

**SYNTHESIS OF ISSUES AND VISION  
DEVELOPMENT**

**SOUTH EASTERN DISTRICT**

*Local Area Plan*

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This Synthesis Report forms part of the Phase Three Deliverable for the South Eastern District Local Area Plan.

Contract No. SCM 66 of 11/12

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## 1 INTRODUCTION

### 1.1 BACKGROUND AND PURPOSE

The Msunduzi Municipality (MM) has appointed Royal HaskoningDHV (Pty) Ltd (RHDHV), under Contract No. SCM 66 of 11/12, to assist the municipality with the preparation of a Local Area Plan (LAP) for the South Eastern District (SEDis) of Pietermaritzburg.

The purpose of this document is to provide input into the LAP preparation process for the SEDis Study Area. The document provides a synthesis of the key issues identified during the Phase Two Status Quo assessments, examines the roles of the area and outlines the principles, vision and objectives for the development of the area. This Synthesis Report represents part of the Phase Three deliverable for the SEDis LAP.

### 1.2 STUDY AREA

As per the Terms of Reference (ToR), the SEDis study area is located along the southern edge of the Msunduzi Municipal boundary and includes the farmlands in and between Shenstone/Ambleton and Ashburton/Lynnfield areas. The study area borders onto Mkhambathini Municipality in the east and Richmond Municipality to the south.

### 1.3 METHODOLOGY

This phase of the project has been based primarily on a desktop study that reflects the synthesis of information relevant to the understanding of, and planning for, the SEDis area. Where necessary, the information contained in existing reports has been augmented by information derived from interviews with key municipal and private stakeholders. Key data sources include:

- Existing planning policy documents, including national, provincial, district and local policy, such as the Msunduzi Integrated Development Plan (IDP) and Spatial Development Framework (SDF).
- Development application registers located at the Municipal Offices.
- GIS data related to land use and ownership from Msunduzi Municipality.
- Workshop and interviews with key municipal officials responsible for planning, development, management and service delivery.
- Census 2011 data.

## 2 KEY FINDINGS OF STATUS QUO ASSESSMENTS

The key findings of the status quo assessments are outlined below.

### 2.1 PLANNING

The key findings for planning are as follows:

Planning Issues	Key Findings
<b>Urban/Economic Growth and Spatial Restructuring</b>	<ul style="list-style-type: none"><li>• The SEDis area has significant potential to contribute to the urban and economic growth objectives for Msunduzi. While opportunities for development have been identified, they have not been realised and economic growth is currently limited.</li><li>• The SEDis area has a significant role to play in economic and spatial transformation in Msunduzi, in terms of the economic opportunity points and residential areas identified along the N3 and the R56. This economic and residential expansion provides an opportunity to redress the spatial imbalances of the past.</li></ul>
<b>Land Form</b>	<ul style="list-style-type: none"><li>• The SEDis topography is characterised by fairly gentle hills and valleys with limited areas of steep slopes evident within the area.</li><li>• The area slopes downwards from west to east with a drop of over 1000m and drains towards the Msunduzi River to the northeast.</li><li>• The Mkhondeni River, Mpushini River, Slang-Spruit River and associated valleys and catchments are the key topographical structuring elements in the SEDis area.</li></ul>
<b>Land Cover and Settlement</b>	<ul style="list-style-type: none"><li>• The majority of the SEDis area is agricultural or bushland, and the majority of the land is not suitable for cultivation.</li><li>• Existing settlement is predominantly located on the peripheries of the SEDis area, including the residential areas of Ashburton and Lynnfield Park along the R103 to the east and the Ambleton and Shenstone areas to the west.</li><li>• There is little by way of service and infrastructure in the central area with mostly open land and some ad-hoc rural settlement patterns.</li><li>• Residential expansion pressure is being experienced from the Edendale area in the northwest.</li></ul>
<b>Land Use Zoning and Regulation</b>	<ul style="list-style-type: none"><li>• Apart from the Ashburton Town Planning Scheme (TPS), the SEDis is not covered by a formal scheme and is thus considered agricultural land in terms of Act 70 of 70.</li><li>• Developments proposed outside of the existing TPS would accordingly be subject to more lengthy establishment and subdivision</li></ul>

	requirements, e.g. under the Planning and Development Act 2008, Act 70 of 70, etc.
<b>N3 Corridor</b>	<ul style="list-style-type: none"> <li>The N3 corridor is a major structuring element with strategic national, provincial and local significance. The prime function of the route is as long distance, high speed movement corridor and this role should not be undermined.</li> <li>There are also significant agglomeration benefits and development opportunities along the corridor, mainly within associated nodes at or near key intersections including the Umlaas Road/N3 interchange, the Lynnfield Park/N3 interchange and the Ashburton Centre.</li> <li>Significant development pressure is being experienced along the N3 corridor with private developers seeking to unlock the development potential of lands at Lynnfield and Umlaas Road. These developments are yet to be approved.</li> </ul>
<b>R56 Richmond Road (P5)</b>	<ul style="list-style-type: none"> <li>The R56 is a key north-south movement route and structuring element within the SEDis but development along the R56 has thus far been limited.</li> <li>The R56 corridor has potential as a residential expansion area and future economic opportunity area. Key opportunities identified in the SDF include the Ambleton City node to the north, the Thornville node to the south and economic opportunity areas between these two nodes.</li> </ul>
<b>Population</b>	<ul style="list-style-type: none"> <li>The SEDis has a low population density and the population of the area accounts for only a small percentage of the total Msunduzi population.</li> <li>The majority of the SEDis population is located in the west in Ward 18 and most of this is within Ambleton.</li> <li>While the west accounts for the higher population figures, it is the least serviced and has the least opportunity. Higher opportunity and servicing is found in the east.</li> <li>The area has a young population with 70% of the population under 35 years of age.</li> </ul>
<b>Existing Communities and Activities</b>	<ul style="list-style-type: none"> <li>The SEDis area has a range of existing communities, each with their own socio-economic and development needs, levels of organisation and capacity, residential environments/lifestyle choices and involved in different types of activity within the area or surrounds, including employment or subsistence activities, environmental conservation initiatives, social improvement initiatives, etc.</li> </ul>
<b>Social Facilities</b>	<ul style="list-style-type: none"> <li>There are very few social facilities in the SEDis area. There are 4 schools, and one sports field near the N3.</li> <li>Future population and urban growth will generate significant additional demand for social facilities in the area.</li> </ul>
<b>Rateable Values</b>	<ul style="list-style-type: none"> <li>Rateable values vary quite substantially with much of the area characterised by lower rateable value categories. Higher rateable</li> </ul>

values are evident adjacent to Mkondeni area and closer to N3.

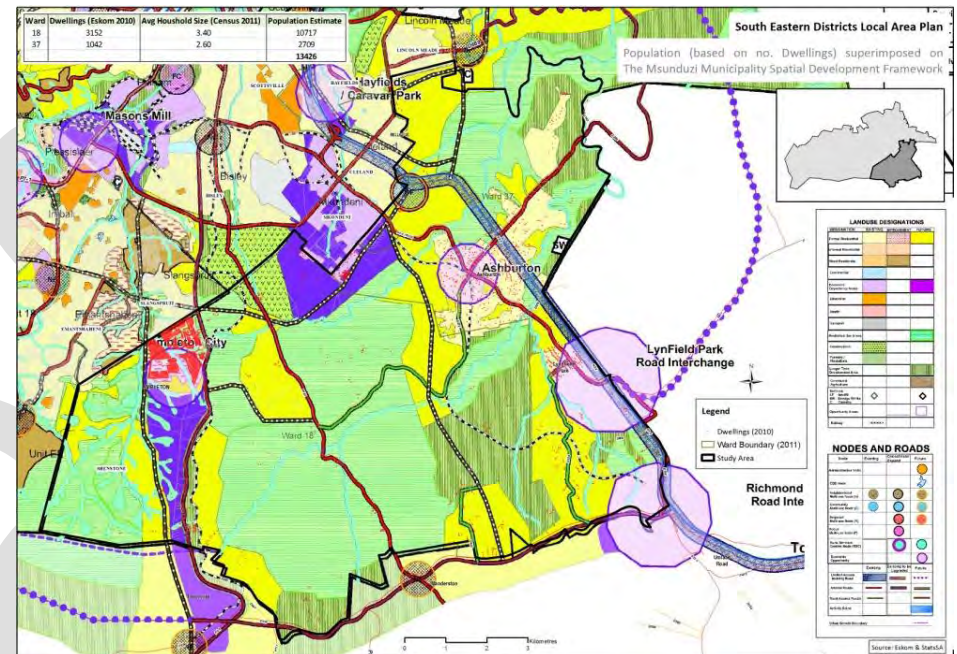


Figure 1: Msunduzi SDF

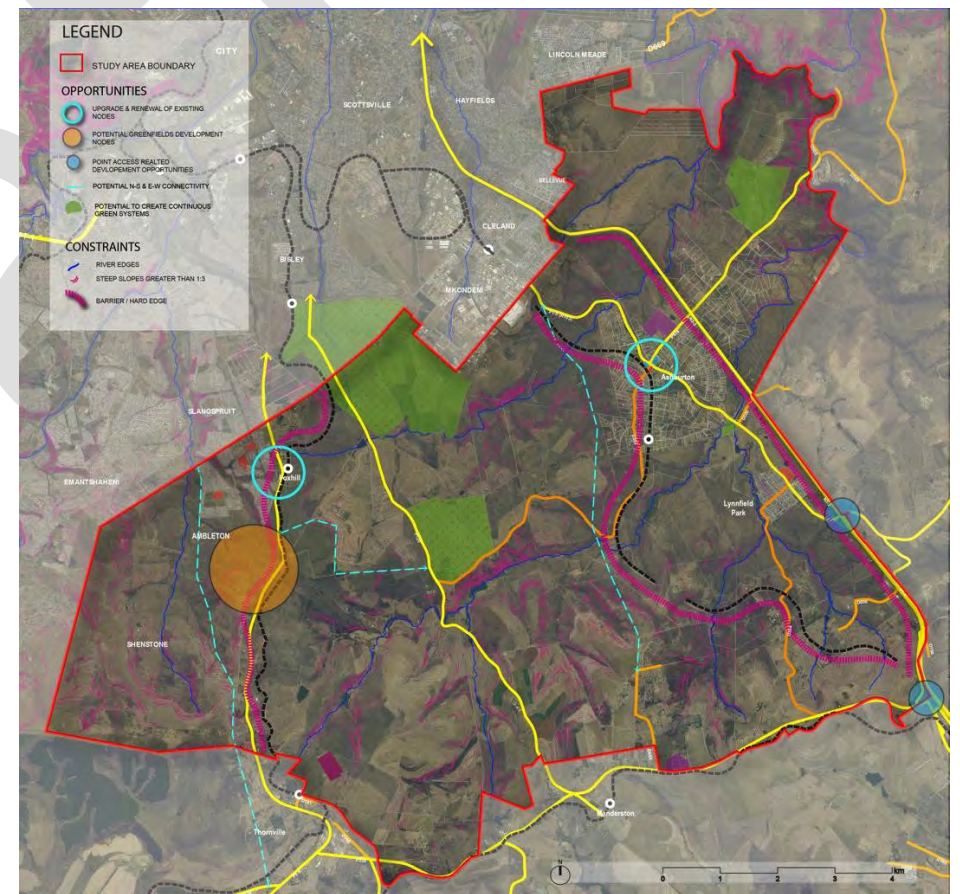
## 2.2 URBAN DESIGN

The key findings for urban design are outlined below:

Urban Design Issues	Key Findings
<b>Nature, Character and Extent of Proposed Growth and Development within SEDis</b>	<ul style="list-style-type: none"> <li>The SEDis area possesses a wide range of character zones of unique natural significance. This offers the potential to create diverse opportunities for lifestyle and residential choice – ranging from urban to peri-urban and rural.</li> <li>It is therefore critical that the roles, character and opportunities for various settlements are clearly defined into the future in order to ensure preservation of unique and positive qualities of each node and relevance to local communities.</li> <li>The need to identify edges to each of the settlement nodes within SEDis in order to ensure that development occurs in the form of well</li> </ul>

	<p>connected, decentralised nodes as opposed to continuous corridors which start to erode the character and quality of individual settlements and the area as a whole.</p> <ul style="list-style-type: none"> <li>The central undeveloped areas and farms in the study area exist within key open spaces and natural systems. The area needs to be classified into areas suitable for development, protected nature areas, and transition zones - which will provide landowners and developers clear guidance for the appropriateness of development. The emergence of Game Estates as a new 'type' of settlement needs to be critically assessed.</li> </ul>
<p><b>Character of Development on the N3 Corridor</b></p>	<ul style="list-style-type: none"> <li>Broader policy informants identify a number of economic opportunity points on the N3 corridor south of the Mkhondeni Industrial Node as well as at the Richmond / Umlaas Interchange and the Lion Park / Lynnfield Park Interchange.</li> <li>The rural character of historic agricultural / residential settlement areas such as Ashburton and Lynnfield Park which are located alongside the N3 corridor is at threat due to the strategic economic roles identified for the area.</li> <li>It is evident that there is a gradual eroding of key natural and settlement qualities in the Ashburton area due to changing land use patterns and development pressures, which have resulted in lack of direction in the approach to development.</li> <li>As a transition area from the urban centre of Pietermaritzburg to the natural / rural hinterland of the District, any form of development which takes place along the N3 will need to be carefully assessed so that development is in character with the qualities of the broader area.</li> </ul>
<p><b>Varying Needs requiring Varying Levels of Intervention</b></p>	<p>The nature of needs in the different settlements is varied requiring different kinds and levels of intervention in each area:</p> <ul style="list-style-type: none"> <li>While the Ashburton / Lynnfield Park is at a risk of losing 'sense of place' and 'character' due to the run down nature and changing nature of new approved developments within Ashburton itself, areas like Ambleton are in severe need of basic amenities and facilities that will help improve the day to day quality of life of local residents.</li> <li>Shenstone and Ambleton represent areas of dire need for socio-economic opportunity, connectivity and public realm upgrades. These areas also require greater exposure in terms of access and linkage to the rest of the study area.</li> <li>The Shenstone area presents opportunity for strategic 'greenfields' development that will unlock economic opportunity in the area.</li> <li>Ashburton / Lynnfield Park being 'transition' areas moving from the city to the rural hinterland, these areas need greater development control and quality control with respect to built form and landscaping</li> </ul>

	<p>requirements along the public interface. The area also requires the careful assessment of opportunities so that these are in line with the character of the broader area.</p>
<p><b>Public Environment</b></p>	<ul style="list-style-type: none"> <li>The public environment in all settled areas is in need of upgrade and improvement.</li> <li>Litter and dumping of refuse is a severe problem especially in the Shenstone and Ambleton area.</li> <li>Lack of adequate refuse removal and appropriate facilities for storage of refuse is an issue, which seriously affects the quality of the public environment in all settlements.</li> </ul>



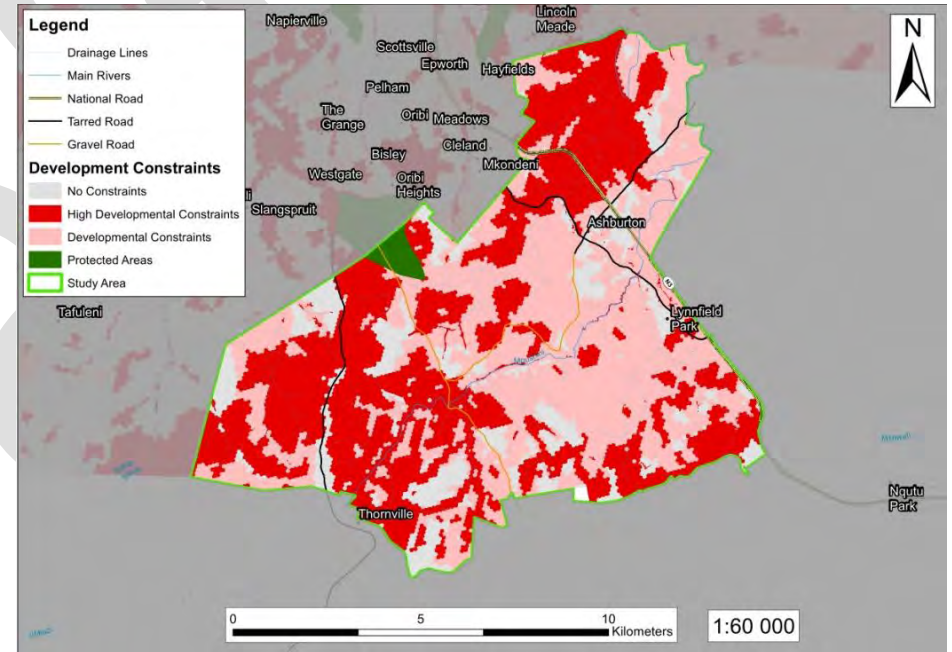
**Figure 2 : Urban Design Opportunities and Constraints in SEDis**

## 2.3 ENVIRONMENT

The key findings of the status quo assessment for environment are as follows:

Environmental Issues	Key Findings
<b>Overall</b>	<ul style="list-style-type: none"> <li>Due to its high biological diversity and subsequent role in the regional and provincial conservation network, the SEDis is best described as an area of high biodiversity value with a high level of development constraint.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>Within SEDis there is almost an even split between not sensitive, sensitive and very sensitive areas in relation to air quality. The conclusion to be drawn is that air quality sensitivity is an area of concern within SEDis, particularly in the Ashburton and Lynnfield Park areas (most likely due to their proximity to the N3 highway and industrial areas).</li> </ul>
<b>Geology</b>	<ul style="list-style-type: none"> <li>The geology consists of Granite, Dwyka and Dolerite. The development implications of the different geological conditions apparent in the different parts of SEDis essentially relate to areas where there are steep slopes and unstable soils. In these areas, development needs to take cognisance of these conditions and ensure that appropriate building design (foundations etc) and infrastructure (water pipelines, etc) are provided. In some instances, this may increase the development costs.</li> </ul>
<b>Soils and Land Capability</b>	<ul style="list-style-type: none"> <li>The study area has pockets of good soil for potential agricultural activities, although this may be dependent on other factors such as availability of water resources and environmental sensitivity.</li> </ul>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>The study area is located in a biologically sensitive portion of the municipality which is important in terms of meeting biodiversity conservation targets. The biodiversity of the area presents opportunities in terms of eco-tourism and conservation activities, and freely provide ecological goods and services (flood retention, filtering water, carbon sequestration, etc). There will need to be careful assessment of development applications with regard to biodiversity features, with discussion regarding trade-offs and regulatory requirements.</li> </ul>
<b>Water Resources</b>	<ul style="list-style-type: none"> <li>The study area has good water quality and ecological status. Development proposals in SEDis will have to be carefully assessed to ensure that there is no negative impact on the ecological health of these river systems.</li> <li>However, certain parts of the area are susceptible to flooding which poses a risk to infrastructure, ecological function and human well-being.</li> </ul>

<b>Protected Areas</b>	<ul style="list-style-type: none"> <li>There are opportunities within the study area to consolidate and formalise the existing protected areas with private game reserves and conservancies. The two conservancies in SEDis are the Upper Mpushini and Lower Mpushini Valley Conservancies.</li> </ul>
<b>Heritage Resources</b>	<ul style="list-style-type: none"> <li>There are a number of archaeological sites within SEDis particularly in the Ashburton and Lynnfield Park areas. Any development proposals in the SEDis area would have to adhere to the provisions of the National Heritage Resources Act.</li> </ul>



**Figure 3 : Areas of Developmental Constraints**

Source: Msunduzi EMF, 2010

## 2.4 TRANSPORT

The key findings for transport are outlined below:

Transport Issues	Key Findings
<b>General</b>	<ul style="list-style-type: none"> <li>In general, the SEDis area is satisfactorily served by the existing road</li> </ul>

	<p>network to accommodate the present land usages.</p> <ul style="list-style-type: none"> <li>There are no sections of appreciable congestion or delays on the road network other than those created by road accidents or scheduled events (e.g. Comrades Marathon, AmaShovaShova cycle race).</li> </ul>
<b>N3 Corridor</b>	<ul style="list-style-type: none"> <li>The N3 corridor is a major structuring element with strategic national, provincial and local significance. The prime function of the route is as long distance, high speed movement corridor and this role should not be undermined.</li> <li>There are also significant agglomeration benefits and development opportunities along the corridor, mainly within associated nodes at or near key intersections including the Umlaas Road/N3 interchange, the Lynnfield Park/N3 interchange and the Ashburton Centre.</li> <li>Significant development pressure is being experienced along the N3 corridor with private developers seeking to unlock the development potential of lands at Lynnfield and Umlaas Road. These developments yet to be approved.</li> <li>Uncertainty regarding an alignment of any future 'By-pass' and how this would influence planning in the area.</li> </ul>
<b>R56 Richmond Road (P5)</b>	<ul style="list-style-type: none"> <li>The R56 is a key north-south movement route and structuring element within the SEDis but development along the R56 has thus far been limited.</li> <li>The R56 corridor has potential as a residential expansion area and future economic opportunity area. Key opportunities identified in the SDF include the Ambleton City node to the north, the Thornville node to the south and economic opportunity areas between these two nodes.</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>Existing public transport operations are sometimes ill-defined and unscheduled.</li> <li>Many of the existing public transport facilities are outdated. A new network of public transport facilities is necessary.</li> <li>There is an established rail network in the area under review and this could prove a valuable asset.</li> </ul>
<b>Integrated Rapid Public Transport Network</b>	<ul style="list-style-type: none"> <li>This is probably the most significant transport initiative that has been undertaken recently.</li> <li>An Integrated Rapid Public Transport Network with associated depots (including workshops), interchanges, holding areas and feeder services will operate throughout the Msunduzi area.</li> <li>The implications of these operations will extend into other spheres of municipal infrastructure and planning.</li> </ul>
<b>Access to National Road</b>	<ul style="list-style-type: none"> <li>Shenstone and Ambleton residents have at present, circuitous journeys to access the National Road network.</li> </ul>
<b>Linkages with Mkhondeni</b>	<ul style="list-style-type: none"> <li>At present there is no direct link between the residential areas of Shenstone and Ambleton and the employment opportunities at</li> </ul>

	<p>Mkhondeni.</p> <ul style="list-style-type: none"> <li>At present residents of the north-eastern suburbs have difficulty accessing the industrial areas at Mkhondeni.</li> </ul>
<b>New Developments</b>	<ul style="list-style-type: none"> <li>Several significant developments are in various stages of approvals. These include the Burton Heights, Hilcove Hills and the Ashburton Mixed-Use proposals.</li> </ul>
<b>Non-Motorised Transport</b>	<ul style="list-style-type: none"> <li>Formalised pedestrian/cycle facilities are minimal/non-existent in this area. Pedestrians, cyclists and horses often share narrow and sometimes poorly maintained pathways. .</li> </ul>
<b>Condition of Existing Roads</b>	<ul style="list-style-type: none"> <li>Several of the roads on the existing network are showing signs of various degrees of distress and many require repair/upgrading/reconstruction.</li> </ul>
<b>Road Safety</b>	<ul style="list-style-type: none"> <li>Any of the above, or combination of, identified deficiencies may contribute to potentially create dangerous situations.</li> </ul>
<b>Inappropriate Heavy Vehicle Usage</b>	<ul style="list-style-type: none"> <li>Numerous heavy vehicles are using the P1-5 (R103) Polly Shortts road reportedly to avoid traffic law enforcement on the National Route.</li> </ul>

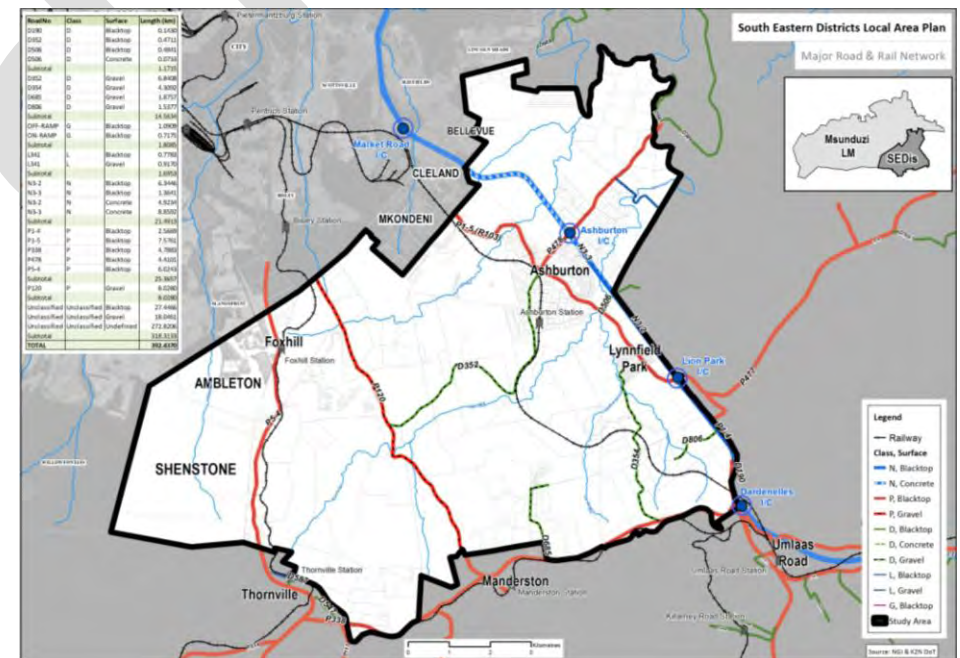


Figure 4 : Existing Major Road and Rail Network in SEDis

## 2.5 INFRASTRUCTURE

The key findings for water supply infrastructure are outlined below:

Water Supply Issues	Key Findings	Implications
<b>Bulk Water Supply System</b>	<ul style="list-style-type: none"> <li>Despite recent and ongoing water resource developments, resources in the Upper Mgeni system remain stretched and this is likely to remain the case at least until the commissioning of the Mkomazi Water Supply Scheme.</li> </ul>	<ul style="list-style-type: none"> <li>There is limited scope for water supply growth in the Upper Mgeni supply area, however, extension of water supply to new housing areas and upgrading of water supply service levels is a social imperative. This is going to create a squeeze on availability of water for expansion and any major new water use will need careful planning and possibly an offset by water savings through conservation measures elsewhere in the municipality.</li> </ul>
<b>Umgeni Water</b>	<ul style="list-style-type: none"> <li>Umgeni Water's 61 Pipeline sub-system is the main channel of water supply to the major part of the SEDis area.</li> </ul>	<ul style="list-style-type: none"> <li>There are existing supply routes to meet potential water needs. However, changes in water usage pattern need advance planning and interaction with Umgeni Water.</li> </ul>
<b>61 Pipeline Sub-System</b>	<ul style="list-style-type: none"> <li>The 61 Pipeline sub-system supplying Msunduzi has inherent hydraulic supply constraints. Available capacity is already committed to developments such as the eThekwini Western Aqueduct, Richmond Bulk Water Supply and developments in Greater Edendale.</li> </ul>	<ul style="list-style-type: none"> <li>The supply to Msunduzi, eThekwini and surrounding areas is an integrated system in which a change in any one part affects the other parts. Extension of bulk water infrastructure involves fairly long lead times. Any planned change in water usage needs advance consultation with Umgeni Water.</li> </ul>
<b>Water Supply Capacity</b>	<ul style="list-style-type: none"> <li>Msunduzi Municipality has limited water reticulation within the SEDis area and this is focused in the Ambleton and Foxhill area and in Ashburton and Lynnfield Park.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst a limited level of development within presently reticulated areas can be achieved using existing infrastructure, major expansions or supply to new areas will need creation of new water supply infrastructure.</li> </ul>
<b>Water Storage</b>	<ul style="list-style-type: none"> <li>The provision of reticulation in all cases requires provision of</li> </ul>	<ul style="list-style-type: none"> <li>At least 48 hours of water storage at Average Annual Daily Demand</li> </ul>

	adequate balancing and emergency storage in line with regulatory requirements.	needs to be provided by the developer for each new water supply area.
<b>Sanitation Upgrades</b>	<ul style="list-style-type: none"> <li>A change in sanitation service level from VIPs to water-borne sanitation in Ambleton and Foxhill will entail a steep increase in water demand for these areas.</li> </ul>	<ul style="list-style-type: none"> <li>Water supply infrastructure between the source and points of supply needs to be upgraded accordingly. This includes adequate water storage facilities for balancing and emergency purposes.</li> </ul>
<b>Shenstone</b>	<ul style="list-style-type: none"> <li>Unplanned housing development in the Shenstone area will put pressure on the Msunduzi Municipality with regard to services response, health and hygiene and environmental issues.</li> </ul>	<ul style="list-style-type: none"> <li>Planning responses needs to consider scenarios for the Shenstone development.</li> </ul>
<b>Eastern Area</b>	<ul style="list-style-type: none"> <li>Development plans in the eastern parts of the SEDis area have gone through several changes resulting in uncertainty about the details and location of needed water supply and sanitation.</li> </ul>	<ul style="list-style-type: none"> <li>Investment into the area has not materialized, possibly due to the level of uncertainty attached to development plans. Different forms of partnership may be required to support infrastructure investments in future.</li> </ul>
<b>Hilcove Hills</b>	<ul style="list-style-type: none"> <li>Plans for the planned Hilcove Hills development show that the water supply will be received via the existing City reticulation system fed from Murray Road reservoir. This route, from Balancing Reservoirs (HD Hill) via the Masons Reservoir to Murray Road reservoir is shared with the western end of the CBD and nearby area of the City. Initial indications are that surplus capacity is available on this route.</li> </ul>	<ul style="list-style-type: none"> <li>This supply will depend on the continued availability of spare capacity on the supply route from Balancing Reservoirs (HD Hill) via the Masons Reservoir to Murray Road reservoir. This depends in turn on other developments, especially within the CBD and surrounding areas.</li> </ul>



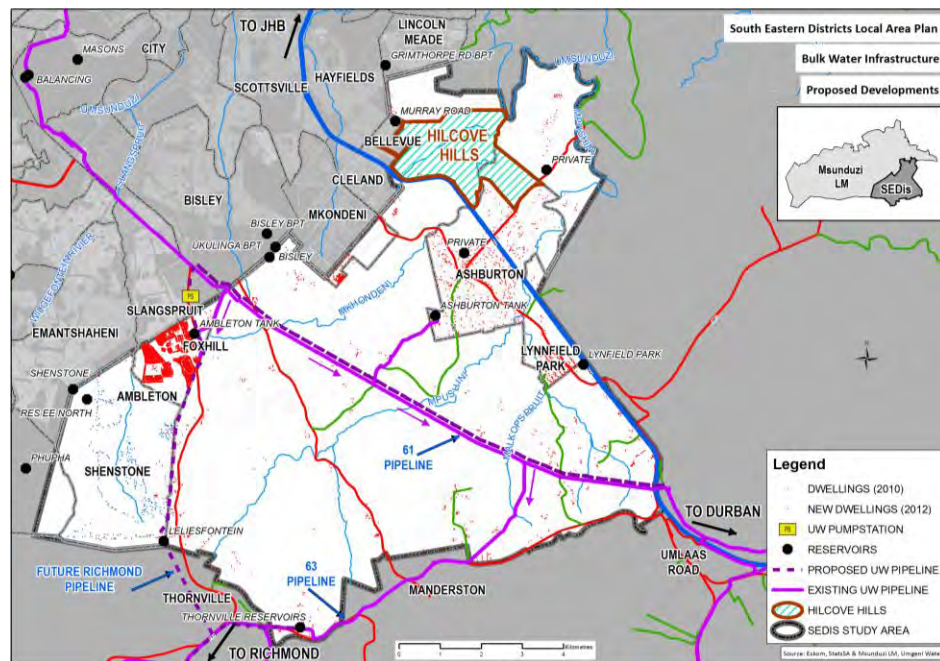


Figure 5 : Bulk Water Infrastructure and Proposed Developments

The key findings for sanitation infrastructure are outlined below:

Sanitation Issues	Key Findings	Implications
<b>Wastewater Treatment Facilities</b>	<ul style="list-style-type: none"> <li>Wastewater treatment facilities in SEDis are limited to the Lynnfield Park WWTW. Rezoning is resulting in more and more residential stands becoming available. Indications are that the Lynnfield Park WWTW facility is presently overloaded and/or not functioning effectively.</li> </ul>	<ul style="list-style-type: none"> <li>Water supply and sanitation planning ought to be first and foremost in any planned land use change, including the rezoning and subdividing of sites.</li> <li>Any expansion of network or intensification of wastewater generation will require an entirely new WWTW facility.</li> </ul>
<b>Lynnfield Park</b>	<ul style="list-style-type: none"> <li>Low to medium density settlement with existing WWTW and Sewage Pumpstation providing waterborne sewerage.</li> <li>Discharge of septic tank effluent</li> </ul>	<ul style="list-style-type: none"> <li>The capacity limitation at Lynnfield Park WWTW needs to be studied and quantified. An improved plan for handling of septic tank contents from</li> </ul>

	<p>into Lynnfield Park sewer system appears to be threatening the successful functioning of the wastewater treatment system.</p>	<p>Ashburton area should be devised.</p>
<b>Ashburton</b>	<ul style="list-style-type: none"> <li>Small holdings/low density settlement with on site sanitation.</li> <li>If the trend of reducing stand size in Ashburton continues the function of soakaways may become problematical for the smaller sites.</li> </ul>	<ul style="list-style-type: none"> <li>In the event of continued densification of development in Ashburton area construction of a water-borne sewerage network, outfall and additional WWTW facilities would be needed to service Ashburton. Small bore sewers are not recommended as an interim or final solution.</li> </ul>
<b>Ambleton/ Foxhill/ Shenstone</b>	<ul style="list-style-type: none"> <li>Ambleton/Foxhill is a low income planned residential area.</li> <li>Shenstone is a rapidly growing informal/unplanned settlement without bulk services and no planned water or sanitation provision.</li> </ul>	<ul style="list-style-type: none"> <li>Msunduzi Municipality is presently extending the Slangspruit sewer in the direction of Shenstone, Ambleton and Foxhill. It is understood that the intention is to sewer these areas and that these areas will fall under the sub-catchment of neighbouring Slangspruit, outside of the SEDis area.</li> </ul>
<b>Hilcove Hills</b>	<ul style="list-style-type: none"> <li>Undeveloped and unserviced area with significant development proposed.</li> </ul>	<ul style="list-style-type: none"> <li>New WWTW proposed to service future Hilcove Hills development.</li> </ul>

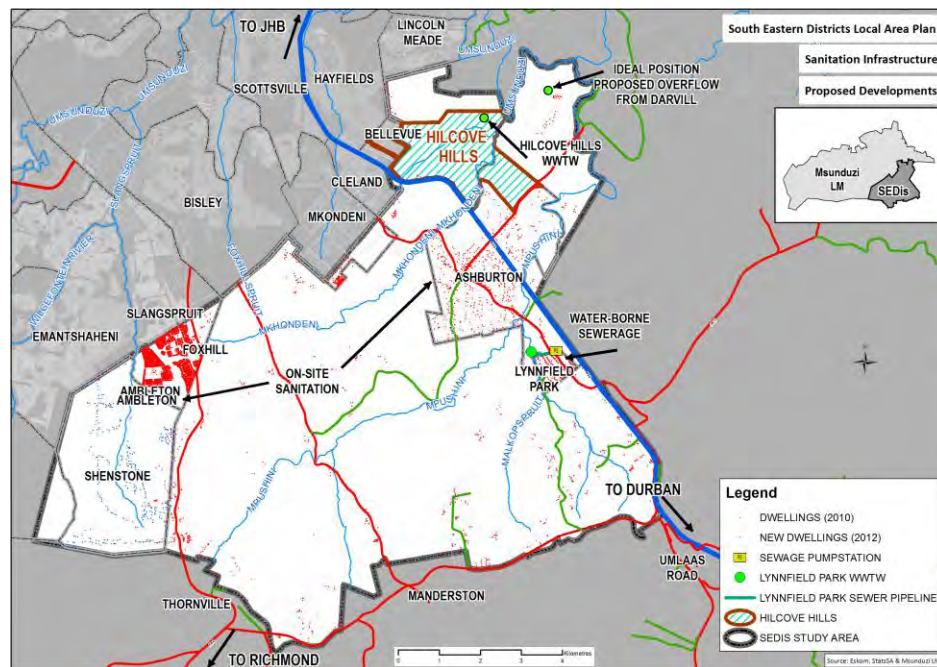


Figure 6 : Bulk Sanitation Infrastructure and Proposed Developments

The key findings for electricity infrastructure are outlined below:

Electricity Issues	Key Findings
Service Providers	<ul style="list-style-type: none"> <li>Responsibility for electricity infrastructure and service provision in SEDis split between Msunduzi Municipality (northern portion) and Eskom (southern portion).</li> <li>Boundaries between supply areas are not well defined.</li> </ul>
Existing Electricity Infrastructure	<ul style="list-style-type: none"> <li>Ariadne Substation (SS) is main SS in SEDis with additional SSs at Mkhondeni, Umlaas Road and further north in PMB.</li> <li>Network in area is a 132kV network.</li> </ul>
Existing Network Capacity in SEDis	<ul style="list-style-type: none"> <li>Network in east/southeast SEDis is already under significant pressure, there is currently no spare capacity and new connections are a major issue.</li> <li>Network in south SEDis is operating satisfactorily and has some spare capacity but development in SEDis will place pressure on network.</li> <li>Network in west/southwest SEDis is under pressure but there is some</li> </ul>

	<p>spare capacity but new connections still need to be carefully managed.</p> <ul style="list-style-type: none"> <li>Eastern SEDis – planned upgrade of Umlaas Road SS and 3 new SS at Ranch (projected 2015), Lynnfield Park (projected 2015/2016) and Oriole (post 2016) will boost capacity for servicing this area.</li> <li>Western SEDis – potential for extensions from Edendale network (with supplies from Unit P and Azalia SS) into northern and western SEDis areas, some connections from 32kV Thornville line and a possible new connection from Ariadne SS.</li> <li>Existing limited capacity and commitments and future demands outside of SEDis will limit ability to provide additional electricity capacity for servicing development in SEDis.</li> <li>Future planned demand will be factored into Eskom’s network projections and any necessary upgrade projects will be identified/prioritised together with other needs in KZN.</li> </ul>
<p><b>Servicing Future Development in SEDis</b></p>	
<p><b>Funding and Delivery</b></p>	<ul style="list-style-type: none"> <li>Generally takes at least 4 years to complete a new electricity project and can often be 6 years and if land or other issues can take even longer. Significant lead-in time may constrain/delay servicing of future development.</li> <li>Generally a significant capital under spend on strengthening/capacity improvements for the overall electricity network and this will lead to future capacity issues.</li> </ul>
<p><b>Electricity Tariffs and Land Use Zoning</b></p>	<ul style="list-style-type: none"> <li>Rural tariffs are approximately double the cost of urban tariffs and, since SEDis is primarily rural (i.e. not designated urban in a TPS/LUMS), developments are levied on a rural tariff and this would effectively create a disincentive for development.</li> <li>The designation of lands would need to be changed to urban (through a statutory plan, such as a TPS or LUMS) before the tariff could be reduced.</li> </ul>
<p><b>Overhead Lines/Underground Cables</b></p>	<ul style="list-style-type: none"> <li>Eskom would generally only accept underground cabling for 11kV and 22kV lines and generally only in urban and industrial areas.</li> <li>Underground cables are significantly more expensive to install and maintain than overhead lines (around 10 times the cost for higher voltage lines).</li> <li>Underground cables require narrower servitudes than overhead lines (e.g. 132kV overhead line requires a 32m servitude while a cable only requires a 5m servitude), so where land is a significant cost/obstacle the cost of cabling can sometimes be similar to overhead lines.</li> </ul>

## 2.6 ECONOMIC

The key findings for the economic sector are outlined below:

Economic Issues	Key Findings
<b>Msunduzi's Economy</b>	<ul style="list-style-type: none"> <li>Msunduzi has been a strong economic performer relative to most other municipalities but the growth has been subdued across all sectors barring financial services, retail, transport, distribution and logistics with the largest growth sector being that of the government sector.</li> </ul>
<b>Economic Land Demand in Msunduzi</b>	<ul style="list-style-type: none"> <li>Msunduzi has experienced subdued formal land demand in recent years compared to other major KZN municipalities. Demand has been primarily for commercial (retail and wholesale), warehousing, distribution and logistics, light manufacturing, service industries. Respondents note a shortage of well located, zoned and serviced land. The relative strategic location of SEDis vis a vis the N3 makes it an important area to consider for the supply of economic land uses.</li> </ul>
<b>Economic Land Demand specific to SEDis</b>	<ul style="list-style-type: none"> <li>Land adjacent to the N3 corridor is identified as having considerable potential from the perspective of economic actors. The key demand categories include retail, transport, distribution and logistics and service industries to these sectors. Existing economic demand categories of agriculture, eco-tourism and residential estate development are also likely to be of some significance.</li> <li>Richmond Road area offers some potential to service passing trade and surrounding communities on an incremental development path. Demand also exists for informal economic activities, particularly along higher intensity use areas and close to denser settlements.</li> <li>Economic activities are likely to primarily serve needs of the district and surrounding district as well as the Province of KZN. The potential does exist to attract one or two national market oriented activities.</li> </ul>
<b>Employment Potential of Development</b>	<ul style="list-style-type: none"> <li>The categories of demand offer medium to lower intensity employment potential. The area is unlikely to offer parcels of land at the scale or serviced by a level of infrastructure to enable higher order employment demand. Skills categories are likely to be an even split between mid to lower skilled workers. Residential development is likely to support some construction employment demand and lower skill employment demand for domestic and retail type employment. In the short to medium term employment is likely to go primarily to those living outside the SEDis area.</li> </ul>
<b>Infrastructure Needs</b>	<ul style="list-style-type: none"> <li>Existing road and utility connections are not suited to meeting economic demand in the area. The issue of N3 intersections, internal road networks and utility supplies all need attention.</li> </ul>
<b>Poverty Reduction</b>	<ul style="list-style-type: none"> <li>The scale and pace of development in the area is likely to have a modest poverty reduction impact over a five to ten year period as some employment is generated and as infrastructure, economic opportunities and accessibility improve across the area.</li> </ul>

**Municipal Rates Income**

- Msunduzi needs to diversify its rates income and to substantially grow this revenue source. However, to do this it will need to invest in infrastructure to support a range of economic opportunities. Land and property values will adjust in relation to demand which will in turn be influenced by the quality of infrastructure and associated municipal services.

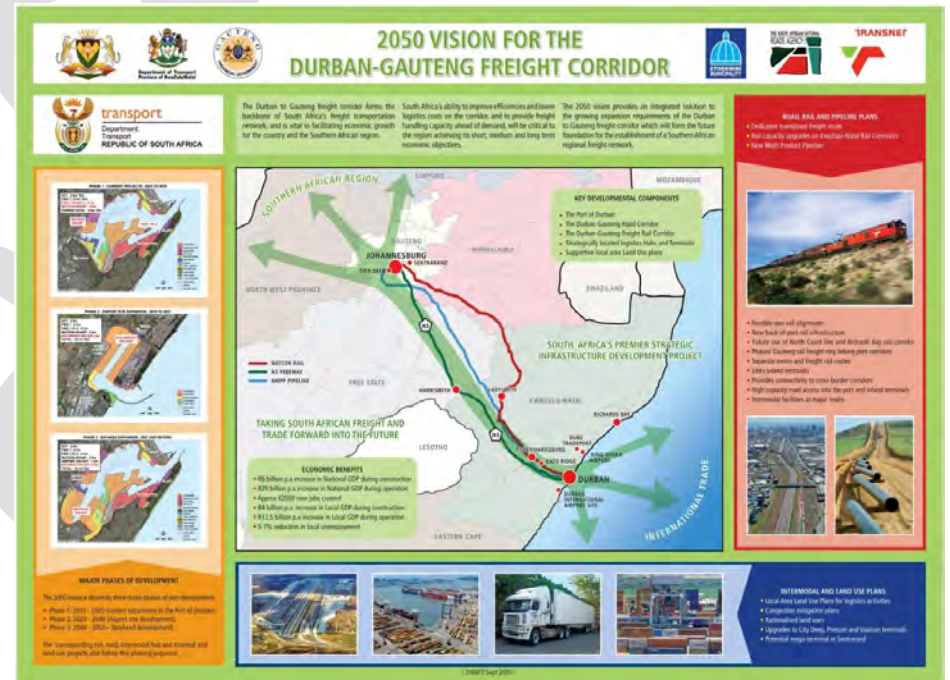
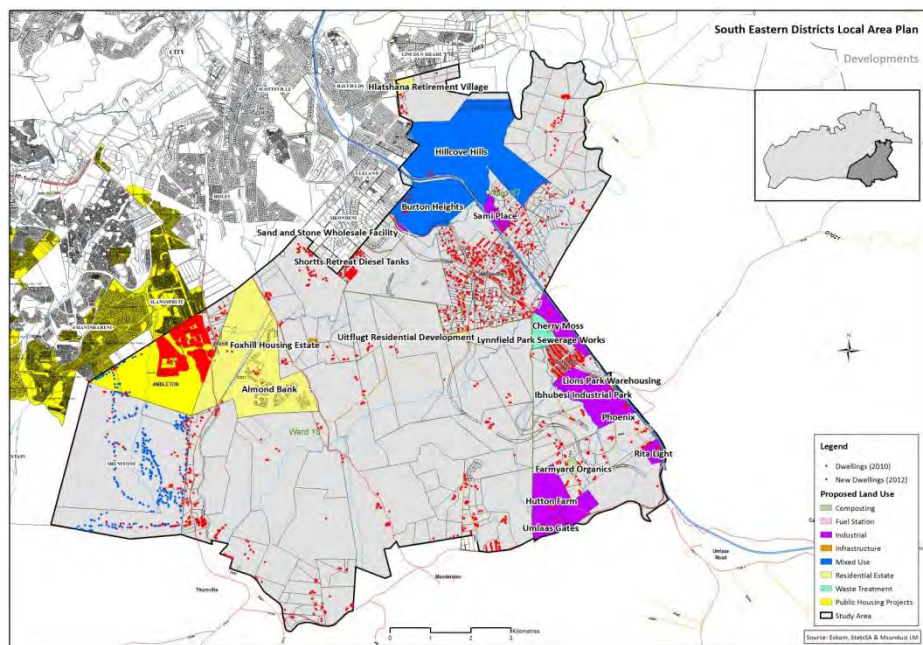


Figure 7 : Concept for the Durban-Gauteng Freight Corridor made reference to in national planning documents and funded under SIP2



**Figure 8 : Development Register showing Residential and Commercial/Industrial Demand Patterns in SEDIs**

## 2.7 FINANCE

The key findings for the finance sector are outlined below:

Financial Issues	Key Findings
<b>Financial Status</b>	<ul style="list-style-type: none"> <li>The assessment of the finances of the city show that the city is not financially sound at this point in time – this is the opinion of both the Auditor General as well as the National Treasury (who has direct oversight of the finances of the city in terms of the MFMA Regulations 2009).</li> <li>Hence it is more than likely that any development finance institution, commercial or investment bank would price the risk of lending to the municipality at a premium. This is something that TMM can ill afford given the development pressures it faces now or is likely to face going into the future (pressure of urbanisation and increasing poverty and inequality).</li> </ul>

<b>Grant Dependency</b>	<ul style="list-style-type: none"> <li>The fact that the capital budget is 87% grant funded is clearly indicative of the (in) ability or difficulty of TMM to internally fund service delivery linked to growth and development. LAP proposals will be restricted to financial position of TMM.</li> <li>Budget priorities and delivery could be more aligned to grant conditions and sectoral outputs rather than municipal priorities.</li> </ul>
<b>Under-spending on Capital</b>	<ul style="list-style-type: none"> <li>A further indictment is that continuous under spending on capital expenditure and the more than significant proportion of conditional grants that have to be refunded to the national fiscus.</li> <li>This implies reduced service delivery (or an under achievement of IDP priorities or community needs) and that any new projects are more than likely to also suffer from under spending.</li> </ul>
<b>Inadequate allocations for R&amp;M of Existing Infrastructure Assets</b>	<ul style="list-style-type: none"> <li>An assessment of the operating budget indicates that there is too little budget allocation for Repairs &amp; Maintenance (R&amp;M), or that the amounts are incorrectly allocated. If R&amp;M is neglected or underfunded it poses a serious risk for effective service delivery in that there may be huge technical losses and/or service interruptions with a resultant loss of services revenue.</li> </ul>
<b>Revenue Management</b>	<ul style="list-style-type: none"> <li>If R&amp;M is adequately budgeted and spent, and services are correctly and completely billed for, then revenue collection has to be done optimally to enable TMM to fund its budget sustainably year-on-year. Billing and revenue collection for Rates also requires a similar focus to the one outlined above for basic services.</li> </ul>

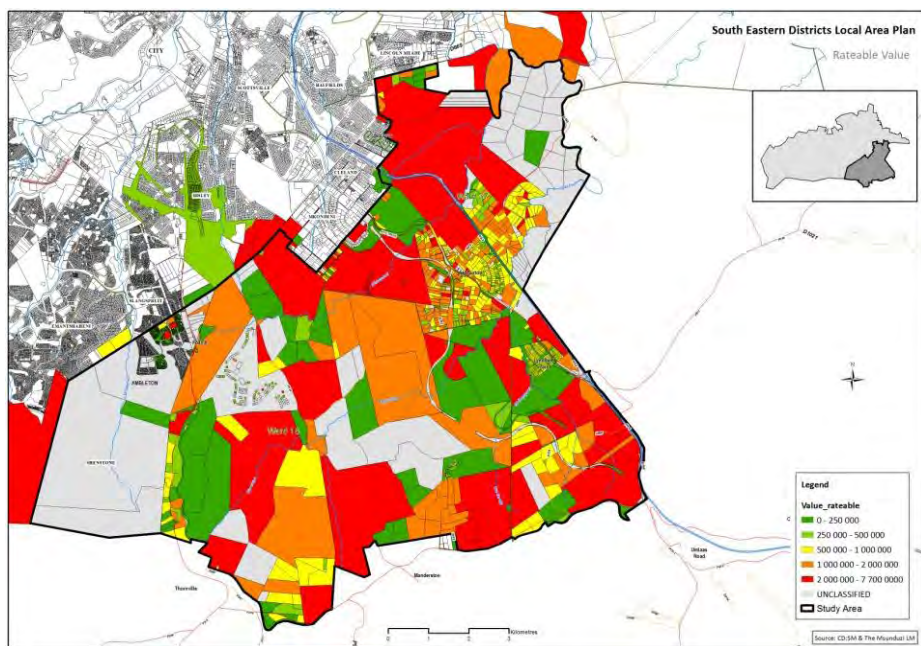


Figure 9 : Rateable Values in SEDis

## 2.8 HOUSING

The key findings for housing are outlined below:

Housing Issues	Key Findings
<b>Rural Housing Delivery prioritised over Urban Housing</b>	<ul style="list-style-type: none"> <li>The IDP target of 2500 units pa over 5 years (budget of R300million over 5 years or R60million pa) was overtaken with the 2011 rural housing project in Vulindlela by the provincial department delivering 5000 units pa over 5 years (at cost of R475 million or R95 million pa).</li> </ul>
<b>MIG used to top up Housing Subsidy</b>	<ul style="list-style-type: none"> <li>MIG is used to top up housing subsidies by R25,000 per site generally for all housing projects.</li> </ul>
<b>Procurement and Payments for Housing Project Implementation managed by</b>	<ul style="list-style-type: none"> <li>The expenditure on housing excluding the MIG does not form part of TMM budget because TMM housing allocations are managed by the provincial department of Human Settlements – the value is approx. R155million pa.</li> <li>The value of current and planned housing project allocations for</li> </ul>

<b>Province</b>	<p>TMM from the Provincial department of Human Settlements for the medium term is higher than the total capital budget of TMM.</p> <ul style="list-style-type: none"> <li>TMM has a relatively small capital budget that is 87% grant dependent and is prone to year-on-year under-spending.</li> </ul>
<b>Non-revenue or Low Revenue generating assets leads Development in TMM</b>	<ul style="list-style-type: none"> <li>Many properties funded by housing capital subsidies are not billed for rates and also receive Free Basic Services (except for social housing).</li> <li>While this is part of the social package offered generally in our country offering much needed poverty and shelter relief it is financially unsustainable unless some scarce resources are also used for economic development and job creation.</li> </ul>
<b>Gap Housing has not been implemented and Social Housing has not been delivered at required Scale</b>	<ul style="list-style-type: none"> <li>Gap housing and social housing fulfil the particular needs of income earning qualifying housing beneficiaries and also represent additional revenue streams for municipalities – they represent revenue-generating housing developments in comparison to non-revenue or low revenue generating housing developments such as RDP housing or rural housing.</li> </ul>
<b>Housing Delivery is increasing Urban Sprawl</b>	<ul style="list-style-type: none"> <li>From a spatial perspective housing expenditure has gone and may continue to go against the stated intention of the Housing Sector Plan in respect of the Human Settlement Development Strategy adopted in 2011 since the projects increase urban sprawl.</li> <li>There are very few housing projects that are higher density projects that contribute to spatial restructuring.</li> <li>There is an absence of gap housing projects that could contribute to spatial restructuring if correctly located.</li> <li>In-situ upgrading of informal settlements will consolidate the current urban form.</li> </ul>
<b>Planning Practice needs to urgently address the Functional Integration of Housing and Public Transport</b>	<ul style="list-style-type: none"> <li>Transport Planning and Housing Development have been driven by sector priorities to date with no attempt to functionally integrate them to date.</li> <li>TMM is the recipient of Housing Accreditation (Level 2 ultimately) and the function for planning and implementing the IRPTN.</li> <li>Planning practice has to be improved to be able to address the functional integration of these key built environment functions.</li> </ul>

### 3 DEVELOPMENT DRIVERS, CAPACITY AND IMPLEMENTATION

The information, analysis and input received as result of the Status Quo assessments and associated workshops has provided a robust basis for identifying the main development drivers that will shape the development of the SEDis area, the inherent capacity available within the area to facilitate and accommodate development and the landscape that will determine the management and delivery of development. These will all have implications for the development of the SEDis area and require appropriate responses in the form of planning, development, service delivery, management, etc. The development drivers, capacity, implementation and implications outlined below will provide strategic direction in the next phases of the project.

#### 3.1 SEDIS DEVELOPMENT DRIVERS

Development drivers refers to the key contextual sources of demand for development resources and services manifest in the broader change forces, pressures and trends relating to national and regional demographics, the macro economy and the environment, and including the strategic responses to these by stakeholders who are able to control development resources (e.g. government, significant land owners). Development drivers include the following:

##### Social

- Low to medium population growth for next 20 years.
- Growing proportion of TMM's poor, young and informally settled population.
- High unemployment associated with high levels of low skills.
- Increasing share of TMM's total population growth will be accommodated in the SEDis area.

##### Economic

- National/provincial drive to stimulate development of the key elements of the national logistics platform within the N3 corridor.
- Growing pressure for economic development within the N3 corridor.

- Low employment opportunities relative to population, particularly in western portion of SEDis.

##### Environment

- Imperative of responding to climate change.
- Increasing importance of food security and environmental management.

The above aspects are addressed in more detail in Table 1.

#### 3.2 SEDIS DEVELOPMENT CAPACITY

Development capacity refers to the key strengths and weaknesses relating to the supply of development resources that are manifest within the institutions, assets and spatial characteristics of the study area (e.g. land and infrastructure). Key elements of development capacity include:

##### Transport

- Inadequate transport linkages within the central SEDis area.
- Poor provision of public transport linkages and modal options.
- Dual role of N3 corridor as a national/provincial route and local opportunity generator.

##### Service Infrastructure

- Capacity of service infrastructure is limited and this will constrain development unless adequate investment is made to improve and extend infrastructure networks and capacity.
- Private development expansion paths not always aligned with expansion of bulk infrastructure.
- High energy costs will place burdens on economic and social development.

##### Land

- Significant greenfields opportunities for accommodating growth and more creative spatial development concepts, e.g. densification, public transport corridors, ecological buffers.

- Competing demands for land from commercial, industrial, residential, agricultural and conservation uses.

#### **Environment**

- High quality of biodiversity assets, water resources and receiving environment within SEDIs.
- Fragile resource base with decreasing capacity to mitigate cumulative impacts of increasing urban development.

The above aspects are addressed in more detail in Table 2.

### **3.3 SEDIS IMPLEMENTATION LANDSCAPE**

Implementation landscape refers to the emerging informants and issues relating to public and private stakeholders and the market to coordinate implement and manage development in terms of government policy, institutional capacity and the development funding regime. Key elements of the implementation landscape include:

#### **Land Ownership**

- Some private capacity to ‘plan’ and ‘develop’ land under private or parastatal ownership.
- Some publicly owned lands available in Ambleton and Mkhondeni areas that could be utilised for social and economic development.

#### **Institutional Alignment and Performance**

- Lack of alignment between major stakeholders with respect to development vision for the area.
- Integration as envisaged through the Municipal Systems Act cannot occur easily between various spheres of government as a result of competing priorities of different sectors.

#### **Legal, Policy and Fiscal Environment**

- Lack of institutional capacity and public resources to drive the growth of the area.

- Potential for increased rates base in SEDIs through development and provision of services and infrastructure.

The above aspects are addressed in more detail in Table 3.

**Table 1 : SEDis Development Drivers**

Drivers	Trends/Issues	Strengths/Opportunities	Constraints/Threats	Implications/Responses
<b>Social</b>	<ul style="list-style-type: none"> <li>Population of Msunduzi Municipality is growing, but at a low rate, and a significant proportion of this future growth may occur in the SEDis area.</li> <li>Majority of SEDis population is located in the west in Ward 18 and most of this is within Ambleton.</li> <li>SEDis area has a young population with 70% of the population under 35 years of age.</li> <li>Demands for a variety of lifestyle options will generate different forms of settlement and housing requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Higher opportunity and servicing is found in the east.</li> <li>Potential opportunities for the young population to engage in education and skills development geared towards securing future employment in the SEDis and broader area.</li> <li>Increasing impetus of national housing delivery programme.</li> <li>Policy drive for social justice will generate momentum and funding for social projects such as housing and social facilities.</li> </ul>	<ul style="list-style-type: none"> <li>There are very few existing social facilities in the SEDis area.</li> <li>While the west accounts for the higher population figures, it is the least serviced and has the least opportunity.</li> <li>Land invasions and unplanned settlement occurring in some parts of SEDis, including Shenstone and around Mkhondeni.</li> <li>Growing proportion of TMM's poor, young and unhoused population.</li> </ul>	<ul style="list-style-type: none"> <li>Future population and urban growth will generate significant additional demands for housing, social facilities, infrastructure and employment opportunities in the SEDis area.</li> <li>Provision of employment opportunities, facilities and services will need to respond to the needs of the young population in the SEDis area.</li> </ul>
<b>Economic</b>	<ul style="list-style-type: none"> <li>SEDis has a relatively small economic base but there is some diversity in the form of industrial, logistics, commercial and agri-industrial development in and around the area.</li> <li>Competition between municipalities for a share of growth in N3 corridor.</li> <li>Capacity of government to meet needs with respect to infrastructure spend to support anticipated logistics and related developments.</li> </ul>	<ul style="list-style-type: none"> <li>National and provincial support/push for development of the N3 corridor.</li> <li>Growing local pressure for economic development within the N3 corridor.</li> <li>Existing and potential agri-industry associated with the agricultural base of the SEDis and broader area.</li> </ul>	<ul style="list-style-type: none"> <li>High levels of poverty and unemployment and low skills level, particularly in western portions of SEDis, will reduce opportunities for economic engagement and skilled employment.</li> <li>Mismatch between location of economic opportunities and main centres of population.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Expand and diversify the local economic base of the SEDis area to cater for population growth and support the development of Msunduzi.</li> <li>Identify sufficient lands in appropriate locations and with adequate servicing for different forms of economic development.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Global and growing local pressures for accommodating impacts on environment and for improved environmental management with business practices.</li> <li>Increasing pressure to build climate change responses into local level planning and development.</li> <li>Increasing importance of food security.</li> <li>Reducing water resources and need for improved catchment management.</li> </ul>	<ul style="list-style-type: none"> <li>Comprehensive legislative framework and concomitant focus and responsibility of government on environmental management.</li> <li>Environmental and landscape assets within SEDis provide ecosystem goods and services, create an attractive setting and generate opportunities, e.g. for recreation and eco-tourism.</li> </ul>	<ul style="list-style-type: none"> <li>Significant environmental constraints will limit extent of land available for development within SEDis area.</li> <li>Water availability may become an issue as population and industrial demand grows.</li> <li>No clear climate change investment plan.</li> <li>Unresolved priorities relating to conflicts between development and environmental management.</li> <li>Increasing costs of environmental management.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Identify and reserve appropriate lands for conservation.</li> <li>Protect existing important environmental assets, including water resources, habitats and associated species.</li> <li>Establish an appropriate balance between development and environmental management needs.</li> </ul>



**Table 2 : SEDis Development Capacity**

Element	Trends/Issues	Strengths/Opportunities	Constraints/Threats	Implications/Responses
<b>Transport</b>	<ul style="list-style-type: none"> <li>Variable levels of transport infrastructure provision and modal options available in different parts of SEDis area.</li> <li>Dual role of N3 corridor as a national/provincial logistics corridor and a local activity/economic opportunity generator.</li> <li>Commuting patterns and transportation demands likely to change and increase as a result of future population growth and economic development in SEDis.</li> </ul>	<ul style="list-style-type: none"> <li>Reasonable provision of transport linkages around the edges of the SEDis area associated with existing long-distance routes and established settlement areas.</li> <li>Some established north-south linkages within SEDis, including R103 and R56.</li> <li>Major transport proposals (IRPTN, SIP2, N3 bypass, rail bypass) have potential to significantly alter transport network and associated activity patterns.</li> <li>Increasing recognition between stakeholders for need to accommodate multi-modal public transport.</li> </ul>	<ul style="list-style-type: none"> <li>PMB is a radial city lacking adequate concentric linkages.</li> <li>Poor transport linkages within the central SEDis area and no established east-west linkages within SEDis.</li> <li>High reliance on private motor vehicles in parts and low levels of public transport provision currently available within SEDis.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Provide east-west linkages within SEDis to facilitate local connectivity and access and to strengthen concentric linkages within PMB.</li> <li>Adopt a strategic approach to development within the N3 corridor.</li> <li>Strengthen north-south linkages through SEDis.</li> <li>Identify and capitalise on opportunities for improved public transport linkages within SEDis, with the city centre to the north, Edendale to the northwest and economic opportunities in the east.</li> </ul>
<b>Service Infrastructure</b>	<ul style="list-style-type: none"> <li>Large portions of SEDis are undeveloped/greenfield/natural/agricultural and therefore have low or no service infrastructure provision.</li> <li>River reserve requirements present complex capacity constraints within catchments.</li> </ul>	<ul style="list-style-type: none"> <li>Planning and development programmes in place to increase wastewater treatment and water storage capacity.</li> <li>Changes in technology, such as ICT, may generate opportunities for new forms of development/economic activity.</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure capacity is limited, particularly with respect to sewerage infrastructure, for future growth.</li> <li>Electricity capacity constraints and high energy costs will pose a significant risk to economic and social development.</li> <li>Private development expansion paths not always aligned with expansion of bulk infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Significant investment required in infrastructure to address backlogs, provide for basic needs and service any future higher quality developments in SEDis.</li> <li>Carrying capacity of infrastructure may limit development potential of SEDis.</li> </ul>
<b>Land</b>	<ul style="list-style-type: none"> <li>Tension between economic/speculative growth along N3 corridor in east and housing/social facilities backlog in west.</li> <li>Tension between the role of the SEDis as an environmental, agricultural and rural lifestyle area and the growing drive for urban and economic development in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Significant greenfields opportunities for accommodating growth and more creative spatial development concepts, e.g. densification, public transport corridors, ecological buffers.</li> <li>SEDis area caters to a range of lifestyle and settlement options and this can be enhanced and expanded through appropriate planning, design, development and management.</li> </ul>	<ul style="list-style-type: none"> <li>Competing demands for land from commercial, industrial, residential, agricultural, tourism and conservation uses.</li> <li>Low-income housing programme reduces capacity of scarce land to accommodate housing shortages.</li> <li>Designated land use management systems are limited to Ashburton and Lynnfield Park areas.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Develop an appropriate role and vision for the SEDis area.</li> <li>Balance competing demands for land.</li> <li>Identify appropriate locations for different forms of development.</li> <li>Establish an appropriate land use management system for the area.</li> <li>Reserve appropriate areas for non-urban, agricultural and conservation purposes.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>SDF suggests north-south open space connectivity while landform, drainage catchments and river systems within SEDis suggest a predominantly east-west structure.</li> <li>Quality of water resources and receiving environment within SEDis.</li> </ul>	<ul style="list-style-type: none"> <li>Significant environmental resources located within SEDis with local and in some cases provincial and national importance.</li> <li>Existing environmental assets provide a sound basis for an integrated environmental management system.</li> </ul>	<ul style="list-style-type: none"> <li>Carrying capacity of environment may limit development potential of SEDis.</li> <li>Fragile resource base with decreasing capacity to mitigate cumulative impacts of increasing development.</li> <li>Potential impacts of climate change and insensitive development.</li> </ul>	<ul style="list-style-type: none"> <li>Need to improve environmental management and identify an appropriate open space system for SEDis that protects ecological resources, avoids fragmentation and supports surrounding development.</li> </ul>

**Table 3 : SEDis Implementation Landscape**

Element	Trends/Issues	Strengths/Opportunities	Constraints/Threats	Implications/Responses
<b>Land Ownership</b>	<ul style="list-style-type: none"> <li>Majority of lands within SEDis are in private ownership.</li> <li>Land ownership data available for SEDis is incomplete with significant areas of Shenstone/Ambleton, some central portions and areas to the northeast having an 'unclassified' ownership.</li> </ul>	<ul style="list-style-type: none"> <li>SEDis area is owned and managed by a wide range of public, private, corporate and parastatal stakeholders.</li> <li>There are some public lands in SEDis, mainly located west and adjacent to the Mkhondeni area and in Shenstone.</li> <li>Some private capacity to plan and develop land under private and parastatal ownership.</li> </ul>	<ul style="list-style-type: none"> <li>Limited public lands available for public projects.</li> <li>Majority of greenfields opportunities for spatial restructuring are in private ownership.</li> <li>Lack of alignment between major landowners with respect to development vision for the N3 corridor.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Provide appropriate guidance for the development of both public and private lands.</li> <li>Identify opportunities to utilise publicly owned land for social and economic development needs.</li> </ul>
<b>Institutional Alignment and Performance</b>	<ul style="list-style-type: none"> <li>Tension between national/ provincial priorities for N3 corridor and environmental resources and local priorities for urban, economic and social development.</li> <li>Possibility of designation of Msunduzi as a Metro Municipality would have significant implications in terms of institutional responsibility and allocation of resources.</li> </ul>	<ul style="list-style-type: none"> <li>Msunduzi Municipality is in the process of moving towards a position of greater financial stability and sustainability.</li> <li>Improved institutional performance and financial policies and management will help to strengthen this process and secure additional resources for economic and social development.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of shared agreement amongst Msunduzi stakeholders about what the opportunities, constraints and objectives are for the development of the SEDis area.</li> <li>Integration as envisaged through the Municipal Systems Act cannot occur easily between various spheres of government as a result of competing priorities of different sectors.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Develop a shared agreement/ vision for the development of SEDis with buy-in from key stakeholders and communities.</li> <li>Balance potentially competing priorities for the development of SEDis.</li> <li>Align local development proposals with broader development frameworks in Msunduzi and surrounding municipalities and government departments.</li> </ul>
<b>Legal, Policy and Fiscal Environment</b>	<ul style="list-style-type: none"> <li>Policy and legislative changes will prompt changes in the legal and fiscal environment of the Municipality.</li> <li>Municipal and government spending focus on social needs not stimulation of economic growth – i.e. government spending not generating a return in terms of adding to the rates base.</li> </ul>	<ul style="list-style-type: none"> <li>Legal and policy environment supports integrated, high density development.</li> <li>Increased economic and social development and improvements in transport and service infrastructure in SEDis will help to increase land values and generate additional rates income for the Municipality.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of institutional capacity and public resources to drive the growth of the area.</li> </ul>	<p>There is a need to:</p> <ul style="list-style-type: none"> <li>Be realistic about service and project delivery and innovative to generate/ unlock public resources and private investment.</li> <li>Identify what resources and funding are available to drive the implementation of the vision for the area.</li> <li>Prioritise areas/projects where investment is most needed and/or can generate the highest returns.</li> </ul>



## 4 VISION AND OBJECTIVES

### 4.1 ROLE OF SEDIS

The status quo analysis and stakeholder engagement process has help to identify the key existing and emerging roles that the SEDis area performs and which can underpin a vision and objectives for the area.

CURRENT ROLES	SOCIAL	ECONOMIC	ENVIRONMENTAL
<b>National</b>	<ul style="list-style-type: none"> <li>Recreational role with Comrades Marathon (Polly Shorts)</li> </ul>	<ul style="list-style-type: none"> <li>Potential national role linked to Durban-Gauteng N3 Corridor</li> </ul>	<ul style="list-style-type: none"> <li>National biodiversity assets – endemic species</li> <li>Heritage and archaeological significance (Stone-Age)</li> </ul>
<b>Provincial</b>	<ul style="list-style-type: none"> <li>Accommodate urbanisation</li> <li>Recreational role with Amashova cycling race (R56 and R623)</li> </ul>	<ul style="list-style-type: none"> <li>Contribution to the Durban-Pietermaritzburg N3 Corridor at a provincial level</li> </ul>	<ul style="list-style-type: none"> <li>Protected area – contributes to provincial conservation assets</li> <li>Waste dilution role for upper catchments in provincial riparian network</li> </ul>
<b>Local</b>	<ul style="list-style-type: none"> <li>Provides for a small-holding lifestyle and suburban/peri-urban residential choices</li> <li>Expansion opportunities to accommodate population growth</li> <li>Recreational and adventure activities</li> <li>Local social services and activities, e.g. cemetery</li> </ul>	<ul style="list-style-type: none"> <li>Local employment potential linked to agriculture, tourism and new logistics</li> <li>Local industrial and commercial opportunities</li> <li>Tourism potential linked to natural environment/ landscape and Bisley</li> <li>Support to agricultural hinterland, i.e. agri-industry</li> </ul>	<ul style="list-style-type: none"> <li>Local biodiversity and environmental assets</li> <li>Environmental support role to Msunduzi CBD and city centre</li> <li>Eco-tourism significance – natural assets and landscape</li> <li>Landscape and sense of place</li> <li>Agricultural significance</li> </ul>

### 4.2 PRINCIPLES FOR SEDIS

The key principles underpinning the vision and strategic objectives for SEDis are as follows:

- Exploring and applying the concepts of resilience and sustainability in environmental, economic and social terms.
- Recognising the wide ranging needs and varied potential of the area and developing an integrated vision that balances competing needs and development potentials.
- Working with existing community, institutional, environmental, land and infrastructural resources and capacity to develop an optimum outcome for the area.
- Adopting an integrated approach to the development and management of the area employing innovative spatial planning and design concepts.

### 4.3 VISION FOR SEDIS

Based on the status quo analysis, input received through the stakeholder engagement process and the synthesis of issues and key principles outlined above, a vision has been developed for the SEDis area as follows:

*The SEDis area will be developed as a sustainable and productive district of the city that facilitates the consolidation of existing and future anticipated population and economic growth in the area into a spatial pattern that supports and enhances the roles and characteristics of existing and/or new development nodes, corridors and settlements and that protects and enhances tourism, agricultural and environmental resources. It will do this through: the integration of existing development and activities with new opportunities for housing, business, industry, commerce, logistics, tourism and productive uses; the development of a more efficient, transport oriented urban form; the promotion of increased connectivity, access, public transport and NMT usage; the support of an appropriate mix of land uses, activities, facilities, amenities and services that provide opportunities for a diverse range of working, living and recreational options; and through the conservation and management of environmental resources.*

*The urban form will be more compact and will be defined by an integrated open space system that provides for the protection of biodiversity and the delivery of environmental services, including the recreational and cultural needs of the local and municipal population, whilst enhancing the resilience of the natural systems and local communities with respect to the implications of global environmental change. The open space system will structure land uses and activities and will be complemented by appropriate buffers and/or land use management of adjoining areas and the protection and enhancement of agricultural/productive/tourism/recreational/environmental uses to improve the food supply/security, tourism base, recreational offering and environmental sustainability of the municipality.*

#### 4.4 STRATEGIC OBJECTIVES FOR SEDIS

The strategic objectives for the development and management of the SEDis area are as follows:

##### **Protect Biodiversity and Environmental Services**

- Establish an Appropriate Balance between Development and Environmental Management Needs
- Establish a functional Open Space System (OSS)
- Protect, Rehabilitate and Enhance Environmental Services
- Mitigate for Effects of Climate Change
- Identify Institutional and Implementation Agents and Resources
- Promote Multi-functional Role of OSS for Biodiversity, Recreation, Tourism, Flood Management, Visual Amenity, etc.

##### **Develop Sustainable Human Settlements**

- Improve Housing Delivery and Choice
- Provide Social Facilities and Amenities to Address Backlogs and Serve Future Growth
- Improve Integration between Housing, Facilities, Transport and Employment
- Provide Suitable Level of Services to Address Basic Needs and Higher Order Economic Demand

##### **Promote Local Economic Development and Employment Generation**

- Support and Strengthen Existing Economic Sectors and Activities
- Expand and Diversify the Local Economic Base of SEDis
- Identify Sufficient Lands in Appropriate Locations and with Appropriate Service Levels for different forms of Economic Development
- Encourage Employment Generating Development

##### **Improve Physically Connectivity and Access**

- Establish Improved Regional Access and Integration
- Improve Local Connectivity, Internal Circulation and Access
- Adopt a Strategic Approach to Development within the N3 Corridor
- Improve Public Transport and NMT
- Utilise Transport Routes to Structure and Support Development
- Improve Traffic Management Systems
- Improve Integration between Living and Working

##### **Provide Supporting Infrastructure and Services**

- Provide Infrastructure and Services to Meet Basic Needs
- Upgrade and Extend Water Supply and Sanitation Infrastructure to Support Development and Protect Environmental Resources
- Promote Improved Electricity Supply and Telecommunications Network and Capacity
- Identify Appropriate Infrastructure Service Levels for Social and Economic Needs
- Identify/Secure Funding Streams to Construct and Maintain Service Infrastructure

##### **Develop Appropriate Approaches to Land Use Management/Development and Urban Design**

- Develop an Appropriate Role and Vision for the Area
- Balance Competing Demands for Land
- Identify Appropriate Locations for Different Forms of Development
- Establish an Appropriate Land Use Framework for the Area
- Reserve Appropriate Areas for Non-urban, Agricultural and Conservation Purposes
- Develop Urban Design Guidance for different forms of Development

### **Develop Appropriate Guidance and Mechanisms for Public and Private Investment/Developments**

- Develop a Shared Agreement/Vision for Area with buy-in from Key Stakeholders and Communities
- Align Local Development Proposals with Broader Development Frameworks in Msunduzi and Surrounding Municipalities
- Promote Public and Private Partnerships and Co-ordination
- Identify Opportunities to Utilise Publicly Owned Land for Social and Economic Development Needs
- Identify/Secure Funding for Development Implementation and Improve Institutional Capacity and Delivery

The roles, principles, vision and objectives outlined above will provide key starting points for drafting the Planning and Development Framework in the subsequent stage of the project.

## **5 REFERENCES**

Refer to references in Status Quo Technical Note reports.

## 6 APPENDIX : KEY OUTCOMES OF STAKEHOLDER ENGAGEMENT

### 6.1 PROJECT WORKING GROUP STATUS QUO WORKSHOP

A workshop was held on 15<sup>th</sup> and 16<sup>th</sup> May 2013 to present and discuss the key findings of the Status Quo assessments with the Project Working Group. This was a valuable exercise to engage with Municipal stakeholders and to improve the understanding of the SEDis area for both the consultant team and the Msunduzi Municipality officials and councillors in attendance at the workshop.



#### 6.1.1 KEY ISSUES

At the workshop session, the key issues facing the development of the SEDis area were identified as:

Theme	Key Issue
<b>Planning</b>	<ul style="list-style-type: none"> <li>Does SEDis have a vision? What is its business role?</li> <li>Vision to be integrated with the provincial vision.</li> <li>When housing people – ensure they have enough land to prevent encroachment (proactive planning).</li> <li>Planning must be robust and flexible.</li> <li>Planning for sustainable cities – precautionary principle.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>Lack of funding preventing development.</li> <li>Cumulative impact of the bulk infrastructure to come.</li> <li>There are issues of responsibility and control.</li> <li>Alignment of government budgets needed.</li> <li>Need for capacity to manage infrastructure operations.</li> </ul>
<b>Integrated Development / Inclusive Growth</b>	<ul style="list-style-type: none"> <li>Qualitative development.</li> <li>Ensuring there is residential provision closer to employment opportunities.</li> <li>Spatial connectivity.</li> <li>Assessment of developments coming on board – what jobs will they create? And will they warrant need for housing?</li> <li>How to create economic opportunities in poorer areas?</li> <li>The N3 cannot be moved; neither can the communities straddling it.</li> <li>Issues of control and release of land – land acquisition.</li> <li>There is an issue around planning practice – TMM is directly responding to private developers because TMM does not own the land (Corporate strategic development agenda).</li> <li>Issues around land ownership/ availability/ regulation/ location/ developability.</li> <li>There is a need for an integrated approach to solve problems where they are – regeneration of existing developments.</li> </ul>
<b>Alignment</b>	<ul style="list-style-type: none"> <li>Integration with adjacent municipalities.</li> <li>Internal and external stakeholder alignment.</li> <li>Alignment with NDP and SIPS2.</li> <li>Also talks to environmental aspects – trade-offs.</li> <li>Demarcation issues – some adjacent areas have very different planning objectives.</li> <li>Performance requirements must be defined in order to function with a coherent goal.</li> <li>Alignment = collaboration and engagement.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Align with national objectives – SANRAL/Rail.</li> <li>Accommodate urban integration and connectivity.</li> <li>Objective of the ITP/NMT.</li> <li>Public transport – IRPTN.</li> <li>Collective impact of development.</li> </ul>

	<ul style="list-style-type: none"> <li>Legislative compliance.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>Climate change.</li> <li>Biodiversity asset sustainability.</li> <li>Maintaining and preserving a unique landscape (sense of place).</li> <li>Resolve/manage interface conservation areas and urban development.</li> <li>Ecological infrastructure – important that current terminology is used as per national imperatives.</li> <li>Legislative compliance.</li> <li>Need a shift in thinking – from the perception that development and environmental preservation are conflicting to sustainable development and green economy.</li> <li>Brown field environmental issues.</li> <li>Potential to create revenue from areas of environmental importance.</li> <li>Functional ecosystems either side of N3.</li> </ul>
<b>Financial</b>	<ul style="list-style-type: none"> <li>Role of SEDis in the financial recovery of TMM.</li> <li>CAPEX – currently under-spent.</li> <li>OPEX – implications of maintenance.</li> <li>Funding models for municipalities – significant portion comes from solar energy.</li> <li>Alternative revenue generation.</li> <li>Carbon benefits – source of funding for municipalities.</li> <li>In eThekweni ecological services are a budgeted item.</li> <li>Innovation is required – e.g. grassland sequestration of carbon dioxide.</li> </ul>

<b>and Infrastructural Drivers</b>	<ul style="list-style-type: none"> <li>Carbon Emission Targets</li> <li>Energy Cost</li> <li>Water Availability</li> <li>SIPS2</li> <li>IRPTN</li> </ul>	<ul style="list-style-type: none"> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Uncertain and High Impact</li> <li>Uncertain and High Impact</li> <li>Certain and High Impact</li> </ul>
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### 6.1.3 ROLE OF SEDIS

The workshop session provided an important platform for the various stakeholders to discuss the current role of the SEDis area. The key outcomes from these discussions are set out below:

CURRENT ROLES	SOCIAL	ECONOMIC	ENVIRONMENTAL
<b>National</b>	<ul style="list-style-type: none"> <li>Recreational role with Comrades Marathon (Polly Shorts)</li> </ul>	<ul style="list-style-type: none"> <li>Potential national role linked to Durban-Gauteng N3 Corridor</li> </ul>	<ul style="list-style-type: none"> <li>National biodiversity assets – endemic species</li> <li>Heritage and archaeological significance (Stone-Age)</li> </ul>
<b>Provincial</b>	<ul style="list-style-type: none"> <li>Accommodate urbanisation</li> <li>Recreational role with Amashova cycling race (R56 and R623)</li> </ul>	<ul style="list-style-type: none"> <li>Contribution to the Durban-Pietermaritzburg N3 Corridor at a provincial level</li> </ul>	<ul style="list-style-type: none"> <li>Protected area – contributes to provincial conservation assets</li> <li>Waste dilution role for upper catchments in provincial riparian network</li> </ul>
<b>Local</b>	<ul style="list-style-type: none"> <li>Provides for a small-holding lifestyle and suburban/peri-urban residential choices</li> <li>Expansion opportunities to accommodate population growth</li> <li>Recreational and adventure activities</li> <li>Local social services and activities, e.g. cemetery</li> </ul>	<ul style="list-style-type: none"> <li>Local employment potential linked to agriculture, tourism and new logistics</li> <li>Local industrial and commercial opportunities</li> <li>Tourism potential linked to natural environment/landscape and Bisley</li> <li>Support to agricultural hinterland, i.e. agri-</li> </ul>	<ul style="list-style-type: none"> <li>Local biodiversity and environmental assets</li> <li>Environmental support role to Msunduzi CBD and city centre</li> <li>Eco-tourism significance – natural assets and landscape</li> <li>Landscape and sense of place</li> <li>Agricultural significance</li> </ul>

### 6.1.2 KEY DRIVERS

The key drivers that will shape the development of the SEDis area include:

Sector	Key Driver	Rating
<b>Social Drivers</b>	<ul style="list-style-type: none"> <li>Population Growth</li> <li>Land Invasion</li> <li>Land Claims</li> <li>Social Justice</li> <li>Demographic Change</li> <li>Poverty</li> </ul>	<ul style="list-style-type: none"> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Uncertain and High Impact</li> <li>Uncertain and High Impact</li> <li>Certain and High Impact</li> </ul>
<b>Economic, Financial and Institutional Drivers</b>	<ul style="list-style-type: none"> <li>Economic Base Structure</li> <li>Institutional Performance</li> <li>New Technology – ICT</li> <li>Policy and Legislative Change</li> <li>Financial Sustainability</li> <li>Financial Policy</li> </ul>	<ul style="list-style-type: none"> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Certain and High Impact</li> <li>Certain and High Impact</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Climate Change</li> </ul>	<ul style="list-style-type: none"> <li>Uncertain and High Impact</li> </ul>

Note: Colours used above indicate level of significance of each role with higher significance shown in red, moderate significance in orange and lower significance in green.

## 6.2 PUBLIC PARTICIPATION STATUS QUO WORKSHOP

A public participation workshop was held on 3<sup>rd</sup> August 2013 at the Msunduzi City Hall. The purpose of the public meeting was to present the key findings of the initial status quo assessment stage of the project, to facilitate public interaction, to obtain feedback regarding any issues that had not been adequately addressed and to inform subsequent stages of the project, in particular the vision and development concepts for SEDis.

### 6.2.1 PUBLIC PARTICIPATION PROCESS

Public participation was facilitated in a number of ways at the meeting:

- A presentation was made by the Royal HaskoningDHV consultant team, covering issues related to planning, urban design, transport, infrastructure, environment, economic, finance and housing.
- Members of the public in attendance at the meeting were given the opportunity to raise questions, points of clarity and issues of concern and these were then addressed and discussed at the meeting.
- Comments sheets were provided so that issues could be recorded by those in attendance and circulated more broadly.

### 6.2.2 KEY THEMES AND ISSUES RAISED

During and following the presentation, a number of points of clarification, concern, disagreement and debate were raised and discussed. The main themes of the feedback and discussion at the meeting were as follows:

Theme	Issues Raised	Response and Outcome
<b>Stakeholder Engagement Process</b>	There were a number of concerns raised regarding the stakeholder engagement process for the project and it was felt that this did not adequately facilitate participation by members of the community. Key	This was discussed with the Msunduzi officials present at the meeting and it has been agreed to hold a further public meeting in Ashburton to facilitate further public participation and stakeholder

	<p>issues raised included the following:</p> <ul style="list-style-type: none"> <li>• venue and time chosen for the meeting</li> <li>• lack of detail available in the presentation</li> <li>• utilisation and incorporation of stakeholder information into the Status Quo report</li> </ul>	<p>engagement at the meeting. It was also agreed at the meeting that the status quo reports would be made publicly available so that the community could examine the detailed information available in the reports and provide their comments. It was also highlighted at the meeting that there will also be a further opportunity for public participation once the draft development concepts have been prepared as these will also be made publicly available for comment.</p>
<b>Base Information</b>	<p>A number of concerns were raised regarding the accuracy of the base information presented and used for the project, including the:</p> <ul style="list-style-type: none"> <li>• absence of information on game farms in the central areas</li> <li>• lack of detailed information on the environment/river systems (information available locally and from District SEA and Mkhondeni SEA)</li> <li>• housing project identified in the Foxhill area</li> <li>• population figures referred to from the Census</li> <li>• nature of the catchment structure referred to by the consultants</li> </ul>	<p>It was discussed at the meeting that the consultants welcomed any input and more detailed information available from the community, that they would make contact and acquire any relevant information and that they would review the project information to ensure accuracy. It was also highlighted that the information presented was only the key findings and that there was significant additional information in the technical reports prepared by the project team.</p>
<b>Environment and Landscape</b>	<p>Issues were raised in relation to the importance of the green environment and rural landscape in SEDis, the existing river systems and the need to protect existing conservancies and identify biodiversity corridors.</p>	<p>The importance of the environment and landscape was acknowledged at the meeting and it was noted that members of the project team had previously been involved in D'MOSS and that this issue would be properly addressed in the project.</p>
<b>Project Approach</b>	<p>A concern was raised regarding the project approach and that it should follow the approach used in the CBD</p>	<p>It was noted at the meeting that the SEDis area was very different in character to the CBD, that it was</p>



	project, namely Kevin Lynch's urban performance dimensions.	more greenfields (i.e. suburban, rural and agricultural) in nature compared to the CBD, which was more brownfields in character, and that it was not appropriate to use the same approach (of urban performance dimensions as used in the CBD) for both projects.
<b>N3 Bypass</b>	An issue was raised regarding the impact of the N3 bypass on the planning for SEDis and whether this would be factored in.	It was noted at the meeting that this would be considered as part of the planning for SEDis and deal with in the further stages of the plan process.
<b>Metro Status</b>	An issue was raised regarding how the possible future Metro status of Msunduzi might affect the SEDis project and area.	
<b>Timeframe for Adoption of Plan and Interim Development Control</b>	An issue was raised in relation to the timeframe for the adoption of the LAP and how development would be controlled/ managed in the interim.	It was noted at the meeting that the existing SDF would be the main tool underpinning the management of development proposals in the interim and that once the draft LAP was available this would also be considered.
<b>Existing Communities</b>	A significant issue emerged from the public participation process regarding the needs, interests, lifestyles, activities, etc. of existing communities in the SEDis area. This included small holding lifestyles, game farm activities, environmental protection of the Mkhondeni and Mpushini conservancy areas, retirement amenities, economic employment needs, etc.	This is an important issue and the project team is committed to recognising and addressing this in the planning process for the SEDis LAP.

Query	Comment
<b>Like about SEDis Area</b>	<ul style="list-style-type: none"> <li>Natural environment, peaceful/country lifestyle, lower crime levels, climate/thornveld and wildlife.</li> <li>Proximity to N3 corridor.</li> <li>Sense of community in Ashburton.</li> <li>Ashburton can provide basic needs and PMB close by for more specialist services.</li> </ul>
<b>Dislike about SEDis Area</b>	<ul style="list-style-type: none"> <li>Development of heavy industrial areas (e.g. industrial expansion from Mkhondeni towards Bisley and Mpushini agricultural area) and development that will destroy the existing character.</li> <li>Public transport system is very poor and expensive.</li> <li>Lack of sewerage system, poor soils and increasing development in Ashburton leading to pollution of rivers.</li> <li>Cell phone reception is poor and cable theft is common, impacting on home businesses.</li> </ul>
<b>Key Municipal Initiatives</b>	<ul style="list-style-type: none"> <li>Develop sewerage infrastructure system for Ashburton to avoid pollution of Mpushini river and avoid health risks.</li> <li>New link roads to improve public transport systems, which would help workers in particular.</li> <li>Encourage greater stakeholder engagement to reach more people.</li> <li>Maintain and retain existing character of the area.</li> <li>Control industrial expansion and residential development.</li> <li>Upgrade old main road (Lynnfield Park to Mkhondeni).</li> <li>Establish and build a (Model C) primary school in Ashburton.</li> </ul>
<b>General Comments</b>	<ul style="list-style-type: none"> <li>Obtain views and understand needs of other groups, e.g. businessmen, farmers, farm workers, domestic workers, working class families, unemployed youth.</li> <li>Strong environmental lobby must be able to offer some economic and social spinoffs for other sections of the community, e.g. linked to income generation through making and marketing crafts, permitting collection of medicinal plants, creating employment such as removing alien invasive plants, and should engage with local schools on building awareness of environmental issues to help develop a longer term understanding of environmental issues.</li> <li>Keep up this initiative, take control of development and keep public and investors informed of all changes or proposed changes to the status quo.</li> <li>Query regarding if and when the Ashburton N3 off ramp will be upgraded.</li> </ul>

### 6.2.3 COMMENT SHEETS

Comment sheets were provided to facilitate public feedback and the key issues identified on the comment sheets received are highlighted below.

It is important to note that there was significant feedback from representatives of the eastern communities within SEDis during the stakeholder engagement process, however, there was limited feedback received in relation to the needs, aspirations

and interests of the western communities. From the status quo analysis and stakeholder feedback, key issues in the western communities are likely to include housing, basic services, employment opportunities, social facilities, land invasions, public transport provision, etc.

A further public meeting was held on 29<sup>th</sup> August at the Ashburton Community Hall to address concerns raised at the previous public meeting and further facilitate public participation and engagement. A number of issues were raised at the meeting and in the form of additional comment sheets. It was discussed at the meeting that the Status Quo technical notes would be made publicly available and that there would be an opportunity for the community to examine and comment on the detailed information available within the reports. The comments and input received will then be considered as part of the next phases of the plan preparation process.

Draft