SPATIAL DEVELOPMENT FRAMEWORK (SDF) AND STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

ABAQULUSI LOCAL MUNICIPALITY

SPATIAL DEVELOPMENT PLAN

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1 INTRODUCTION

1.1 PURPOSE

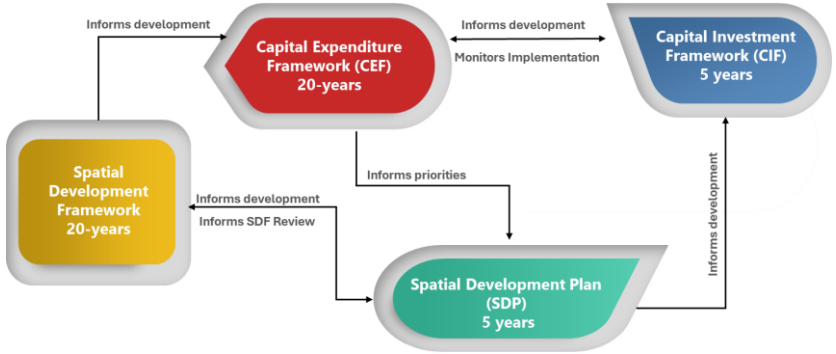
This document presents the Spatial Development Plan (SDP) for the AbaQulusi (ALM) Local Municipality. The SDP focuses on the short-term (5-year) implementation of the longer-term (20-year) Spatial Development Framework (SDF) and can thus be used as a planning tool to guide the short-term development of the Municipal spatial form over 5 years.

1.2 BACKGROUND

The SDP focuses mainly on the implementation of the larger SDF for that electoral period and its linkages to associated plans and budgets. It therefore includes the Capital Investment Framework (CIF), which serves as the implementation plan of the SDP. The Municipal CIF indicates the budgets and timeframes for the short term (5-year period), while the Municipal Capital Expenditure Framework (CEF) is a longer-term portfolio of capital expenditure that is required by all spheres of government. The purpose of the CEF is to support the implementation of the SDF objectives and strategies over a longer term.

The SDP and its CIF are modified annually following the municipal MTEF cycles due to the nature of their execution. This means that, like the IDP, it must be evaluated annually. The SDP's and its CIF's goal is to evaluate the initiatives in the IDP while considering the municipality's previous undertakings.

Figure 1: SDF Elements



Source: A Guideline Document For The Municipal Spatial Development Framework And Spatial Development Plan Monitoring Tools, COGTA (2022)

The AbaQulusi SDP seeks to support the spatial and economic drivers that will act as a stimulus for the achievement of the SDF vision. One way to do this will be to allocate space investments toward the development of varied and dispersed economic anchors. Addressing the glaring differences between urban and rural areas, including the consequences of rural-urban migration, remains imperative in the context of a municipality with a predominately rural population.

Prioritised strategic development objectives also include empowering marginalised communities, encouraging high-density and mixed-use development to maximise land use, expanding access to cutting-edge technological innovation and efficient infrastructure, easing the creation of

sustainable human settlements through improved built environment, encouraging environmental sustainability, and enhancing resilience.

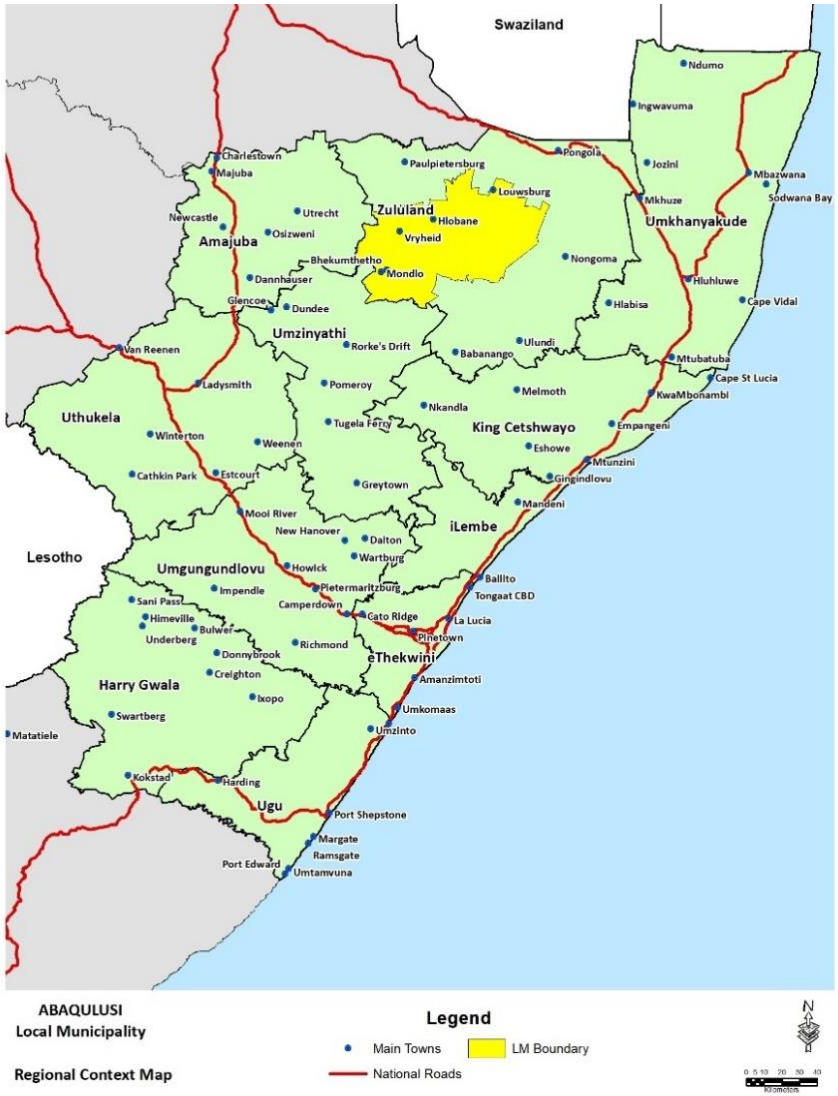
As a result, the SDP will oversee and supervise the implementation, allowing for future interventions to direct land use management and spatial planning, such as the implementation of local area plans and precinct plans, changes to the land use scheme, and directing other sector development plans.

1.3 MUNICIPAL PROFILE

The AbaQulusi Local Municipality is located in the Northern part of KwaZulu-Natal Province and forms part of the Zululand District Municipality. It is named after the AbaQulusi, a Zulu clan whose descendants live in the vicinities of Vryheid, Utrecht, eDumbe and eNgoje. Abaqulusi Municipality comprises of many settlements, both rural and urban, with Vryheid being its main urban settlement/town. Other areas of interest that fall within the boundaries of Abaqulusi also include Louwsburg, eMondlo, Hlobane, Corronation and Bhekuzulu.

The municipality is split into 23 Wards and its geographical cover is estimated at 4185km2 in extent making it one of the spatially largest municipality's in the province, occupied by a population of approximately 243 795 people, according to the Community Survey 2016. The population of Abaqulusi has been growing steadily since 2011, from 211 060 to 243 795 people, recording and increase of 32 735 people over a 5 year period. At present, Abaqulusi Municipality constitutes approximately 27% of the

Map 1: AbaQulusi within the Province

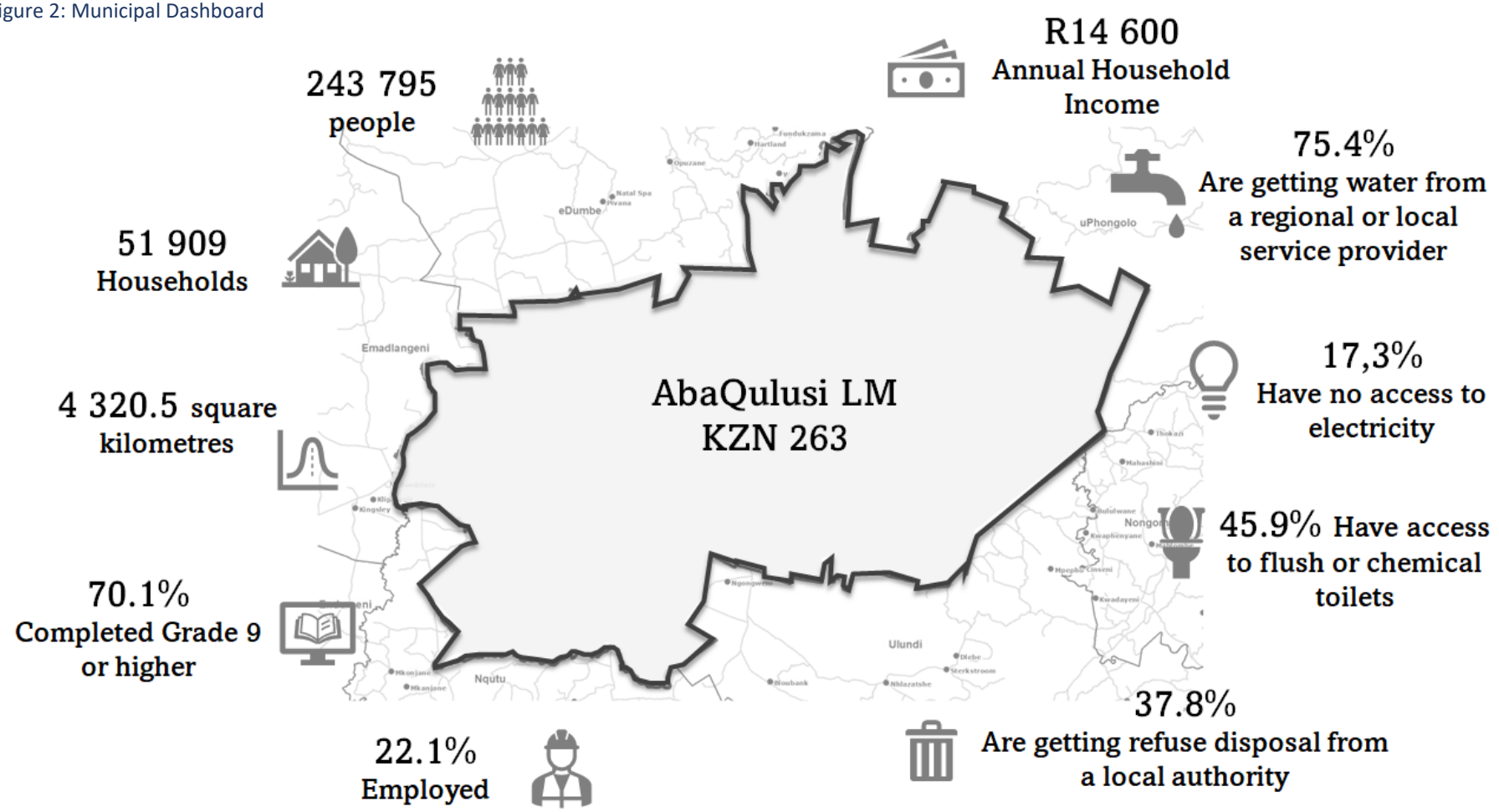


Zululand District Municipality making it the largest populated local municipality compared to the other local municipalities within the District.

The 4 other local municipalities that make up the Zululand Family include eDumbe, uPhongolo, Nongoma and Ulundi. The municipality is also characterised as the main hub for the district and is also very strategically positioned, sharing its border with all 4 local municipalities within the district, as well as with Amajuba and Umzinyathi District families. The Locality Maps below spatially depicts the Abaqulusi Municipality's location within the Zululand District Municipality and the KwaZulu-Natal Province.

The AbaQulusi Municipality plays a major role in terms of its geographical location and regional access in Northern KwaZulu Natal and has developed as a peripheral economy in the Provincial context, due to its distance from the main markets and corridors such as the N2 to Durban and Richards Bay, N3 to Pietermaritzburg and the N11 to Gauteng.

Figure 2: Municipal Dashboard



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1.4 IMPLICATIONS FOR THE SDF

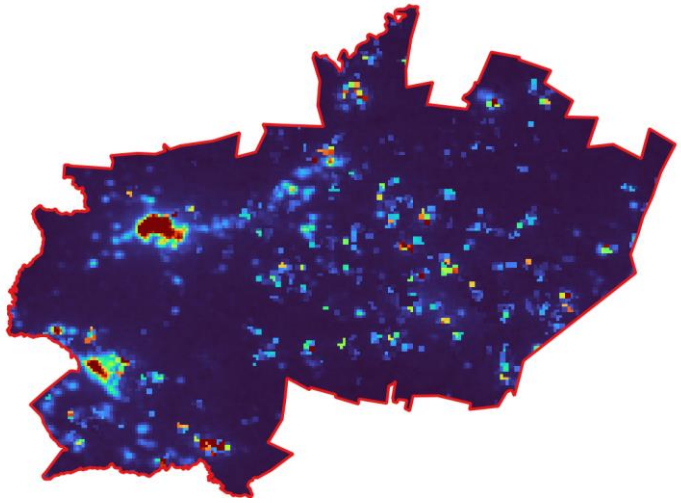
A number of factors and influences will shape the future spatial transformation of Abaqulusi Municipality. These include social, economic, physical and environmental issues and can broadly be summarised as follows:

- Population growth, which occurs mainly in the and around the existing urban centres and large settlements such as Vryheid, Emondlo, Hlahlindlela and Khambi. This phenomenon has given rise to low density sprawl. The key challenge is to develop efficient systems for managing urban growth and meeting the housing needs of a growing population. Equally important is the need to provide services and create employment opportunities in these areas.
- Current land use pattern largely reflects the spatial imprint of the apartheid past and the dominant economic practices in the area. It is characterised by a clear separation of land uses, spatial fragmentation and unequal development with areas such as Hlahlindlela, Khambi and eMondlo being poorly developed compared to Vryheid. Infrastructure in the former mining towns has also deteriorated while settlements around these areas continue to grow. Land use and settlement pattern is also influenced by the broken and fragmented topography.
- A principal informant derived from the built environment and the associated inefficiencies is the substantial housing backlog, both in rural and urban areas. Some of the settlements area located in areas that are not suitable for residential use because they are not provided services and facilities but have been acquired in terms of rights based programs. The situation is compounded by the fact that current housing delivery projects have focused on low-density one-house one plot settlement form. This has produced sterile, inefficient and costly built environments with limited opportunities for the residents.
- The area enjoys a good network of regional and district roads that provides connectivity and improves access. However, the same cannot be said about the local access roads. Some of the areas are poorly connected to the road infrastructure while other require maintenance and rehabilitation. The public transport in these areas is also unreliable.
- Higher order bulk services are being developed under the leadership of Zululand Municipality. However, this perpetuates inefficiency in service delivery and is unsustainable in the long term. Level of services should be differentiated in terms of settlement pattern and density with sparsely populated areas being considered only for rudimentary services. Level of service could be used to shape settlement pattern where more focus would be on well-located relatively dense settlements.
- Need to promote economic development. This includes revival of the coalmines given resurgence of interest on the use of coal to generate energy coal, enhancing agricultural production, creating opportunities for local economic development in under-developed areas and developing a network of economic hubs from regional to local centres.

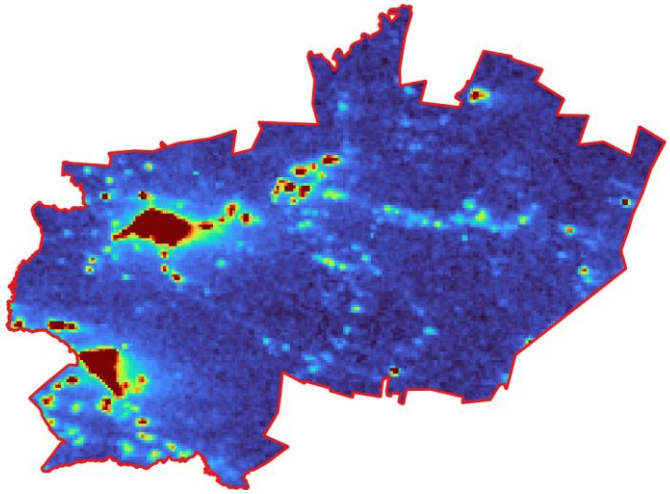
Numerous and complex legal system remain in place for the purposes of land management, planning and development. Many of these are rooted in the planning philosophies that contradicts the new planning system. The key challenge is to develop a common and uniform system that contributes to integrated and sustainable development.

1.5 Spatial Change Analysis

1.5.1 Built Settlement Growth



a.Build Settlement of the Municipality, 2000



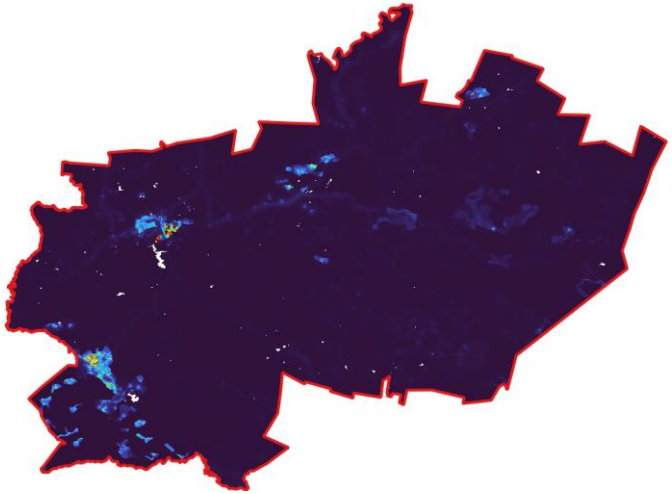
b. Build Settlement of the Municipality, 2020

Spatial change within the Municipality can be measured by using satellite imagery. Built Settlement Growth images for the years 2000 and 2020 are illustrated in figures a and b. It is noticeable that the areas (in red) have increased throughout the Municipality, but most noticeable around the Vryheid and Emondlo areas.

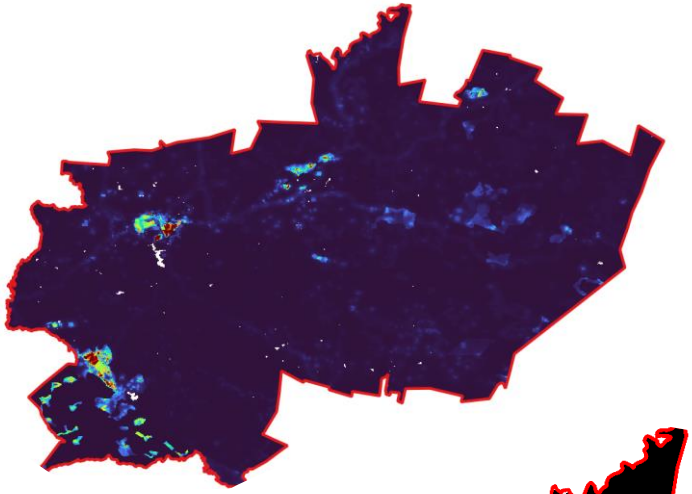
c. Change in Build Settlement of the Municipality, 2000 and 2020

1.5.2 Spatial Distribution of the Population

a. Municipal Population Distribution, 2000



b. Municipal Population Distribution, 2020



Based on the Socioeconomic Data and Applications Centre (SEDAC) world population grid and applying the long-term IMF population estimates for SA, it is possible to estimate the long-term population projections for the AbaQulusi.

The distribution of the AbaQulusi population in 2000 and 2020 is displayed in the figures below (figures a and b). The associated statistics indicate that the average population count per pixel (location at around 100m²) increased from 0.67 in 2000 to 0.81 in 2020. Figure c displays the change in population per pixel (location at around 100m²) from 2000 to 2020.

The green pixels display locations that have experienced an increase in population count, while red pixels display locations that have experienced a decrease in the population count. It is thus evident that the major population increase took place in and around the Vryheid area, but also in several outer areas, where existing settlements are located in rural areas.

c. Change in Population Count per Pixel, 2000 to 2020

1.6 LINKAGE BETWEEN SPATIAL TRENDS, SDF, AND SDP

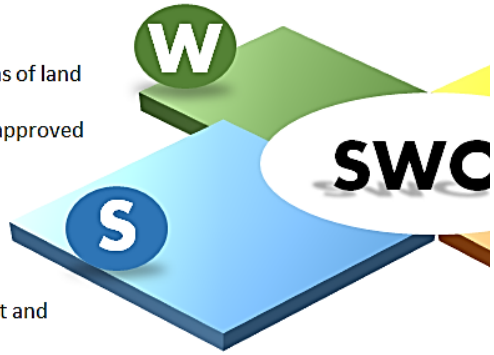
	RELATED SDF STRATEGIES	RELATED SDP IMPLEMENTATION
Significance Of Tourism/ Agriculture and Logistics Corridor	• Spatial Restructuring and Spatial Planning Systems: → Development Corridors	• Nodal Growth • Development Corridors
Environmental Anxieties	• Environmental and Resource Management → Statutory Protected Areas → Critical Biodiversity Areas → Environmental Corridors and Ecological Links → Agro-biodiversity and Environmental Management Zones → Water resource management → Human Vulnerability And Climate Change Adaption → Waste Management → Cultural heritage • Protection of High-Value Agricultural Land	• Priority areas for spatial investment • Economic Development (Smart Growth) • Sustainable Rural Development • Nodal Growth • Development Corridors
Impact of Climate Change On Human Settlements	• Future Development Direction • Environmental and Resource Management → Human Vulnerability And Climate Change Adaption	• Natural resource conservation • Protection of high value agricultural land
Urbanisation And Migration Trends	• Developing Integrated and Sustainable Human Settlements → Future Development Direction • Smart Growth → Management Zones along the urban edge. → Promoting Infill development → Promoting Densification in and around strategic locations → Managed expansion	• Priority areas for spatial investment • Economic Development (Smart Growth) • Sustainable Rural Development
Urbanisation And Future Need For Integrated Mixed Residential	• Developing Integrated and Sustainable Human Settlements → Future Development Direction • Smart Growth	• Priority areas for spatial investment • Economic Development (Smart Growth)

	RELATED SDF STRATEGIES	RELATED SDP IMPLEMENTATION
	→ Management Zones along the urban edge. → Promoting Infill development → Promoting Densification in and around strategic locations → Managed expansion	• Sustainable Rural Development
Transport Route As An Influence For Future Development Direction	• Spatial Restructuring and Spatial Planning Systems → Development Corridors	• Nodal Growth • Development Corridors
Significance Of Tourism And Agriculture	• Municipal Economic Development Potential • Protection of High-Value Agricultural Land	• Economic Development (Smart Growth) • Protection of high value agricultural land
Dilapidated Rural Towns	• Developing Integrated and Sustainable Human Settlements → Transformation of Settlements → Bulk Water and Sanitation → Electricity and Energy → Information and Communication Technology (ICT) → Public Facilities • Smart Growth → Management Zones along the urban edge. → Promoting Infill development → Promoting Densification in and around strategic locations → Managed expansion	• Priority areas for spatial investment • Economic Development (Smart Growth) • Sustainable Rural Development
Landscape Character And Built Form	• Compact Integrated Development Direction • Future Development Direction • Protection of High-Value Agricultural Land	• Priority areas for spatial investment • Economic Development (Smart Growth) • Protection of high value agricultural land
Spatial Change Analysis	→ Spatial Distribution Of The Population → Population Change (2000-2020) → Rural Settlement Growth	• Priority areas for spatial investment • Economic Development (Smart Growth) • Sustainable Rural Development

1.7 SWOT Analysis

WEAKNESSES

- Apartheid spatial planning footprints
- Declining economic sectors
- Lack of skills and high rate of functional illiteracy
- Settlement pattern
- Poor road infrastructure
- Poor access to social facilities
- Service backlog
- Land Claims
- Poverty
- Land invasion is a major problem in terms of land tenure
- Illegal structures with no building plans approved



STRENGTHS

- Land available for industrial development and expansion
- Area is rich in agriculture and tourism potential
- Urban centers
- Population growth
- Education levels have increased
- Living standards have improved
- Job opportunities lead to inward migration
- Vryheid town is located at the intersection of major transportation routes (R 34 and R 69), which transverse the region

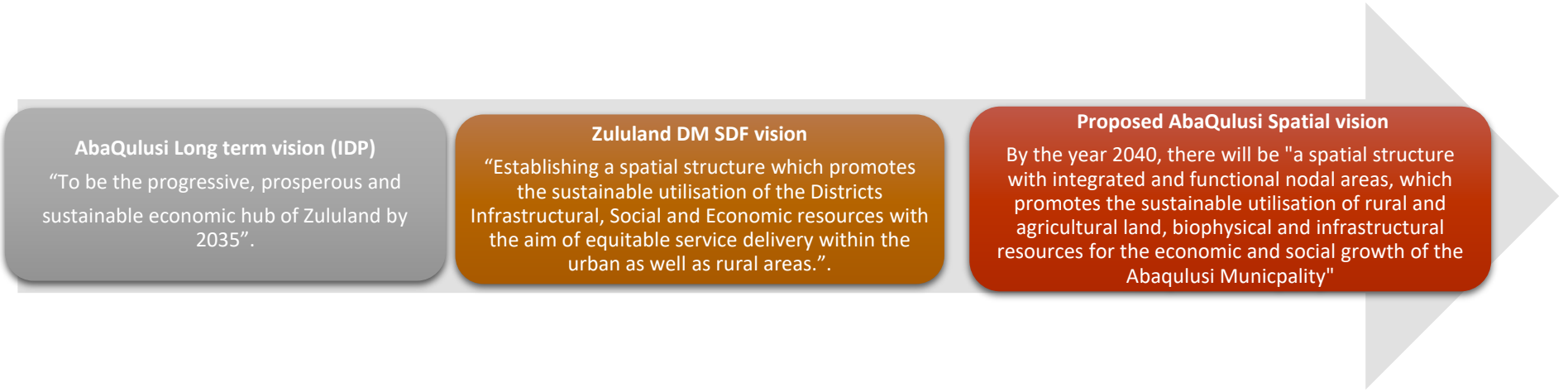
1.8 The Vision Statement

AbaQulusi' s spatial vision is being developed to guide the direction and growth of the Municipality. The key underlying themes for the development of this vision are the Zululand District Development Vision as captured in the district IDP as well as the principles that emanated from SPLUMA. Zululand DM's vision promotes equity and accessibility to the entire spectrum of economic opportunities that the district has to offer. This principle of equity is very important as it is also reflected in SPLUMA as the first principle (i.e., Spatial Equity) as such AbaQulusi adopted this principle as part of the spatial vision.

The other elements of the vision advocate for spatial efficiency, environmental sustainability, economic growth and positioning AbaQulusi as the leading tourist destination within the province of KwaZulu-Natal. The proposed spatial development vision is aligned with the National Development Plan: 2030 vision, the Spatial Planning and Land Use Management Act, the KZN PGDS and the Zululand DM Vision and it should also be aligned with the upcoming AbaQulusi Development Vision.

The common underlying themes within these visions are:

- Improvement of quality of life;
- Sustainable development; and
- Economic prospects



1.9 Development Strategies and Key Focus Areas

1.9.1 Priority areas for spatial investment

Encouraging investment in key areas to stimulate the economy and provide a significant competitive edge. By boosting education and research, developing specific innovative sectoral and knowledge structures, building more infrastructure, and other important investment areas, the Municipality will be better able to respond to community needs and experience diversified economic growth. These initiatives will also strengthen the potential for innovation and development that already exists.

1.9.2 Economic Development (Smart Growth)

Planning to optimise spatial functionality within areas of mixed uses and high density is the focus of the "Smart Growth" concept. This covers high-density and mixed-use development, transit-oriented development, the preservation of open space systems, and the promotion of efficient mobility, which includes enhancing road networks and encouraging walking and bicycling. We'll use the following approaches to spatial planning;

- Compact town: this type of community combines density, diversity, accessibility, and proximity while cutting prices and travel times. It also brings social amenities and employment to isolated, single-use residential regions and lowers energy and infrastructure expenses.
- An inclusive community would diversify its land uses, encourage social mixing, and remove physical, social, and economic obstacles to provide equitable access to opportunities and hard and soft services for all.
- Connected city: by stressing the Municipality's link to important corridors, improving public transport and ICT infrastructure at the provincial and urban levels would strengthen the economic function of development corridors.
- Resilient towns: they create a network of metropolitan open spaces to act as a buffer against urbanisation, preserve places with significant agricultural potential and valuable green infrastructure, encourage the use of sustainable energy sources, and safeguard biodiversity resources.
- A generative town directs investments in transformation hubs and areas in order to: maximise returns on investments in terms of social, economic, and environmental aspects; stimulate employment growth and economic expansion; improve public spaces; and advance sustainability (social, environmental, and economic).

1.9.3 Sustainable Rural Development

Concepts for rural development include better living standards, sustainable agriculture, building rural resilience through the promotion of current economic prospects, a circular economy, and a reduction in the gaps between affluent and formerly disadvantaged places, encouraging long-term post-agrarian reform, and building effective road networks to facilitate rural-urban connections and reap their benefits.

1.9.4 Nodal Growth

In order to bring essential services closer to the public, nodal development involves allocating resources and services in a way that facilitates efficient and accessible service delivery. In terms of land use integration, this is

essential to the overall functioning of the municipal area. Utilising the land use scheme, the development strategy aims to enable development in scattered areas with appropriate thresholds to support the feasibility of that particular investment. In addition to fostering interconnection, this will guarantee a balanced spatial economic environment.

1.9.5 Development Corridors

The flow of goods, services, and information between nodes produces development corridors, which are the outward manifestation of economic growth and urban development. The location of facilities along major routes recognises the importance of choice to the rural communities concerning services such as education, health, and welfare facilities. Upgrade and road maintenance projects on corridors that lead to development opportunity areas such as rural service centres, high potential agricultural land, and tourism nodes should be prioritized as this will encourage investment, improve accessibility, and enhance mobility.

1.9.6 Natural Resource Conservation

AbaQulusi Municipality has rivers, wetlands, agricultural farms, and nature reserves that need to be protected and preserved. Land development within the municipality will be undertaken in an economically, socially, and environmentally sustainable manner, with the following being acknowledged as key interventions for spatial transformation:

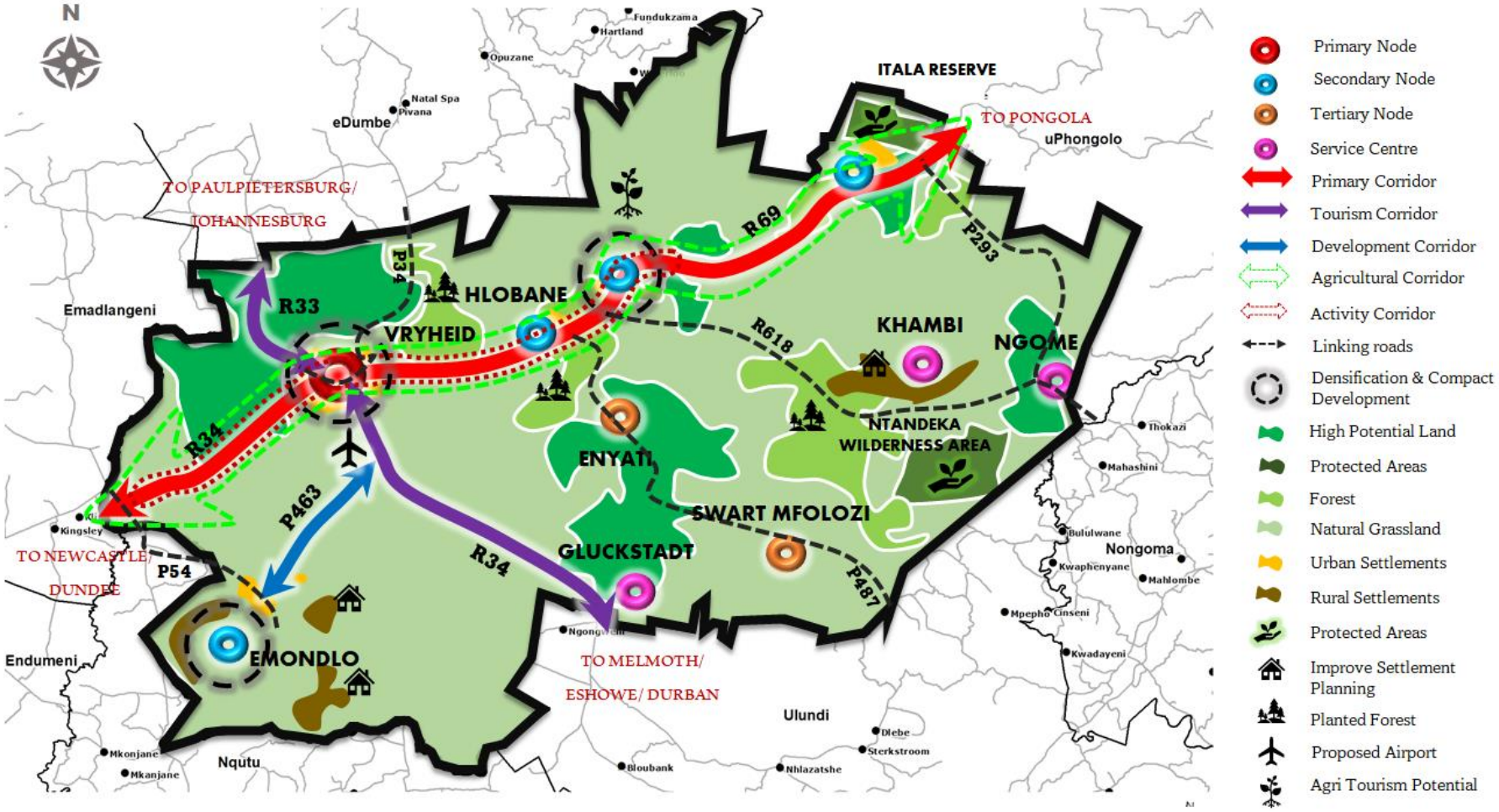
- protection and enhancement of environmentally sensitive areas;
- protection and optimal utilization of good agricultural land;
- creation of an integrated open space system in an urban context; and
- Enhancement of the aesthetic quality of the environment.

1.9.7 Protection Of High-Value Agricultural Land

A substantial amount of land in AbaQulusi Municipality is generally classified as having high and good potential for agriculture. It is important to note high potential agricultural land has become a scarce and deteriorating resource. Its protection is high on the agenda for the Department of Agriculture. Sub-division and change of land use on agricultural land are governed in terms of the Sub-division of Agricultural Land Act (SALA), Act No. 70 of 1970, and are administered nationally.

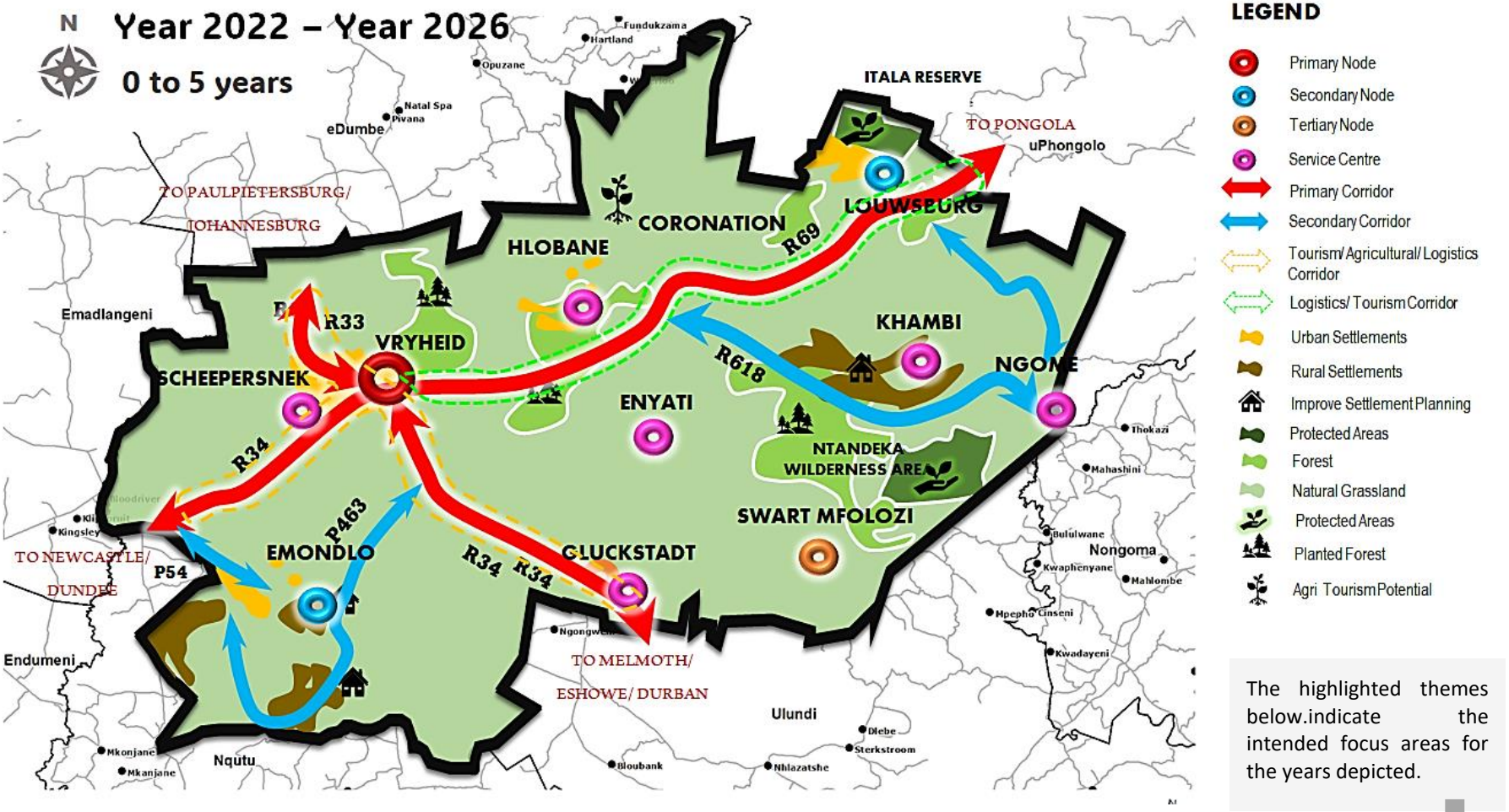
In addition, the Preservation and Development of Agricultural Land Framework Bill (PD-ALF) aims to (1) protect and preserve high-potential agricultural land, ensuring that the land remains productive and that no further land loss occurs; (2) to ensure that the agricultural sector remains sustainable; (3) to ensure that agricultural production and the contribution of agriculture to the Gross Domestic Product (GDP) increases; (4) to ensure that rural employment opportunities increase and poverty levels decline; (5) to promote resilient, self-sustaining communities and improvement quality of life. Given these imperatives, it is critical that spatial planning actively excludes high-potential agricultural land for planned developments as far as possible and develop guidelines (as part of the SDF) for managing development on agricultural land.

1.10 Spatial Development Plan (5-Year Development Plan)



The SDP is a planning tool to guide the short-term development of the Municipal spatial form over 5 years.
The SDP is linked to the IDP through the implementation of the CIF.

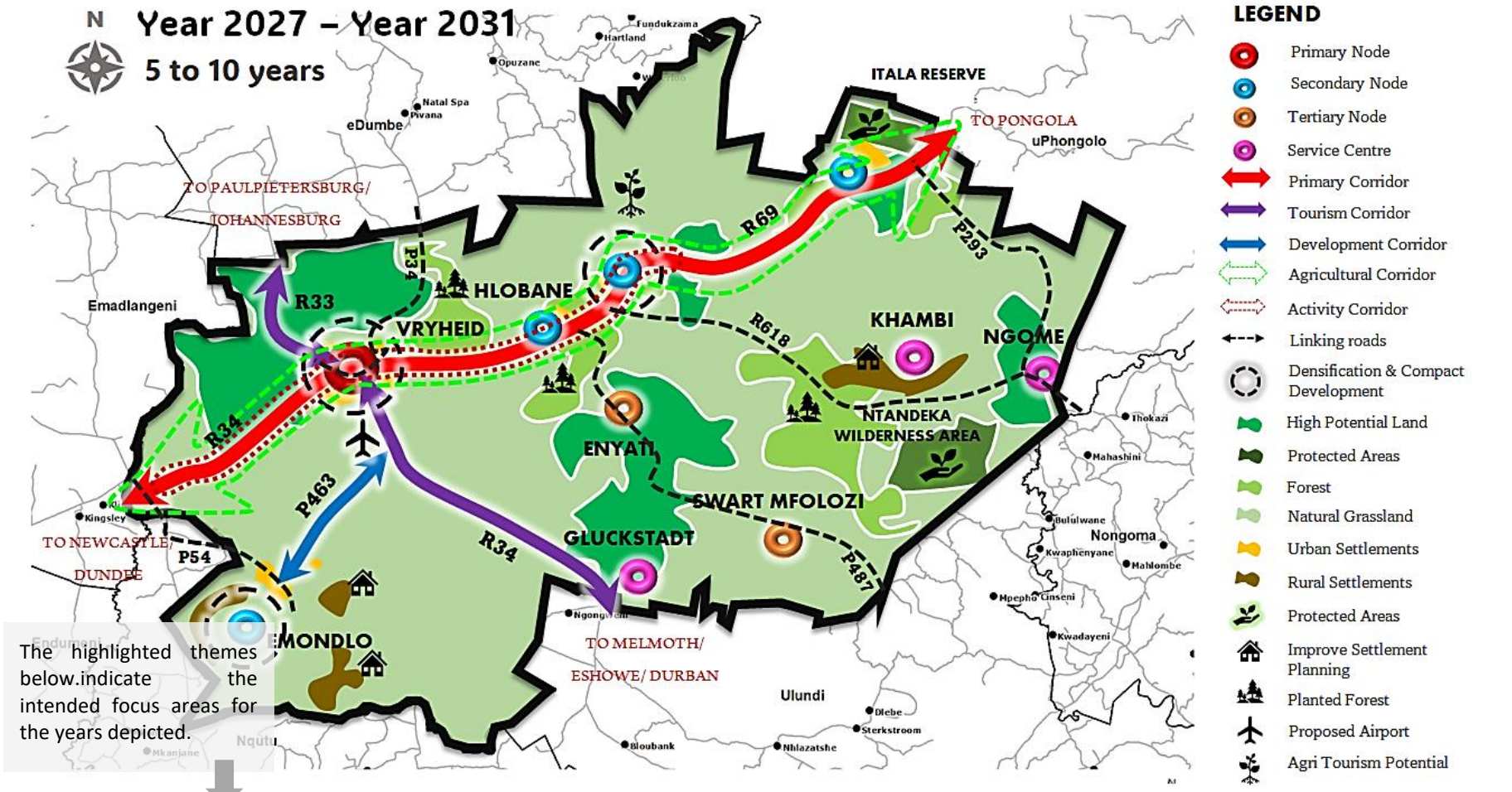
Map 2: Year 1 -5



The highlighted themes below.indicate the intended focus areas for the years depicted.

SOCIO ECONOMIC ENVIRONMENT	BIO – PHYSICAL ENVIRONMENT	BUILT ENVIRONMENT
PROMOTION OF AGRICULTURAL DEVELOPMENT	PROTECTION OF ENVIRONMENTALLY SENSTIVIE AREAS	HOUSING DEVELOPMENTS
DEVELOPING HIGHER EDCUTIONAL FACILTIES	PROMOTION OF ECO TOURISM	DEVELOPING MOVEMENT NETWORKS
EMPLOYMENT CREATION	PROMOTION OF SMALL-SCALE FARMING	DEVELOPING RURAL SETTLEMENTS
PROMOTION OF TOURISM	BUILDING RESILIENCE TO CLIMATE CHANGE	DECENSIFICATION AND COMPACT DEVELOPMENT

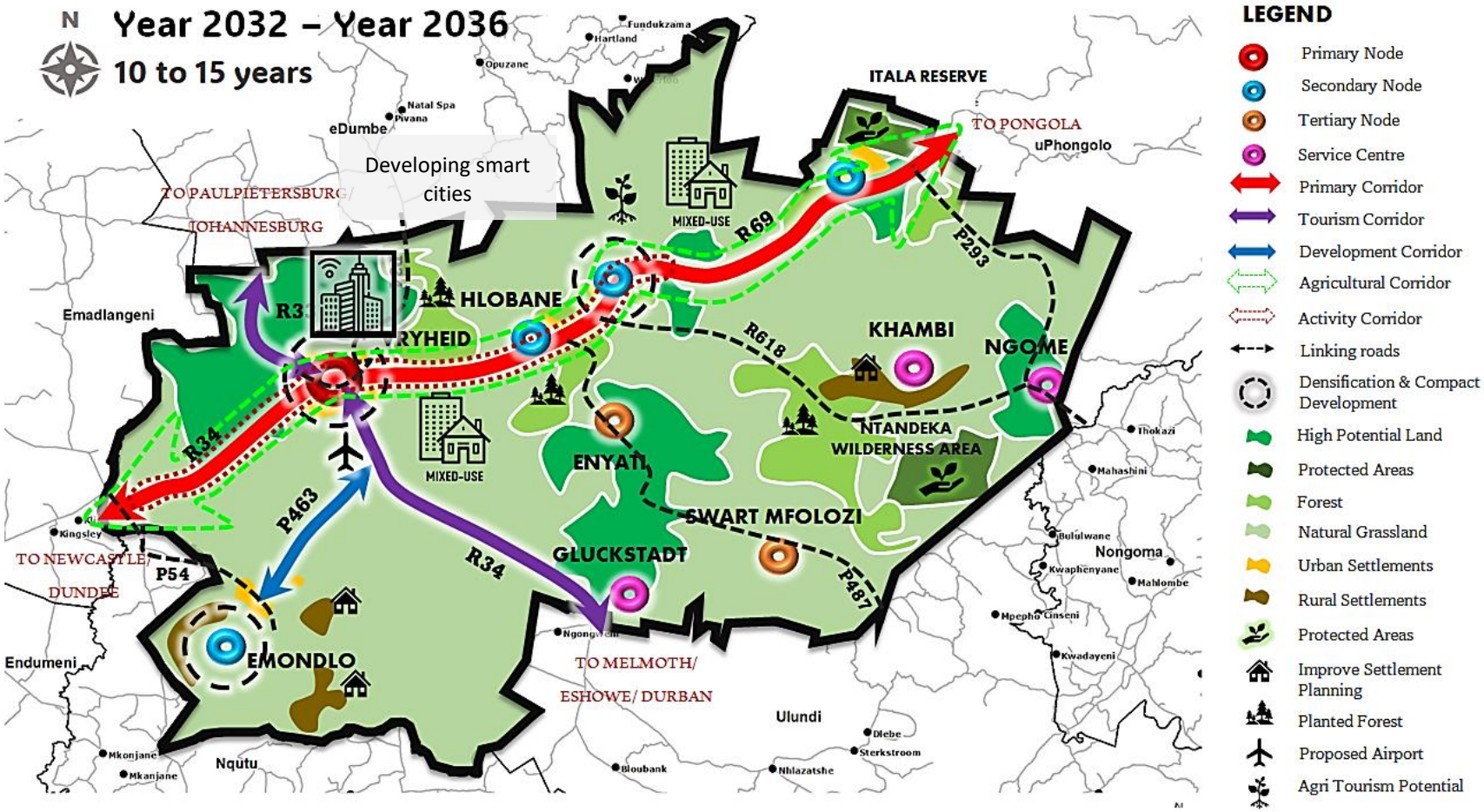
Map 3:Year 5 - 10



The highlighted themes below.indicate the intended focus areas for the years depicted.

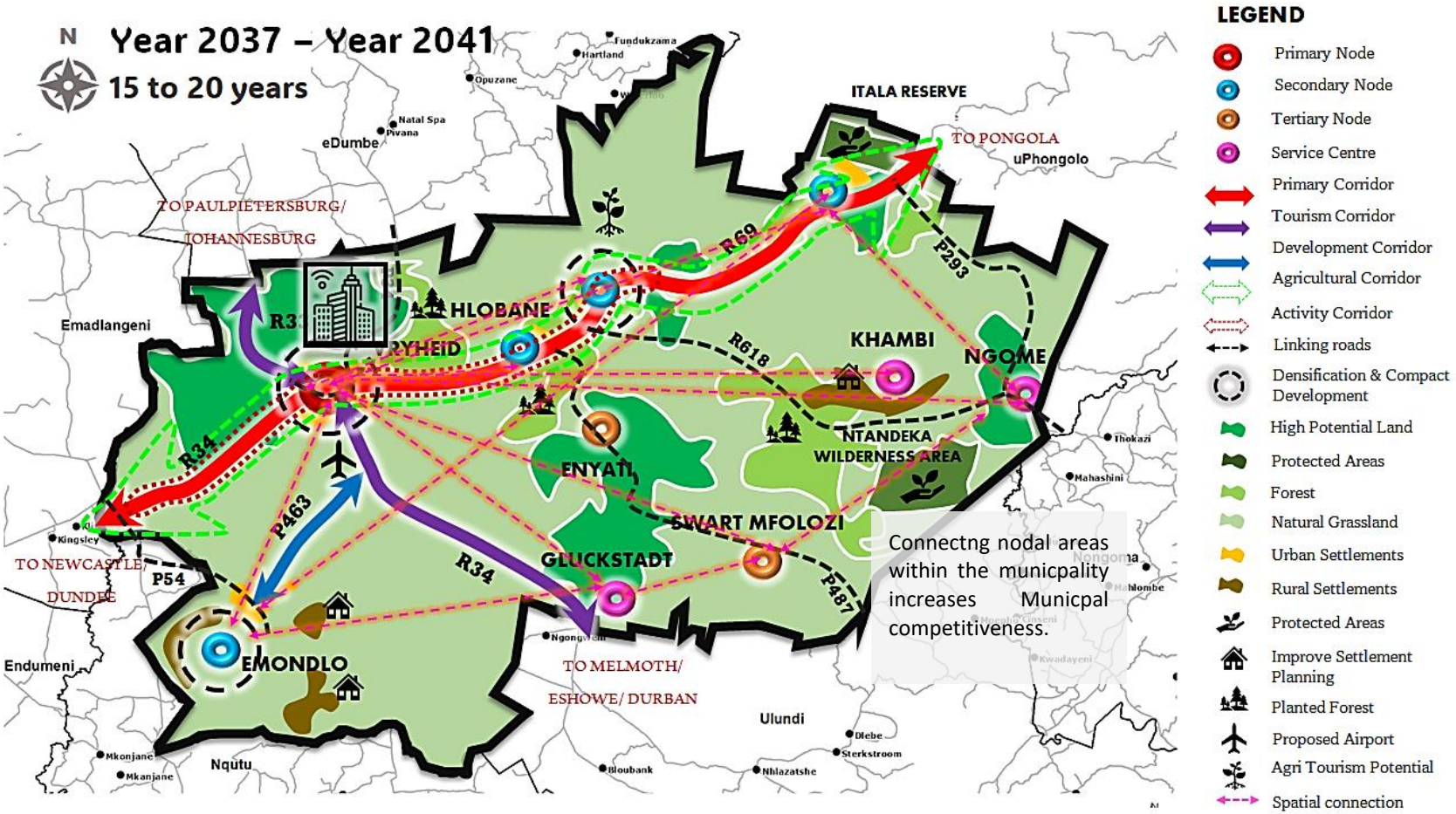
SOCIO ECONOMIC ENVIRONMENT	BIO – PHYSICAL ENVIRONMENT	BUILT ENVIRONMENT
PROMOTION OF INDUSTRIAL DEVELOPMENT	PROTECTION OF ENVIRONMENTALLY SENSTIVIE AREAS	HOUSING DEVELOPMENTS
DEVELOPING HIGHER EDCUTIONAL FACILTIES	PROMOTION OF ECO TOURISM	DEVELOPING MOVEMENT NETWORKS
EMPLOYMENT CREATION	PROMOTION OF SMALL-SCALE FARMING	DEVELOPING RURAL SETTLEMENTS
PROMOTION OF TOURISM	BUILDING RESILIENCE TO CLIMATE CHANGE	DECENSIFICATION AND COMPACT DEVELOPMENT

Map 4: Years 10 - 15



SOCIO ECONOMIC ENVIRONMENT	BIO – PHYSICAL ENVIRONMENT	BUILT ENVIRONMENT
PROMOTION OF SMART CITIES	PROTECTION OF ENVIRONMENTALLY SENSTIVIE AREAS	HOUSING DEVELOPMENTS
DEVELOPING HIGHER EDCUTIONAL FACILTIES	PROMOTION OF ECO TOURISM	DEVELOPING MOVEMENT NETWORKS
EMPLOYMENT CREATION	PROMOTION OF SMALL-SCALE FARMING	DEVELOPING RURAL SETTLEMENTS
PROMOTION OF TOURISM	BUILDING RESILIENCE TO CLIMATE CHANGE	DECENSIFICATION AND COMPACT DEVELOPMENT

Map 5: Years 15 - 20



SOCIO ECONOMIC ENVIRONMENT	BIO – PHYSICAL ENVIRONMENT	BUILT ENVIRONMENT
PROMOTION OF INDUSTRIAL DEVELOPMENT	PROTECTION OF ENVIRONMENTALLY SENSTIVIE AREAS	HOUSING DEVELOPMENTS (DIVERSIFICATION)
PROMOTION OF SMART CITYS	PROMOTION OF ECO TOURISM	DEVELOPING MOVEMENT NETWORKS
EMPLOYMENT CREATION	PROMOTION OF SMALL-SCALE FARMING	DEVELOPING RURAL SETTLEMENTS
PROMOTION OF TOURISM	BUILDING RESILIENCE TO CLIMATE CHANGE	DECENSIFICATION AND COMPACT DEVELOPMENT

1.11 Spatial Development Themes

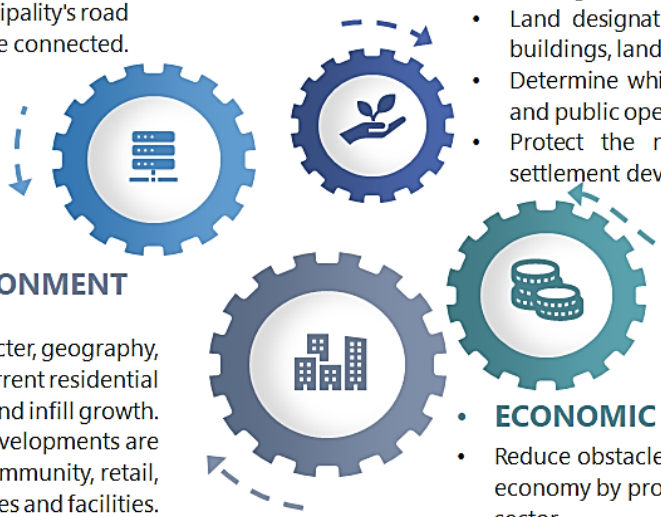
The four themes that the spatial development plans address is economic development, built environment, environmental sustainability, and infrastructure development. These themes are what propel sustainable spatial transformation. For the themes listed above, the following is the development strategy approach:

• INFRASTRUCTURAL DEVELOPMENT

- Ascertain that the current infrastructure is used effectively. In the study area, upgrade the current infrastructure and synchronize the installation of new development with the supply of new infrastructure.
- To facilitate integration, the Municipality's road networks should be more connected.

ENVIRONMENTAL SUSTAINABILITY

- Enhance the physical environment in the research area by lowering the amount of dereliction in the Municipality, providing better services, and making environmental improvements.
- Land designations meant to preserve significant buildings, landscape elements, and vistas.
- Determine which land will be used for recreation and public open space.
- Protect the natural environment and prevent settlement development along sensitive areas.



• BUILT ENVIRONMENT

- Taking into account the area's scale, character, geography, and amenities, protect and enhance the current residential amenity and allow for suitable residential and infill growth.
- Make certain that new housing developments are accompanied by the provision of more community, retail, educational, and recreational services and facilities.
- Assist in the creation of playgrounds in close proximity to community centers and within planned and current residential complexes.

• ECONOMIC DEVELOPMENT

- Reduce obstacles to admission into the formal economy by promoting the growth of the formal sector.
- Promote and assist the growth of current employment usage.
- Assist local entrepreneurs in acquiring new skills.
- Encourage, expand, and broaden the agricultural and tourism industry.

1.11.1 Built Environment

1.11.1.1 Vryheid Town

The identification of an urban region within the municipality must focus on the integration of the core nodal areas and the urban complex of Vryheid. This proposed urban region is where most of the population is located and where the most notable economic contribution from different sectors is concentrated. In addition, it is an area that faces population growth pressure, but also in-migration of people hoping to tap into the benefits and opportunities of the urban area. It is thus important to ensure sustainable economic growth, and spatial transformation within this area.

Vryheid is identified in this SDF as a regional centre with influence that goes beyond its immediate borders. The town presents many development opportunities. These include the following:

- Strategic location at the intersection of two primary development corridors, the battlefields route and the coal-mining belt.
- A huge threshold covers almost the whole of Zululand and portions of the Umzinyathi and Amajuba Districts.
- Availability of strategically located and vacant land suitable for commercial and other forms of development.
- The amount of economic activity taking place in town establishes it as an economic hub and an investment opportunity area.
- Availability of services such as electricity, water and sanitation.
- Wall to Wall scheme and by-laws are in place and more focus needs to be placed on the Implementation of them.

However, there are also many constraints. These can be summarised as follows:

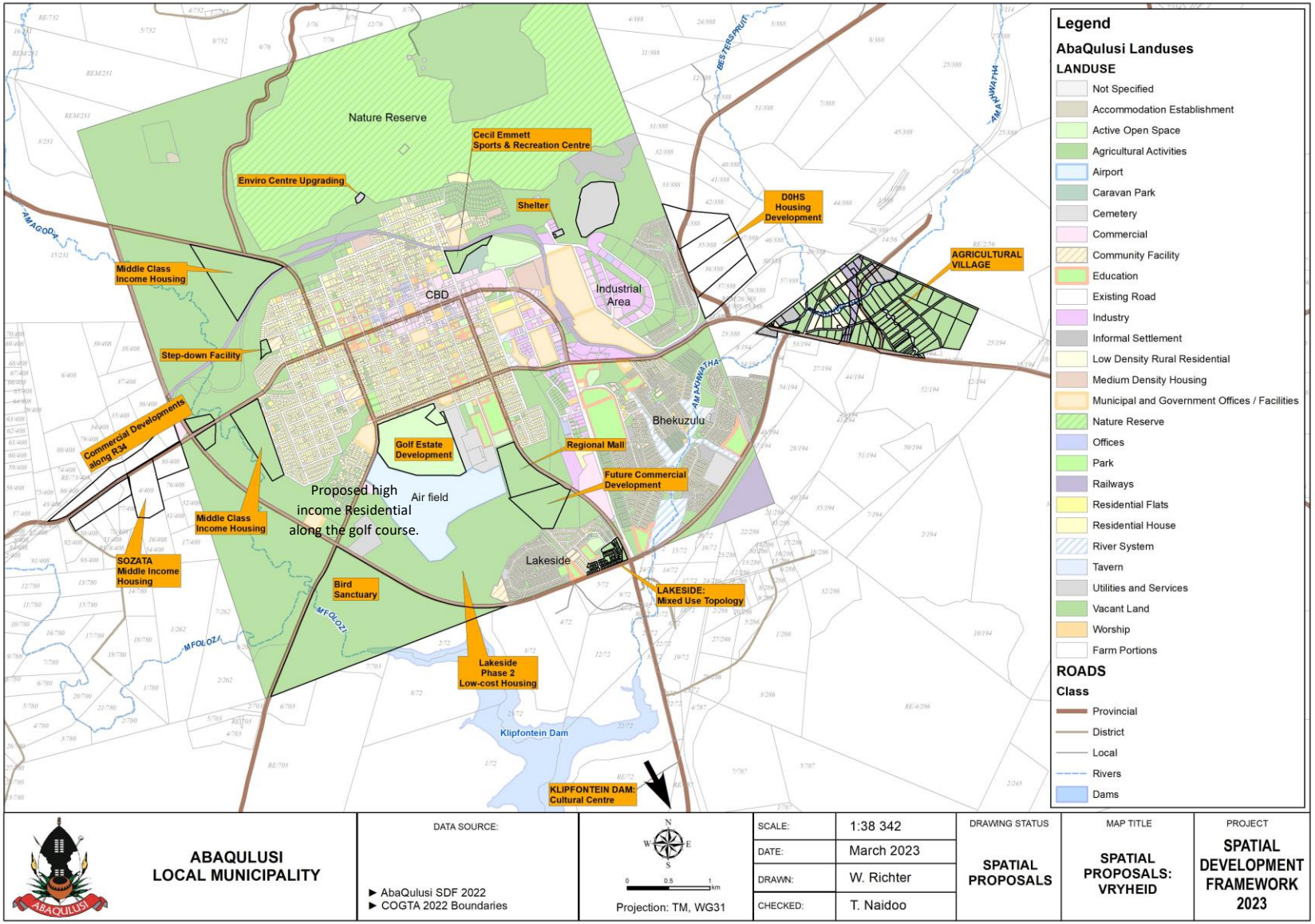
- The CBD is almost developed to capacity and there is limited space for further expansion.
- Spatial fragmentation and separation of land uses.
- Uncontrolled low-density urban sprawl occurs in the form of informal settlements just outside the town. \
- Maintenance of infrastructure such as water and sewer systems.
- Future urban development in Vryheid should focus on the following:
- Managing rural/urban within the context of a wall-to-wall planning land use scheme. Alternative strategies such as defining an urban fence, zonation, etc. should be explored.
- Establishing effective CBD management systems (Land use scheme, by-laws, etc.), building public confidence in the CBD, creating an attractive public environment; and promoting new markets and the 24-hour CBD;
- Development of a CBD extension node incorporating clustered commercial activities in an area between Bhekuzulu, Vryheid and Lakeside. The development of this site will promote integration and enhance the role of Vryheid as a regional centre.
- Development of the strip of the road linking the CBD and the CBD extension node as a mixed land-use activity corridor, and a connector between the two development areas.
- Identification, servicing and release of strategically located land for housing and commercial development. The railway precinct located to the north of the CBD is an opportunity area in this regard.

- Development of an integrated open space system (POS) incorporating conservation, parks, rivers, wetlands, etc.

Vryheid town lacks middle to high-income residential development. Middle-income residential development is proposed along the western portion of Vryheid town, and high-income residential can be proposed along the airfield.

With the development of the regional mall, it is anticipated that commercial development be promoted along the R34. Thereafter mixed use is promoted alongside Lakeside. Industrial uses are promoted in the northeastern portion of Vryheid town. It is also proposed that the AbaQulusi Plaza be upgraded. The proposals are spatially depicted in the map below;

Map 6: Vryheid Town Proposals



1.11.1.2 Emondlo A and B

EMondlo is located 25 kilometres southeast of Vryheid Town, south of the AbaQulusi Municipality. It often lacks major/regional transport links and is hence ill-equipped to gain from local economic networks. As a result, metropolitan amenities and facilities are difficult to obtain. Additionally, there is a significant reliance on public transportation, particularly the taxi sector, as a result of the perceived low levels of car ownership.

The R34 and R69, as well as other regional routes, are physically connected to eMondlo by a variety of access roads. Even the best roads, which range in quality, require urgent maintenance and repairs because of potholes and damaged road surfaces. Gravel and unofficial roads make up eMondlo's internal road network. These serve as a local water drainage system rather than the local road network and are typically in a very bad state and would become inaccessible during the rainy season.

To further the goals of the political regime at the time, Emondlo was created at the height of the apartheid era. As a result, a residential area that has been minimally developed but still has access to work possibilities and essential services. Because of this, there is a lot of everyday travelling between Emondlo and Vryheid. This is incredibly expensive and ineffective.

But as time has gone on, eMondlo's function has expanded beyond that of a dormitory suburb to include the supply of services to the neighbourhood as well as the substantial surrounding settlements. From Emondlo, a lot of public services are offered to the rural countryside.

The following could be a summary of the spatial development concerns facing Emondlo Township:

- Future spatial planning and development in Emondlo should put a strong emphasis on changing the area from a simple township (low-income dormitory suburb) into a viable human community with a variety of social, economic, and other kinds of development.
- Related to this is the requirement to raise quality of life by installing lamps, pavements, greening initiatives and updating as well as maintaining roadways.
- The necessity to create new housing items as a way to address the sterility of the environment is also crucial.
- Due to the Tribal Authorities' land tenure policy, one of eMondlo's issues is a lack of land for expansion. The release of land through a land reform initiative will boost investor confidence, provide suitable and cheap homes, and increase access to land.

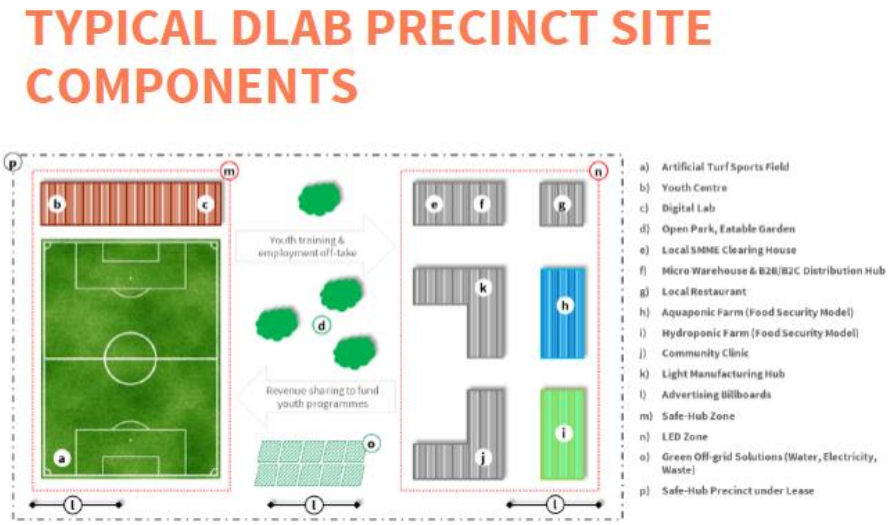
Emondlo is short of social facilities such as an internet café or an IT centre, where the youth can gather and study. Due to the drug increase in the area, a rehab centre would also be a suitable option. Another viable option would be a DLAB centre which is proposed in Lowsburg.

The DLAB centre will address the socio-economic need, inclusively, build resilience, foster social cohesion, drive community-based solutions and stimulate economic development.

Some of the facilities that can be included in the DLAB centre are a community college; youth café; office spaces; urban farm and a digital and innovation lab.

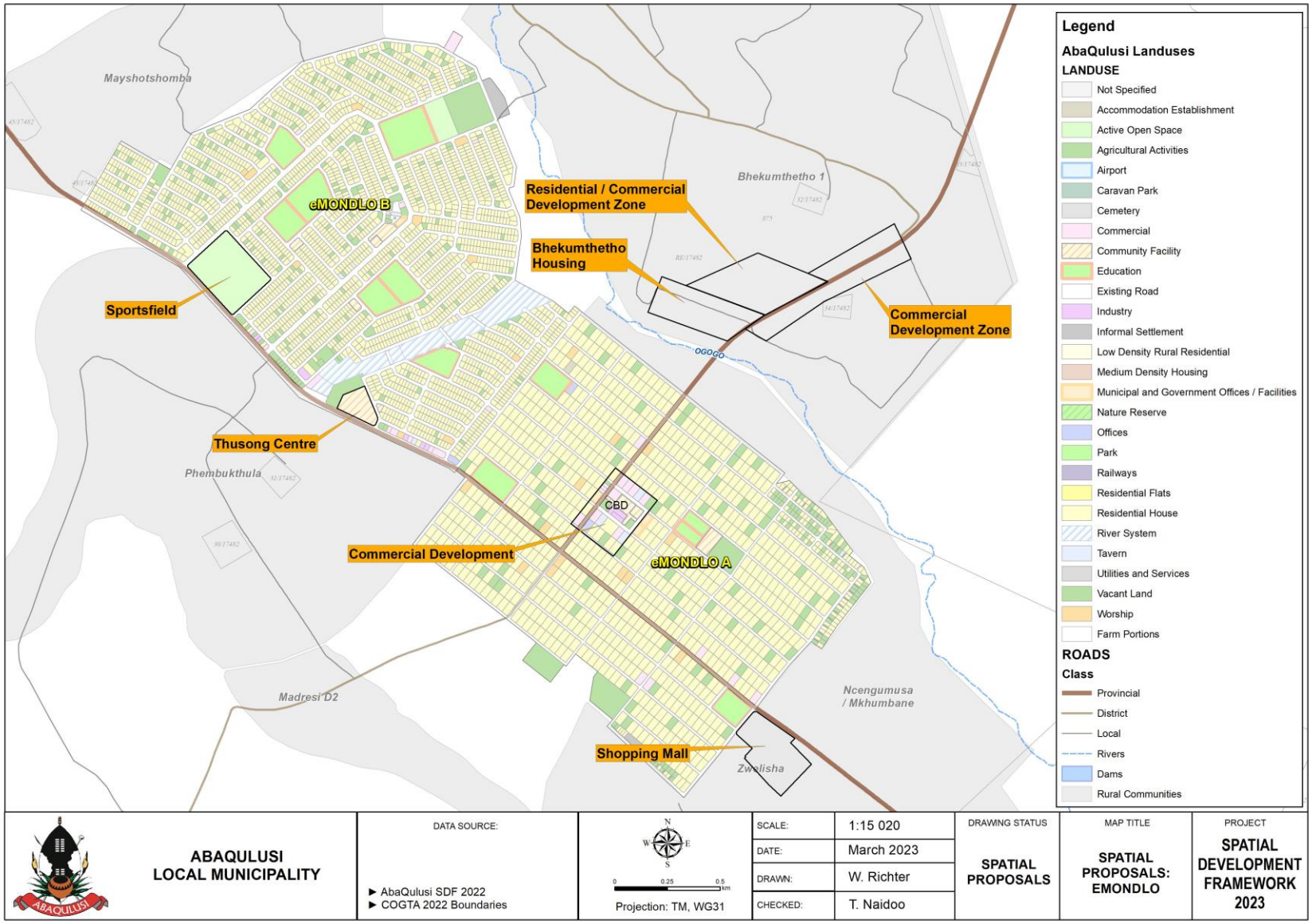
The proposal of the Lowsburg DLAB centre can be seen below (Figure 38).

Figure 3: DLAB Centre Proposal



Commercial development is encouraged to be developed in the CBD area of Emondlo and along the road running through the CBD area close to the Bhekumthetho housing development. Spatial depiction of the proposals within Emondlo A and B are presented below;

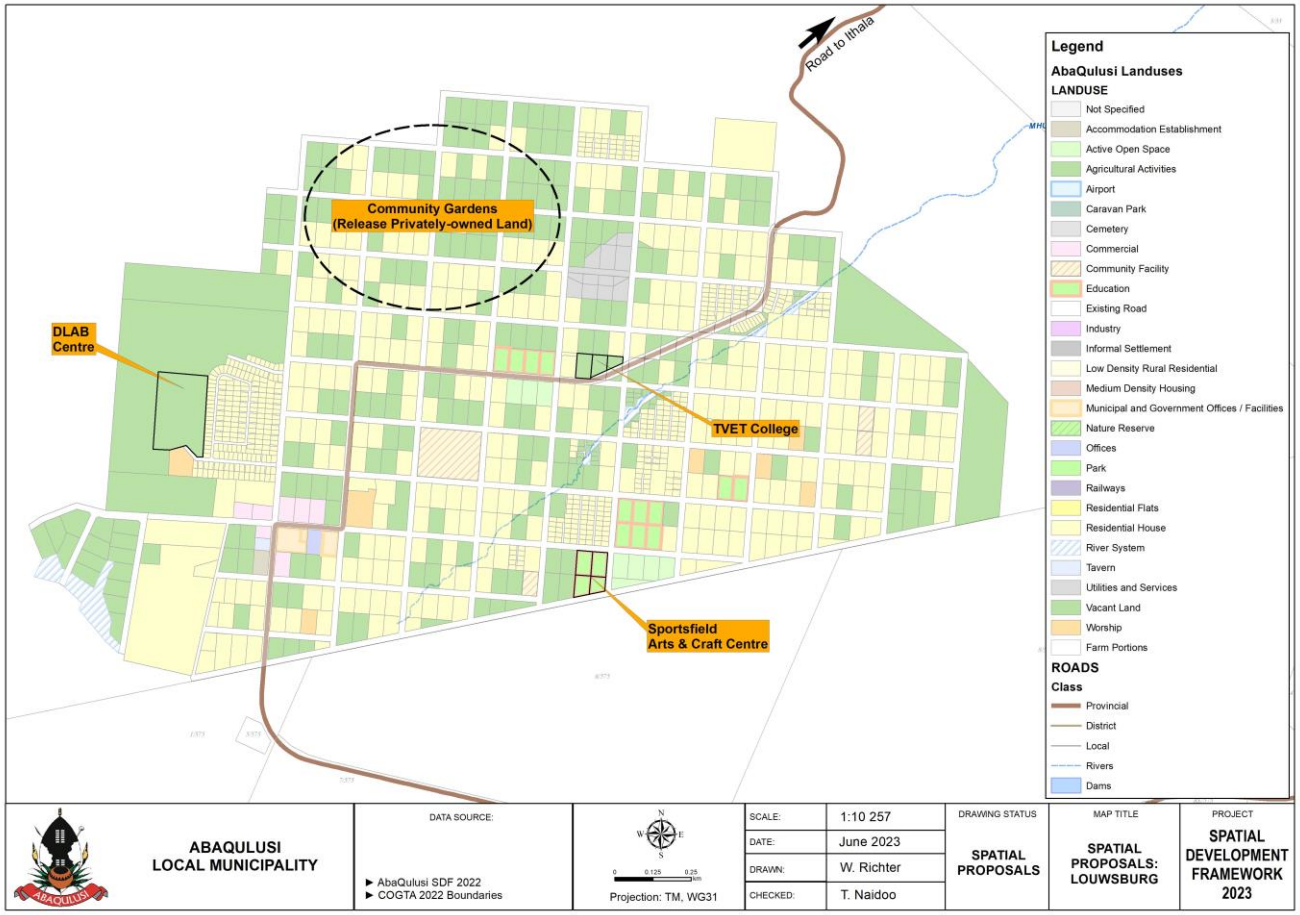
Map 7: Emondlo A and B Spatial Proposals



1.11.1.3 Louwsburg

To serve the nearby farming community and the former Ngotshe District, Louwsburg grew as a service hub. Due to a fall in the agricultural industry brought on by the land reform programme and a rise in game farming in the region, it has a weak economic foundation.

Map 8: Louwsburg spatial proposals



About 60 kilometres from Vryheid towards Phongola along Route 69 is where you'll find Louwsburg. The distance from the main road is roughly 1 km, and it is accessible by a short access road. Louwsburg is not surrounded by any communities.

Spatial issues facing Louwsburg could be summarised as follows:

- Urban renewal
- Redefining the role of the town
- Need to enhance functional and spatial integration into the surrounding areas.
- The majority of the land in Lowsburg is privately owned.
- Lowsburg can be promoted as a tourist stop area on the way to Ithala.

1.11.1.4 Rural Settlements

1.11.1.4.1 Coronation

The Vryheid Coronation Colliery (Pty) Ltd. needed a mining town; thus, they built Coronation. Later, the settlement was recognised as a private township under the Settlement Planning Ordinance (Ordinance No. 27 of 1949). The Zululand District Municipality and afterwards the Abaqulusi Local Municipality received the town.

Coronation is located on the R69 between Vryheid and Louwsburg, some 30 km northeast of Vryheid. The community is a part of the northern KwaZulu Natal mining belt, together with the communities of Hlobane, Vaalbank, Vrede, Cliffdale, Nkongolwane, and Coronation.

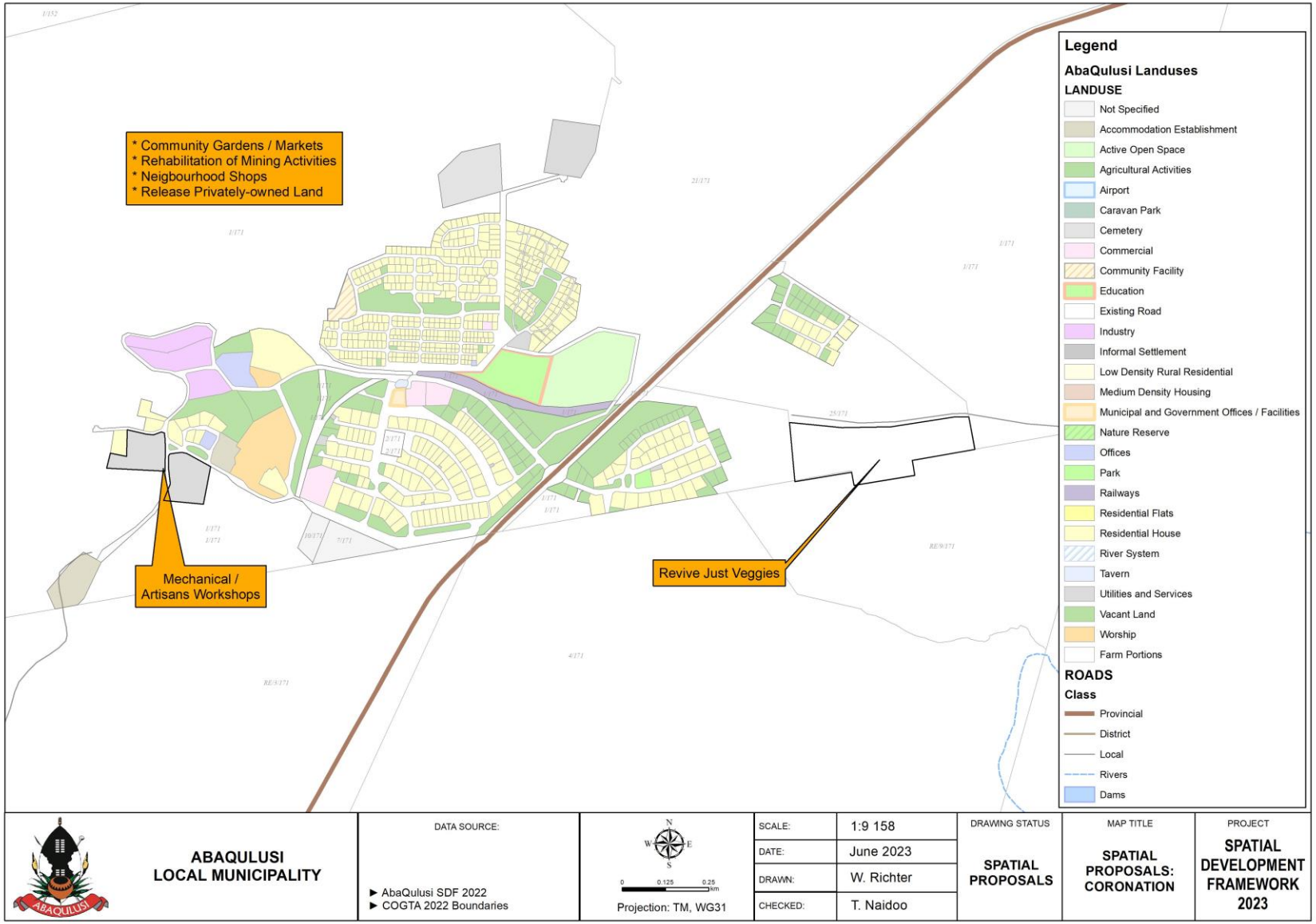
The R69 highway runs through Coronation and provides excellent access to the town. Except for the crossing of the railway line from the Old Village to the Zamokuhle Village, internal access is effectively developed. There are no other significant routes into or out of the town.

The town's location is noteworthy from a sub-regional perspective since it used to be one of the regions that generated and supported a large number of work opportunities, but over the past 10 years, this position has altered significantly as a result of the scaling down of the local coal mines. In terms of providing housing and other support infrastructure for the population this node is still useful. Particularly, the town of Coronation has played, and continues to play, a significant role as a residential hub for the region's mining operations.

There is a distinct, unofficial town centre with commercial and other support functions. On the western edge of the town, there are mixed uses, many of which were once held by the mining firm. Offices, a recreation area with a café and a hall, residential purposes, etc. are among them. In the rest of the town, there are no mixed uses, and the uses are fairly organised. The shops, general dealers, liquor stores, and other business uses, most notably the vacant post office, are among them. All across the town, there are empty lots. The appearance of large vacant expanses in town is caused by the fact that the erven, particularly in the older section of town, is enormous and occasionally not maintained correctly. The process of orderly densification can be considered to address this problem.

There has been an increase in the number of mining applications received within the area. Coronation can be promoted as a tourist stop through the creation of coffee shops. There is a large amount of land that is privately owned in the area, privately owned land should be released to the municipality for the benefit of the community. It is proposed that just veggies to revitalized. A spatial depiction of the proposals is presented in Map 9 below.

Map 9: Coronation Spatial Proposals



1.11.1.4.2 Hlobane; Thuthukane and Vaalbank

About 25 km northeast of Vryheid, on the R69 between Vryheid and Louwsburg (Pongola), is Hlobane. The settlement is a part of the northern KwaZulu Natal mining belt. The town's location is notable since it was once one of the regions that generated and maintained a large number of employment opportunities, but as a result of the surrounding coal mines' gradual closure, the situation has significantly changed over time. This node is still valuable for housing the inhabitants and providing other support infrastructure.

Offices, general industries (mine operations), open space, and the railway reserve are some of the land uses in the town of Hlobane. Although the town has large open spaces, these locations cannot be discovered on the cadastral database and are therefore considered to be impromptu open spaces. To make the provision and utilisation of infrastructure for services economically viable, infill planning and town densification are two approaches that could be looked into.

The residential addition in Thuthukani is surrounded by a variety of uses in a traditional pattern. The residential sites have a typical street-serving layout with open spaces along the roadway. General industrial (mine operations), open space, a clinic, and municipal usage are among the land uses in Thuthukani. The municipality does contain large open spaces, but these regions are already subject to zoning. These locations can later be rezoned to accommodate the demand for other uses, such as residential. To make the provision and utilisation of infrastructure for services economically viable, infill planning and town densification are two approaches that could be looked into.

Vaalbank is set up traditionally, with a variety of purposes encircling the town's residential expansion. The residential properties have a typical street serving them and a typical layout with open spaces.

General industrial (mine activities), open space, a creche, a church and a school are among the land uses in the town of Vaalbank. Planning for infill areas and increasing the town's density are two decisions that could be made. Infrastructure economics of service delivery and use.

1.11.1.5 Rural Settlement Planning

The municipality is characterised by vast rural areas surrounding the urban region/core in and around the Bhekumthetho, Hlahlindlela and Khambi areas. However, the settlements within these rural areas are highly concentrated along the edges / peripheral areas of the municipality. Some of these settlements are quite dense which is a result of households moving from remote areas to well-located settlements along the main transport routes or closer to development nodes. The nature and extent of these rural settlement poses a range of challenges, such as the sustainability of the provision of services, logistics, costs, and availability of natural resources. These settlements require specific focus in terms of settlement planning, basic service delivery, rural housing, and community development nodes.

It should be mentioned that there is another pattern of tenure security that is emerging, which has resulted in rural settlements. These sprouting rural settlements emerge from land sold by Communal Property Associations (CPAs) and Trusts which manage land acquired either through Restitution or Redistribution programmes. These settlements include Shoba and Ntseka and areas in between the clearly defined urban centres. It is worth

mentioning that the Planning Department at AbaQulusi has initiated plans to formalise Shoba and Ntseka as townships.

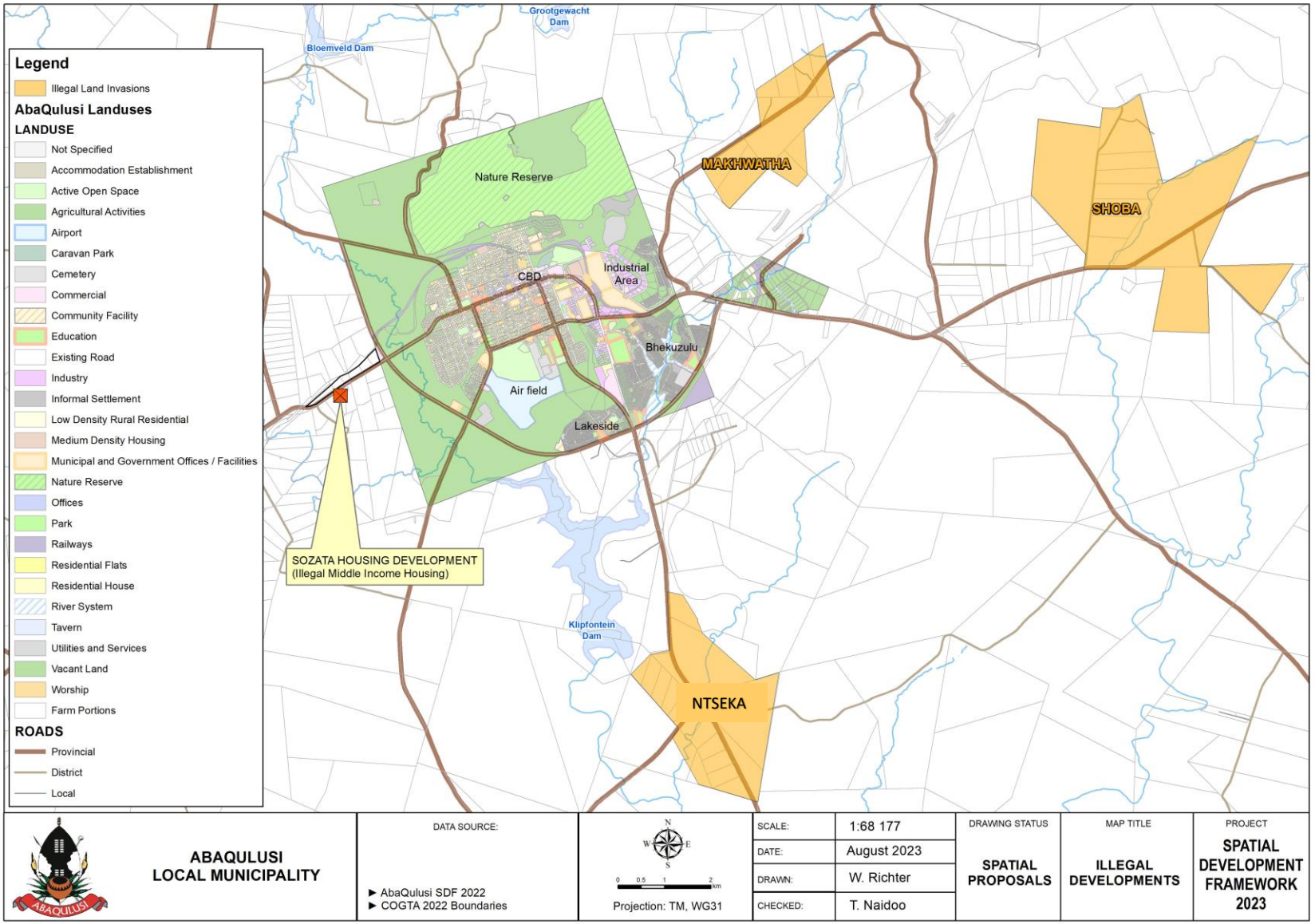
Scattered rural settlements must be discouraged from expanding further by delineating settlement edges that will limit further outward growth. Spatial planning interventions in these settlements should focus on agricultural development, particularly the protection of agricultural land from the settlement; management of grazing; and consolidation of settlements to create service thresholds. Clusters of these settlements must serve as location points for community facilities serving the local community and should include primary and secondary schools, clinics including mobile clinics, pension pay points, community halls and other community facilities, and SMME trading facilities.

1.11.1.6 Transformation of Settlements

1.11.1.6.1 Informal Settlement Upgrading

Focus in the urban areas should be paid to the eradication of informal settlements and the release of land for the establishment of new settlements. The municipality still has several informal settlements, especially just outside of Vryheid and Bhekuzulu. The eradication of these informal settlements is supported by the Upgrading of Informal Settlement Program (UISP), which introduces a phased in-situ upgrading approach.

Map 10: Illegal Developments



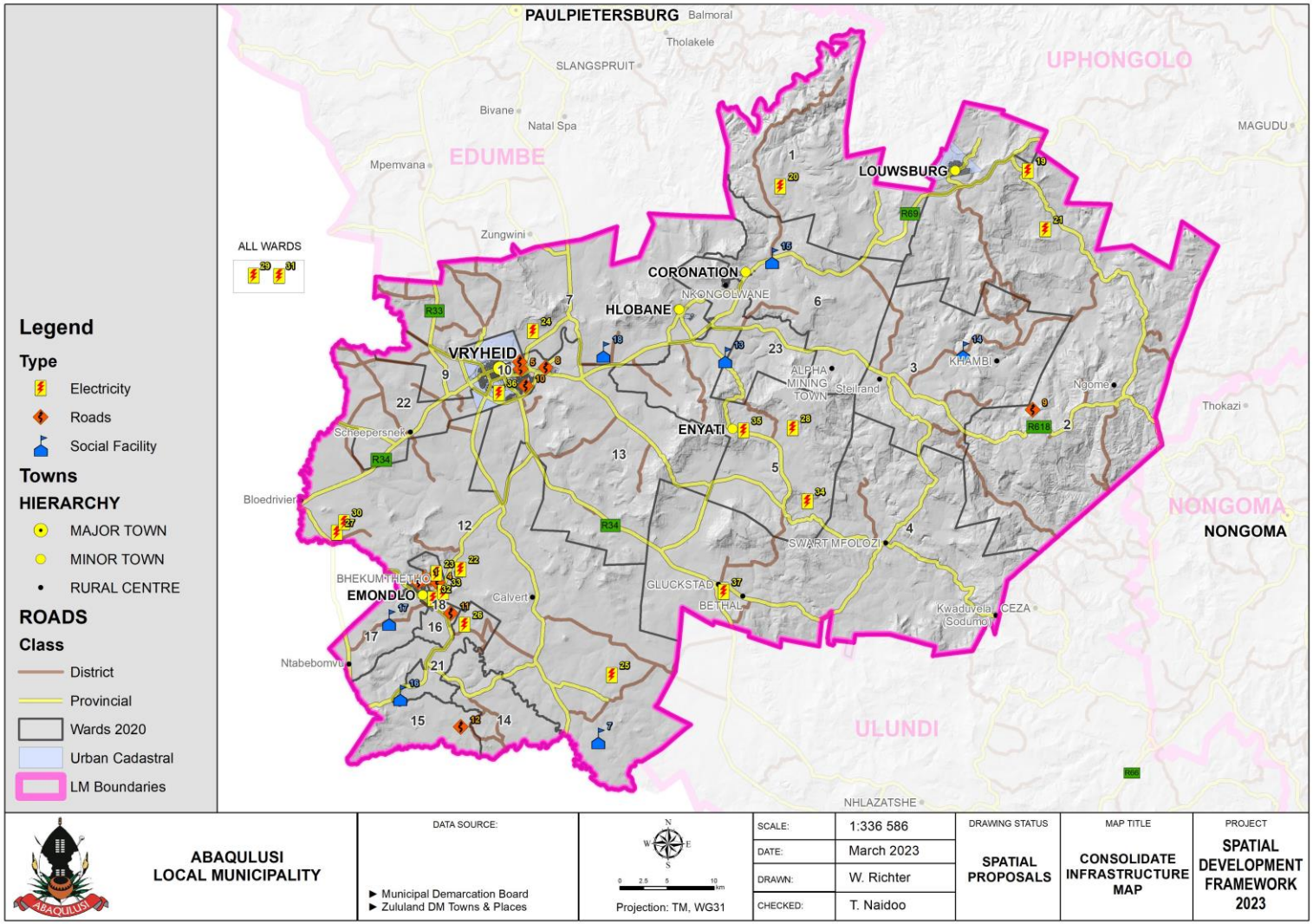
1.11.1.7 Former R293 Townships

It is the Municipality's goal to transform the physical environment. The spatial structure and purposes of towns and suburbs have been distorted by historical imbalances. Local government must now act quickly to step in and alter the landscape that has developed as a result of these inequities.

- Both pull and push influences away from the established and serviced urban centres and the old R293 communities exist. The distribution and pattern of settlement are negatively impacted by the interaction of these push and pull variables. It's interesting to note that the R293 towns also have a pull impact on rural villages because they offer more facilities and services than do rural locations.
- Transportation-related inequities must be addressed, especially the financial burden of long commutes between places of employment. Due to a historical lack of economic activity, R293 towns and rural regions have developed dormitory suburbs that simply offer housing and the most basic auxiliary services, like parks and schools. There is no organised economy.
- R293 towns such as Emondlo and outlying suburbs must develop into integrated, sustainable communities that provide citizens with a wide range of options and possibilities. A resident should have the option of shopping locally for products and services of a satisfactory calibre or travelling to a more developed town with a higher calibre to buy goods and services of a higher calibre. The Township Economy, in particular, has to be promoted.
- People who have previously been denied access to land that is well-situated and conducive to economic activity must have that access.
- Government-funded activities must promote community integration rather than increase racial segregation. To this purpose, the local municipality is in favour of the idea of restructuring zones.
- To develop a sense of location and belonging. To establish this sense of place and alleviate the feeling of remoteness, various urban design-type interventions must be put into place, such as waste management, urban greening, and so forth.
- Better access to social services across the board from all levels of government. Mobile service delivery stations' temporary arrangements will be replaced by more long-term fixes.

1.11.2 INFRASTRUCTURE DEVELOPMENT

Map 11: Infrastructure development

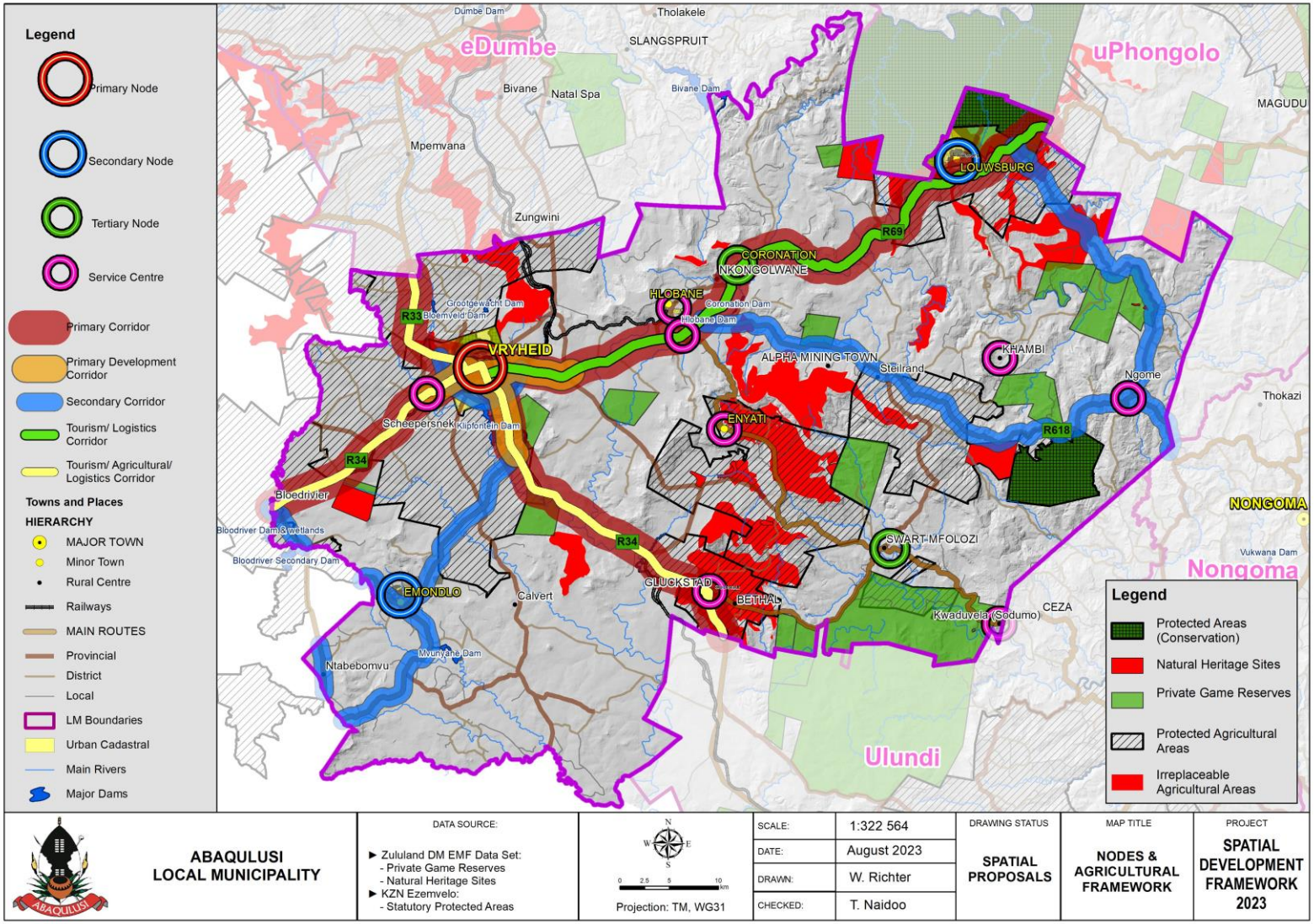


One of the municipalities key objectives is the development of social and service infrastructure.

The map indicated the infrastructure related projects within the municipality over the next five years. This includes community facilities, electricity, road, solid waste and water infrastructure.

1.11.3 Environmental Sustainability

Map 12: Environmental Sustainability

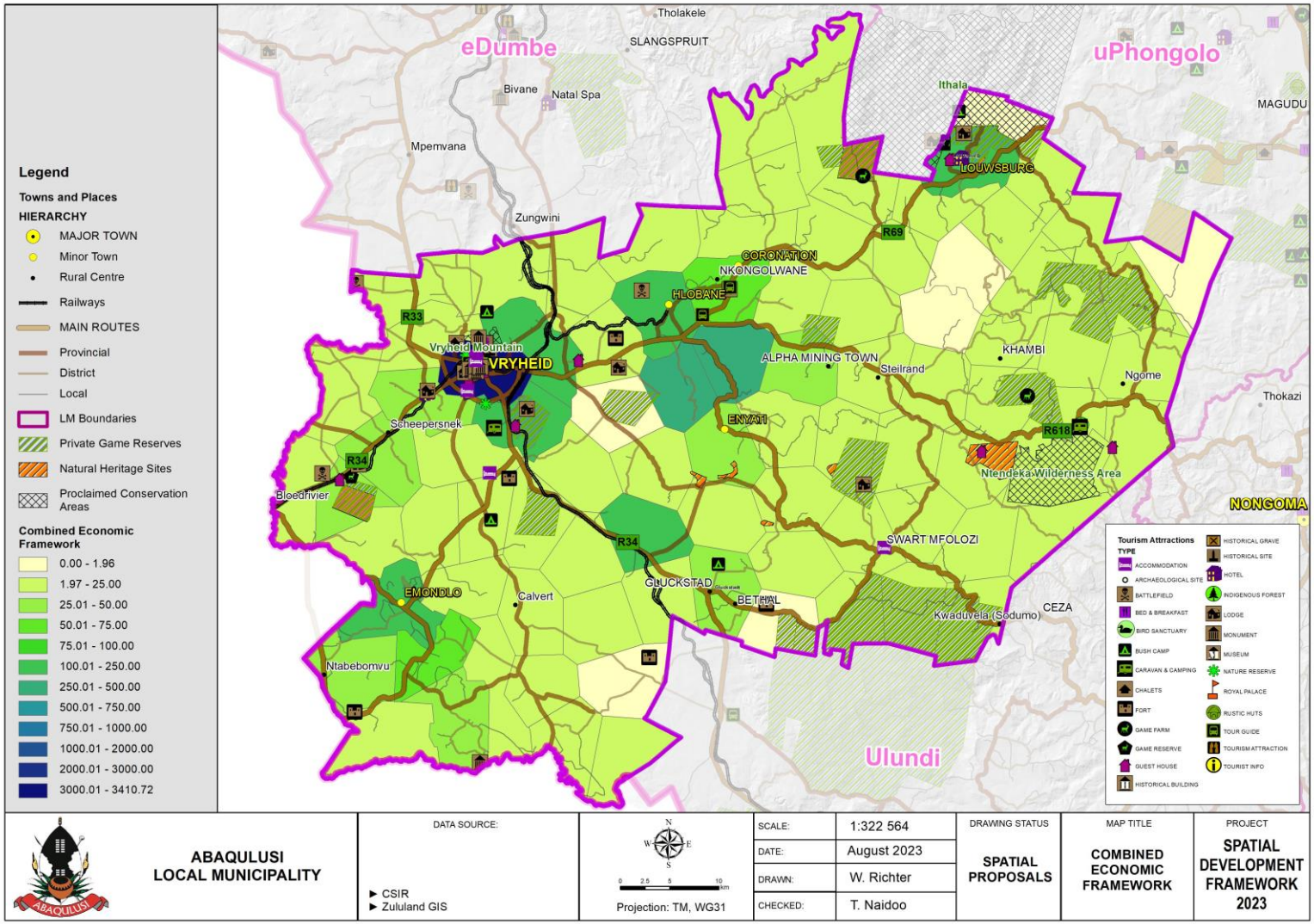


Environmental sustainability refers to the responsible management of natural resources to fulfill current needs without compromising the ability of future generations to meet theirs.

The map indicates areas where development should **not** take place. These areas include, high agricultural potential areas, agro biodiversity areas and statutory protected areas to name a few.

1.11.4 Economic Development

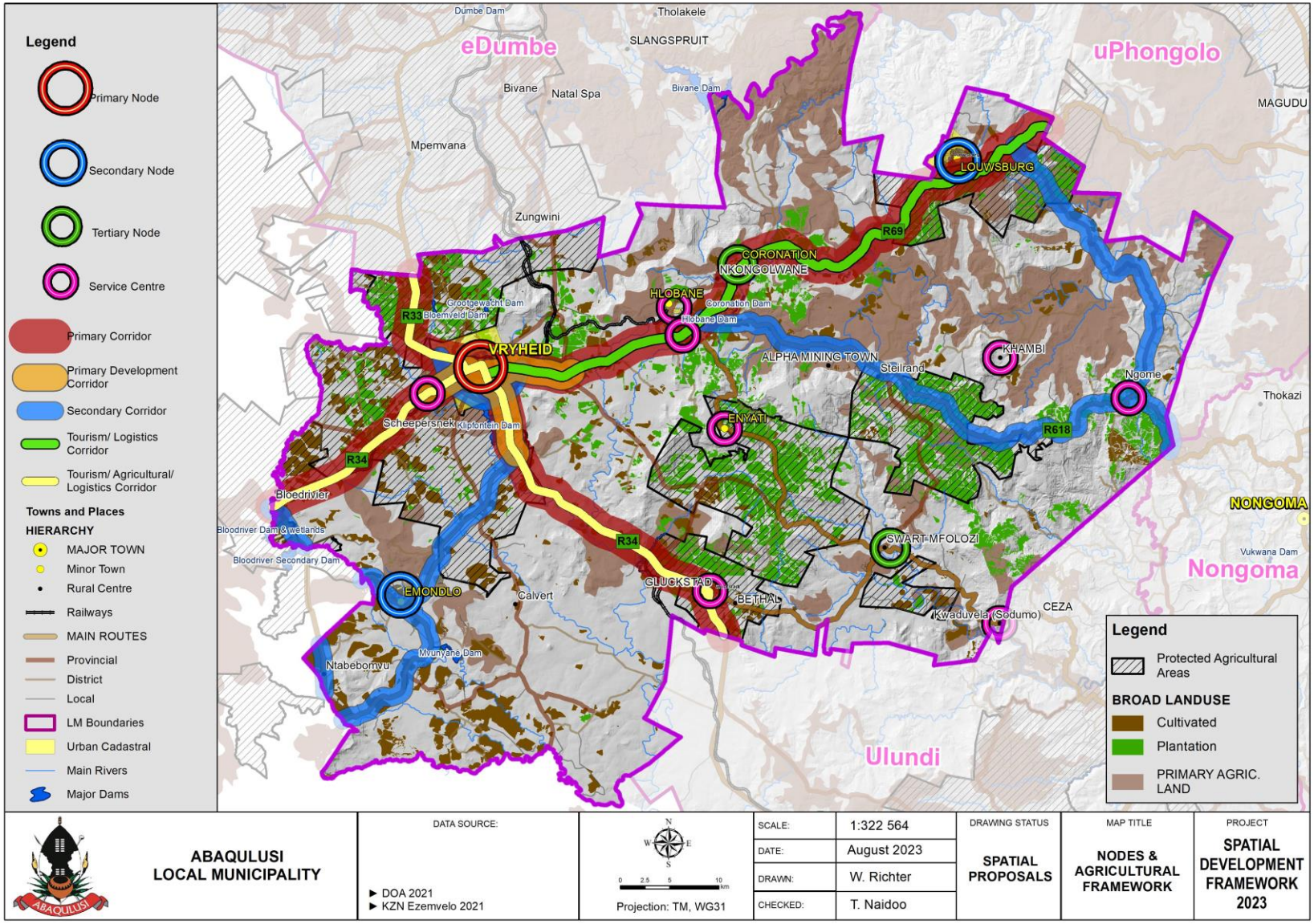
Map 13: Economic development areas



One of the key objectives in the municipality is to unlock Economic Development within its boundaries.

The map spatially indicates areas of potential economic growth. Growth or competing sectors such as tourism; agriculture and socio economic development areas must be enhanced.

Map 14: High Potential Agricultural Areas for Cultivation



2 CAPITAL INVESTMENT AND EXPENDITURE FRAMEWORK

2.1 MUNICIPAL CAPITAL INVESTMENT FRAMEWORK(CIF)

The Municipal CIF indicates the budgets and timeframes for the short term (5-year period). Capital expenditure projects from the Municipality and Sector Departments (National and Provincial) are reflected and included in the CIF. As an output, a Municipality may extract all capital expenditure projects that relate to the Municipality's service delivery mandate which will inform both the annual development of the Municipal Budget and Service Delivery and Budget Implementation Plan (SDBIP) as well as the overall IDP Financial Plan (in terms of the CapEx projects). (CoGTA, 2022)

The projects reflected in the CIF have been extracted from the Municipal IDP and projects identified by sector departments. There are however certain projects without clear budgets, as well as instances where certain information is lacking, resulting in duplication of projects.

2.2 MUNICIPAL CAPITAL EXPENDITURE FRAMEWORK (CEF)

The Municipal CEF is a longer-term portfolio of capital expenditure that is required by all spheres of government. The purpose of the CEF is to support the implementation of the SDF objectives and strategies over a longer term. It is intended that the CEF will eventually influence, through the DDM and onto the MTSF, how funds are allocated by the National government and budgeted for by the Provincial government by serving as a Long-Term Expenditure Framework that will link all budgeting to strategic programs and/or projects that have an actual impact of growth and development. (CoGTA, 2022)

There are however certain shortcomings in the extent and detail of information available and captured. It is thus proposed that this process be continuously updated, especially the CEF.

2.3 SPATIAL REFERENCING

The CIF projects have been spatially referenced, where possible, to assist the municipality with the evaluation of where capital expenditure will be focussed in the municipal area. Thus, the intent is capital investment that lays the foundations for sustainable development. It must be noted that some projects do not have spatial referencing (no information available) and are therefore only reflected in the table format.

The following set of maps depicts the different projects in the municipality, categorised as follows and must be read together with the table below (table 2). The table and the maps that follow depict the projects as per the municipal clusters. There are a total of seven clusters and projects that are municipal-wide.

2.4 Spatial Development Plan

The shorter-term planning document known as the Spatial Development Plan (SDP) summarises the longer-term SDF and focuses on important issues, strategies, and results about projects and/or programmes that have been recognised within the CEF for that specific time frame. This covers the alteration of the related planning bylaws as well as guidance for future scheme modifications to support these projects and activities.

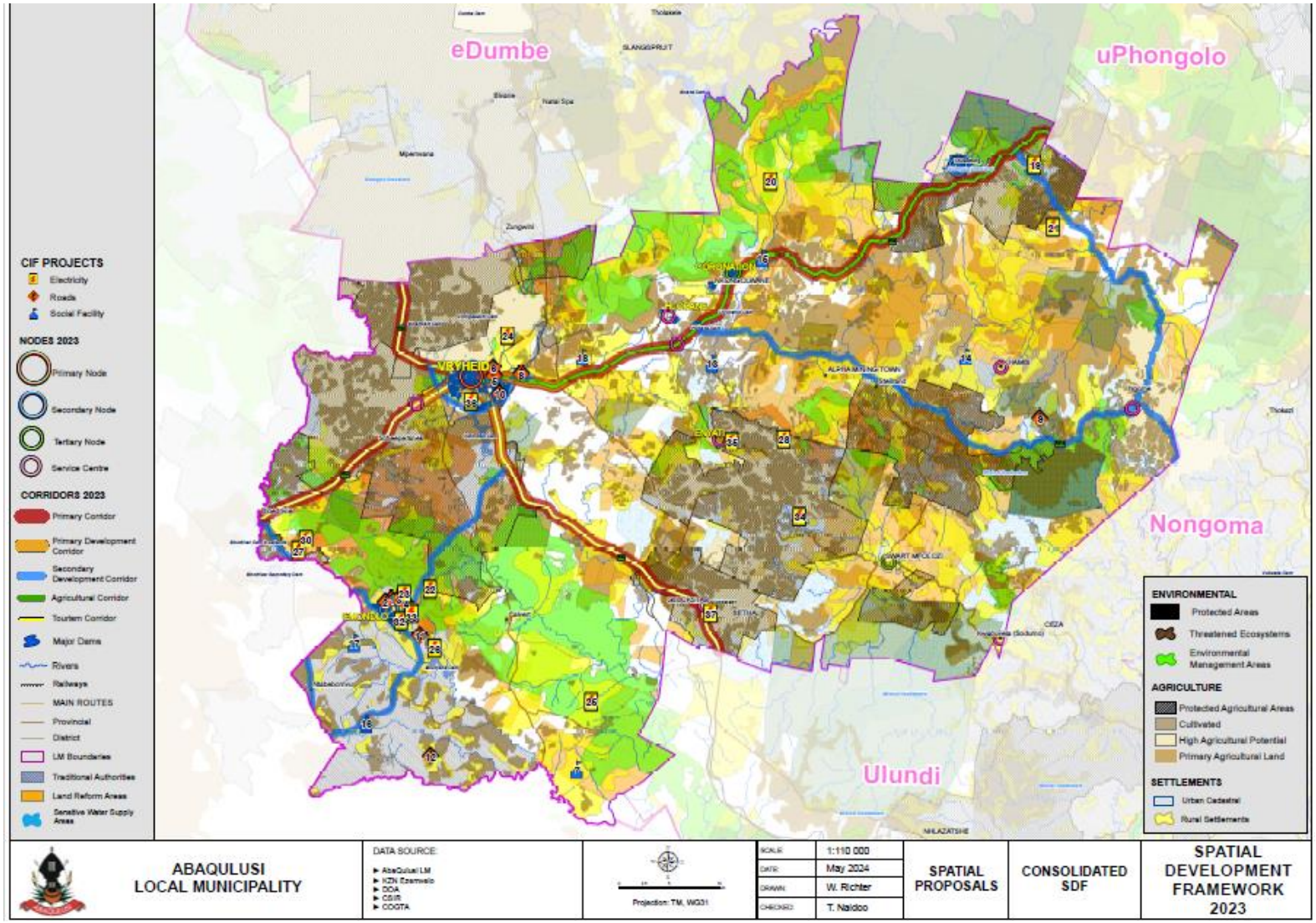
By ascertaining whether the SDF's present goals remain pertinent and, consequently, if the growth path that was initially established is still on course or necessitates a review, the SDP also functions as a tool for tracking and assessing the SDF's objectives and recommendations.

The Capital Investment Framework (CIF), a crucial component of the SDP, acts as the strategy for its implementation by outlining the budgets and timelines for the short-term period, which are prioritised by the CEF for that specific election period. The infrastructure and spatially related (fixed assets, intangible assets, repairs, and upgrades) capital expenditure projects displayed over these five years are all ones that the Sector Departments and the Municipality Departments have invested in through their budgets for that specific time frame.

Therefore, in terms of capital expenditure projects, the CIF advises the IDP's municipal budget plan. The SDP and CIF have a five-year time frame that coincides with the municipal IDP procedure.

The SDP and its CIF are modified annually following the municipal MTEF cycles due to the nature of their execution. This means that, like the IDP, it must be evaluated annually. The SDP's and its CIF's goal is to evaluate the initiatives in the IDP while considering the municipality's previous undertakings. The following table illustrates the SDP/CIF for the AbaQulusi Spatial Development Framework.

2.5 SDF AND CIF ALIGNMENT



The SDP map spatially depicts the CIF projects in relation to the desired spatial form of the municipality.

The map depicts how the short-term budget of the Municipality is aligned to the Municipal space. The municipal space includes the settlements, the environmental features ; agricultural land and the major routes within the municipality.

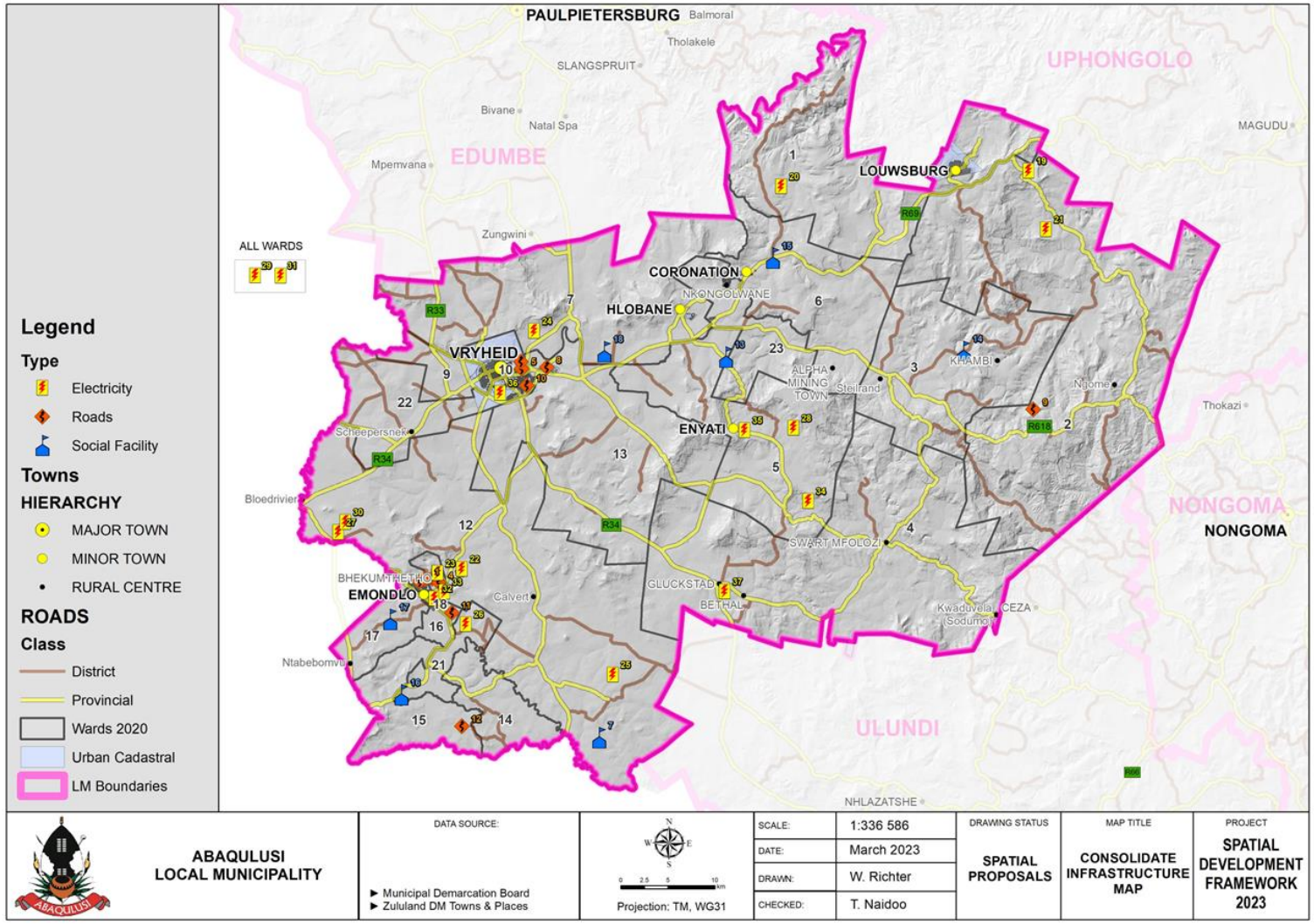
Table 1: Capital Investment Framework

MAP NO.	PROGRAM/PROJECT DESCRIPTION	TYPE OF PROGRAM/PROJECT	WARD	MUNICIPALITY	ESTIMATED BUDGET	PROPOSED SOURCE OF FUNDING	BUDGETING WITH ESTIMATED START AND END DATES					
							5 YEARS					
							2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 202	2028/ 2029
MIG FUNDED PROJECTS												
1	Tarring of Kwabalele to next Police Station Ward 19,20 Phase 3		12	AbaQulusi LM	R1 748,00	MIG	R1 748,00					
2	Tarring of Kwabalele to next Police station Ward 19,20 Phase 4		12	AbaQulusi LM	R5 624,00	MIG	R5 624,00					
3	Tarring of Road from Zama to Kwabalele Bhekumthetho Ward 19 Phase 4		19	AbaQulusi LM	R800,00	MIG	R800,00					
4	Tarring of Road from Zama to Kwabalele Bhekumthetho Ward 19 Phase 5		19	AbaQulusi LM	R3 300,00	MIG	R3 300,00					
5	Upgrading of Extension 16 (SASKO)Roads -Wrad 8 (Phase 2)		8	AbaQulusi LM	R3 612,00	MIG	R3 612,00					
6	Upgrading of Extension 16 (SASKO)Roads -Ward 8(Phase 3)		8	AbaQulusi LM	R11 405,00	MIG	R10 260,00	R1 145,00				
7	Construction of KwaGwebu Sportsfield Ward 12		12	AbaQulusi LM	R8 000,00	MIG	R8 000,00					
8	Hluma Causeway		13	AbaQulusi LM	R4 453,00	MIG		R4 453,00				
9	Soyana Gravel Road		2	AbaQulusi LM	R2 923,00	MIG		R2 923,00				
10	Marasteni Bridge		11	AbaQulusi LM	R4 500,00	MIG		R4 500,00				
11	Mkhumbane Gravel Road		18	AbaQulusi LM	R3 000,00	MIG		R3 000,00				
12	Sigodini Gravel Road		15	AbaQulusi LM	R3 000,00	MIG		R3 000,00				
13	Mbilane Community Hall		5	AbaQulusi LM	R8 004,00	MIG		R8 004,00				
14	Kwakhense Community Hall		3	AbaQulusi LM		MIG						
15	KwaMzwezwe Community Hall		6	AbaQulusi LM	R8 937,00	MIG		R8 937,00				
16	Mhlongo Farm Community Hall		21	AbaQulusi LM	R6 732,00	MIG		R6 732,00				
17	Mvuzini Community Hall		17	AbaQulusi LM	R8 938,00	MIG	R8 182,00	R756,00				
18	Shoba Community Hall		7	AbaQulusi LM		MIG	R7 735,00					
ELECTRICITY PROJECTS												
19	KwaSithole		2	AbaQulusi LM	R780 000,00	INEP						
20	Madamu		1	AbaQulusi LM	R420 000,00	INEP						
21	Mthebeni		2	AbaQulusi LM	R1 020 000	INEP						
22	KwaJimani		12	AbaQulusi LM	R5 760 000	INEP						
23	Bhekumthetho		19	AbaQulusi LM	R5 680 000	INEP						
24	Emakwathini		7	AbaQulusi LM	R3 020 000	INEP						
25	Vergenoeg NB 14- Itshelejuba ext. Ward 12		12	AbaQulusi LM	R2 563 744	ESKOM						
26	Emondlo NB 125- Trador Farm ext.			AbaQulusi LM	R3 076 593	ESKOM						
27	Bloedriver NB 12/Mhlongo Farm Ward 12		12	AbaQulusi LM	R5 690 834	ESKOM						
28	Vallkrans NB 7- Bhokwe (Mnyathi)			AbaQulusi LM	R3 056 992	ESKOM						
29	Kzn263_Abaqulusi Type 1 Infills			AbaQulusi LM	R2 250 000	ESKOM						
30	Bloedriver NB 12/Mhlongo Farm Ward 12		12	AbaQulusi LM	R5 627 289	ESKOM						
31	Abaqulusi Bulk Pre-Engineering			AbaQulusi LM	R2 858 625	ESKOM						

MAP NO.	PROGRAM/PROJECT DESCRIPTION	TYPE OF PROGRAM/PROJECT	WARD	MUNICIPALITY	ESTIMATED BUDGET	PROPOSED SOURCE OF FUNDING	BUDGETING WITH ESTIMATED START AND END DATES					
							5 YEARS					
							2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 202	2028/ 2029
HOUSING PROJECTS												
32	Consolidation of Mondlo A & B and Bhekuzulu Phase 3B		13,18 (Mondlo A) and 20 (Mondlo B)	AbaQulusi LM								
33	Bhekumthetho Phase 2		19, 10, 20, 18, 16, 12,	AbaQulusi LM								
34	Vumani		5	AbaQulusi LM								
35	Enyathi		5	AbaQulusi LM								
36	Vryheid Ext. 16 Phase 2		22	AbaQulusi LM								
37	Gluckstadt Housing Project		4	AbaQulusi LM								
PROPOSED LONG TERM PROJECTS (10-20 YEARS)												
Vryehid Town												
38	Upgrade the Enviro centre			AbaQulusi LM								
39	Upgrade the Sports and Recreation centre			AbaQulusi LM								
40	Develop middle income housing			AbaQulusi LM								
41	Develop a gold estate			AbaQulusi LM								
42	Future commercial development			AbaQulusi LM								
43	Development of a step down facility			AbaQulusi LM								
44	Development of a Shelter for the needy			AbaQulusi LM								
Emondlo A and B												
45	Development of a Thusong Centre			AbaQulusi LM								
46	Development of a Sports field with facilities			AbaQulusi LM								
47	Future commercial development			AbaQulusi LM								
Coronation												
48	Revitalise Just veggies			AbaQulusi LM								
49	Development of light industrial uses			AbaQulusi LM								

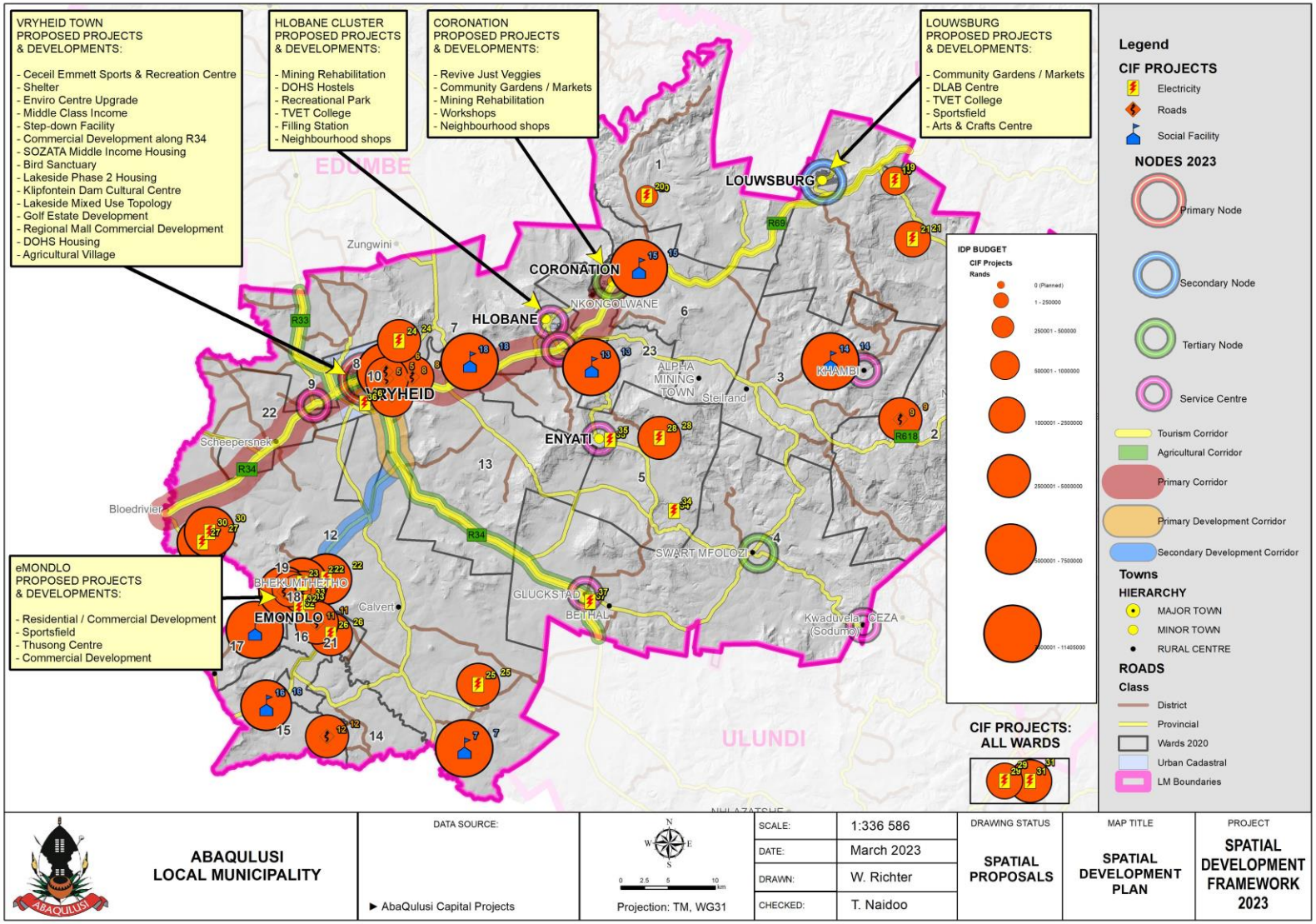
2.6 CIF Spatial Representation

2.6.1 CIF Projects at a Municipal Scale



The following set of maps provides an indication of capital investment over the next five years within the municipality. The investment includes infrastructure and social investments.

These investments are further indicated on separate maps, focussing on the different ward clusters within the municipality.



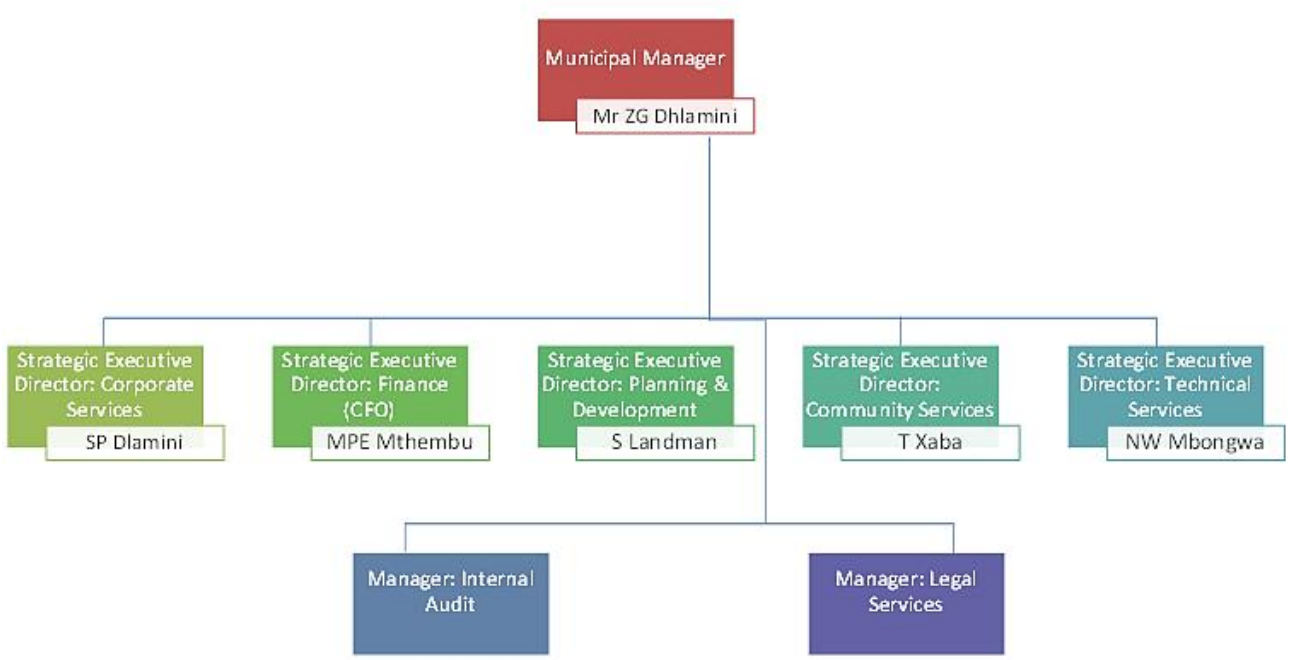
The map provides an indication of capital investment over the last five years within the municipality. The investment includes infrastructure and social investments.

The budgets of each project are reflected in the map, this gives us a clear indication where municipal money was invested spatially. The larger the circle the larger the amount of investment.

3 INSTITUTIONAL ARRANGEMENTS

The effective implementation of the Spatial Development Plan requires an adequately capacitated institutional framework. Moreover, the SDP is regarded as a key element in the integration of development processes applicable to different sectors. This includes the Departments within the municipality that are responsible for infrastructure development. The organisational structure of AbaQulusi LM is depicted on the figure below.

Figure 4: Organisational Structure



The implementation of the SDP is a shared responsibility between the various departments within the municipality. However, Planning & Development should take the lead in aligning spatial planning, investment spending, and managing spatial performance. As such, they have a strong coordination role and should be responsible for the following:

- Driving, and supporting the implementation of the SDP by ensuring that it is institutionalised, that there are collaboration between different municipal and government departments in respect of development, and that there are technical support to give effect to the SDP.
- That spatial planning is aligned to the various sectoral policies and plans of municipal and government departments.
- That investment spending is aligned to the spatial targets and prioritised areas identified in the SDP and long term SDF.
- That spatial transformation is achieved through effective monitoring of spatial performance of projects and investments.