

UMHLATHUZE SPATIAL DEVELOPMENT PERSPECTIVE

This chapter represents an extract of the uMhlathuze Spatial Development Framework and should be read in conjunction with the comprehensive Spatial Development Framework of the uMhlathuze Municipality. This chapter also makes reference to the Municipal Human Settlement Plan and should therefore also be read in conjunction with the comprehensive Municipal Human Settlements Plan of the uMhlathuze Municipality.

The Spatial Development Framework (SDF) can be considered as a visual presentation that seeks to guide the overall spatial distribution of current and desirable land uses within a municipality in order to give effect to the vision, goal and objectives of the municipal IDP, in keeping with the principles for land development. As such, it should guide spatial growth, conservation of the natural and built environment as well as the correction of past imbalances. It should also indicate areas where strategic intervention is required and should act as marketing tool to indicate where development could be promoted.

1. SPATIAL DEVELOPMENT VISION

The long term vision of the Municipality is:

“The Port City of uMhlathuze offering improved quality of life for all its citizens through sustainable development.”

The above municipal vision underpins the following mission elements:

- Job Creation through Economic Development
- Improving Citizens Skills Levels and Education
- Improve Quality of Citizens Health
- Creation of Secure and Friendly City through Fighting Crime
- Planned Rural Development Interventions
- Maintaining Consistent Spatial Development
- Commitment to Sustainable Environmental Management

In Support of the above Municipal wide (IDP) vision and mission, the uMhlathuze Municipal Spatial Development Framework vision is:

“Progressive and sustained socio-economic transformation poised for equal distribution of opportunities to all citizens.”

2. ALIGNMENT WITH POLICIES, PLANS AND LEGISLATION

Due cognisance is taken of a number of National and Provincial policies and plans as well as legislation when preparing a municipal SDF. A short summary of the key policies, plans and legislation is provided hereunder:

- 1. Sustainable Development Goals:** 17 Sustainable Development Goals (SDGs): 2020-2030 Vision. The following three SDGs are noted given their relevance to the context in which uMhlathuze is functioning. Sustainability and integration issues are at the focus of the spatial transformation program being pursued by the municipality.

SDG	Goal Description	Application to uMhlathuze
6	Ensure available and sustainable management of water and sanitation for all.	<ul style="list-style-type: none">○ The uMhlathuze Municipality is a Water Services Authority (WSA) and the Water Service Provider (WSP).○ A total of 96.75% households have access to the basic RDP level of water supply service as of 31 March 2016 and the water backlog is 3.25%. One of the main challenges being dealt with is constant supply of water with fewer interruptions. An annual target to eradicate the remaining backlog has been determined.○ A total of 85.44% households had access to the basic level of service for sanitation as of 31 March 2016 and the backlog remains at 13.03%. An annual target to eradicate the remaining backlog has been determined.○ Post the August 2016 Local Government Elections and the incorporation of wards from the Ntambanana Municipality, the above figures will be reviewed to reflect the backlogs from Ntambanana as well.○ The Municipality has prepared Water and Sewer Bulk Master Plans to inform water and sewer planning and investment. These plans will also require updating post the August 2016 Local Government Elections.

9	<p>Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.</p>	<ul style="list-style-type: none"> ○ The establishment of a Techno Hub in Richards Bay is being pursued, on a co-development principle, between the Richards Bay IDZ (Industrial Development Zone) and the uMhlathuze Municipality. ○ During 2002, the Downstream Aluminium Centre for Technology (DACT) was launched with support from the DTI. The Centre is an incubator that assists potential entrepreneurs from local and emerging communities. The facility has a customized building, equipped to obtain patterns and dies for the manufacture of the range of cast aluminium garden furniture, architectural fittings, balustrades, filigree work, corner brackets, lamps poles and light fittings.
11	<p>Make cities and human settlements inclusive, safe, resilient and sustainable.</p> <p><i>Goal 11.1 ... that citizens have access to adequate, safe and affordable housing and basic services, and upgrade slums.</i></p> <p><i>Goal 11.3 ... that all countries must enhance inclusive and sustainable urbanization and capacities for participatory, integrated and sustainable human settlement planning and management ...</i></p> <p><i>Goal 11.a ... countries must support positive economic, social and environmental links between urban, peri-urban and rural areas ...</i></p> <p><i>Goal 11.b requires that by 2020 all countries must increase the number of cities and human settlements adopting and implementing integrated</i></p>	<p>The uMhlathuze Municipality has resolved to establish Human Settlement Restructuring Zone. These restructuring zones are intended as an instrument (among others) to pursue restructuring of South African cities. This is essentially about integration: economic, racial and social. Restructuring is largely about moving away from housing interventions that entrench/enforce or in any way maintain the spatial status quo, which reinforces certain social and economic disparities.</p> <p>In line with the above, there Human Settlement projects have been initiated in the identified restructuring zones namely the uMzingwenya Slums Clearance Project, Aquadene Integrated Human Settlements Project (bulk services under construction) and the Empangeni Mega Housing Project.</p>

	<i>policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, resilience to disasters etc.</i>	
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2. **National Development Plan:** S.A. Government plan to eliminate poverty and reduce inequality by 2030. The uMhlathuze Municipality has embarked on the preparation of a Municipal Economic Development Transformation Roadmap. Also, particular attention is being given to the upliftment and revitalization of the Township Economy.
3. **Strategic Integrated Projects (SIPs):** Presidential Infrastructure Coordinating Commission.

SIP 1 Unlocking the northern mineral belt with Primary Mineral Reserves Waterberg as the catalyst	The rail capacity between Mpumalanga and Richards Bay is relevant in this instance. The uMhlathuze Municipality has budgeted R100 million to spend on the electricity line to RBCT to avoid future failure of electricity supply to this large export facility. The Port expansion of Richards Bay is a permanent discussion item between the uMhlathuze Municipality and the Richards Bay Port (Transnet).
SIP 8 Green energy in support of the South African economy	Numerous green economy initiatives are either being pursued or supported by the uMhlathuze Municipality in its area of jurisdiction.

4. **Provincial Growth and Development Strategy:** KZN Province Strategy to promote KZN to be a prosperous Province with a healthy, secure and skilled population, gateway to Africa and the world by 2030
5. **N2 Corridor Plan:** Durban - Richards Bay to Kwambonambi: To develop a clear 25 year strategic plan for the development, land usage and transport mobility of the affected area.
6. **uMhlathuze-Ulundi-Vryheid Secondary Corridor Plan:** To develop a 25 year strategic framework that identifies spatial issues and opportunities.
7. **uThungulu Growth and Development Strategy**

There is significant alignment between the above key policies and plans. For example, the SDG goal to significantly access to adequate, safe and affordable housing; support social, economic and environmental links as well as increasing human settlements which mitigate and adapt to climate is of particular relevance to the Municipality and is addressed in the National Housing Code; National Upgrading Support Programme; National Development Plan; Provincial Growth and Development Strategy and Outcome 8 strategic objectives.

Table 1: Summary of Core Spatial Planning Principles

SPLUMA Development Principles	Core Spatial Development Principles
Spatial Justice	<ul style="list-style-type: none"> ○ Address the spatial legacy ○ Integrated human settlement development ○ Redress spatial and other development imbalances through improved access to and use of land
Spatial Sustainability	<ul style="list-style-type: none"> ○ Encourage sustainable development, promote densification, discourage urban sprawl ○ Integration of all physical aspects of land/economic development ○ Optimize the use of existing resources ○ Strategic environmental assessment
Spatial Efficiency	<ul style="list-style-type: none"> ○ Nodes and corridors ○ Urban development edge
Spatial Resilience	<ul style="list-style-type: none"> ○ Urban and rural integration ○ Promote mixed use development
Good Administration	<ul style="list-style-type: none"> ○ Capital investment framework, priority spending areas ○ Cross boundary developments

The National Development Plan 2030 makes a strong statement about the need to “address the challenge of apartheid geography” which is defined in terms of **living, working and environmental sustainability**. To this end, the following 5 pillar of Spatial Transformation are noted:

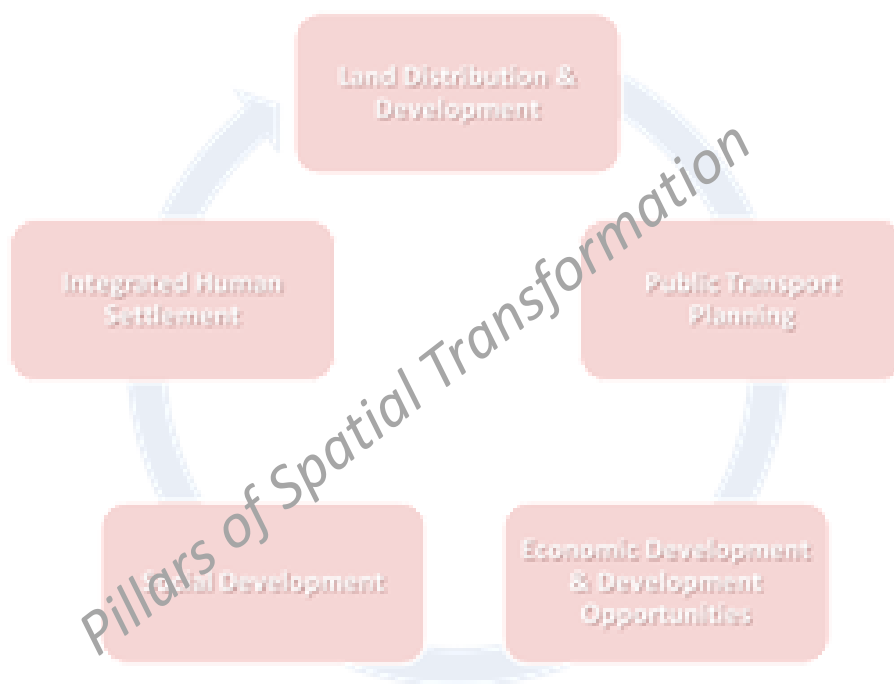
5 Pillars of the Spatial Transformation:

1. Land Distribution and Development (Brown and Green fields)
2. Public Transport Planning
3. Economic Development and Economic Opportunities
4. Social Development
5. *Integrated Human Settlement*

The **Spatial Land Use Management Act (SPLUMA)** has been proposed as a possible tool to effect spatial transformation. To this end, the main objective of the uMhlathuze Municipal Spatial Transformation Concept is as follow:

To address integrated development, city compacting, structural elements, equal access to land and create sustainable economic development opportunities which will contribute to job opportunities.

Figure 1: Pillars of Spatial Transformation



3. SPATIAL STRUCTURING ELEMENTS

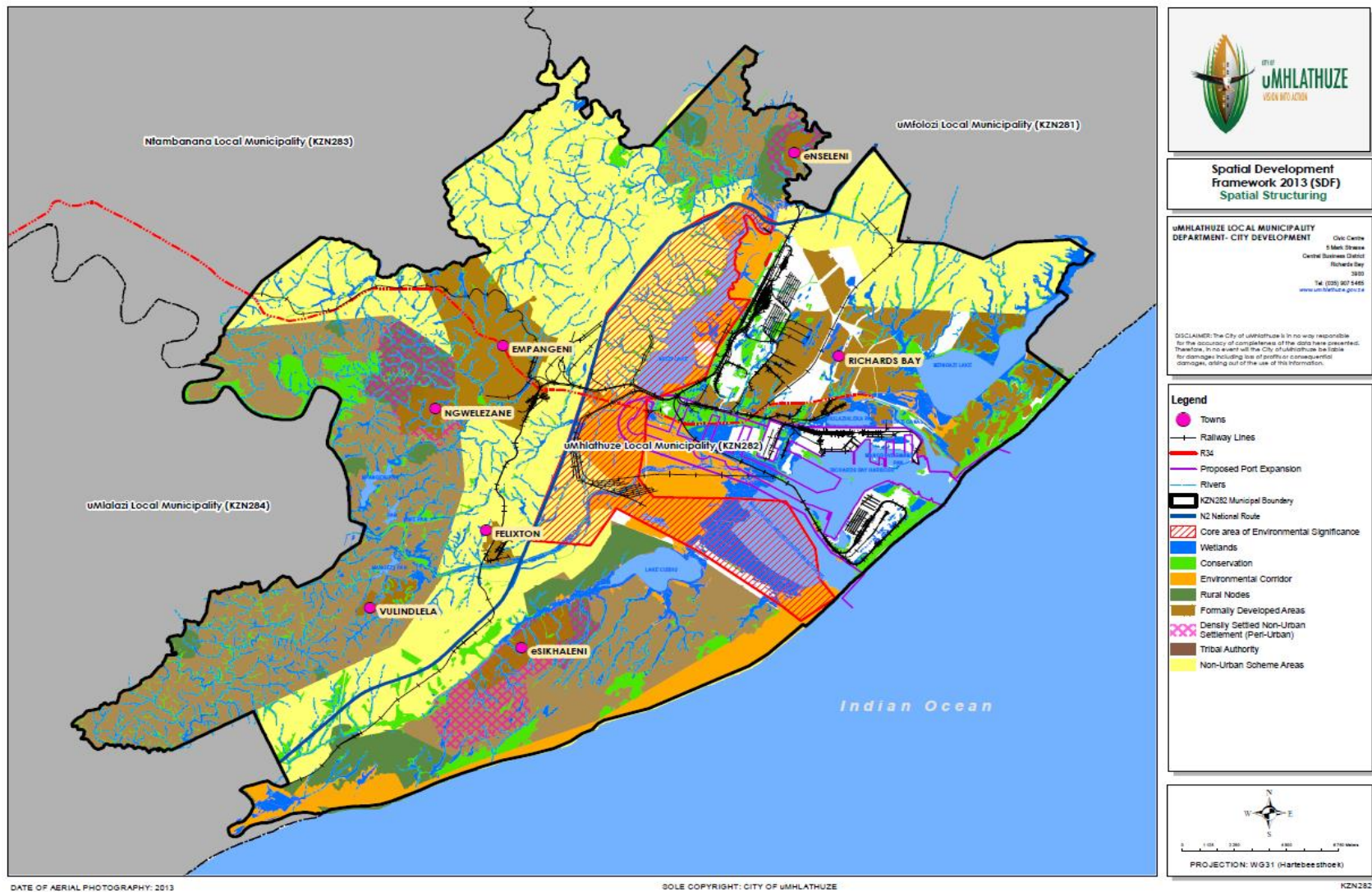
There are a number of natural and man-made phenomenon that have shaped and continue to shape the uMhlathuze Municipality. The area is inundated with a system of wetlands and natural water features such as Lakes Cubhu, Mzingazi, Nsezi and Nhlabane. Major rivers include the Mhlathuze and Nsezi. The municipal area includes the formal towns of Empangeni, Richards Bay, eSikhaleni, Ngwelezane, eNseleni, Vulindlela and Felixton as well as the Traditional Authority areas under Amakhosi Dube, Mkhwanazi, Khoza, Mbuyazi and Zungu. Apart from the areas of natural significance, large tracts of land are under commercial agricultural production.

The main access into the municipal area is via the N2 in a north south direction and in an east west direction the R34 from Ntambanana. Other significant roads in the area include the MR431 (that provides a northerly entry into Richards Bay from the N2) as well as the Old Main Road that straddles the N2 on its inland. Railway lines are prevalent in the municipal area but do not provide a passenger service, only a commercial/industrial service is provided. The municipality has the benefit of about 45km of coastline of which about 80% is in its natural state. Linked to its coastal locality is the Richards Bay deep-water port that has been instrumental in the spatial development of the area in the past and will definitely impact on the areas' future spatial development. There is one airport and a couple of landing strips in the municipal area.

The developability of the municipal area has limitations given topography and natural features as can be noted from the map at overleaf.

More details in respect of the natural (environmental) characteristics are also provided herewith.

Map 1: Spatial Structuring Elements



3.1 ENVIRONMENTAL CHARACTERISTICS

The **geomorphology** of the landscape is generally described as a low-relief area that is bounded by a coastline and a high-relieve terrain on the landward side. Forming part of the Zululand Coastal Plain, the area indicates a history of erosion and sedimentation, and sea level fluctuations.

The municipal area falls within the which is recognized as the second richest floristic region in Africa: containing approximately 80 % of the of South Africa's remaining forests, rich birdlife and many other significant flora and fauna species. The uMhlathuze Municipal Area supports a total of 174 Red Data species, which has been reported as amongst the highest in the country for an area of its size.

The geology and geomorphology of the area controls the transport and storage of water and influences the **hydraulic functions of the ground water system**. Furthermore, the soils are very permeable and almost all the rainfall infiltrates into the groundwater, where it is temporarily stored before being discharged into the streams, lakes and wetlands.

3.2 ENVIRONMENTAL ASSETS

The environmental assets of the areas are briefly described hereunder:

Economic Development: Coastal Dunes contain heavy minerals that are sought after for mining, which is a key sector in the context of regional economic development and national plans.

Tourism: The beaches are significant tourism assets for the municipality, attracting an Annual Beach Festival a hosting beach events at Alkanstrand, and providing a seasonal holiday destination and on-going recreational amenity. Other tourism assets worthy of preservation are the area's lakes and forests, heritage sites, conservation areas around Mzingazi River, and the estuary found south of the Port. The proposed developments of the waterfront, has a strong tourism focus. Environmental assets and socio-economic indicators have therefore been considered in the conceptual plans for the Waterfront.

Water Resources: The coastal Lakes (Lake Mzingazi, Lake Cubhu and Lake Nseze) are important water resources for the municipality. The development of Richards Bay in particular, with its industrial development, has seen a significant increase in the abstraction rates of these lakes over the past 20 years.

Ecological Features: Water logged areas have been drained to accommodate development but has in the process, created important hydrological and ecological linkages. In certain instances, these artificial regimes,

have resulted in the formation of valuable natural assets that support high levels of biodiversity and species endemism. An example of such is the Thulazihleka Pan system in Richards Bay.

3.3 ENVIRONMENTAL SERVICES MANAGEMENT PLAN

The ESMP outlines, amongst others, the following critical goals Environmental Services Management:

- To define cohesive and functional spatial management units within the municipal area that need to be managed in order to optimise the delivery of environmental services.
- To develop management plans for each management unit that identify the management activities required to secure environmental services supply.

The areas that provide environmental services to the City are spatially defined, and the following “Levels” of protection were determined:

Level 1: Environmental Corridors (Nature Reserves): Included in the nature reserve zone are areas of high biodiversity and environmental significance that require a high level of legal protection. It is recommended that these areas be proclaimed as nature reserves in terms of relevant legislation such as the National Environmental Management Protected Areas Act.

Level 2: Conservation Zone: Included in the conservation zone are areas of biodiversity/ environmental significance, which are not viable for proclamation as nature reserves, but that require some form of legal protection. No transformation of the natural assets or the development of land for purposes other than conservation should be permitted in this zone. Sustainable use of renewable resources is permitted.

Level 3: Open Space Linkage Zone: Included in the open space linkage zone are areas that provide a natural buffer for Level 1 and 2 Zones, areas that provide a natural link between Level 1 and 2 Zones and areas that supply, or ensure the supply of, significant environmental services. Transformation of natural assets and the development of land in these zones should only be permitted under controlled conditions.

Level 4: Development Zone: Includes all areas that are not included in Level 1, 2 and 3 zones. Areas in this zone are either already developed or transformed and contain land and natural assets that are not critical for environmental service supply.

3.3 AIR QUALITY

Air quality management plays an integral part in land use planning and zoning. A study was initiated to assess air quality within the municipality. The main objective of the air quality investigation was to inform the Spatial Development Framework for the City of uMhlathuze to ensure all environmental aspects were considered for current and future planning.

Council adopted the outcomes of the study in November 2006. The study had the following focus areas:

- Determination of ambient air quality limits to be adopted as targets for areas within the City of uMhlathuze;
- Determination of areas where local air quality limits are exceeded or are in danger of being exceeded;
- Determination of buffer zones for existing industrial areas; and,
- Identification of possible future industrial development areas that would not impact on the health and well-being of the residents in uMhlathuze or on the sensitive environment.

3.4 COASTAL ISSUES

Coastal Management:

The uMhlathuze municipality is bordered by approximately 48 km of coastline, which presents a number of economic, conservation and recreational opportunities. The shoreline is characterized by sandy beaches, well established dune formations, estuarine environments, and hosts the country's largest deep water Port.

Coastal Erosion:

As is the case with most coastal municipalities in KwaZulu-Natal, the Municipality has encountered severe coastal erosion, which requires a management response that would prevent further loss of beaches, damage to property and infrastructure. Being predisposed to disruption of natural wave action because of the Port entrance, Alkantstrand beach at Richards Bay requires a reliable sand bypassing scheme. In the absence of sand budget on the Northern beaches, the municipality has to implement soft engineering techniques to mitigate against an eroding coastline. Any further development of the coast is furthermore required to take cognizance of the Coastal setback lines adopted by the municipality.

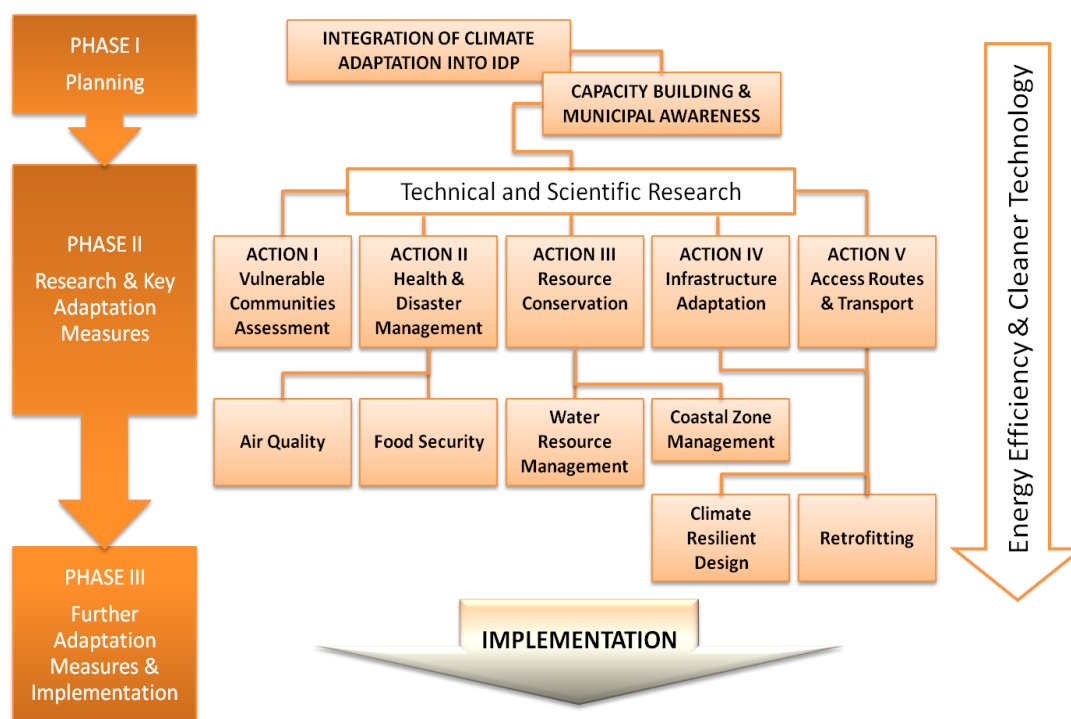
Coastal access:

Sanctioned by the National Environmental Management: Integrated Coastal Management Act, Act 24 of 2008, a number of coastal access points is being considered. These access areas are strategically important as they aim to create safe, equitable beach access, as well as improved recreational and tourism opportunities.

3.5 CLIMATE CHANGE

A climate change strategy has been drafted on the basis of two fundamental principles, i.e. **mitigation** and **adaptation** through the implementation of the Climate Change Municipal Action Plan. The Municipal Action plan adopts a phased approach to allow for a systematic and realistic response to potential climate impacts. Represented in the following figure, it is proposed that the plan be adopted over a 5-year period, coinciding with the rollout of the Municipality's Integrated Development Plan (IDP).

Figure 2: Phased Approach to Municipal Action Plan



3.6 BIODIVERSITY AND DEVELOPMENT

The greater uMhlathuze Municipal Area supports a total of 174 Red Data species, which according to the South African National Biodiversity Institute, ranks amongst the highest in the country for an area of its size. This remarkable concentration of Red Data Species is one of the main reasons that most of the remaining percentage of undeveloped, indigenous land cover, is considered irreplaceable by Ezemvelo KZN Wildlife for meeting its conservation objectives in the Province.

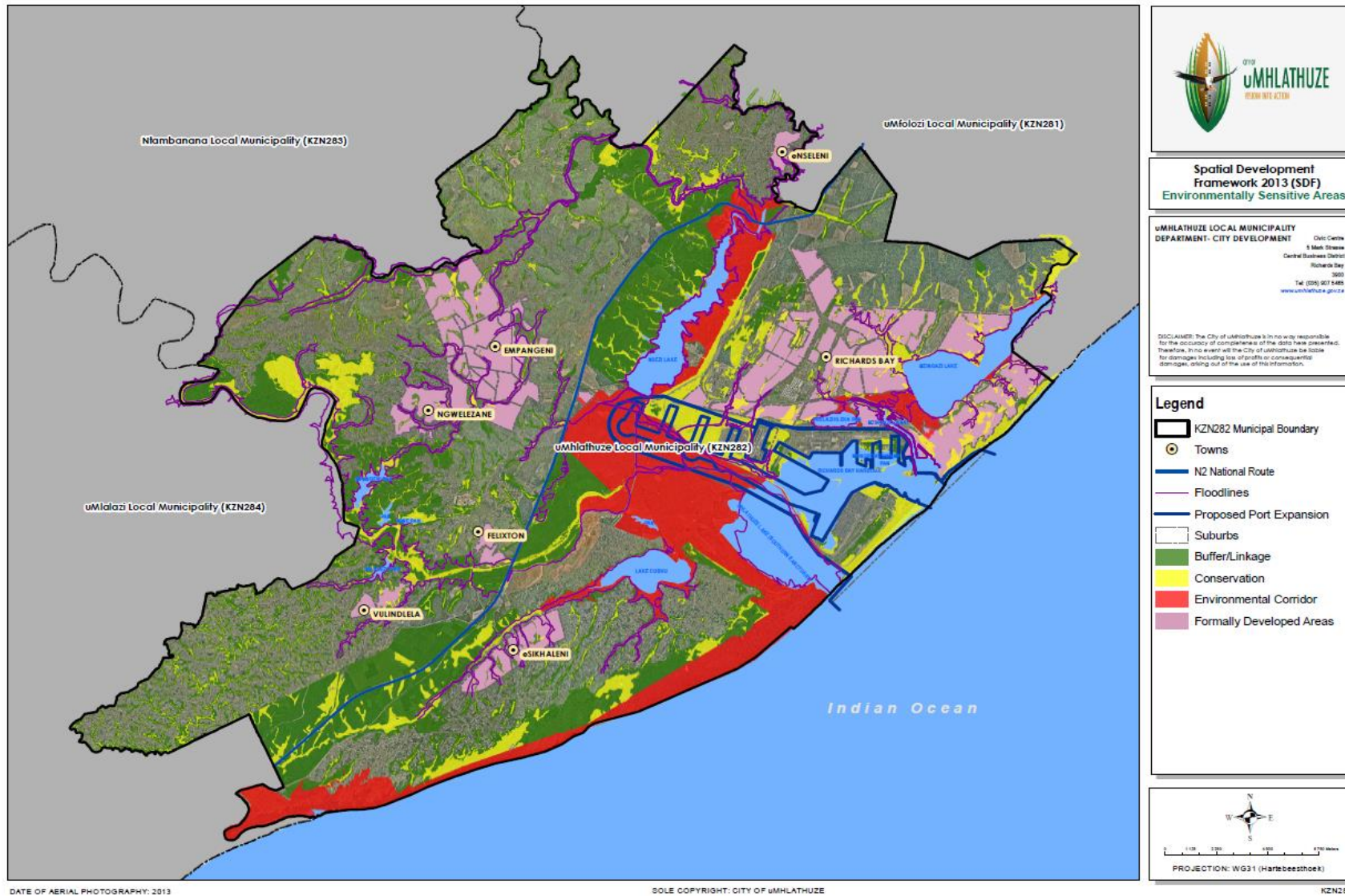
Table 2: Biodiversity Significance

Vegetation Type	Red Data Species (Significance)	Conservation Target
Grasslands	124	100 % following a detailed survey. Conservation of a substantial portion of the remaining natural asset in the region is required if conservation objectives are to be pursued
Forests	90	
Nseleni River_Lake Nsezi System	70	
Large Wetlands	55	
Estaries	28	
Lakes	18	
Mhlathuze River System	11	
Swamp Forests	9	

All of the remaining ecosystem types are important for supporting Red Data Species, implying that there is a direct conflict with future development imperatives. The Spatial Development Framework has identified such development opportunities for the area. Port expansion with associated industrial development is the single most significant opportunity in the area with tremendous potential to grow the local, regional and national economy. Existing planning approaches in the area also present opportunities to enhance conservation and hence tourism objectives. The limited space to accommodate the growth demand in the area reflects the realities of ecological risks that may arise and the anticipated conflict between conservation and development. The situation highlights the need for closer collaboration and coordinated planning between environmental stakeholders and prospective developers.

Environmental Sensitive areas as discussed are mapped at overleaf:

Map 2: Environmental Sensitive Areas



4 UMHLATHUZE SPATIAL DEVELOPMENT FRAMEWORK

The KwaZulu-Natal province (through the PGDP) has set itself up as the gateway to the country and the Africa continent. The provincial focus is on job creation aimed at bringing down unemployment through job creation. Agriculture is one of the sectors that need to be revived as well as tourism as KZN has the highest domestic tourism numbers.

One of the driving sectors in the province's economy was the ports. The province has the biggest ports in Africa and with more expansion at the ports planned. Richards Bay is strategically located close to the Port of Maputo and is also strategically located in respect of SIP 1: Unlocking the northern mineral belt with Primary Mineral Reserves Waterberg as the catalyst with regard to the rail link improvements between Mpumalanga and Richards Bay.

The uMhlathuze SDF is a tool to guide future development (investment, decisions etc.) and interventions in context of the aforementioned and local conditions. Amongst others, it encompasses the following:

- Long term development trajectory of more than 50 years
- Alignment with International, National, Provincial and Local Plans
- Alignment with long term future Port Development Framework and Richards Bay IDZ Plans
- The municipal SDF contains spatial structuring elements, is informed by a technical analysis of trends and considers a number of development scenarios
- Nodes and corridors are identified for investment responses
- Integrated Human Settlements is a core feature of the spatial development framework
- Effect is given to Spatial Transformation by way of focussing and channelling investment in line with the Pillars of Spatial Transformation.

The following elements relevant to uMhlathuze's spatial development are expanded upon to indicate how investment and development is guided by the municipal SDF:

- Mixed Use Zones (Nodes & Corridors)
- SDF Expansion Areas
- Integrated Human Settlement (Restructuring Zones & NUSP)
- Disaster Management Planning
- Urban Renewal & Precinct Planning
- Public Transport Facilities
- Catalytic Projects

The IUDF (Integrated Urban Development Framework) Spatial Planning Toolkit as championed by CoGTA and the World Bank will also be referenced.

4.1 CORRIDORS AND NODES

Corridors:

uMhlathuze has been identified as a Primary Corridor No.1 (Ethekewini – Umhlathuze), in terms of the Provincial Spatial Economic Development Perspective as a result of being area with high economic growth. It has also been identified as the Secondary Corridor No.1 (Umhlathuze – Ulundi – Vryheid) as a result of high poverty areas with good economic development potential.

The Presidential Infrastructure Commission (PIC) launched a National Infrastructure Development Plan which consists of 18 Strategic Integrated Projects (SIPs). KZN COGTA has embarked on a phased approach towards the development of Corridor Plans, with the first plan being the Development of a Strategic Corridor Plan for the SIP 2 (Durban Free State - Gauteng) Logistics and Industrial Corridor followed by the N2 Corridor Plan from Ethekewini through Richards Bay to the uMfolozi Municipality. The “N2 Corridor” (from Durban - Richards Bay to Mbonambi) is proposed to provide a clear 25 year period strategic plan for the development, land usage and transport mobility of the affected area. The plan will be used to inform, integrate and coordinate strategic growth and development along the “N2 Corridor” over the next 25 years by exploiting KZN's key competitive and comparative advantages.

The P700 and P701 is part of the KZN Transport Department's African Renaissance Roads Upgrading Programme (ARRUP). P700 is a Provincial route, which emanates from the R66 to Hluhluwe-Umfolozi Park. It provides a shorter and more direct link to the Park from Mpumalanga and Gauteng. The P701 is in extent of about 62km running from the P700 and joins the R34 to Empangeni. It bisects two Local Municipal areas namely, the Ntambanana Local Municipality and the uMhlathuze Local Municipality.

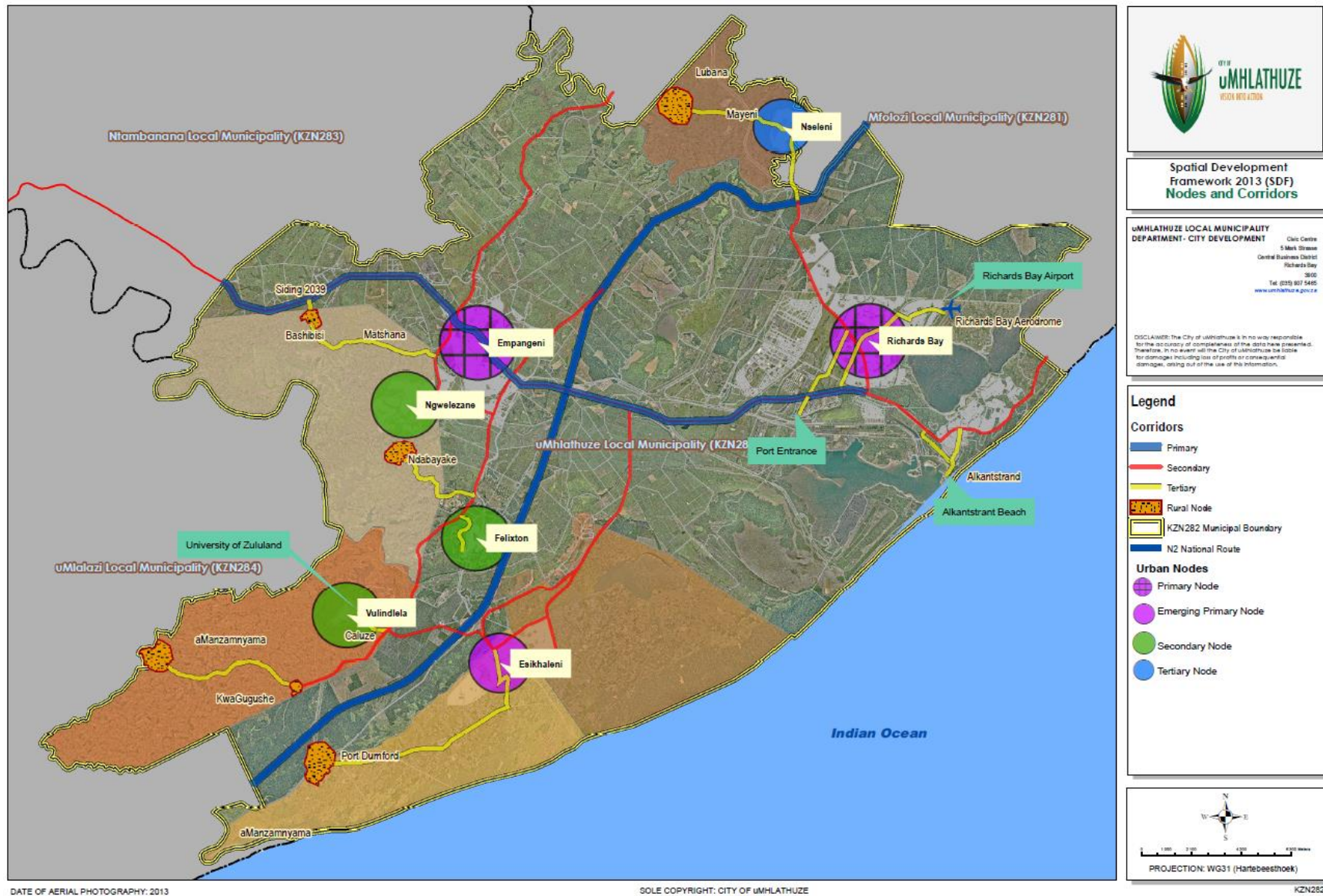
The development of this corridor seeks to facilitate the distribution of benefits arising from tourism and other economic activities. In economic and conservation terms, the tourism sector is regarded as one of the key development catalysts in the area.

Nodes:

uMhlathuze has been identified as a Secondary Node in terms of the Provincial Spatial Economic Development Strategy (PSEDS) as a result of being an urban centre with good existing economic development and the potential for growth and services to the regional economy. uMhlathuze has identified eleven (11) nodes within its area of jurisdiction. These nodes were identified by their spatial characteristics, primary land use characteristics, roles and functions to city and the region. The identified nodes are classified as Primary, Emerging Primary, Secondary, Tertiary and Rural nodes as discussed hereunder:

- **Empangeni Node:** an urban centre for development initiatives that are innovative based on a new ethos which aims at creating a unique high performance unique sense of place and belonging live-i.e. work-play-trade environment.
- **Richards Bay:** an urban centre for economic transformation and development opportunities based on a new ethos which aims at creating a unique high performance unique sense of place and belonging live-i.e. work-play-trade environment.
- **Esikhaleni Node:** a socio-economic node that offers sustainable mixed use development opportunities based on a human scale principle.
- **Felixton Node:** a socio-economic node that offers sustainable economic and social opportunities to its inhabitants.
- **Vulindlela/KwaDlangezwa Node:** an institutional node that offers sustainable mixed use development to the benefit of its inhabitants and visitors based on a human scale principle.
- **Nseleni Node:** a socio-economic node that offers sustainable mixed use development opportunities based on a human scale principle.
- **Semi-Urban Node** (Empangeni Milling Node): a commercial node that offers sustainable and accessible mixed use facilities to local people and visitors.
- **Rural Nodes:** socio-economic nodes that offers tailor made mixed use development opportunities closer to the people.

Map 3: uMhlathuze Nodes and Corridors



4.2 SDF EXPANSION AREAS

A future development scenario has been prepared for the Municipality based on the following practical and realistic assumptions:

1. Further Port Expansion and development will take place
2. There will be an increase in economic activity
3. There will be population increase

When considering the census figures for 2001 and 2011, it is noted that the uMhlathuze Municipality has maintained a relatively low population increase of 1.45% per annum between 2001 and 2011. In response to the above scenario, the following has been undertaken:

1. The identification of land for expansion purposes
2. The identification of areas for densification
3. Revision of the Town Planning controls

The expansion areas were identified by applying spatial planning principles, i.e. integration and concentration together with a technical analysis of air quality, founding conditions, the environmental etc. The location of a possible development application in the expansion area does not provide adequate information for Council to support the proposed development in principle. Site specific specialist studies and approvals that address environmental issues, land ownership and use issues etc. are still required. Council can only make an informed decision upon consideration of the specialist studies as part of the development application processes. In addition, environmental compliance/approval is also required

The following expansion areas have been identified for the municipal area with the following size and developable characteristics.

Table 3: Extent of Expansion Areas

Expansion Area	Size (Ha)	Land Developable (Ha)
A	593	363
B	2 982	2 214
C	512	437
D	1 756	356
E	2 306	1 958
F	2 344	1 699
G	971	407
H	1 163	780
TOTAL	12 629	8 214

The application of the determined 1.45% as well as a 3% growth rate has been projected to 2050. Apart from the estimated population and household increases, land required (in Ha) at various development densities have been determined to accommodate residential expansion.

A land use analysis has already been undertaken for the municipal area indicating the current proportionate land use zonings in the municipal area as per the following table:

Table 4: Current zoned land use Percentages

Zoning	Ha	% Against Total
Commercial	114.02	1.46%
Industrial	1695	21.70%
General Residential	115.752	1.48
Special Residential	1496.475	19.16
Intermediate Residential	15.87	0.2
Public/Private Open Spaces	540	6.92
Transportation Infrastructure	28.4	0.4
Undetermined	16.686	0.21
Social	535.8	6.86
Other Zonings	3248.997	41.616
Total	7807	100

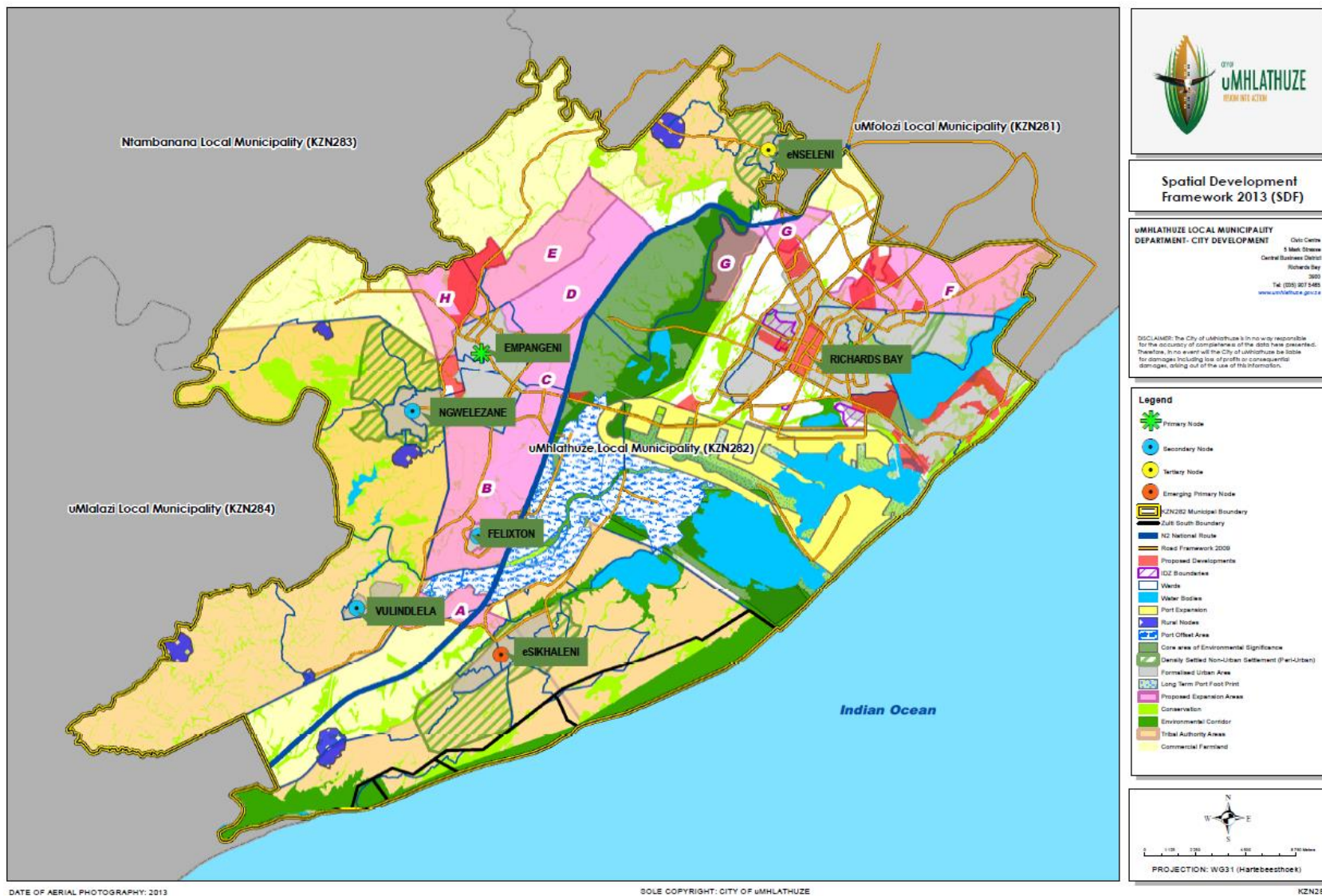
The above determined land use percentages were applied to the land area of the proposed expansion areas to provide an indication of the anticipated land usages in the expansion areas.

Table 5: Anticipated land usages in Expansion Areas

Zoning	Ha
Commercial	119.93
Industrial	1782.50
General Residential	121.57
Special Residential	1573.86
Intermediate Residential	16.43
Public/Private Open Spaces	568.43
Transportation Infrastructure	32.86
Undetermined	17.25
Social	563.50
Other Zonings	3418.46
Total	8214.30

It is important to note the above findings have informed the WSDP/Water Master Plan as well as the Bulk Sewer Master Plan preparation. The estimated estimated 1 600 Ha of residential land in the proposed expansion areas could accommodate a 1.45% population growth rate beyond 2050 and a 3% population growth rate beyond 2030.

Map 4: uMhlathuze SDF



4.3 INTEGRATED HUMAN SETTLEMENTS

The following map indicates the locality of public human settlement interventions (excluding Rural Housing projects), proposed private human settlement developments in relation to the municipal Restructuring Zones.

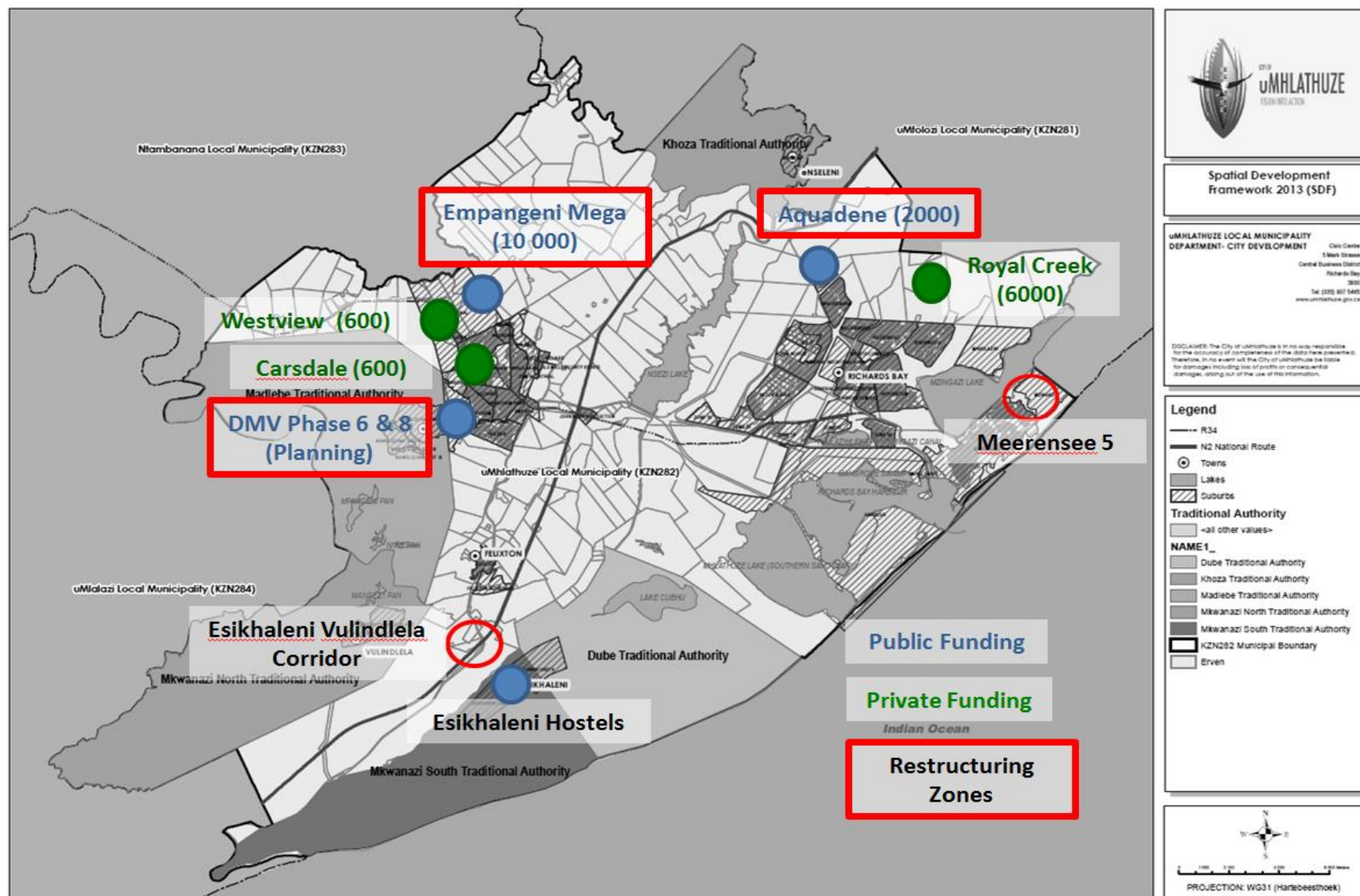
It should be noted that the Aquadene project has benefitted in the 2015/2016 financial year and is anticipated to continue benefitting from Council infrastructure investment in the 2016/2017 financial year.

Apart from human settlement projects that are under implementation or that have attained development rights; the Municipality has prepared the following Municipal Informal Settlement Upgrade and Relocation Plans for seven identified settlements as part of the National Upgrading Support Programme (NUSP):

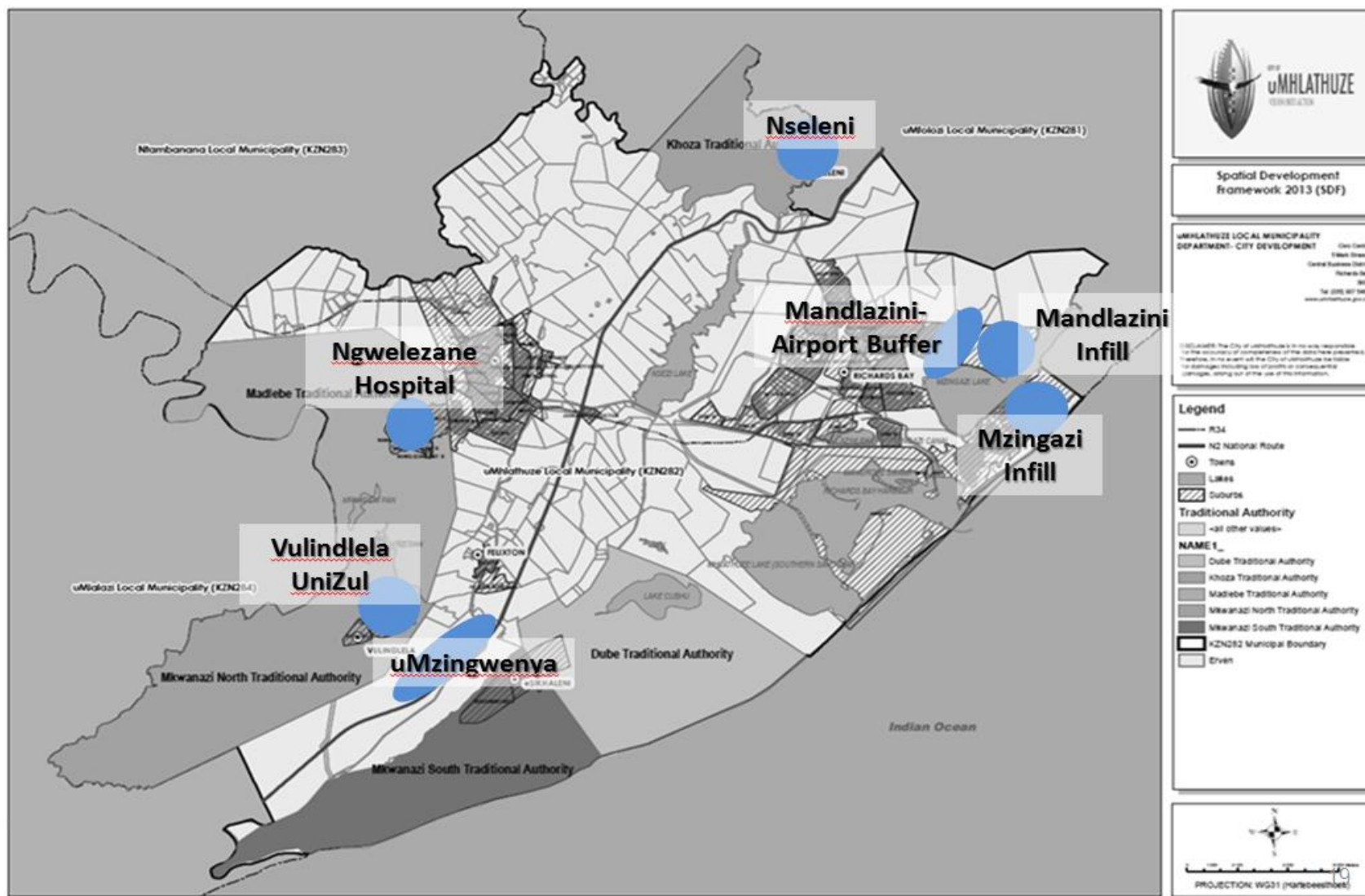
- uMzingwenya River Settlement Plan
- Mzingazi Village Settlement Plan
- Mandlazini Village Infill Areas Plan
- Mandlazini-Airport Settlement Plan
- Vulindlela/UniZulu Settlement Plan
- Ngwelezane Hospital Settlement Plan
- Nseleni Settlement Plan

The National Upgrade Support Programme (NUSP) aims to assist Municipalities and Provincial Departments in achieving their Delivery Agreement targets, while at the same time promoting incremental upgrading, participatory planning and livelihoods-based approaches to the upgrading of informal settlements. The National Upgrade Support Programme is an important initiative which works closely with government at all levels in achieving Output 1 of Outcome 8, i.e. Sustainable human settlements and improved quality of household life.

Map 5: Human Settlement Projects



Map 6: NUSP Settlement Localities



4.4 DISASTER MANAGEMENT

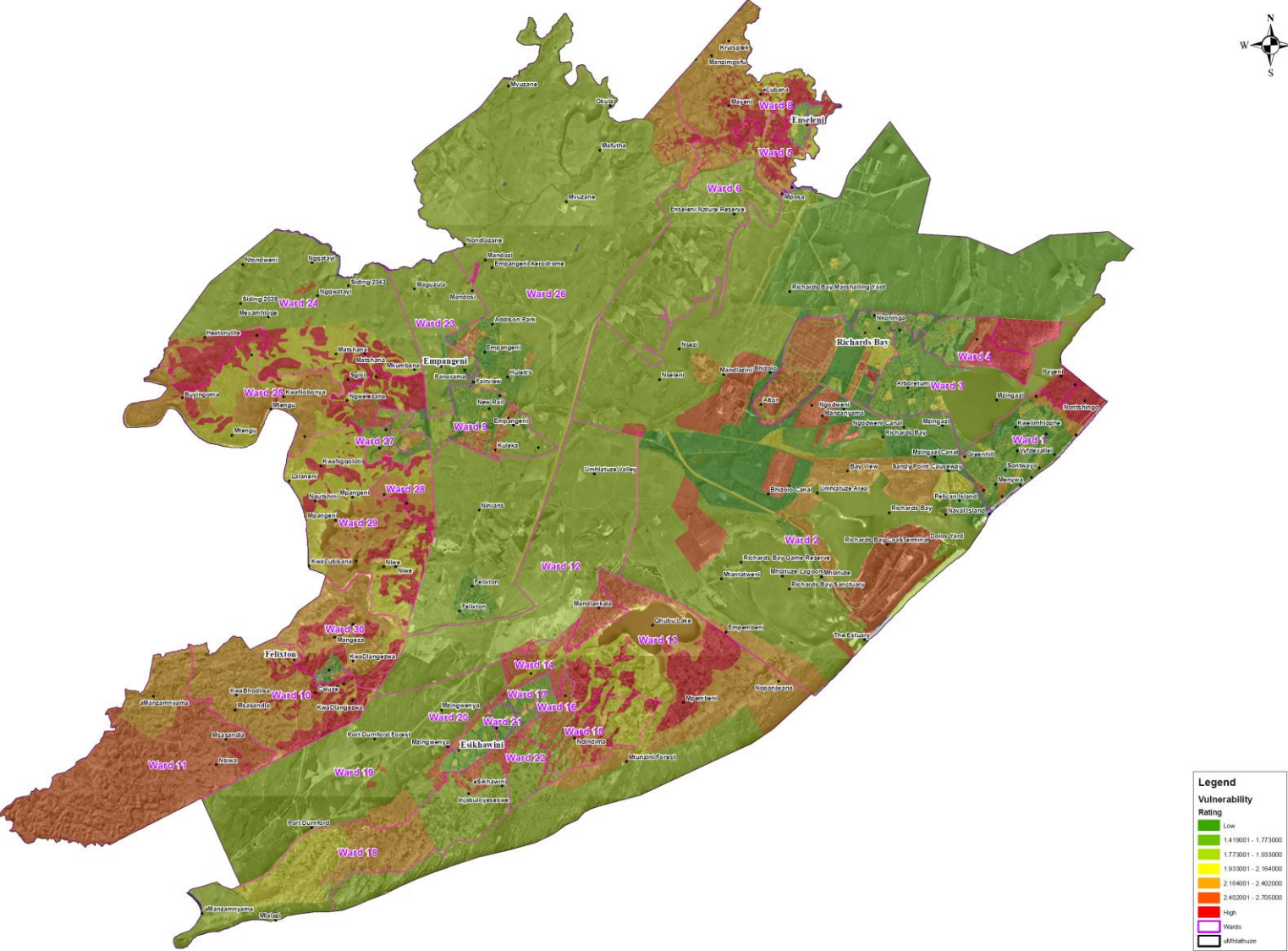
The Disaster Management Act (Act 57 of 2002) as well as the National Disaster Management Framework, requires that Municipalities conduct disaster risk assessments for their area of jurisdiction. The main objective of the Disaster Risk Assessment is to provide the City of uMhlathuze with relevant information to enable and support the required disaster risk reduction planning and activities to be undertaken by the Municipality. Given their spatial relevance, the issues of overall vulnerability and resilience are briefly expanded upon:

Vulnerability can be described as the degree to which an individual, a household, a community, an area or a development may be adversely affected by the impact of a hazard. Conditions of vulnerability and susceptibility to the impact of hazards are determined by physical, social, economic and environmental factors or processes. It is also important to remember that vulnerability is dynamic, not static, as the vulnerability of communities change due to improvements or degradation of social, environmental and economic conditions, as well as interventions specifically aimed at reducing vulnerability, such as disaster mitigating actions.

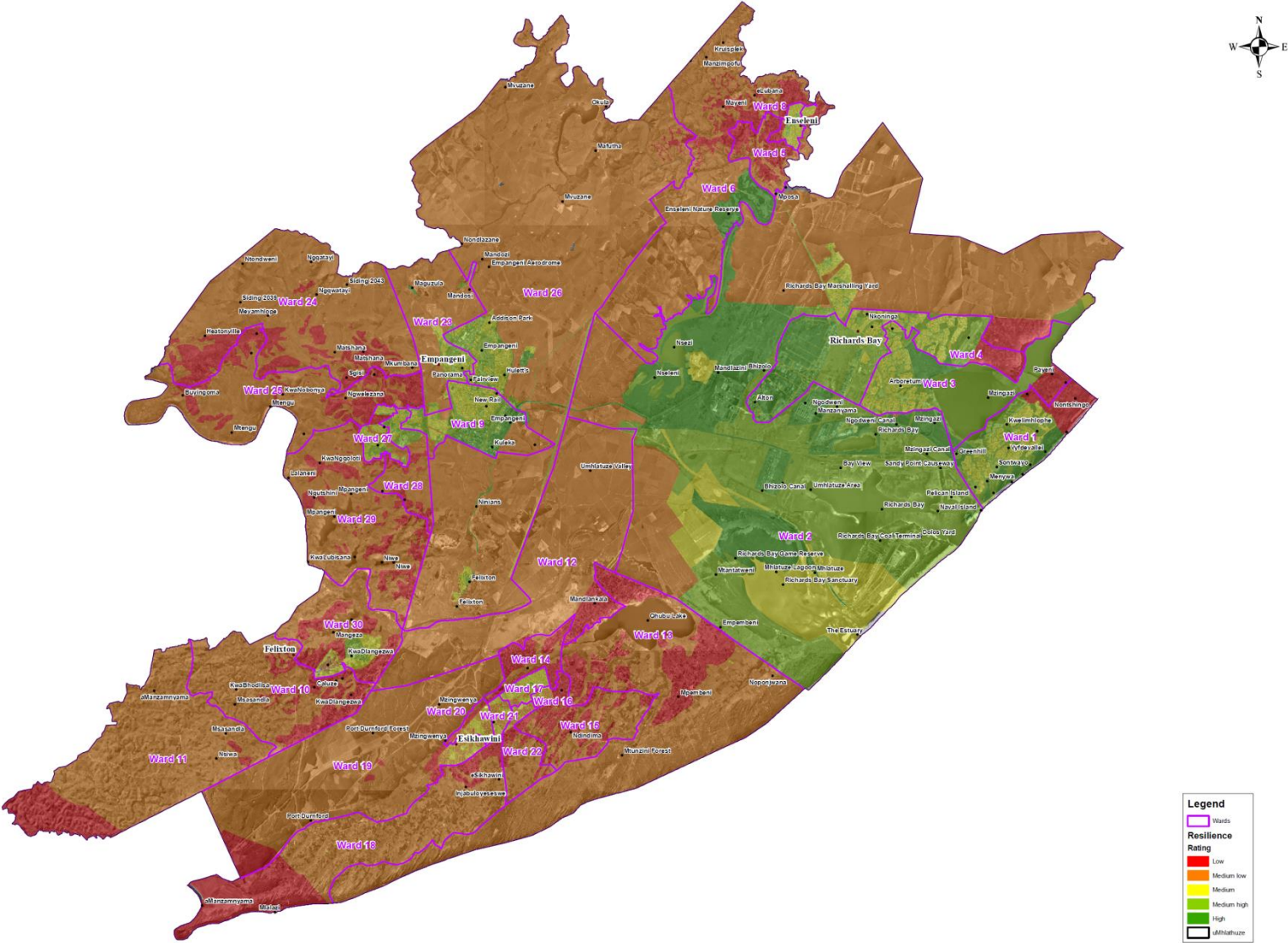
Resilience characteristics relate to the capacity within the uMhlathuze area to counter the effects of hazards and vulnerabilities. Resilience levels consist of Manageability and Capacity values. Manageability is defined as the combination of all the strengths and resources available within the government departments and line-functions that can reduce the level of risk or the effects of a disaster. This includes the level of staff or human resources, available expertise, suitable experience, available vehicles, equipment, funding or budget allocations, facilities and risk reduction and response plans. Capacity is defined as the combination of all the strengths and resources available within the community or society that can reduce the level of risk or the effects of a disaster.

The following two maps provide a spatial indication of the composite vulnerability and resilience in the uMhlathuze Municipal area.

Map 7: Combined Vulnerability



Map 8: Combined Resilience



4.5 URBAN RENEWAL AND PRECINCT PLANNING

The following table provides details of urban renewal and precinct plans have either been completed, are underway of have been prioritized for compilation with the uMhlathuze Municipality:

PLAN	STATUS
Empangeni CBD Revitalization Plan	Completed 2013
KwaDlangezwa Revitalisation Plan	Completed 2014
Precinct Plans for Esikhaleni, Nseleni and Ngwelezane Townships	Still to be prepared
Review of the 2006 Richards Bay CBD Framework Plan	Still to be prepared
Richards Bay CBD South Ext. Urban Design Concept	Completed 2013
Alkantstrand Beach and Newark Beach Development Concept	Completed 2013
Esikhaleni Business Support Centre Urban Design Concept	Completed 2016
Richards Bay SMME Park Urban Design Concept	Completed 2016
The Ridge Development	Service provider to be appointed towards end May 2016
Proposed Richards Bay International Conventional Centre	Service provider to be appointed towards end May 2016
Rural Settlement Plans	Service provider to be appointed towards end May 2016
Central Waterfront and Waterfront Park Precincts	Still to be prepared

Selected extracts of some of the above plans are provided herewith as well as an indication of implementation funding that has been committed to implement the said plans.

Figure 3: Empangeni CBD Revitalisation Plan

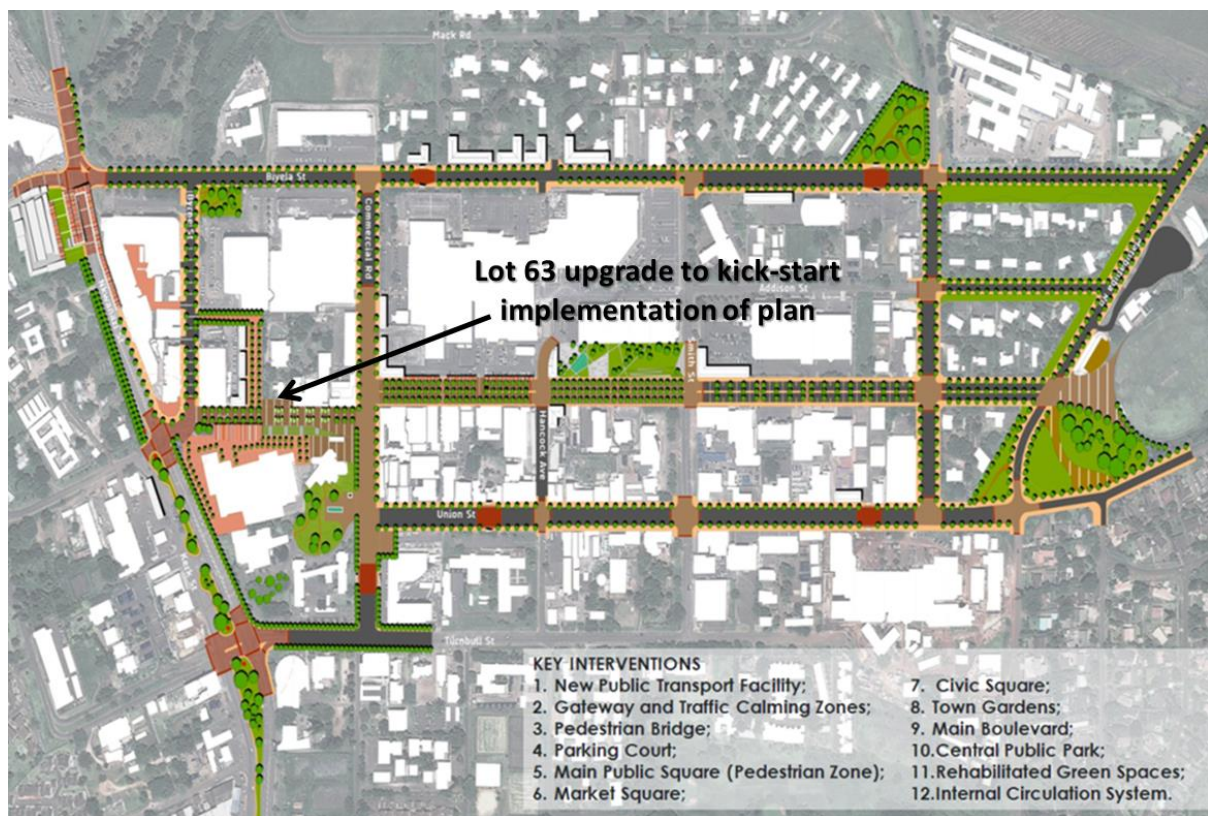


Figure 4: KwaDlangezwa Revitalisation Plan

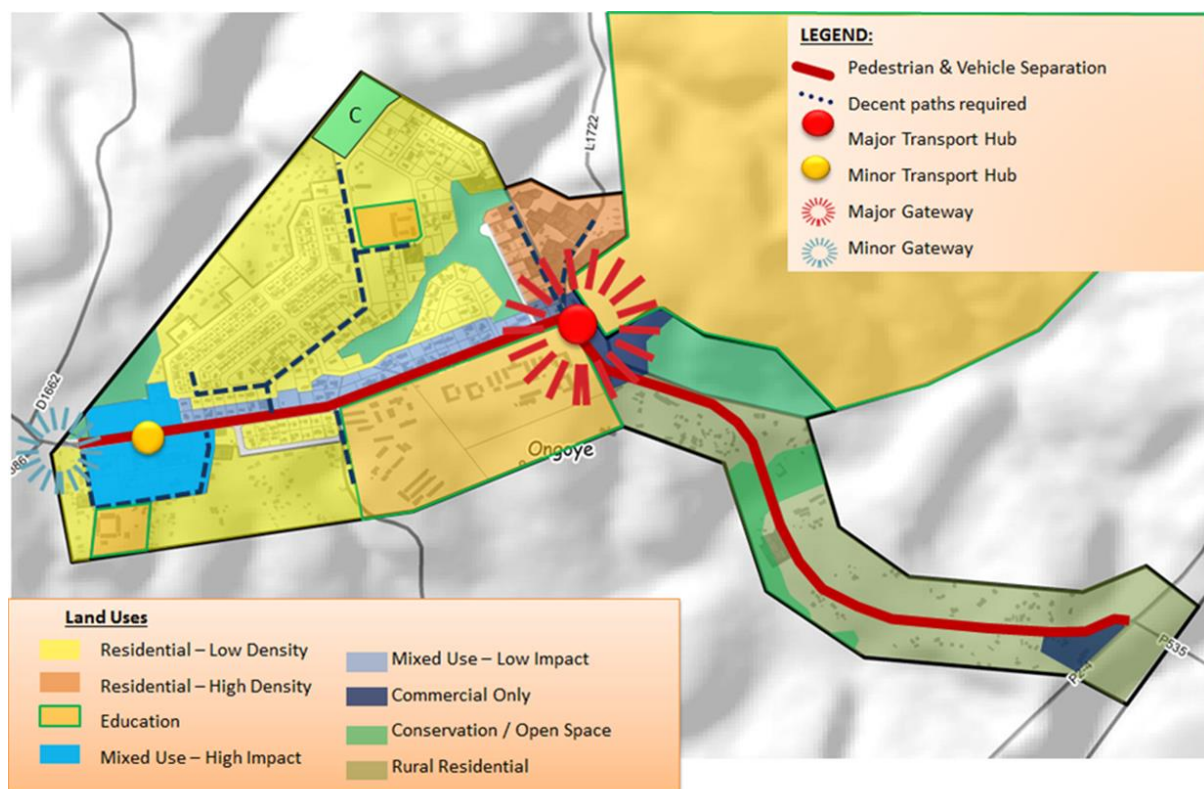


Figure 5: Richards Bay CBD South Urban Design Concept



Figure 6: Esikhaleni Business Support Centre Urban Design Concept

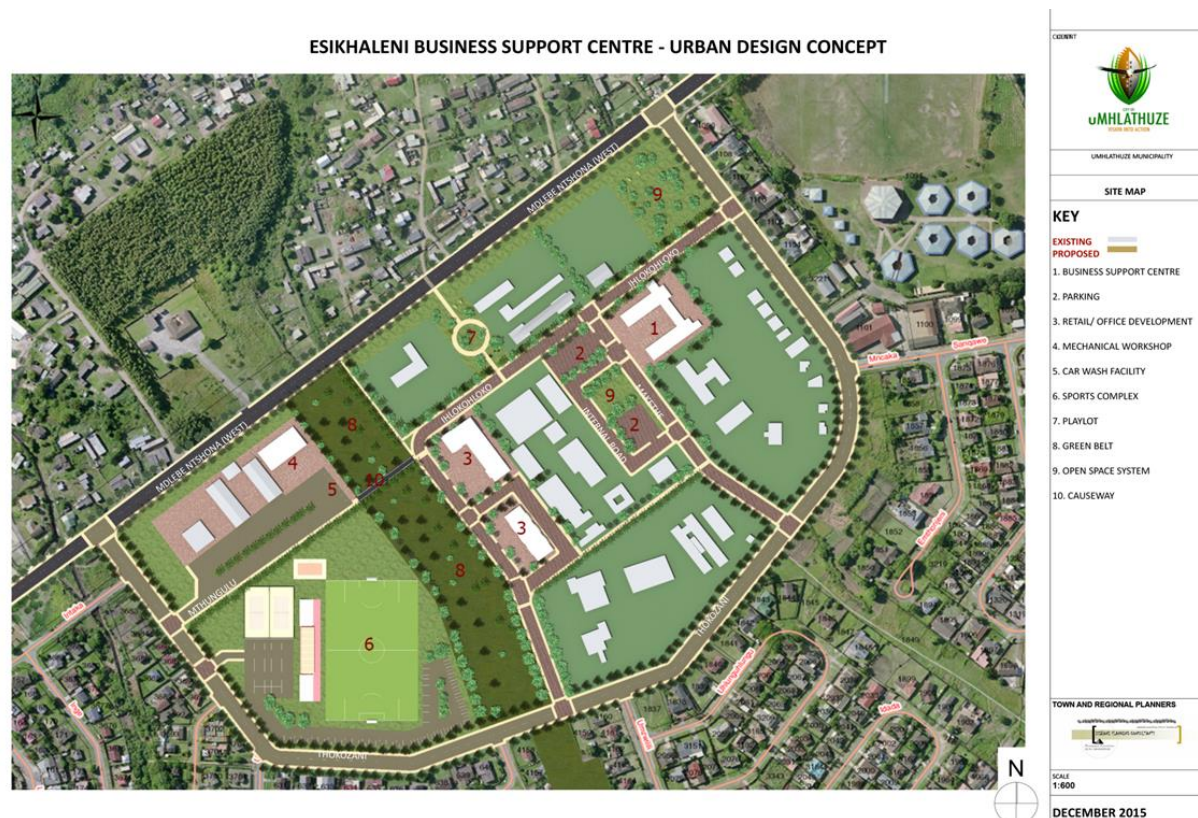
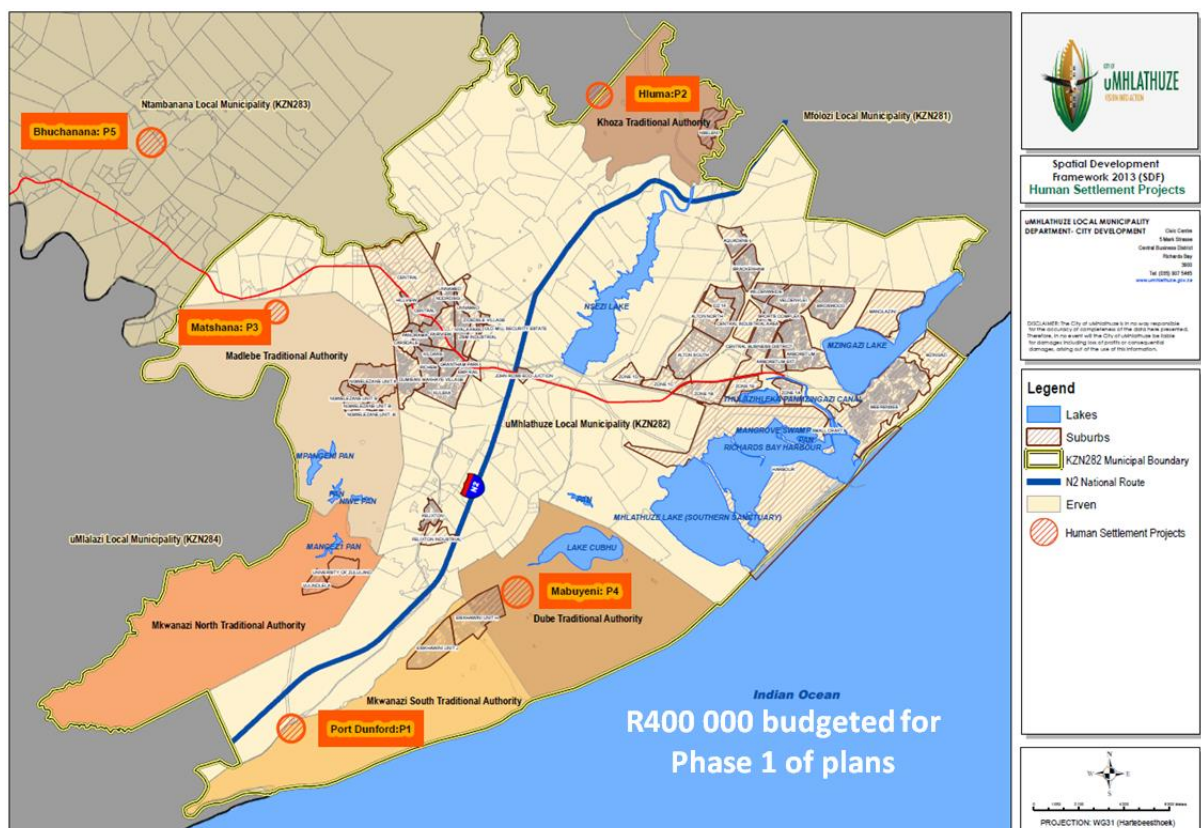


Figure 7: Richard Bay SMME Park Urban Design Concept



Interventions aimed at Rural Settlement Planning have been prioritized as follow:



4.6 PUBLIC TRANSPORT FACILITIES

The following table provides details of interventions that are either under implementation or imminent at selected public transport facilities in the municipality:

PLAN	STATUS
LOT 63, Empangeni Upgrade	Under Construction
Richards Bay Taxi Rank Upgrade	Adjudication process underway(Detailed Design stage)

Selected extracts of some of the above plans are provided herewith.

Figure 8: Lot 63 Upgrade Plan



Figure 9: Richards Bay Taxi Rank Upgrade



4.7 CATALYTIC PROJECTS

A catalytic project promotes cross-cutting sustainability outcomes that mirror goals and targets to promote the overall sustainability of a plan or area. The uMhlathuze Municipality is pursuing a number of catalytic projects/interventions are present as summarised hereunder.

- Preparation of the feasibility Study for the Relocation of the Richards bay Airport (appointment of a service provider imminent)
- Preparation of the Urban Design Concept for the proposed Richards Bay ICC (appointment imminent)
- Preparation of Urban Design Concept for the Ridge proposed development (appointment imminent)
- Steel Bridge Urban Design Concept has been completed and funding has been allocated for implementation design.

Figure 10: Steel Bridge Concept



4.8 INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF) SPATIAL PLANNING TOOLKIT

The Integrated Urban Development Framework (IUDF) is a policy framework guiding the reorganization of the urban system of South Africa so that cities and towns can become inclusive, resource efficient and adequate places to live, as per the vision outlined in the National Development Plan (NDP).

The overall outcome of the IUDF is spatial transformation. This new focus for South Africa steers urban growth towards a sustainable growth model of compact, connected and coordinated cities and towns. The IUDF implementation plan identifies a number of short term proposals to achieve spatial transformation.

One such proposal is the development and implementation of a model(s) to improve integrated planning in secondary cities in a way that promotes spatial integration and unlocks the dormant economic potential.

The objective of the study is to conduct an assessment of current approaches towards Integrated Spatial Planning and Economic Development in Secondary Cities. The study will serve as a pilot project to understand integrated planning processes in secondary cities and propose a planning model or toolkit that can be used as a framework by these cities to achieve desired spatial outcomes and unlock social and economic potential.

The study focusses on two pilot secondary cities; and a comparison with a metropolitan municipality for benchmarking purposes, these being uMhlathuze, Polokwane and eThekweni municipalities respectively.

5. SUMMARY OF SPATIAL TRANSFORMATION INTERVENTIONS

Selected investment proposed by the uMhlathuze Municipality to attain the objectives of spatial transformation are summarised hereunder:

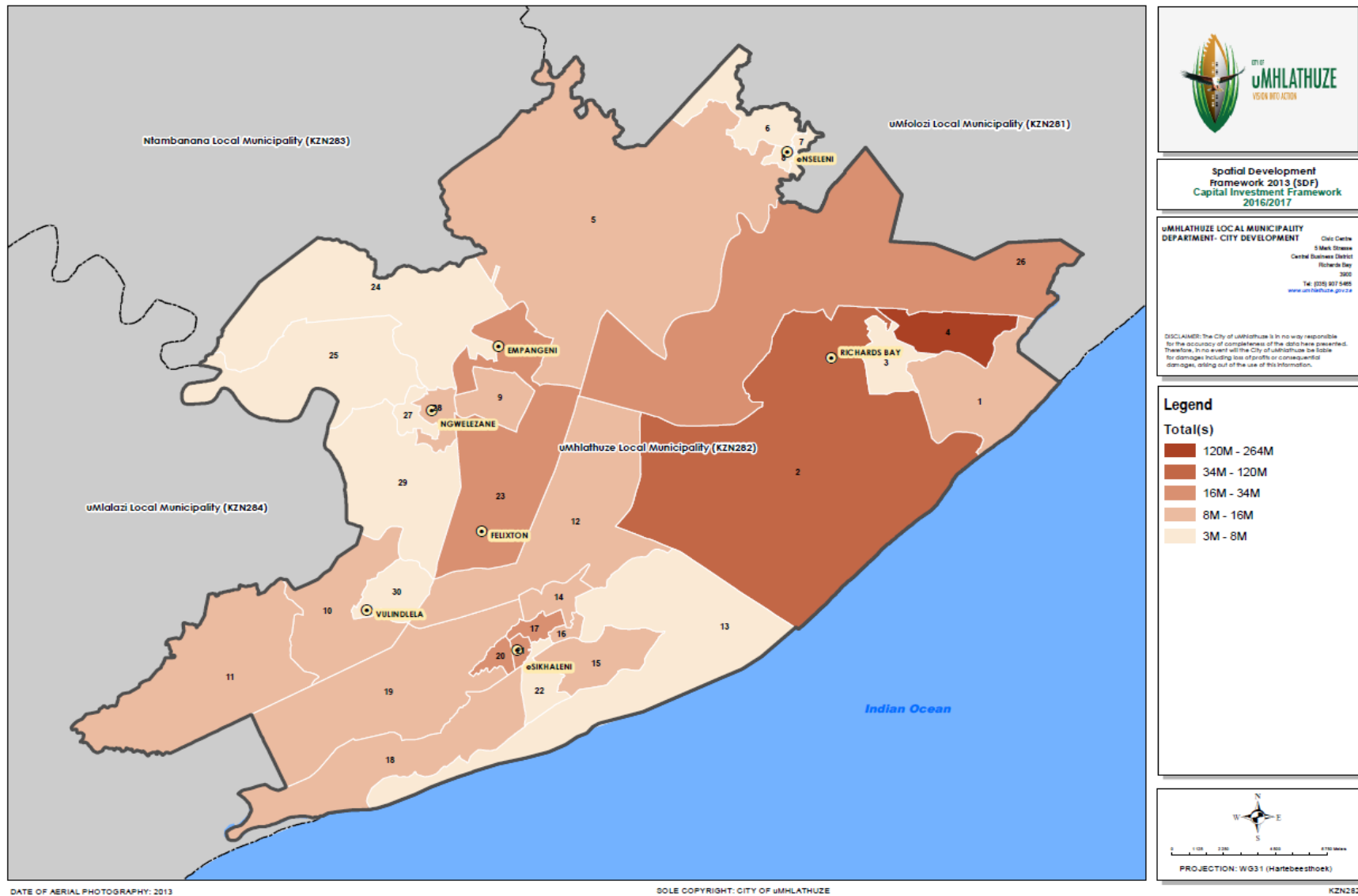
Table 6: Summary of Spatial Transformation Interventions

Spatial Transformation Pillar	Project	2016/2017	Core SDF Elements				
			Nodes & Corridors	SDF Expansion Areas	Integrated Human Settlements	Urban Renewal & Precinct Planning	Catalytic Projects
Land Distribution & Development	• Land Audit	R900 000					
	• Review of Land Disposal Policy	R150 000					
	• Rural Settlement Plans	R480 000				X	
Public Transport Planning	• Taxi Facility upgrade	R7 000 000					X
Economic Development & Development Opportunities	• 132KV Oil filled cables between Hydra and Capella substations (South Dunes)	R100 000 000	X				
	• Esikhaleni Intersection	R18 000 000	X				
	• Road upgrades Empangeni & Aquadene	R20 000 000	X		X		
	• Nseleni & Empangeni Market Stalls	R7 000 000	X				

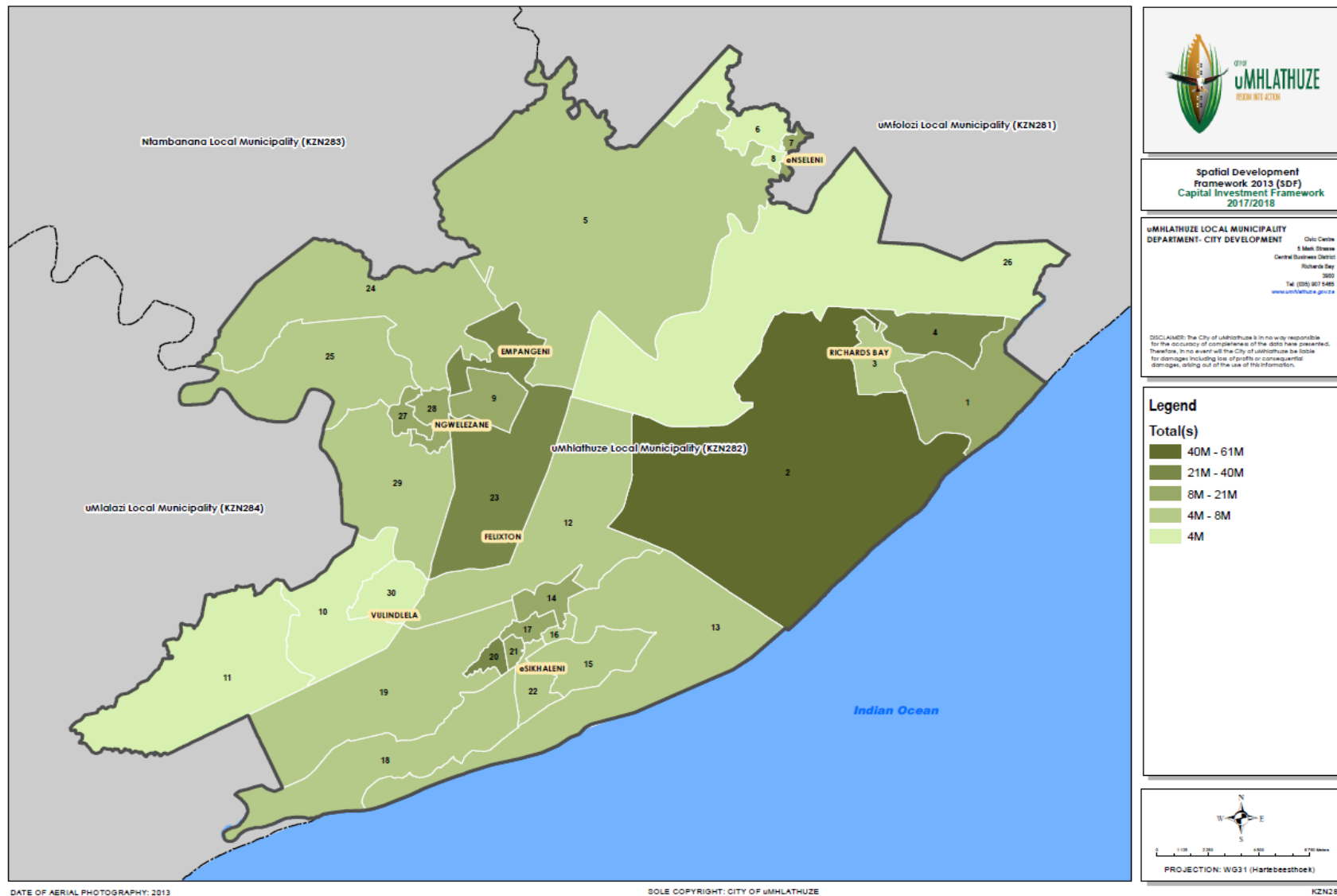
		2016/2017	Core SDF Elements					
Spatial Transformation Pillar	Project		Nodes & Corridors	SDF Expansion Areas	Integrated Human Settlements	Urban Renewal & Precinct Planning	Public Transport Facilities	Catalytic Projects
Social Development	• Richards Bay SMME Park	R5 000 000				X		
	• Steel Bridge designs	R1 000 000						X
	• Esikhaleni Transfer Station	R1 500 000	X					
	• Urban Design concept for The Ridge	R320 000						X
	• Urban Design Concept for the Richards Bay ICC	R320 000						X
Integrated Human Settlement	• Aquadene Electrification	R9 000 000	X		X			
	• Aquadene Bulk Water	R5 000 000	X		X			
	• Aquadene Bulk Sewer	R5 000 000	X		X			
	• Mzingazi Sewer	R7 000 000	X		X			

A spatial depiction of the Municipal MTREF for the 2016/2017 to 2018/2019 financial years are provided at herewith that depict a focus on investment in nodes and corridors as well as areas of integrated human settlement:

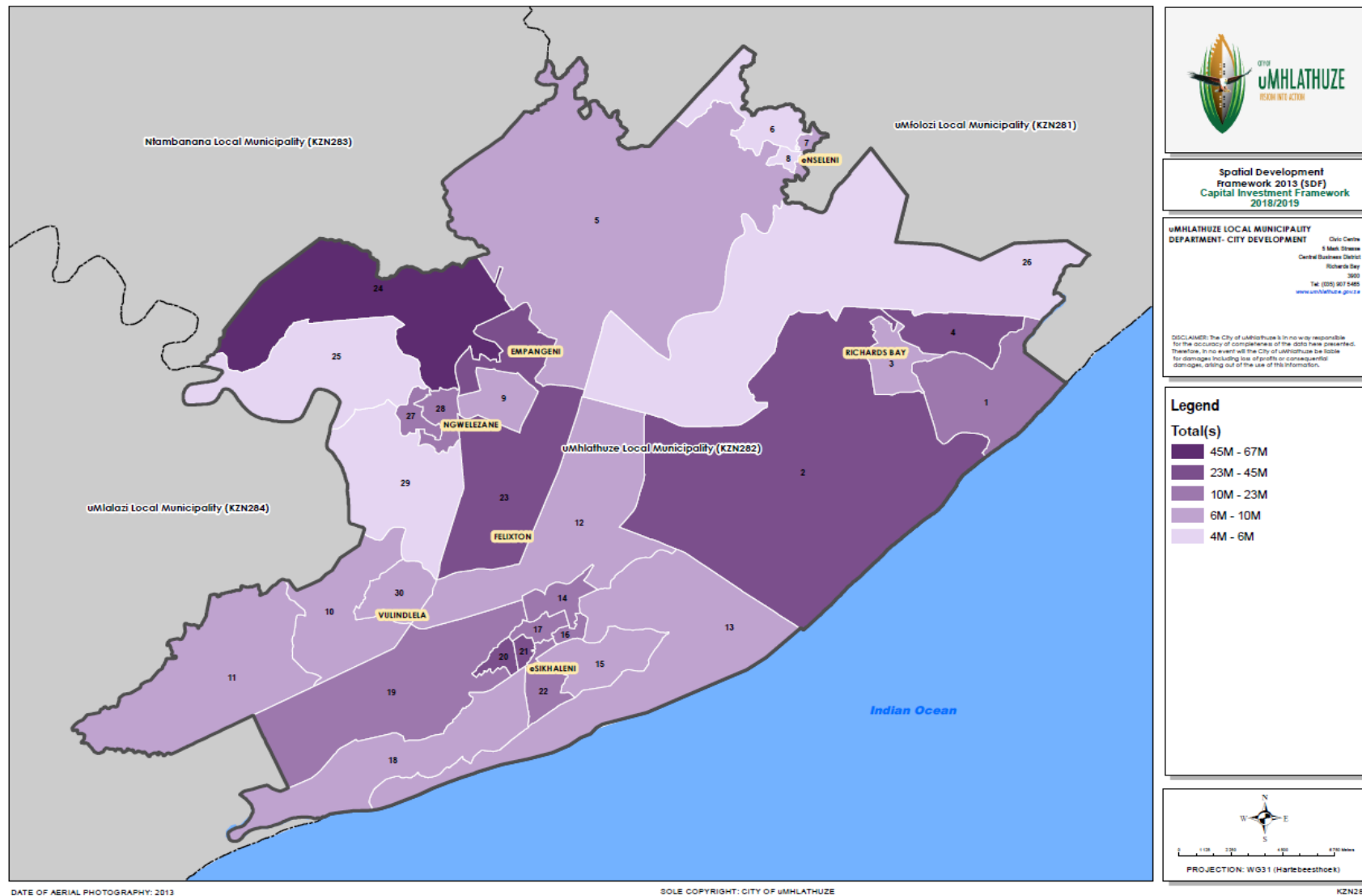
Map 9: Capital Investment for 2016/2017



Map 10: Capital Investment for 2017/2018



Map 11: Capital Investment for 2018/2019



6. CROSS BOUNDARY ALIGNMENT

6.1 CROSS BOUNDARY INITIATIVES

The following significant cross boundary projects are either under implementation or have been compiled to guide future development/investment. The uMhlathuze SDF has taken cognisance of these given the impact of such cross boundary initiatives on local resources and growth.

- **IDZ 50 Year Master Plan:** uMhlathuze and Mfolozi
- **Tronox: Fairbreeze Mining:** uMhlathuze and uMlalazi
- **Provincial P700/P701 Road Upgrade:** Ulundi, Mthonjaneni, Ntambanana and uMhlathuze
- **Heatonville Formalisation:** uMhlathuze and Ntambanana
- **Mfolozi Human Settlements Projects:** uMhlathuze Ward 1 and Mfolozi Ward 6

6.2 UTHUNGULU SDF

From a planning perspective, the spatial development frameworks of the uThungulu District, as well as the neighbouring Local Municipalities have been interrogated. The district SDF is briefly summarised hereunder as it provides a global, comparable interpretation of nodes and routes.

The uThungulu SDF comprises of: (i) the hierarchy of centres and movement routes identified for prioritisation in the capital investment component (ii) the broad zoning guidelines for land use at local municipal level in the district based on an extensive assessment of natural resources, agricultural potential, topography, human settlement and level of services.

The five proposed tertiary centres in this SDF, in and around the district are located at Greytown, Nkandla, Eshowe, Ulundi and Hluhluwe. Richards Bay-Empangeni has been classified as a metro level centre and therefore performs both the tertiary and higher level functions. Second order centres are located at Buchanana, Melmoth, the proposed new centre near Nkandla, Kranskop, Maphumulo, Mandeni and Mtubatuba.

These lower order centres should be reconstituted as rural villages. They need to be structured such that they have a sense of place, there is differentiation in terms of functionality in the use of space and there is room to accommodate future urbanisation pressures. Furthermore they need to be located on defined transportation routes that lead directly to higher order centres in order for residents to benefit from these services.

The map displays the uThungulu District Municipality, which is bordered by Zululand District Municipality to the north, Umkhanyakude District Municipality to the northeast, Umzinyathi District Municipality to the west, and iLembe District Municipality to the south. The Indian Ocean is to the east. The map highlights the proposed N2 National Route in red, connecting major towns such as Ngutu, Nendweni, Ulundi, Melmoth, Ntambanana, Nseleni, Eshowe, Mtunzini, and Maphumulo. Other towns shown include Nkandla, Jameson's Drift, Kranskop, Mandeni-Isithebe, and KwaDukuza-Stanger. The map also indicates various Local Municipalities (LMs) and District Municipalities (DMs). A legend in the bottom right corner defines symbols for towns, routes, and land use potential.

Legend

- Large Town (Green circle)
- Medium Town (Orange circle)
- Small Town (Blue circle)
- Small Village (Green circle)
- Small Village (rural) (Yellow circle)
- Small Village (tourism) (Black circle)
- National Route (N2) (Red line)
- Proposal Route (Pink dashed line)
- Local Tourism Route (Blue line)
- Local Service Route (Yellow line)
- Provincial Service Route (Red line)
- Secondary Centres (Red line)
- Tertiary Centres (Blue line)
- Potential Developable Areas (Pink area)
- Tread Lightly (Green area)
- No Go: High Biodiversity Potential (Dark Green area)
- No Go: High Agriculture Potential (Light Green area)
- Local Municipal Boundary (Thin grey line)
- District Municipal Boundary (Thick grey line)

The uThungulu SDF mapping consists of the following:

- No go areas for any further non-agricultural development in high value agricultural areas as well biodiversity sensitive areas.
- Tread lightly for areas that are both environmentally and agriculturally sensitive.
- Areas suited to development.

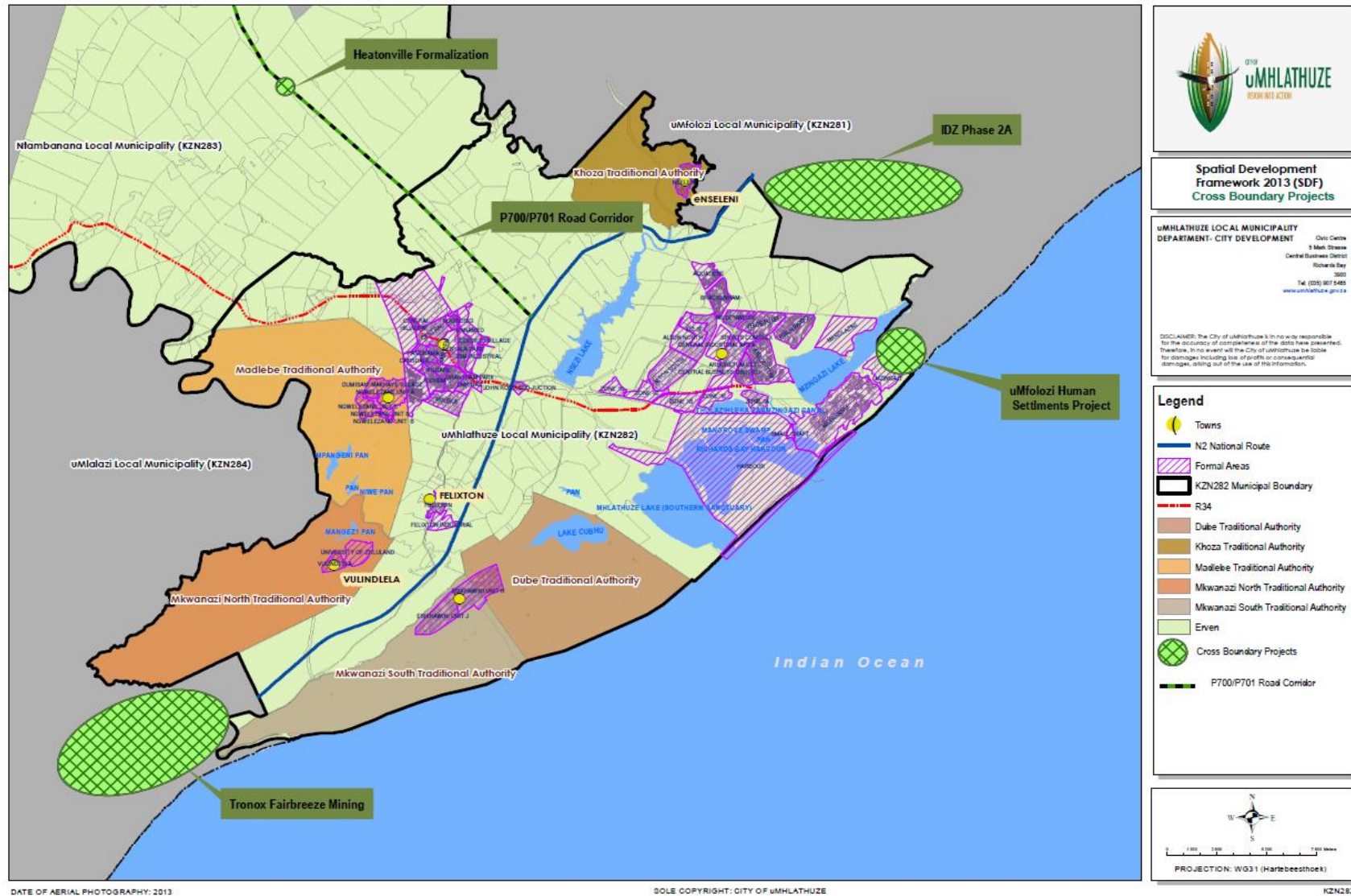
The conditions associated with land use in each of these broad land use categories is further summarised hereunder:

- (i) 'No-go' areas: Owing to critical biodiversity or/and agricultural potential of land in this zone, it should not be used for any form of built environment development save for that relating to natural resources management or/and farming. There may be opportunities for limited hospitality facilities where it can be demonstrated that such development does not compromise the integrity of the agricultural or biodiversity resource in the area. In traditional areas where there are pressures for expanded residential development on identified biodiversity and agricultural resource areas, then these pressures should be diverted to identified urban areas.
- (ii) 'Tread lightly' area: This includes land which is environmentally sensitive, but for which there are alternative sites in the region which demonstrate the same characteristics in terms of replaceability. If development is mooted in 'tread lightly' areas this should be subject to identifying suitable offsets to ensure that the biodiversity in that area is not lost. Any development anticipated in the 'tread lightly' areas should be subject to environmental and planning assessments to safeguard biodiversity.
- (iii) 'Developable' area: This includes land that is transformed and hence there is limited biodiversity or agricultural potential that remains to be protected and managed. Thus, potentially, land in this broad land use category could be considered available for different forms of development. However, owing to the fact that these areas have been identified at a regional scale verification at local level is essential as part of scheme preparation for land use management.

7. RE-DETERMINED UMHLATHUZE MUNICIPAL BOUNDARY

Apart from the above cross boundary initiatives, the uMhlathuze municipal boundary is changing post the 2016 Local Government elections as indicated by inclusion of more than 40 000 ha from Ntambanana. The impact of this boundary changes on services delivery, human resources, the demographics, overall municipal operations and planning functions (i.e. land use management, valuation etc.) is currently being dealt with. The process of updating strategic planning documents, valuations and land use control mechanisms is underway.

Map 14: Cross Boundary Projects



Map 15: Re-determined uMhathuze Municipal Boundary

