate and consider the development priorities and goals contained within the IDP.

The following long-term development goals have been identified based on the above key performance areas:

- To build an efficient and sustainable local government structure.
- To promote an equitable access to infrastructure and basic services.
- To create a condition conducive to economic development.
- To promote sustainable social and economic development.
- To create a spatial framework that facilitates an equitable distribution of development.
- To promote sustainable and integrated land use pattern
- Reduce High levels of poverty through LED initiatives and targeted programmes like Sukumasakhe
- Improve access to potable water and sanitation through negotiations with the District
- Improve access to Electricity/alternative energy through negotiations with the District/ Eskom
- Improve access to Roads through building of new roads and maintenance of existing roads
- Improve access to Public Health Facilities through negotiations with Department of Health
- Improve access to Telecommunication facilities through negotiations with the various service providers
- Improve access to Housing by implementation of the Housing Plan
- Improve access to Educational Facilities through negotiations with Department of Education
- Create awareness regarding HIV/AIDS

### 3 SPATIAL INTERPRETATION IF THE IDP

#### 3.1 SPATIAL INTERPRETATION OF THE IDP

##### 3.1.1 STATUS OF THE IDP ON DISTRICT AND LOCAL LEVELS

The following strategic documents are used as basis of analysis for the formulation of the Mkhambathini Spatial Development Framework.

Table 2: Sector Plans Adopted

SECTOR PLAN	STATUS
Mkhambathini Municipality IDP 2007/08 to 2011/12	Adopted under the 2011/12 Review
uMgungunlovu District Municipality IDP 2007/08 to 2011/12	Adopted under the 2011/12 Review

##### 3.1.2 SPATIAL INTERPRETATION OF THE IDP VISION

The purpose of evaluating the Vision and Mission of the Local Authority is to highlight the components of these statements that need to be spatially interpreted. The Municipality needs to be made aware of the implications of the spatial statements to allow them to prepare and evaluate a proper course of action. These spatial implications will be manifested within the Spatial Development Framework being compiled.

The Vision of Mkhambathini Municipality's vision reads as follows:

By the year **2020** Mkhambathini will be a **sustainable developmental** municipality with **improved quality of life** for its entire people in areas of **basic services, social, economic** and **environmental development**.



The two main themes that are apparent from the above vision are:

- Provision of services to all residents of the municipality in a sustainable manner;
- Local Economic Development;

Provision of services relates to community development, which is in the long run interlinked with economic development. Due to the two themes being interrelated, should you achieve economic development, community development should follow automatically. Once economic sustainability is reached, the overall quality of life within the municipality will improve, due to availability of finance to develop the municipality. A rates base will allow for services to be maintained and upgraded, and subsequently higher levels of services can be implemented.

Economic initiatives and products being produced / sold, should have the optimum locality to provide access to the markets they target, and it is necessary to determine what the capabilities within the municipality is with regards to land and resources, and whether the spatial locality of the initiatives provides access to markets or not.

Sustainable development refers to the sustainable provision of services, whether civil or social, and the minimisation of negative impacts on the natural environment. Subsequently spatial distribution of facilities needs to be linked to the spatial distribution of needs, and that facilities will be provided where the largest concentration of a similar need exist. This will ensure cost effective provision of services.

### 3.1.3 Spatial Alignment between district and local government

The uMgungundlovu District Municipality Vision reads as follow:



“uMgungundlovu District Municipality will evolve into a dynamics metropolitan municipality, spreading its vibrant economic benefits to all its citizens and places and will, through concerted integrated development and service delivery, realise improvements in the overall quality of Life”

As a subordinate authority to the District Municipality, development policies of Mkhambathini Local Municipality should be aligned to that of the district to ensure that the goals and development objectives are the same.

The alignment between the Development Vision of the District Municipality and that of Mkhambathini Local Municipality lies in the fact that both aim to develop economically, in order to be able to provide services to its population in a sustainable manner.

### 3.2 MUNICIPAL DEVELOPMENT MISSION

The Mkhambathini development Mission reads as follows:

**“Mkhambathini Local Municipality commits itself to the following mission statement in pursuit of the above - outlined vision and development agenda generally”**

- Upholding our leadership vision,
- Working with integrity in an accountable manner towards the upliftment of the community
- Protecting and enhancing the interests of our clients at all times.
- Consistently performing our functions with transparency, honesty and dedication in dealing with clients,
- Responding promptly to the needs of our clients,
- Subscribing to the Batho Pele



The main theme emanating from the mission of the Municipality is the maintenance of responsible, accountable and honest leadership lead the development process of the municipality. It will therefore be necessary to

implement systems to maintain the developmental momentum, and implement systems to reward good work, but also punish misconduct.

The second theme that is highlighted is customer service, and the adherence to Batho Pele Principles. Where it is not possible to provide higher levels of services, it is important that whatever services are provided, it be implemented and provided at the highest level as possible.

Poverty eradication and successful economic initiatives is highly dependent on the successful functioning of the leadership. Subsequently, if the vision is to be realised, it is imperative that the above principle be successfully implemented.

### 3.3 SECTORAL STRATEGIES WITH SPATIAL MANIFESTATION

#### 3.3.1 Development Strategies

The developmental goals of the Mkhambathini Local Municipality include the following:

- To build an efficient and sustainable local government structure.
- To promote an equitable access to infrastructure and basic services.
- To create a condition conducive to economic development.
- To promote sustainable social and economic development.
- To create a spatial framework that facilitates an equitable distribution of development.
- To promote sustainable and integrated land use pattern

In order to ensure the realisation of the vision and Mission Statements, the Mkhambathini Municipality developed certain strategies, which are linked to the five national Key Performance Areas (KPA's) which are:

- Municipal Transformation and Institutional Development;
- Basic Service Delivery; & infrastructure;
- Financial Viability and Financial Management
- Good Governance and Public Participation;
- Local Economic Development (LED);
- Community and Social Development;

These KPA's and their corresponding strategies are outlined in the figures below. Some of the aspects depicted in the figures below, has spatial implications that need to be considered and are briefly discussed with the figures.

Figure 11: KPA's



The Promotion of Institutional Development Transformation and more specifically the development of planning capacity and integrated service delivery is essential to serve the communities through provision of successful and effective initiatives to eradicate poverty and boost the economy. By ensuring a functional and operational municipality, all aspects and functions of local government will improve.

Basic Service Provision including the access to water, electricity, sanitation, solid waste and roads, public facilities, and the reduction of deteriorating infrastructure, relates to integrated service provision where services are provided cost effectively, at nodal localities where the highest return on investment (social) can be obtained.

Access to roads will improve mobility, which will open up economic opportunities for the residents who can reach work places easier, due to the presence of public transport. It will also open economic markets that were not accessible, once again due to presence of transport. Provision of housing can be done more cost effectively in remote areas, than sewage systems can be provided for example, but this will create communities which in the long run will need sewerage systems, piped water etc, which are all dependent on high concentrations of population to make provision thereof cost effective. This once again highlights the need to identify nodal areas of investment, and encourage the movement of people to these areas where they can be provided with services.



Despite the fact that financial management is regulated by law, it is imperative for a more successful functioning of the municipality and improved delivery of basic services. This is imperative for the municipality to fulfil its mandate.

The strategies listed for Good Governance will ensure that alignment between national provincial and local government be reached. It will further facilitate buy-in from the public in development strategies and ensure that officials and politicians are responsible and accountable for implementation and usage of public funds.



In order to grow the local economy it is imperative that the comparative advantages be identified and exploited by means of catalytically projects. Agriculture has been identified as a main economic sector, and subsequently industries related to this needs to be expanded.

The development of a community relies heavily on education and social development of the communities. Therefore a balance needs to be reached on the amount of capital spent on service implementation, and the amount of time and money spent on education. An educated community will through natural processes develop an economy, which will in the long run lead to improved services and quality of life.

According to policy municipal projects will only be funded when they are depicted in the IDP. This indicates that the projects underwent a thorough public participation process, and that it is aligned with the growth direction the municipality wants to take. The chances of lobbying successfully for funds increase exponentially if the local strategic documents are aligned with the **Provincial Growth & Development Strategy**, as well as with the **National Spatial Development Perspective** and municipalities should be able to source funds from provincial as well as national departments. Please refer to the below image depicting an extract from the KwaZulu-Natal **Provincial Spatial Development Strategy**.

### 3.4 AREAS OF POTENTIAL INTERVENTION IDENTIFIED

#### 3.4.1 NODES

The nodes identified are based on the functions of the centres within the municipality and was classified as such by the mKhambathini Local Municipality.

The municipality differentiates between Primary, Secondary and Tertiary nodes. The localities for a number of these nodes are unknown.

Table 3: Identified Nodes

Primary Node	Secondary Node	Tertiary Node
Camperdown	Opokweni	Maqongqo
	Eston	Mid-Illovo
		Tilongo
		Ngilanyoni
		Ezimwini

Camperdown is the major residential and commercial centre within the Mkhambathini Municipality. The area has a largely urban setting and incorporates the major economic and administration activities. It accommodates the municipal offices, schools, police station, a hotel/bottle store and a variety of commercial and retail outlets. The "village in the country" atmosphere which is evident in some portions of the area is an important attribute which needs to be conserved and enhanced, particularly as new areas are opened up for residential and other development. The node is traversed and separated by the Primary Movement Corridor which is the National Road Route (N3) and to the West it links onto the Primary Corridor connecting the Municipality to the South Coast (R603), providing a high degree of accessibility.



The areas of Opokweni overlapping into the Outer West Municipality and Eston have been identified as Secondary Nodes or Service Centres. These areas play an important role as service centres to communities and farmers in the northern and central portions of the municipality, providing housing and a smaller range of commercial and social services than what is offered in the Primary Node.

Tertiary nodes have been identified at Maqongqo (north), Mid-Illovo (central, Tilongo, Ngilanyoni and Ezimwini (south).

### 3.4.2 CORRIDORS

The R603 is the Primary Corridor which links the Municipality to the South Coast. It is of Provincial and Municipal importance. It serves the commercial agriculture community, rural residential communities and also serves as a tourism link. Development along this corridor should be safe and attractive to enhance tourist appreciation and should not be permitted on an ad hoc basis.

The road from the Lion Park interchange leading to Maphumulo Tribal Area has been upgraded as a secondary transportation route but providing a main link from the N3 between Pietermaritzburg and Durban to the Maphumulo Tribal Authority area. A small corridor from the N3 along the proposed secondary transportation route is proposed which should also be for mixed use purposes. The length of this corridor would extend approximately 1.5 to 2km from the interchange in addition to the opportunity point identified at this intersection<sup>1</sup> interchange.

In order to promote eco adventure tourism routes have been identified and are shown linking Eston with the tribal areas and ultimately the Umkomaas River and into Vulamehlo Municipality.

Table 4: Corridors

Primary Corridor	Secondary Corridor	Eco - Adventure Tourism Routes
The R603 – Links Municipality with South Coast	Road from Lion Park Interchange leading to Maphumulo Tribal Area	

## 3.5 STRUCTURING ELEMENTS IDENTIFIED

### 3.5.1 CAPITAL PROJECTS

**Map 1: Capital Projects** indicates some of the capital projects that have been undertaken in the municipality. These projects serve to inform the combined service delivery efforts in the municipality in response to the needs of the residents and the capacity of the municipality. It serves to indicate the response of the municipality, based on spatial relation of areas of needs and to inform the future investment in the municipality. The map will need to be refined and updated as part of the final SDF and once the latest municipal IDP and related Capital Investment Framework has been finalised.





### 3.6 AREAS OF ECONOMIC OPPORTUNITY

#### Manufacturing

Manufacturing activity is situated in the Primary Node of Camperdown, but also around the Eston Sugar Mill. The Manufacturing sector is dominated by agro-processing relating to sugar cane and poultry. Beneficiation and upstream and downstream linkage opportunities exist for these two industries.

#### Tourism

The municipality has a number of cultural, historical and natural assets, which have begun to form the basis of an emergent tourism industry. The main features of the existing tourism sector are:

**Eco-tourism:** Private Game ranches such as Tala Game Reserve, Ntsingisi Game Lodge and Spa and Gwa Humbe Game Reserve. Wildlife Sanctuaries (African Bird of Prey Centre), the Lion Park and the Natal Zoological Gardens.

**Ago-tourism:** The Country Capers Tourism Route comprises several auto routes that meander through the municipality, linking it to areas such as Thomville, Baynesfield, Richmond, Ashburton, Byre Valley and Inchanga. Other tourism routes includes Albert falls, Amble and 1000 Hills Tourism route. These routes offers, self-catering, bed and breakfast and guest lodge accommodation.

**Adventure Tourism:** The area is host to a number of adventure and sporting activities including off-road motorcycle and car races, canoeing events on Nagle Dam, mountain bike races (cycling), micro lighting, skydiving, water-skiing and hiking trails.

A Game reserve has been proposed for the Mkhambathini Area between the N3 and Cato Ridge, although the progress to develop the park is unclear.

#### Agriculture

Mkhambathini Municipality is highly dependent on the Agricultural Sector for economic commodities, as most of its industries are also focused around the sugar and poultry industries.

Please refer to Plan 5: Mkhambathini Economic Opportunities for a depiction of the known localities of the above mentioned opportunities.

## 4 CURRENT REALITIES

### 4.1 NATURAL RESOURCES

#### 4.1.1 LOCALITY

The locality of the Mkhambathini Municipality is illustrated by **Map 2: Regional Locality**. The Municipality is located in the south-eastern corner of the uMgungundlovu District Municipality and is bordered by; uMshwathi municipality to the north eThekweni Metropolitan Municipality to the east, Vulamehlo municipality to the south and Richmond municipality and Msunduzi municipality to the west. The N3 National Road transverses the municipality linking it to Durban in the east and Pietermaritzburg in the west and the Gauteng Highveld in the North.

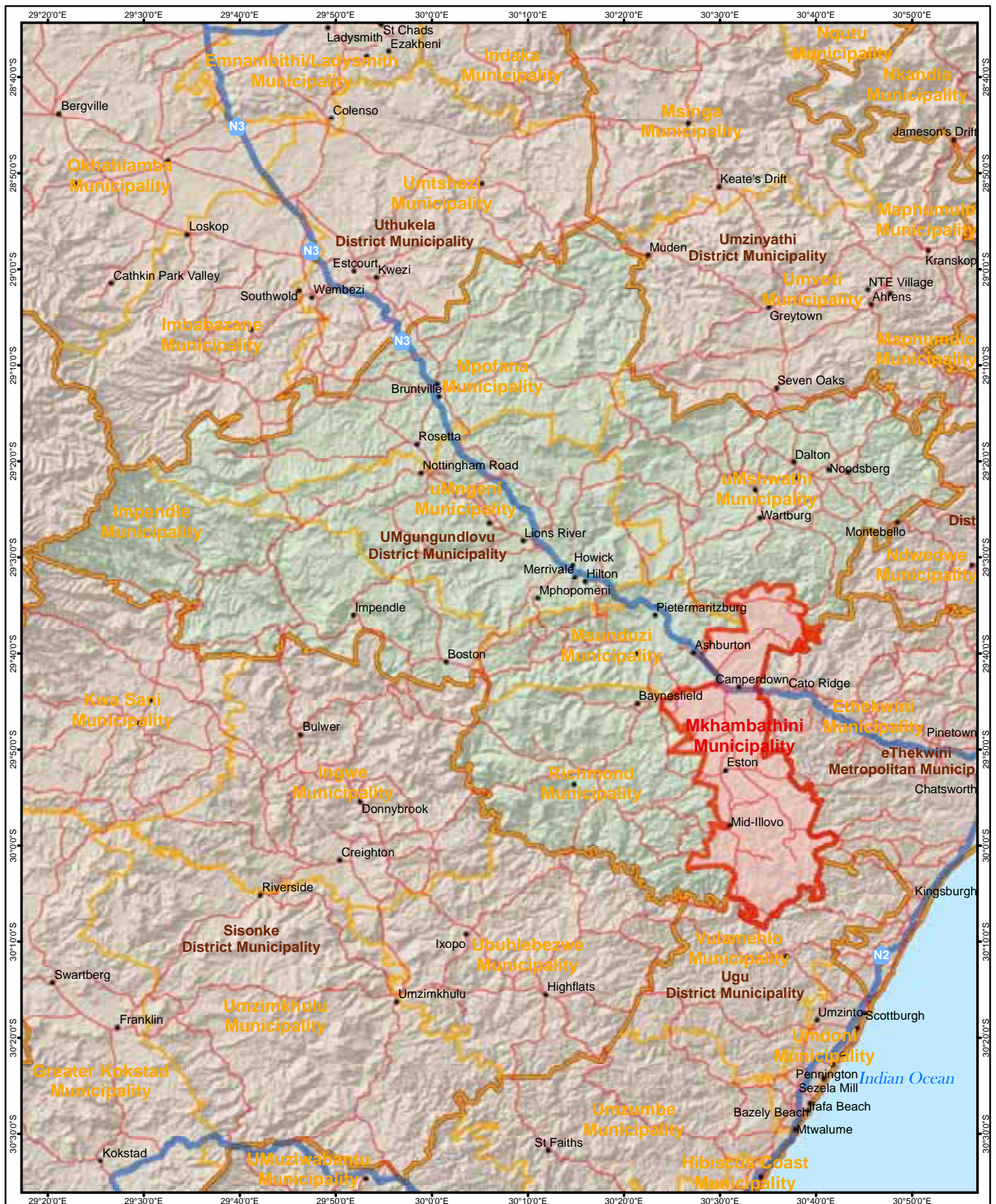
#### 4.1.2 TOPOGRAPHY & RUNOFF

The map “Topography & Run-off” attached as **Map 3: Elevation** depicts the elevation and general characteristics of the land within Mkhambathini municipality. The mean elevation (m above sea level) ranges from 0m above sea level, to 953m above sea level.. The municipality has a distinct variation in topography landscape with the southern and northern parts being more undulating and a relatively high lying, flat plain area in the central part of the municipality. The southernmost part of the municipality includes relatively low lying area, with many of the river valley areas between 0 – 203m above sea level. Much the same pattern is observed in the northern part of the municipality.. This fluctuating elevation levels of the municipality, impacts on the scattered settlement pattern that can be observed in the northern and southern parts of the municipality.

#### 4.1.3 SLOPE ANALYSIS

**Map 4: Slope Analysis** illustrates the slope variance across the municipality and depicts slope ranges from 0-4% up to 20-58% incline. The northern and southern parts of the municipality have higher slope inclines, indicating mountainous areas. The central part of the municipality is relatively flat, with slope ranges of 0-8%. The greater the gradient (20-58%), the more difficult and more expensive construction becomes and this should be considered during infrastructure intervention planning. The terrain therefore plays an integral part in determining settlement patterns or the line of roads which needs to be built cost-effectively. Apart from infrastructure provision and housing, the slope of the land will be a determining factor in potential economic activity especially agricultural product potential. As noted from the topography analysis, the slope map shows that the more even plains are situated in the central part of the Mkhambathini municipality.





## Legend

- District Municipalities
- Local Municipalities
- Mkhambathini Municipality
- Roads**
- National
- Provincial



## MKHAMBATHINI

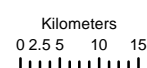
SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

## Regional Location

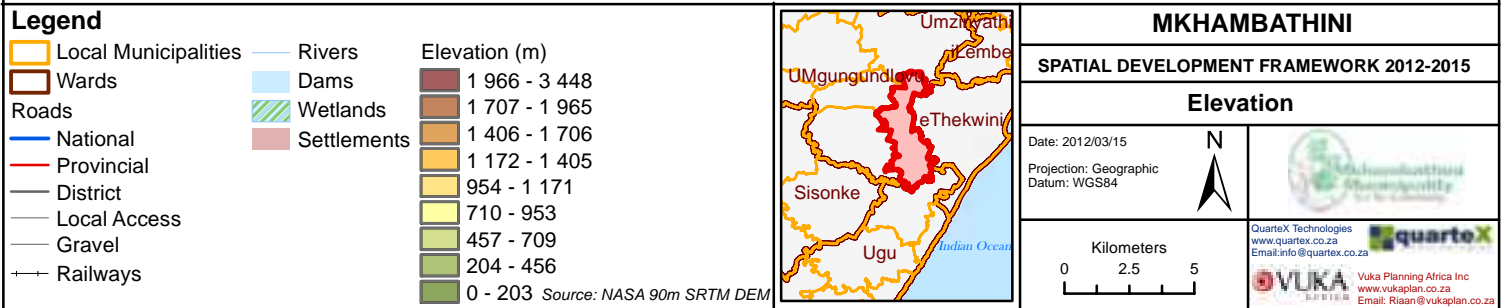
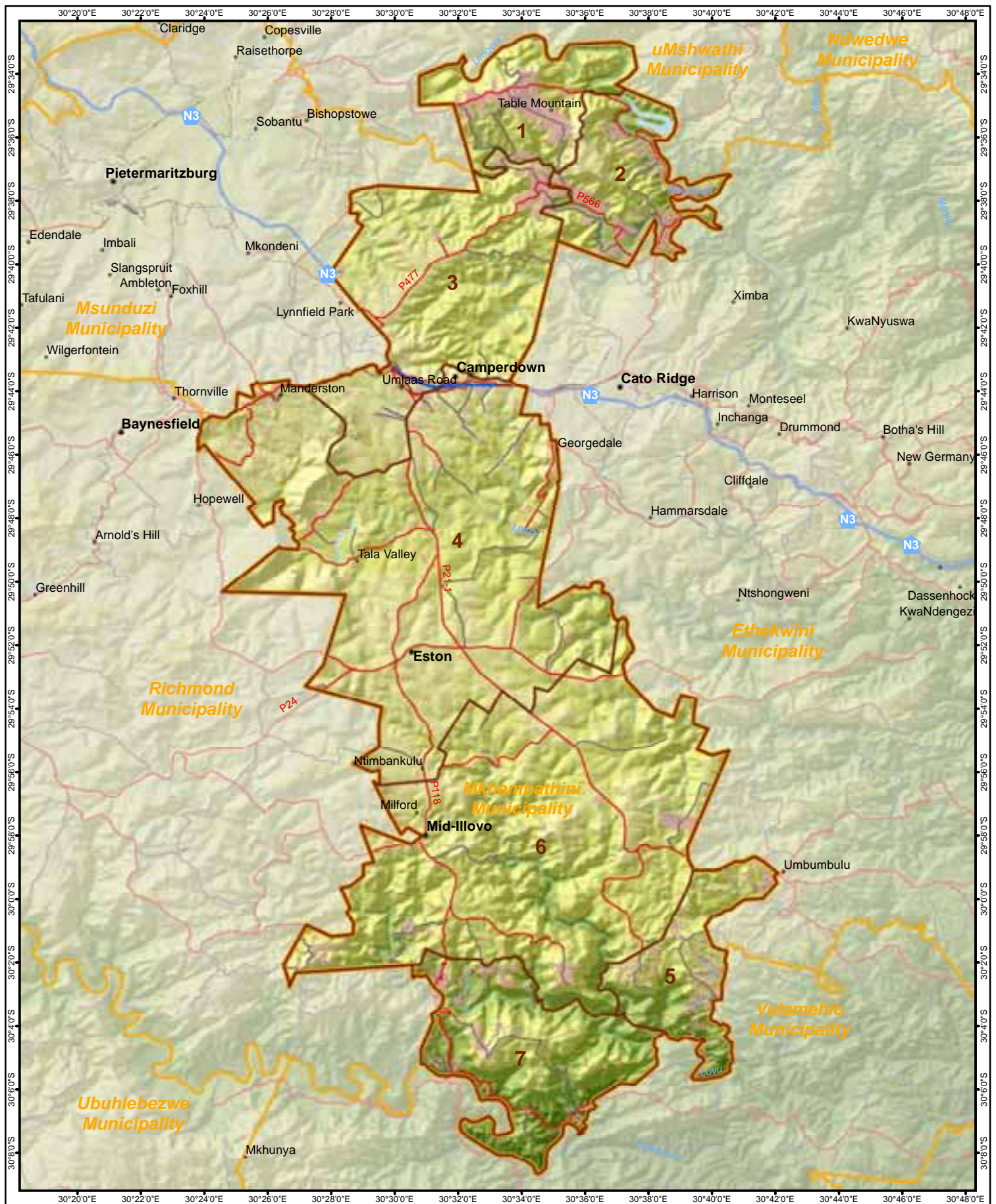
Date: 2012/03/16

Projection: Geographic

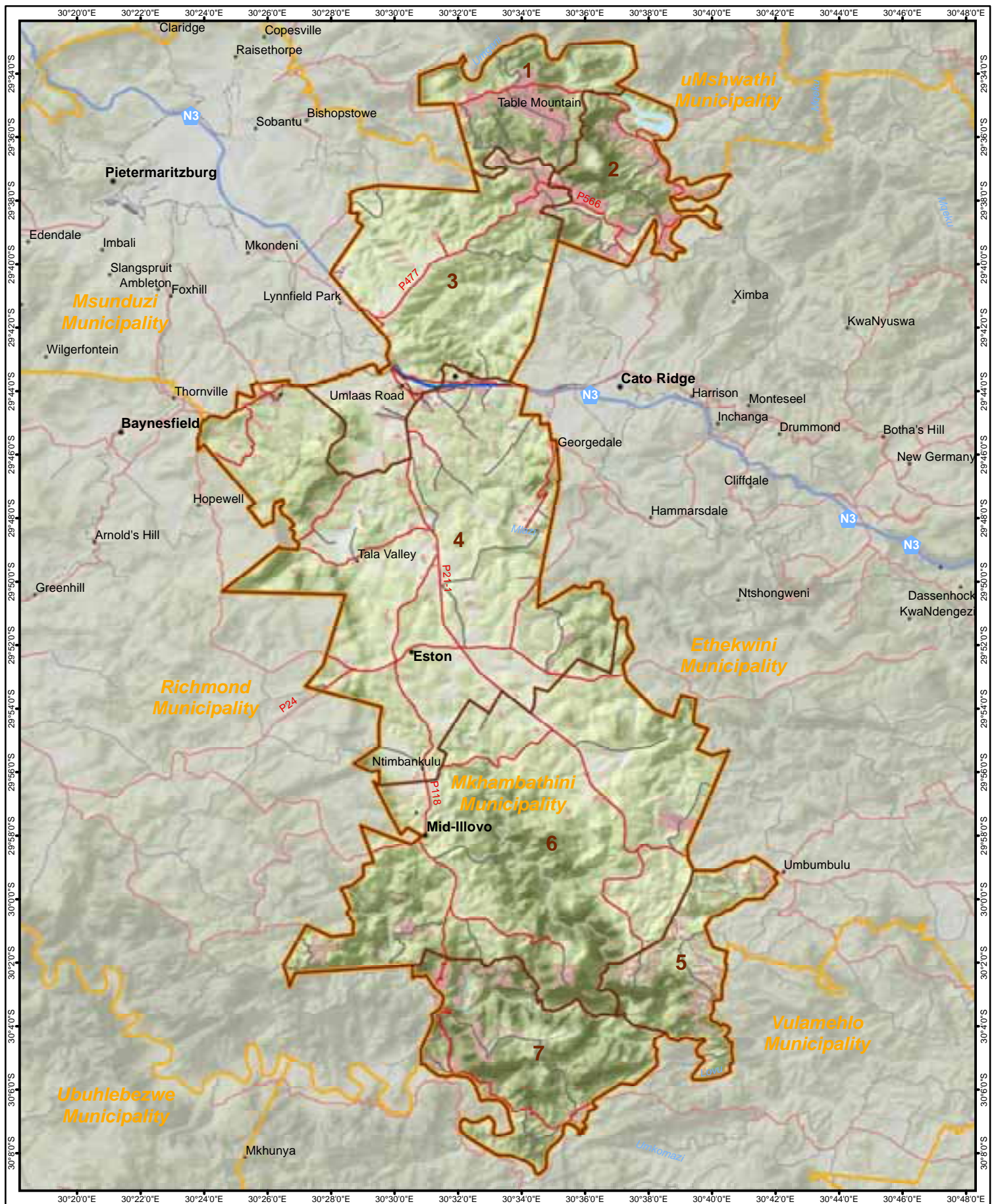
Datum: WGS84











### Legend

- |                      |             |   |
|----------------------|-------------|---|
| Local Municipalities | Rivers      | <b>Slope</b><br>20 - 58%<br>14 - 19%<br>9 - 13%<br>5 - 8%<br>0 - 4% |
| Wards                | Dams        |   |
| Roads                | Wetlands    |   |
| National             | Settlements |   |
| Provincial           |             |   |
| District             |             |   |
| Local Access         |             |   |
| Gravel               |             |   |
| Railways             |             |   |

Source: NASA 90m SRTM DEM



### MKHAMBATHINI

#### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Slope Analysis

Date: 2012/03/15

Projection: Geographic  
Datum: WGS84



Kilometers  
0 2.5 5



#### 4.1.4 WATER CATCHMENT AREAS

Catchment areas is an extent or area of land where water from rain drains downhill into a body of water, such as a river, lake or dam. The drainage basin includes both the streams and rivers that convey the water as well as the land surfaces from which water drains into those channels, and is separated from adjacent basins by a catchment divide. **Map 5: Water Catchment Areas** depicts the catchment areas for Mkhambathini municipality. A total of **10 catchment** areas exist within the Local Authority, which is also an indication of the varied topographical changes of the area.

Ecological aspects also need to be taken into account when considering Catchment Areas/Drainage Basins. The water flowing from the catchment areas, flows to a dam which is ultimately used for service provision such as water used for household purposes. It is therefore necessary to consider the impact that settlements have on the quality of water, and where sanitation services are critically needed to prevent cholera for example. The use of pesticides on large scale for agricultural use must be limited where commercial farming can have a negative impact on the quality of water. The spatial development framework must therefore highlight the critical aspects which need to be addressed as a matter of urgency, and ensure that no land use is proposed in an area, where the specific land use can have detrimental effects on the environment.

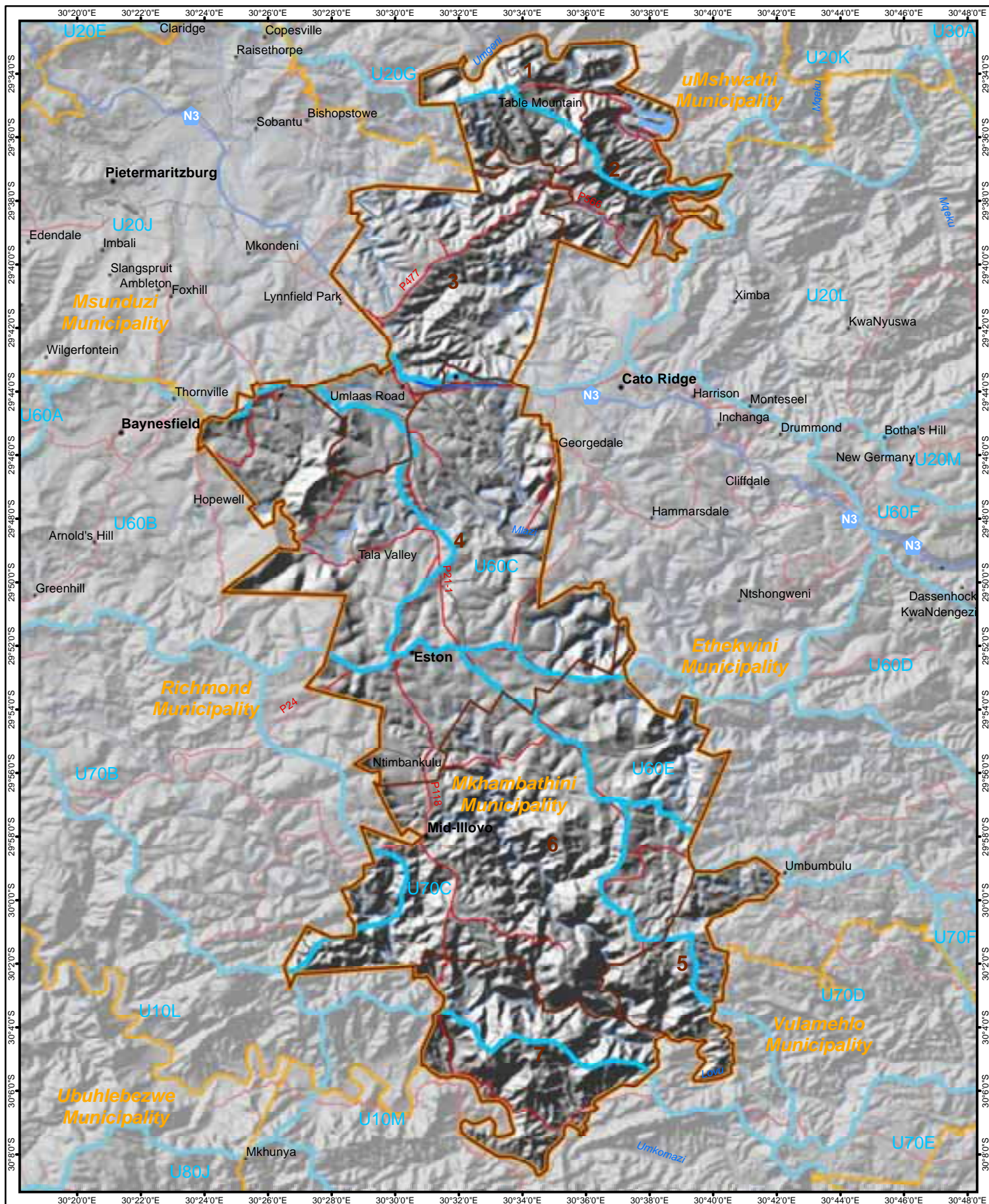
The presence of a large number of rivers and high volumes of water implies that safety of communities also needs to be considered by locating them outside possible flood line areas.

#### 4.1.5 PRECIPITATION AND EVAPORATION

According to **Map 6: Precipitation (average, annual)**, the annual average precipitation for the southern half of the municipal area ranges between 913 - 1011mm,. The northern half of the municipal area has an average rainfall that is slightly lower, being between 827 and 912mm.

**Map 7: Evaporation** indicates that the evaporation in the municipality is relatively low, with virtually the entire municipal area falling in the 0 – 1400mm range. Consideration of these two maps, with its medium to high rainfall and low precipitation makes it clear why large areas of the municipality is suitable for sugarcane production and has a relatively high agricultural potential. The central parts of the municipality are further given this advantage by the relatively low gradient of slopes.





### Legend

- Local Municipalities
- Wards
- Roads
- National
- Provincial
- District
- Local Access
- Gravel
- Railways
- Rivers
- Dams
- Wetlands
- Water Catchment Areas

Source: Department of Water Affairs



### MKHAMBATHINI

#### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Water Catchment Areas

Date: 2012/03/23

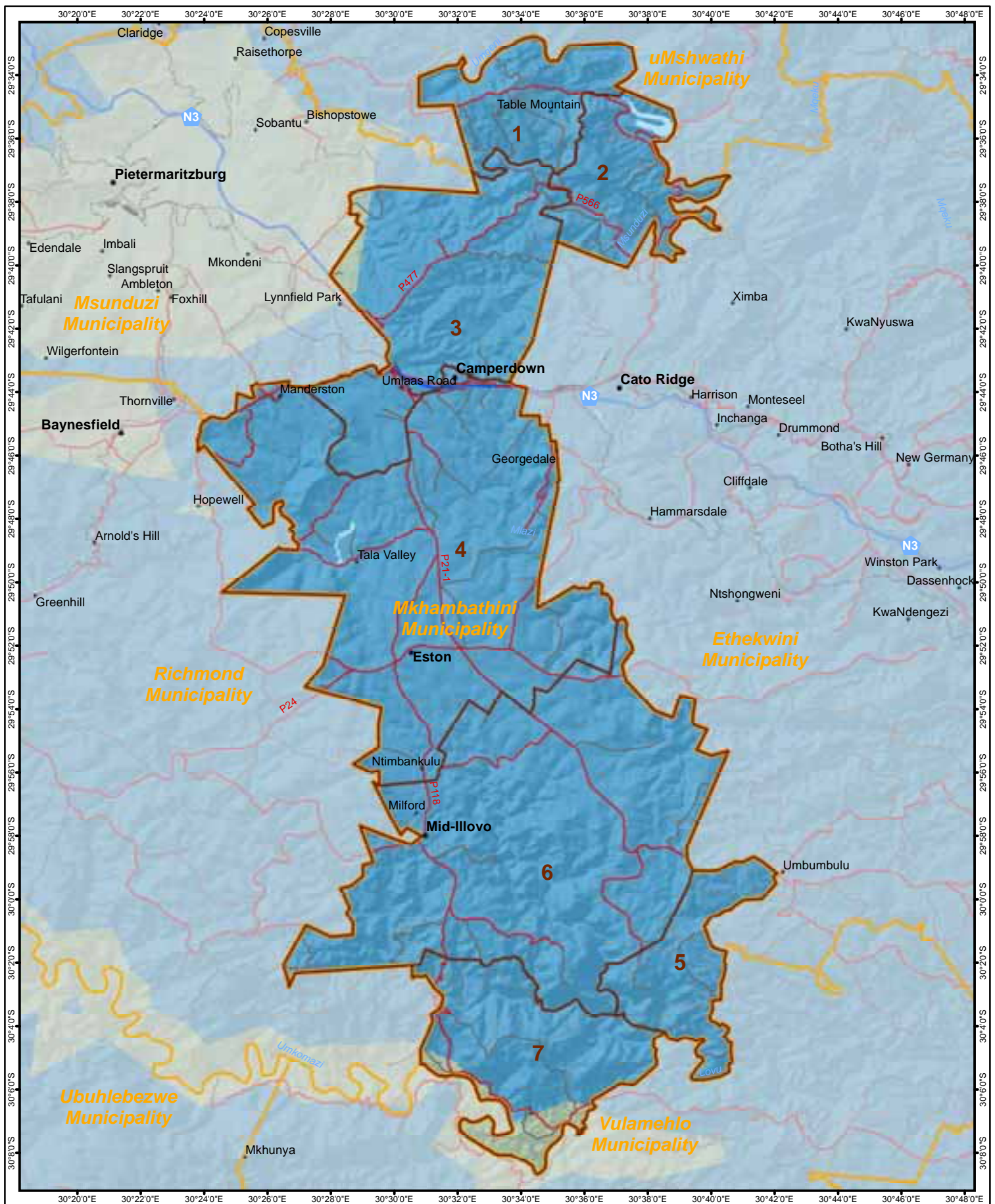
Projection: Geographic  
Datum: WGS84



Kilometers  
0 2.5 5



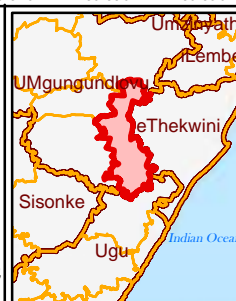




### Legend

Wards	Rivers
Local Municipalities	Dams
<b>Roads</b>	Wetlands
National	<b>Evaporation (average mm/annum)</b>
Provincial	2001 - 2200 mm
District	1801 - 2000 mm
Local Access	1601 - 1800 mm
Gravel	1401 - 1600 mm
Railways	0 - 1400 mm

Source: Museum of Vertebrate Zoology,  
University of California



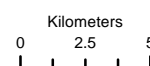
### MKHAMBATHINI

#### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Evaporation

Date: 2012/03/16

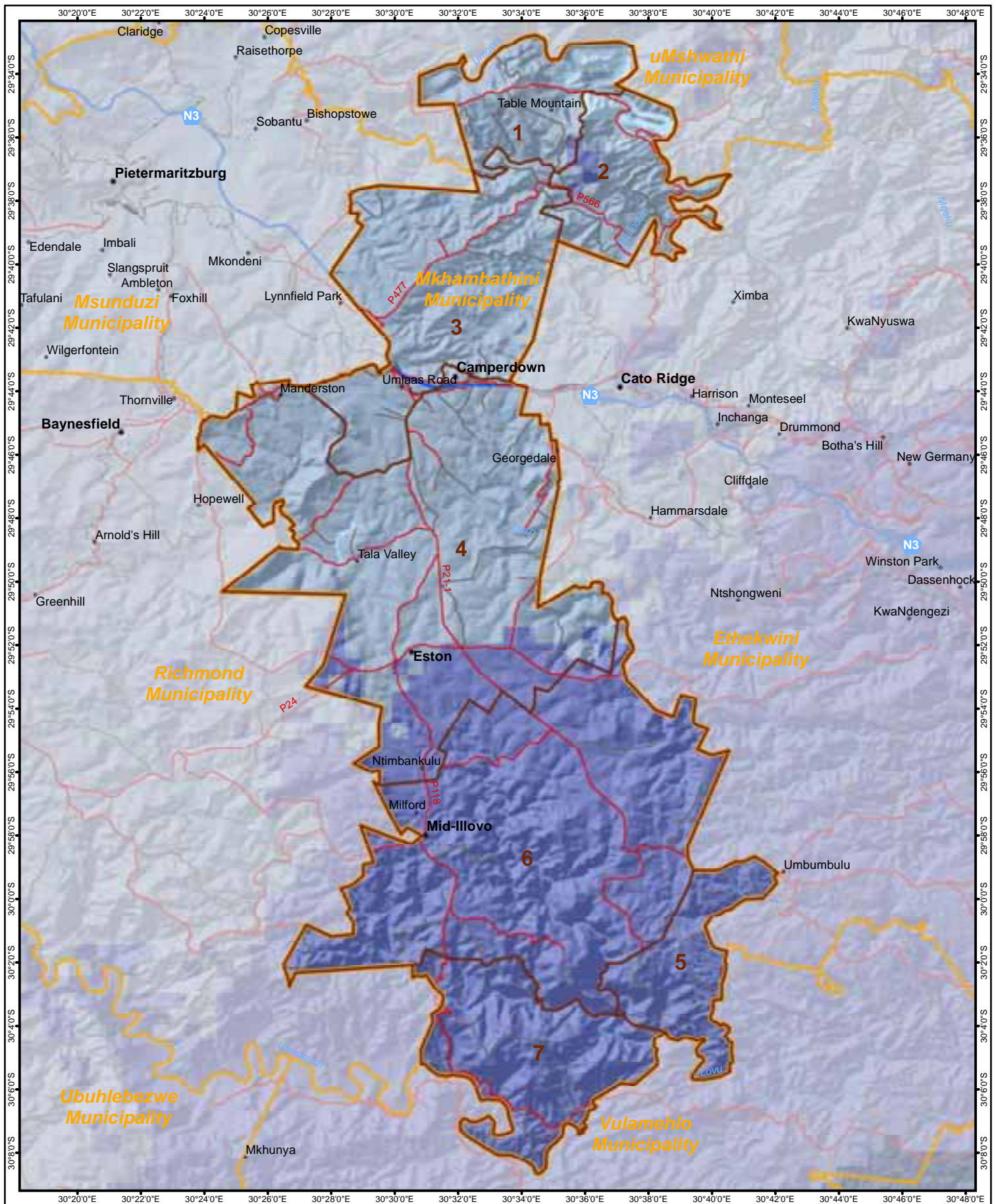
Projection: Geographic  
Datum: WGS84



QuartoX Technologies  
www.quartex.co.za  
Email: info@quartex.co.za

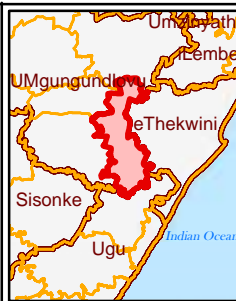
**VUKA**  
Vuka Planning Africa Inc  
www.vukaplanning.co.za  
Email: Riaan@vukaplanning.co.za





Legend	
	Wards
	Local Municipalities
Roads	
	National
	Provincial
	District
	Local Access
	Gravel
	Railways
	Rivers
	Dams
	Wetlands
Precipitation (average, annual)	
	1 012 - 1 251
	913 - 1 011
	827 - 912
	722 - 826
	538 - 721

Source: Museum of Vertebrate Zoology,  
University of California



MKHAMBATHINI		
SPATIAL DEVELOPMENT FRAMEWORK 2012-2015		
Precipitation (average, annual)		
Date: 2012/03/16		
Projection: Geographic Datum: WGS84		

#### 4.1.7 LAND COVER

The broad land cover found in Mkhambathini municipality, as depicted on **Map 8: Land Cover** consist of:

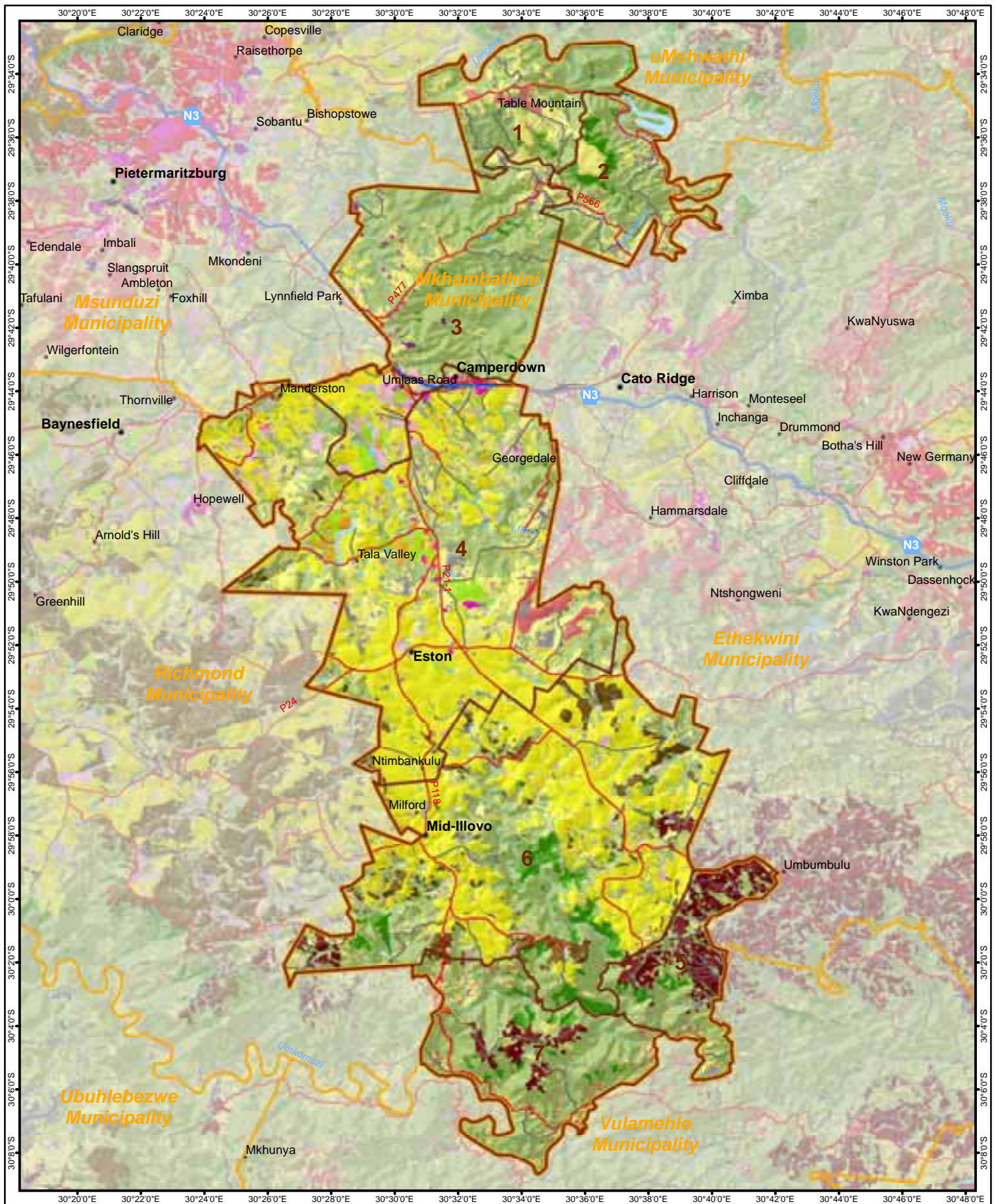
- Built-up (commercial)
- Built-up (residential)
- Built-up (informal)
- Dryland agriculture
- Irrigation agriculture
- Sugarcane
- Subsistence cultivation
- Bare soil (erosion)
- Degraded land
- Forest Plantations
- Improved Grasslands
- Natural
- Bare soil (natural)
- Forest (indigenous)
- Shrubland
- Thicket
- Natural Grassland
- Water bodies
- Wetlands
- Woodland

From the land cover data it is evident that the majority of the central portions of the municipality is cultivated for commercial sugarcane, with especially high occurrence of this around the Eston settlement area. The southern mountainous steep areas are mainly covered with subsistence cultivation and thicket with some scattered forest areas, whilst the northern sloped areas are distinctively covered with thicket and natural grassland and some limited forest areas and informal build up areas. Although indicated as “built-up” in terms of the land cover classification, the majority of settlements are characterised as rural in terms of density and character. These settlements are heavily concentrated within the north central parts of the municipality within the traditional authority areas and occur along national and provincial roads. The main concentration of subsistence farming is found in the south-eastern portions of the municipality. There is a noticeable concentration of commercial built up areas adjacent to the N3. This is expected, as the N3 is a strategic national transport route and the area is located on a stretch between Durban and Pietermaritzburg, with substantial road and rail freight traversing the area.

##### 4.1.7.1 Nodal Specific Land Use.

**Map 9 Camperdown Land Use** illustrates nodal specific land uses in Camperdown being the primary node within Mkhambathini Local Municipality. Camperdown has a large residential component compared to a relatively small business and retail sector due to the surrounding agricultural potential and poultry farming that consist in the area. Camperdown poses a more relaxed lifestyle on a regional scale outside the rushed city life of Durban and Pietermaritzburg.

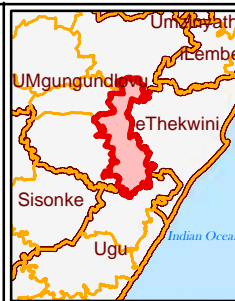




## Legend

Wards	Rivers	Irrigation agriculture	Bare soil (natural)
Local Municipalities	Dams	Sugarcane	Forest (indigenous)
National	Wetlands	Subsistence cultivation	Shrubland
Provincial	Land cover (2000)	Bare soil (erosion)	Thicket
District	Man induced impacts	Degraded land	Natural Grassland
Local Access	Mines and quarries	Forest Plantations	Waterbodies
Gravel	Built-up (commercial)	Improved Grassland	Wetlands
Railways	Built-up (residential)	Natural	Woodland
	Built-up (informal)		
	Dryland agriculture		

Source: CSIR Land Cover 2000



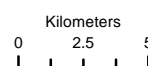
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Landcover

Date: 2012/03/16

Projection: Geographic  
Datum: WGS84







#### 4.1.8 Land Capability and Agricultural Potential

The land capability of the Mkhambathini municipal area, as indicated on **Map 10: Land Capability** is highly dispersed, ranging between Land capabilities classes II to VII. There is no dominant land capability classification found in the municipal area and a very large portion of the land falls under Classes IV, VI or VII.

According to **Table 5** below, class VII, which is dominant in the southern parts of the municipality, includes Wildlife, forestry and light grazing as land use options. The central parts of the municipality are dominated by Classes IV and VI. Class VI includes wildlife, forestry and light and moderate grazing as land use options. Class IV which is dominant in the central areas directly south of the N3 and also widely scattered in the southern parts of the municipality and includes wildlife, forestry and light, moderate and intensive grazing as well as poorly adopted cultivation as land use options.

The northern part of the municipality has large areas of class II land, which include arable land for intensive, well adopted cultivation purposes, moderately well adopted cultivation, light to intensive grazing, wildlife and forestry. These areas are scattered in the lower lying areas of the northern part of the municipality and can generally be regarded as having high agricultural potential. This will need to be factored into the economic development and agrarian reform strategies of the municipality.

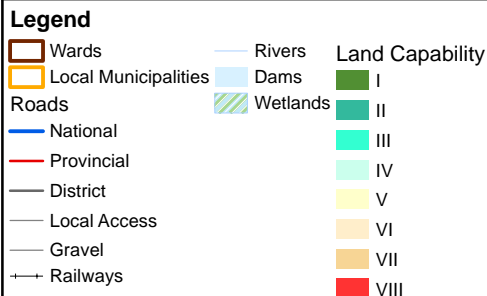
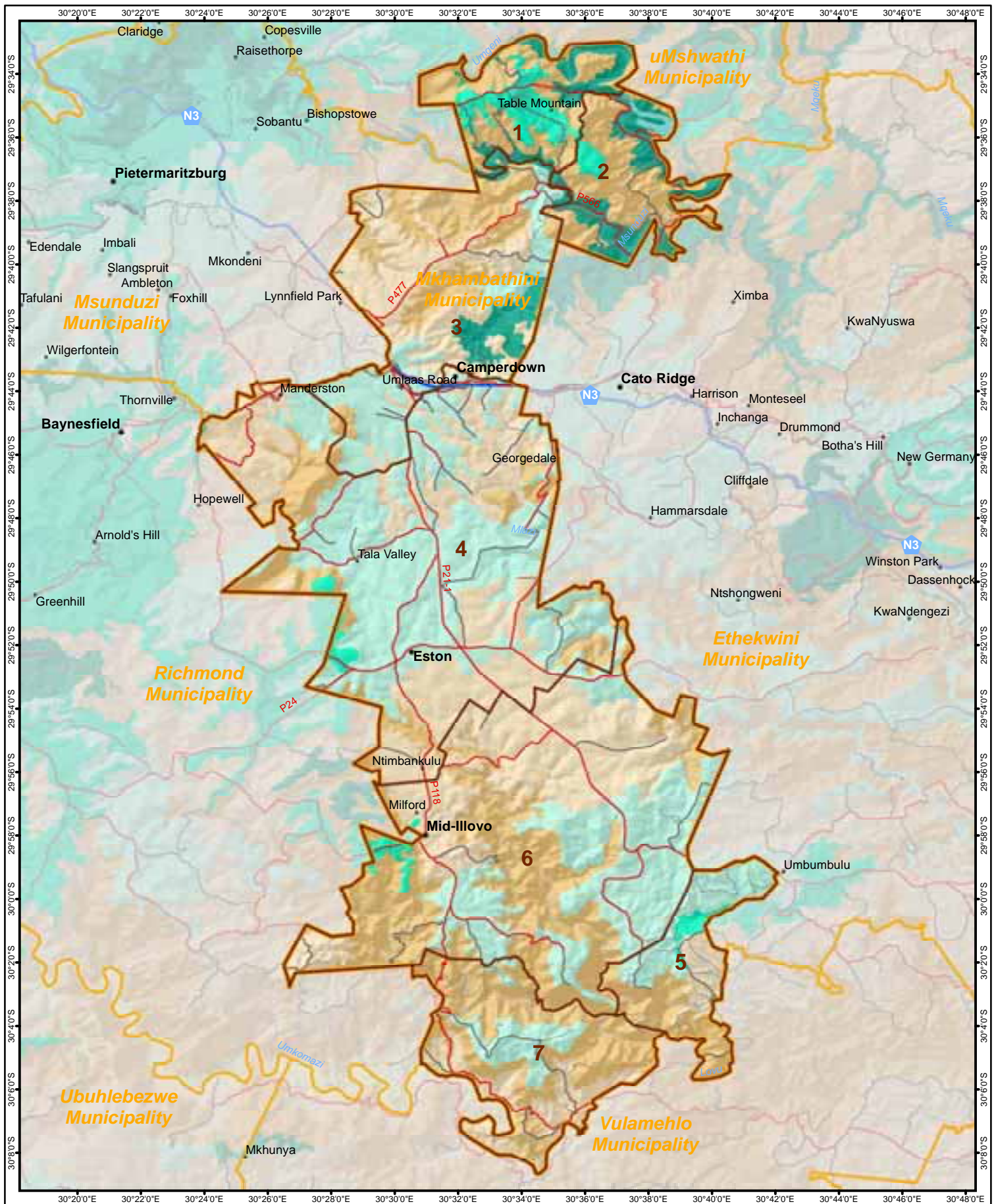
Table 5: Land Use Options

LAND CAPABILITY CLASS	LAND USE OPTIONS									LAND CAPABILITY GROUPS
	Wildlife	Forestry	Light Grazing	Moderate Grazing	Intensive Grazing	Poor Cultivation	Moderately Cultivation	Intensive Cultivation	Very Intensive Cultivation	
I										ARABLE LAND
II										
III										
IV										
V										GRAZING
VI										
VII										
VIII										WILDLIFE

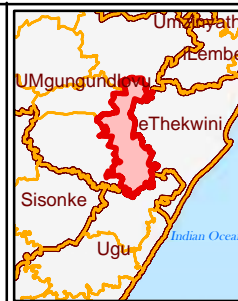
Source: Department of Agriculture

The Soil Depth within the Municipal Area ranges from >750mm to <450mm with relative fields in between (See **Map 11: Soil Depth**). Depicted on the map the northern section together with parts in the east has soil depths between 450mm-750mm indicated in green. The other major visible field is soil less than 450mm in depth located in the mid central areas and towards the southern border of the municipal area indicated in yellow. Soil depth, although not exclusively, has an impact on agricultural activities and disaster management. Areas where soil depths are shallower, normally has lower agricultural potential and flood risks could also be higher, due to the shallow soil's inability to capture absorb and maintain moisture.



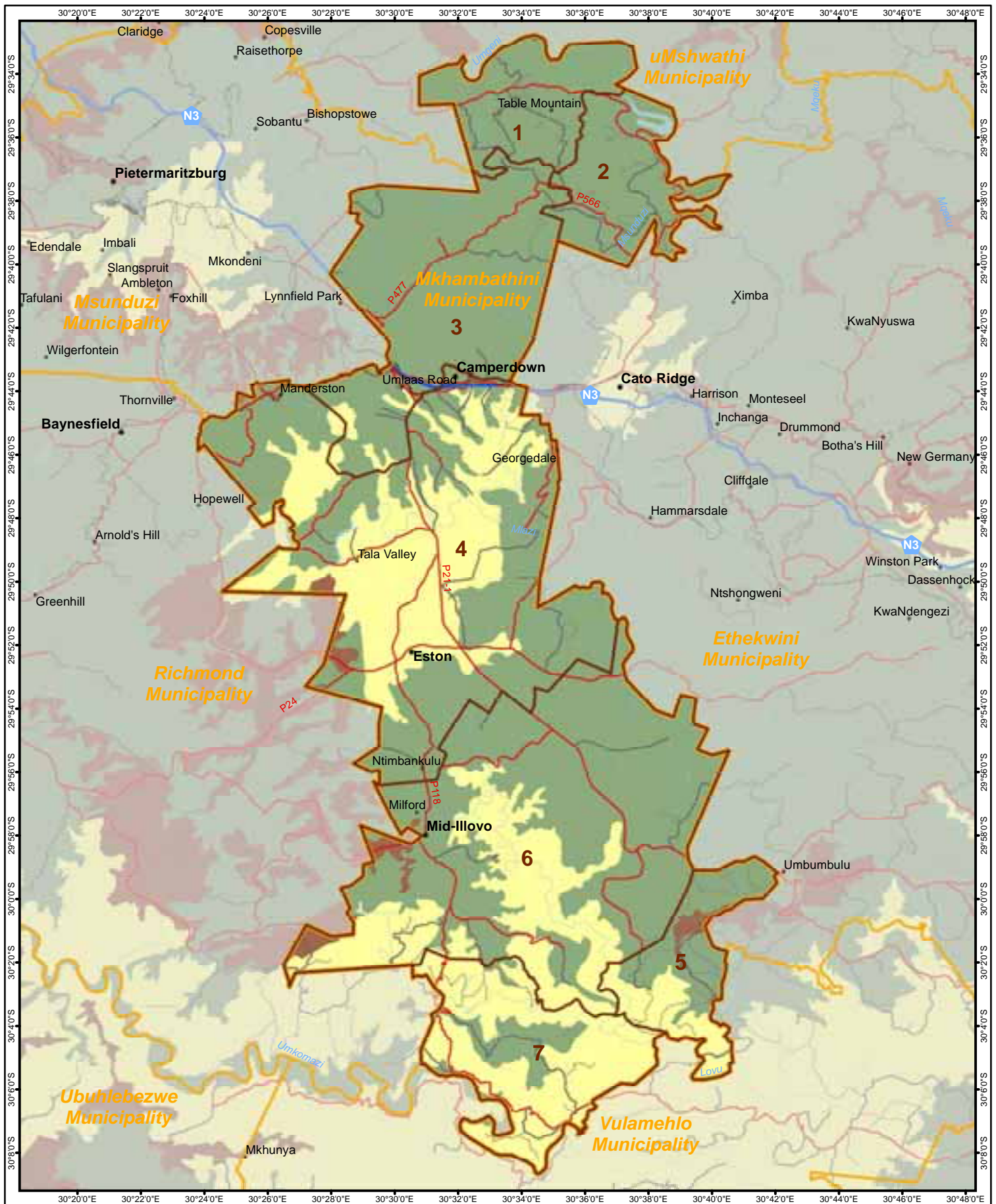


Source: Department of Agriculture



<b>MKHAMBATHINI</b>	
<b>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</b>	
<b>Land Capability</b>	
Date: 2012/03/16 Projection: Geographic Datum: WGS84	
Kilometers 0    2.5    5	

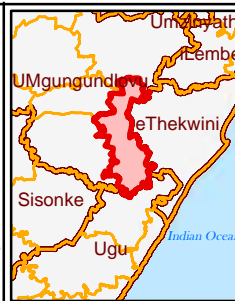




## Legend

- Wards
- Local Municipalities
- Rivers
- Dams
- Wetlands
- National Roads
- Provincial Roads
- District Roads
- Local Access Roads
- Gravel Roads
- Railways
- Soil Depth >750mm
- Soil Depth 450mm - 750mm
- Soil Depth < 450mm

Source: Environmental Potential Atlas of South Africa  
Department of Water Affairs



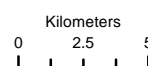
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Soil Depth

Date: 2012/03/16

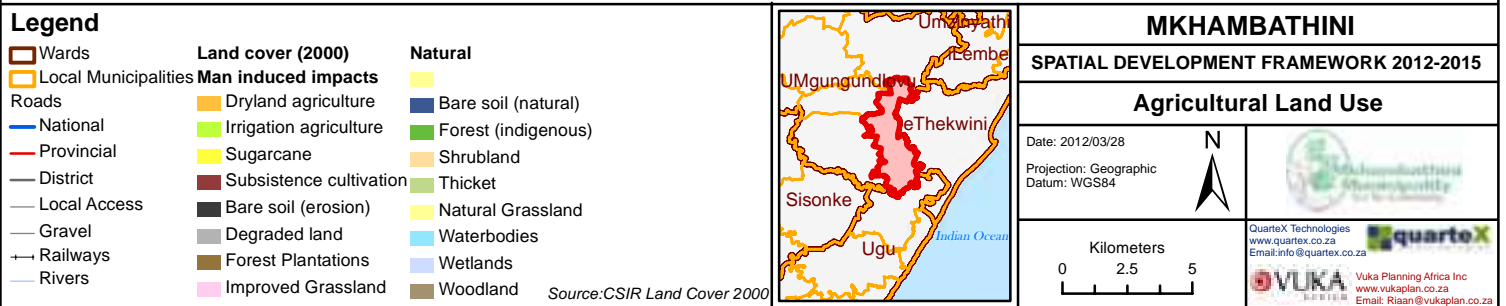
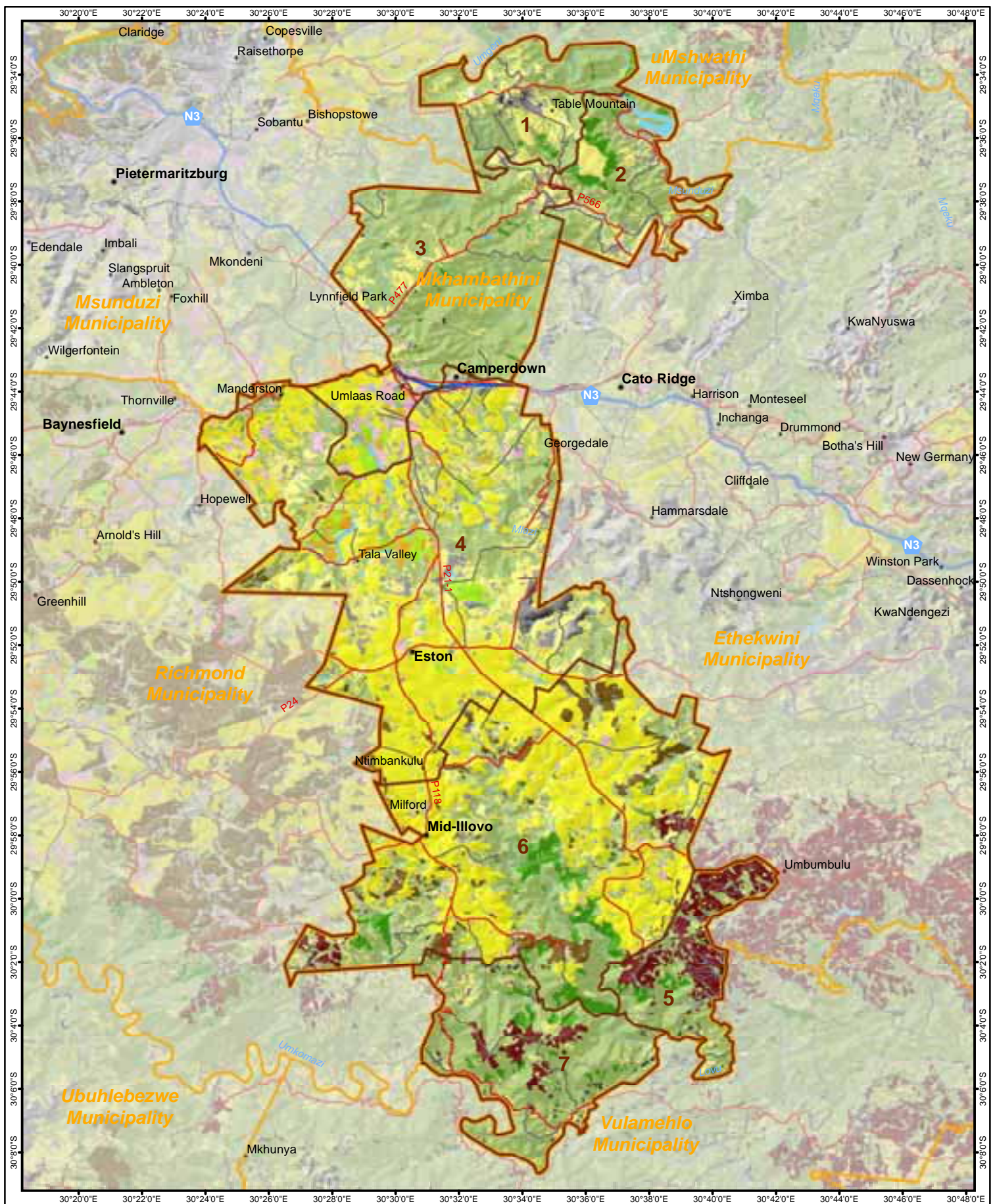
Projection: Geographic  
Datum: WGS84



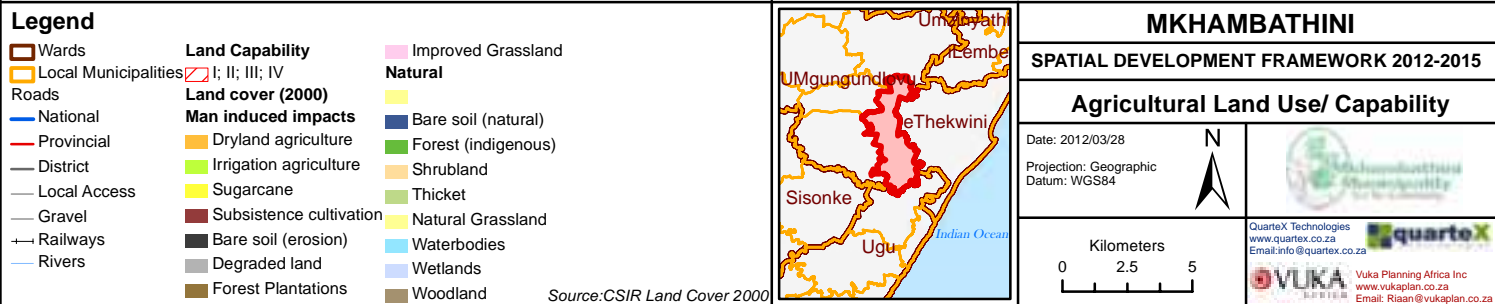
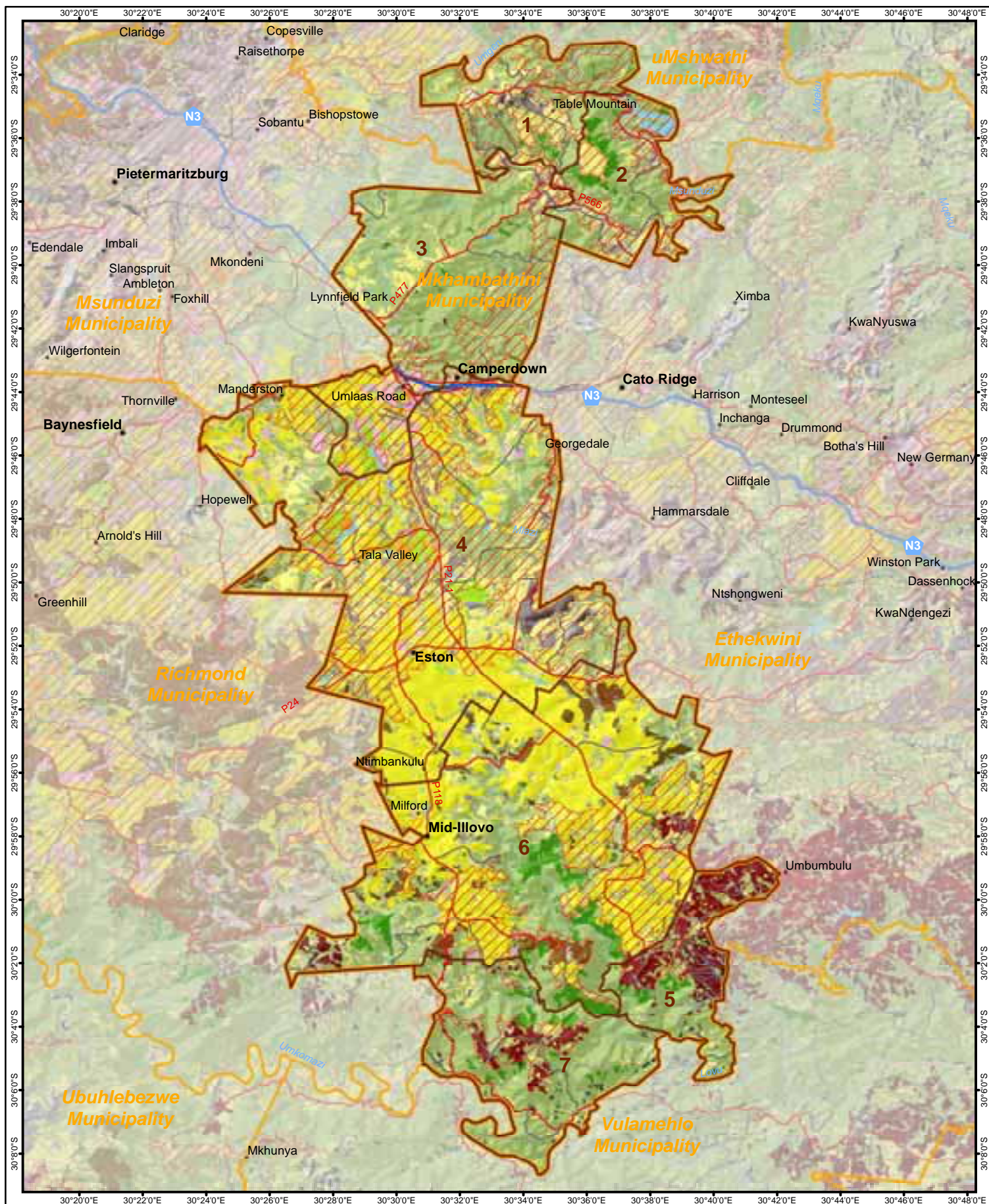
The various agricultural land uses in the municipality is indicated on **Map 12: Agricultural Land Uses**, and corresponds greatly with **Map 7: Land Cover** referred to under paragraph 3.1.6. This map becomes particularly useful in identifying uncultivated opportunities in the agricultural sector when it is overlaid with the land capabilities in the municipality, with specifically land capability classes I to IV, as indicated on **Map 13: Agricultural Land Use/Capability**. From this map it is clear that the areas with higher agricultural opportunities (or potential) in the southern parts of the municipality have already been utilised to a great extent for subsistence farming purposes. Many of the areas in the north that are classified as class II are either utilised only as grassland for grazing and the settlements around the Table Mountain area.

The agricultural production in the municipality centres on vegetables growth for local and hinterland fresh produce markets, maize and sugarcane production. The area features the second highest concentration of poultry producers in the world, supported by a network of service suppliers, as well as pig and beef farming.









Source: CSIR Land Cover 2000



#### 4.1.9 Protected & Conservation Worthy Areas

According to **Map 14: Environmental Sensitivity** Environmental Sensitivity is classified in composite weights ranging from high to low. The composite weighting in Mkhambathini municipality is dominated by the weighting medium to low and low, with some scattered areas to the south and north classified as medium to high.. There is a strong correlation between the Environmental Sensitivity and Minset maps as the medium to high composite weighting is also areas with priority considering biodiversity areas.

Ezemvelo Wildlife has embarked on a process, during 2005, whereby it systematically mapped critical biodiversity areas in KwaZulu-Natal with increasing accuracy. This dataset is based on various studies on fauna, flora and water resources, identifying key local biodiversity areas to be considered in spatial planning and this is referred to as Minset.

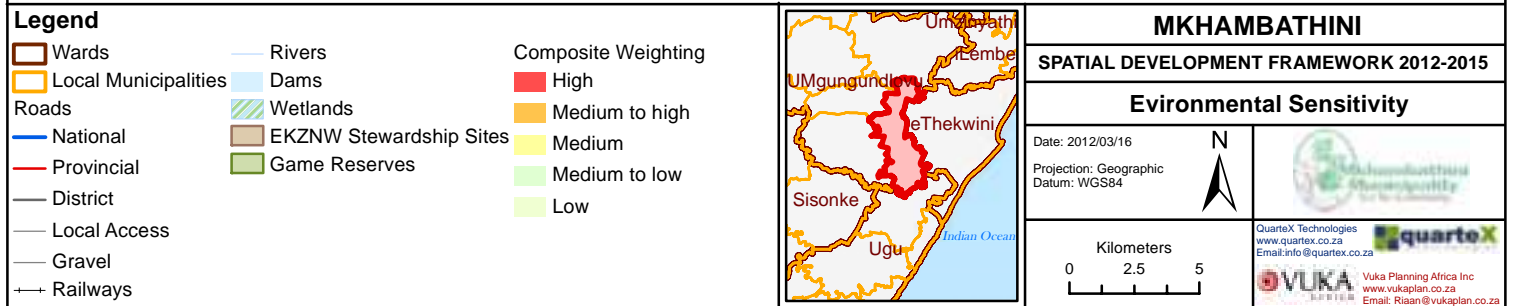
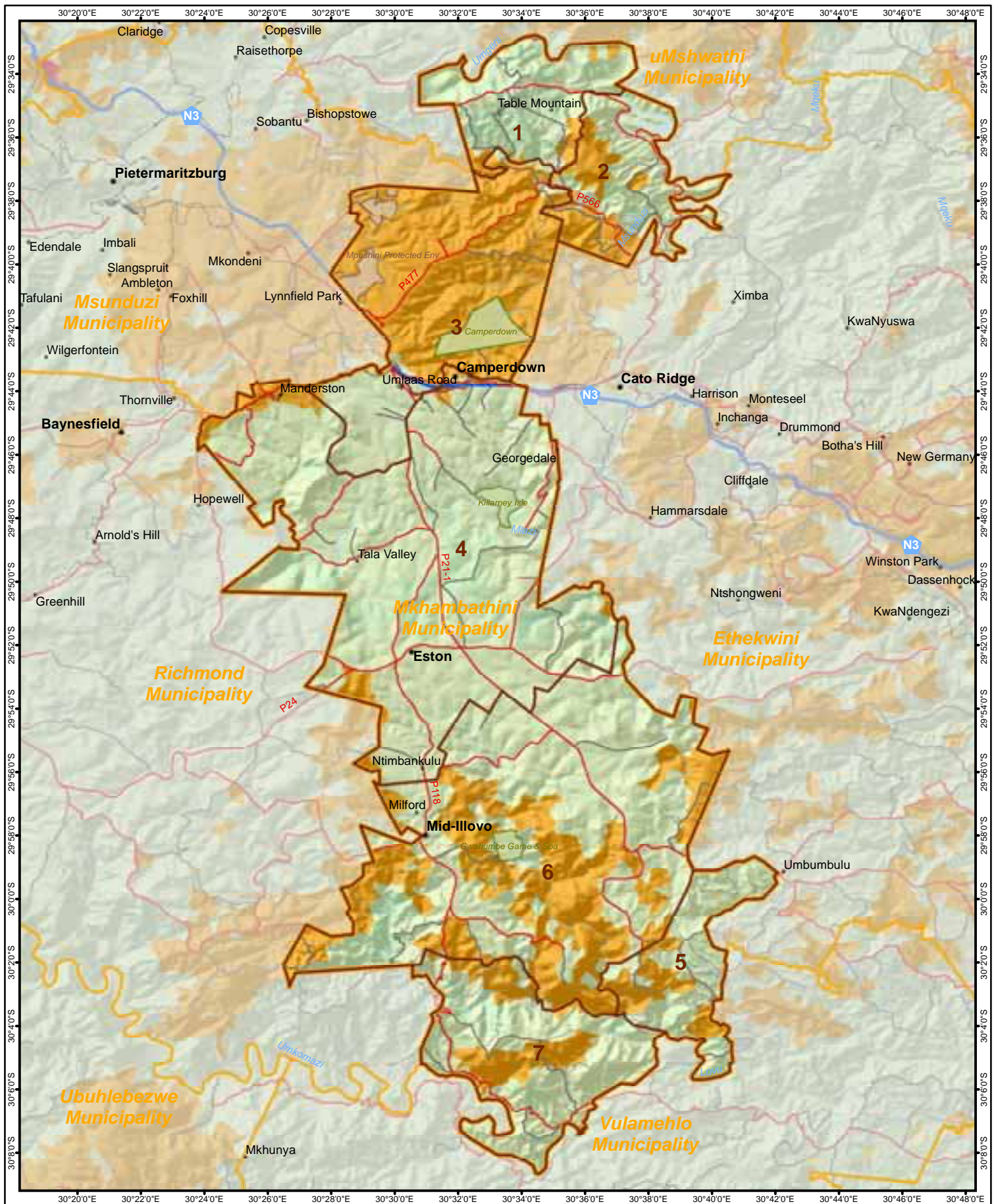
Figure 12: Land Use and Environmental Sensitivity

The Minset map for the Mkhambathini municipal area (**Map 15: Minset**) hosts different biodiversity priority areas with the light green areas being biodiversity priority 1 areas where they are depicted towards the north of the N3 and scattered areas towards the south forming a decisive majority. Biodiversity priority 3 areas are found towards the far north and central portions of the municipality with scattered patches towards the south depicted in yellow. Large areas of Transformed land are found in the central areas indicated in red.

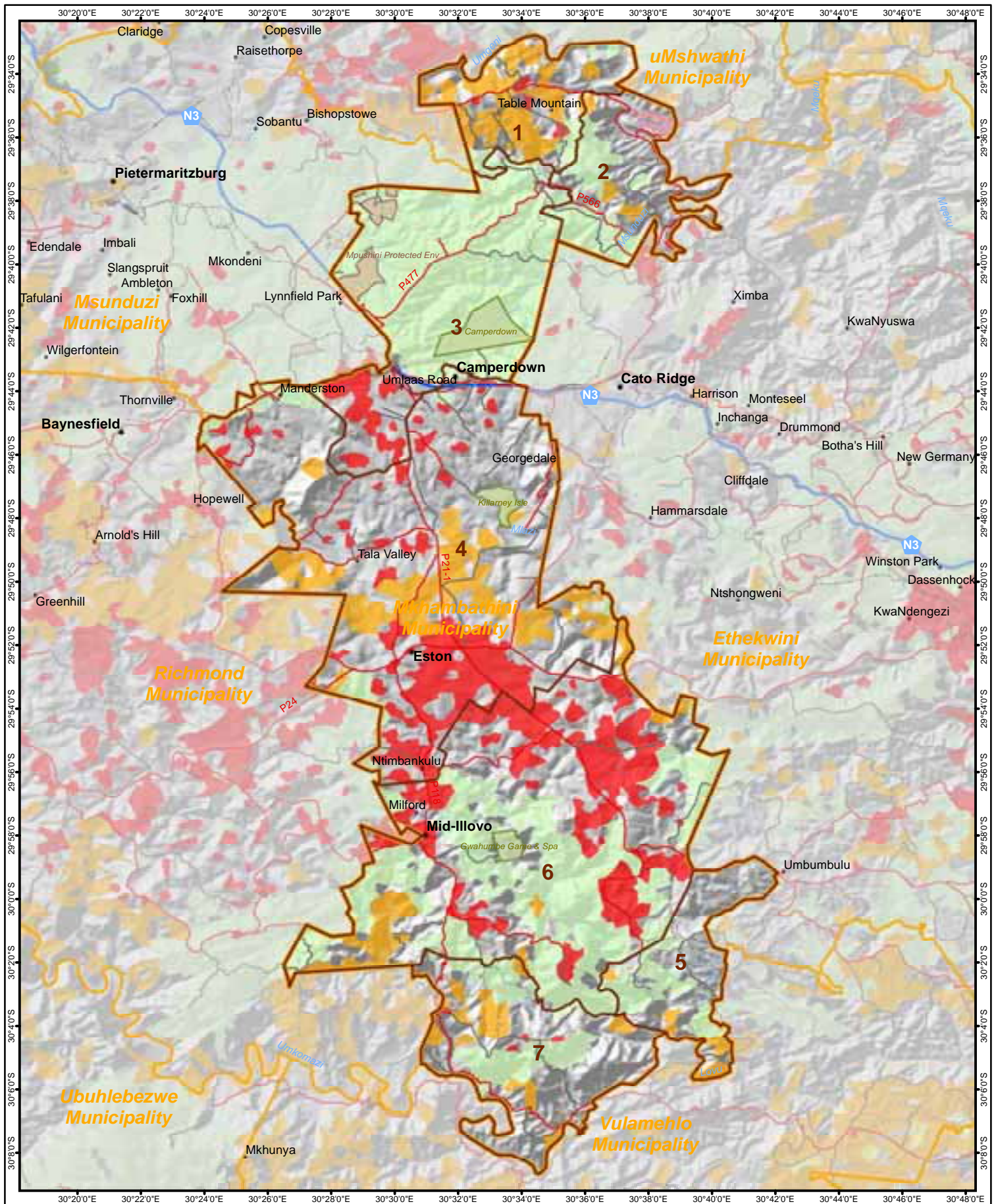
**Map 16: Groundwater Vulnerability** depicts the vulnerability of groundwater in the Mkhambathini Municipal area, and clearly shows that the vulnerability of the larger area of the municipality is classified as being very low. Only in the southern areas of the municipality is the vulnerability slightly higher, being classified as being medium low. Small, scattered areas around the borders in the central and northern parts of the municipality are also classified as medium to low.









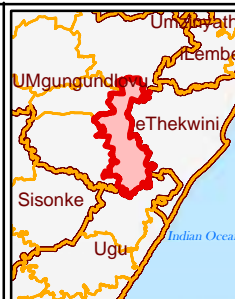


#### Legend

- Wards
- Local Municipalities
- Rivers
- Dams
- Wetlands
- EKZNW Stewardship Sites
- Game Reserves
- National Roads
- Provincial Roads
- District Roads
- Local Access Roads
- Gravel Roads
- Railways

#### Minset

- Existing Protected Area Network and Conservation Corridors
- Biodiversity Priority Area 1
- Biodiversity Priority Area 2
- Biodiversity Priority Area 3
- 100% Transformed (2005 LC)



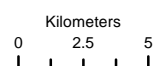
#### MKHAMBATHINI

#### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Minset

Date: 2012/03/16

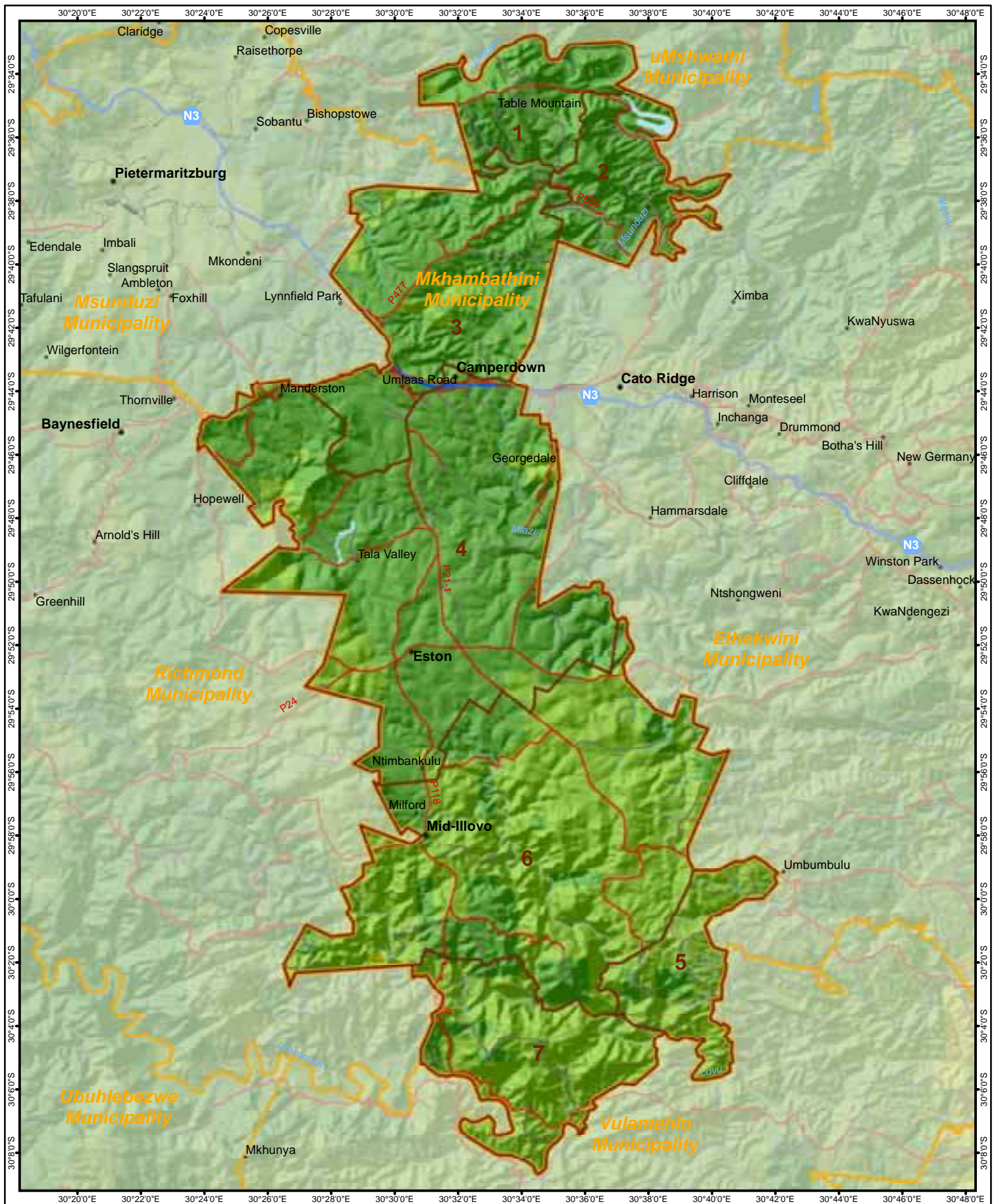
Projection: Geographic  
Datum: WGS84



QuarteX Technologies  
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Email: info@quartex.co.za

**VUKA**  
Vuka Planning Africa Inc  
www.vukaplan.co.za  
Email: Riaan@vukaplan.co.za

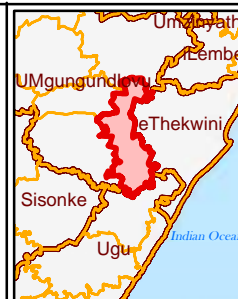




## Legend

Wards	Rivers	Groundwater Vulnerability Very High
Local Municipalities	Dams	High
Roads	Wetlands	Medium High
National		Medium Low
Provincial		Low
District		Very Low
Local Access		
Gravel		
Railways		

Source: CSIR



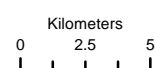
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Groundwater Vulnerability

Date: 2012/03/16

Projection: Geographic  
Datum: WGS84



Ezemvelo KZN Wildlife compiled a map depicting Critical Biodiversity and ecological support areas for the uMgungundlovu Municipality. The image below is an extract from this map depicting the Mkhambathini Municipality.

The map depicts Critical Biodiversity Areas (CBA's) as well as Ecological Support Areas in Mkhambathini Local Municipality. The two environmental areas are defined as follow:

- CBA's depicts landscapes that need to be maintained in a natural or near-natural state in order to ensure the continued existence and functioning of species and ecosystems as well as facilitate the continued delivery of ecosystem services. Maintaining an area in a natural state can include a variety of land uses compatible with the present biodiversity resources.
- Ecological support areas (ESA's) are areas that are not essential for meeting biodiversity representation targets/thresholds but which nevertheless play an important role in supporting the ecological functioning of critical biodiversity areas and/or in delivering ecosystem services that support socio-economic development, such as water provision, flood mitigation or carbon sequestration. The degree of restriction on land use and resource use in these areas may be lower than that recommended for critical biodiversity areas.

The purpose of CBA's is simply to indicate spatially the location of critical or important areas for biodiversity in the landscape. The CBA, through the underlying land management objectives that define the CBA, prescribes the desired ecological state in which we would like to keep this biodiversity. Therefore, the desired ecological state or land management objective determines which land-use activities are compatible with each CBA category based on the perceived impact of each activity on biodiversity pattern and process.

From the map above it is clearly seen that the largest part of the municipality is classified as Transformed Land Areas where very little conservation status exist. Through rural residential and subsistence farming activities, the land has been transformed from ecological sensitive, to land uses associated with residential activities.

The area from Camperdown northwards is classified as a CBA 1 area where Critically Endangered eco-systems are functioning and strict land use management procedures needs to be implemented. A large part of this area is also classified as an ESA area.

The largest settlement area is situated on the northern boundary of the municipal area, and includes the areas of Maqomgoo, Nkanyezini and Manyavu situated next to the Nagi Dam.

The outer periphery of Mpumalanga Area, situated directly east of the Central Municipal area is spilling over the boundary, and growing towards the scattered settlements dispersed between the subsistence agricultural activates (Transformed area).

Other smaller residential groupings are situated on the Southern boundary of the municipal area and consist of the areas of Mampungushe and Songeni.

CBA 3 areas are scattered throughout the central part of the municipal area as well as the southern area. The areas adjacent the uMkomaas River is further classified as an ESA area, as it forms part of the green corridors of the province.

The remaining natural vegetated areas are limited to the Southern parts of the Municipality between the uMkomaas River and Songeni. Please refer to **Map 15** above for a depiction of the full map depicting the described vegetation.

## 4.2 HUMAN RESOURCES

### 4.2.1 POPULATION

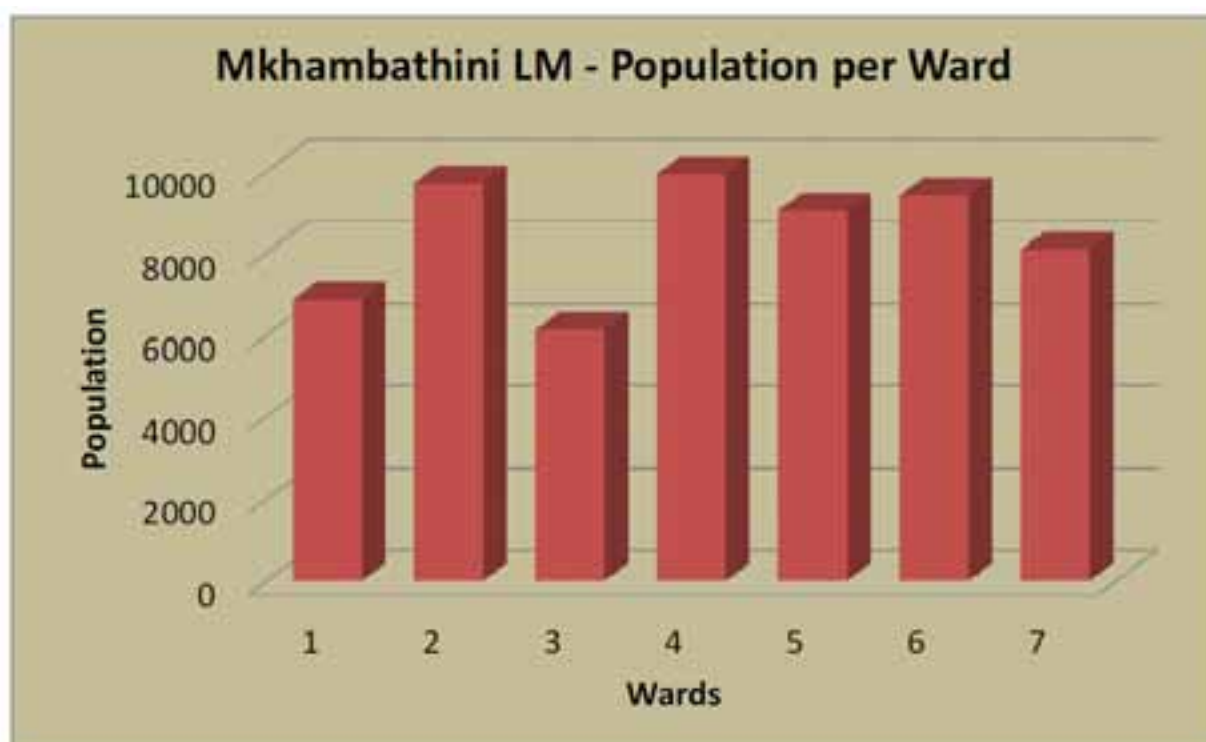
Mkhambathini Local authority has a total population of approximately 59 067 according to the 2001 Population Census. The highest numbers of residents are settled in Ward 2, Ward 4 and Ward 6 with the smallest number of people situated within ward 3. It should be noted that Ward 1 and Ward 2 are the smallest wards in terms of size. Ward 1 and Ward 2 include the dense settlements around the Table Mountain areas. Ward 4 is inclusive of the larger area of the Camperdown village settlement area and the relatively densely settled areas directly to the south of the N3.

According to the Mkhambathini IDP 2011/2012, the municipality has shown a net increase in population between 1996 and 2007. According to the IDP, the 2007 community survey estimated the population at 46 569. This indicates either a discrepancy in the numbers or a steep decline in population numbers in the more recent years. A possibility for discrepancies in numbers could be due to an undercount during the 2007 community survey. This however seems unlikely to be the cause of such a substantial difference, and specifically decline in the population.

The 2012 to 2017 IDP further includes figures obtained from Global Insight (2010), which estimated the population at 66,643.

The Mkhambathini IDP states that there is a 70% estimated HIV infection rate in the area, with 65% of children having lost both parents. This is extremely high and would seem to be the most likely cause in the population numbers declining between 2001 and 2007.

Graph 1: Population per Ward



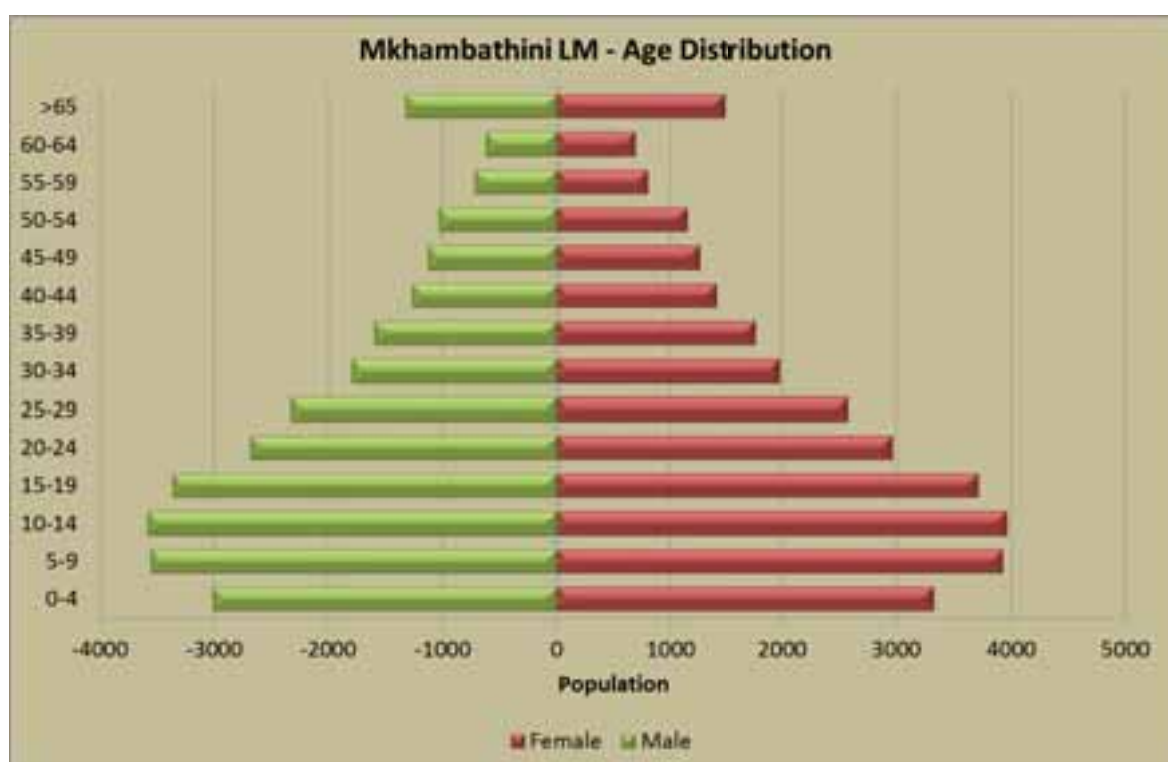
Source: Stats SA Census 2001



#### 4.2.2 AGE& GENDER DISTRIBUTION

The demographic pyramid is illustrated by the graph below and evidently the current population of working age is far less than the population going to school and retired age groups. A large portion of the population is therefore dependent on a relatively small portion of the population earning an income. This, combined with the high unemployment rate, the situation becomes dire. Depending on the birth rates during the following years, this pattern should stay very similar in the years to come. The number of men in the municipality is slightly lower than that of women, probably indicating the pattern of male migrant workers, seeking work in larger urban areas and women tending to households needs and practicing subsistence farming in the traditional areas of the municipality, especially those areas to the northern and southern parts of the municipality.

Graph 2: Population Age Distribution



Source: Stats SA Census 2001

#### 4.2.3 HOUSEHOLD SIZE

The average household size for Mkhambathini is calculated by subdividing population with the number of households recorded. The average household size for Mkhambathini LM is 4,7 persons per household. Since the majority of the households are located within the rural areas of the municipality, this average will be used for all areas.

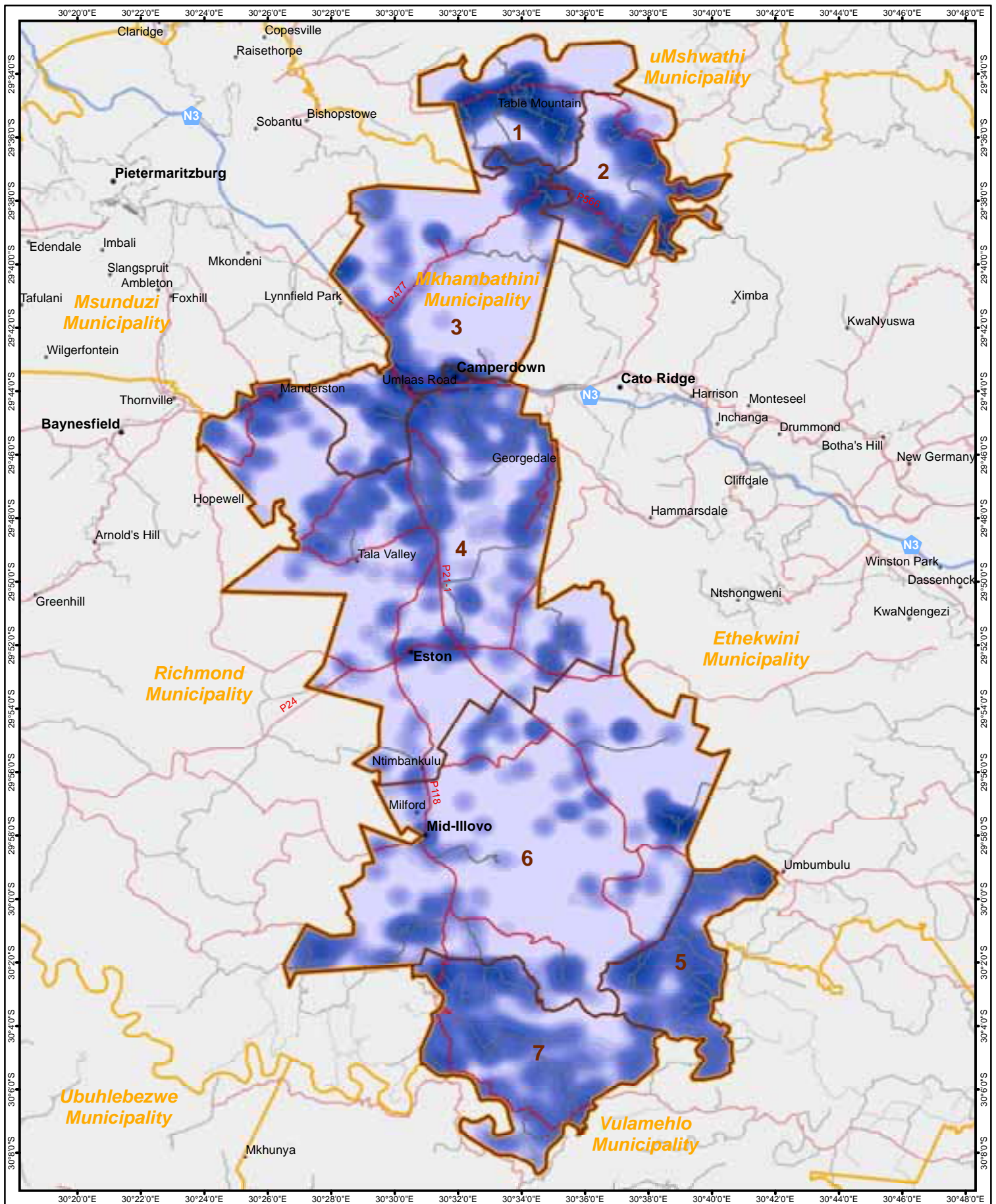
#### 4.2.4 POPULATION DENSITY

The population density within the municipality is illustrated by **Map 17: Population Density** and depicts the number of people per square kilometre within the Mkhambathini LM.

It is again clearly visible that a severe concentration of population density is found within central area (around the M3, Camperdown and Umlaas Road), the southern parts and northern portions (around the Table Mountain area) of the municipality. This creates a lot of challenges with regards to equal provision of services, as well as the identification of a common Economic Development Initiatives to impact on the livelihoods of all residents in the municipality.

It will be necessary to identify potential areas for densification, where provision of services can be done cost-effectively, and efficient economic initiatives could be implemented.

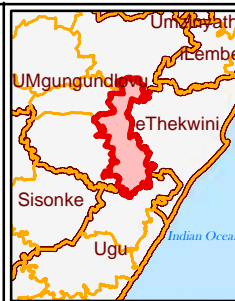




## Legend

<span style="border: 1px solid orange; padding: 2px;"> </span>	Local Municipalities
<span style="border: 1px solid brown; padding: 2px;"> </span>	Wards
<span style="color: blue;">—</span>	Roads
<span style="color: blue;">—</span>	National
<span style="color: red;">—</span>	Provincial
<span style="color: grey;">—</span>	District
<span style="color: grey;">—</span>	Local Access
<span style="color: grey;">—</span>	Gravel
<span style="color: black;">—</span>	Railways
Population Density	
No. Of People / km <sup>2</sup>	
<span style="background-color: #e0e0ff; width: 15px; height: 10px; display: inline-block;"></span>	10
<span style="background-color: #c0c0ff; width: 15px; height: 10px; display: inline-block;"></span>	20
<span style="background-color: #a0a0ff; width: 15px; height: 10px; display: inline-block;"></span>	30
<span style="background-color: #8080ff; width: 15px; height: 10px; display: inline-block;"></span>	40
<span style="background-color: #6060ff; width: 15px; height: 10px; display: inline-block;"></span>	50
<span style="background-color: #4040ff; width: 15px; height: 10px; display: inline-block;"></span>	60
<span style="background-color: #2020ff; width: 15px; height: 10px; display: inline-block;"></span>	75
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	100
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	150
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	200
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	250
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	300
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	400
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	500
<span style="background-color: #0000ff; width: 15px; height: 10px; display: inline-block;"></span>	>500

Source: Eskom Households 2008



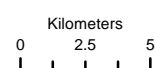
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Population Density

Date: 2012/03/16

Projection: Geographic  
Datum: WGS84



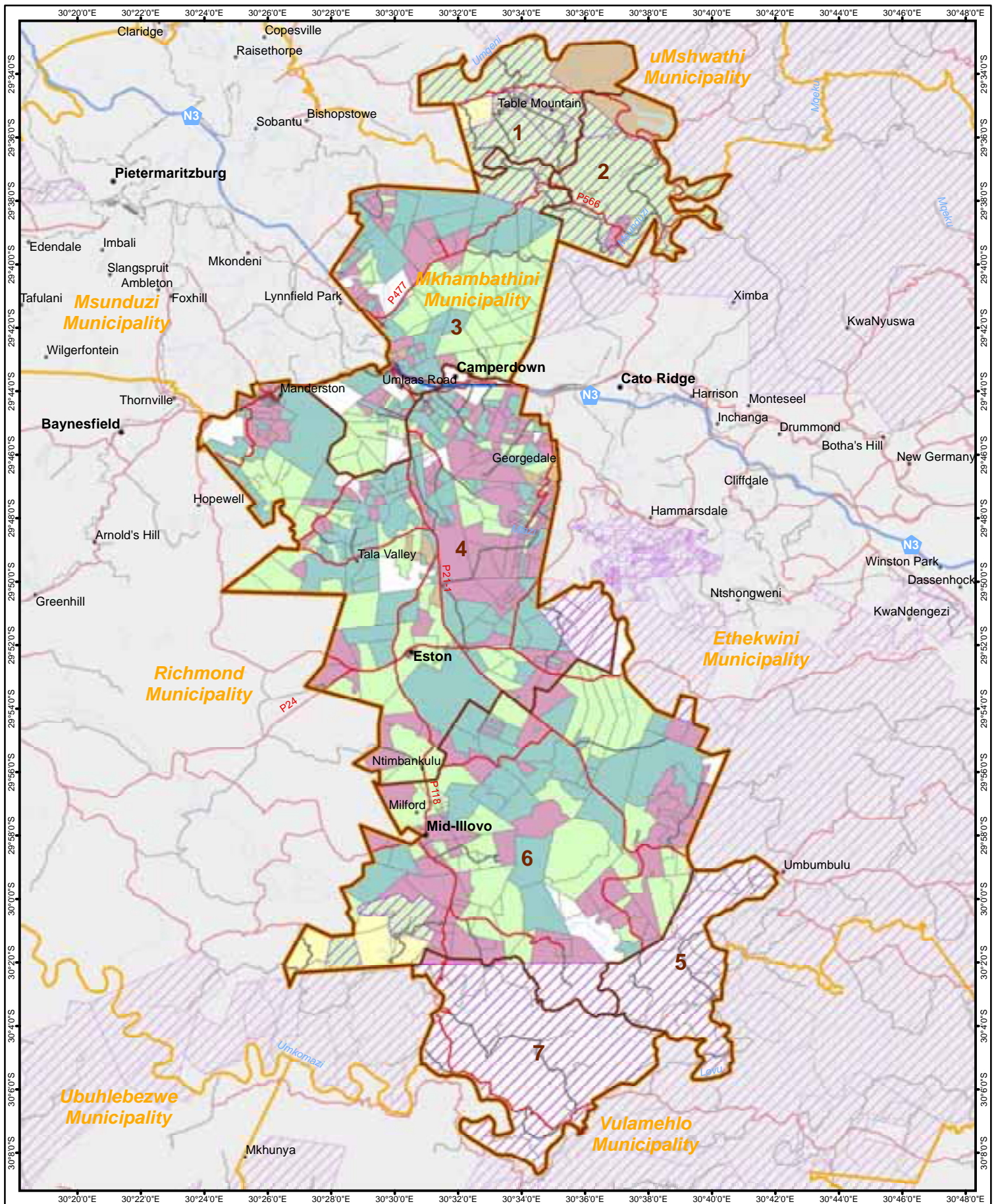
### 4.3 SOCIAL RESOURCES

#### 4.3.1 LAND TENURE

**Map 18: Land Ownership** depicts the ownership of the properties within Mkhambathini. The central portions of the municipality is characterised by privately owned farms that consist of private, trust and private business ownership while the far southern and northern portions are mainly Tribal Authority areas owned by the Ingonyama Trust. These areas are divided into three separate Traditional Authority Areas.

Depending on existing communication structures between the local authority, and the Traditional Authority, careful planning & co-ordination will be required to ensure proper and effective provision of services.

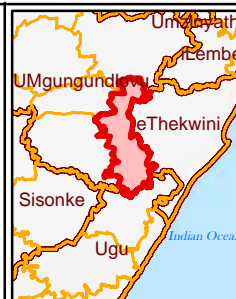




## Legend

Wards	Land Ownership	Rivers
Local Municipalities	CC, PTY LTD, LTD	Dams
Roads	State Land	Wetlands
National	Entity	
Provincial	Private	
District	Trust	
Local Access	Unknown	
Gravel	Ingonyama Trust Land	
Railways		

Source: Land Ownership Deeds



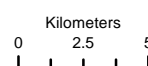
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Land Ownership

Date: 2012/04/02

Projection: Geographic  
Datum: WGS84

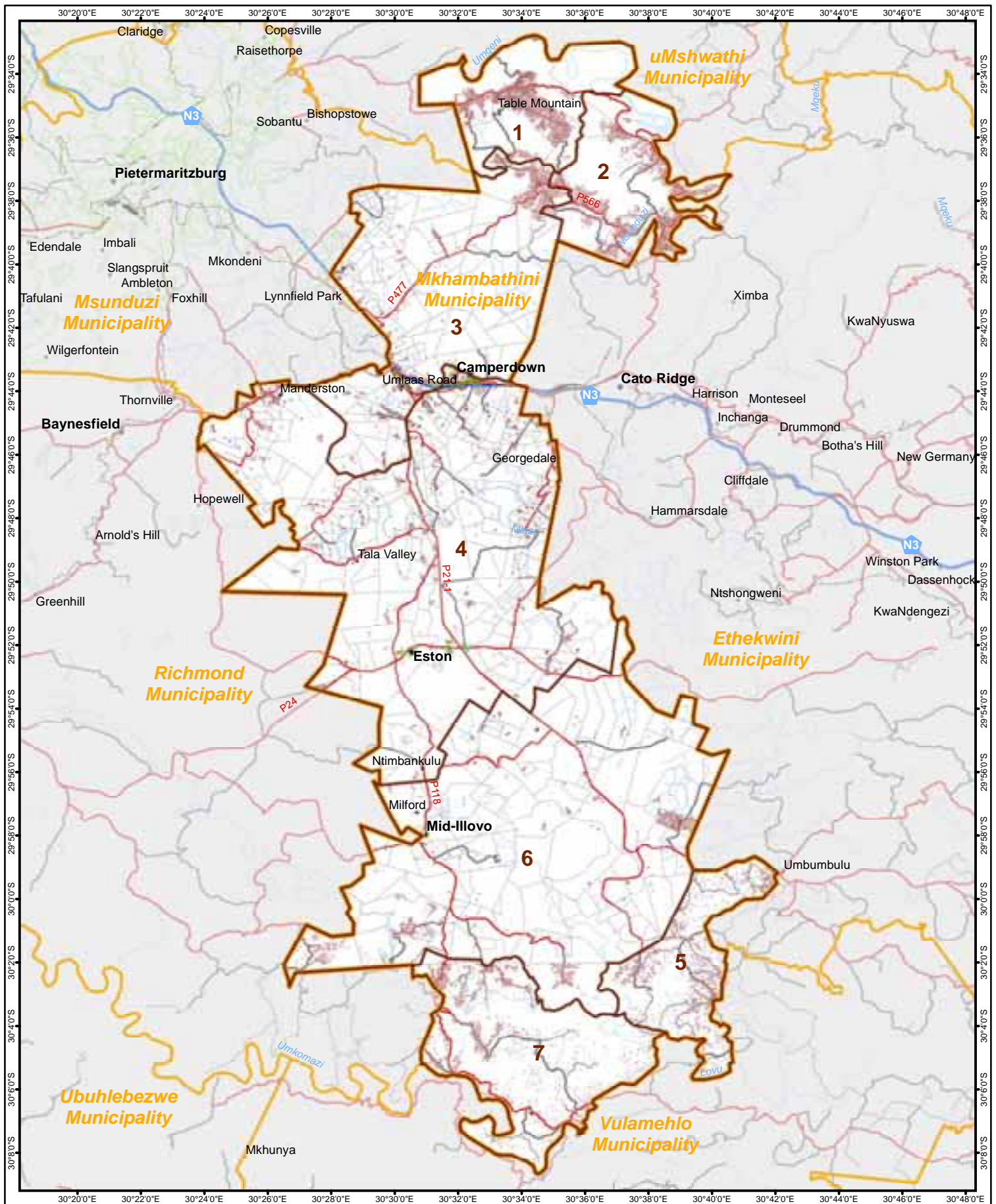




#### 4.3.2 SETTLEMENT PATTERN

As indicated previously the municipality is characterised by a high concentration of its total population towards the southern and northern parts of the municipality especially on the Traditional Authority land. **Map 19: Settlement Pattern** illustrates the significant concentrations around the southern area, although the settlements are scattered in nature with relatively low spatial densities. It is important to note that these settlements are not structured in formally established towns and thus the provision of services to these areas without linear patterns and limited servitude reserves are often challenging.

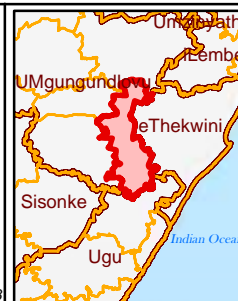
There is also no identifiable hierarchy of service centres as serves as a node to the majority of the population, while the only formal town is Camperdown. This poses a challenge in the provision of services, and a densification strategy / grouping of people will have to be considered in order to ensure cost-effective provision of services, especially in the scattered rural areas with large numbers of households not living in close proximity and in a serviceable urban formation.



#### Legend

- |                      |              |
|----------------------|--------------|
| Wards                | Roads        |
| Local Municipalities | National     |
| Urban Edge 2008      | Provincial   |
| Rivers               | District     |
| Dams                 | Local Access |
| Wetlands             | Gravel       |
| Households           | Railways     |
| Settlements          |              |
| Farm Portions        |              |

Source: Eskom Households 2008



#### MKHAMBATHINI

#### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Settlement Pattern

Date: 2012/04/03

Projection: Geographic  
Datum: WGS84



Kilometers  
0 2.5 5



QuarteX Technologies  
www.quartex.co.za  
Email: info@quartex.co.za

VUKA  
Vuka Planning Africa Inc  
www.vukaplan.co.za  
Email: Riaan@vukaplan.co.za

### 4.3.3 HOUSING

The Mkhambathini municipality has acquired funding support from the provincial Department of Housing for the purposes of sourcing professional assistance to prepare a Municipal Housing Sector Plan. The process is underway and has been undertaken in accordance with the national and provincial policy documents and manual.

For the purpose of the Status Quo the 2008 Mkhambathini Housing Sector Plan is used to highlight important housing needs as well as planned and anticipated future projects. The table below illustrates the project categorisation in different forms of housing provision.

Table 6: Housing Categorisation

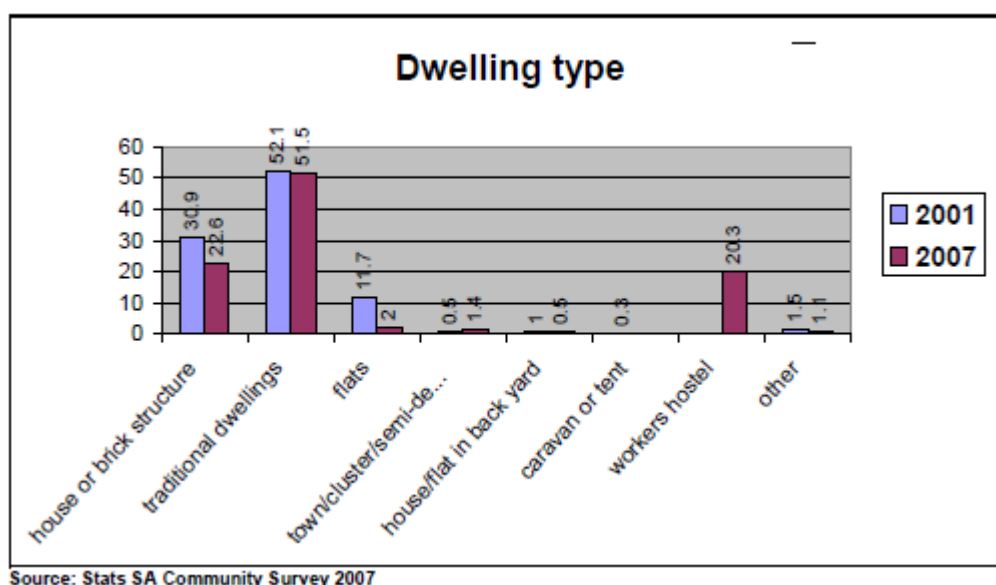
Category	Status
Housing Subsidy Scheme	All of the planned and identified housing projects for Mkhambathini are applicable to the Housing Subsidy Scheme.
Discount Benefit Scheme	The Municipality has not identified any houses to which the Discount Benefit Scheme would apply
Public Sector Hostel Redevelopment Programme	This is not relevant to Mkhambathini as there is no existing hostels within the municipality
Rental/ Social Housing: Construction of Rental Flats	A Rental housing project for the construction of approximately 100 units, targeting the middle-income market, has been identified at Camperdown
Worker Housing	No projects have as yet been identified for major employers in the municipality
Engagement with Private Sector	Arising out of the Provincial Housing Summit 2006, municipalities are to engage companies in their areas with a view to exploring and ensuring the provision of employee housing and company assisted - housing

Source: Municipal Housing Sector Plan 2008

The graph below, **Graph 3: Dwelling Type**, depicts the type of dwelling in which residents reside within the municipality. The majority of residents reside in traditional dwellings, while a substantial number of the residents reside in a house or brick structure. The 2007 community survey shows a substantial increase in the number of people residing in hostels. This seems difficult to explain, and might be due to various possible factors, including the fact definition discrepancies. The decrease in the number of people living in flats between the census 2001 and community survey 2007, can possibly explain the trend that shows the increase in the number of people residing in hostels in 2007.



Graph 3: Dwelling Type



#### 4.3.4 HEALTH FACILITIES

The spatial distribution of health facilities are depicted on **Map 20, 21 and 22** for **Clinics and Hospitals** respectively. The standards for provision of and access to Health Facilities are the standards prescribed by the CSIR. The KZN Department of Health is in the process of revising its standards, and the KZN Provincial Planning & Development Commission also published a document with a review and lengthy discussions on the standards. All the standards vary, and through discussions with the Local Authorities a decision must be made with regards to which standards will be implemented.

Table 7: CSIR Standards

The CSIR Standards table which was used for analysis of provision of facilities includes:

Facility	Provision Standard	Access Standard
<b>Clinic</b>	1 Clinic for every 12 500 persons	None prescribed, thus standard of maximum 5 km access distance used
<b>Hospital</b>	1 Hospital for every 100 000 persons	None prescribed, thus standard of maximum 20 km access distance used

Source : CSIR

#### Clinics

- There are no hospitals within the Municipality, there are 4 fixed clinics and mobile clinic visits at once per month

**Map 20: Access to Clinics** depicts existing clinics with an optimum walking distance of 1 to 2.5 km and a maximum walking distance of 5km. Access to Clinics in the Mkhambathini municipality indicate that the central portions are predominantly further than 2.5 km from a clinic as opposed to the northern and southern portions, mainly indicating distances of less than 1 km from a clinic. Some of the areas in the municipality is also served by clinics that are located in adjacent municipalities The N3 being a national road should improves the situation for residents in close proximity to it as access to clinics can be obtained from the main route.

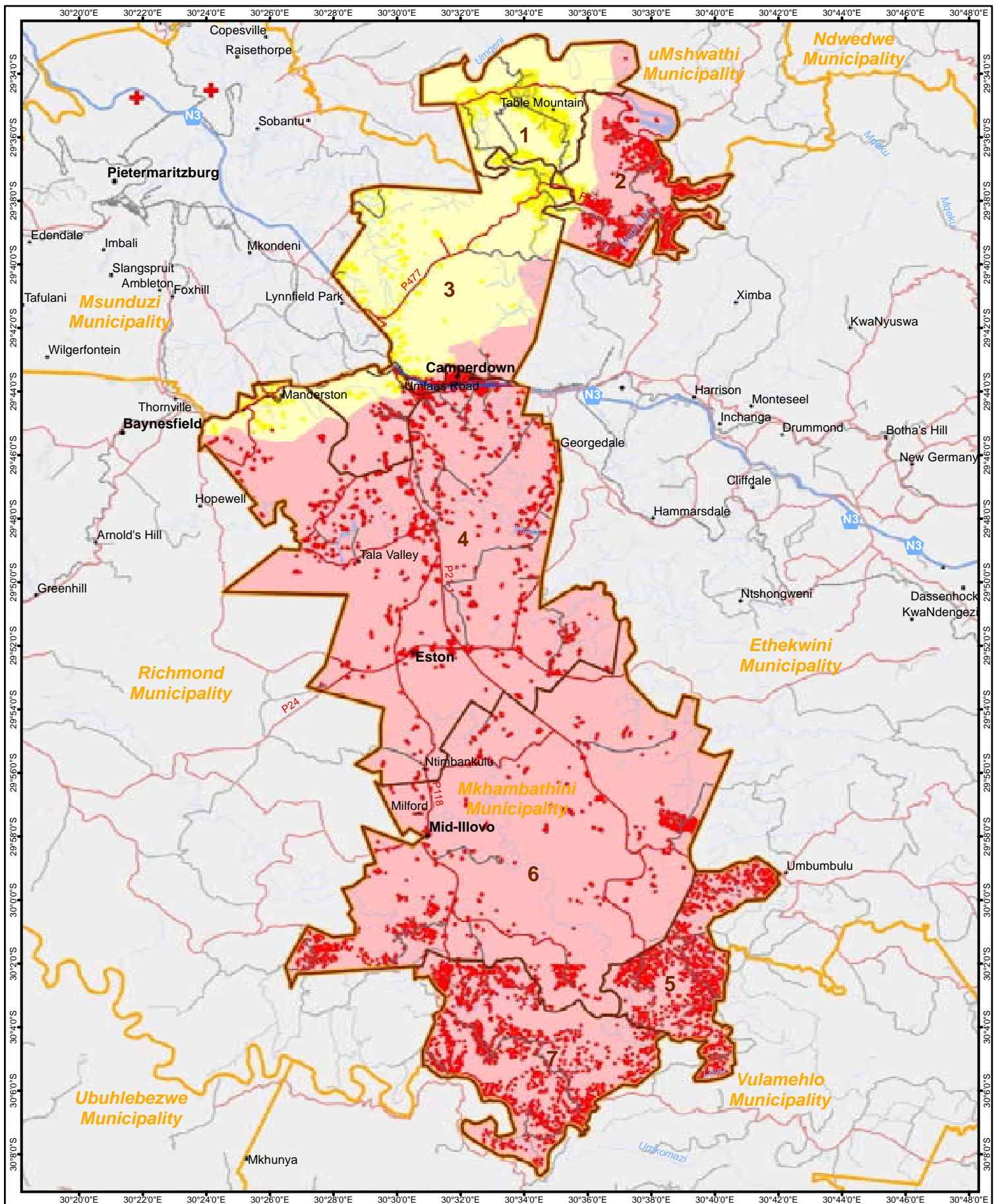


### **Hospitals**

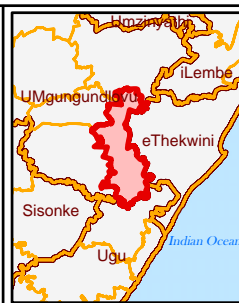
The CSIR prescribed the same standards for provision of hospitals as for clinics. However, considering the lack of resources it is necessary to establish a hierarchy of facilities which can service the whole of the community, therefore, a standard of 20km access distance was used.

There is no Hospital within the Mkhambathini Municipality itself, and the nearest facility to access for its residents is the Hospitals Located in Pietermaritzburg in the Msunduzi municipality. According to **Map 21 & 22: Access to Hospitals**, large areas of the northern part of the municipality is serviced by these hospitals, including large areas off the Table Mountain settlement area. The rest of the municipal area does not have sufficient access to hospital services.

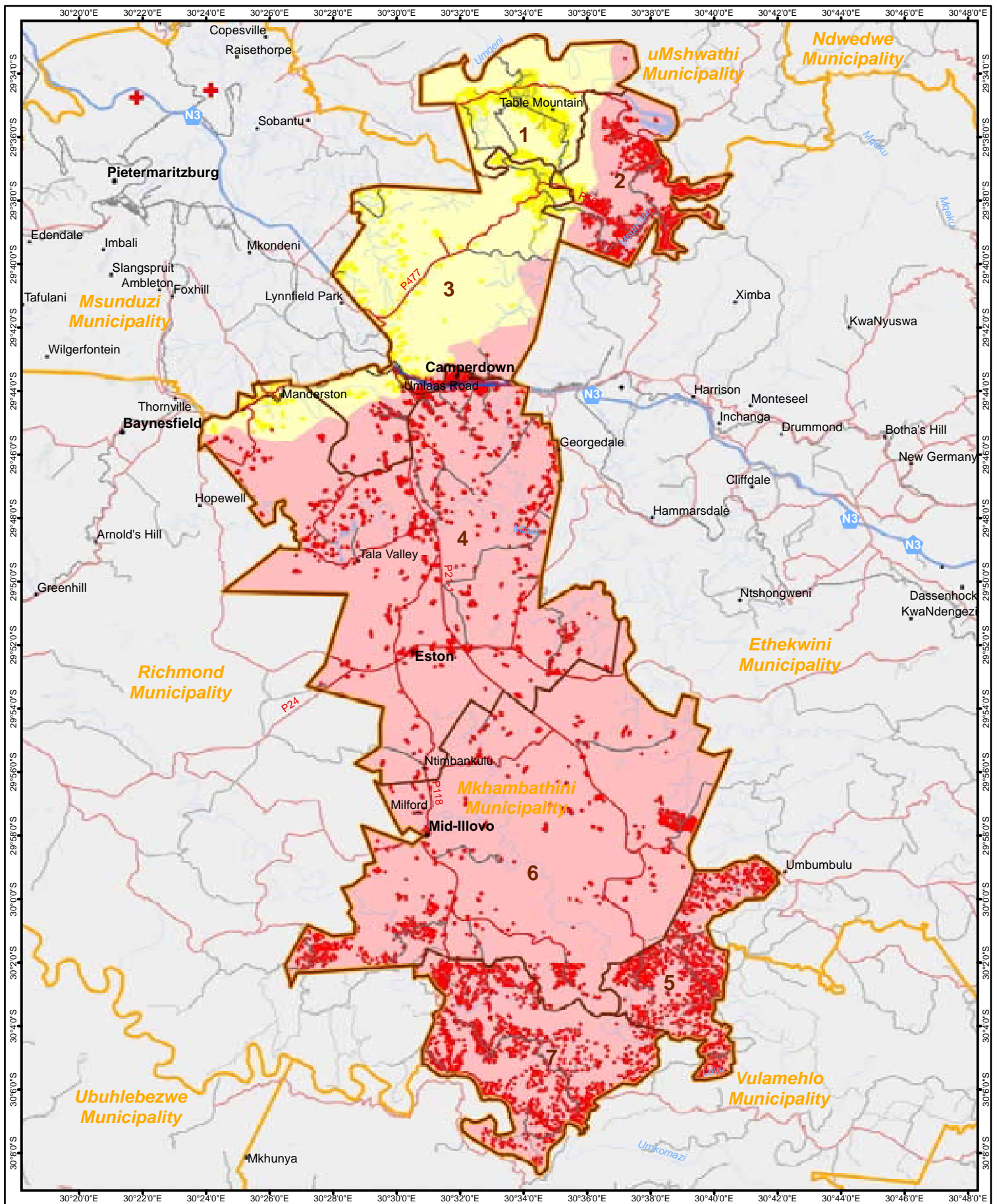




- Legend**
- Local Municipalities
  - Wards
  - Roads
    - National
    - Provincial
    - District
    - Local Access
    - Gravel
    - Railways
  - Rivers
  - Dams
  - Wetlands
  - Hospitals
  - Hospital Access
    - 10 - 20 km
    - > 20 km



<b>MKHAMBATHINI</b> <b>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</b> <b>Access To Hospitals</b>	
Date: 2012/03/14 Projection: Geographic Datum: WGS84	



<b>Legend</b> Local Municipalities Wards Roads National Provincial District Local Access Gravel Railways Rivers Dams Wetlands Hospitals <b>Hospital Time</b> 15 - 30 min > 30 min symbol"/> > 30 min		<b>MKHAMBATHINI</b> <b>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</b> <b>Time To Hospitals</b> Date: 2012/03/14 Projection: Geographic Datum: WGS84     Vuka Planning Africa Inc www.vukaplan.co.za Email: Riaan@vukaplan.co.za
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#### 4.3.5 EDUCATION

##### 4.3.5.1 EDUCATION FACILITIES

Mkhambathini is served only by primary and secondary education facilities. **Map 23: Primary Schools**, and **Map 24: Secondary Schools**, depict the localities of these educational facilities within the Municipality.

Table 8: The standards for provision of educational facilities, as perused by the KZN Department of Education include:

Facility	Provision Standard	Access Standard
<b>Primary School</b>	1 Primary School for every 750 Households	Maximum walking distance of 5 km
<b>High School</b>	1 High School for every 1000 to 1500 Households	Maximum walking distance of 5 km

Source: Department of Education

The municipality is relatively well serviced in terms of primary schools, as is depicted on **Map 21: Access to Primary Schools**. Access to Primary Schools are also expressed in distance from households ranging from closer than 2.5 km to further than 5 km. The northern and southern areas where a majority of households/settlements are located show scattered areas further than 5 km with the majority being in a radius smaller than 2.5 km. The central parts of the municipality has scattered settlements that is further than 5 km from a primary school.

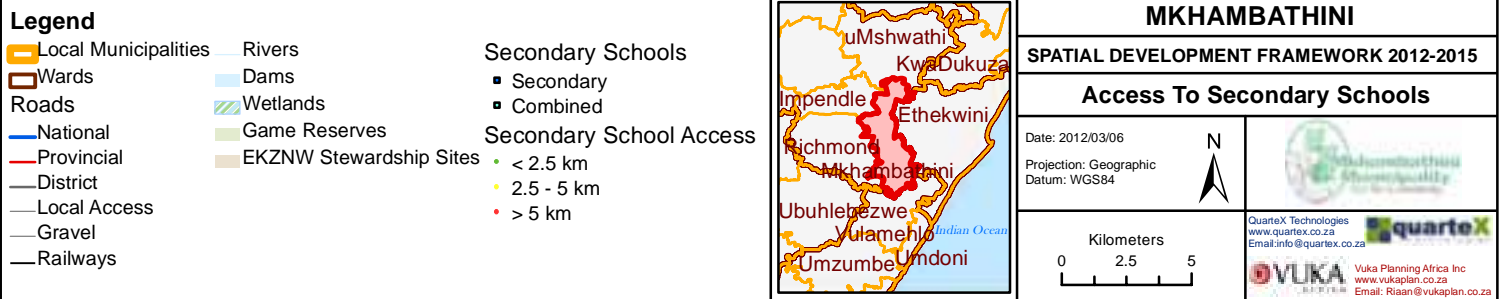
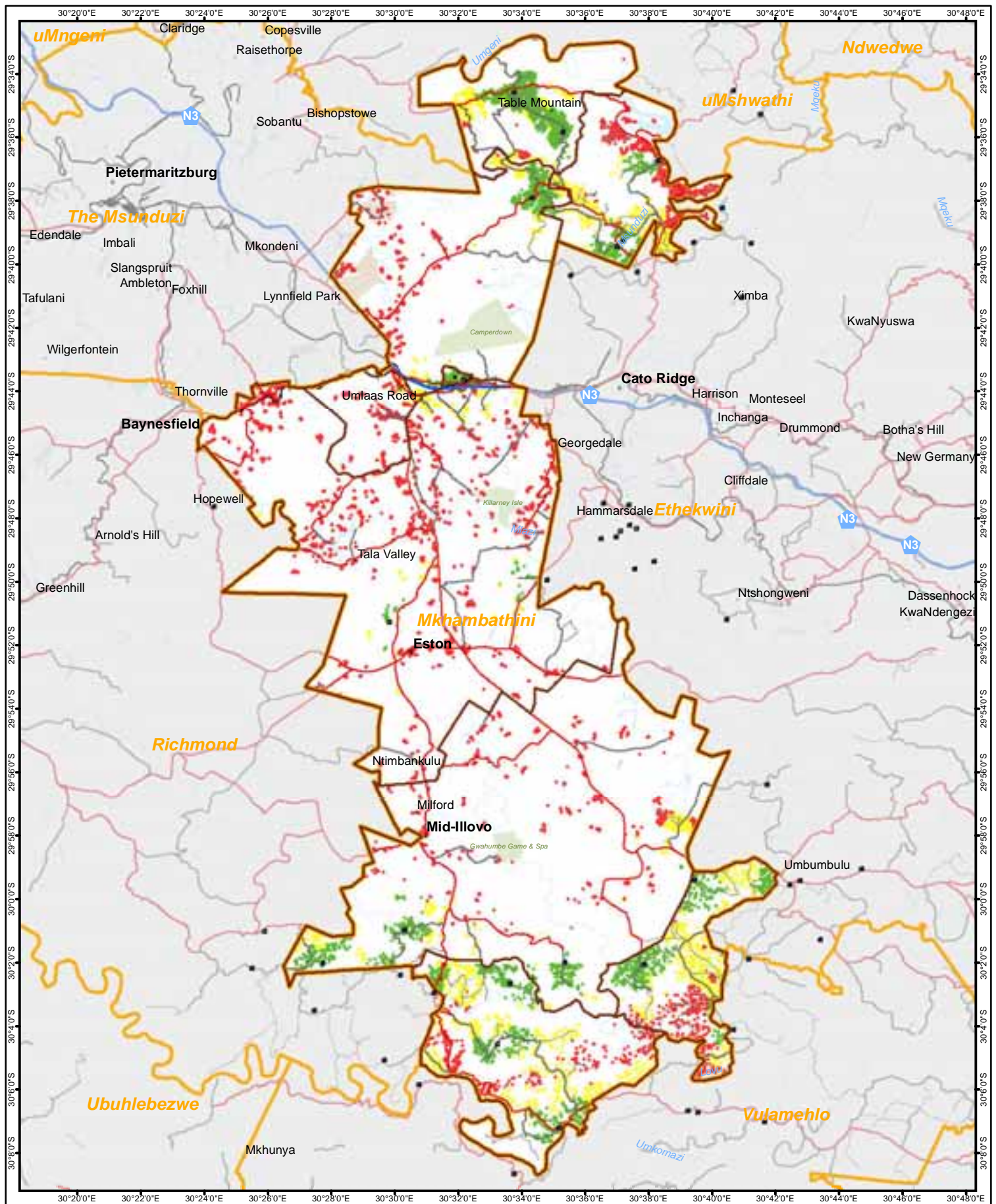
Access to Secondary Schools is expressed in distances with green being less than 2.5km, yellow is between 2.5-5km and red is further than 5 km to a secondary school. Towards the south of the municipal border as depicted on **Map 22: Access to Secondary Schools** it is clear that schools are located on roads and therefore settlement serviced by local distributor roads have better access to schools. Secondary schools in the central portions are scattered with the majority of households living further than 5 km from a secondary school. Noted in the northern corner there are areas well located within 2.5 km but however towards the municipal boundary it is the complete opposite.

The challenge, with the facilities, will be the maintenance, upgrading and quality of these facilities. Depending on the topography, accessibility might also pose challenges to the community. The topography, density of settlements, amongst other factors will influence the ability to service certain areas effectively in the future.







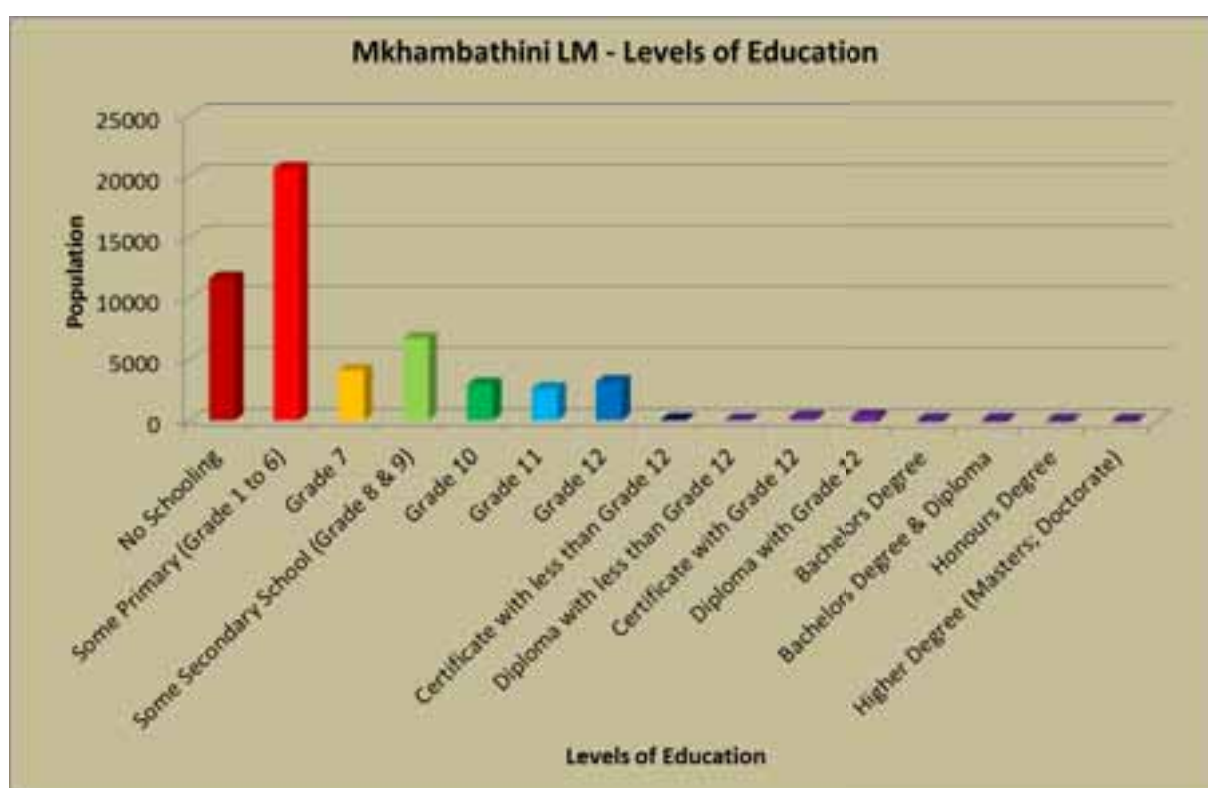


#### 4.3.6 LEVELS OF EDUCATION

The graph below depicts the levels of education for Mkhambathini residents. Almost 11 000 of residents had no formal school education, with approximately 20 000 (30%) residents with some primary level education. This is most likely partially due to the large number of people under the age of 10 years old. Only 847, or 1,4%, of the population had an education higher than grade 12.

These levels of education impacts drastically on the type of work opportunities one can create for the populace. Unskilled & semi-skilled labour can be used for labour intensive projects such as infrastructure implementation, but in order for the communities to benefit from opportunities such as tourism, or other opportunities presented by the unique locality of the area, it might be possible or needed that some training be presented to the communities to empower them to utilise these opportunities.

Graph 4: Levels of Education

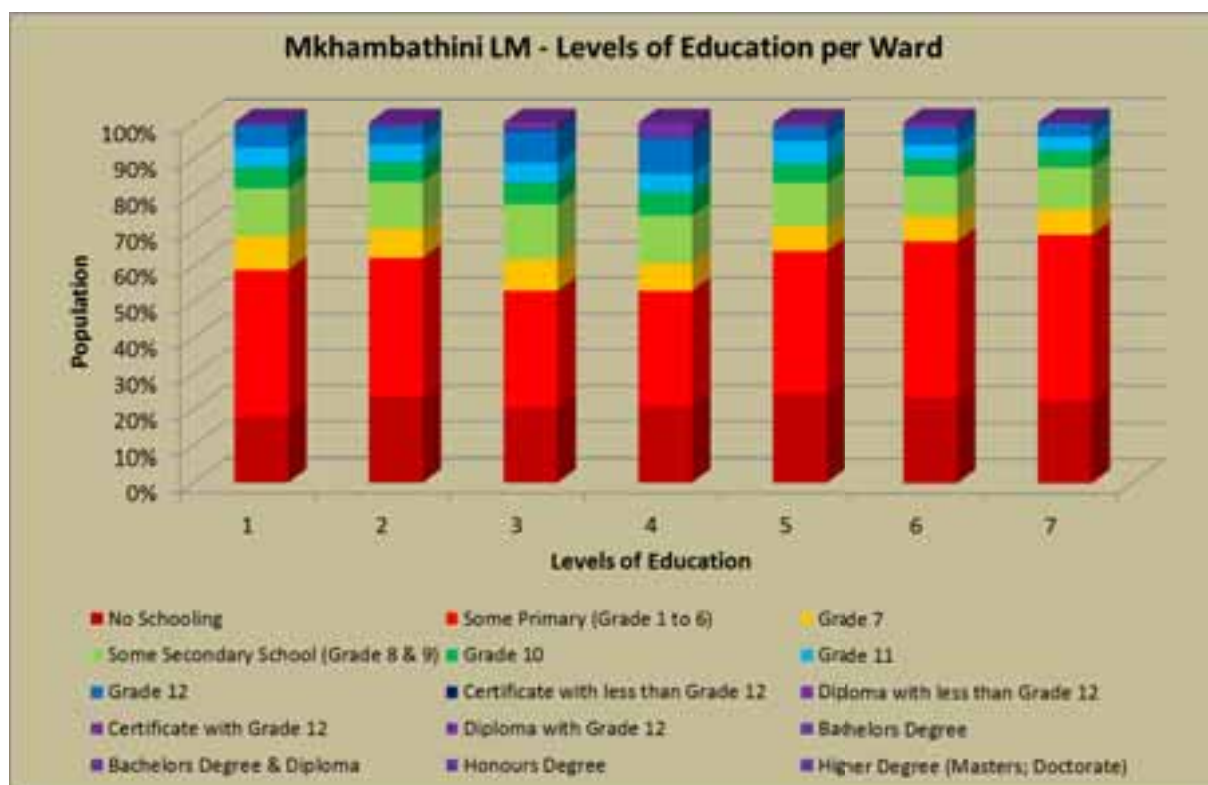


Source: Stats SA Census 2001



When comparing the education levels within the different wards, it is clear that there is an almost equal distribution of education levels throughout the Municipality, although ward 7 appears to have the lowest general education levels.

Graph 5: Levels of Education per Ward



Source: Stats SA Census 2001

#### 4.3.7 LIBRARIES

Table 9: Standards for provision of Libraries

The KZN Librarian services provided the following standards for provision of Libraries:

Facility	Provision Standard	Access Standard
<b>Public Library</b>	1 Public Library for every 60 000 Persons.	Maximum walking distance of 3 km

Although this is the official standard, the KZN Librarian Services indicated that these levels of provision are not at all achievable, and is not cost effective. In a densely populated city such as Durban this might be achievable, but in rural KZN it is difficult to provide a number of cost-effective libraries within the limited budget. The situation is constantly assessed and libraries are then provided in close proximity to a concentration of schools, urban areas, where the accessibility to the library is the highest, and the largest number of people can be reached. Mkhambathini is currently serviced by a single library situated at in Library Road, Camperdown.

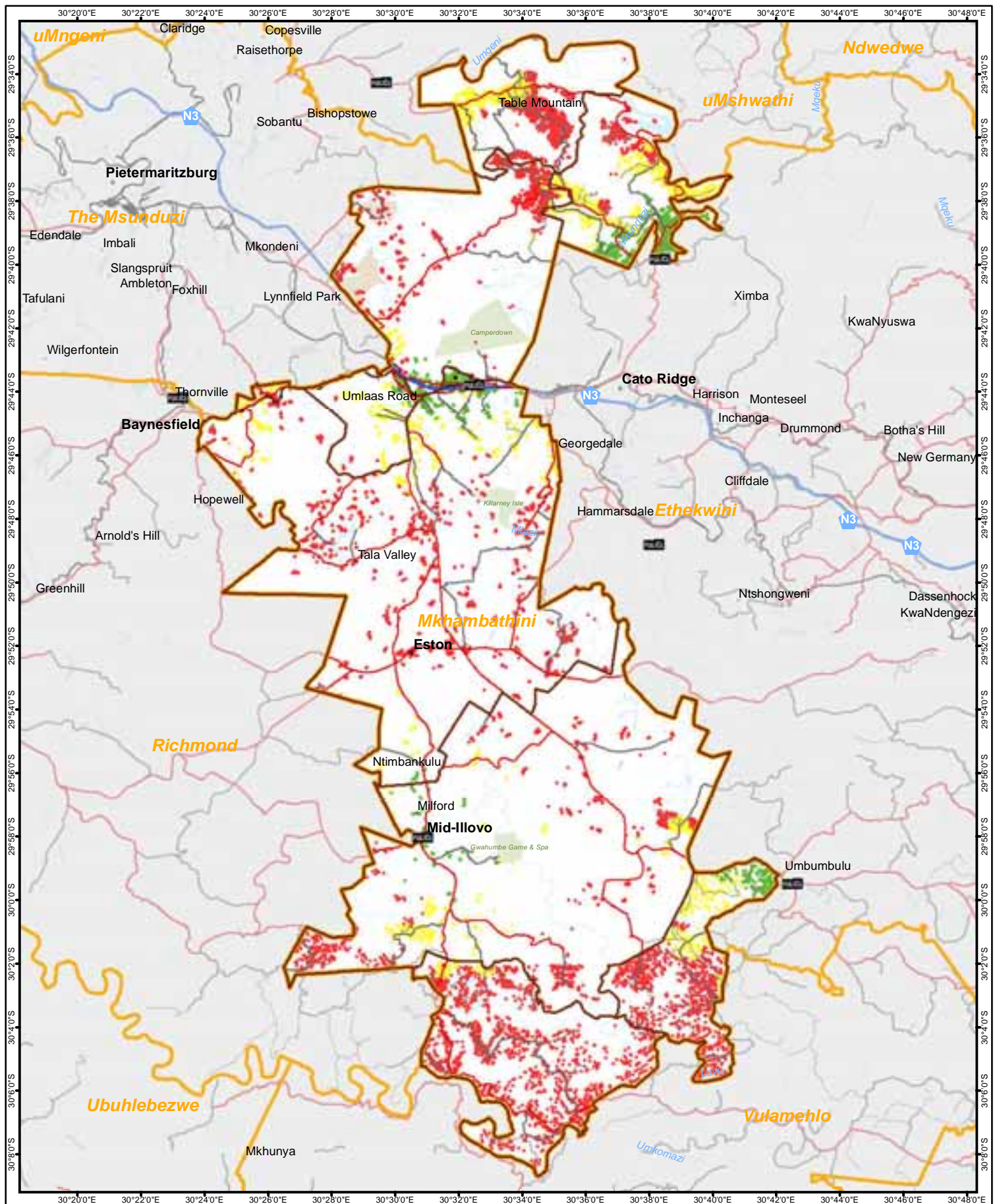
#### 4.3.8 POLICE SERVICES

According to **Map 25: Access to Police Stations**, Mkhambathini is serviced by 2 Police Stations. The standards for provision of Police Stations are as follows:

Table 10: Police Stations

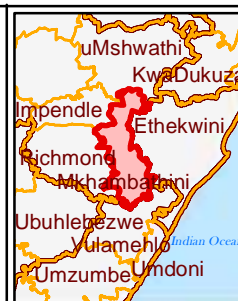
Facility	Provision Standard	Access Standard
Police Station	1 Police Station for every 25 000 households	Accessible within 20 km radius

**Map 25** indicates **Access to police stations** according to these standards and illustrates that, in terms of the distance factor, the local authority is serviced, with police stations at the Camperdown and Mid-Illovo areas respectively. There are at least 4 police stations in close proximity to the municipal borders, which can also serve the municipality in terms of the distance factor. It is clear that areas around Table Mountain in the north as well as dense areas to the south of the municipality are not served according to these standards. The central areas, which are less densely populated are also not served in terms of the distance factor standards.



## Legend

- ▬ Local Municipalities
- ▬ Wards
- ▬ Roads
  - ▬ National
  - ▬ Provincial
  - ▬ District
  - ▬ Local Access
  - ▬ Gravel
  - ▬ Railways
- ▬ Rivers
- ▬ Dams
- ▬ Wetlands
- ▬ EKZNW Stewardship Sites
- ▬ Game Reserves
- Police Access**
  - < 5 km
  - 5 - 10 km
  - Backlog (> 10 km)



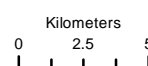
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Access To Police Stations

Date: 2012/03/06

Projection: Geographic  
Datum: WGS84





#### 4.3.9 COMMUNITY HALLS

There are currently no official community halls recorded for Mkhambathini. This is highly unlikely, as Mkhambathini is well established, and with the amount of schools, a number of multi-purpose facilities must have been constructed to be utilised by the community and the schools. The data indicating the number and location of community halls should be confirmed and will be mapped once available.

### 4.4 PHYSICAL RESOURCES

#### 4.4.1 TRANSPORTATION NETWORK

The primary transport route within the municipality is the **N3 Route** that traverses Mkhambathini and links Durban to the east with Pietermaritzburg and ultimately the Gauteng Highveld to the west and north-west. **Map 26: Access to Roads** shows that the largest majority of households in the Mkhambathini municipality enjoy access to roads at a distance of less than 1km.

There are a number of provincial roads spread relatively even throughout the municipal area, improving the relative accessibility of the majority of settlements and households in the municipality. Many households are also serviced through lower order, district or local, roads. The map does not indicate the condition of the roads in terms of maintenance and quality. The 2012/13 IDP does indicate road lengths within the municipality, which is important to budget for maintenance for these roads. The current road lengths are as follows:

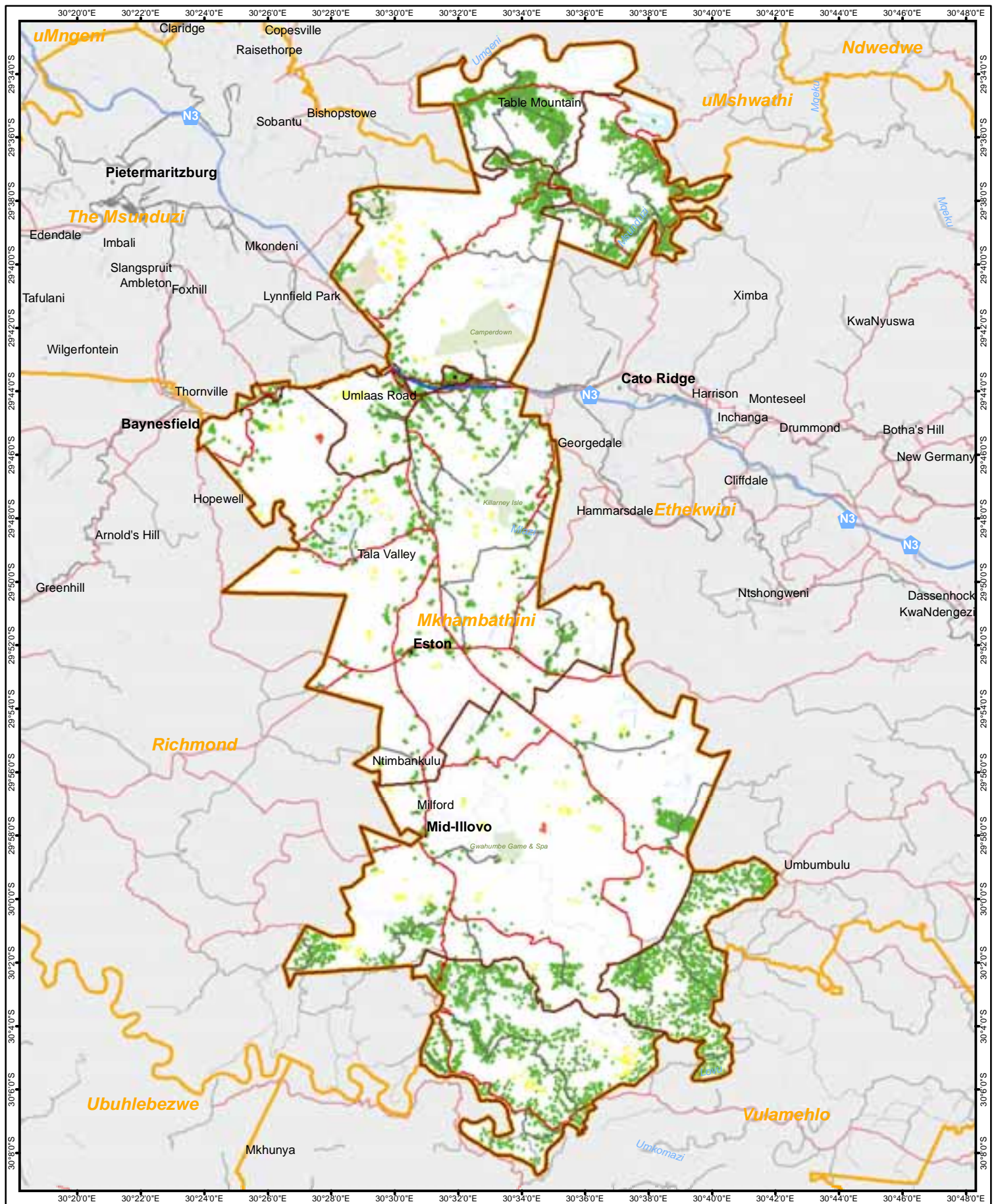
Table 11: Road Surfaces of Mkhambathini

Gravel	Surfaced	Total
367.23`	162.24	529.47

Source: Mkhambathini IDP 2012/13

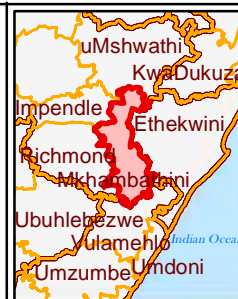
The Road Infrastructure Strategic Framework for South Africa (RIFSA) classifications indicates a major dependency on lower order access roads for most of the residents within Mkhambathini. Due to the remoteness of these roads, as well as the limited funding for infrastructure maintenance, maintenance of these roads might pose a problem in future. To ensure correct future analysis of these roads and the dependency of other aspects' such as economic opportunities etc. it will be necessary to research the conditions of all these roads, as well as the condition and localities of transport facilities.

Road freight volumes in the municipality are indicated by **Map 27: Road Freight**. As would be expected, the N3 traversing the municipality shows freight volumes of more than 30 mil tons per annum. The N3 serves as a national strategic transport route and its influence on the municipality is limited, as it only serves to channel heavy transport and freight through the municipality to destinations outside of the municipal area. The provincial roads that runs north to south and west of Eston shows slight volumes of road freight (between 100 000 and 1 000 000 per annum) . This is can be assumed to be because of the road transport activities of the sugarcane farming in the area and the link with the sugar mill at Eston.



## Legend

- Local Municipalities
- Wards
- National Roads
- Provincial Roads
- District Roads
- Local Access Roads
- Gravel Roads
- Railways
- Rivers
- Dams
- Wetlands
- EKZNW Stewardship Sites
- Game Reserves
- Road Access**
  - < 1 km
  - 1 - 2.5 km
  - > 2.5 km



## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Access To Roads

Date: 2012/03/06

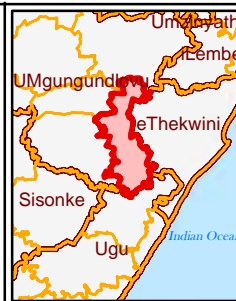
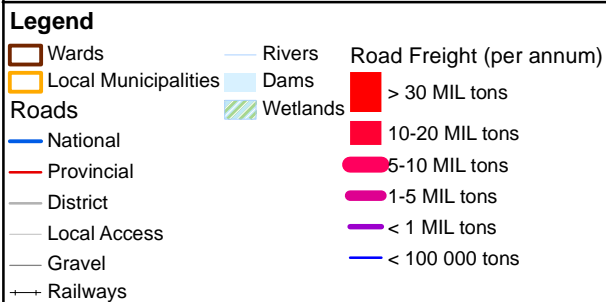
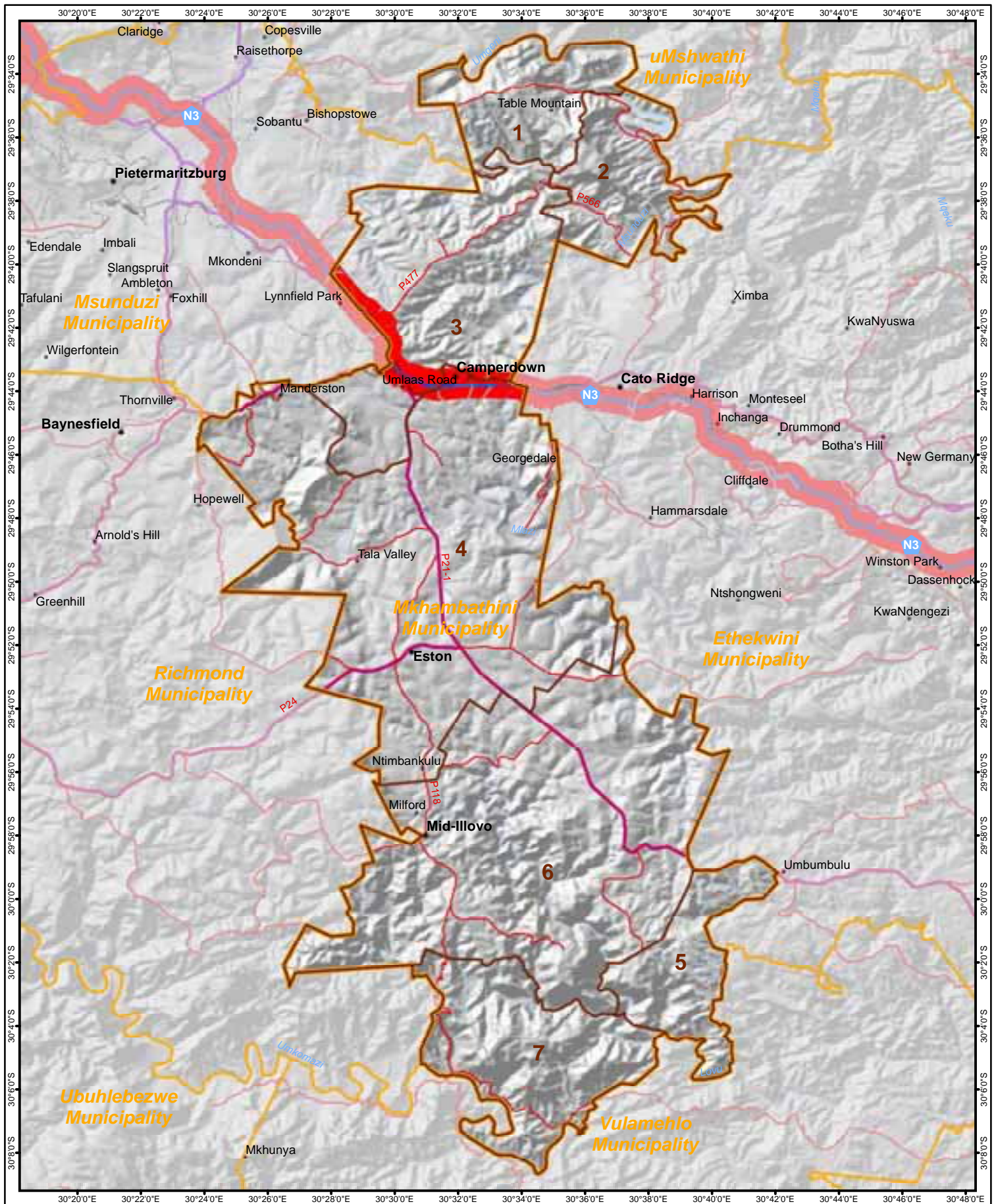
Projection: Geographic  
Datum: WGS84



Kilometers  
0 2.5 5







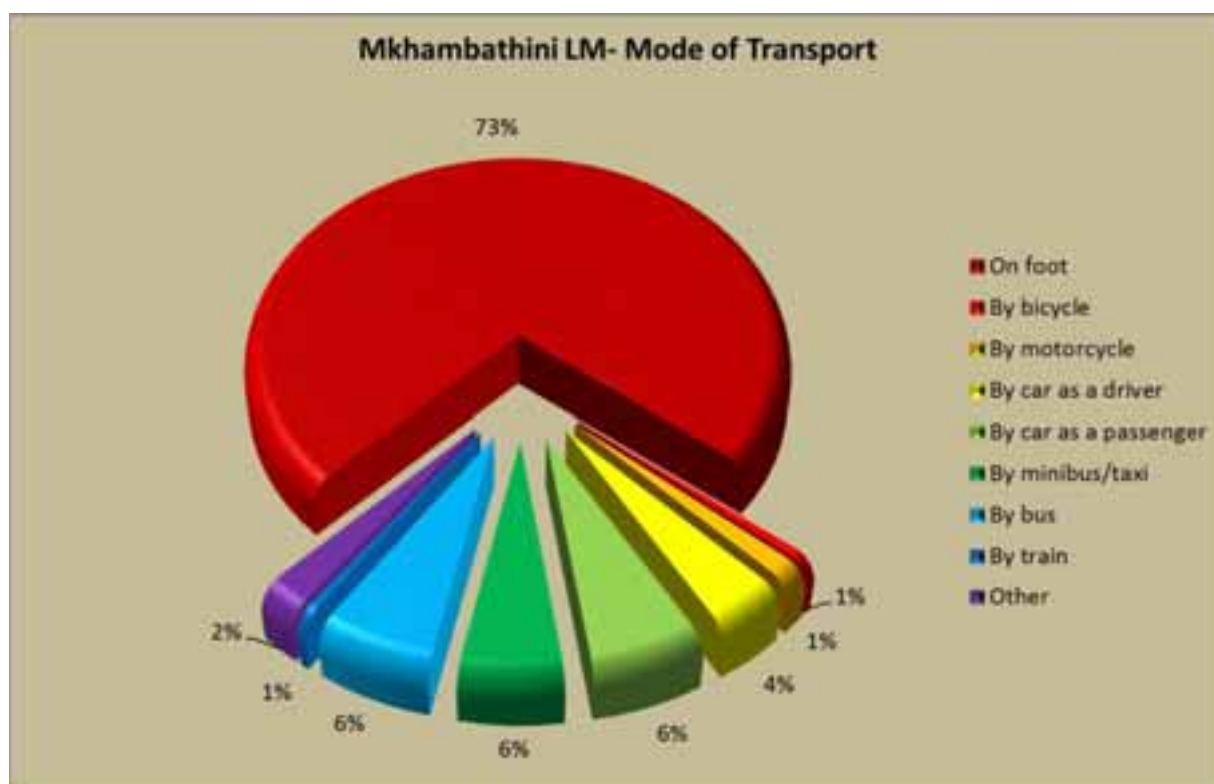
<b>MKHAMBATHINI</b>	
<b>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</b>	
<b>Road Freight</b>	
Date: 2012/04/02	
Projection: Geographic Datum: WGS84	



#### 4.4.2 MODE OF TRANSPORTATION

From the statistical distribution of modes of transports mainly utilised by residents it is evident that the largest portion of the Mkhambathini population (73%) are dependent on travelling on foot and thus with no or limited access to affordable public transportation. This implies first of all, the lack of funds to utilise public transport, or the lack of an adequate public transport system. Further to this, transport by bus, by minibus taxi and by car as a passenger are the next most popular modes of transport (at 6%). This also relates to the remoteness of some of the areas, as limited road infrastructure exists which allows taxis or buses to reach these remote areas. The last scenario is the most likely of the scenarios, as very few well-maintained lower order roads exist. The three aspects combined, is an indication of the general poverty levels of this area. With the high dependency on the lower order nodes, it is necessary to ensure proper transport infrastructure exist, especially with the view of creating economic growth in the municipality, which positively affects everybody. Should the residents not have proper access to opportunities; the initiatives will not be successful.

Graph 6: Mode of Transport

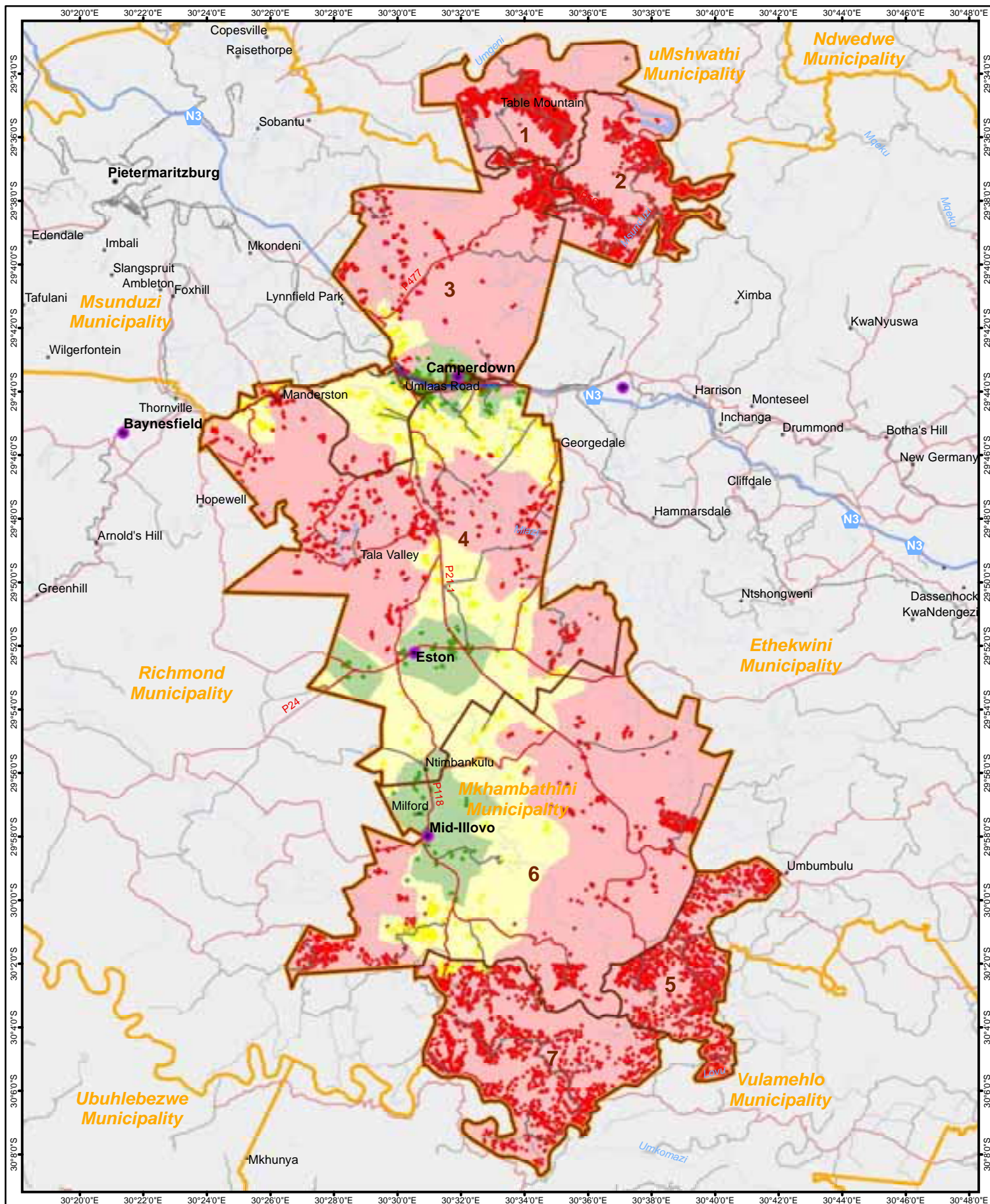


Source: Stats SA Census 2001

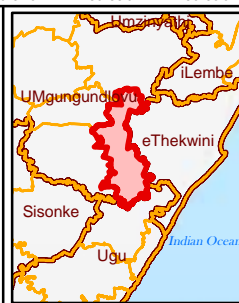
The SDF in conjunction with the transport planning of the municipality should aim to address these needs of the communities, by identifying possible transportation and connection routes, as well as inter modal transfer facilities.

#### 4.4.3 SERVICES

The **Access to Towns** is illustrated by **Map 28** and from the said map it is evident that the northern and southern portions are located further than 10km away from a formalised town. The central portions have 3 formal towns nl. Camperdown, Eston and Mid-Illovo where households are within a distance of 5km shown in green.



- Legend**
- Local Municipalities
  - Wards
  - Roads
  - National
  - Provincial
  - District
  - Local Access
  - Gravel
  - Railways
  - Rivers
  - Dams
  - Wetlands
- Town Access**
- < 5 km
  - 5 - 10 km
  - > 10 km



<b>MKHAMBATHINI</b>	
<b>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</b>	
<b>Access To Towns</b>	
<p>Date: 2012/03/30</p> <p>Projection: Geographic</p> <p>Datum: WGS84</p>	<div style="text-align: center;"> </div> <div style="text-align: center;"> </div>



#### 4.4.4 Water Services

The access to water is illustrated by **Map 29: Water Access** and from the said map it is evident that the greater majority of the dense, scattered settlements around the Table Mountain area to the north of the municipality have relatively good water services provision. The areas to the most southern part of the municipality is not well services and the majority of households in this area only have access to water at a distance of more than 1000m.

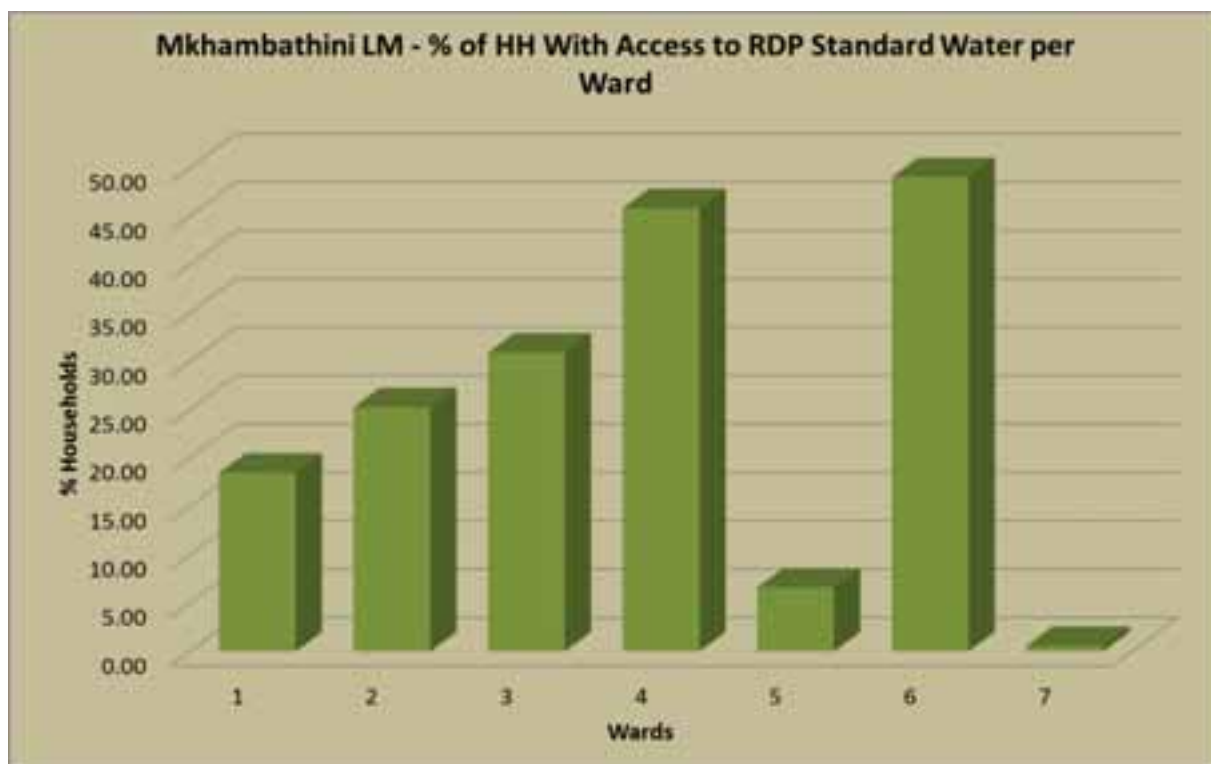
It will be evident that the areas which forms part of the commercial agriculture areas, in the central parts of the municipality and the area directly north of the N3, appears to not have sufficient access to water (at a distance of more than 1000m). This is most likely because these household are mostly self-sufficient through boreholes for single or small concentrations of households. It could be assumed that these areas would not be prioritised by the municipality for water services provision, as the households are widely scattered and are most likely already self-sufficient.

**Map 30: Water Infrastructure** shows the existing water infrastructure facilities in the municipal area. There is an obvious correlation between the access to water and the infrastructure, including the availability of reservoirs, boreholes and water pipes. This map will serve to inform the planning for water infrastructure of the municipality, as it already indicates proposed reservoirs. It could be beneficial for the municipality to elaborate on this map by adding all proposed new infrastructure and also attempt to link it in with water services provision needs.

Furthermore, additional information relating to the locality of extraction points, purification works and storage facilities as well as the bulk capacity of these facilities will be essential for the further formulation of the SDF.

The graph below depicts the percentages of households per ward which have access to RDP standard water. The graph shows clear comparisons with **Map 29: Access to Water**, which indicates the very low levels access to water in wards 5 and 7 in the south of the municipal area. The access to RDP standard water is relatively low throughout the municipality.

Graph 7: Access to RDP Standard Water



Source: Stats SA Census 2001

Total backlog for water supply provision across the district is at 13% of the households and is 14% for sanitation supply. This is a marked improvement on the back log estimated by both Census information and the DWAF NIS system.

Table 12: Total backlog for water supply provision

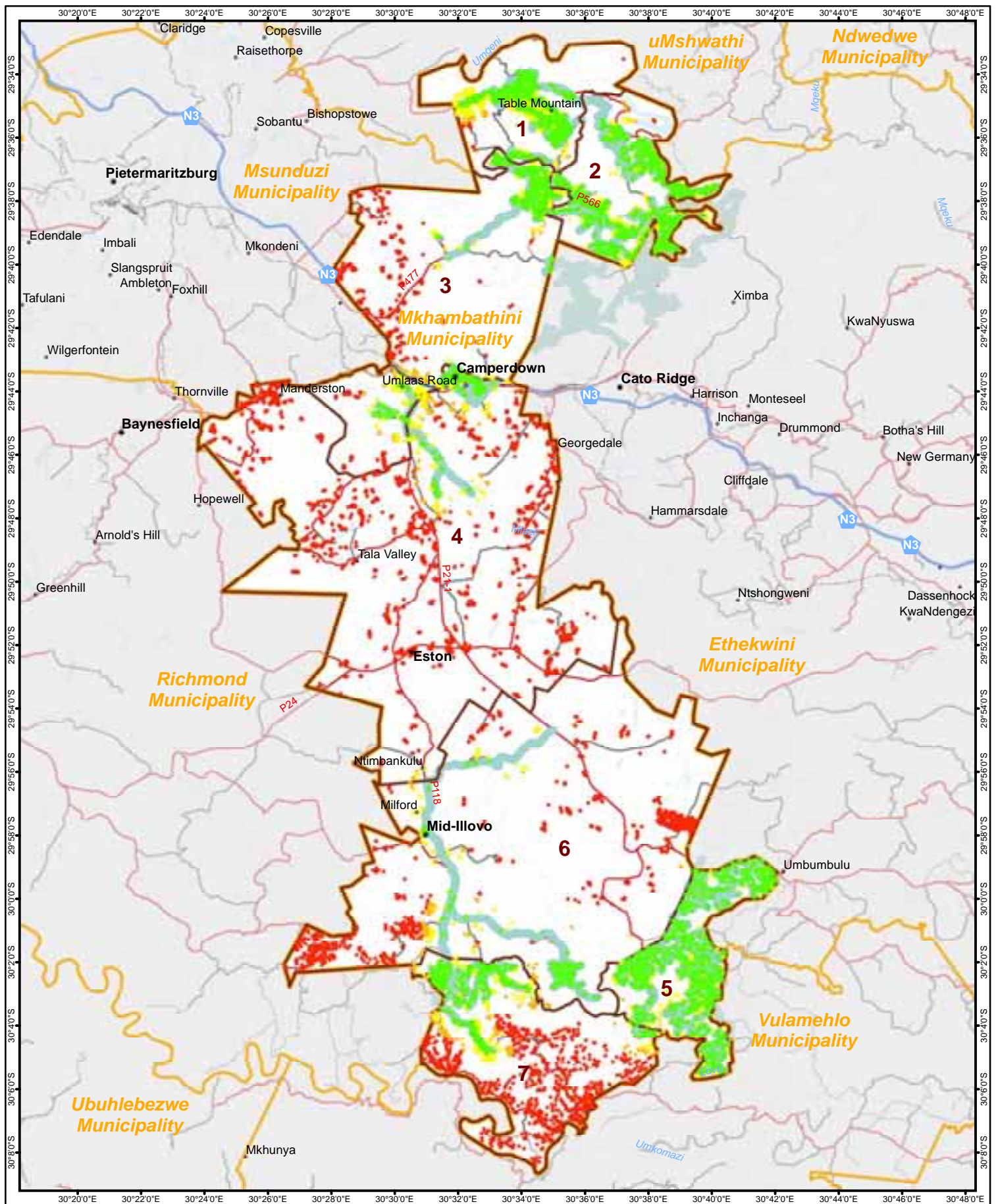
LM	No. of households	Houses served with water	Houses served with sanitation	Water Backlog	Sanitation Backlog
uMshwathi (KZN 221)	21,230	12,053	10,131	4,156 (20%)	5,844 (28%)
uMngeni (KZN 222)	24,172	14,921	14,935	2,481 (10%)	2,481 (10%)
Mpofana (KZN 223)	9,373	4,426	4,228	407 (4%)	614 (7%)
Impendle (KZN 224)	6,968	4,366	3,225	1,682 (24%)	2,683 (39%)
Mkhambathini (KZN 226)	14,116	5,941	8,204	2,561 (18%)	234 (2%)
Richmond (KZN 227)	16,445	11,294	10,583	830 (5%)	1,463 (9%)
Totals	92,304	53,002	51,306	12,118 (13%)	13,320 (14%)

Source : UMDM Draft Water Services Development Plan Backlog Study

From the table above, it can be deduced that Mkhambathini water services are in place in most of the areas with Mbambangalo and Kwamadleka being the areas where water supply network is being implemented. Water

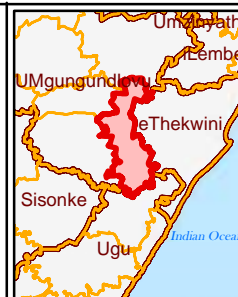
services infrastructure upgrade and development is regarded as the important tool to attract investors and improve economic development in the municipality. The Mkhambathini municipality has a combination of agricultural, domestic and industrial sector uses.





## Legend

- |                      |                     |
|----------------------|---------------------|
| Local Municipalities | Rivers              |
| Wards                | Dams                |
| Roads                | Wetlands            |
| National             | Water Supply Area   |
| Provincial           | <b>Water Access</b> |
| District             | within 200 m        |
| Local Access         | within 600 m        |
| Gravel               | within 1000 m       |
| Railways             | >1000 m             |



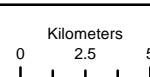
## MKHAMBATHINI

**SPATIAL DEVELOPMENT FRAMEWORK 2012-2015**

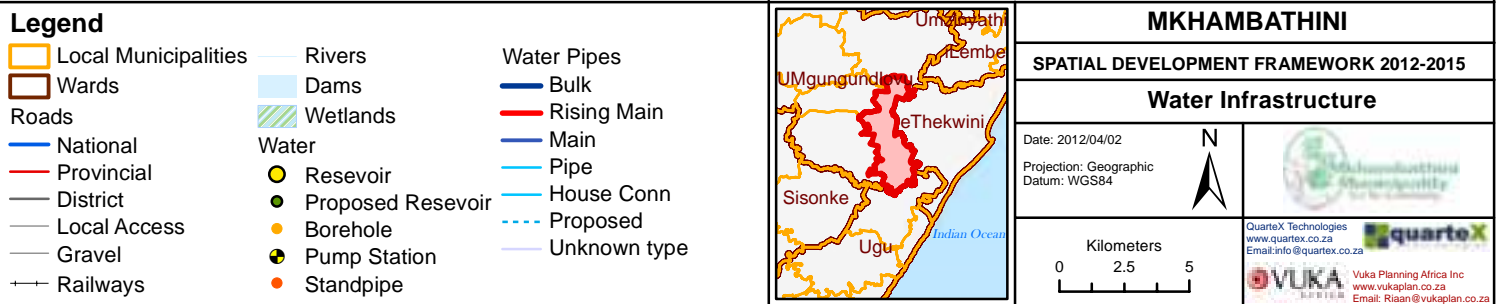
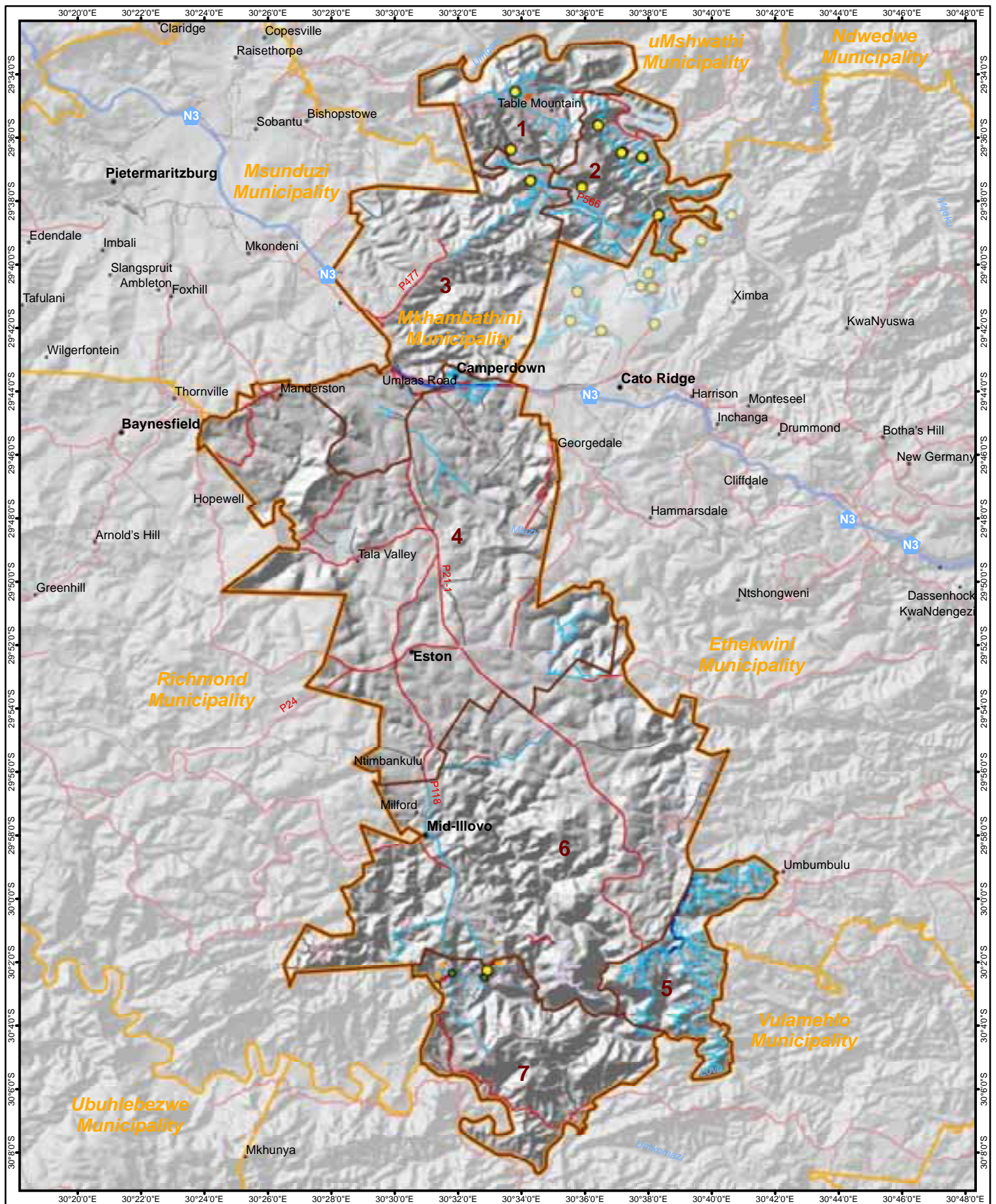
### Water Access

Date: 2012/04/02

Projection: Geographic  
Datum: WGS84







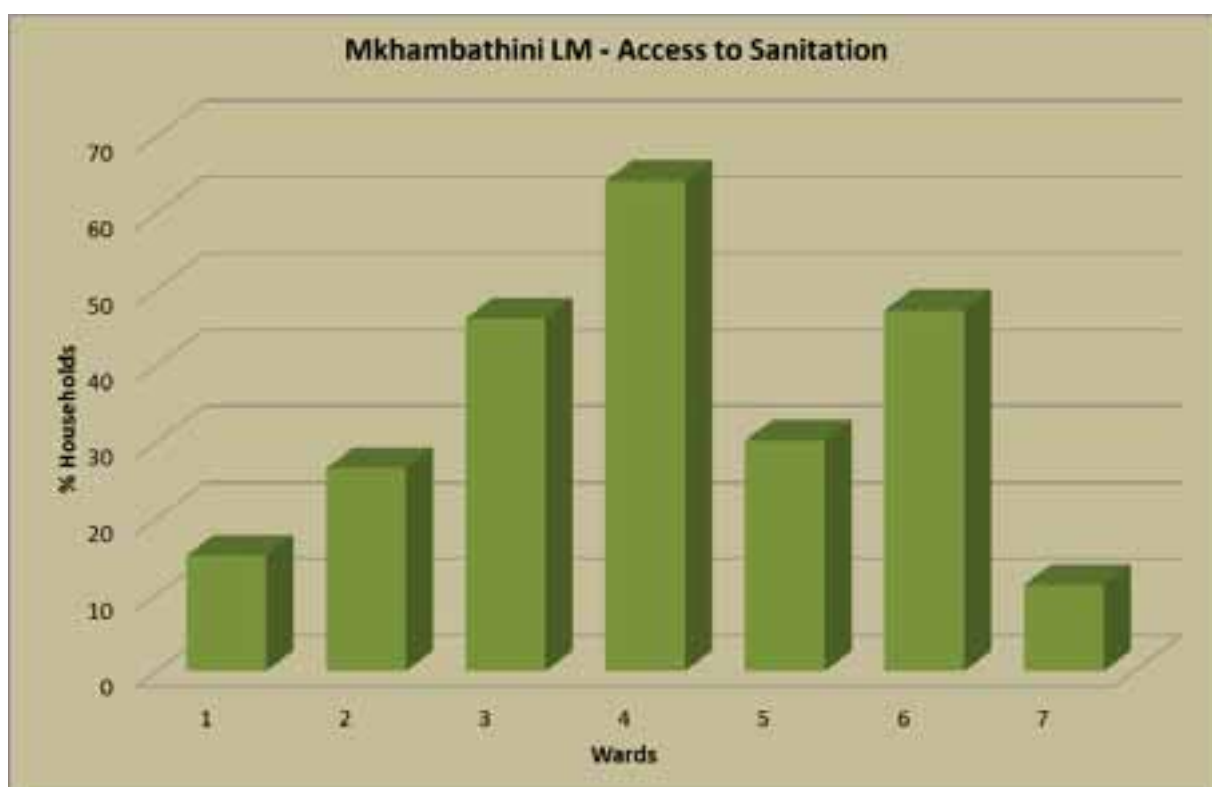
#### 4.4.5 SANITATION SERVICES

The statistical Data from Stats SA distinguishes between all types of sanitation services provided to the communities.

- Flush toilet with sewer
- Flush toilet with septic Tank
- Chemical Toilet
- Pit Latrine with Ventilation
- Pit Latrine without Ventilation

The obvious long term target is to provide all residents with waterborne sanitation and sewer but households with one of the above listed forms of sanitation are considered as serviced. The graph below depicts clearly that more than 36% of the residents are serviced below the average service level of the Municipality. Only 66% of the municipality has been serviced with one of the acceptable form of sanitation. Wards 1 and 7 require attention with regards to provision of sanitation services.

Graph 8: Access to Sanitation



Source: Stats SA Census 2001

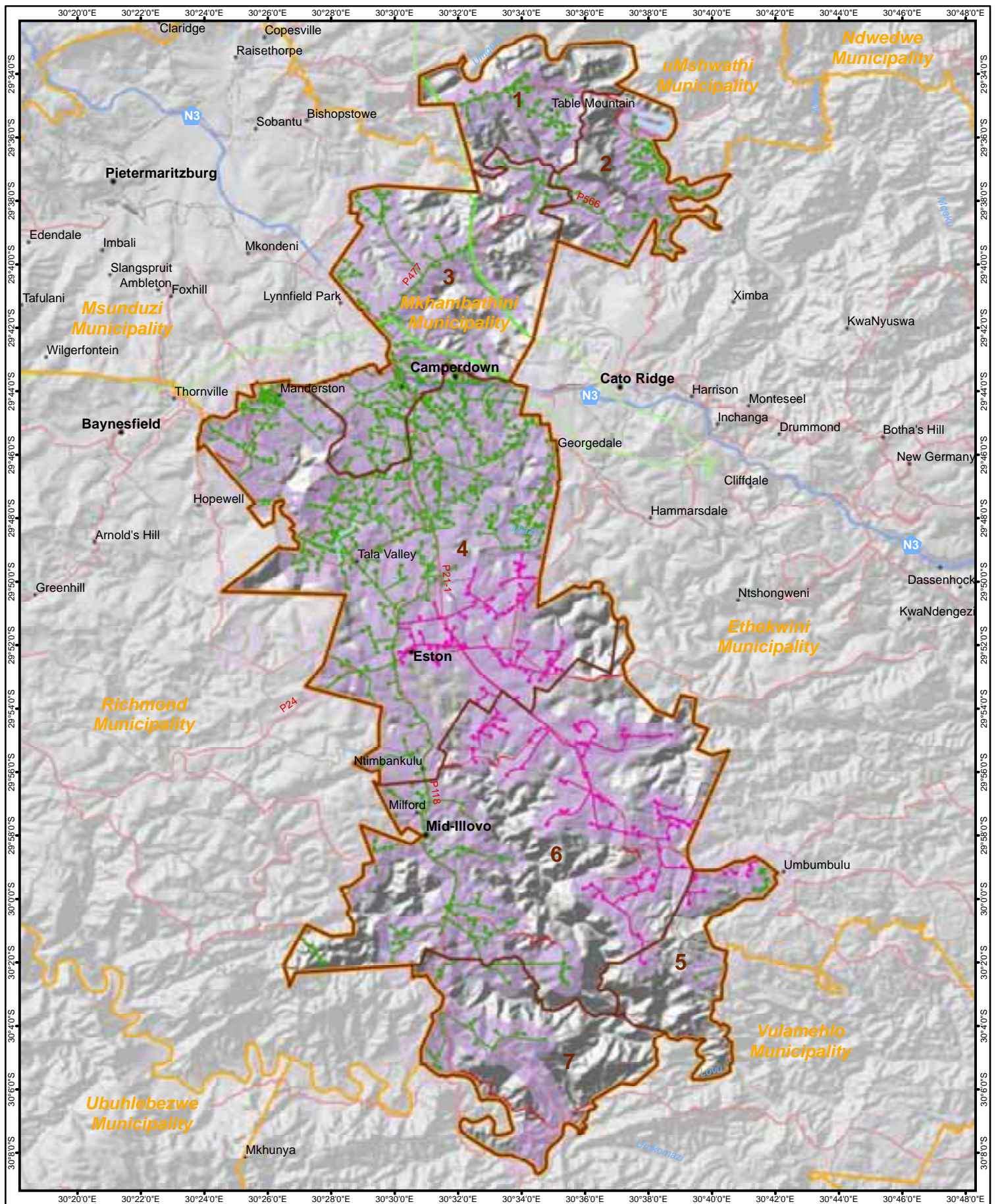
#### 4.4.6 ELECTRICITY NETWORK

**Map 31: Electrical Infrastructure** depicts the electrical infrastructure within the Local municipality as per the existing power lines and sub stations.

The infrastructure is widely spread throughout the municipality, but still falls short of providing access to the majority of households in the municipality, as will be clear from **Map 32: Access to Electricity**. According to this



map, the greatest majority of households in the south of the municipality are located further than 1000m from electricity infrastructure. This can be assumed to be due to the undulating landscape and scattered and relatively remote nature of households in this area.



# Legend

Local Municipalities	Rivers	Medium Voltage Lines Voltage
Wards	Dams	22.00 [kV]
Roads	Wetlands	19.00 [kV]
National	Eskom Supply Area	11.00 [kV]
Provincial	Medium Voltage Stations Voltage	High Voltage Lines Voltage
District	22.00 [kV]	400.0 [kV]
Local Access	19.00 [kV]	
Gravel	11.00 [kV]	
Railways		

Source: Eskom



## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Electical Infrastructure

Date: 2012/04/02

Projection: Geographic  
Datum: WGS84

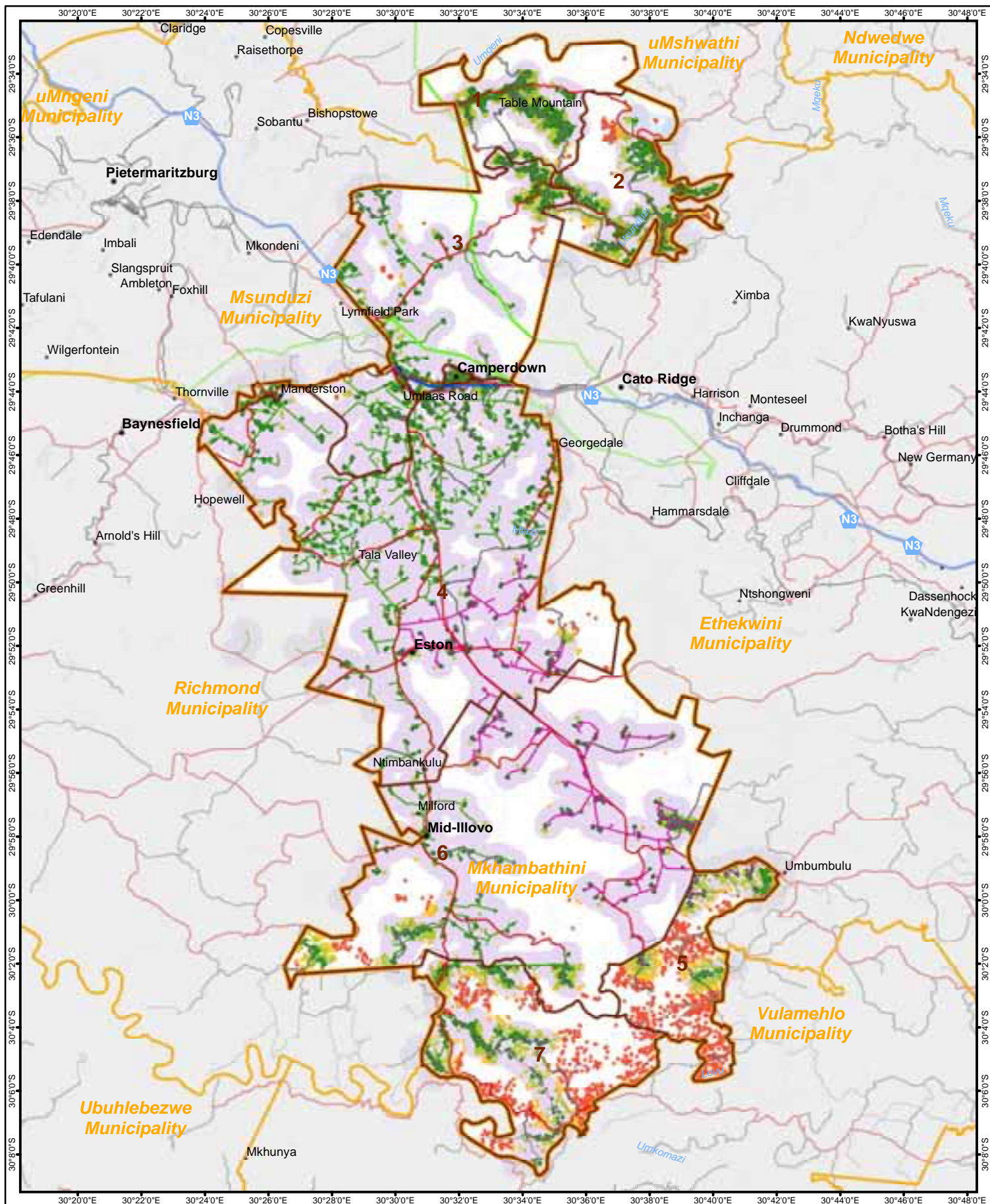


Kilometers  
0 2.5 5



QuartoX Technologies  
www.quartox.co.za  
Email: info@quartox.co.za  
VUKA  
Vuka Planning Africa Inc  
www.vukaplan.co.za  
Email: Riaan@vukaplan.co.za



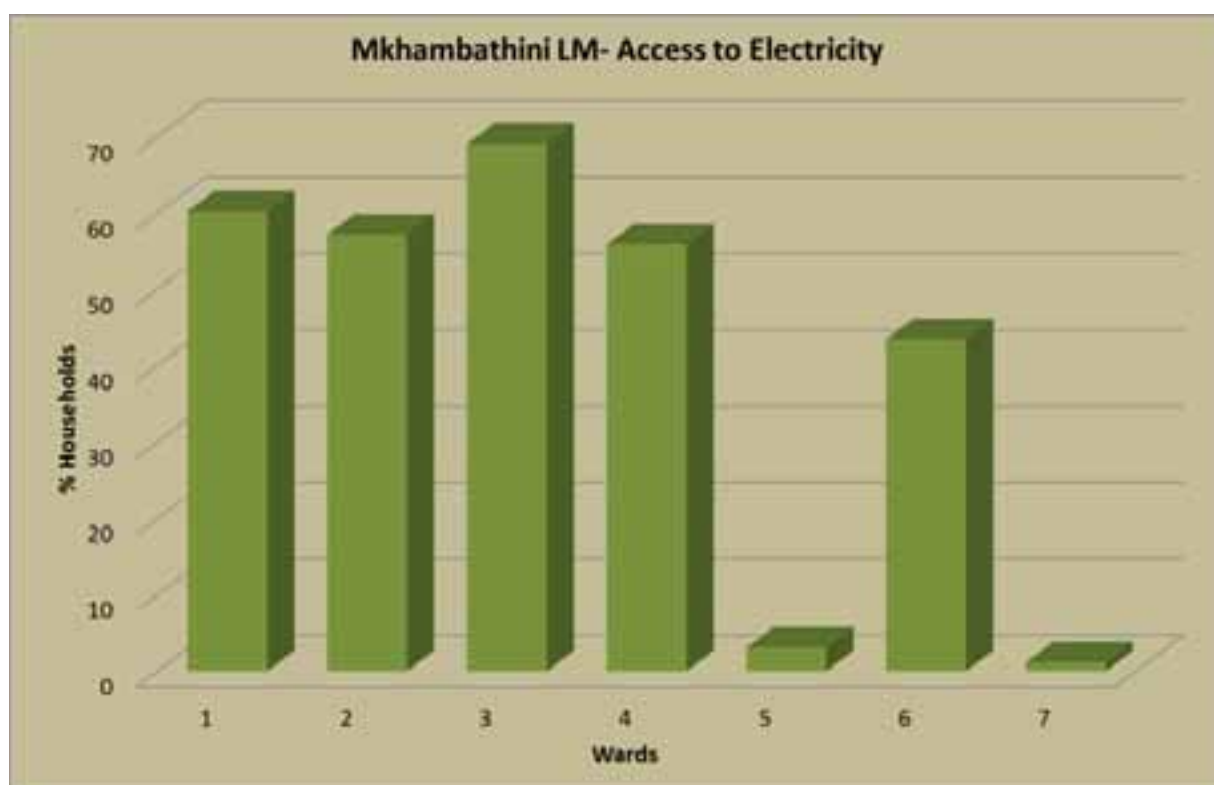


<b>Legend</b> <div> <div>Local Municipalities</div> <div>Wards</div> <div>Roads</div> <div>National</div> <div>Provincial</div> <div>District</div> <div>Local Access</div> <div>Gravel</div> <div>Railways</div> </div>		<div> <div>Rivers</div> <div>Dams</div> <div>Wetlands</div> <div>Eskom Supply Area</div> </div>	<div> <div>High Voltage Lines</div> <div>Voltage</div> <div>400.0 [kV]</div> </div> <div> <div>Medium Voltage Lines</div> <div>Voltage</div> <div>22.00 [kV]</div> <div>19.00 [kV]</div> <div>11.00 [kV]</div> </div>	<div> <div>Electricity Access</div> <div>within 200m</div> <div>within 600m</div> <div>within 1000m</div> <div>&gt;1000m</div> </div>	<div> <div>Source: Eskom</div> </div>	<div> <div> <div>MKHAMBATHINI</div> <div>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</div> <div>Access To Electricity</div> <div>Date: 2012/04/02</div> <div>Projection: Geographic</div> <div>Datum: WGS84</div> <div> <div>Kilometers</div> <div>0 2.5 5</div> </div> </div> </div> <div> <div> <div> <div>Ukhahlamba-Drakensberg National Park</div> <div>quartex</div> </div> <div> <div>VUKA</div> <div>Vuka Planning Africa Inc</div> <div>www.vukaplan.co.za</div> <div>Email: Riaan@vukaplan.co.za</div> </div> </div> </div>
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There is a clear concentration of available electricity networks for commercial farming activities in the central parts of the municipality and a general shortage of infrastructure in the south. The graph below indicates the access to electricity per ward. It is clear that Ward 5 and 7 needs service provision in access to electricity, with Ward 1, 2, 3 and 4 having more than 50% access to electricity.

**Graph 9: Access to Electricity**



Source: Stats SA Census 2001

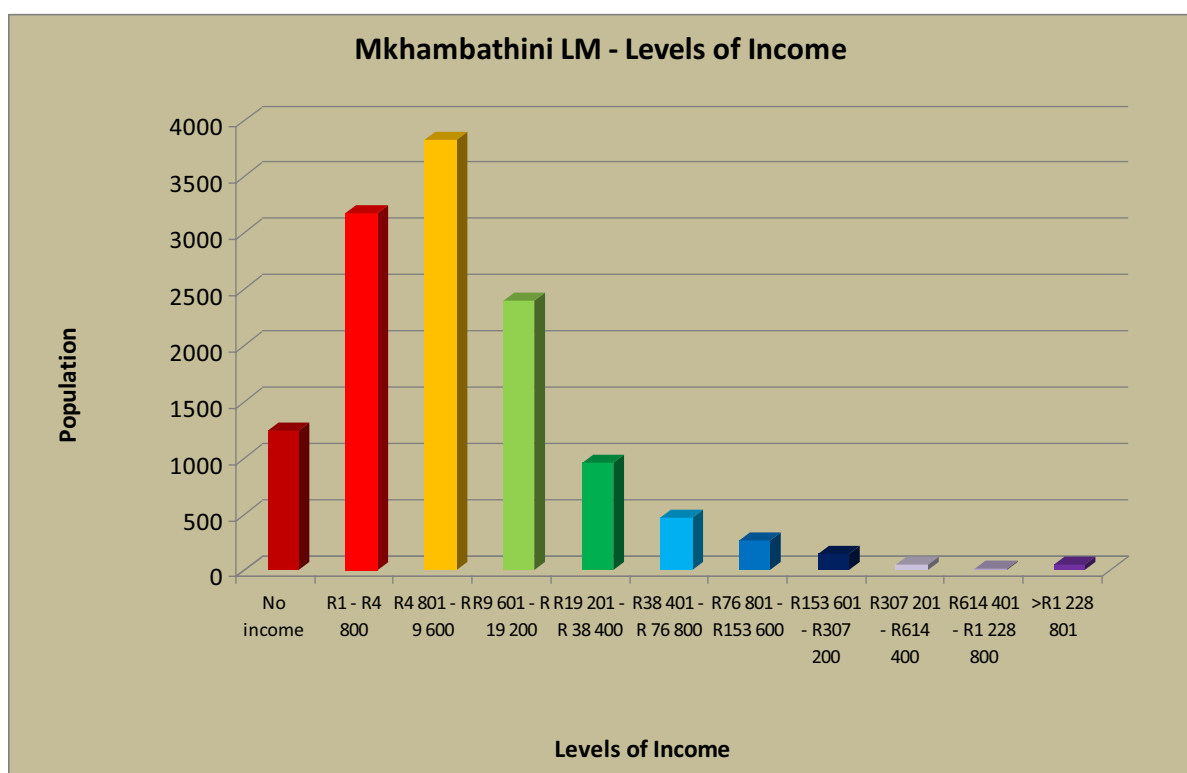
Statistical Access to electricity was measured according to the energy used for lighting purposes. The reason for this is that lighting is the cheapest and therefore the first item powered by electricity.

## 4.5 FINANCIAL RESOURCES

### 4.5.1 INCOME DISTRIBUTION

The graph below depicts the income distribution throughout Mkhambathini Local Municipality. With an overall low income level as is the case in Mkhambathini, it is very difficult for the municipality to build a proper tax base, which can be utilised for provision & Maintenance of services. . The graph also shows that the highest number of households falls within the R4 801 – 9 600 income bracket, which is typically the income level of a household which receives social grants from government, indicating a high social grant dependency. Only a small portion of the population qualifies for payment of taxes. This leaves a huge burden on the current tax payers, who basically carry the municipality financially.

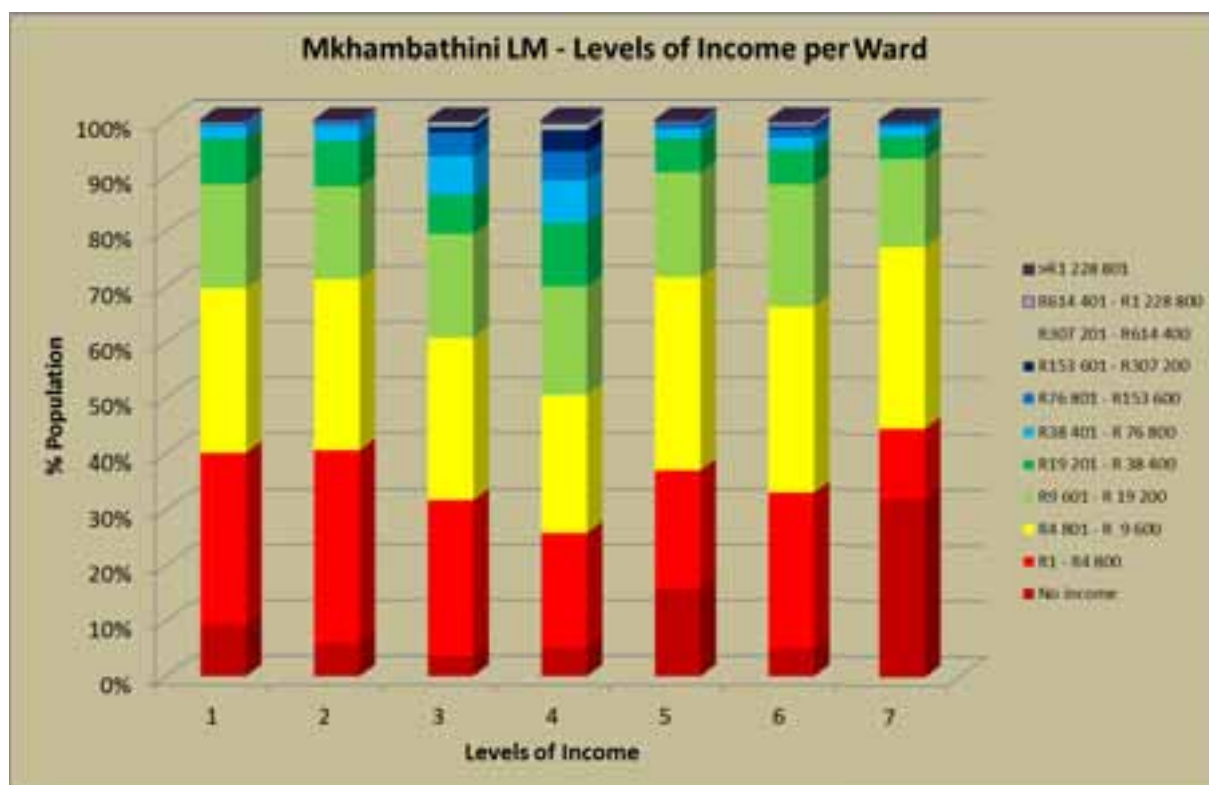
Graph 10: Levels of Income



Source: Stats SA Census 2001

Without external funding, the municipality will not be able to implement nor maintain any new services. It is therefore essential that the municipality implement initiatives to grow its tax base, by implementing successful economic development initiatives. The graph below provides a comparison of the income levels between the various wards. The southern and northern portions of the municipality constituted by ward 5 and 7 and wards 1 and 2 appear to be the areas of lowest income. This all points to a lack of economic opportunities within these remote areas which will have to be addressed. With the concepts of spatial cost and service differentiation in mind, the SDF will to a certain extent aim to direct focussed expenditure programmes to these areas of need.

Graph 11: Levels of Income per Ward



Source: Stats SA Census 2001

The biggest employment sector in the municipality is the Agriculture; hunting, forestry and fishing Community; sector (58%), indicating the substantial impact that the commercial sugarcane industry has on the local economy of the municipality. The Community; social and personal services sector (7%) is the second highest employment industry in the municipality, together with undetermined industries. Electricity, gas and water supply and wholesale and retail trade are also noticeable contributors to the employment industries in the municipality.



Graph 12: Employment within Industries

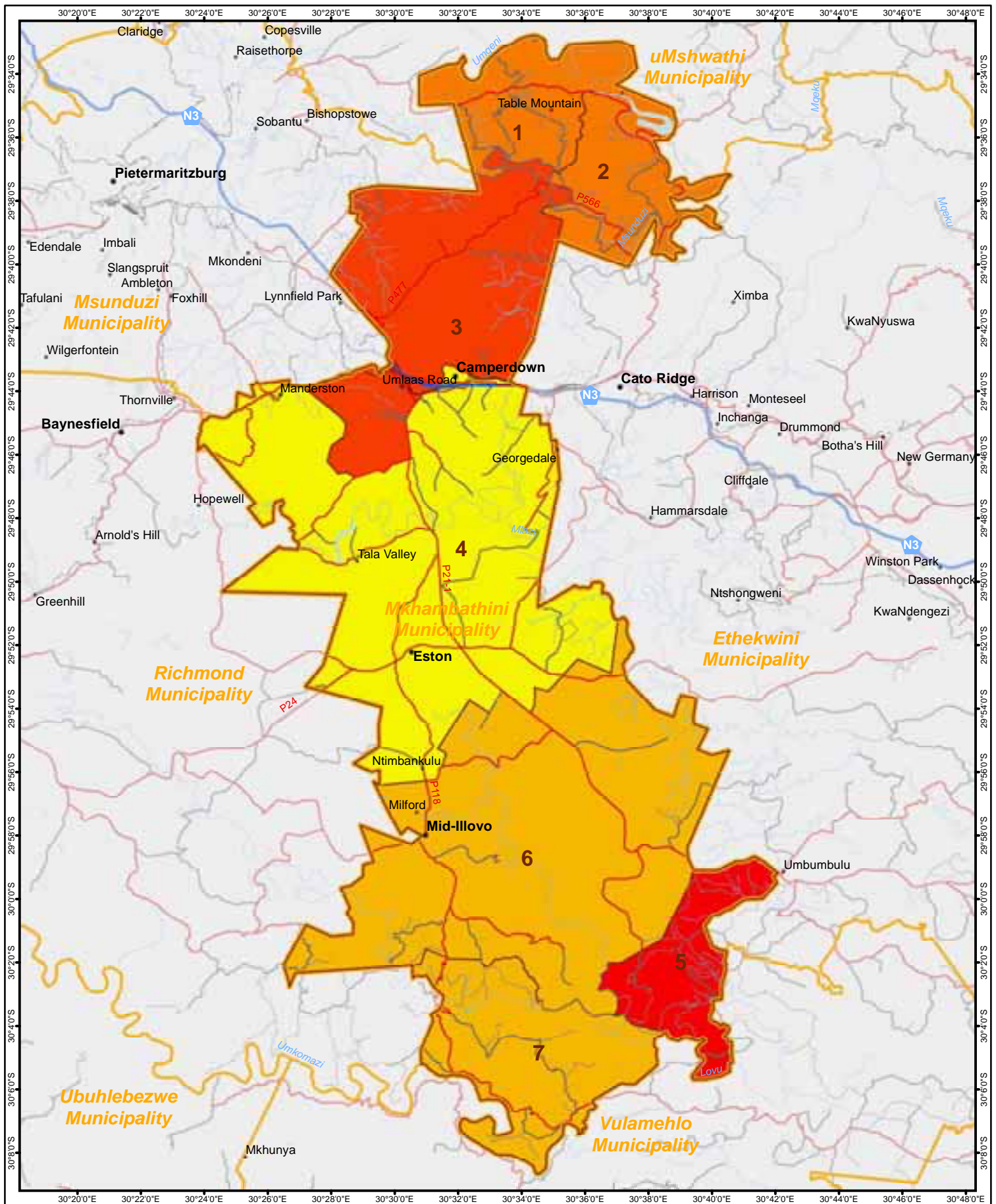


Source: Stats SA Census 2001

#### 4.5.2 UNEMPLOYMENT DISTRIBUTION

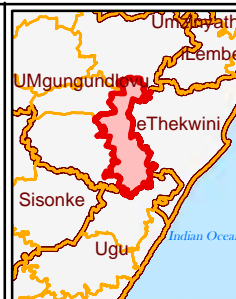
**Map 33: Unemployment Distribution** depicts the percentage of unemployment located per ward. The highest levels of unemployment are found in the southern parts of the municipality, and in particular in ward 5, at approximately 47%. This might relate to higher densities, and the lack of employment opportunities within these areas. Ward 4 has the lowest levels of unemployment, which is likely to be due to the employment created by the agricultural sector, also being the industry with the highest percentage of people employed within it.

The Mkhambathini IDP estimates the total workforce at 29 944, of which a mere 8 384 is employed, with 14 441 not economically active and 6 403 not employed. These numbers indicate a very low percentage of the municipal population receiving an income from being employed and a high dependency ratio.



#### Legend

	Local Municipalities		Rivers
	Local Municipalities		Dams
	Roads		Wetlands
	National		Unemployment (%)
	Provincial		15.02
	District		15.03 - 26.03
	Local Access		26.04 - 31.66
	Gravel		31.67 - 33.21
	Railways		33.22 - 48.65



#### MKHAMBATHINI

#### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

#### Unemployment Distribution

Date: 2012/03/23

Projection: Geographic  
Datum: WGS84



Kilometers  
0 2.5 5



Graph 13: Level of Unemployment



Source: Stats SA Census 2001

#### 4.5.3 Poverty Distribution

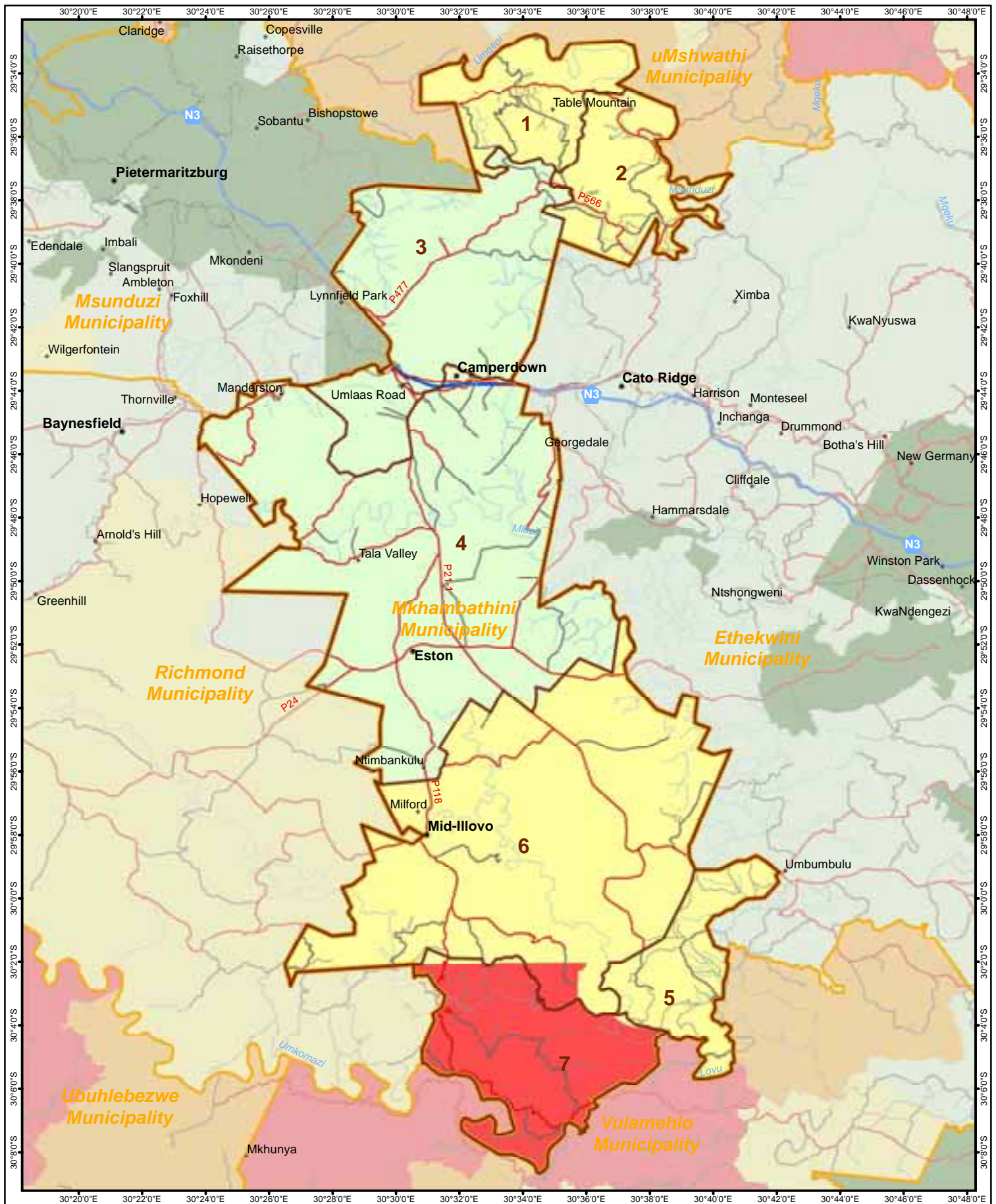
The occurrence and distribution of poverty can be related to a combination of indicators, including social needs, the Minimum Living Level (MLL) which indicates those areas where the largest number of people is living below the minimum standard of living and the Index of Multiple Deprivation.

The Index of Multiple Deprivation serves to combine a number of indicators which covers a range of economic, social and housing issues and needs into a single deprivation classification for an area. As per **Map 34: Index of Multiple Deprivation** shows that there is a high occurrence of multiple deprivations in the south of the municipality, and more specifically in ward 7. The central parts of the municipality, specifically wards 3 and 4, show a medium to low level of deprivation, with the balance being medium.

Social needs, as depicted on **Map 35** illustrates **Social needs**, much the same pattern of distribution and also partially inform the Index of Multiple Deprivation. The southern and north-eastern parts of the municipality has medium to high social needs, with the central parts having medium to low social needs.

Another indicator which informs the occurrence of poverty in the municipality is the Minimum Level (MLL). The Minimum Living Level indicates those areas where the largest number of people is living below the minimum standard of living. **Map 36: Population below MLL** shows that the factor of the population living below the MLL for the Municipality is generally low, which means that there are relatively low extents of the population that are living below the MLL. This factor is only relatively higher in the northern part of the municipality, around the Table Mountain area and the far south eastern area of the municipality.

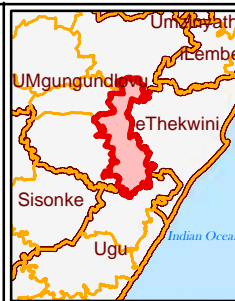




## Legend

- Wards
  - Local Municipalities
  - Roads
  - National
  - Provincial
  - District
  - Local Access
  - Gravel
  - + Railways
  - Rivers
- Index of Multiple Deprivation (2001)**
- Composite Weighting**
- Low
  - Medium to low
  - Medium
  - Medium to high
  - High

Source: STATSSA, KZN Provincial Index of Multiple Deprivation 2001 (University of Oxford, HSRC and STATSSA using Census 2001)



## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Index Of Multiple Deprivation

Date: 2012/03/28

Projection: Geographic  
Datum: WGS84



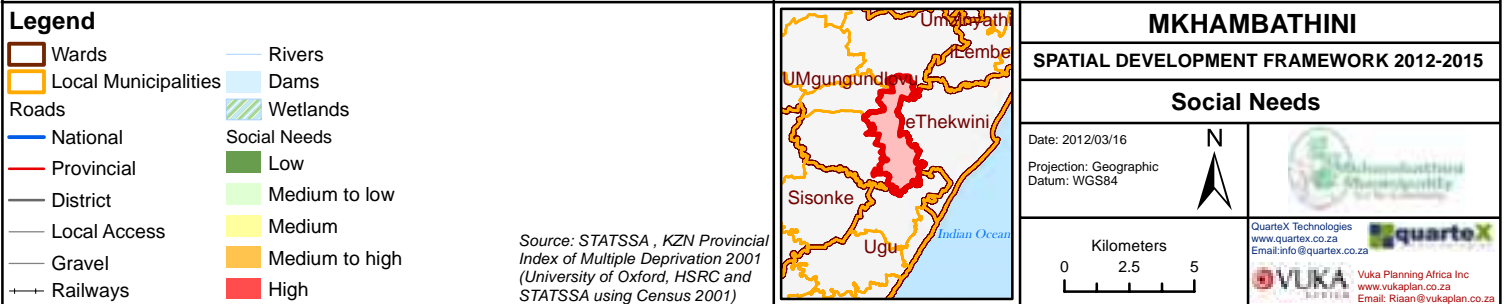
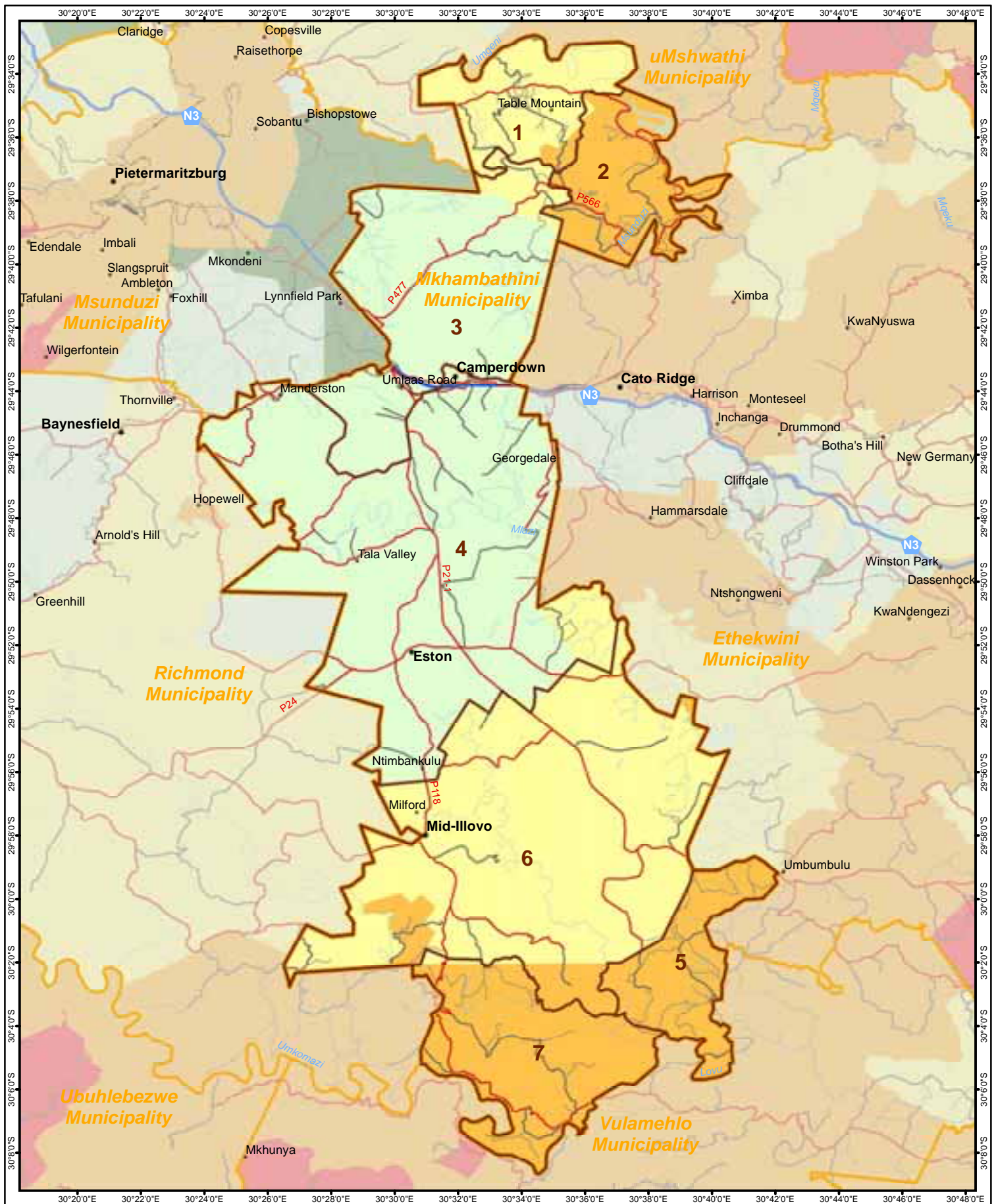
Kilometers  
0 2.5 5



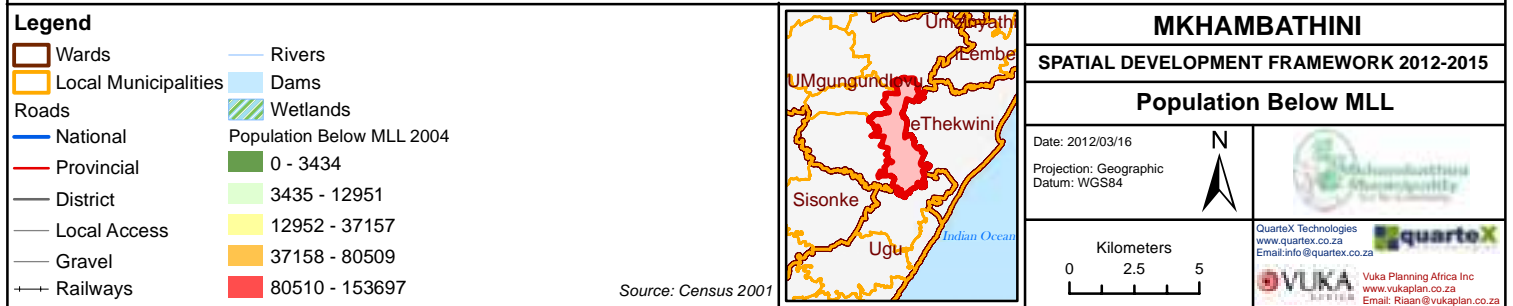
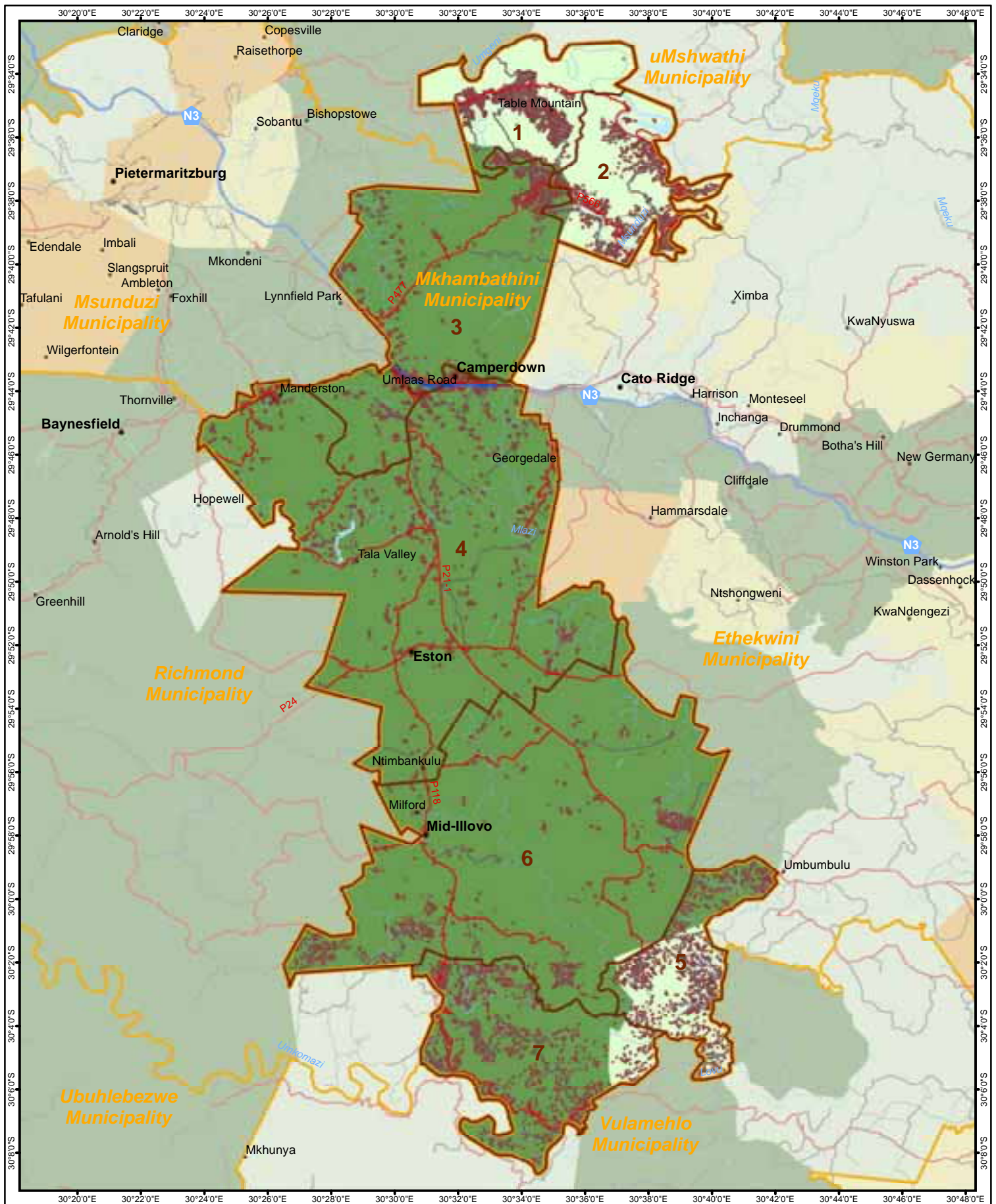
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Vuka Planning Africa Inc  
www.vukaplan.co.za  
Email: Riaan@vukaplan.co.za











#### 4.5.4 Tourism Resources

Tourism resources are limited throughout the municipality and **Map 37: Tourism** endeavours to identify some points and areas of interest which might contribute to the tourism industry in the municipality. These resources include resources which relate to geographic attributes, cultural interests or natural/ecological sites and attractions. Sites with tourism potential are scattered throughout the municipality and some with particular potential include the game reserves, being Killarney Isle, Gwahumbe Game and Spa and Camperdown. Added this, there are other private game ranches, like Tala Game Reserve, Ntsingisi Game Lodge and Spa and wild life sanctuaries including the African Bird of Prey Centre the Lion Park and the Matal Zoological Gardens. There are two heritage sits identified within the borders of the Mkhambathini municipal area, being Mgwahumbe and Hope Valley.

The natural landscape in itself also has eco- and adventure tourism potential, like for instance the unique topography of the undulating areas in the north and south of the municipality as well as water bodies like the Nagle Dam. The identified sites and places of tourism interest and possibilities will serve as a good foundation for tourism development in the municipality and need to be explored for further economic benefit to the residents of the municipality. Added to this, there is an active agro-tourism sector within the municipal borders, and linking with neighbouring areas, like the Country Capers Tourism Route. The land cover of the municipality, consisting of 60% natural forest, shrub and bush land, also supports adventure tourism activities, and there is also scope to increase this sector.

#### 4.5.5 Economic Climate

The Mkhambathini Municipality is being based in Camperdown, in the south-eastern periphery of uMgungundlovu District Municipality, is only 47 minutes from King Shaka International Airport and 30 minutes from Africa's busiest harbour. Agricultural production centres on vegetables grown for local and hinterland fresh produce markets, maize and sugar cane (processed through a mill at Eston). The area features the second highest concentration of poultry producers in the world, supported by a network of service suppliers, as well as pig and beef farming. Tourism is centred on African experiences, with attractions such as the Tala Game Reserve, Nagle Dam and Umgeni Valley.

The current focus of central Government is to grow the economy and to create an environment conducive for further job creation. It has been agreed by Government that skills development is key to the achievement of these objectives. This is relevant to the Mkhambathini Municipality like in the District since the majority of the population are classified as youth (being younger than 35). There is a need to strengthen and support education and training programmes. Most of these youths are un-franchised and are jobless.

#### 4.5.6 Local Economic Development

According to the Mkhambathini Local Economic Development Strategic Plan 2007 development needs to be comprehensive and multi-faceted. It is important to develop and implement strategies to address poverty as well as to stimulate effective commercial growth. The graph below indicates the Local Economic Development Strategy Thrusts set out in the Mkhambathini LED Strategy 2007

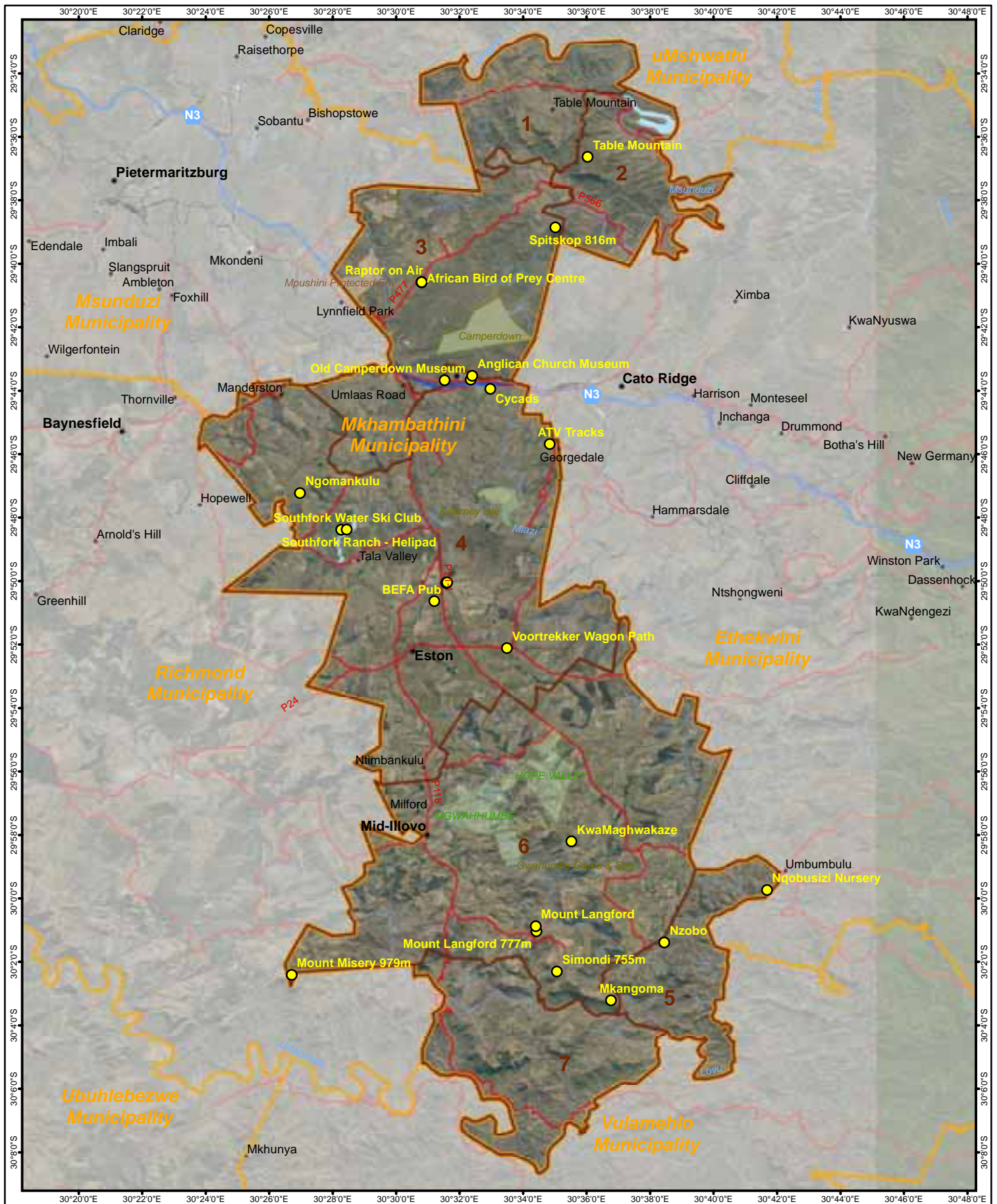
Table 13: Total backlog for water supply provision

LED STRATEGY THRUSTS	
Strategy	Description
<b>Implementation Mechanism</b>	There is no institutionalised capacity to implement LED in UMDM at this time. Even in Msunduzi, capacity within the Municipality and within the Chamber itself is limited and neither entity has the resources required to implement LED
<b>Area Targeting/Regeneration Strategies</b>	<ul style="list-style-type: none"> <li>• Renewal of the Mpofana town centre</li> <li>• Specific development of Edendale</li> <li>• Upgrading of Impendle town centre facilities</li> <li>• Renewal and upgrade of Pietermaritzburg town centre with particular reference to architecture</li> <li>• Upgrade of connections between Camperdown and other areas in Mkhambathini to improve road connectivity in the municipality.</li> </ul>
<b>Encouraging Local Business Growth</b>	<p>Mkhambathini is challenged in this regard as the research indicates that businesses do not wish to expand inside the municipality and there is evidence of a culture of violence and assault within the municipality</p> <p><b>Business retention survey:</b> The first survey should be very comprehensive and should investigate the perceptions of Mkhambathini business people further and attempt to find interventions to turn the negative perceptions of business around.</p> <p><b>Technical assistance to business:</b> Mkhambathini should implement a one-stop business service centre linked to a community based business services outlet with internet access.</p> <p><b>Financial advice and assistance:</b> An appropriate financial support program will be able to give advice and training on financial planning,</p> <p><b>Public procurement policy:</b> UMDM and especially Msunduzi procurement policy must be local business friendly where the LMs and local public sector organizations (such as Eskom, Telkom) and larger local businesses make their procurement accessible to local companies.</p> <p><b>Provision of sites and premises:</b> A roster of industrial and commercial land and buildings owned by Mkhambathini should be developed and circulated to be used to encourage business investment and expansion.</p>
<b>Encourage New Enterprise</b>	<p><b>Provision of finance for new businesses:</b> Mkhambathini's role will be to ensure that local business is linked with the institutions identified by UMDM.</p> <p><b>Providing technical advice on business management:</b> Establishing there commended one stop shop with access to market information will be an essential support mechanism for Mkhambathini businesses.</p> <p><b>Conducting business mentoring programs:</b> Mkhambathini should, with UMDM and in partnership with the Msunduzi Chamber, sponsor district wide but sector focussed informal but organised networking forums</p>
<b>Integrating Low Income</b>	Integrating disadvantaged groups is important in Mkhambathini and in particular

<b>Workers into the economy</b>	<p>this means rural women and young people.</p> <p><b>Skills training:</b> Skills training should be done using a demand-led approach and businesses need to be involved in articulating the skills needs for Mkhambathini and the DM.</p> <p><b>Raising educational achievement:</b> UMDM and Mkhambathini should initiate a structured retired teacher volunteer programme whereby volunteers assist at under resourced schools.</p> <p><b>Work experience:</b> Mkhambathini should, in partnership with the FET colleges, the SETAs and the private sector, implement a work experience programme for young pre-matriculates.</p>
<b>Investing in Hard Strategic Infrastructure</b>	<p>Investment in hard infrastructure involves investing in improving the physical environment for businesses thereby making it more attractive for business retention, expansion and recruitment.</p> <ul style="list-style-type: none"> <li>• Significant improvement of the public transport facilities between Mkhambathini and Msunduzi and within Mkhambathini</li> <li>• Identification and development of Industrial Parks for farm equipment assembly and repair and cold chain supply management.</li> <li>• Installation of CCTV in all areas of risk in Mkhambathini and an improvement in business security and visible policing.</li> </ul>
<b>Investment in Soft Infrastructure</b>	<p>Investment in soft infrastructure involves investing in improving the commercial environment for businesses</p> <p><b>Enabling or providing skills training:</b> In all LMs except uMngeni and Msunduzi, as the UKZN research indicates, the development of new enterprise has not been a key priority.</p>
<b>Promoting Inward Investment</b>	<p>The promotion of inward investment means to attract businesses to an area from elsewhere in the country and from other countries.</p> <p>UMDM and Mkhambathini together should develop specific and competitive packages for the target sectors to stimulate investment in the required areas, regions, sites, corridors and nodes.</p>
<b>Sector and Cluster Development</b>	<p>Cluster development means that LED initiatives are concentrated on encouraging and supporting inter-firm collaboration, institutional development and support in targeted industrial sectors.</p> <p><b>Developing cluster-focused public procurement and local purchasing agreements:</b> The public sector is often the largest buyer in a city and as such there are opportunities to enable local businesses to access tender processes more easily.</p> <p><b>Providing cluster specific information:</b> One of the most effective ways of developing a cluster is to gather information about businesses and institutional support systems in the cluster and then produce it so that it can be shared</p> <p><b>Developing cluster related marketing efforts:</b> Once a cluster has been identified and it starts developing, there are opportunities to promote it and attract supporting investment as well as promoting business opportunities externally for cluster members.</p>

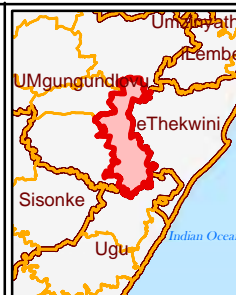


Source: Mkhambathini Local Economic Development Plan 2007



## Legend

- Wards
- Local Municipalities
- Roads
  - National
  - Provincial
  - District
  - Local Access
  - Gravel
  - Railways
- Rivers
- Dams
- Wetlands
- EKZNW Stewardship Sites
- Game Reserves
- Heritage Sites
- Points Of Interest



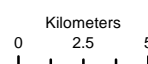
## MKHAMBATHINI

### SPATIAL DEVELOPMENT FRAMEWORK 2012-2015

### Tourism

Date: 2012/03/29

Projection: Geographic  
Datum: WGS84



## 5 SPATIAL VISION, OBJECTIVES AND STRATEGIES

To enable the development of a Spatial Development Framework, a set of principles needs to be adhered to during development. This will assist with conflict resolution between the importance of different land uses and indicate preferred land uses above another. The following sections deal with the principles set out by the Spatial Planning and Land Use Management Bill, as well as the principles set out by the KwaZulu-Natal Provincial Growth and Development Strategy, and based on the current situation in Mkhambathini combined them into a Logical Framework for strategy implementation in the development of Mkhambathini.

### 5.1 LONG TERM SPATIAL DEVELOPMENT VISION

The Long term spatial development Vision for Mkhambathini Municipality, which is based on its development objectives reads as follow:

*A municipal spatial structure which promotes the sustainable use of land, biophysical and infrastructural resources for the economic and social growth and development towards the most equitable distribution of local opportunities to various role-players within the municipality*

### 5.2 SPATIAL PRINCIPLES

#### 5.2.1 Principles from the SPLUMB

The SDF is guided by the following 5 spatial principles which form the foundation of an appropriate SDF. These principles were formulated as part of the Spatial Planning and Land Use Management Bill, 2011 (SPLUMB).

Table 14: SPLUMB

<b>Spatial Justice</b>	<ul style="list-style-type: none"> <li>• Past spatial and other development imbalances are redressed through improved access to and use of land;</li> <li>• Spatial Development Frameworks and policies at all spheres of government address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;</li> <li>• Spatial planning mechanisms, including land use schemes, include provisions that enable redress in access to land and property by disadvantaged communities and persons;</li> <li>• Land use management systems are inclusive of all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;</li> <li>• Land development procedures will include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and</li> <li>• Where a planning tribunal considers an application before it, the planning tribunal's exercise of discretion may not be impeded or restricted on the ground that the value of land or property is affected by the outcome of the application;</li> </ul>
<b>Spatial Sustainability</b>	<ul style="list-style-type: none"> <li>• Promote land development that is within the fiscal, institutional and administrative means of the country;</li> <li>• Ensure protection of the prime and unique agricultural land, the environment and other protected lands and the safe utilisation of land;</li> <li>• Promote and stimulate the effective and equitable functioning of land markets;</li> <li>• Consider all the current and future costs to all parties for the provision of infrastructure and social services in land developments;</li> </ul>



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

Source: Spatial Planning and Land Use Management Bill (2011)

### 5.2.2 Principles from the PGDS

In addition to the principles developed by the SPLUMB the recently developed KwaZulu-Natal Provincial Spatial Development Plan further developed nine (9) Principles to guide development in the Province which will enhance the provisions of the SPLUMB. The relationship between the two sets of principles is depicted further in the document. The nine principles of the PGDS are depicted in the diagram below. These 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.

Figure 13: PGDS Spatial Development Principles



Source: KZN PGDS

#### 5.2.2.1 *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.

#### 5.2.2.2 *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.

#### 5.2.2.3 *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.

#### 5.2.2.4 *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.

#### 5.2.2.5 *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.

#### 5.2.2.6 *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 competency 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.

#### 5.2.2.7 *Principle of Co-ordinated Implementation*

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

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

#### 5.2.2.8 *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



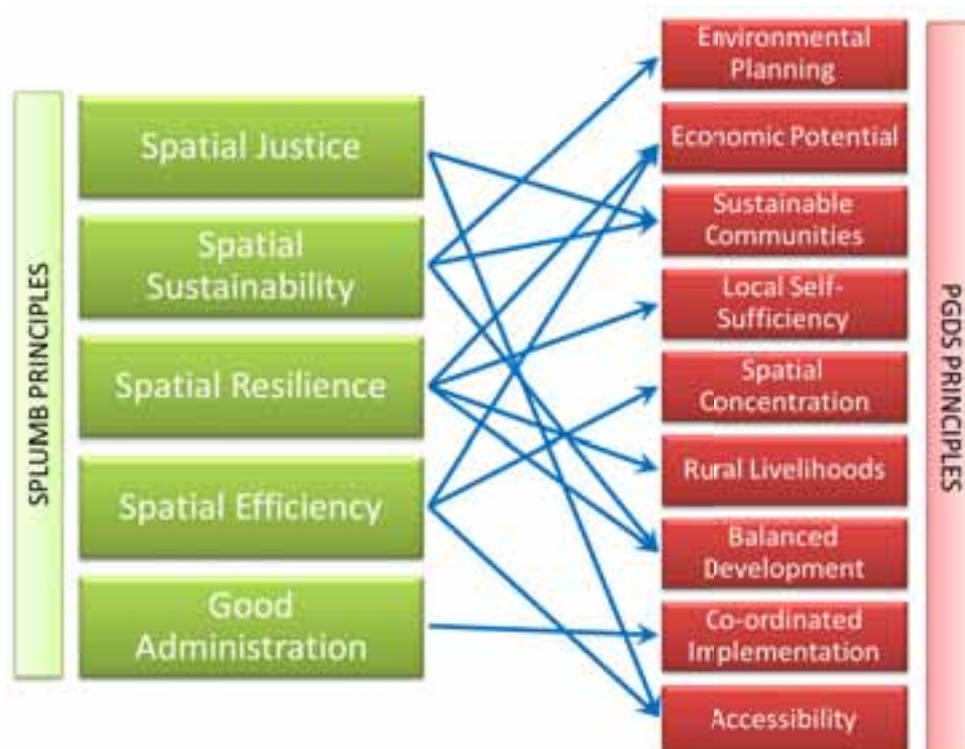
provincial and local level, the need for possible new linkages, the upgrade in the capacity of existing linkages and the suitable mix of modes of transport should be considered.

#### 5.2.2.9 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.

Before analysing the spatial realities and the implications of these principles on the Ulundi Local Municipality, it is necessary to depict the relationship between the two sets of principles. The PGDS principles incorporate the PGDS principles in the following way:

Figure 14: SPLUMB Principles - Acknowledging PGDS Principles



Source: Vuka Africa

### 5.3 SPATIAL DEVELOPMENT OBJECTIVES AND KEY DEVELOPMENT STRATEGIES

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

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

Table 15: Spatial Development Objectives

Philosophy / Driver	Spatial Development Principles	Land Development Objectives	Land Development Strategies
1. Spatial Sustainability	1.1. Biodiversity and Ecological Integrity	1.1.1. To preserve the municipality's biodiversity and rehabilitate environmentally sensitive areas.	1.1.1.1. Identification of Critical Biodiversity Areas and diverting development concentration around such areas.
			1.1.1.2. Improved <b>land management measures</b> to control potential conflicts are required.
		1.1.2. To ensure that the <b>quality of water</b> from rivers, streams and wetlands is suitable for the maintenance of biodiversity and the protection of human well-being.	1.1.2.1. Identification, protection and usage of all natural Hydrological Systems.
			1.1.2.2. Establishment of appropriate development buffers / density control areas around natural water resources.
		1.1.2.3. Plan service standards in line with <b>economic and environmental affordability</b> .	
	1.2. Long Term Economic Growth	1.2.1. To promote the agricultural development and use of <b>prime agricultural land</b> .	1.2.1.1. Identification and protection of current and future agricultural development areas with differentiation of potential land uses.
1.2.2. To consider <b>environmental, social and economic balance</b> in all land development considerations.		1.2.2.1. Critical Biodiversity Management Overlay.	
		1.2.2.2. Economic Investment Overlay.	
		1.2.2.3. Social Investment Overlay.	
2. Spatial Justice	2.1. Protecting Human Rights	2.1.1. To spatially focus resources and interventions <b>towards addressing past imbalances</b> .	2.1.1.1. Social Investment Overlay.

		2.1.2. To spatially target intervention towards areas where <b>minimum legislated service standards</b> do not occur.	2.1.2.1. Infrastructure Investment Overlay. 2.1.2.2. Develop alternative infrastructure solutions within landscape of the Municipality. 2.1.2.3. Spatial Representation of the Capital Investment Framework.
		2.1.3. Ensure equitable <b>protection and support of rights</b> to and in land.	2.1.3.1. Identification of population with informal rights; 2.1.3.2. Identification of, and provision for “High Risk” population which might be evicted.
	2.2. Social Equity	2.2.1. To spatially target interventions toward key areas of <b>poverty concentration</b> .	2.2.1.1. Social Investment Overlay.
3. Spatial Efficiency	3.1. Settlement Efficiency	3.1.1. To promote and develop <b>residential &amp; employment opportunities</b> in close proximity to each other.	3.1.1.1. Identification of economic and service delivery nodes near all settlement areas. 3.1.1.2. Promotion of effective road linkages and public transport services between settlements and key areas of economic opportunity.
	3.2. Financial Efficiency	3.2.1. To ensure the <b>optimal use of existing resources and infrastructure</b> .	3.2.1.1. Identification of development boundaries. 3.2.1.2. Identification of areas of integration and concentration. 3.2.1.3. Phased Planning around bulk capacities to ensure more cost effective developments. 3.2.1.4. Clustering of social and community facilities at more accessible points within rural service nodes. 3.2.1.5. Maintenance plan to prevent the need for replacement.
	3.3. Concentration and Densification	3.3.1. To <b>discourage settlement and development sprawl</b> .	3.3.1.1. Identification of development boundaries (Settlement Complexes). 3.3.1.2. Identification of areas of integration and concentration. 3.3.1.3. Proposed Density Overlay.



4. Spatial Resilience	3.4. Socio-Economic Synergy	3.4.1. To spatially focus public investment in areas where <b>economic potential and social needs</b> most coincide.	3.4.1.1. Key Interventions Overlay with description of investment potential to benefit both economic growth and social development.
		3.4.2. Promotion of private sector <b>investment in rural areas within diverse economies.</b>	3.4.2.1. Focused Public Investment as Catalyst for Private Investment.
	4.1. Land Use Diversity	4.1.1. To promote <b>diverse combinations of land uses</b> in support of each other.	4.1.1.1. Local Area Plans for key land use systems.
			4.1.1.2. More detailed corridor development investigations and plans.
			4.1.1.3. More detailed precinct level investigations and plans for identified nodes.
			4.1.1.4. Encourage mixed land use in interaction with each other at a scale and intensity that will contribute to economic development.
	4.2. Community Development	4.2.1. To systematically improve access to land and proper land management practices in <b>Traditional Authority areas.</b>	4.2.1.1. Identification of Settlement Complexes with proposed broad land use structure.
		4.2.2. To ensure that <b>cultural and historical assets</b> are protected and utilized towards local benefits.	4.2.2.1. Identification of Tourism Development Corridors and areas.
		4.2.3. To development and maintain <b>flexibility in spatial plans, policies and land use management systems</b> is accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks	4.2.3.1. Establish a series of spatial development principles underlying all development applications.
	4.3. Lifestyle Choice	4.3.1. To ensure that <b>rural and urban development are</b> in support of each other.	4.3.1.1. Identification of development boundaries.
			4.3.1.2. Identification of key linkages between urban and rural functions and communities.
	4.4. Differentiated Service Delivery	4.4.1. To promote that <b>establishment of varied service delivery standards</b> and strategies between various settlement typologies.	4.4.1.1. Identification of development boundaries (with proposed service delivery standards).

5. Spatial Administration	5.1. Legal Compliance	5.1.1. To ensure <b>full legislative compliance</b> in all aspects of land development.	5.1.1.1. Incorporate a summary of legal requirements within the Implementation Strategy.
	5.2. Orderly Planning	5.2.1. To prepare, maintain and adhere to <b>comprehensive municipal spatial planning</b> policies and strategies.	5.2.1.1. Broad land use categories and associated management guidelines.
			5.2.1.2. Local Area Plans for key land use systems.
			5.2.1.3. More detailed corridor development investigations and plans.
			5.2.1.4. More detailed precinct level investigations and plans for identified nodes.
			5.2.1.5. Establishment of a municipal wide planning scheme.
	5.3. Administrative Integration	5.3.1. To ensure <b>sectoral and spatial integration</b> in all land improvement and development.	5.3.1.1. Establishment of clear planning and development communication and co-ordination framework addressing communication with: <ul style="list-style-type: none"> <li>5.3.1.1.1. Internal Departments;</li> <li>5.3.1.1.2. Adjacent Municipalities;</li> <li>5.3.1.1.3. Provincial Sector Departments;</li> </ul>
			5.3.2.1. Ensure Sufficient Public Participation / Consultation
	5.4. Capacity Management	5.4.1. To <b>develop institutional capacity</b> towards effective land management.	5.4.1.1. Identification of development planning and management capacity requirements towards the implementation of the various development policies.
		5.4.2. To implement <b>streamlined development application and decision making procedures</b> .	5.4.2.1. Establishment of clear planning and development communication and co-ordination framework.

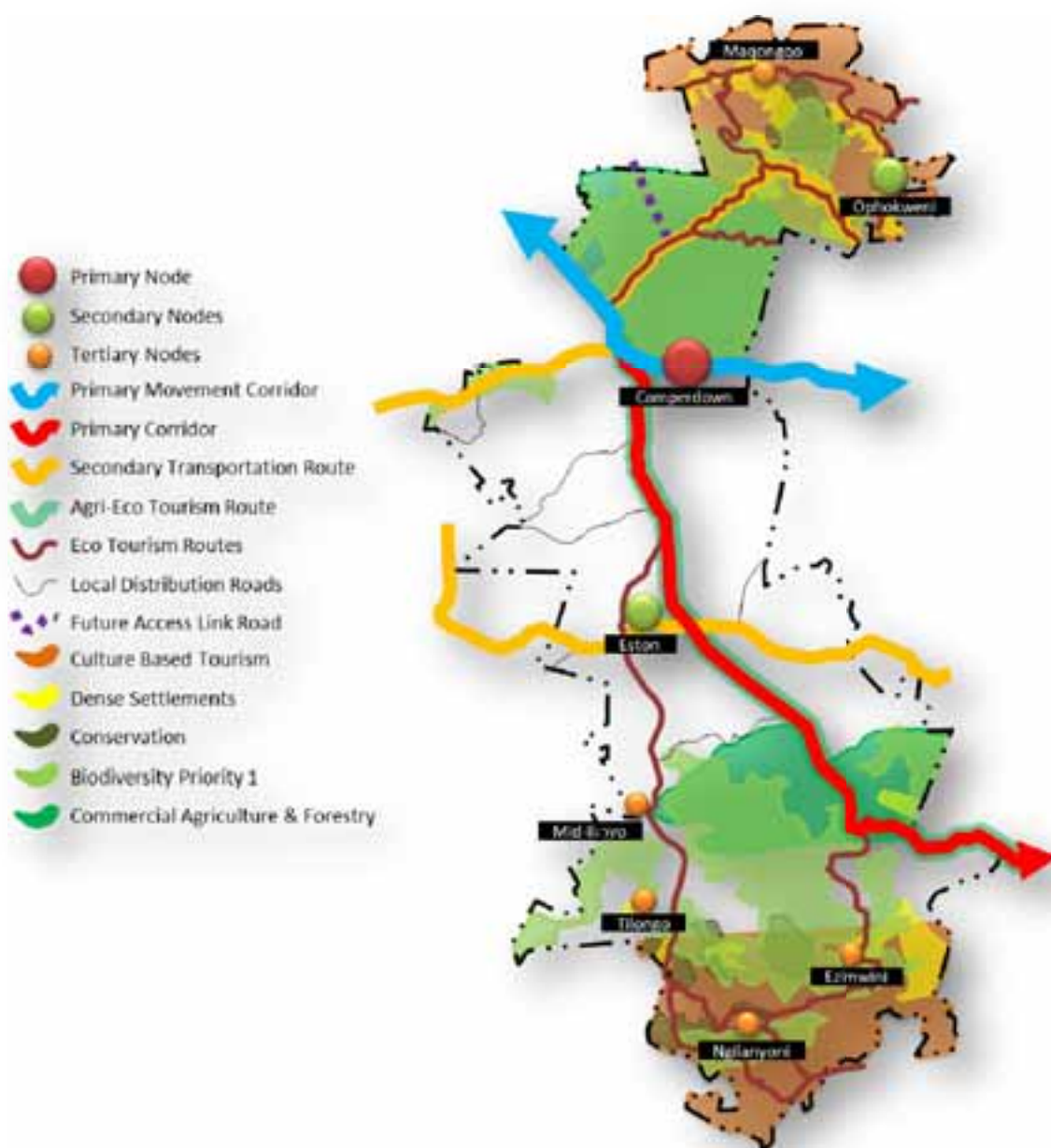
Source: Vuka Planning Africa

## 6 SPATIAL DEVELOPMENT FRAMEWORK

### 6.1 SPATIAL DEVELOPMENT CONCEPT

The Image below depicts the conceptual spatial framework and the relation of the various proposed land uses, nodes, and corridors in relation to each other. These will be discussed in more detail in following sections. The combination of the elements discussed in the sections below results in the draft Spatial Development Framework Plan, as well as the proposed overlays relating to Biodiversity, Land Capability and Settlement Clusters. These Maps are attached as Maps 37, 38, 39 and 40 at the back of the document.

Figure 15: Conceptual Spatial Development Framework



Source: Vuka Planning Africa



## 6.2 CORRIDOR DEVELOPMENT

One of the major structuring elements determining the existing and future concentration of development, activity and investment in a municipality is corridors (Developmental and movement Oriented) which should provide a mixture and a hierarchy of the mentioned corridors.

In the Status Quo a number of corridors and movement routes have been highlighted from previous strategic documents. It is proposed that in addition to these routes, a number of additional routes be targeted for inclusion in the Spatial Development Framework.

The following sections highlight the proposed routes and corridors as well as the interventions to be implemented on the various routes.

### 6.2.1 RIFSA CLASSIFICATION

Within the rural municipalities, access to communities are more often than not, provided by non-proclaimed, community established gravel roads which does not have a designation or legal status.

The fact that they are informal does not detract from the fact that they provide an essential service with which the communities cannot do without. As a result of this the National Department of Transport embarked on an exercise to classify roads based on their functionality. This will also impact on the maintenance responsibilities which will be shared with the Province by Local and District Municipalities.

The revised approach to the classification of roads in South Africa is predicated on the following principles:

- Work from the bottom end of the road hierarchy upwards.
- Base the classification on:
  - The primary function of the road – recognizing the different roles of the road i.e. provision of mobility and/or accessibility or a combination of these factors.
  - Whether the specific road is "intra" or "inter" the administrative area of a specific authority.
- The approach should foster local participation and the delivery mechanism should be at as low a level as practical, i.e. responsibility should be assigned to the lowest level most intimately affected.
- The classification should be attuned to the current realities and needs in the country.

Table 16 : Rifsa Classification

Functional Class	Description
<b>Class 1</b>	Roads, which form the principal avenue of communication: - <ul style="list-style-type: none"> <li>i. Between and through major regions of South Africa</li> <li>ii. Between provincial capitals and key towns which have significant national economic/social interaction</li> <li>iii. Between South Africa and adjoining countries, and</li> <li>iv. Whose main function is to provide access to major freight terminals, including ports.</li> </ul>
<b>Class 2</b>	Roads not being class 1 whose main function is to form an avenue of communication: - <ul style="list-style-type: none"> <li>i. Between important centers and between class 1 roads and key towns within a</li> </ul>

	specific province, on a province -wide basis.
	ii. Between important centers, within a specific province which have a significant economic, social tourist or recreation role (e.g., tourism and resource development).
<b>Class 3</b>	Roads other than class 1 or 2 roads, whose main function is to provide the principle arteries for intra-metropolitan traffic and freight movements.
<b>Class 4</b>	Roads, which are not class 1,2 or 3, are roads whose main function is to carry inter-municipality social, commercial and industrial traffic within specific metropolitan and district municipality areas.
<b>Class 5</b>	Roads whose primary function is to collect and distribute all traffic within local municipality areas including developing townships and to provide access to the wider road network, as well as the abutting properties.
<b>Class 6</b>	Roads, often undesignated, whose function is to provide the only access to scattered rural settlements and communities of up to 500 persons and which primarily serve local social services as well as access to markets and generally form the first phase of the journey for commuters and migrant workers. These roads will often form part of a rural infrastructure development framework.
<b>Class 7</b>	This category comprises special purpose public roads which cannot be assigned to any other class above and which are provided almost exclusively for one specific activity or function such as recreational, forestry, mining, national parks or dam access, for example.

*Source: Road Infrastructure Strategic Framework for South Africa, 2002*

As indicated the above classifications will have an impact on the maintenance responsibilities and activities associated with a road. These classifications have not yet been made applicable to the roads within the Mkhambathini LM. The current “Classification” of roads are discussed in the sections below.

It is further necessary to distinguish between a movement corridor and a development corridor, as different functions and development approaches are applied to these roads. The term “activity corridor” or “Development Corridor” is used for short sections of road that:

- exhibit intensity of activity along them;
- are supported by nodes and residential land usage thus providing thresholds of activity to sustain economic and social development;
- are short and compact since a long section of road cannot sustain high order economic and social activity particularly in rural areas.

A movement corridor on the other hand provides for high accessibility and flow constant flow of movement between nodes and areas situated some distance from each other.

#### 6.2.2 PRIMARY MOVEMENT CORRIDOR

The Primary Movement Corridor is the following:

- N3 National Route

The N3 bisecting Camperdown and passing through the Mkhambathini Municipality is identified as a Primary Movement Corridor, which is of importance on National and Provincial level.

As the main transportation conduit, it links the Municipality to Metropolitan area of eThekweni as well as the economic powerhouse of Gauteng. With the Durban Port being an important entrance to the Continent, the N3 further links the province to the African Sub-Continent and is central to the development of these areas and to tourism.

Clearly its function is greater than a Primary Corridor. While it is also an important local corridor its main function needs to be sustained. Development on either side of this corridor should be a variety of mixed use of a low to medium impact and be visually attractive when observed from the N3. It should not be hazardous to corridor users.

Public interventions envisaged in this area relate to:

- a) Constant Inter Governmental communication and co-ordination relating to the development of the Major Economic Corridor and its impact on the Mkhambathini Municipality.
- b) Tarring of roads which will provide transport services access to the remote regions, and open up additional economic opportunity in opening the areas. Accessibility is of key importance.
- c) Developing a localized Corridor Development Strategy, which will focus on spatial structure, infrastructure provision and attracting both public and private sector investment.
- d) Ensure multimodal transport integration occur along these roads at key points.

This route provides development opportunities that must be explored, and development should be encouraged along this primary route.

### 6.2.3 PRIMARY DEVELOPMENT CORRIDOR

The Primary Economic Development Corridor is the following:

- R603 Regional Route

The R603 is the Primary Development Corridor which links the Municipality to the South Coast. It is of Provincial and Municipal importance. It serves the commercial agriculture community, rural residential communities and also serves as a tourism link. Development along this corridor should be safe and attractive to enhance tourist appreciation and should not be permitted on an ad hoc basis.

The KZN DoT Route Designations for this route includes the Following:

- P21-1 Leading from Camperdown in a southern direction towards eThekweni LM

### 6.2.4 SECONDARY TRANSPORTATION ROUTE

The Secondary Transportation Routes include the following:

- North of N3 leading from Lion Park Interchange to Maphumulo LM
  - P477 & P566
- South of N3 leading from Camperdown in a western direction to Thornville
  - P338
- South of N3 connecting Eston to Hopewell (Richmond LM) in the west, and eThekweni in the east.
  - R624 consisting of KZN DoT roads P117, P24, P489 & D561

The road from the Lion Park interchange leading to Maphumulo Tribal Area has been upgraded as a secondary transportation route but also provided the main link from the N3 between Pietermaritzburg and Durban to the Maphumulo Tribal Authority area.

A small corridor from the N3 along the proposed secondary transportation route is proposed which should also be for mixed use purposes. The length of this corridor would extend approximately 1.5 to 2km from the interchange in addition to the opportunity point identified at this intersection / interchange.



Public interventions envisaged in this area relate to:

- a) Developing a localised Corridor Development Strategy which will focus on spatial structure, infrastructure provision and attracting both public and private sector investment.
- b) Ensure multimodal transport integration occur along these roads at key points.
- c) Tarring of roads which will provide transport services access to the remote regions, and open up additional economic opportunity in opening the areas. Accessibility is of key importance.

#### 6.2.5 AGRICULTURAL CORRIDORS

The PSEDs does not identify any provincial agricultural corridor for the Mkhambathini LM. The adjacent municipality of Richmond on the other hand has two agricultural corridors that connect to the Mkhambathini LM near Eston and the Mid-Ilovo. The agricultural Production area for Mkhambathini is not situated near these linkages and subsequently these linkages will not be carried forward into Mkhambathini. The Agricultural Corridors proposed for Mkhambathini LM is situated along the Primary Corridor, namely the R603.

Public interventions envisaged in this area relate to:

- a) Establishing / Expanding Agro-Processing facilities:  
Additional income generating opportunities are needed within areas of economic need. Agro processing, especially within an area situated on an agricultural corridor provides the potential for additional income. Agro Processing entails the turning of primary agricultural products into other commodities for market – in other words, beneficiation of primary agricultural commodities.
- b) To involve communities in agro-processing the following option can be considered:  
Establishing small-scale, appropriate and sustainable processing businesses that are flexible require little capital investment and can be carried out in the home without the need for sophisticated or expensive equipment.
- c) Expansion of trade opportunities related to agricultural activities – formal and informal

#### 6.2.6 TOURISM ROUTES

The uMgungundlovu Spatial Development Framework as well as the Mkhambathini IDP identified a number of tourism linkage traversing the Municipality. The routes identified include the following:

The Following Tourism Routes have been identified:

- From the N3 past Table Mountain and to the east of the Nagle Dam water production area, as well as to Maqongqo, which also connects to Nagle Dam, as well as Msundusi Municipality:
  - P477, P566, A3611 P26, L823
- Leading from R603 to Eston, Mid-Ilovo and Ngilanyoni. The route then split and links back to the R603, as well as continue to the South Coast Through Vulamehlo Municipality.
  - P21-1

Adventure tourism and tourism is an important element in the Mkhambathini area and as such the above roads have been recommended for upgrading, linking through from P566 to Maqongqo and then the link from Maqongqo to Nagle Dam forming a loop back to the development node. Another road is recommended as a tourism route and this is the one that links through near the Lion Park through to the Ximba Tribal Area.

Eco Adventure tourism routes have been identified linking Eston with the tribal areas and ultimately the Umkomaas River and into Vulamehlo Municipality. For the more hardened adventurers and also to create economic opportunities for those living in the area a 4 x 4 link is proposed between Ezimwini and Ngilanyoni, which are divided by extremely rugged terrain. The following Interventions are proposed along the tourism routes.

- Eco-tourism related to natural beauty of the environment.
- Focused public investment to stimulate private sector investment.
- Diversification of products to adventure products (quad biking, rafting etc), craft and culture, and other activities that capitalise on opportunities provided by mobility function of R603.

### 6.2.7 LOWER DISTRIBUTION ROADS

These routes ensure linkages between settlements and serve as strategic areas for the location of public facilities and webs of settlement. They are not demarcated on the maps as there are a large number of such access routes, which do not provide vital strategic information, or require to be strategically evaluated within this spatial development framework.

Figure 16: Mkhambathini SDF –Corridors

Source: Vuka Africa

## 6.3 NODAL DEVELOPMENT

In Accordance with the 2007 Mkhambathini Spatial Development Framework, the following hierarchy of nodal areas is defined for the Mkhambathini Local Municipality.

Primary Node	Serve as administrative and economic centre
Secondary Node	Serves as distribution point
Tertiary Node	Serves as area for delivery of supplementary services

The proposed development nodes for Mkhambathini Municipality are the following:

Table 17: Proposed Nodes

Primary Node	Secondary Nodes	Tertiary nodes	Opportunity Point
<ul style="list-style-type: none"> <li>Camper Down</li> </ul>	<ul style="list-style-type: none"> <li>Opokweni</li> <li>Eston</li> </ul>	<ul style="list-style-type: none"> <li>Maqongqo</li> <li>Mid-Illovo</li> <li>Tilongo</li> <li>Ngilanyoni</li> <li>Ezimwini</li> </ul>	<ul style="list-style-type: none"> <li>Lion Park / N3 Interchange</li> </ul>

Source: Vuka Africa

The locality of these Nodes is depicted in the Image below:

Figure 17: Locality of Nodes



Source: Vuka Planning Africa

### 6.3.1 Primary Development Nodes

Camperdown is the major residential and commercial centre within the Mkambathini Municipality. This primary node includes areas of small subdivision around the established centre, thus deviating from the ribbon development that has occurred in the past. This shape will allow for a better economy of services provision in the future and also make better use of the road network comprising the R603, P369, D234, 0409 and D832 traversing the nodal area.

The following interventions / developments are envisaged within this Node:

- Industrial development based on the agro-economy;
- Commercial Development;
- Decentralization point for local administration of provincial and local government services;
- Higher order social and commercial services;
- Integration with major urban centres;
- Housing development;



### 6.3.2 Secondary Development Nodes

The areas of Opokweni overlapping into the eThekweni Municipality as well as Eston have been identified as Secondary Nodes or Service Centres. These areas play an important role as service centres to communities and farmers in the northern and central portions of the municipality, providing housing and a smaller range of commercial and social services than what is offered in the Primary Node. An emergent or third secondary node is identified at Ngilanyoni due to its central location within a highly populated area and its position on the Eco Adventure Route through to Vulamehlo Municipality. At present its status remains as tertiary but its development should be monitored and its status reviewed at a later stage.

**The Ophokweni node:** A Secondary node has been identified as an expansion of the development that has taken place on the Outer West side of the Msunduzi River near Ophokweni. This node should be expanded over the Msunduzi River to also service the Maphumulo TA area and make use of the abundant flat land across the river from the development currently taking place. It should not duplicate facilities occurring in the Outer West area but should provide complimentary facilities to serve both Maphumulo TA and Ximba TAs.

### 6.3.3 Tertiary Development Nodes

Tertiary nodes are the lowest order nodes which may develop a nucleus and emerge into higher order nodes over time. A range of services for local communities could be concentrated within these nodes in a sustainable way. In identifying service satellites a number of factors should be considered to determine the most suitable / optimal locations. These include, amongst other factors:

- Density and distribution of population to be served
- Level of existing economic activity
- Proximity of transport routes and modes of transport
- Topography of locality
- Land Tenure arrangements
- Levels of service infrastructure

### 6.3.4 Opportunity Point / Node

The IDP identified an opportunity point which is located at the lion park interchange on the N3 to capitalize on the interchange infrastructure already in place and the extensive undulating land available at this point. This node when once developed will be the gateway to the Mkambathini Municipal area when entering from the North.

This area is easily accessible and visible from the N3 and should be developed as a mixed use development node. The mixed use development node should include uses such as office parks, residential layouts, clean low impact industry and industrial offices or industrial headquarters ideally placed between Pietermaritzburg and Durban.

## 6.4 INTENDED FUTURE LAND USES

### 6.4.1 Urban Areas

#### 6.4.1.1 Industrial

The opportunity point that is situated at the N3 / P338 Interchange (lion park interchange) provides an opportunity for the development of a mixed use development node, to include office parks, residential layouts, clean low impact industry and industrial offices or industrial headquarters. It is proposed that this node expand towards Camperdown.

#### 6.4.1.2 Residential

Residential areas will be provided within the primary and secondary nodal areas of Camperdown, Eston and Ophokweni. The residential development areas will be earmarked by the “Urban Core” Development Boundary as depicted in section 6.5.

#### 6.4.1.3 Mixed Use

These areas occur mainly along major transport routes, and proposed development corridors in which a wide range of land uses will be encouraged, namely commercial, light industrial and office complexes and residential development. These mixed use zones should also be limited to the nodal areas, as the R603 is the main development corridor, but runs through environmental sensitive areas and high potential agricultural areas. The proposed uses need to complement each other, and comply with environmental requirements. More detailed master planning is therefore required for these areas.

#### 6.4.1.4 Urban Transition

These are the areas which form the interface between the existing built-up urban areas and the surrounding rural area, where development pressures are likely to occur. Accordingly, these areas are included in the primary and secondary nodes to facilitate orderly development. Agriculture, residential estates, tourism and recreational related development are the type of land uses which would be encouraged. Generally, densities would be lower than in the existing built-up areas, and the appropriate density would be determined by an analysis of factors such as accessibility, availability of services, physical features and environmental considerations. As a general rule a maximum density of 1 unit per hectare is suggested.

These areas will include the expansion areas around Camperdown, Eston and Ophokweni.

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### 6.4.2 Rural Communities

#### 6.4.2.1 Settlements

Settlement clusters were identified on the basis of densities of rural clusters. The base data from the Department of Rural Development and Land Reform, combined with the Eskom Household Study was utilised for this, and overlaid on aerial photographs from where settlement clusters were confirmed and demarcated. Within these settlement clusters the following activities and land uses have been identified.

#### 6.4.2.2 Environmental Management Areas

These areas are situated within the Settlement Clusters and consist of riverine areas, water courses and indigenous forests within the settlement clusters. Development and agricultural activities should be prevented within these areas.

#### 6.4.2.3 Subsistence Agriculture

The rural communities are dependent on agriculture as a means to an income and for food production, and their livelihoods are therefore directly linked to the ability to farm. Areas currently being cultivated have been earmarked for agriculture within the settlement boundaries.

#### 6.4.2.4 Residential

Residential areas have been demarcated on the basis of existing residential activities, and the possibility of growth towards residential pockets within the settlement cluster. The Settlement clusters have ample space for residential infill and densification, and roads, and open spaces not utilised for agricultural activities have been included in the residential segment.

### 6.4.3 Agriculture

#### 6.4.3.1 Urban Agriculture

Given the high agricultural production potential of large areas especially inside the primary node, agriculture is seen as an integral part of the urban fabric. The primary land use in these areas should be intensive agricultural usage.

The main Urban Agricultural areas in Mkhambathini are situated along the N3, and include the Poultry Farms to the east and west of Camperdown. It is envisaged that a light Industrial Area be developed to the south of the N3 and west of Camperdown which will engulf the Poultry Farms, thus including them into the Urban Core Primary Node. Urban Agriculture will therefore include prime agricultural land near the primary and secondary nodes.

#### 6.4.3.2 Agricultural Only

The intension is to identify and to distinguish between cultivated land (commercial and subsistence) as well as high Potential Agricultural Land, which gives input into the identification of future expansion of agricultural activities.

In general, the subdivision of prime agricultural land is discouraged and the development of this land for non-agricultural purposes should only be allowed if:

- The land has already been subdivided to such an extent that it is no longer agriculturally viable;
- The land has already been developed for non-agricultural purposes;
- The proposed development does not compromise the primary agricultural activity of the property;
- The proposed development comprises a secondary activity to supplement a landowner's income;
- It will facilitate the implementation of the Land Reform Programme and Labour Tenant Projects.

The agricultural potential areas were identified through a combination of the following criteria:

- High Potential Agricultural Land of areas larger than 20 Ha,
- Good Potential Agricultural Land of areas larger than 20 Ha,
- Intensive and Extensive Agricultural Activities larger than 20 Ha,
- Cultivated land larger than 20 Ha,

The criteria of 20Ha were used, as the Department of Agriculture does not consider anything less than 20 ha as a viable unit. Subdivisions less than 20ha will therefore not be allowed. From this, farm portions to be utilised for agricultural activities has been identified.

The Commercial Agricultural activities, within the Mkhambathini Municipality are grouped into three distinct geographical areas, although the main grouping of Agricultural Activities is situated between Eston and Camperdown. Other areas of agricultural significance where commercial agriculture should be promoted are situated between Mpundweni and Ezimwini, and also north of KwaDengu. These agricultural activities ranges from extensive to intensive agriculture. It is envisaged that no tourism developments be situated in these areas.

The arable land identified within the SDF is under severe pressure from settlement densification and expansion. As agriculture should be the foundation for economic development in the Municipality it is essential that sound land management approaches, specifically in relation to scarce arable land, be developed and implemented.

As a starting it will be necessary to, through a participatory process with traditional authorities and communities undertake a detailed assessment of arable land within the municipality and agree on measures to be implemented to on the one hand protect/reserve land, but also on the other, to make it available for intensive agricultural production activities. Such an investigation should also identify opportunities for irrigation, the development of farming infrastructure (e.g. dams, pipelines, fences and the like). The development of these should be prioritised.



With regards to cropping there is a range of options to be considered, which is beyond the scope of this spatial framework to identify. The Bio-Resource Unit information of the Department of Agriculture provides guidelines in this regard. On the arable land grazing at 100% of the carrying capacity will be supported. Important opportunities relating to agricultural development to be pursued in the arable areas and areas in close proximity include:

- Implementation of the massification programme of the Department of Agriculture;
- ensuring easy access to relevant extension services;
- input supply opportunities;
- specialist agricultural support opportunities, e.g. ploughing, harvesting etc; and
- agri-processing opportunities.

Whatever the focus of production activities in the Municipality there should be emphasis on:

- producing firstly for the local market;
- identifying and developing appropriate markets locally; and
- where external markets are to be supplied, established marketing channels must be utilised.

Please refer to **Map 38: Agricultural Analysis** for a depiction of the location of the above-mentioned agricultural land.

#### 6.4.3.3 *Agricultural Extensive Tourism*

This zone is characterized by high accessibility, a wide range of tourism facilities and smaller subdivisions. The main objective in this zone is to maintain and enhance the existing rural tourism character, and the full range of rural-based tourism land uses and more intensive agriculture will therefore be encouraged. Land subdivision will not be supported if it will jeopardize the agricultural viability of existing and / or potential future farming operations, and or if subdivision will negatively impact upon the biodiversity and ecosystem services such as clean water production; and large-scale land transformation such as exclusive residential estates should not be allowed. However, rural housing projects to accommodate the rural poor, and farm and tourism workers will be allowed in appropriate locations.

#### 6.4.3.4 *Agricultural Limited Tourism*

These areas provide a mixture of agricultural and tourism areas which are linked to existing tourism nodes and resources. The following land uses would be encouraged: Residential Estates, Golf Course Estates, Theme / Niche Villages, Recreation Infrastructure and facilities, Museums, Exhibition Centres, Conference facilities, Hotels, Chalets, Restaurants, Sports Centres, Health Hydros and other tourism-orientated uses.

This includes a number of areas within the municipal area that is not linked to conservation or agriculture directly, but to resources that provides for recreational activities. This includes activates such as the Southfork Water Ski Club and activities around the Nagel Dam.

#### 6.4.3.5 *Agricultural Eco Tourism*

These are generally areas of lower accessibility and higher environmental sensitivity. The general objective is therefore that agricultural activities should continue, and natural resources be conserved. Tourism developments should be limited to natural and culture-based activities, and preferably integrated with farming activities. Large-scale land transformation such as exclusive residential estates shall not be allowed, nor will other forms of accommodation which have no link to the natural resource base and which diminish the agricultural potential and/or biodiversity value. Land subdivision will also be discouraged, but rural housing projects to accommodate the rural poor and farm and tourism workers will be allowed in appropriate locations. Particular attention should be paid to the retention of the integrity of rural landscapes.

In Mkhambathini Municipality there are three distinct areas in this land use class:

- Area north of Camperdown:

- The larger part of this area is classified as a Biodiversity Priority 3 Area. These areas are classified by the South African Biodiversity Institute as “Functional Areas” where land has been transformed, but still has an environmental sensitive component to it. Development needs to be managed in these areas to present a balanced interface between development and conservation. This area includes the Mayibuye Game Estate (situated to the east of P447), as well as the lion park (Situated West of the P447).
- Area north of Eston, West of Camroc:
  - This area provides an interface zone between commercial agricultural areas and Biodiversity Priority 3 Areas, where a mixture of the two types of land uses are infused. This area includes the Tala Game Reserve as well as a number of lodges located along the R603.
- Area situated between and north of Ezimwini, and KwaDengu, and stretches up to Mid-Illovo area (P469).
  - The area presents a mixture of land uses and Levels of Critical Biodiversity Areas. It includes a riverine area and the Gwahumbe Game Reserve. This area is lodged between two “Agricultural Only Zones” which is situated on the more evenly sloped areas surrounding this eco-tourism area.
- Two smaller areas are situated on the southern boundary of the Municipality; the one just east of Tsoko, and the other just South and West of KaMampungushe.

#### 6.4.4 Informants

It is critical for the development of a sustainable Spatial Development Framework to identify environmentally sensitive areas in order to direct and manage intensive development away from such areas. The MKhambathini Spatial Development Framework considers both formally registered conservation areas as well as additional potential/future conservation worthy areas.

Areas of environmental concern include the following:

- Wetlands and watercourses,
- Areas prone to soil erosion,
- Steep slopes,
- Archaeological sites and
- Tourism assets

Rural Settlement with no adequate water and sanitation are also of big concern. In general the following areas were identified as future conservation areas.

- All formally **registered Nature Reserves**
- MinSet Data as Overlain on the Conservation Criteria Map, Depicting **Mandatory Reserve** Areas.
- All **river and stream areas, Wetlands & Dams** in excess of **1 Ha** with a 30m buffer around the boundary.
- **Riverine buffer areas.** A conceptual buffer of 30m from centreline was utilised.
- Selected slope areas that is intersected by rivers.
- Indigenous forests.

The resulting main conservation areas identified are the following:

- The conservation area around Table Mountain;
- The conservation area around Nagel Dam is also of importance, as this is the main water production area of the Municipality.

A Number of areas that requires protection through environmental management has been identified and is concentrated in two distinct areas:

The area north of the N3 up to Nkanyezini has environmental significance and will be developed as eco-tourism areas with the necessary Environmental Management procedures taken cognisance of.

The areas south of the main Commercial Agricultural Areas is also earmarked as requiring protection and adequate Environmental Management processes should be put in place to manage development in these area.

## 6.5 URBAN GROWTH BOUNDARY

The following growth boundaries have been made applicable to the Mkhambathini Spatial Development Framework which will guide the densification and development of specific areas. These areas are demarcated on the Spatial Framework Map.

Table 18: Development Growth Boundaries

Development Boundary	Identification	Land Development Guidelines
1. Urban Core	<ul style="list-style-type: none"> <li>Formal town areas.</li> <li>Relatively dense concentration of a variety of land uses and formal residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>Establishment of detailed land use management schemes.</li> <li>Highest densities.</li> <li>Highest level of urban service delivery.</li> </ul>
2. Urban Periphery	<ul style="list-style-type: none"> <li>Lower density residential areas in close proximity to the urban core.</li> <li>Typical small holding and agricultural processing areas.</li> </ul>	<ul style="list-style-type: none"> <li>Bulk Service Delivery Strategies.</li> <li>Economic Diversification Areas.</li> </ul>
3. Intensive Agricultural Areas	<ul style="list-style-type: none"> <li>Current commercial Agricultural land use areas.</li> <li>Identified future commercial and intensive agricultural land uses.</li> </ul>	<ul style="list-style-type: none"> <li>Small, concentrated settlements.</li> <li>Self-sufficient infrastructure services.</li> <li>Local Area Plans.</li> </ul>
4. Rural Core	<ul style="list-style-type: none"> <li>Service Delivery Nodes.</li> <li>Formal / denser settlement patterns.</li> </ul>	<ul style="list-style-type: none"> <li>Areas where service facilities will be concentrated.</li> <li>Areas where public transport facilities will be established.</li> </ul>
5. Rural Periphery	<ul style="list-style-type: none"> <li>Scattered and clustered rural villages.</li> <li>Mostly on communal land.</li> </ul>	<ul style="list-style-type: none"> <li>Settlement Clusters contained within a Settlement Complex Boundary.</li> </ul>
6. Wilderness	<ul style="list-style-type: none"> <li>Prestine / degraded areas identified as optimal biodiversity areas.</li> <li>Undeveloped and barely settled areas.</li> <li>Topographically undevelopable areas.</li> </ul>	<ul style="list-style-type: none"> <li>Minimize settlement sprawl onto these areas.</li> <li>Contain existing settlement.</li> <li>Completely self-sufficient service standards.</li> <li>Only regional access routes.</li> <li>Establishment of continuous wilderness corridors.</li> </ul>
7. Conservation Worthy Areas	<ul style="list-style-type: none"> <li>Mandatory Critical Biodiversity Areas.</li> <li>Current proclaimed conservation areas.</li> <li>Legislatively protected land use areas.</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate development controls to limited development impacts in these areas.</li> <li>Establishment of continuous biodiversity corridors.</li> </ul>

## 7 WAY FORWARD AND CONCLUSION

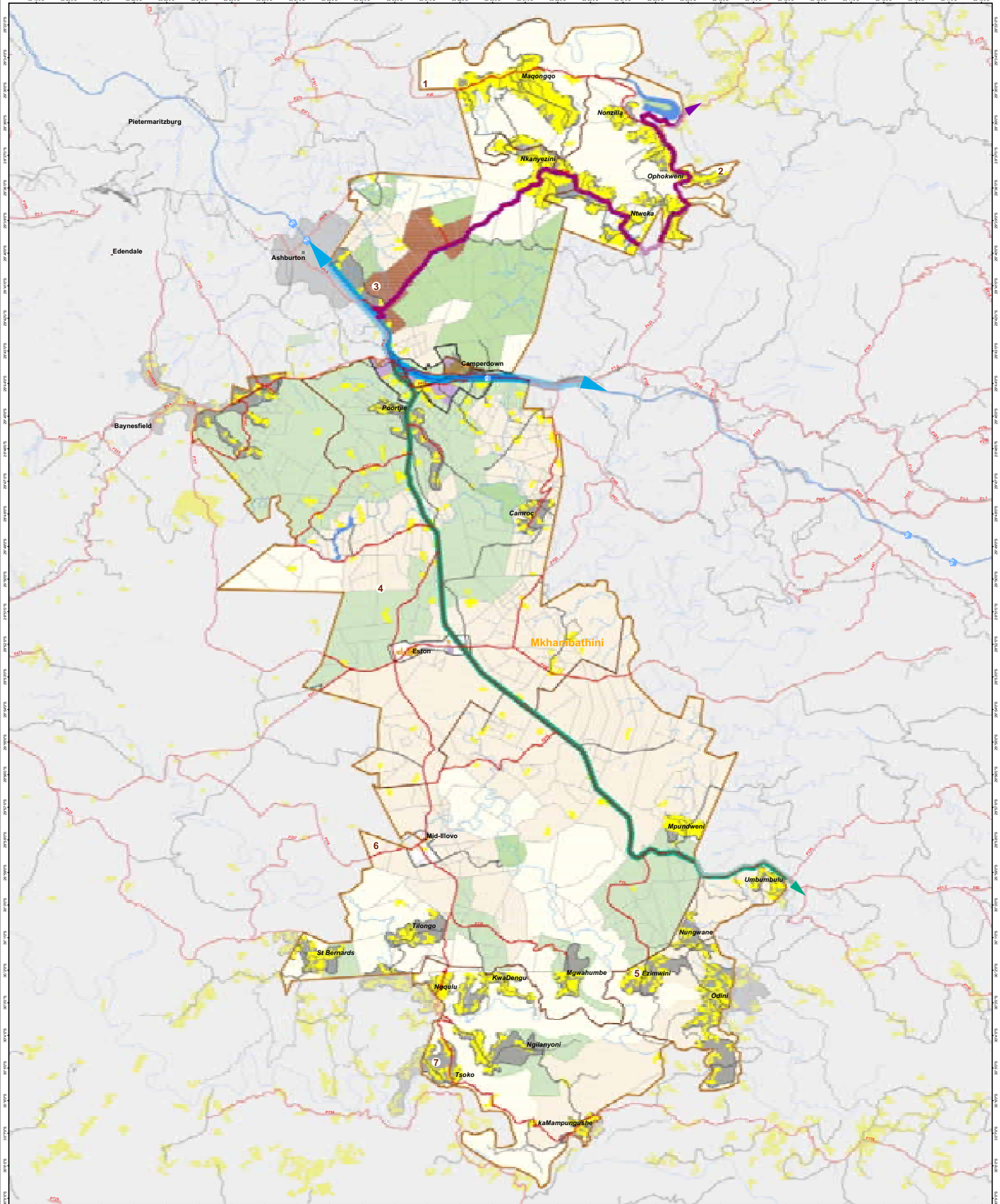


This report contains the First Draft Spatial Development Framework for the Mkhambathini Local Municipality and is the result of a series of spatial analysis and technical interactions with Councillors, Role-players and Project Steering Committee. It is intended to serve as discussion document for public comment and role-player input towards the finalisation of the SDF as vital input to the Mkhambathini IDP Review for 2012/2013.

During the following phase of the process following activities are anticipated:

1. Refinement of Spatial Development Framework, including:
  - Sustainability Assessment of the proposed Spatial Development Framework,
  - Localised focus on Nodes with broad intended land uses illustrated,
  - Monitoring and Review Strategy.
2. Alignment, including:
  - Alignment with and full integration into the IDP,
  - Cross Boundary Alignment with the development intentions of surrounding municipalities,
  - Spatial illustration of the municipal Capital Investment Framework, including the identification of potential additional capital investments to realize the intended spatial structure.
3. Land Use Management Guidelines, including:
  - Establishment of Development Growth Boundaries,
  - Broad Land Use Management Guidelines, including Statements of Intent, Management and Investment Overlays
  - Municipal Scheme Formulation Strategy,
  - Institutional Development Strategy.

Following public comments and role-player inputs, the document will be presented to the Mkhambathini Council for final adoption and inclusion in the said IDP. Once adopted this SDF will serve as base SDF to inform planning and public investment within the municipality for the period 2012 to 2017 with annual reviews during that period.



**Legend**

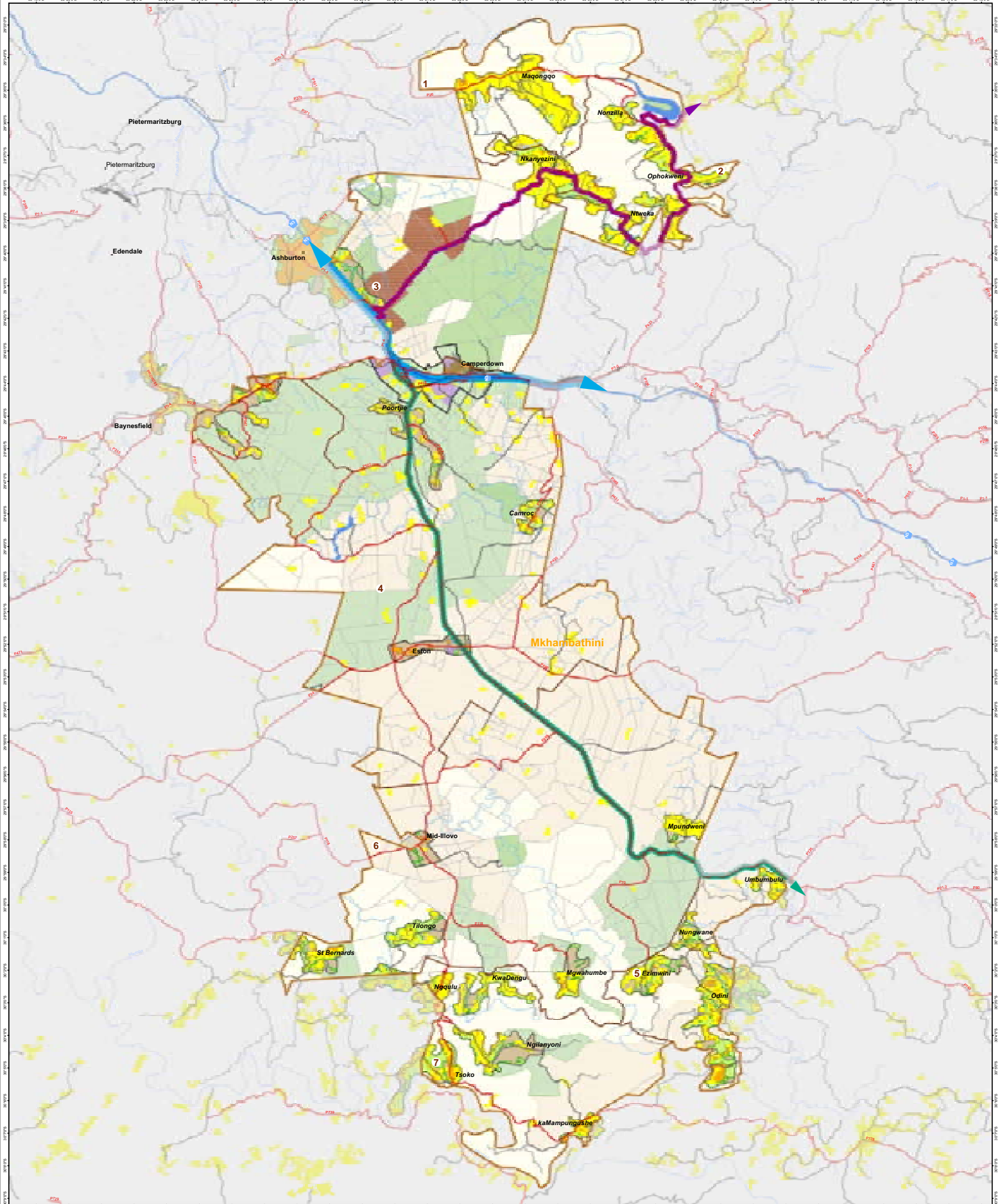
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- Mkhambathini Wards
- ERF
- Farm Portions
- Roads**
  - National
  - Provincial
  - District
  - Local Access
  - Gravel
  - Railways
  - Rivers
  - Dams
  - Wetlands
- Designations**
  - Urban
    - Mixed Use
    - Light Industrial
    - Residential
  - Rural
    - Urban Agriculture
    - Agriculture Only
    - Agriculture High Intensity Tourism
    - Agriculture Limited Tourism
    - Agriculture Eco Tourism
  - Formally Conserved Areas
  - Provincial Corridor
  - Agricultural Corridor
  - Tourism Corridor
  - CBD Node (1st Order)
  - Neighborhood Multi-use Node (2nd Order)
  - Community Multi-use Node (3rd Order)
  - Settlements

**MKHAMBATHINI**  
**SPATIAL DEVELOPMENT FRAMEWORK 2012-2015**  
**DRAFT SPATIAL DEVELOPMENT FRAMEWORK**

Projection: Geographic  
Datum: WGS84

Date: 2012/06/06  
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**Legend**

- Mkhambathini Local Municipality
- Mkhambathini Wards
- ERF
- Farm Portions

**Roads**

- National
- Provincial
- District
- Local Access
- Gravel
- Railways
- Rivers
- Dams
- Wetlands

**Designations**

- Urban
  - Mixed Use
  - Light Industrial
  - Residential
- Rural
  - Urban Agriculture
  - Agriculture Only
  - Agriculture High Intensity Tourism
  - Agriculture Limited Tourism
  - Agriculture Eco Tourism
- Formally Conserved Areas
- Provincial Corridor
- Agricultural Corridor
- Tourism Corridor
- CBD Node (1st Order)
- Neighborhood Multi-use Node (2nd Order)
- Community Multi-use Node (3rd Order)

**Settlement Complexes**

- Environmental Management Areas
- Subsistence Agriculture
- Residential
- Settlements

**Map of Mkhambathini**

This inset map shows the location of Mkhambathini within the KwaZulu-Natal province, highlighting its proximity to Durban and other regional centers.

**MKHAMBATHINI**  
**SPATIAL DEVELOPMENT FRAMEWORK 2012-2015**  
**DRAFT SPATIAL DEVELOPMENT FRAMEWORK**

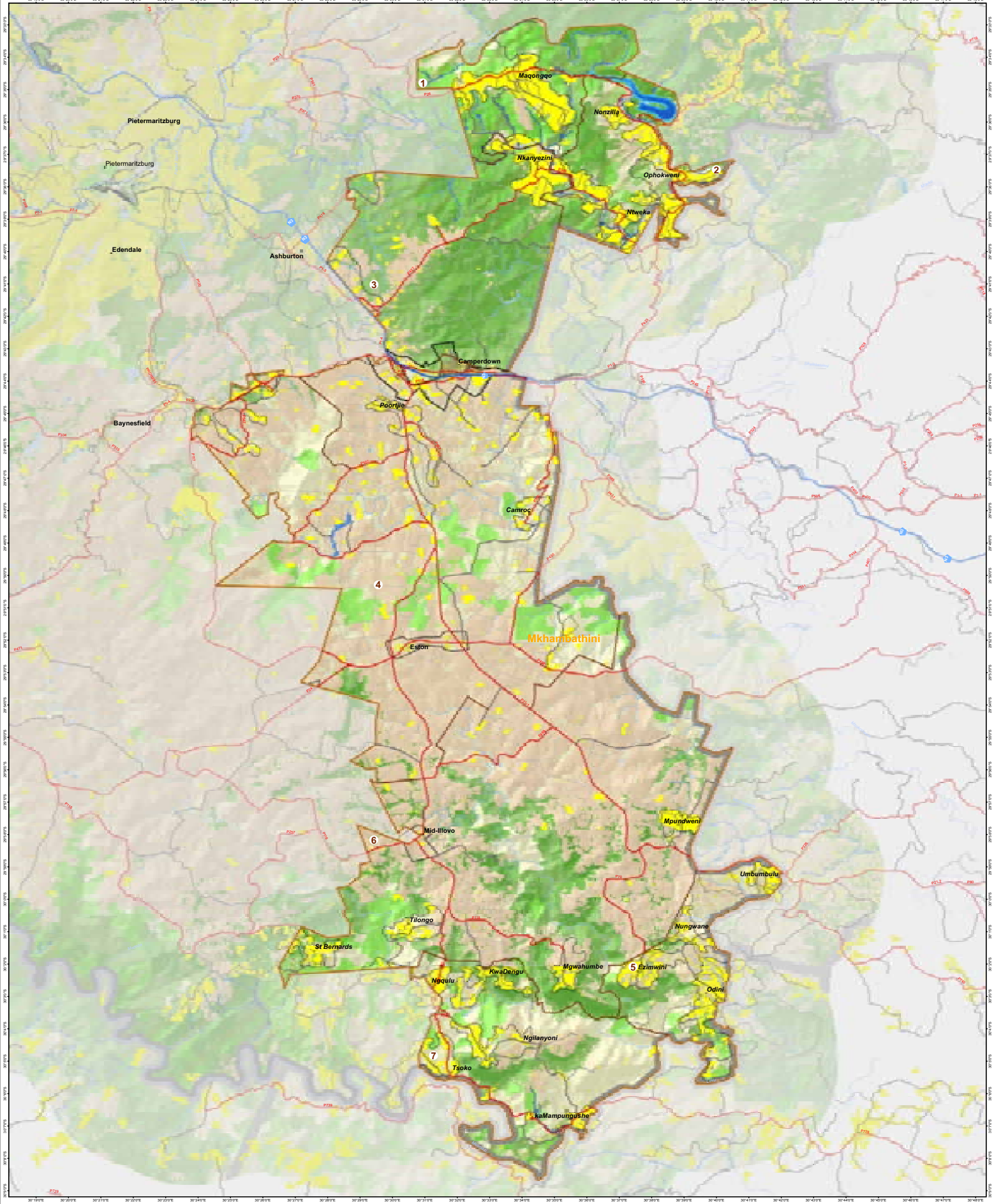
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**Legend**

- Mkhambathini Local Municipality
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  - Local Access
  - Gravel
  - Railways
  - Rivers
  - Dams
  - Wetlands
- Informants
  - Water Bodies CBA 1 Mandatory
  - Terrestrial CBA 1 Mandatory
  - Terrestrial CBA 3 Optimal
- Surface
  - Natural Vegetation
  - Transformed
  - Built-up /Settlement
- CBD Node (1st Order)
- Neighborhood Multi-use Node (2nd Order)
- Community Multi-use Node (3rd Order)
- Settlements

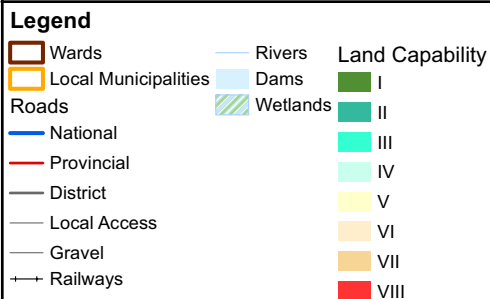
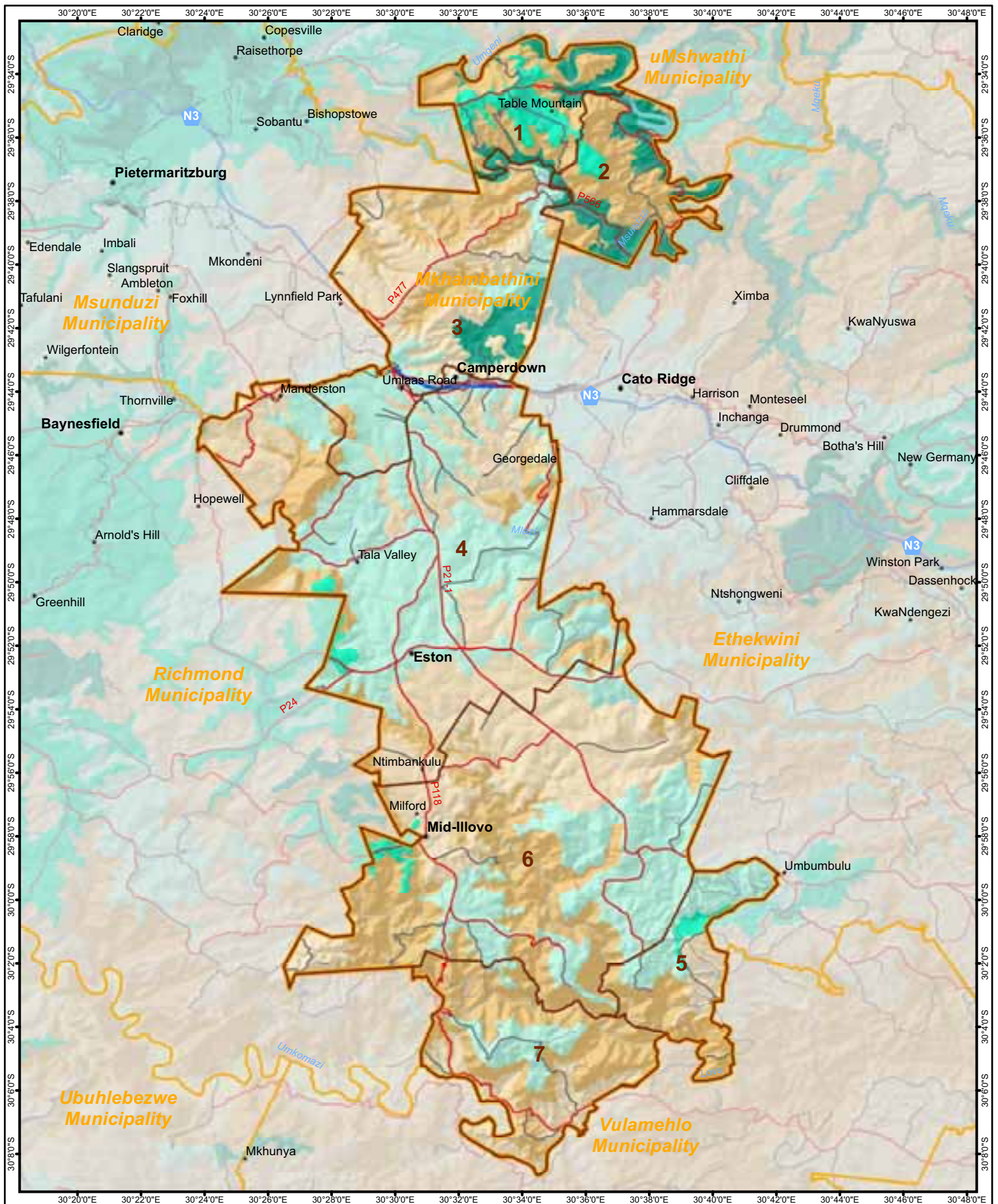
**MKHAMBATHINI**  
**SPATIAL DEVELOPMENT FRAMEWORK 2012-2015**  
**CRITICAL BIODIVERSITY OVERLAY**

Projection: Geographic  
Datum: WGS84

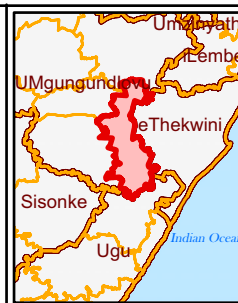
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Source: Department of Agriculture



<b>MKHAMBATHINI</b>	
<b>SPATIAL DEVELOPMENT FRAMEWORK 2012-2015</b>	
<b>LAND CAPABILITY OVERLAY</b>	
Date: 2012/06/06	
Projection: Geographic Datum: WGS84	