

# NQUTHU TOWN URBAN DESIGN FRAMEWORK

Prepared for:  
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PLANNING  
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## CONSOLIDATED REPORT



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## ACRONYMS

COGTA	Cooperative Governance and Traditional Affairs
DM	District Municipality
DOT	Department of Transport
EDTEA	Department Economic Development, Tourism and Environmental Affairs
EIA	Environmental Impact Assessment
EMF	Environmental Management Framework
GIS	Geographical Information System
HIV/AIDS	Human Immunodeficiency Virus/Acquired Immunodeficiency Syndrome
IDP	Integrated Development Plan
IWMP	Integrated Waste Management Plan
JMPT	Joint Municipal Planning Tribunal

KZN	KwaZulu-Natal
LAP	Local Area Plan
LED	Local Economic Development
LM	Local Municipality
LUMS	Land Use Management System
MEC	Member of the Executive Council
MFMA	Municipal Finance Management Act
MIG	Municipal Infrastructure Grant
MSA	Municipal Systems Act
NDP	National Development Plan
NEMA	National Environmental Management Act
NUDF	Nqutu Urban Design Framework
PGDS	Provincial Growth and Development Strategy
PGDP	Provincial Growth Development Plan
SDF	Spatial Development Framework
SMME	Small, Medium and Micro Enterprise
SPLUMA	Spatial Planning and Land Use Management Act
TA	Tribal Authority
TOR	Terms of Reference
VIP	Ventilated Improved Pit
WSA	Water Services Authority

## SECTION 1: INTRODUCTION

### 1.1. Background of the Project

Nquthu Local Municipality (KZ242) is preparing the Nquthu Urban Design Framework (NUDF) as part of the Spatial Development Framework (SDF) review process for the year 2019/2021. The current Nquthu SDF identifies the town of Nquthu as a primary node. The nature of the NUDF is such that it forms part of the hierarchy of plans within the municipality. It is therefore not intended to replace existing plans or policies within the municipality but rather to inform such plans and policies.

The preparation of the NUDF is therefore intended to ensure improved accessibility, linkages and convenience; reinforced town character; protection and enhancement of the economic core of the town, improved economic opportunity spaces and aesthetic of the town.

### 1.2. Purpose of the Project

The purpose of the project arises from several factors. These can be summarised as follows:

- Section 26 (e) of the Municipal Systems Act, Act No. 32 of 2000 (MSA) stipulates that all municipalities are required to compile Spatial Development Frameworks

(SDF) as an essential aspect of their Integrated Development Plans (IDP). The urban design framework should be reviewed to give effect to the following:

- Outlining the spatial directives emanating from the national, provincial and municipal spatial policy review that are relevant to the precinct
- Identifying key spatial issues that need to be addressed and prepare a synthesis of the policy informants to establish a draft vision for the precinct.
- Reviewing the most recent IDP as well as all municipal sector plans relevant to the precinct in terms of the strategic focus and the key challenges identified.
- Unpacking and assessing the role of the precinct within the biophysical context and identify key issues and challenges.
- Unpacking and assessing the role of the precinct within the socio-economic context and identify key issues and challenges
- Unpacking and assessing the role of the precinct within the built environment context and identify key issues and challenges.
- Quantifying projects, role players and associated operational and capital budgets associated with the spatial proposals identified

- Assigning costs and budget sources to each focus area
- Section 21 (l) of the Spatial Planning and Land Use Management Act, Act No. 16 of 2013 (SPLUMA) states that the SDF must identify the designation of areas in which more detailed local plans must be developed and shortened land use development procedures may be applicable and land use schemes may be so amended and ensure that sound empirical analysis and economically, socially, ecologically and institutionally sustainable.
- Nquthu LM requires the development of the NUDP to be sustainable, legally compliant and provide clear guidance for the development of the Nqutu town. The credibility of the NUDF will hinge upon:
  - A sound, empirical analysis of the Municipal area of jurisdiction.
  - Compliance with the provisions of the MSA and the Municipal Planning and Performance Management Regulations (GN R796 of 2001) is mandatory.
  - Compliance with the provisions of SPLUMA is mandatory.
  - Compliance with the provisions of Spatial Data Infrastructure Act is mandatory.
  - Alignment with the Provincial Growth and Development Strategy and Plan is also necessary.

### 1.3. Aims & Objectives

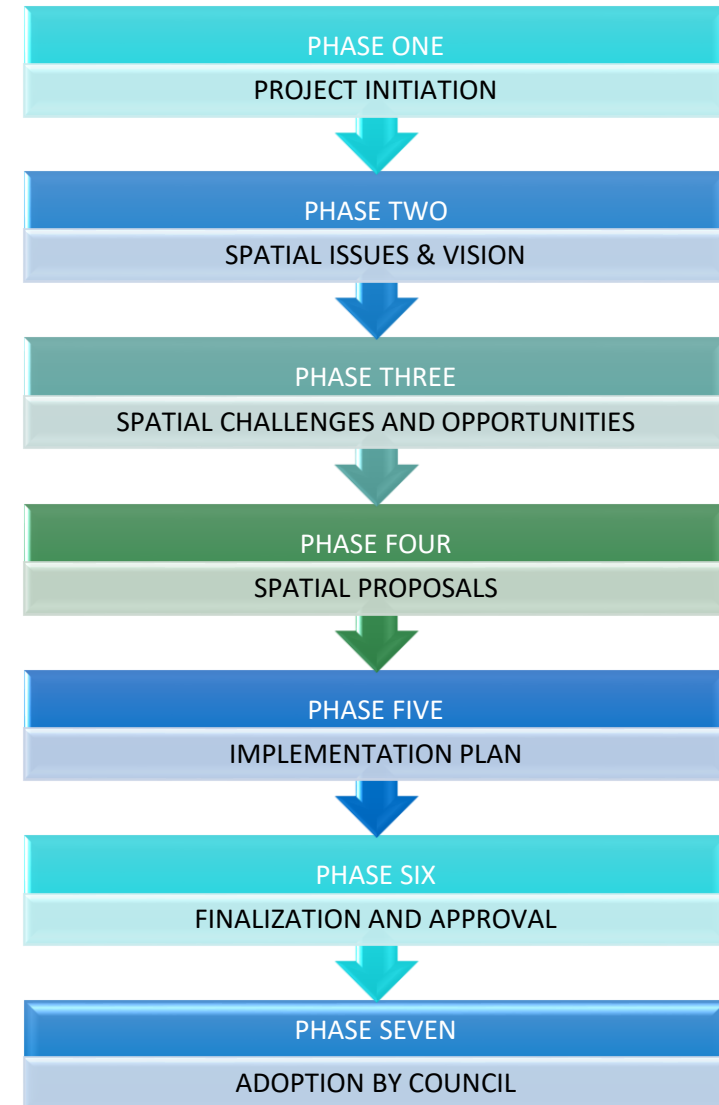
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#### 1.4. Milestones & Deliverables

The milestones/deliverables for each phase are closely linked with the objectives of the project. The successful implementation of the project will rely upon the involvement of many role players, namely the community, the local authority, professionals in the field, development industry, civic bodies, other governments departments and individual property owners. To ensure a credible NUDF, the following diagram illustrates the process that will be used in the SDF review:





## 1.5. Methodology

### 1.5.1. Desktop study

The desktop study focused on the use of the existing information such as district and local policies and plans. A fair amount of studies has been done which form the basis of this document. Although some of the documents are old documents but they provided a decent basis for the desktop review. Layout plans for various residential areas were used as base data. New research was undertaken in some instances.

### 1.5.2. Technical Investigations

The following are some of the technical investigations that were undertaken as part of the NUDF process:

- Current land use pattern and land use management systems.
- An analysis of the environment focusing mainly on the identification of environmentally sensitive areas.
- Identification of state domestic uses such as schools, clinics, community halls, public works cluster projects (market stalls), etc.
- Identification and mapping of registered land rights.

### 1.5.3. GIS Mapping

GIS was used to overlay information and generate the situational analysis maps. Different data sets were created.

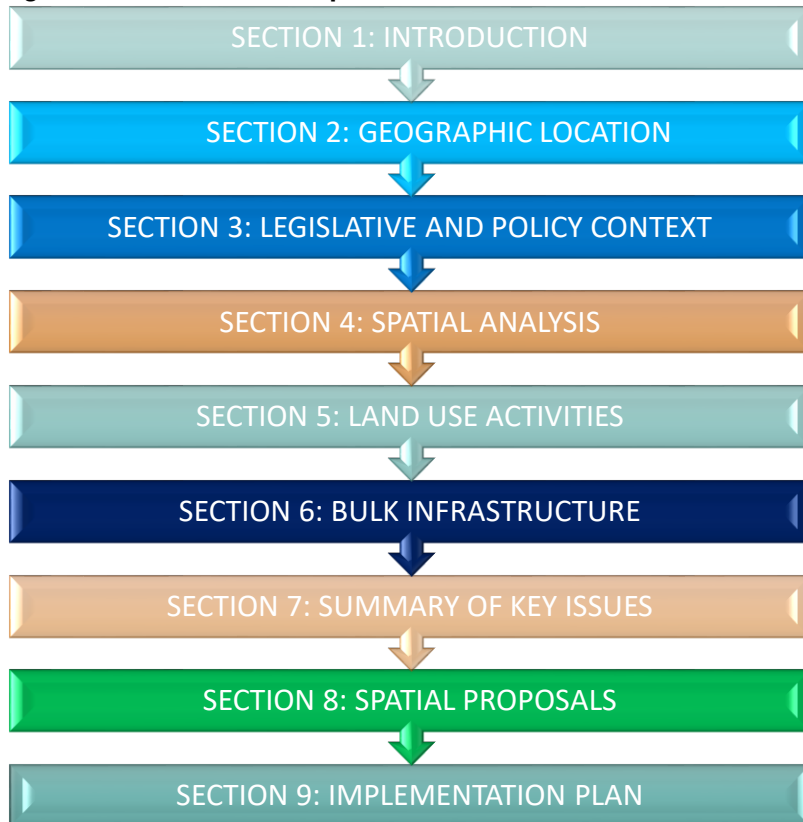
### 1.5.4. Stakeholder consultation

The stakeholder consultation was necessary in the first instance to source available information. This happened in the form of one-on-one interviews, meetings and focused group sessions.

## 1.6. Outline of the report

The content of the report is depicted in the diagram below:

**Figure 1: Structure of the report**



## SECTION 2: GEOGRAPHIC LOCATION

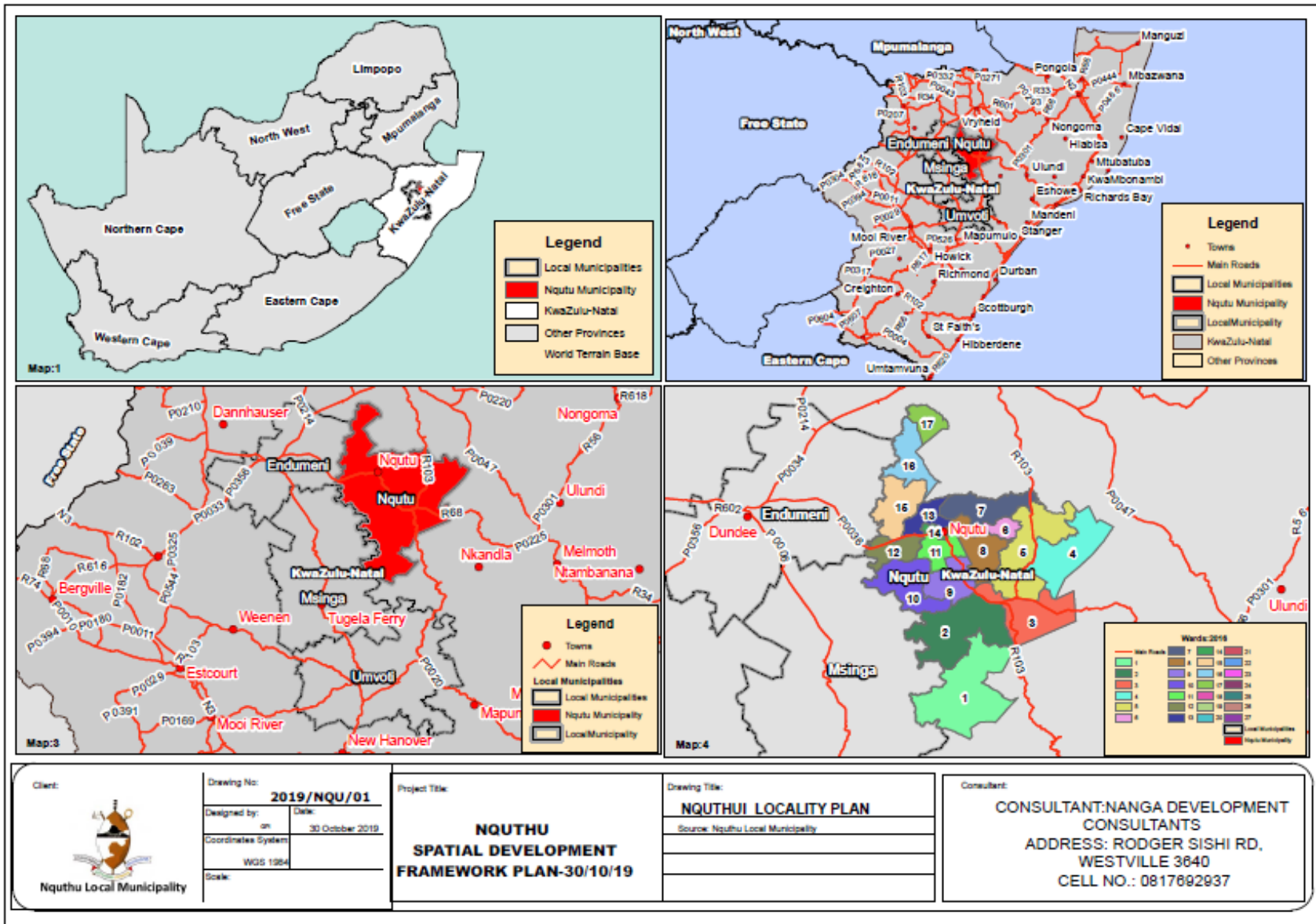
### 2.1. Regional Context

Nquthu LM was established in terms of Section 155 (1) (b) of the Constitution of the Republic of South Africa. It is one of the four Category B municipalities that falls within uMzinyathi District Municipality (UDM) located within central KwaZulu-Natal. The municipality covers an area of approximately 1 962 km<sup>2</sup> and is predominantly rural in nature with expansive low-density rural settlements being one of its major features.

Nquthu LM is located in the north east of the province of KwaZulu-Natal (KZN) and sits at the north eastern boundary of uMzinyathi DM and share borders with the following local municipalities:

- Emadlangeni LM and Abaqulusi LM on the North (Emadlangeni LM is located within Amajuba DM and Abaqulusi LM is located within Zululand DM),
- Ulundi LM on the East (Ulundi LM is located within Zululand DM),
- Nkandla LM on the South (Nkandla LM is located within King Cetshwayo DM), and
- Msinga LM and Endumeni LM to the West both of which are located within uMzinyathi DM and are sister municipalities of Nquthu LM.

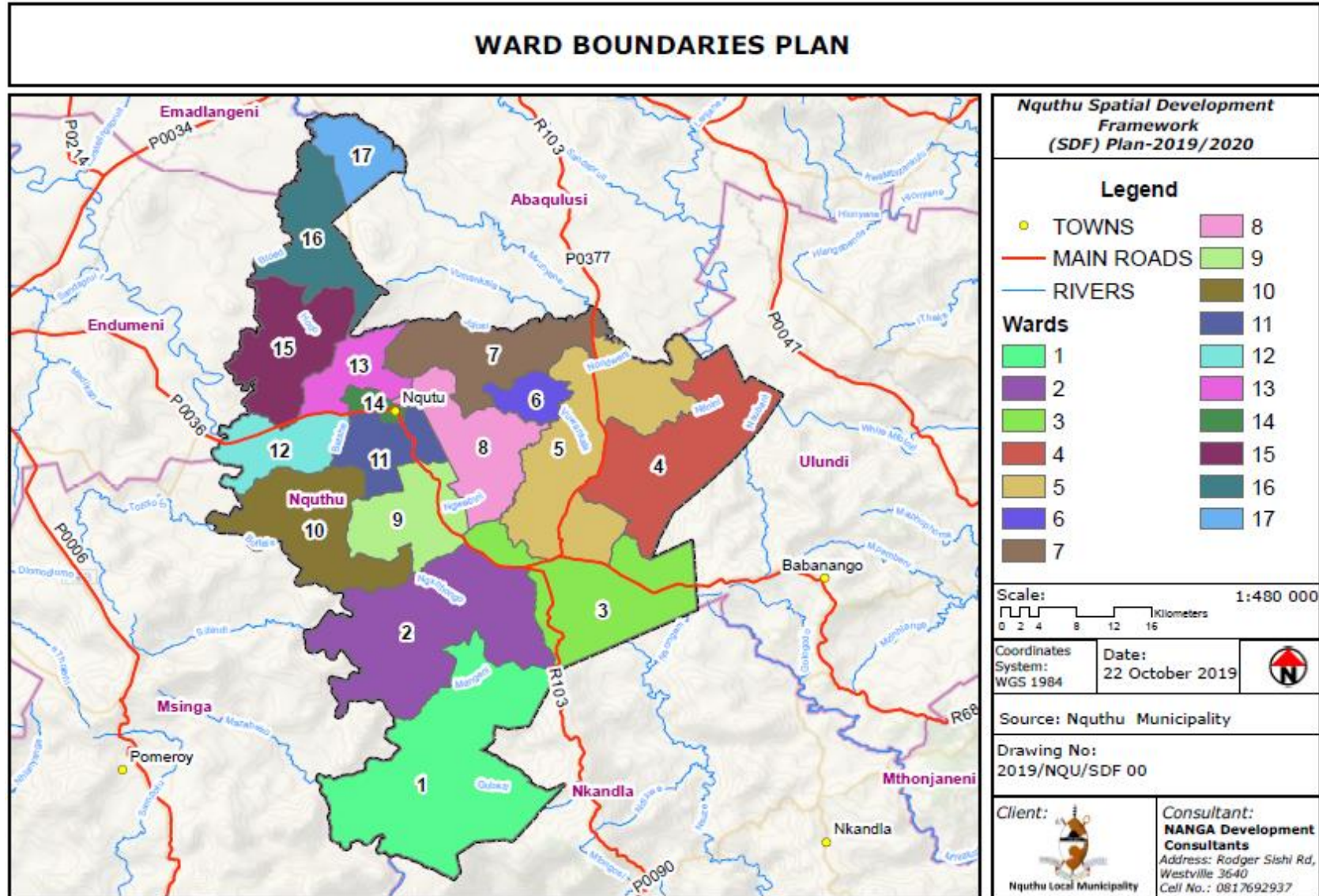
Map 1: Regional context



## 2.2. Study Area

The study area is located in the boundary of Nqutu town which is situated on Erf 100 Nqutu as a parent site of the town. The town falls within the former municipal commonage boundary. The Nqutu town is bisected by R68 (P36-1), P36-2 and P54 into four halves. The town is situated in Ward 14 and covers approximately 1453ha in extent. Nqutu town is bounded by Luvisi settlement as well as Batshe River to the west; Mangongoloza settlement to the west; Qedusizi settlement to its immediate north; and Good Hope settlement in the south. The town is accessible through R68 (P36-1) from Dundee, R68 from Babanango, P54 from Mondlo/Vryheid and P36-2 from Ulundi/Vryheid.

Map 2: Ward Boundaries



### 2.3. Key Issues

- Nquthu LM has regional significance within the Province due to its strategic positioning at the centre. It is surrounded by three (3) district municipalities namely Amajuba, Zululand and King Cetshwayo.
- Nqutu town is situated at the intersection of major routes. The study area is also strategically positioned at the centre of the municipality. This makes the study area accessible in four directions linking it with towns such as Dundee, Vryheid, Ulundi and Melmoth.
- The study area is located within Ward 14 which is the smallest (1453ha) of the 17 wards in terms of geographic size.

## SECTION 3: LEGISLATIVE AND POLICY CONTEXT

There are various policy documents and legislative requirements that exist within the planning arena that inform and guide decision making and planning. It is important to take into consideration the relevant legislation and policies that would have implications for the preparation of this Urban Design Framework. This part of the report outlines key legislation and policies within the national, provincial and local levels that guide the development of this Urban Design Framework.

### 3.1. Legislative Context

#### 3.1.1. Constitution of the Republic

The Constitution of the Republic of South Africa (1996) provides the primary legislative and policy framework for the establishment of local government structures. Of importance is Chapter 7 which states that it is the object of local government “to provide democratic and accountable government for communities and to encourage the involvement of communities and community organizations in the matter of local government”.

Local government must also promote the Bill of Rights, which reflects the nation's values about human dignity, equality and freedom, and uphold the principles enshrined in the Constitution. Section 24 of Chapter 2 (Bill of Rights) of the Constitution reads as follows. Everyone has the right:

- To an environment that is not harmful to their health or well-being and,
- To have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that:
- Prevent pollution and ecological degradation,
- Promote conservation, and

- Secure ecological sustainable development and use of natural resources while promoting justifiable economic and social development.

The implications of the above on the preparation of the NUDF is that all legislation and policies that relate to the built environment should be consistent with the prescript of the Constitution. As such, the NUDF will strive to align with all legislation and policies at all spheres of government as well as the Constitution.

### 3.1.2. Spatial Planning and Land Use Management Act 16 of 2013

The current fragmented spatial pattern of human settlement and the associated urban sprawl is a direct consequence of the skewed and inappropriate planning legislation of the past. This was coupled with multiple planning legislations which dealt with planning at national level. In addressing this situation national government introduced the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) which is a single spatial planning legislation for the entire country which aims to promote uniformity, effectiveness and comprehensiveness. SPLUMA must be implemented wall to wall in all municipalities.

National policy on spatial planning currently focuses on the rationalization of a fragmented system of land use and related laws. Currently national government has formulated an enabling law on spatial planning, Spatial Planning and Land Use

Management Bill which was formally passed by the National Assembly on 26 February 2013.

Section 7 of SPLUMA outlines the development principles that apply to spatial planning, land development and land use management which the NUDF will reflect:

- Principle of Spatial justice,
- Principle of Sustainability,
- Principle of Efficiency,
- Principle of Resilience,
- Principle of Good administration.

In terms of Section 21 of SPLUMA, a key component to the municipal SDF is to identify the designation of areas in which—

- more detailed local plans must be developed, and
- shortened land use development procedures may be applicable and land use schemes may be so amended,

The preparation of the NUDF is therefore necessary in terms of SPLUMA because Nqutu town is identified as a nodal area that require more detailed planning.

### 3.1.3. CSIR Structural Principles

According to the CSIR Guidelines, the principles which are important in achieving well performing settlements are of a structural and a spatial nature. The CSIR Guidelines further notes that the following structural principles are key for

achieving well performing for human settlement planning and design:

- Reinforcement,
- Continuity,
- Discontinuity,
- Externalisation,
- Concentration along routes,
- Accommodating sameness and diversity.

These principles are further elaborated in the spatial proposal section since they are used as a basis for the concept and suggested interventions.

#### 3.1.4. Municipal Systems Act

The Municipal Systems Act 32 of 2000 provides for the core principles, mechanisms and processes that are necessary to enable municipalities to move progressively towards social and economic upliftment of local communities. The MSA is a key legislation in terms of the preparation of Integrated Development Plans. Through the IDP, community participation is encouraged and a framework for the core processes of planning, performance management, resource mobilisation and organizational change are enabled in order to promote developmental local government.

- Section 16(1) requires municipalities to develop a culture of municipal governance the complements

formal representative government with a system of participatory governance. The purpose of participatory governance is to encourage, and create conditions for, the local community to participate in the affairs of the municipality, including in:

- The preparation, implementation and review of its integrated development plan in terms of Chapter 5,
- The establishment, implementation and review of its performance management system in terms of Chapter 6,
- The monitoring and review of its performance, including the outcomes and impact of such performance, the preparation of its budget, and
- Strategic decisions relating to the provision of municipal services in Section 24 (1) requires that municipalities align their planning with national and provincial planning, as well as with neighbouring municipalities,
- Section 26 (e) states that an SDF is a core component of an IDP and further requires that the SDF provide basic guidelines for a municipal land use management system (LUMS),
- Section 27 requires a district municipality to adopt a framework for integrated development planning that is binding to the local and district municipality.

Nquthu LM should provide core principles, mechanisms and processes that are necessary to enable it to move progressively towards social and economic upliftment of its communities.



### 3.1.5. National Environmental Management Act

The National Environmental Management Act (107 of 1998) provides the framework for decision making on environmental matters. Chapter 1 of NEMA gives effect to environmental principles that must be implemented for environmental planning. NEMA also informs other pieces of legislation such as:

- NEM: Integrated Coastal Management Act,
- NEM: Biodiversity Act,
- NEM: Protected Areas Act,
- NEM: Waste Management Act,
- NEM: Air Quality Management Act,

The key principles of NEMA that inform the Spatial Planning include the following:

- Environmental, social and economic sustainable development,
- The protection of natural resource and the maintenance of natural systems,
- The provision of access to resources and environmental management that puts people and their needs first.

These principles are critical for undertaking the Environmental Impact Assessments (EIA) and the Environmental Management Framework (EMF) which are critical documents for the environmental conservation and protection of land within the municipality, thus ensuring development is adhered to in

developable land and not in environmentally sensitive areas. Once land has been identified as environmentally sensitive it is important that strategies and recommendations are established in order to prevent people from developing the land inappropriately. Therefore, stringent controls would have to be put in place and enforced. The preparation of the NUDF is done parallel with environmental considerations pertaining to the study area.

## 3.2. Policy Context

### 3.2.2. National Development Plan

The National Development Plan (NDP) is South Africa's long-term plan that sets out a coherent and holistic approach to address poverty and reduce inequality by 2030. This can be achieved through uniting South Africans, unleashing the energies of its citizens, growing an inclusive economy, building capabilities, enhancing the capability of the state and leaders working together to solve complex problems. Directives towards achieving this include:

Housing, water, electricity and sanitation

- Safe and reliable public transport
- Quality education and skills development
- Safety and security
- Quality health care

- Social protection
- Employment
- Recreation and leisure
- Clean environment.

The NDP identifies six priority areas in addressing the challenges faced by the country:

- Uniting all South Africans around a common programme to achieve prosperity and equity,
- Promoting active citizenry to strengthen development, democracy and accountability,
- Bringing about faster economic growth, higher investment and greater labour absorption,
- Focusing on key capabilities of people and the state,
- Building a capable and development state,
- Encouraging strong leadership throughout society to work together to solve problems.

The NDP provides strategic direction at national level to address the key challenges hindering social and economic upliftment of local communities. The implementation of the NDP lies in the preparation of local plans such as the NUDF to translate its long-term objectives and strategies practically.

### 3.2.3. National Spatial Development Framework

The National Spatial Development Framework (NSDF) aims to provide a bold and decisive contribution to the peaceful,

prosperous and truly transformed South Africa, as articulated in the Freedom Charter, the Reconstruction and Development Programme and the National Development Plan.

The National Spatial Development Framework vision which reads “All Our People Living in Shared and Transformed Places in an Integrated, Inclusive, Sustainable and Competitive National Space Economy” is driven by the following six national spatial development concepts:

- 1) Urban Areas and Regions as Engines of National Transformation, Innovation and Inclusive Economic Growth, which encourages:
  - fast-tracking urban land reform and land release,
  - effective settlement planning, design and management, including growth management,
  - the introduction of regulations and land use management systems that focus on strategic and not petty matters,
  - densification, diversification and quality public place-making,
  - provision of basic municipal and social services in a financially viable way,
  - provision and use of effective public transport and non-motorised bicycle lanes and walkways,
  - stringent water demand and waste management,
  - creation of safer environments, and
  - provision of effective policing services, and

- Regional-level urban development corridors between (1) cities and towns in urban regions, as well as (2) existing and emerging nodes within cities and towns (such as between township nodes, suburban nodes and Central Business Districts) are planned, developed, supported and strengthened.

2) National Spatial Development Corridors as Incubators and Drivers of New Economies and Quality Human Settlements, which encourages the following interventions:

- strengthening of the economy or the housing market in cities and towns in the corridor, construction of new, or the expansion and/or upgrading of existing road and railway links in the corridor and/or on provision of targeted incentives to support denser, more concentrated development in corridors with more sprawling settlement patterns.

3) Productive Rural Regions as Drivers of National Rural Transitions and Cornerstones of our National Resource Foundation, which:

- requires that rural land reform be fast-tracked and undertaken within the framework of the regional-rural development plan, to ensure that suitable and well-located (1) agricultural land, and (2) stands in towns, are sought and released for productive purposes, and that the support for beneficiaries (inputs, fencing,

equipment, markets, finances, etc.) is properly planned for and undertaken in a systematic, structured and effective way,

- Requires wise natural resource use, management and protection;
- Utilises the Social Service Provisioning e.g. (1) provide social services in villages, towns and regional anchors in accordance with their role and place in the rural region, in the most effective, sustainable and affordable way, and (2) create at least one regional anchor/town to attract and retain professionals and entrepreneurs who would otherwise generally not move to, or stay in rural areas;

4) A National Spatial Social Service Provisioning Model to Ensure Effective, Affordable and Equitable Social Service Delivery,

5) A National Ecological Infrastructure System to Ensure a Shared, Resilient and Sustainable National Natural Resource Foundation,

6) A National Transport, Communications and Energy Infrastructure Network to Ensure a Shared, Inclusive and Sustainable Economy.

Nquthu LM has the responsibility to transform its urban area rural areas, develop its corridors, provide social services, ecological infrastructure and transport, communications and

energy infrastructure network that is aspiring towards achieving the NSDF vision.

#### 3.2.4. Provincial Growth and Development Strategy (PGDS)

The Provincial Growth and Development Strategy aligns itself to the National Development Plan (NDP), as well as various other national policies and strategies. It identifies seven strategic goals, all of which have a bearing on the SDF. They are:

- Goal 1: Inclusive Economic Growth,
- Goal 2: Human Resource Development,
- Goal 3: Human & Community Development,
- Goal 4: Strategic Infrastructure,
- Goal 5: Environmental Sustainability,
- Goal 6: Governance and Policy, and
- Goal 7: Spatial Equity

The aims of the Provincial Growth and Development Strategy are:

- 1) To build its gateway by growing the economy for the continued development,
- 2) Continued improvement of the quality of life of all people living in the Province, 3) Ensuring that those currently marginalized have broader socio-economic opportunities.

The PGDS provides a strategic framework for accelerating and sharing the benefits of an inclusive growth through

deepened, meaningful, effective and sustainable catalytic and developmental interventions.

The PGDS continues to:

- Be the primary growth and development strategy for KwaZulu-Natal to 2035,
- Mobilize and synchronize strategic plans and investment priorities in all spheres of government, and development partners in order to achieve the desired growth and development goals,
- Spatially contextualize and prioritize interventions so as to achieve greater spatial equity,
- Guide clearly defined institutional arrangements that ensure decisive and effective leadership, robust management, thorough implementation and ongoing inclusive reviews of the growth and development plan.

Nquthu LM should ensure that programmes suggested by the SDF address the seven PGDS strategic goals.

#### 3.2.5. uMzinyathi Integrated Development Plan

The long-term vision for uMzinyathi District Municipality reads “Championing an economically viable district which strives to promote sustainable development by 2035”. The District intends to achieve this vision by championing service delivery through:

- Co-operative governance and public participation,

- Enhancing rural development and agrarian land reform,
- Creating a conducive environment for job creation and economic growth,
- Supporting skills development to economic growth,
- Provision and management of water and sanitation, and
- Promote SMME and entrepreneurial development.

Nquthu as a local municipality within uMzinyathi has a role to play to ensure the district vision is achieved. Nquthu is implementing projects that in one way or another address the service delivery intentions of the District.

### 3.2.6. uMzinyathi District Growth & Development Plan (UDGDP)

The District Growth & Development Plan has a vision that reads “uMzinyathi – a model of innovative development and human resource transformation”. To achieve this vision, the District set the seven (7) goals that are aligned to the PGDS and accompanied strategic interventions in all its local municipalities. The UDGDP strategic goals are:

1) Job Creation: To be achieved through the following:

- Unleashing agriculture potential,
- Enhancing sectoral development through trade and investment,
- Expanding government-led job creation programmes,
- Developing SMME and entrepreneurial skills,

- Developing knowledge base of district to enhance the knowledge economy,

2) Human Resource Development: To be achieved through the following:

- ECD, primary and secondary education,
- Skills alignment to economic growth,

3) Human and Community Development: To be achieved through the following:

- Alleviating poverty and enhance social welfare,
- Enhancing Health of Communities and Citizens,
- Sustainable household food security,
- Developing Sustainable Human Settlements,
- Safety and Security,
- Advanced Social Capital,

4) Strategic Infrastructure: To be achieved through the following with the strategic objectives:

- Developing Airports,
- Developing Road and Rail Network,
- ICT infrastructure,
- Improving Water Resource Management and Supply,
- Improving Energy production and supply,

5) Environmental Sustainability: To be achieved through the following with the strategic objectives:

- Increase Land Productivity,
- Support alternative energy generation and reduce reliance on fossil fuels,
- Managing Pressures on Biodiversity,
- Adapting to climate change,

6) Governance and policy: To be achieved through the following:

- Strengthening Policy and Strategy Coordination & IGR,
- Building Government Capacity,
- Eradicating fraud and corruption,
- Promoting participative, facilitative and accountable governance,

7) Spatial Equity: To be achieved through the following:

- Promoting Spatial Concentration,
- Spatial planning and land management systems,

The District Growth and Development Plan has provided clear direction to its local municipalities on areas of focus. Key strategic interventions in the area of agriculture, tourism, human development, etc. have been identified for Nquthu LM. The municipality is currently busy implementing projects and programs that are aligned to the District development goals.

### 3.2.7. uMzinyathi Spatial Development Framework

The District SDF vision reads “A spatial structure which promotes the sustainable utilization of the district’s infrastructural, social and economic resources with the aim of equitable service delivery within the urban as well as rural areas”. This vision is accompanied by the following strategic objectives:

- To promote sustainable development,
- To promote efficient development,
- To promote equitable development,
- To ensure integrated development, and
- To improve the quality and figure of the physical environment.

Nquthu LM SDF should include strategic objectives that are aligned to those of the district and emulate the district spatial vision.

### 3.2.8. Nquthu Integrated Development Plan

According to the IDP, the municipal aspires to be a people centred and developmental municipality that is financially stable, responsive, and efficient and capable of meeting its people’s needs. The IDP goals are to:

- Ensure human capital development and improve institutional Capacity,
- Improved access to basic services,

- Achieve inclusive economic growth and development,
- Improve and have sound financial management and viability,
- Improve strategic planning and municipal spatial planning,
- Achieve improved response to disasters,
- Safe local roads,
- Alleviate poverty,
- Have Sustainable development and environmental management.

The IDP has further developed several objectives and strategies aligned to these goals.

### 3.2.9. Nquthu Spatial Development Framework

The preparation of the NUDF is done on the premise that local town plans are either outdated or incoherent with current undesired trend of organic planning within the district. The Spatial Development Framework (SDF) is an important spatial transformation tool which outlines and provides an analysis of the challenges and opportunities of the municipality in terms of its environmental situation, water scarcity and access, agricultural potential, biodiversity, climate, socio-economic conditions, settlement patterns and other related information that is central to allow the municipality to develop proper plans and programmes. The SDF which is currently under review, made certain proposals which need to be taken into

consideration as they impact on our study area. The SDF proposed the following with regards to spatial form:

- Proposed extension of the urban edge,
- It is proposed that the urban edge be extended to incorporate the immediate adjoining “rural settlements”,
- Proposed Development of Residential area,
- It is proposed that areas identified as developable – be included in a phased approach for future residential development,
- Proposed Development of middle-income residential area to the west of the town centre area (subject to successful acquisition of state land) and middle to high income area to the east of the town centre area where the airstrip is currently located,
- Development of an Industrial/Commercial area
- Utilizing underdeveloped land to the north east of the CBD – provide erven for Light Industrial /Commercial use,
- Proposed densification of central town area,
- Proposed densification of both residential and business uses in the central town area. This is also to provide an opportunity for inclusion of higher density rental accommodation (General Residential) units as a housing option,
- Informal and illegal land uses on Municipal commonage land,

- It is proposed that informal / illegal uses be assessed. Where regarded as acceptable, such uses need to be formalized by way of subdivision and rezoning.

#### 3.2.10. Nquthu Integrated Waste Management Plan (IWMP)

The National Environmental Management Waste Act: (Act No. 59 of 2008) Chapter 3, section 11 of the Waste Act requires that all government spheres must develop Integrated Waste Management Plans (IWMPs). Section 12 of the Waste Act outlines what the contents of integrated waste management plans should be, whilst section 13 stipulates the reporting mechanisms on the implementation of IWMP's.

Nquthu Municipality reviewed its IWMP in 2015 that was to cover a five year period plan from 2015 – 2020. The plan shows that the municipality only provides refuse removal service to Nquthu, Nquthu Township and Nondweni. Most of the municipal area which is largely made up of rural communities remains without municipal refuse services. Approximately 91% of households within the NLM area do not have access to either formal or municipal-provided refuse removal (Stats SA, 2012).

#### 3.2.11. Nquthu LED Strategy

The Municipality reviewed its LED Strategy in 2014. The strategy identified Nquthu Town as a beehive of commercial activities offering almost all the goods and services you can think of in the sector. The strategy went further and identified

the following goals to improve the economic landscape of the municipality. To reduce and eventually eradicate all forms of poverty in Nquthu;

- To provide members of the population with access to basic services and public facilities within the established government norms and standards,
- To transform existing settlements into sustainable and economically generative human settlements,
- To develop local economy based on agriculture, tourism and the supportive economic sectors.

#### 3.2.12. Nquthu Disaster Management Plan

Nquthu Municipality is legally obliged to prepare a disaster management plan and other related plans for its area according to the circumstances prevailing in the area; to co-ordinate and align the implementation of its plan with those of other organs of state and institutional role players; and to regularly review and update its plan. The municipality developed the disaster management plan in 2012 and reviewed it in 2019. The sector plan identified various disasters and risks that befell or are prone to befall the municipality and provided various interventions. In those interventions, Nquthu Town was identified as the main centre to establish most of its operation activities. Most of the disaster respond structures are established within Nquthu Town and more suggestions of other facilities that ought to be established in Town were noted.



## Section 4: SPATIAL ANALYSIS

There are various factors influencing where and how people settle and organise themselves in space such as accessibility, economies of scale, services, environmental, cultural, political and socio-economic systems. This section will look at how people are settled and ownership of land within the study area. The following sub-sections will be addressed:

- Historical background,
- Land ownership,
- Settlement patterns,
- Land Use management,
- Bulk Infrastructure,
- Summary of issues.

### 4.1. Historical Background

The name being of Zulu origin means a flat-topped vessel, descriptive of a nearby hill from which the village take its name.<sup>1</sup> Isandlwana, the site of the historic Anglo-Zulu War battle that took place on 22 January 1879, is a well-known tourist destination worldwide.

It has a formal component that accommodates most of the commercial development and there is limited residential development on formalised stands, but many remain vacant.

<sup>1</sup> <https://www.sahistory.org.za/place/nqutu-kwa-zulu-natal>

Nqutu is the main nodal area and the most densely populated settlement within the Municipality. As such, it is the only Large Convenience Centre within the municipality. It serves as the main activity node for commercial and administrative activities. Nqutu plays a very specific role in service delivery. Nqutu will remain as an important node in the uMzinyathi DM area. Subsistence farming in the immediate vicinity of Nqutu is evident and forms an integral part of the settlement activities in and around the town.

### 4.2. Role of the area

The spatial structure of Nquthu LM is influenced by Apartheid Spatial Planning which was based on spatial segregation, fragmentation and separation of land uses. This has created a spatial pattern where settlements are located away from economic opportunities which causes people to commute over long distances to access the economic centre<sup>2</sup>.

South Africa's apartheid history has made it difficult to differentiate between 'urban' and 'rural'. However, it has become increasingly difficult to differentiate between rural and urban. A major trend has manifested itself within the spatial landscape of many so-called rural settlements which are beginning to function like suburbs of the larger urban concentrations in their vicinity. There is a tendency towards dense rural settlements where areas usually classified

<sup>2</sup> RSA. (1998) White Paper on Local Government

traditionally as rural are becoming more densely populated which requires the municipality to respond to the needs of the people in relation to infrastructure services, access to social and economic facilities<sup>3</sup>. In Nquthu LM, the growth of settlements is directly linked to the main transport route and within easy commuter distance from the main centres but, particularly in areas where land and infrastructure can be secured relatively easily. The categorisation of Nqutu settlement is informed by the definitions in the White Paper on Local Government (1998: 20). Nqutu town can be regarded as the ‘Urban Core’ of the municipality which is discussed below:

- **URBAN CORE** refers to the formal city and town, including the former white municipal and former townships areas. A key characteristic of these areas is their high population density, with generally over 10 dwelling units per hectare. These areas are characterised by high levels of economic activity, and consequently higher land values.

Nqutu town is identified as the Primary Node in the Municipal SDF. The role of the area is to provide high order services for the entire municipal area.

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<sup>3</sup> Todes, A., Kok, P., Wentzel, M., Van Zyl, J., & Cross, C. (2010, August). Contemporary South African urbanization dynamics. In *Urban forum* (Vol. 21, No. 3, pp. 331-348). Springer Netherlands.

### 4.3. Settlement Patterns

Nqutu town is situated in ward 14 and measures an estimated 5.31 km<sup>2</sup> in extent. By 2011, the population of the town was estimated at 5,453 (1,026.42 per km<sup>2</sup>) with 1340 (252.23 per km<sup>2</sup>) Households<sup>4</sup>. Settlements are generally located along access routes and some are located on the banks of valleys. Increasing residential settlement expansion in the rural areas and poor planning of the past has been a serious threat to the development of agriculture.

Settlement densities in Nqutu town and surrounding area appears to be directly correlated to accessibility (higher accessibility – higher density) i.e. the further the location from the main R68/P54 routes, the lower the density. Nqutu town and surrounding areas are generally better serviced due to their accessibility than areas in remote rural areas. Much of the less steeply sloping land on the crests of the hills is occupied by sprawling settlements and agricultural development must find its place within that pattern of residential development.

### 4.4. Land Ownership

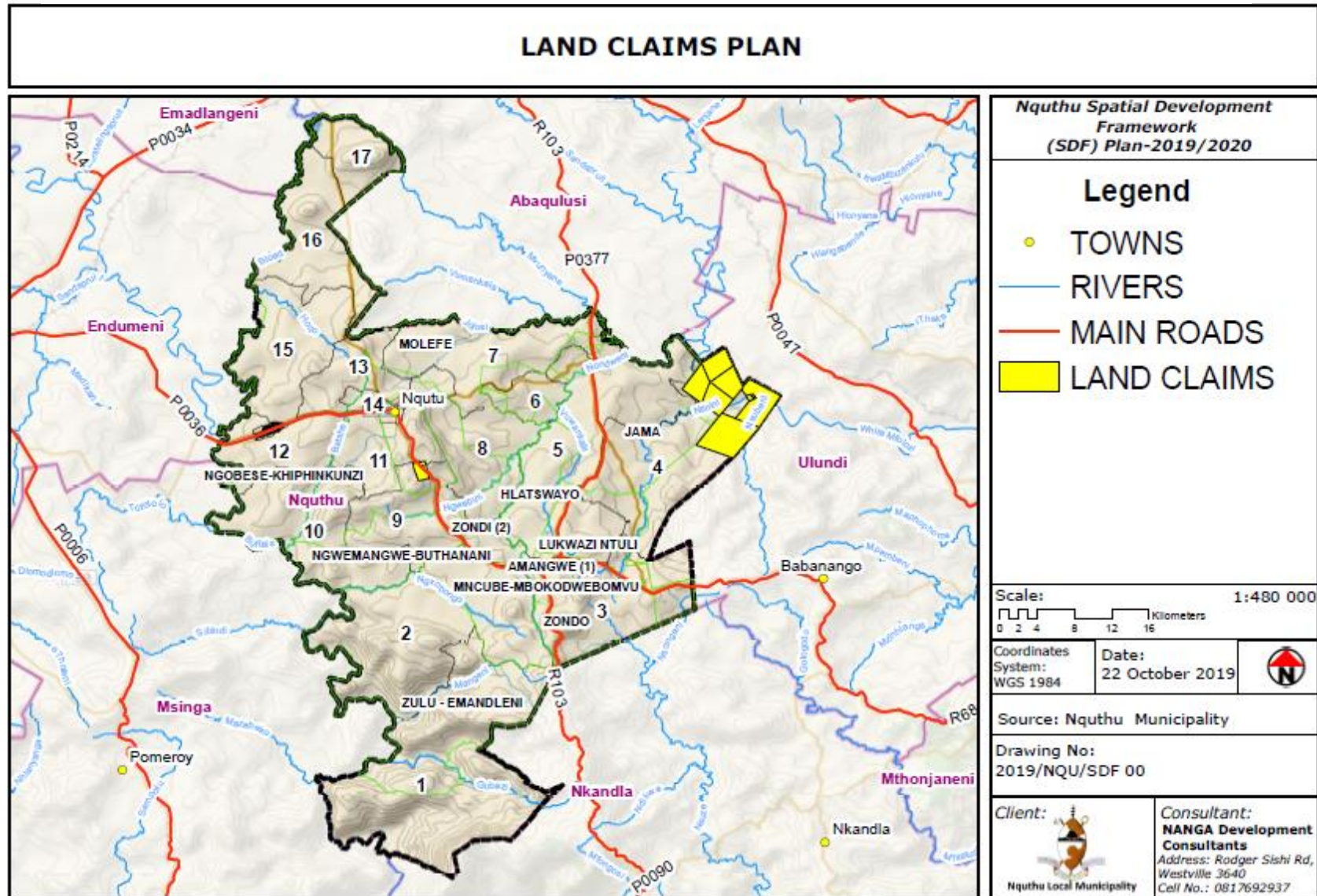
Most of the land (85.30%) in Nquthu LM is under the jurisdiction of Ingonyama Trust apart from the towns of Nquthu and Nondweni, and selected farm portions on the eastern side

<sup>4</sup> <https://census2011.adrianfrith.com/place/575050>

of the municipality. Land under Ingonyama Trust is managed on a day-to-day basis by the respective traditional councils. The underlying title of Erf 100 Nqutu and Erf 17144 Nondweni has been transferred to the municipality, and this will enable the municipality to transfer individual erfs to their respective owners. However, there are land invasions which have been reported within these erven which has a negative impact to urban form and consumes the space that may be effectively used for future developments.

The municipality is not substantially affected by the general land reform issues such as land restitution and land redistribution since most of the land within the area falls under Ingonyama Trust. However, there is a need to address the land tenure rights of people who occupy state land in Nondweni and Erf 100 Nquthu. Furthermore, there are some areas in the East and central sections of the Municipality that are subject to redistributive land claims and gazette restitution land claims.

Map 3: Land Claims



## 4.5. Land Management

In terms of the Municipal Systems Act 32 of 2000 (MSA), and the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), each municipality is required to prepare a Land Use Scheme for the whole municipality. A key component of Integrated Development Plans (IDPs) is the requirement to prepare a Spatial Development Framework together with a Land Use Management System (LUMS) which can be applied to the whole municipality. In terms of the new Land Use Management System for KwaZulu-Natal, a system of wall-to-wall Planning Schemes is proposed as forming the basis for the single LUMS required for municipalities. In 2011, the Municipal Planning Chief Directorate of the Department of Co-operative Governance and Traditional Affairs (CoGTA) published Kwazulu-Natal Land Use Management System Guidelines for the preparation of Schemes for municipalities.

According to the KZN COGTA Land use management guidelines (2011), a Scheme is a statutory document which divides a municipality into zones. These zones are then regulated according to:

- The use of land and buildings for commercial, industrial, residential and other purposes,
- The height and bulk of buildings and other structures,
- The area of a lot which may be occupied, and sometimes the size of required open spaces,

- Indirectly the density of population.

Furthermore, a Scheme regulates the impact of the use of land and buildings on:

- Its own lot,
- The immediate neighbours,
- The impact on the surrounding area, or precinct,
- The impact on adjacent zones, especially in residential areas.

In terms of section 25 (1) of the SPLUMA, a Land Use Scheme must:

- include suitable categories of land use zoning and regulations for the entire municipal area, including areas not previously subject to a land use scheme,
- take cognisance of any environmental management instrument adopted by the relevant environmental management authority, and must comply with environmental legislation,
- include provisions that permit the incremental introduction of land use management and regulation in areas under traditional leadership, rural areas, informal settlements, slums and areas not previously subject to a land use scheme,
- include provisions to promote the inclusion of affordable housing in residential land development; - the model land use to give guidance on how a land use

scheme can be used to enforce a Municipal Spatial Development Framework,

- that will accommodate for the integration of the Land Use Scheme into the geographic information system (GIS) of the municipality,
- include land use and development incentives to promote the effective implementation of the spatial development framework and other development policies,
- include land use and development provisions specifically to promote the effective implementation of national and provincial policies, and
- Give effect to municipal spatial development frameworks and integrated development plans.

A land use scheme may include provisions relating to:

- the use and development of land only with the written consent of the municipality,
- specific requirements regarding any special zones identified to address the development priorities of the municipality, and
- The variation of conditions of a land use scheme other than a variation which may materially alter or affect conditions relating to the use, size and scale of buildings and the intensity or density of land use.
- Symbols.

#### 4.5.1. Nquthu Single land use Scheme

Nquthu LM prepared and adopted its single land use scheme in 2019. The traditional leadership was involved in the process of the Wall to Wall Scheme. The Nqutu Master Plan for the formalization of Erf 100 Nqutu identified different land uses within the town. The predominant land use in Nqutu town is residential which is characterized by sprawling urban form, perpetuated by low-density subsidised housing development. There are also areas identified for social housing which

promotes mixed housing typologies which includes higher densities. There are other land uses such as social facilities, business, commercial and active open spaces. The diagram below illustrates:



#### 4.5.2. Decision-making structures

The uMzinyathi family of Municipalities has established a Joint Municipal Planning Tribunal (JMPT) in terms of the Spatial Planning and Land Use Management Act (16 of 2013). It's a functional institutional body that is responsible for planning decisions within the district and meets on quarterly basis to review and approved the development applications as required in terms of SPLUMA. The JMPT functions as follows:

- Meets on Quarterly Basis,
- The Local Municipalities' Executive Committees serve as Appeal Authorities respectively,
- Each local Municipality has an Authorised Officer,
- Each Local Municipality has categorised the development applications,
- Each Local Municipality has a delegated representative that sit on the JMPT,
- All the Local Municipalities have adopted and Gazetted their Bylaws, and
- All Local Municipalities have approved their fee structures.

#### 4.6. Key Issues

- Low density settlements concentrated along major arterials within town and low-density rural settlements for most of the municipality.
- . Nqutu town is identified as a primary node in the Nquthu SDF

- Subsistence farming remains an integral part for settlements that are surrounding the study area.
- The study area is regarded as the urban core of the municipality.
- The role of the study area is to provide high order services for the entire municipal area.
- The study area is under the ownership of the municipality.
- There are no known land claims within the study area.
- The existing scheme was not completed which impacts on Land use management within the study area.

## SECTION 5: Land Use Activities

### 5.1. Built Form

The built form of the adjoining and nearby properties is a physical description of these properties in terms of:

- the predominant form of development i.e. building mass and height,
- whether the neighbourhood is homogenous or diverse in terms of the built form, scale and character i.e. setbacks, space around properties, site coverage,



- what the predominant form of development i.e. whether the neighbourhood is homogenous or diverse in terms of the built form, scale and character,
- types of front fences including style and height,
- how parking and access are arranged<sup>5</sup>.

Other existing buildings resemble a diverse built form with the height of not exceeding more than three storeys high. They provide strong edges to the street with reasonable setbacks from the centre of the road.

**Figure 2: Double Storey Building in town**



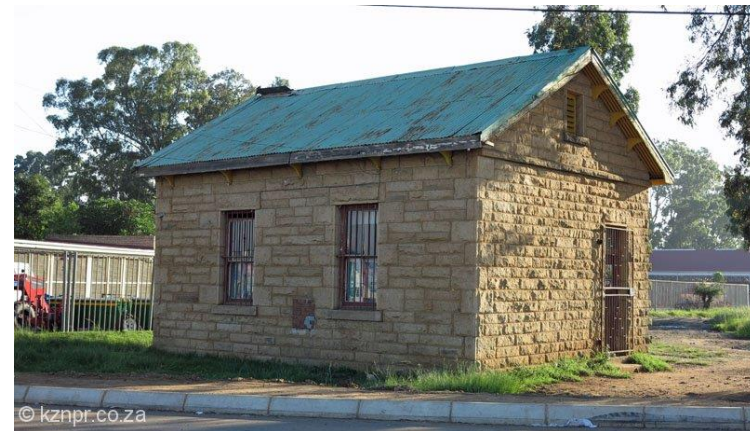
**Source 1: Nanga Development Site Visit, 2019**

Parking courts are usually scattered along the roads except for a few big sites which provide on-site parking. There are couple of buildings which have historical and heritage significance.

The Nqutu sandstone building located along R68, is one building which provides some architectural character of the 19<sup>th</sup> Century due to the material used. The building is currently used as an office space. The Charles Johnson Memorial Hospital

(CJM) has historical significance in that it is named after Charles Johnson, a priest of the 19<sup>th</sup> Century who later helped people with health problems. The hospital also consists of a Nursing College. Whilst the hospital has been renovated over a period, it is built over 60 years ago. The streetscape within the town is poor as there is no proper landscaping or public open space to soften the environment.

**Figure 3: Nqutu Sandstone Building**



**Source 2: <https://kznpr.co.za/nqutu/>**

## 5.2. Residential uses

There are two residential settlements within town which are located in the north and south. The predominant residential uses are located south of the study area. The town is

<sup>5</sup> <https://vicsmartguide.com.au/vicsmart-planning-permit/application-forms-checklists/how-to-describe-the-built-form-and-characte>

characterized by low density dwelling units with an average height of 2 storeys. The development of low-cost housing south of the town has also contributed in the sprawling settlement. However, it is easy for the municipality to provide services due to the grid layout of settlements. There are many vacant spaces in between the settlements which will require practical strategies around infill development and densification. To the north of the town is scattered and isolated settlements which are low density is the mix of informal settlements and low-cost housing which is low density. To the east is also low-cost housing and to the south of the town are low density rural settlements. There are few daily accommodation activities in the town such as the guest house.

### 5.2.1. Business and Commercial

Most business and commercial in Nqutu town are along the major routes R68/P36-2/P54. Mainly these are retail activities which include food outlets, fashion and gadgets. The intersection of these major routes is the development spine of the town which caters for both vehicular and pedestrian



Source 3: <https://www.mccormickproperty.com/mpd/content/nquthu-plaza>

movement. Most of the business and commercial activities along this development spine is supported by a high pedestrian volume. This has led to scattered informal trading along the sidewalks competing with formal traders.

The Nqutu Plaza, shopping centre with an extent of 14 912m<sup>2</sup>, which is at the entrance of the town has taken some of the concentration of people away from the centre. The shopping centre comprises of 47 shops one of which is Shoprite. Other business and commercial uses within town include but not limited to the following:

- Browns Cash and Carry,
- Phoenix Cash & Carry,
- Cambridge,
- Spar,
- Boxer,
- Build Rite,
- Engen Garage,
- Ezi Build Hardware,
- Ackermans,
- Pep store,
- KFC,
- Funeral Parlour,
- Liquor Store,
- Butchery and Shisanyama,
- Engen and Total Petrol Filling Stations.

Figure 4: Nqutu Plaza Artistic Impression

### 5.2.2. Informal Trading

Small Micro Medium Enterprises (SMMEs) particularly those in wholesale and retail have set up in the form of informal traders on various spaces within town. Informal traders are usually scattered along sidewalks of main roads R68/P54, adjacent to formal shops. Most of these informal traders are not operating within designated areas due to a lack of formal trading stalls. The following are some of the informal trading activities prevalent in town:

- Hair Salon,
- Clothing,
- Fruits and vegetables,
- Medicinal and Herbal products,
- Livestock and Poultry.

### 5.2.3. Social facilities

There are numerous social facilities that currently exist within the Nqutu town ranging from educational, health, security and

**Figure 5: Fruit and vegetable business**



**Source 4; Nanga Development Site Visit, 2019**

safety, post office, and correctional services. The CSIR Guidelines prepared in 2012 was used to estimate the gap and existing demand for social facilities in relation to the threshold population required for each facility. The following table elaborates:

**Table 1: Social Facilities within Nqutu**

Existing social facilities in Nqutu town	Total
Schools	5
FET College	1
Taxi rank	2
Municipal offices	1
Magistrate Court	1
Correctional Services	1
Hospital	1
Clinic	1
Police Station	1

## SECTION 6: BULK INFRASTRUCTURE ANALYSIS

This analysis will focus on infrastructure provision such as roads, access to water, sanitation, electricity and even human settlements with focus on the study area. This analysis is important in that it provides an understanding on the status of such infrastructure thereby providing a basis for municipal strategic intervention. The provision of basic services is a representation of an improved welfare, contributes to economic growth, productivity of people and quality of life.

## 6.1. Roads and Transportation Assessment

### 6.1.1. Powers and Function

The powers and functions of constructing and maintaining access roads is the responsibility of Nquthu LM. The Municipality also plays an active role in the coordination of infrastructure delivery and maintenance between the communities and the departments of roads, transport and public works. Provincial and District roads is the responsibility of the KZN Department of Transport (DoT) and uMzinyathi DM respectively. The municipality has allocated financial resources for the Integrated Local Transport Plan (ILTP) to be developed internally. This plan will be further developed and reviewed annually with the support of the (DoT) and other relevant role-players.

According to the Committee of Transport Officials (2012),

“the primary purpose or function of a road and street network is to serve the need to travel for all modes of transport, including walking. A road network must therefore connect origins and destinations for all potential users i.e. make it possible for people and goods to go efficiently and safely from any one place to any other.” (COTO, 2012: 10)

The following diagram is an illustration of a typical road network. It shows the basic concept in which the road hierarchy

is determined by the lines of travel desire shown as straight lines connecting origins and destinations. The relative widths of the lines relate to the amount of travel desire while the lengths of the lines indicate the travel distances. The relative sizes of the circles indicate relative trip generation or attraction of the nodes whilst the desire lines between nodes range from major metropolitan areas or nodes down to individual properties.

### 6.1.2. Road Network

The main road leading into Nqutu town is P36-1 (commonly known as R68). As this is a provincial road inside the town, it runs from the west turns in town and takes a south direction. It intersects with two other provincial roads i.e. P36-1/P54 and continues east and north respectively. Altogether, these roads form a major intersection which is controlled by a traffic signal. The R68 can be regarded as the development spine of the town where most of the access roads feed off.

The R68 which is the main access road in the study area, runs through Nqutu town from Dundee in the west of the municipality to Babanango and Melmoth towards the south of the municipality.

**Figure 6: The R68 to Babanango**



**Source 6: Nanga Development Site Visit, 2019**

The R68 is mobility road which can be classified as a Class U2 urban major arterials within the study area. These arterials

typically connect smaller cities and medium to large towns (population typically greater than about 25 000 (COTO, 2012: 28). The function of the road is of an urban nature the closer to town. The road is a two-way carriageway which is 12m wide and surfaced with tar. Traffic congestion in the town is caused by both through traffic and local commuter traffic. There is a high level of vehicle and pedestrian activity along this route towards Nqutu town.

P36-2 and P54 are both mobility roads which can be classified as Class U3 routes within the study area. These arterials provide connections between districts of the city or town and form the last leg of the journey on the mobility road network, bringing

traffic to within one kilometre of its destination.

In small towns, they would be used to provide general overall mobility to

the whole town. The arterials can also be used to serve economic activity centres that are not served by Class 1 or 2 arterials (COTO, 2012: 28).

**Figure 7: The R68 from Dundee**



P36-2 runs from Nqutu town to the east of the municipality passing through Nondweni to Ulundi. P54 connects Nqutu town with the

**Figure 8: The P36-2 to Nondweni**



**Source 7: Nanga Development Site Visit, 2019**

northern part of the Municipality and joins with P258 for access into Emondlo and Vryheid. Both these roads are two-way carriageway which are tarred.

The posted speed limit on Route R68 is 100 km/h and decreases when approaching Nqutu town. Speed limits on other roads are generally not posted however traffic calming such as speed humps are usually constructed in the vicinity of schools where 40 km/h is generally the normal speed limit.

Most of the secondary or access roads vary in width and size ranging between 10m and 6m. These are generally gravel roads with no pavements which provide access to residential properties within the town. These roads require major upgrading as most are in poor condition

### 6.1.3. Parking

Generally, **on-street parking** is provided in the town. The parking bays are mainly 2.5m x 2.5m. Only a few properties have provided on-site parking.

As a result of the limited on-site parking there appears to be a shortage of parking within Nqutu. This further adds to the traffic congestion in

**Figure 9: On-street parking along R68**



**Source 8: Nanga Development Site Visit, 2019**

Nqutu where vehicles either park on pavement or slow down traffic whilst looking for available parking.

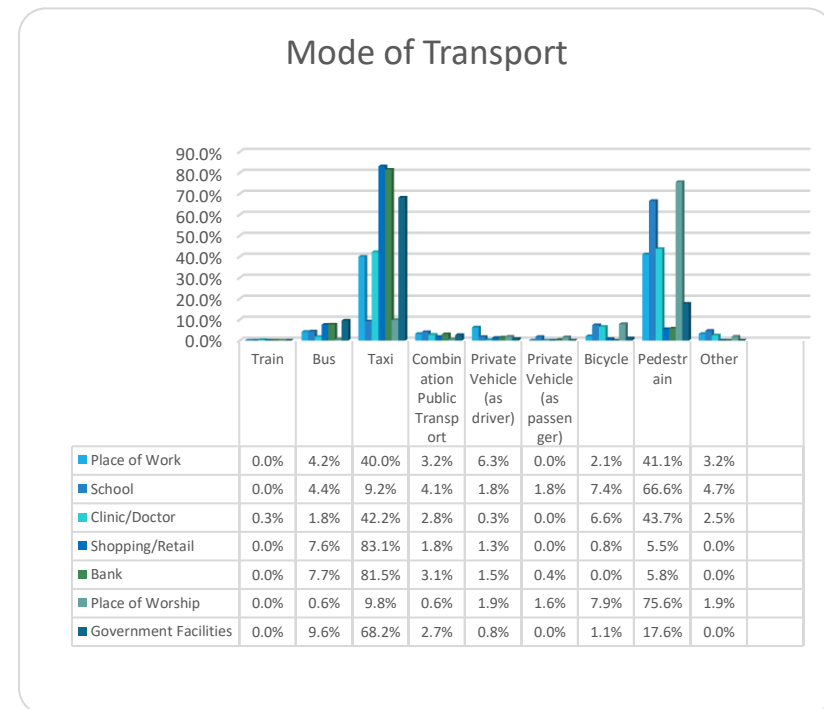
### 6.1.4. Modes of Transport

Just like many small towns serving, peri urban and rural areas, the main mode of transport for various settlements within the municipality into Nqutu town is public transport, resulting in relatively high volume of pedestrian flow. Seemingly the main destination and biggest generator of pedestrians is the various taxi ranks located within the Nqutu. These taxi ranks cater for public transport that brings people from different parts of

Nqutu. Combined with surrounding retail attractions, the main pedestrian activity is along R68, P36-2 and P54 where retail stores are concentrated. Various pedestrian desire lines are evident also signifying the pressure areas within the town and pedestrians often must compete for sidewalk space with encroaching trader stalls. Some of the paved footpaths require upgrading as they are in poor condition. Observations identified that there is a high volume of pedestrians in Nqutu town and these need to be catered for by providing the appropriate pedestrian infrastructure. There is also potential roadside conflict between pedestrians and vehicles along major routes due to a lack of pedestrian footpaths, parking bays and pedestrian crossing facilities.

Approximately 41,6% travel on foot to their place of work, 66,6% to school, 43,7% to clinic and 75,6% to place of worship. This is followed by public transport where to a large extent people use minibus taxis and to a less extent use the existing bus service. People who travel with their own vehicles are fewer (Statistics SA, 2011). However, there are certain times such as the end month, where most people travel to town using different modes of transport for different reasons which causes high traffic volumes within the town.

Figure 10: Mode of Transport



Public transport in Nquthu LM is dominated by the taxi industry which is mainly made up of 15-seater mini buses and few 22-seater mini buses. These taxis are categorized into many routes, local and away, which makes it easier for travellers to reach their destinations. This kind of transport is meant for passengers and their light luggage, larger loads like building material and other heavy goods are transported through pickups/bakkies which deals specifically with heavy or bulk loads which cannot be transported by taxis. The taxi industry in

Nquthu is stable and free from violence. Nquthu has two main taxi ranks. One taxi rank is positioned next to the Nquthu Plaza which is the main retail hub of Nquthu and is viewed by many as a one stop shopping complex. This makes it easier for community members to ferry their shopping luggage to the taxis. This taxi rank mainly caters for long distance trips to surrounding towns within KZN (such as Dundee, Newcastle, Ulundi, Pietermaritzburg and Durban) as well as outside the Province (such as Johannesburg). The second taxi rank is also conveniently located nearby government departments and another smaller shopping complex and it is also easily accessible. This taxi rank mainly caters for local trips to villages within Nquthu LM. Both taxi ranks have trading shelters or market stalls that are rented by local informal traders to do their different businesses and make a living while also providing convenience to taxi users. There are ablution facilities in both these ranks that are maintained by municipal personnel, but they do require further improvements to ensure tidiness and ease of use.

Bus service operating in Nquthu is Emondlo Bus Service (EBS)

which is a company semi-subsidised by the KZN DoT. EBS operates at a short to medium distance range of approximately 5-100km and transports people from Nquthu town to Emondlo and

**Figure 11: EBS Bus Service**



**Source 9: Nanga Development Site Visit, 2019**

Vryheid along the P258 route. A EBS depot is in Nquthu town opposite Charles Johnson Memorial Hospital.



Another mode of transport which operates within Nqutu is in the form of bakkies/pickup vans. This mode of transport transports people to and from Nqutu

**Figure 12: Bakkie and Taxi Public Transport**



**Source 10: Nanga Development Site Visit, 2019**

town and surrounding areas. It is largely effective for people end of the month groceries and small entrepreneurs who trade in remote rural areas who buy in bulk. This mode of transport is cheaper than your mini-bus taxis and acts as an alternative.

#### 6.1.5. Key Issues

- Poor conditions of infrastructure; especially roads
- Lack of sufficient funds to construct and maintain roads.
- Most of access roads to individual properties are not tarred.
- Shortage of on-street and on-site parking.
- Conflict between vehicular and pedestrian movement.

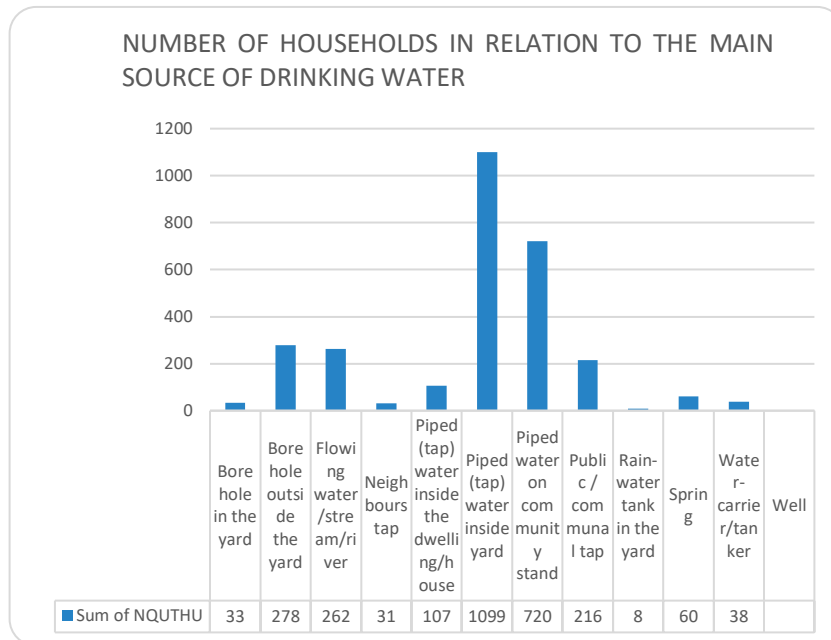
## 6.2. Water

The Water Services Authority (WSA) responsible for water services provision for Nquthu LM is uMzinyathi DM. Whilst the district has made strides in fulfilling its mandate of installing water supply infrastructure, however water supply remains one of the key challenges in Nquthu Municipality. In the past, uMzinyathi DM has put in place water supply infrastructure in Nquthu municipality in the form of water schemes. Issues relating to water challenges include:

- Lack of adequate water supply,
- Poor water infrastructure maintenance,
- Insufficient water tankers in areas without water infrastructure,
- Poor water usage practices or lack of water conservation,
- Lack of funding.

This has resulted in huge water loss or complete dysfunctionality. There are also areas where there is a water supply infrastructure but there is no water. According to the Community Survey (2016), Nquthu LM has the highest number of households which access water from the taps inside their yards being at 1 099 households when compared to other municipalities within the district. Overall, majority of the households' access water from dams, rivers or streams.

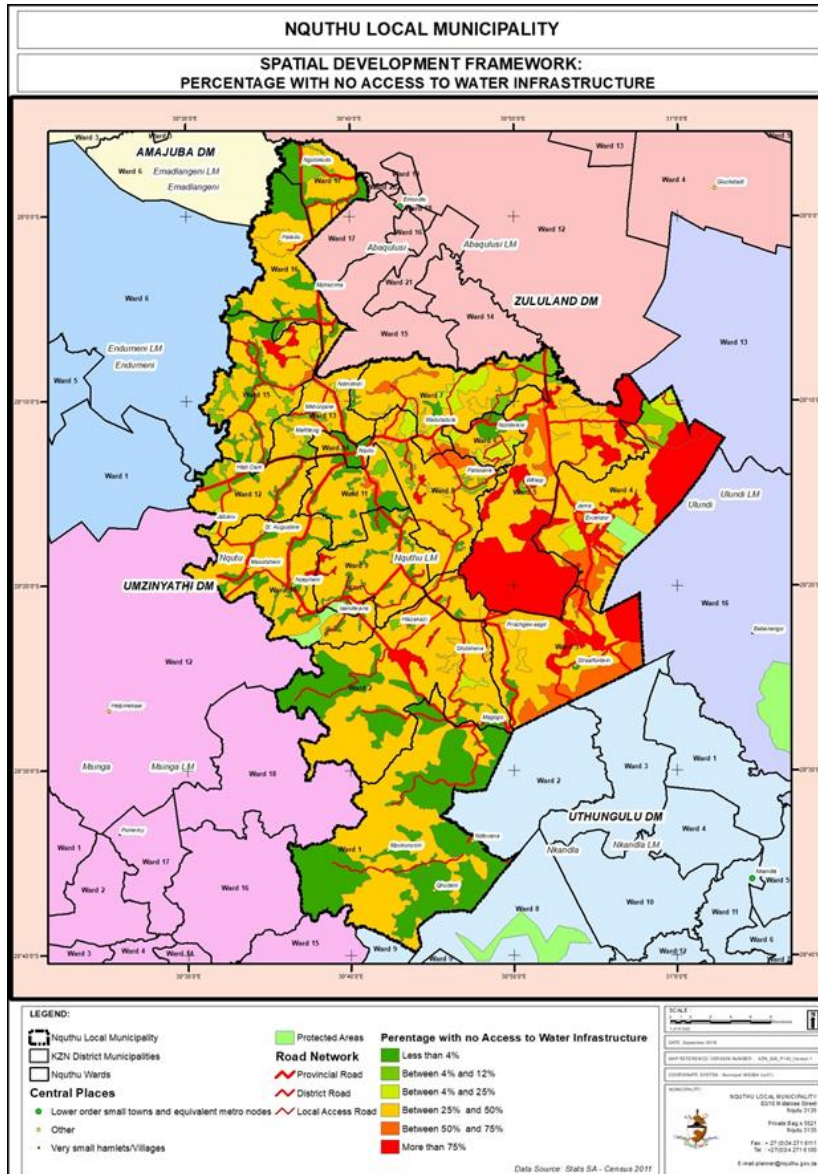
**Figure 13: Number of households in relation to the main source of drinking water**



Data Source: Statistics SA, Community Survey 2016

The highest percentage of households with access to water supply (pipes water inside dwelling) are prevalent in Ward 14 (45.2% of households) which is Nqutu town and surrounding areas.

The Nquthu IDP indicates that Water service delivery in Ward 14 is fully covered by Vants Drift, however, there are small portions which are supplied by water tanks.

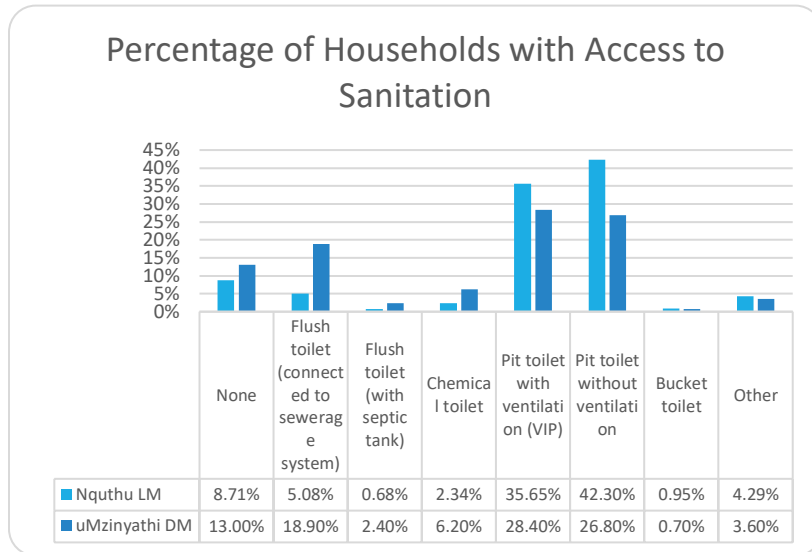
**Map 4: Water Services Infrastructure**

### 6.3. Sanitation

The district municipality is responsible for the planning and provision of sanitation needs within its area of jurisdiction. The sanitation backlog in Nquthu LM is less severe than the water backlog. However, there is a high demand for waterborne sewerage within the town due to the increasing population densities. The rolling out of flushed toilets is also slowed down by the scarcity of water. The majority (42.30%) of the households within Nquthu LM have un-ventilated VIPs, which is much higher than the figure (26.80%) for the DM. Approximately 35.65% of the LM have access to VIPs which is much higher than the DM (28.40). Approximately 13% and 8.71% in the LM of households in the DM do not have access to any sanitation.

Ward 14 has the highest percentage (47.36) of household with access to flush toilets connected to a sewerage system and Ward 14 has the highest percentage (1.90%) of households that have access to flush toilets with septic tanks.

**Figure 14: Percentage of households with access to sanitation**

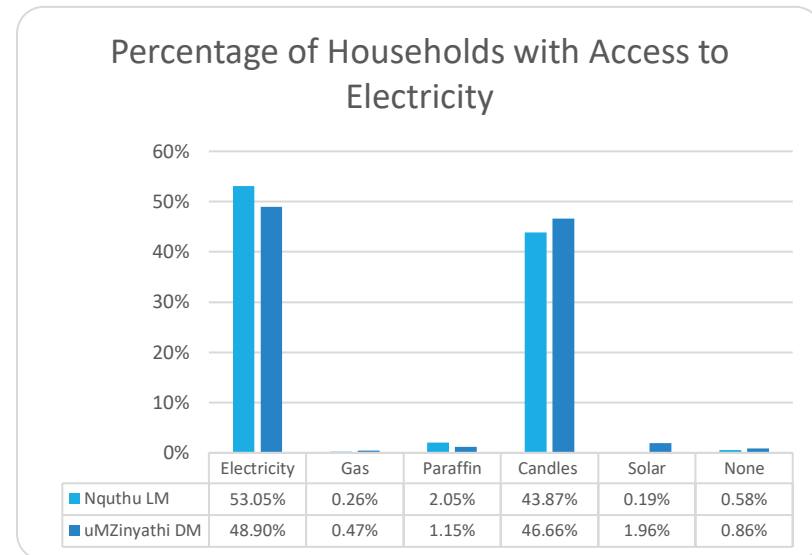


Data Source: Statistics SA, Census 2011

## 6.4. Electricity

Majority of households within the Nquthu LM have access to electricity which is much higher than the DM figure of 48.90%. Approximately 43.87% of the LM utilize candles a source of lighting which is much lower as compared to the DM of 46.66%.

**Figure 15: Percentage of households with access to electricity**



## 6.5. Waste Management

The municipality has a dedicated waste management unit located in the Technical Services department. However, the municipality does not have enough capacity to deal with waste management as best as it wishes due to financial constraints. On the meagre funding that it has, the municipality's waste management unit is resourced as follows:

- Waste management fleet: two compactor trucks

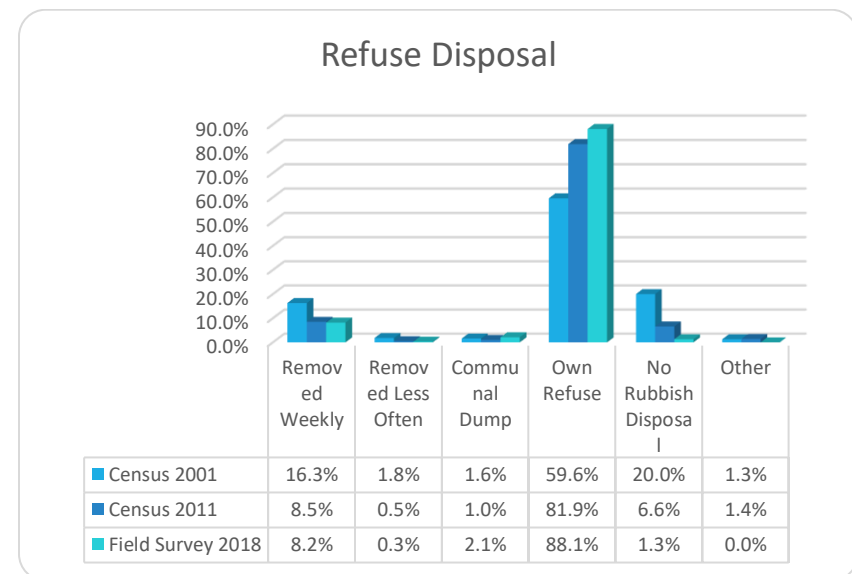
The municipality has developed an Integrated Waste Management Plan (IWMP) and it was adopted by the council on June 2015. The plan addresses the following:

- An environmental impact assessment of waste management options.
- An evaluation of environmentally friendly practices for re-cycling and land fill sites; and
- The identification of economic opportunities associated with recycling.

There is only one landfill site in the municipality which is situated at Nondweni in Ward 05. This site is approved and licensed by the Department Economic Development, Tourism and Environmental Affairs (EDTEA). It also feeds the recyclable waste to the Buy Back Centre in order to reduce waste accumulation at the site and extract economic benefits from

that waste recycling processes. Majority of households within Ward 14 benefit from the weekly municipal refuse removal.

**Figure 16: Refuse Disposal**



Data Source: Socio-Economic and Household Survey, 2018

## SECTION 7: SUMMARY OF KEY ISSUES

### 7.1. Challenges

- The study area is located within Ward 14 which is the smallest (1453ha) of the 17 wards in terms of geographic size,
- Low density settlements concentrated along major arterials of the town and low-density rural settlements within immediate rural settlements,
- Immediate surrounding settlements are located on land under the jurisdiction of Ingonyama Trust. These settlements are approaching density levels in town. This will require closer cooperation between the Traditional leadership and Municipality,
- illegal land uses which have encroached on Municipal commonage land,
- Subsistence farming remains an integral part for settlements that are surrounding the study area. However, there is limited opportunity for many households to expand agricultural production activities within the study area;
- High traffic congestion,
- Various road safety issues
  - Poor access roads and management,
  - Poor drainage compromises pedestrian safety,
  - Poor or unavailability of sidewalks,

- Poor road signage and road markings,
- Illegal unsafe movements,
- Lack of onsite parking bays,
- Lack of trading shelters for street traders.

### 7.2. Opportunities

- Nquthu LM has regional significance within the Province due to its strategic positioning at the centre. It is surrounded by three (3) district municipalities namely Amajuba, Zululand and King Cetshwayo Nqutu is an important node within uMzinyathi DM. Nqutu town is identified as a primary node in the Nquthu SDF,
- Nqutu town is situated at the intersection of major routes. The study area is also strategically positioned at the centre of the municipality. This makes the study area accessible in four directions linking it with towns such as Dundee, Vryheid, Ulundi and Melmoth,
- The role of the study area is to provide high order services for the entire municipal area,
- The study area is under the ownership of the municipality,
- There are no known land claims within the study area;
- Existing infrastructure services such as water and sewer reticulation and electricity,
- Existing supporting social facilities.

## SECTION 8: SPATIAL PROPOSALS

This section deals with the spatial interventions in response to the spatial challenges identified in the Status Quo Report. The following components will be addressed in this section:

- Vision Development,
- Broad Urban Design Concepts and Principles,
- Spatial Goals, Objectives and interventions,
- Spatial Proposals,
- Implementation Plan.

### 8.1. Aims & Objectives

The aims and objectives are as follows:

- Outlining the spatial directives emanating from the national, provincial and municipal spatial policy review that are relevant to the precinct,
- Identifying key spatial issues that need to be addressed and prepare a synthesis of the policy informants to establish a draft vision for the precinct,
- Reviewing the most recent IDP as well as all municipal sector plans relevant to the precinct in terms of the strategic focus and the key challenges identified,
- Unpacking and assessing the role of the precinct within the biophysical context and identify key issues and challenges,

- Unpacking and assessing the role of the precinct within the socio-economic context and identify key issues and challenges,
- Unpacking and assessing the role of the precinct within the built environment context and identify key issues and challenges,
- Quantifying projects, role players and associated operational and capital budgets associated with the spatial proposals identified,
- Assigning costs and budget sources to each focus area.

### 8.2. Broad Urban Design Principles

#### 8.2.1. Structural Principles

According to the *CSIR Guidelines for Human Settlement Planning and Design*, the structural principles for achieving well performing settlements are reinforcement, continuity, discontinuity, externalisation, concentration along routes, accommodating sameness and diversity.

The **principle of reinforcement** ensures that all structural elements reinforce each other. It is necessary to think structurally about all elements within the settlement. The modes of movement (pedestrian, bicycle, train, tax, bus, car) are brought together into a single corridor, thereby creating a range of structural opportunities. At points of intersection, an opportunity exists to create a major place with high-order urban activities as these tend to gravitate towards such points

due to the high connectivity. However, local order activities, supported mostly by local demand, will cluster.

The **principle of continuity** is about preservation of green spaces. The interplay of human activities in natural landscapes, as well as rural and urban landscapes is critical. Access to all elements can be considered a basic need for human beings. As a result, establishing continuities of green space becomes an important element in the settlement-making process. Apart from fulfilling an important human need, this principle also promotes ecological diversity. Ecological systems are complex, with the migration of species and their exposure to different habitats forming integral components of the systems. Natural habitats should thus be continuous to allow for this to occur. At a larger settlement scale, the promotion and protection of such continuous systems become important planning principles. At a smaller scale of settlement, green spaces in new developments should contribute to emerging continuous green systems.

**Continuities of movement** involves the movement, or flow of people, goods and services. Activities that require the greatest degree of exposure will tend to gravitate towards the most accessible points and links in the movement network. Proposed stops are important in the movement hierarchy as different movement modes have different patterns of stops. Pedestrians and cars can theoretically stop anywhere along a route, bus stops may be spaced at 500m to 800m intervals, and train

stations at intervals of 1,5km to 2km. The co-ordination of different modes enables certain points to be strongly reinforced, thus attracting and creating opportunities for the clustering of activities. Routes which do not allow stopping, such as freeways, have little positive structural impact (as defined in these guidelines) at the local level. They serve as the integrators of space at the inter-settlement level. At the local level of settlement, they tend to emphasise points of exit and entry, rather than lines of accessibility. At this level they sever - rather than integrate - space.

**Figure 17: Continuities of movement**



**Continuity of built form** involves the integration of new land development with existing ones to achieve agglomeration economies. At places, the continuity should be consciously broken to ensure convenient access to green space as well as the natural and rural landscapes.

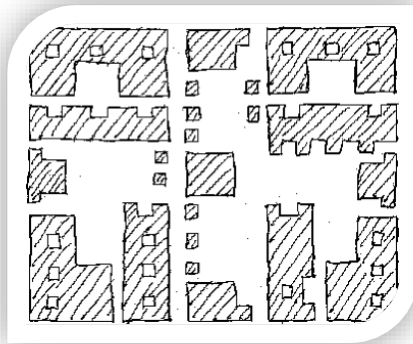
**Continuity of public space** aims to promote a continuous network of space. Achieving a sense of enclosure and definition



is important because buildings should contribute to defining the public space it abuts.

The **principle of discontinuity** promotes breaks in particular components of the urban system with the aim of achieving particular effects. Discontinuity can also be used to integrate natural and rural areas and existing features into the urban landscapes.

**Figure 19: Principle of discontinuity**



**Discontinuities of movement** along higher order routes can be used to create special places such as public squares and parks. For lower order routes, discontinuity can be used to create qualities of secrecy or privacy, particularly in that through traffic is discouraged.

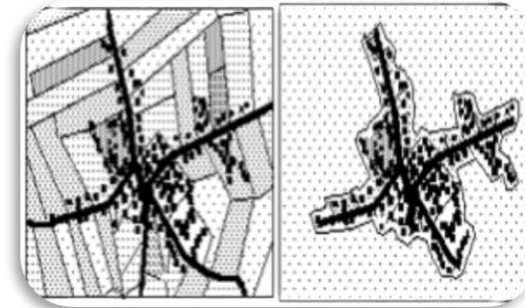
**Discontinuities of built form** promotes public spaces such as a square or a park, to be utilized as a device to interrupt built form, which creates visual diversity in the built environment.

The **principle of externalisation** ensures that social facilities and higher-order urban activities are not to be rooted within residential precincts but are externalised and located along

more continuous movement routes. This also ensures that the future of facilities is not entirely dependent upon the prosperities and resources of local communities. The potential return on the investment in facilities is maximized by making the facilities accessible

**Figure 18: Discontinuity of movement**

to a wider range of people. The private quality of the residential areas is reinforced and symbiotic relationships



between different activities and facilities is established.

The **principle of concentration along routes** recognises that whilst intensive activities and facilities should be externalised along continuous routes but the development along them will not be even. The accessibility of different points along routes is not the same, as there are powerful tendencies for more intensive activities to concentrate at the most accessible points along movement routes.

The **principle of accommodating sameness and diversity** relates to accommodating both homogeneity (sameness) and heterogeneity (diversity) in settlements. It is this principle that accommodates both cultural and economic diversity and expression within settlements. It recognises that in a

democratic, multicultural society all communities, individuals and cultures are to be accorded equivalent respect. This realisation has significant implications as far as the approach to structure and space in the settlement-making process is concerned. The connection between space and structure lies in the recognition that different activities, cultures, and lifestyles have their own requirements, which must be met in the settlement-making process. As a result, successful settlements are ones that reflect diversity in terms of areas of sameness, areas of diversity or mixed-use development, areas of cultural homogeneity and areas of cultural diversity.

### 8.3. Spatial Principles

The spatial principles are based on the SPLUMA development principles. The following table elaborates:

**Table 2: SPLUMA Principles**

SPLUMA PRINCIPLES		APPLICATION IN NQUTHU MUNICIPALITY
(a) Principle of Spatial justice	of	Integrate Low Income residential areas to high order centres and new economic opportunities in growth area and adjacent to major roads and redressing imbalances with improved infrastructure and new economic opportunities.
(b) Principle of Spatial sustainability	of	Protecting environmentally sensitive areas, coherent and reinforcing infrastructure, protecting agriculture potential areas and upgrade residential areas with appropriate infrastructure.
(c) Principle of efficiency	of	Intensity of development on the periphery of CBD, adjacent major nodes, limited mixed-use activity spines between focus points, new and Infill development focused to create coherent system, mainly in urban and peri-urban areas of Nqutu, Nondweni and Ngolokodo
(d) Principle of Spatial resilience	of	Planning of human settlements in such a manner that they are more resilient to climate change impacts.
(e) Principle of good administration		Alignment of programmes with sector departments, facilitating processes which deal with Development Applications from lodgement to decision making by MPTs and Authorised Officers and Appeal process within the legislated timeframes.

## 8.4. Vision Development

Vision, Goals and Strategies are important in outlining the community's aim over the long term. SPLUMA requires that the vision should have a 20-year focus. The Vision, Goals and Strategies are fundamental in providing a range of implementation actions. Some of the implementation strategies will require cooperation and partnerships with the relevant stakeholders and some implementation strategies the town can accomplish on its own.

The Vision for a Sustainable Future describes the desired conditions that will allow future generations to enjoy the same quality of life that the community enjoys today.

**Goals** provide concise statements of WHAT the community aims to accomplish over the life of the plan. The goals provide the basic organization and direction for the plan's strategies.

**Strategies** are specific actionable measures for HOW to implement the goals.

### 8.4.1. Municipal IDP Vision

The Municipal IDP vision, which represents the long-term vision of Nquthu municipality, reads as follows:

"Championing an economically viable district which strives to promote sustainable development by 2035"

In achieving the abovementioned vision, the municipality commits itself to the following goals.

**Table 3: Municipal Goals**

KEY PERFORMANCE AREAS	GOALS
<b>KPA 1: Municipal Transformation and Institutional Development</b>	<b>Goal 1:</b> High performance municipality leading in transformation and institutional development.
<b>KPA 2: Basic Service Delivery</b>	<b>Goal 2:</b> Eradicating service delivery backlogs.
<b>KPA 3: Local Economic Development (LED) &amp; Social Development</b>	<b>Goal 3:</b> Economically viable district prominent in investment and job creation

KEY PERFORMANCE AREAS	GOALS
<b>KPA 4: Municipal Financial Viability &amp; Management</b>	<b>Goal 4:</b> Promote sound financial management system and good governance.
<b>KPA 5: Good Governance &amp; Public Participation</b>	<b>Goal 5:</b> Create an accountable municipality that encourages good corporate governance, a healthy environment and social cohesion.
<b>KPA 6: Cross Cutting</b>	<b>Goal 6:</b> Integrated Urban, rural and geographical systems development

#### 8.4.2. Nqutu Spatial Vision

To achieve the overall municipal long-term vision the Spatial Vision of the SDF is outlined as follows:

“By 2040 the Nquthu Municipality will have changed its spatial and socio-economic landscape through innovative spatial planning principles of justice, sustainability, efficiency, resilience and good administration that will position the municipality as a destination of choice for tourism and investment”.

Based on the above, it is suggested that the vision of the study area be categorized in terms of sustainable human settlements, green spaces and diverse economy. The following table explains:

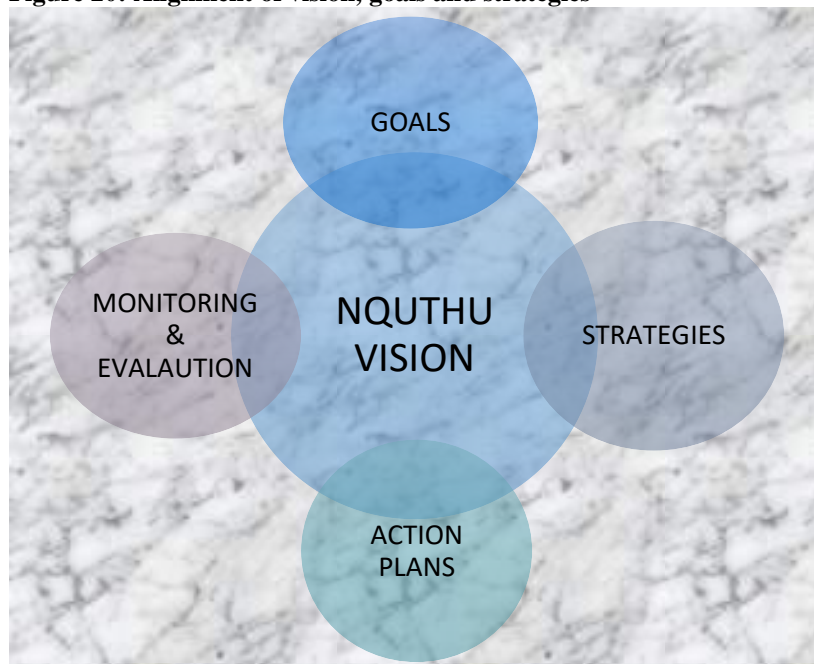
**Table 4: Vision Themes**

<b>Sustainable Human Settlements</b>	Nqutu will reflect a settlement pattern which is representative of its compact size, shape and form. Sustainable human settlements will consist of adequate shelter, infrastructure, civic life and entertainment.
<b>Green spaces</b>	Nqutu will improve its environmental conditions by protect and improving its bio-diversity through landscaping. This will promote outdoor activities and active life-styles, increase social interaction and exchange, and provide healthy urban conditions for good physical and mental well-being.
<b>Diverse economy</b>	Nqutu will maintain a balance between growing and evolving economically and maintaining the small-town character that provides a productive labour force, keeps businesses in town and attracts tourists,

### 8.4.3. Alignment of Vision with Goals and Strategies

It is important that the proposed vision for the study area is aligned with goals/objectives and strategies. This will ensure that all issues raised in the previous phase are addressed whilst providing a framework for future development within the study area. This framework should also be aligned with the implementation plan which will indicate the proposed programmes/projects. The following diagram illustrates the proposed alignment process:

**Figure 20: Alignment of vision, goals and strategies**



## 8.5. Strategic Goals, Objectives and Interventions

### 8.5.1. Strategic Goals

The following are strategic goals which have been identified for the study area:

- Goal 1 - Optimize resources in the town boundary with infill/re-development,
- Goal 2 - Encourage quality design that enhances small town character,
- Goal 3 - Integrate trees/landscaping into future development and the public realm,
- Goal 4 - Identify opportunities for mixed-use commercial/residential,
- Goal 5 - Integrate safe, attractive multi-modal options into infrastructure and development,
- Goal 6 - Preserve and enhance the desirable characteristics of neighbourhoods,
- Goal 7 - Contribute to and encourage land conservation on the town periphery,
- Goal 8 - Preserve the historic buildings, landmarks and features by implementing the historic preservation interventions.

### 8.5.2. Strategic Objectives

The following are broad strategic objectives for the study area:

- Promote inclusive and economically integrated neighbourhoods that allow a diverse mix of residents and housing types,
- Promote green spaces along mobility routes through the introduction of landscaping initiatives,
- Ensure the protection and preservation of existing ecological features,
- Promote urban agriculture through available mechanisms such as open space and farmland agreements, conservation, and zoning incentives,
- Encourage expansion of commercial opportunities in existing commercial corridors or nodes where infrastructure can support growth,
- Provide guidelines for the sound management of infrastructure to ensure optimum efficiency and a better quality of life,
- Promote complimenting uses to create agglomeration of activities,
- Discourage ribbon commercial development and isolated commercial uses along mobility routes,
- Refurbish old and historic buildings in a way that will not alter their historical importance.

### 8.5.3. Strategic Interventions

The following are proposed strategic interventions for the study area:

- Road widening, upgrades and maintenance,
- Upgrading and maintenance of existing infrastructure,
- Promote high density type of residential development,
- Promote mixed type of uses which complement each other such as medical centre, office park, commercial and offices,
- Utilize open spaces by creating parks for socializing;
- Promote small community garden in areas with ecological significance,
- Introduce tree plantation along mobility routes;
- Refurbishment of dilapidated structures such as the bus/taxi rank, civic facilities etc.,
- Introduce street furniture in strategic points along mobility routes,
- Introduce traffic calming measures in certain areas of the town to regulate conflict between vehicular and pedestrian movement,
- Introduce market stalls for street vendors,
- Develop open parking to accommodate additional parking needs in town,
- Establish SMME Incubator,
- Identify land for the placement of containers for SMMEs.

- Identify land for Petrol Filling Station,
- Introduce green spaces such as boulevards, public and private parks.

## 8.6. Spatial Proposals

### 8.6.1. Mobility routes and access roads

Nquthu town is strategically located at a major intersection of provincial roads. Several secondary and access roads provide linkages and access to different areas within the town. However, the level of intensity and use is not the same as they serve different roles in the road hierarchy. These mobility routes provide opportunity for corridor-type development, which is characterised by high-density type development of residential settlements and agglomeration of economies of scale. Mobility routes provide a high accessibility at points where there is a high concentration of mixed-use development such as residential, commercial, industrial, institutional and recreational activities. This presents an opportunity for improved access to services and economic opportunities. The following mobility routes and access roads are proposed for the study area:

**Table 5: Mobility Routes**

Level	Name	Description
Mobility routes	P36-1, P36-2 P291 and P54	These roads generally have a road reserve of 30m in width and can

Level	Name	Description
		accommodate up to four lanes for vehicular traffic should the Department of Transport opts to upgrade the road. However, future road expansion in town might not be possible. Therefore, to minimize traffic congestion in town, two bypass roads are proposed.
Local roads	P372 and D2284	12m roads
Access roads	Several access roads	8m roads
Pedestrian paths	Several proposed footpaths	3m footpaths

The following are proposed road interventions:

- R68 carries high traffic volumes which tends to cause conflict between vehicular and pedestrian movement at major intersections. Currently traffic on R68 flows from all four directions of the municipality and passes through the town. The bypass, if constructed, will give motorists the opportunity to avoid travelling through the town. This should assist in reducing traffic congestion.
  - The first bypass is proposed on Erf 4047 which is a 20m road and measures 5,31ha in extent. It joins from R68 near the substation (Erf 4035) and

thereafter takes a westerly direction to Luvisi and northerly direction to Ngolokodo.

- The second bypass is proposed Erf 4045 which is a 20m road which joins R68 behind Remainder of Erf 69 (Civic precinct). Thereafter, this takes an easterly direction to Nondweni.
- There are various unsurfaced local roads which form part of the present internal road network which need to be upgraded to engineered alignment standards and paved with appropriate materials to suit the purpose intended. Mostly this will comprise asphalt surfacing, but other materials such as segmental paving may be introduced in community focus areas.
- Traffic calming is needed along local access roads at intersections especially near schools. Speed control is important to make provision for pedestrians crossing the road. Several at-grade uncontrolled pedestrian crossings exist, which can be supported by pedestrian signals
- Most roads in and around the node do not have proper traffic signs. Some of the existing signs need to be upgraded. It is proposed that signage be placed on intersections especially on roads that have a high pedestrian flow.
- Wide footpaths attract street vendors especially closer to the centre of town. A street vendor policy should regulate the operation of the informal sector. This

should incorporate the demarcated areas where the street vendors can operate to ensure safe and comfortable conditions for all road users.

- Some of the existing pedestrian walkways are in a poor state are deteriorating and need maintenance and/or repair.
- Streetlight proposed along streets in the residential areas.
- Marked pedestrian crossings are required at major intersections. Stop lines on the side streets at these intersections should be moved back for the desire line of pedestrians to be accommodated. It is also recommended that all existing road markings, which are deteriorating, should be remarked.
- On-street parking is provided for most parts of the town but parking requirements for future town expansion could increase. Existing parking bays should be marked so that they are legible. New developments should also be approved on condition that there is enough on-site parking.
- Streetlights along access roads within the residential areas of the town are required.
- Landscaping and tree planting at the entry of the town.



### 8.6.2. Residential Uses

High density development should be promoted within the node. The predominant residential use in the node is generally medium to low density. This is mainly low-income human settlements to the south of the node. The main purpose of compact residential areas and developments are to promote sustainable functional and integrated human settlements. This will help:

- Discourage low density urban sprawl;
- Generate social and economic opportunities for people; and
- Promote easy accessibility to opportunities.

The Department of Human Settlements should seek to prioritize high density human settlements within the node. The scheme has identified land for “high impact residential”. The proposed Social Housing zone will be located on the two following plots:

- Erf 4033 with an extent of 9,90ha,
- Erf 4036 with an extent of 5,80ha.

Medium density type of housing can be introduced on the “Future Residential Development” area along R68. Infill development is limited to small pockets of vacant land parcels and will follow normal development application procedures.

### 8.6.3. Business and Mixed uses

The following are proposed:

- New Business area which comprises of 32 proposed sites to the total extent of approximately 64ha of unused land,
- Commercial uses on proposed Erf 4034 (2,05ha) and Erf 4044 (2,08ha),
- Conference centre on proposed Erf 4032 (5,32ha)
- Office Park area on 7 proposed sites to the extent of approximately 50ha with public parking to the extent of 2,3ha,
- Mixed use on 2 proposed sites along the bypass road (Erf 4047),
- Hotel area on proposed Erf 4056 with an extent of 2,93ha.

### 8.6.4. Informal Trading

Informal traders are to operate only from permanently erected shelters in designated zones. These zones will be located where they are currently operating along Manzolwandle Road and at the corner and along Isandlwana Road.

### 8.6.5. Social Facilities

The following interventions are proposed:

- Places of Worship are proposed on 2 sites: 1 along the bypass road (Erf 4047) and another within existing residential area,
- Consolidation of sites where the CHJ Hospital is located for future expansion,
- Proposed school.

#### 8.6.6. Open Spaces

The following interventions are proposed:

- Parks are proposed mainly within existing wetlands or natural ecosystems. There are also small parks which are proposed in between uses to create a mixture of activities,
- Provide dedicated skip bins for areas where illegal dumping is taking place.

#### 8.6.7. Light industry

The Light Industry zone is proposed on Erven 2442, 2443, 2444, 2447, 2465 and 2489.

**Map 5: Proposed Zonings**



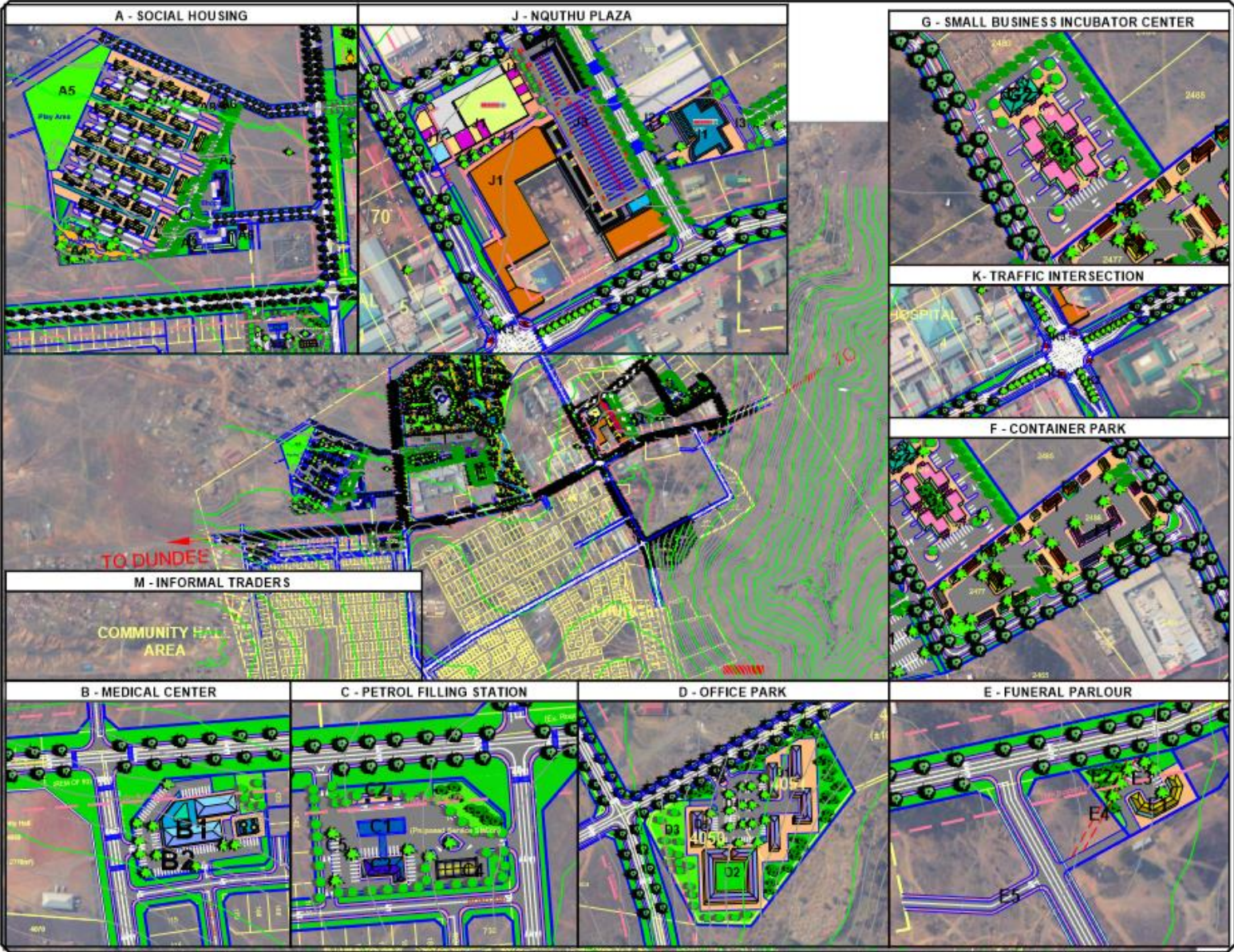
#### 8.6.8. Sub Area Proposals

The proposed urban design proposals are divided in terms of sub-areas within the study area. This presents unique opportunities for intensification and diversification of land uses. The sub-areas indicate where detailed proposals have been suggested. The sub-areas are as follows:

- Social Housing (A),
- Medical Centre (B),
- Petrol Filling Station(C),
- Office Park (D),
- Funeral Parlour (E),
- Container Park (F),
- Small Business Incubator Centre (G),
- Open Parking (H),
- Commercial and retail (I),
- Nquthu Plaza (J),
- Main Intersection (K),
- Bypass Road (L),
- Trading Stalls (M),
- Public Park (N)

These sub areas are illustrated in the consolidated map below.

Map 6: Consolidated Sub Area Proposals

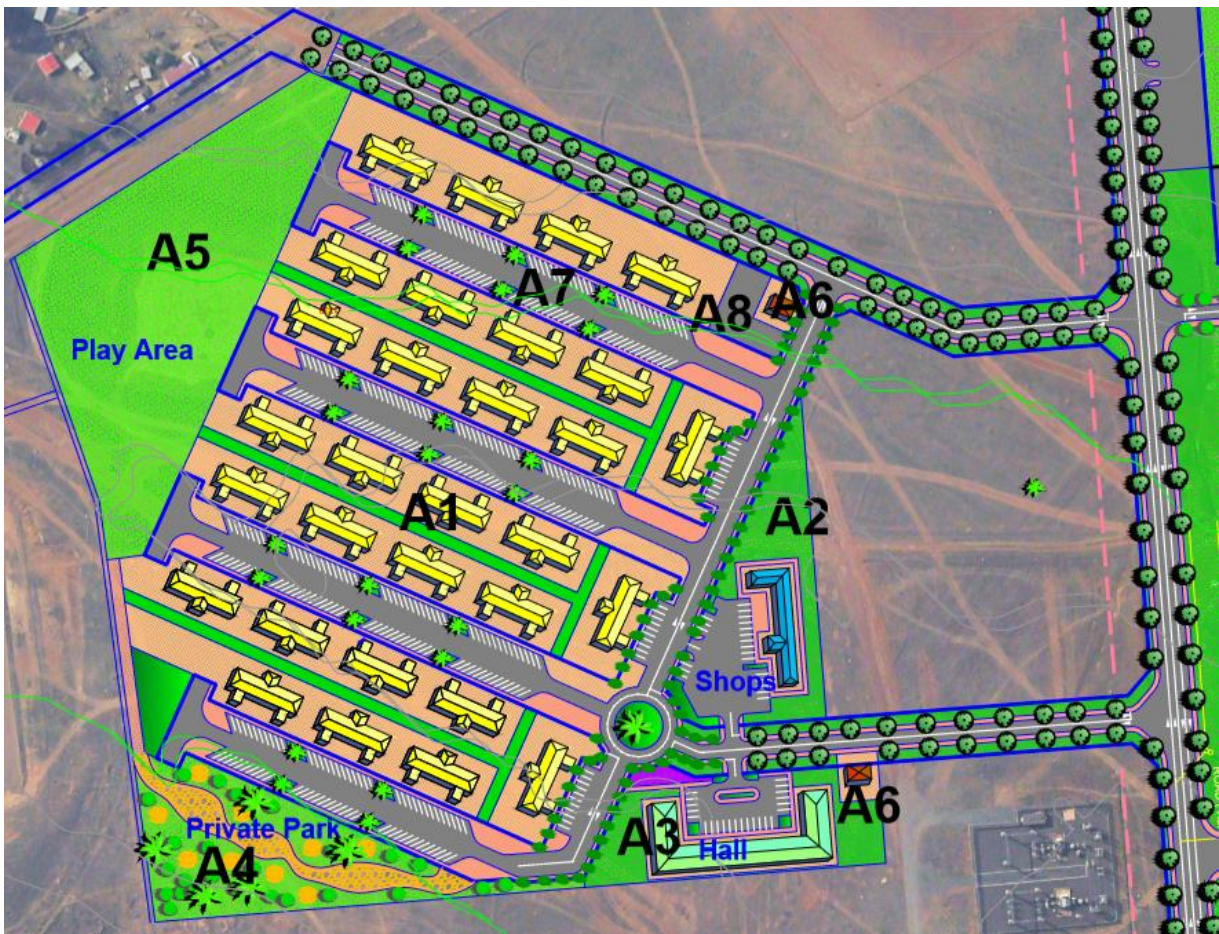


### 8.6.8.1. Social Housing

Sub area A is reserved for Social Housing. This is a greenfield project which will offer high density type of development with supporting land uses. It is proposed that some public open spaces can be used as parks and recreational spaces. Surveillance in these spaces is crucial towards the safety of users. In this regard, appropriate street furniture is proposed which will consist of benches, park tables, public bins etc. The following interventions are proposed:

- **A1** – approximately 360 units (3 storey building, 120 dwelling unit block, 4 units per block),
- **A2** - Local shops,
- **A3** – Community Hall (administration activities),
- **A4** – Private park,
- **A5** – Play lot,
- **A6** – Guard House (for security and surveillance),
- **A7** – Parking bays,
- **A8** - Refuse area.

Map 7: Sub Area A

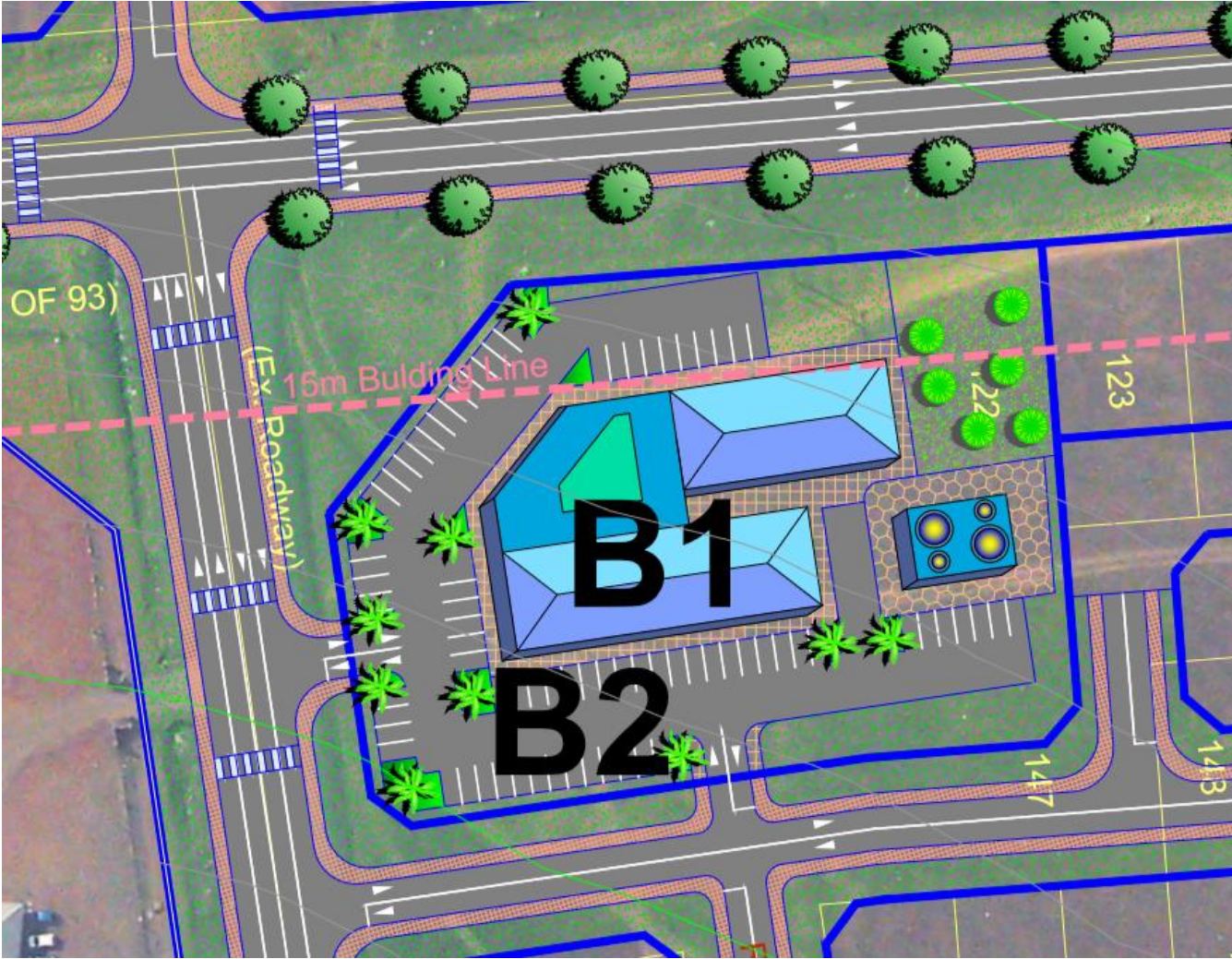


8.6.8.2. Medical Centre

Map 8: Sub Area B

Sub area B is reserved for a Medical Centre. The proposed interventions will be accompanied by road widening and landscaping. The proposed interventions are as follows:

- B1 – Block,
- B2 – Parking.

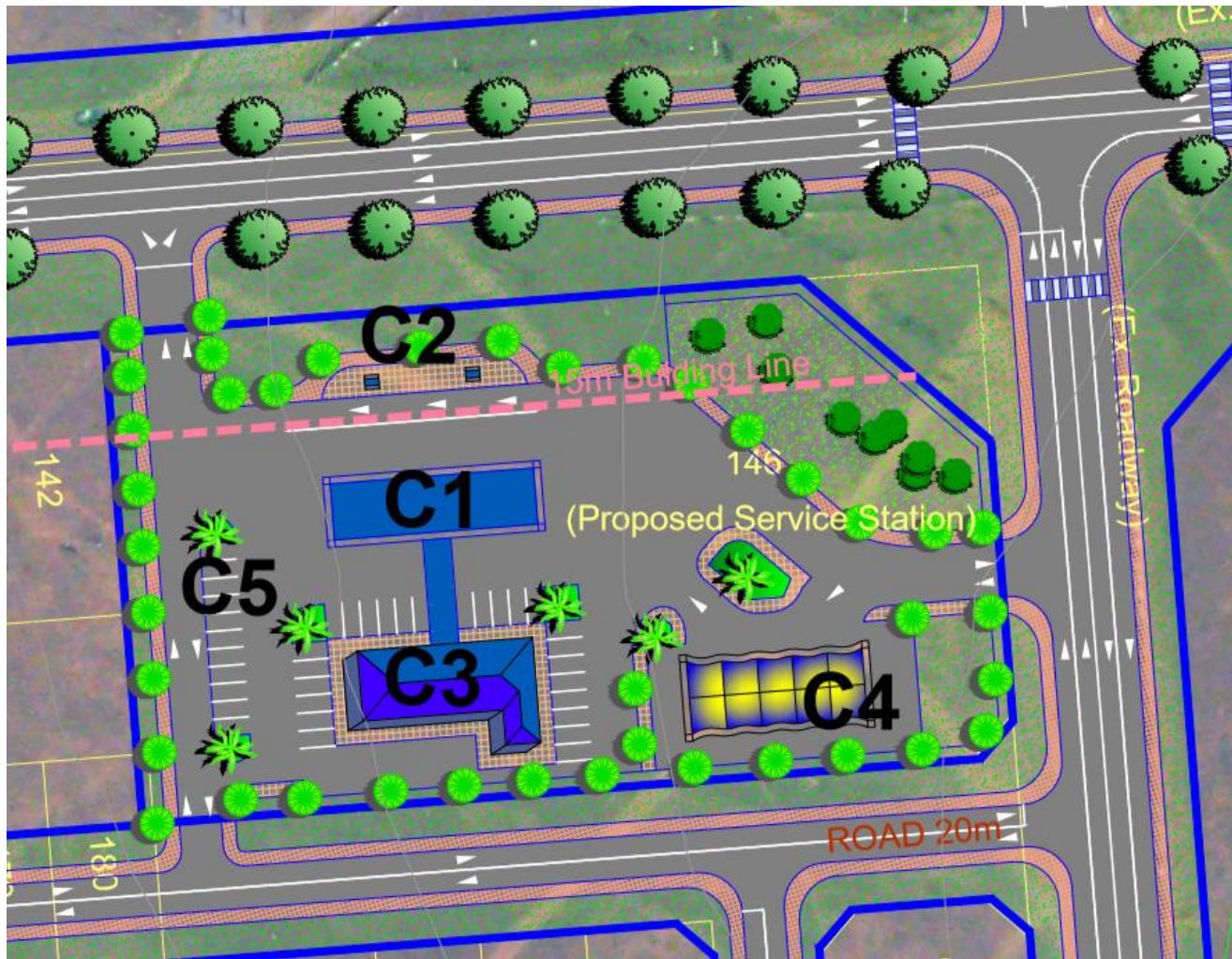


8.6.8.3. Petrol Filling Station

Sub area C is reserved for a Petrol Filling Station. The proposed interventions will be accompanied by road widening and landscaping. The following interventions are proposed:

- C1 - Petrol Pumps,
- C2 - Diesel Pumps,
- C3 - Convenient Store,
- C4 - Car Wash,
- C5 – Parking.

Map 9: Sub Area C

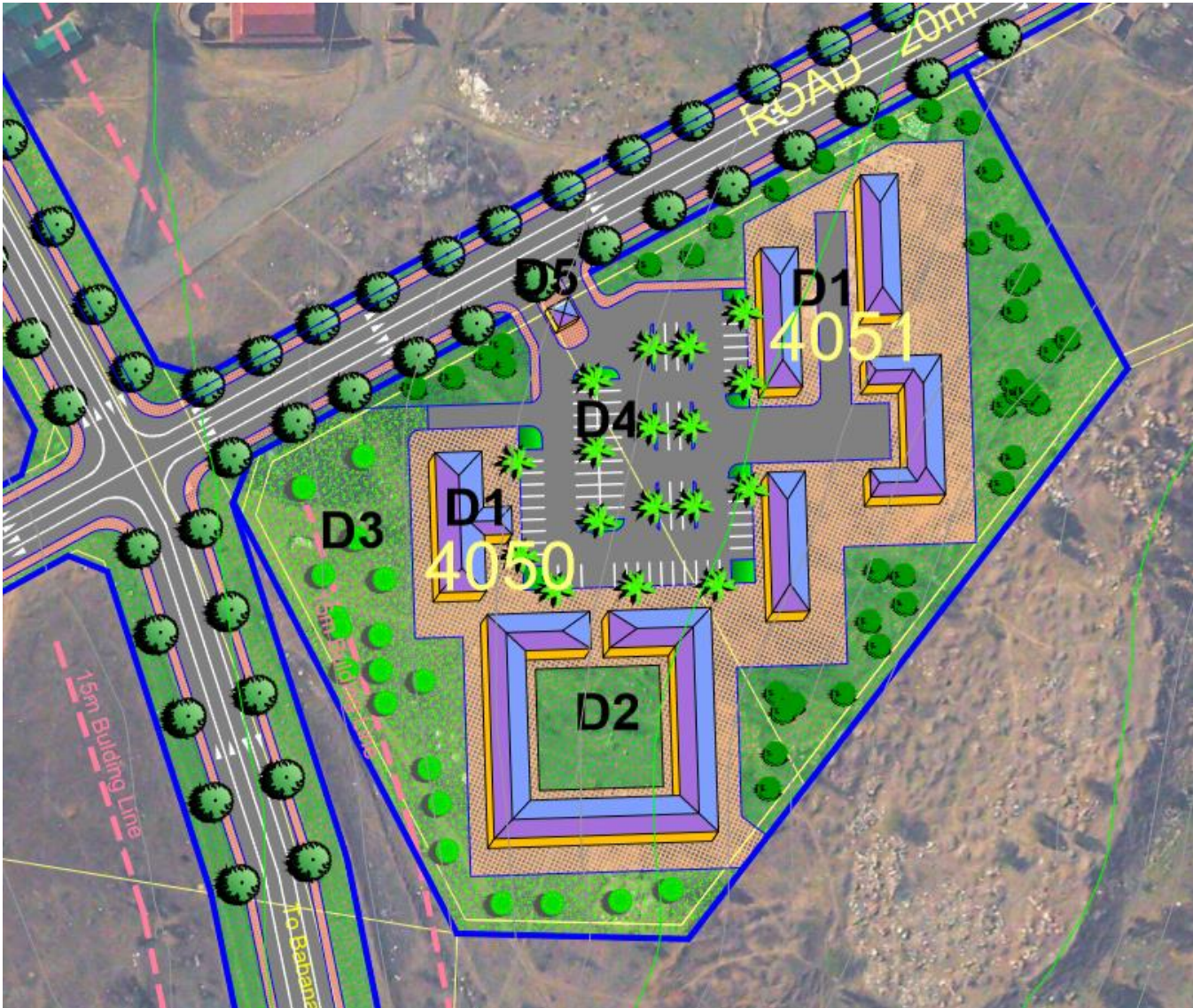


8.6.8.4. Office Park

Map 10: Sub Area D

Sub area D is reserved for an Office Park. The proposed interventions will be accompanied by road widening and landscaping. The following interventions are proposed:

- D1 - Office Buildings (2 Storey),
- D2 - Common Area,
- D3 - Common Area,
- D4 - Parking Private Park,
- D5 - Security Guard House.



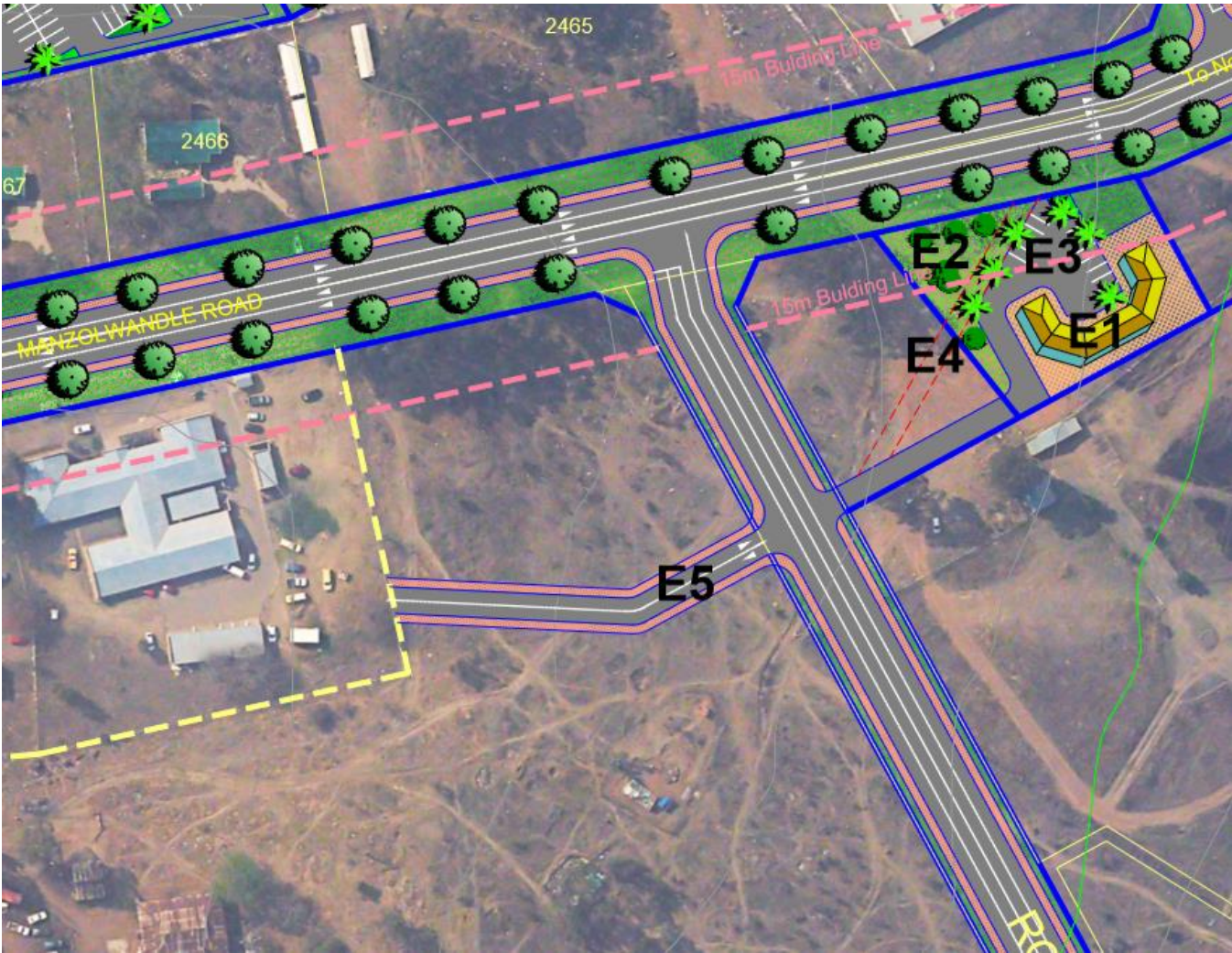


8.6.8.5. Funeral Parlour

Sub area E is reserved for a Funeral Parlour. The following interventions are proposed:

- E1 - 1X3 Parlour Building,
- E2 - Private Park,
- E3 - Parking,
- E4 – Servitude,
- E5 – Proposed Exit from Police Station.

Map 11: Sub Area E

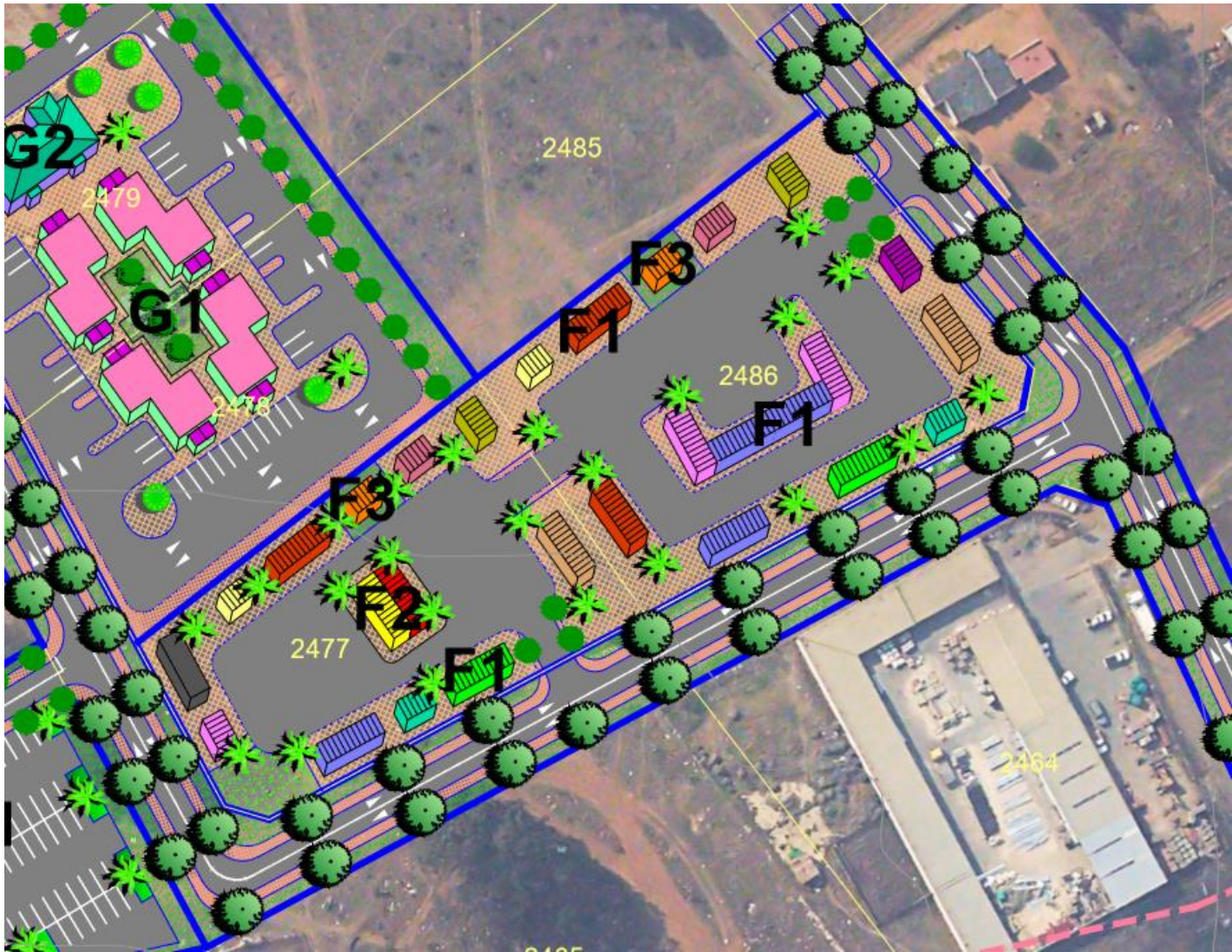


8.6.8.6. Container Park

Map 12: Sub Area F

Sub area F is reserved for a Container Park. Landscaping which involves row of trees aligned with sidewalks is necessary. The following interventions are proposed:

- F1 – 11 Containers (sizes include 3mx3m, 4mx4m, 6mx6m and 12mx12m),
- F2 – Admin Block,
- F3 – Ablutions.



8.6.8.7. *Small Business Incubator Centre*

Sub area G for a Small Business Incubator Centre. **Map 13: Sub Area G**

The following interventions are proposed:

- **G1** – Workshops,
- **G2** – Offices.

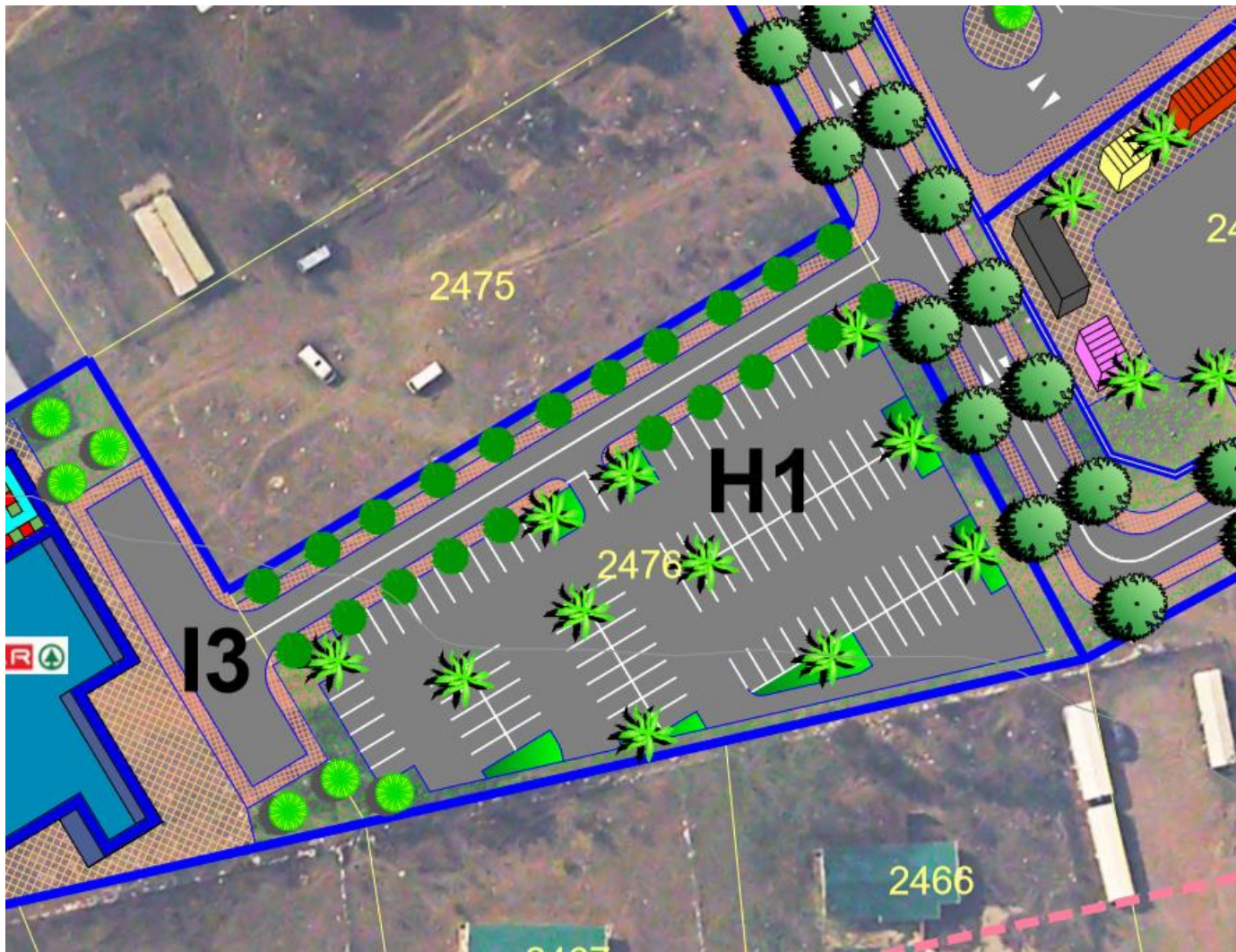


8.6.8.8. *Open Parking*

Map 14: Sub Area H

Sub area H is reserved for Open Parking. This intervention supports parking needs that may arise from surrounding economic activities. It is recommended that asphalt surfacing be utilized for parking. The benefits of using asphalt includes reasons relating to construction time, life cycle and maintenance costs. It is important to provide some landscaping of the area. Appropriate fencing is required to keep the area secure. The proposed intervention is as follows:

- H – Parking.

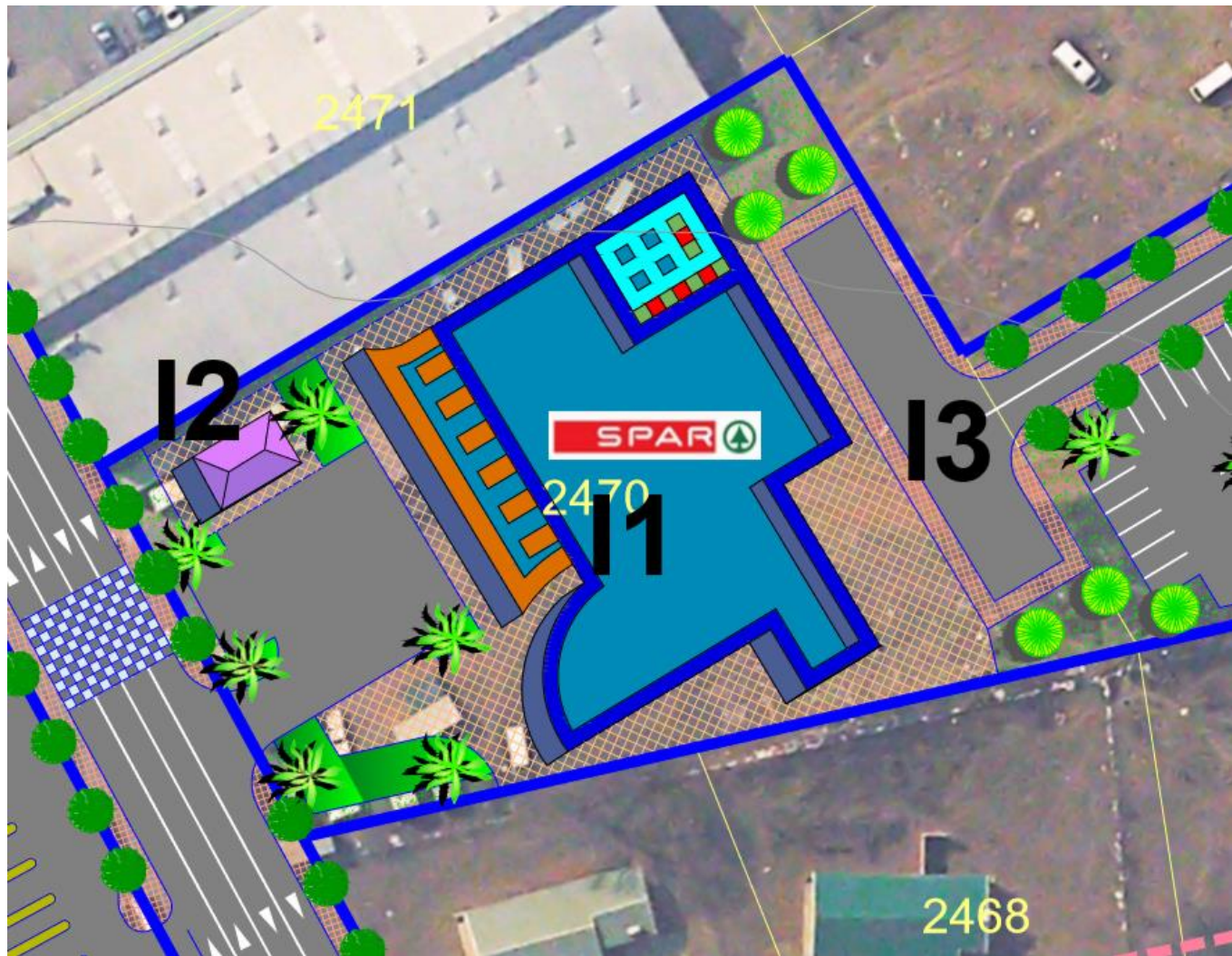


8.6.9.0. Commercial & Retail

Map 15: Sub Area I

The existing Spar Supermarket is situated on Sub Area which is reserved for commercial and retail. The proposed interventions are linked with initial plans submitted to the municipality but reinforce urban design elements such as landscaping, pedestrian sidewalks and general aesthetics. The following interventions elaborate:

- I1 - Shop,
- I2 - Gas Fill Building,
- I3 - Delivery Area.

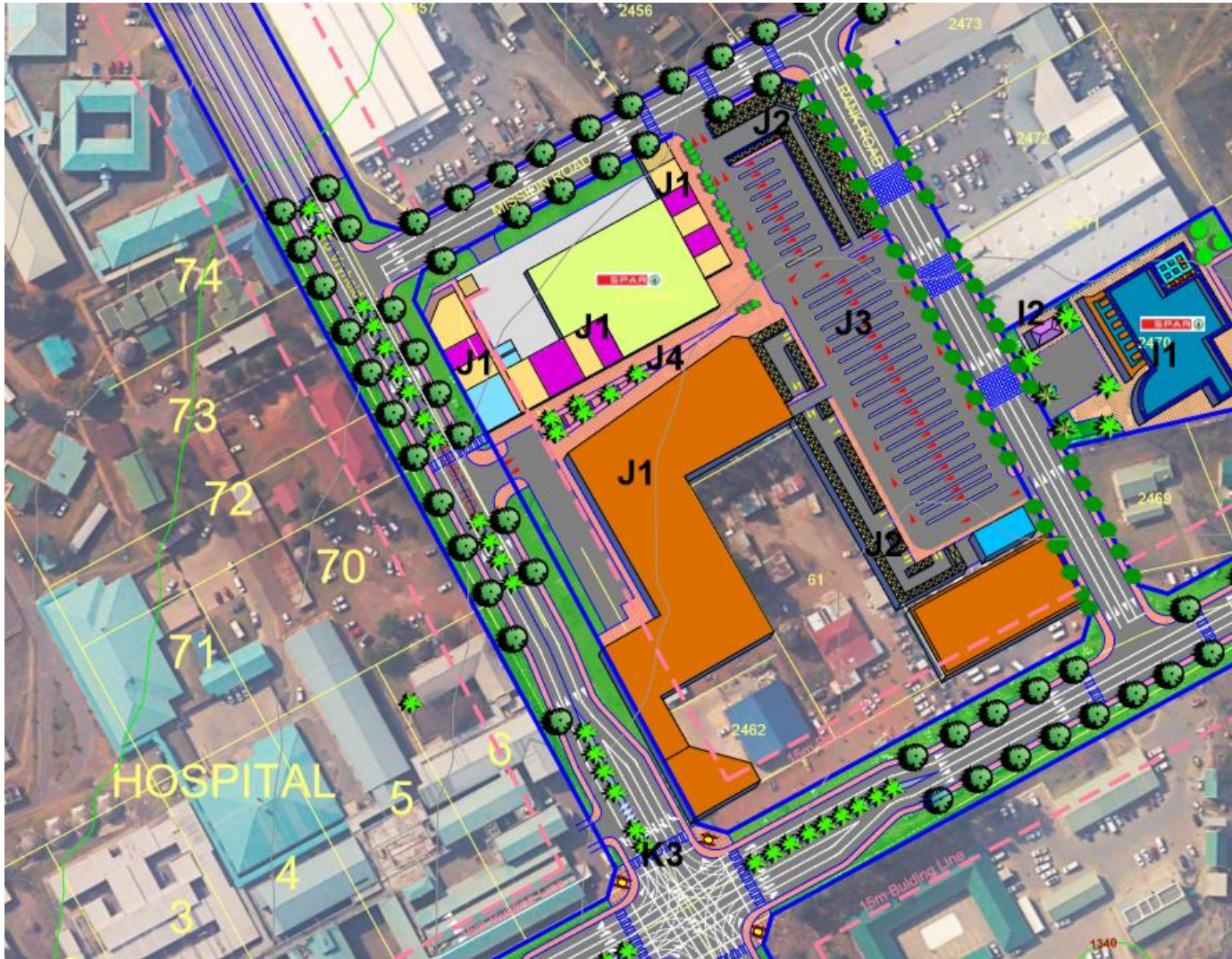


8.6.9.1. Nquthu Plaza

Map 16: Sub Area J

Sub Area J is reserved for mixed uses. The following interventions are proposed:

- J1 - Shops,
- J2 - Market Stalls,
- J3 - Bus / Taxi Rank,
- J4 – Boulevard.



### 8.6.9.2. Main Intersection

Map 17: Sub Area K

Sub Area K consists of proposed interventions which relate road at intersection in town. It is recommended that appropriate signage be erected within this vicinity and proper road markings be completed. This will contribute towards order and appearance of the area. The contrast is equally true in that unregulated signage can lead to filth and confusion. Appropriate local design for road signs and block directions is suggested. In the long run the municipality's bylaws on signage should be upheld. Pedestrian crossings are proposed at critical areas where pedestrians cross the main roads, and at traffic calming areas. The following interventions are proposed:



- **K1** - Traffic Lights,
- **K2** - Pedestrian Walkway Paving,
- **K3** - Pedestrian Crossing.

8.6.9.3. Bypass road

Map 18: Sub Area L

Sub Area L consists of proposed interventions which relate to the Bypass road. The following interventions are proposed:

- L1 - 4 Lane two-way Road,
- L2 - Pedestrian Pavement,
- L3 – Landscaping.



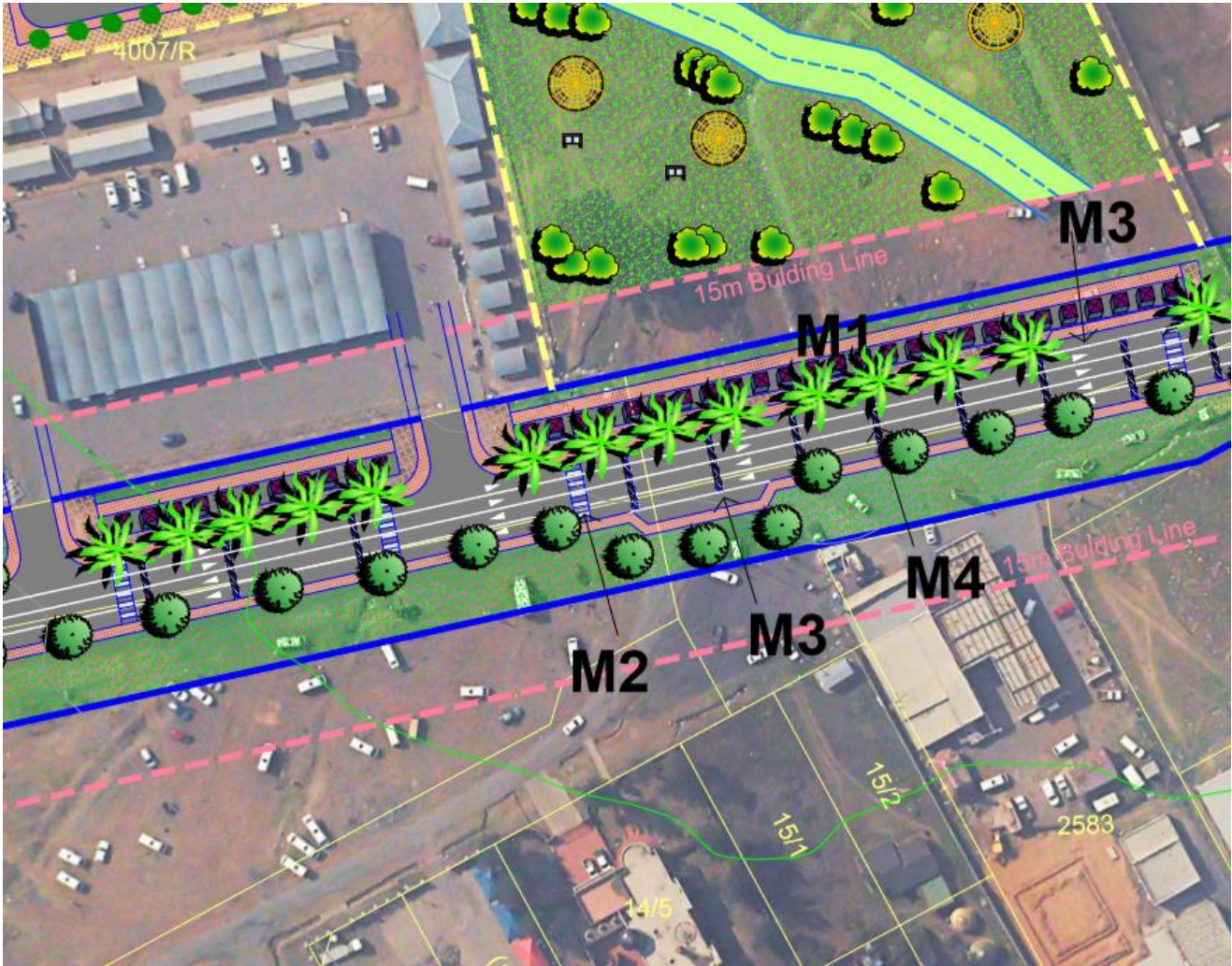


8.6.9.4. Trading Stalls

Map 19: Sub Area M

Sub Area M consists of proposed interventions which relate to the installation of trading stalls. The following interventions are proposed:

- M1 - Trading Shelter,
- M2 - Pedestrian Crossing,
- M3 - Traffic Calming.



8.6.9.5. Public Park

Map 20: Sub Area N

Sub area N is reserved for a Public Park with complimentary facilities. The proposed interventions will be accompanied by road widening and landscaping. The proposed facilities / interventions for this sub area are as follows:

- N1 – Butchery & Refreshment Area,
- N2 – Administration / Caretaker Office,
- N3 – Ablution Facilities,
- N4 – Fresh Produce Market,
- N5 – Parking,
- N6 – Trucks Waiting Area,
- N7 – Children’s Water Park,
- N8 – Amphitheatre,
- N9 – Sitting & Braai Area,
- N10 – Bridge,
- N11 – Pond.



## SECTION 9: IMPLEMENTATION PLAN

For any planning process to be successful it requires implementation of projects. The availability of funding will therefore play critical role in determining the roll-out of the various projects. The reality is that Nquthu Municipality might not have the necessary funding that is required to undertake these projects. Therefore, it will be necessary to seek external funding from other sources as well. Regardless of the source of funding, the internal departments within Nquthu will be responsible for coordination of project activities that fall within their mandates.

The implementation plan proposes implementation at different periods namely:

- Short term – 1 to 3 years,
- Medium term- 3 to 5 years,
- Long term- longer than 5 years.

The following table is a summary of the envisaged projects and estimated costs which are not cast in stone but are subject to investigation and evaluation:

**Table 6: Implementation Plan**

SUB AREA	REF	PROJECT	DESCRIPTION	INDICATIVE COST	FUNDER	PERIOD
<b>A</b>	A1 – A8	Social Housing	Approximately 360 units (3 storey building, 120 dwelling unit block, 4 units per block).	R 1 500 000.00	DEPARTMENT OF HUMAN SETTLEMENTS	2021-2026
<b>B</b>	B1-B2	Medical centre	Building structure, parking bays and landscaping	R 650 000.00	PRIVATE	2021/2024
<b>C</b>	C1 – C5	Petrol Filling Station	Road widening and landscaping	R 150 000.00	PRIVATE	2023/2026
<b>D</b>	D1 -D5	Office Park	Building structure, parking bays and landscaping and perimeter fencing	R 800 000.00	MUNICIPAL	2022-2025
<b>E</b>	E1 – E2	Funeral Parlour	Building structure, parking bays and landscaping and perimeter fencing	R650 000.00	PRIVATE	2022-2025
<b>F</b>	F1 – F3	Container Park	Placement of containers, landscaping and fencing	R 350 000.00	MUNICIPAL	2021/2023
<b>G</b>	G1 – G3	Small Business Incubator Centre	Building structures, parking bays and perimeter fencing of the facility	R 1 500 000.00	MUNICIPAL	2022/2026
<b>H</b>	H1	Open Parking	surfacing/paving/marking	R 3 000 000.00	MUNICIPAL	2022/2026
<b>I</b>	I1 – I4	Commercial and Retail	Landscaping/paving	R 200 000.00	PRIVATE	2021/2022
<b>J</b>	J1 – J5	Nquthu Plaza	Construction of shops, Erection of market stalls, renovation of Bus / Taxi Rank, Development of Boulevard, street lighting and parking bays.	R 20 000 000.00	DOT/UMZINYATHI DM/COGTA/ MUNICIPAL	2021/2026
<b>K</b>	K1 – K3	Main intersection	Reconfigure parking/road markings/signage, street lighting	R 1 000 000.00	DOT	2021/2026
<b>L</b>	L1 – L3	Bypass road	Detailed designs, Traffic Impact assessment, environmental authorisation, Planning approvals and Construction, Landscaping/paving.	R 5000 000.00	DOT/UMZINYATHI DM	2021/2026

SUB AREA	REF	PROJECT	DESCRIPTION	INDICATIVE COST	FUNDER	PERIOD
<b>M</b>	M1 – M3	Trading stalls	Erect trading stalls, road markings and traffic calming	R 300 000.00	MUNICIPAL	2015/2016

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