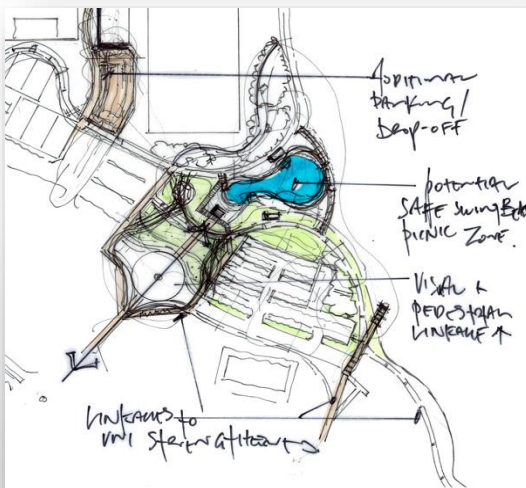




# FINAL SPATIAL DEVELOPMENT FRAMEWORK

2017/2018 - 2021/2022



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## EXECUTIVE SUMMARY

In accordance with Chapter 5 of the Municipal Systems Act, 2000 every Local Municipality is required to engage in a process of Integrated Development Planning (IDP). One of the requirements of the said Act (Section 26(3)) is that an IDP should contain a Spatial Development Framework (SDF)).

The Spatial Development Framework is a process through which municipalities prepare a strategic spatial development plan for a five year period in order to assist in the execution of the Integrated Development Plan (IDP). The SDF plan also acts as a principal spatial planning instrument which guides and informs all planning, land management, development and spatial decision-making within the municipality. It is important to note that the Newcastle SDF is a component of the Newcastle Integrated Development Plan (IDP) and aims to create a spatial interpretation of the strategies and projects already contained within the IDP. It should not be seen as a separate planning process, but only aims to assist in the prioritisation of resources towards implementing the IDP.

The main purpose of the SDF is to guide the form and location of future spatial development within a Municipal area in order to address the imbalances of the past. As the SDF is a legislative requirement it has legal status and it supersedes all other spatial plans that guide development at local government level. Under the constitution, municipalities have been awarded major developmental responsibilities to ensure that the quality of life for its citizens is improved. Preparing and having the SDF therefore enables the municipality to be able to manage its land resources in fulfilling its developmental responsibilities. Through the SDF, the municipality is informed about the problems affecting its municipal land area and, being guided by information on available resources, is able to develop and implement appropriate strategies and projects to address spatial problems.

The Newcastle SDF is presented as a report that provides an overview, background, policy guidelines, situational analysis, development of a vision, development concept and framework, implementation and a capital investment framework and concludes with monitoring and evaluation as well as further planning. This SDF builds on the principles of the Integrated Development Plan (IDP) and the Spatial Planning and Land Use Management Act (SPLUMA) to name a few. The Spatial Development Framework intends to deliver the following benefits:

- A. It will ensure more effective use of scarce land resources.
- B. It will speed up delivery of spatial bound projects and services.
- C. It will attract additional external funds where it is needed.
- D. It will strengthen democracy and institutional transformation.
- E. It will promote intergovernmental coordination on spatial issues.
- F. It will provide guidance to more detailed Land Use Management Systems.

In conclusion the SDF:

- A. Identifies development trends.
- B. Determines spatial priorities.
- C. Sets out spatial form objectives.
- D. Details strategies and policies for the above that indicated desired patterns of land use, address spatial reconstruction, and provide decision-making processes relating to the nature and location of development.
- E. Provides basic guidelines for Land Use Management.
- F. Outlines a Capital Investment framework and indicate spatially.
- G. Contains a Strategic Environmental Assessment.
- H. Identifies projects and programmes for development of land.
- I. Aligns with neighbouring SDF's
- J. Provides visual representation of desired spatial form.

The Spatial Development Framework is divided into 9 chapters with the **FIRST CHAPTER** introducing the SDF and giving a clear background in terms of the legal status it holds and the purpose for which it is ought to serve. In efforts to ensure that this SDF is relevant to the Newcastle Municipality this chapter clearly defines the implications of the SDF and the objectives it seeks to achieve. The methodology in which the process will unfold is also outlined within the first chapter.

The **SECOND CHAPTER** looks at how the SDF relates to the legislation and policies from all spheres of government. The first chapter provides the Act (Municipal Systems Act No. 32 of 2000) within which the SDF is developed hence the SDF needs to take into account all national, provincial and local strategies, policies and legislation. This section also aims to create a guideline framework based on legislation, policy and other mechanisms in order to assist municipal decision making during spatial and development processes. These guidelines will represent the main approach to all other, more detailed level spatial planning initiatives such as local area development plans, precinct plans and the Newcastle Land Use Management System. These guidelines include:

SPLUMA;

- A. Land Use Management System;
- B. Land Use Management Framework and Scheme;
- C. Environmental Management Framework etc.

**CHAPTER THREE** focuses mainly on the status quo starting from the issues of demographics and socio-economic profile to understand the community of Newcastle and its dynamics. The other areas of focus in this chapter includes the environmental management analysis, basic services and infrastructure, land use, settlements and housing. In conclusion, the chapter ends with the SWOT analysis focusing on the most important spatial challenges experienced by the municipality which includes:

- A. Environmental Management;
- B. Basic Services and Infrastructure;
- C. Social Facilities;
- D. Economic Development.

The **FORTH CHAPTER** incorporates the Environmental Management Framework (EMF) to ensure proper and efficient environmental management within the area of Newcastle. The EMF is a study mainly focusing on the biophysical and socio-cultural systems of a geographically defined area to reveal where specific land-uses may best be practiced and to offer performance standards for maintaining appropriate use of such land. This chapter is needed to avoid undesirable environmental outcomes in the city growth. The EMF holds information that will help control the pressures from development that may compromise the environment, and it assists decision-makers to achieve the social and economic goals of the area without compromising the natural systems on which it is based.

In order for the SDF to be sound in terms of environmental management, chapter four looks into key environmental factors that play great role in terms of guiding development, these include protected and threatened ecosystems, hydrology, slope, geological make up and development prohibition areas.

The overall essence of **CHAPTER FIVE** is to provide the manner in which spatial development will be realized as part of exercising practicality in the spatial planning and development of Newcastle Municipality. It identifies the core structuring elements and their corresponding objectives for spatial development in Newcastle Municipality. The spatial objectives are then translated into strategies which go to address the relevant spatial issues currently existing in the Municipality. The idea is to ensure that these strategies go to achieve the long term municipal vision through short, medium and long term integrated actions.

In the search for the best implementable vision for Newcastle Municipality it is imperative to take into consideration a number of factors and concerns. It is in **CHAPTER SIX** that these factors as highlighted during the Newcastle IDP as well as the first five chapters of this SDF ultimately shaped the vision. In addition, the concept of a City Region has been increasingly promoted by the Newcastle Municipality and in so doing spearheaded the need for a standard set of spatial tools or spatial language to obtain a common understanding within the district. Therefore the municipality during its 4<sup>th</sup> Generation Strategic Planning session held in March 2017, the Vision for Newcastle Municipality was revised to read as follow:

### **VISION STATEMENT**

**BY 2035, NEWCASTLE WILL BE A RESILIENT AND ECONOMICALLY VIBRANT CITY, PROMOTING SERVICE EXCELLENCE TO ITS CITIZENS.**

As the central future concept for development within the municipality, this vision needs to be translated spatially in order to ensure the development of land as well as the future management of all resources. It is therefore imperative to develop a long-term spatial vision (10 – 20 years) for the municipality to support the Municipal vision.

### **LONG TERM SPATIAL VISION 2012 -2035**

**DIRECTING THE SPATIAL FORM OF NEWCASTLE MUNICIPALITY'S AREA OF JURISDICTION TO ACHIEVE SUSTAINABLE LAND, ECONOMIC, ENVIRONMENTAL AND HUMAN SETTLEMENTS DEVELOPMENT.**

#### **SHORT TERM VISION 2017/18 – 2021/22**

**Key to achieve the Municipal Development Vision and Long-term Spatial Vision is:**

- Promote development within the urban edge and in defined areas near services and infrastructure.
- Creating an effective and efficient planning system with improved decision making
- Rebalancing growth between the Western Service Delivery Region (Newcastle West) and the Eastern Service Delivery Region (MBO Complex)
- Protecting the suburbs
- Effective Strategic intervention

In translating the development vision of the municipality, the core elements of the vision is firstly identified and then expressed in terms of spatial concepts, responsibilities or challenges. The entire Spatial Development Framework which then follows was structured and linked to the long-term vision and broad spatial issues which translate to core spatial challenges based on an interpretation of the overall development vision.



The SDF proposes four key spatial sectors to help Newcastle achieve its vision of a sustainable economically vibrant city region that affords its citizens a high quality of life. These key spatial sectors are as follows:

- A. Environmental Management;
- B. Basic Services and Infrastructure;
- C. Social Facilities;
- D. Economic Development.

This chapter also looks into alignment issues within the district, cross border and provincial alignment.

In order to have a more effective Spatial Development Framework it has been seen feasible to break down the Municipal area into three Service Delivery Regions; the Western Service Delivery Region (WSDR), the Eastern Service Delivery Region (ESDR) and the Rural Service Delivery Region (RSDR). For the purpose of this SDF the implementation strategy is built around the three Service Delivery Regions. Each Service Delivery Region has been interrogated in terms of:

- A. Priority spatial issues
- B. Causes

Developing a long term implementation strategy and indicative 5 year implementation strategy.

To ensure the practical application and success of the spatial principles, concepts, strategies and policies of the SDF, a multifaceted implementation plan is required. The implementation of the SDF also requires the alignment of spatial strategies and infrastructure planning and budgeting. This will be done through the IDP.

**CHAPTER SEVEN** also includes the capital investment framework as part of the SDF, which identifies where funds will be allocated through the spatial priorities and corresponding implementation strategies identified within the WSDR, ESDR and RSDR. This Capital investment framework guides the Newcastle Municipality's capital expenditure in order to achieve citizen-centered public service and to shape the desired form of the municipality. It intends to bridge the gap between the spatial priorities, strategies and the implementation plan and sets the background and basis on which other sector plans should focus with their priorities.

If one takes into consideration the limited capital budget available in the current economic climate it is imperative for Newcastle Municipality to prioritise its capital expenditure. The IDP, Sector Plans, SDF, Local Area Development Plans and Precinct Plans do provide some guidance in prioritizing the capital expenditure of the Municipality. Furthermore constant engagements, and discussions between and within municipal departments and with the communities and general public, should contribute to further refinement of the capital allocation. Further to these considerations the Newcastle Municipality should strategically prioritise its capital expenditure to:

- A. Emphasize the protection of agricultural land and open spaces;
- B. Provide basic services and infrastructure;
- C. Establish equitable access to social facilities and services;
- D. Promote economic development;
- E. Ensure that the capital expenditure of the Municipality is directed towards sustainable development that will improve the quality of life of its residents.

Monitoring, evaluation, reporting and adaptive management are widely recognised as fundamental components for effective municipal planning. The **EIGHTH CHAPTER** therefore outlines how the implementation of this SDF will be monitored and evaluated. Monitoring and evaluation of the impact of the SDF should not be considered as a once-off and separate exercise, but a continuous and interactive process that forms part of the overall assessment of the performance of the municipality.

It helps to identify aspects or components of the SDF that need to be amended or strengthened, and thus keep the SDF relevant to the strategic spatial agenda of the municipality.

**CHAPTER NINE** provides with reasons the aspects that have not been included into this SDF review. This chapter therefore introduces components that will be included in the next SDF review, these include the Water Master Plan; Status of Sector Plans and Environmental Management. The municipality developed the new five year term SDF this financial year of 2016/2017 in order to align all Spatial Planning components to the 4th IDP generation and political administration.

City change and growth are inevitable, and development pressures are a given. Nevertheless, Newcastle's local government's foresight and insight can guide and manage public and private development to ensure the best possible outcome for the city and its people. This best possible outcome necessarily includes the protection and enhancement of the Newcastle's key economic, social and environmental resources and assets, and the extension of these economic, social and environmental opportunities to everyone in the city.

Therefore the overall intention of the Newcastle SDF is to guide and manage urban growth, and to balance competing land use demands by putting in place a long-term logical development path that will shape the spatial form and structure of the aspiring city of Newcastle.

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## ABBREVIATIONS

ADM	- Amajuba District Municipality
BEC	- Bid Evaluation Committee
CBD	- Central Business District
CIF	- Capital Investment Framework
COGTA	- Co-Operative Governance and Traditional Affairs
CRU	- Community Residential Units
DLA	- Department of Land Affairs
DPHS	- Development Planning & Human Settlements
EIA	- Environmental Impact Assessment
EIP	- Environmental Implementation Plan
EMF	- Environmental Management Framework
EXCO	- Executive Committee
GDP	- Gross Domestic Product
GGP	- Gross Geographic Product
GIS	- Geographic Information System
GSIA	- General Strategic Impact Assessment
HSP	- Housing Sector Plan
HPPTN	- High Priority Public Transport Network
IDP	- Integrated Development Plan
JBC	- Johnstown - Blaauwbosch - Cavan
KIB	- Kilbarchan Ingagane & Ballengeigh
LADP	- Local Area Development Plan
LED	- Local Economic Development
LUMS	- Land Use Management System
MIG	- Municipal Infrastructure Grant
MBO	- Madadeni, Osizweni, Blaauwbosch
MSA	- Municipal Systems Act
NLM	- Newcastle Local Municipality
NEMA	- National Environmental Management Act
NHBRC	- National Home Builders Registration Council
NSDP	- National Spatial Development Perspective

OPS	- Open Space System
PDA	- Planning and Development Act
PFMA	- Public Finance management Act
PGDS	- Provincial Growth and Development Strategy
PGEDS	- Provincial Growth and Economic Development Strategy
PIMSS	- Planning and Implementation Management Support System
PMU	- Project Management Unit
PSEDS	- Provincial Spatial Economic Development Strategy
SDC	- Service Delivery Centre
SDF	- Spatial Development Framework
SEA	- Strategic Environmental Assessment
TPS	- Town Planning Scheme
UDF	- Urban Development Framework
UOSF	- Urban Open Space Framework

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# **1 CHAPTER ONE: PROJECT BACKGROUND**

## **1.1 PURPOSE OF THE SDF**

Newcastle Local Municipality Spatial Development Framework (SDF) is intended, in part, to comply with Section 26(e) of the Municipal Systems Act, Act No. 32 of 2000), which requires a municipality to prepare and adopt an SDF as a component of its Integrated Development Plan (IDP). The Spatial Development Framework is a process through which a municipality prepares a strategic spatial development plan for a medium to long term period as a means to facilitate effective implementation of the IDP. It will serve as principal spatial planning instrument which guides and informs all planning, land management, development and spatial decision-making in a municipality.

The preparation of the Newcastle Municipal SDF is further intended to properly align with the 20-year horizon of the municipal vision contained in the Municipality's Integrated Development Plan. This document forms part of an integrated planning system guided by law and policies, mainly to formulate a spatial framework which will regionally and locally address the intentions of the National Development Plan of 2011, the principles of the Spatial Planning and Land Use Management Act No. 16 of 2013, and in pursuance of its Rural Development Strategy and District Growth Development Plan.

- A. The preparation of the Newcastle SDF will result in the following spatial benefits:-
- B. Facilitation of decision making with regard to the location of service delivery projects and guides public and private sector investment;
- C. It strengthens democracy and spatial transformation and facilitates effective use of scarce land resources;
- D. It promotes intergovernmental coordination on spatial issues and serves as a framework for the development of detailed Land Use Management Scheme (LUMS).

Such benefits are often visible through the integration of various sector plans. The emphasis on the preparation of the Local SDF is on developing an inter-disciplinary approach, to bring different sector knowledge to bear on a shared objective. SDF's are not comprehensive development blueprints. They must however be proactive and clearly define the desirable directions and outcomes of future growth.

## **1.2 BACKGROUND**

In accordance with Chapter 5 of the Municipal Systems Act, 2000 every Local Municipality is required to engage in a process of Integrated Development Planning (IDP). One of the requirements of the said Act (Section 26(3)) is that an IDP should contain a Spatial Development Framework (SDF). The Newcastle Municipality is currently engaged in the formulation of such a detailed Spatial Development Framework for its area of jurisdiction.

The first draft of the SDF was approved by Council end of August 2005 as part of the IDP Review 2005/06. The purpose of the Spatial Development Framework is to give direction to future planning and development within greater Newcastle. This Municipal Spatial Development Framework was prepared in terms of the Municipal Systems Act 2000 and the Municipal Planning and Performance Management Regulations of 2001. The Newcastle Spatial Development Framework has been reviewed annually since the first draft appeared in the 2005/06 financial year.

This SDF is the 4<sup>th</sup> Generation SDF that has been compiled during the 2016/2017 financial year for the IDP 5 year plan for 2017/2018 – 2021/22 financial years to come.

### 1.3 THE SDF WITHIN THE CONTEXT OF MUNICIPAL PLANNING

All human activities have a spatial dimension. On the one hand, human action affects space and on the other hand, space helps to shape and direct human action. This dynamic relationship is addressed in a SDF. Figure 1 SDF focus and integration with the municipal service delivery environment below highlights the central and strategic role that the SDF plays in the municipal environment. Developing and implementing a sustainable SDF is a pivotal activity in any municipality. The need to integrate spatial planning and delivery with other core activities in the municipality is critical.

- A. **The SDF focus:** The extent of the municipal area requires a dual approach. The focus is on the total municipal area. At this level, the emphasis is on determining and assessing municipal wide trends and tendencies with the aim to:
- i. Improve spatial functionality across the municipal area.
  - ii. Integrate with the District and provincial SDFs.
  - iii. Identify and develop a settlement typology for more detailed spatial planning.

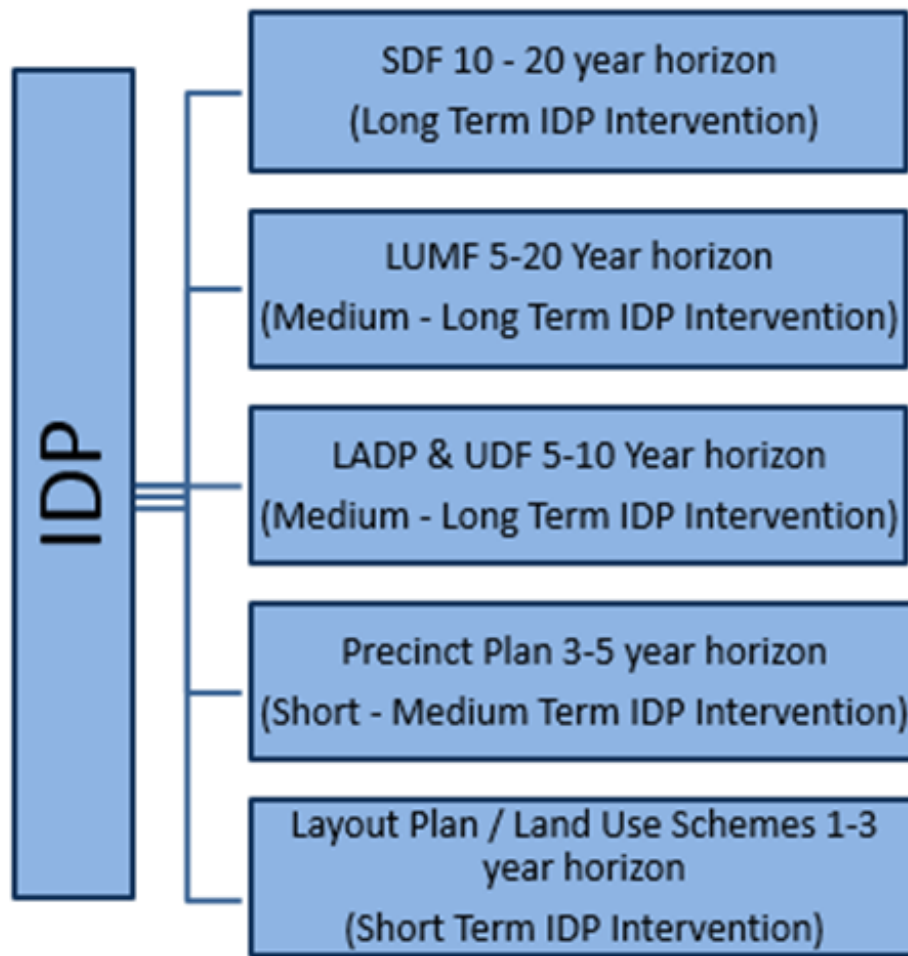
The second focus area is more detailed and localised planning in terms of the agreed settlement typology. It might imply a broad distinction between spatial frameworks for the urban and rural components of the municipality. The focus remains integration and improved functionality in the local and broader spatial development system.

- B. **Key points of integration:** Spatial development planning does not happen in isolation. It is necessary to be guided by and linked into other core planning processes in the Council. The basis for development planning processes is the Council's IDP, which will guide the process in terms of strategic priorities and links. Within the constitutional mandate of municipalities, namely access to services and local economic development, the Infrastructure Investment Plan (IIP) and the Local Economic Development Plan (LED) becomes the basis for other planning and integration activities.
- C. Where the **Medium Revenue and Expenditure Framework (MTREF)** involve the Council's objectives in monetary terms, the SDF shows where these objectives will be achieved in spatial terms. The MTREF and SDF link with the Council's project prioritization and implementation processes, which in turn, are a derivative of the outcomes of the sector plans, which are based on the IDP and SDF within the context of the IDP.

All these activities are a function of the development footprint of the municipality, are influenced by it. It also aims to impact, and change this footprint where necessary. This approach will insure a seamless integration between the SDF and the other plans and functional activities in the Council.



Figure 1 the SDF within the Context of Municipal Planning



#### 1.4 OVERVIEW OF THE SDF PROCESS

The previous section focused on achieving an in-depth understanding of the characteristics, functioning and dynamics of the municipal area as geographical space. The aim of this analysis was to comprehend the inherent development potential of the area, the opportunities that exist in the area, as well as the constraints (both fixed and surmountable) that hamper development.

This understanding of the Newcastle Municipality together with the development directives which were derived from the institutional analysis provide a clear indication of what needs to be done in the municipality, and as such inform the objectives of the Spatial Development Framework.

The objectives spell out what must be achieved, and can be divided into two categories. The first are those generic development objectives, which form part of the national development agenda and are captured in legislation and national and provincial policies. The second set contains development objectives that pertain to the municipal area specifically and they are derived from the local institutional framework as well as the analysis of the area.

The strategies in turn spell out how the objectives can or should be achieved and directly inform the development concept and spatial development proposals of the following chapters.

#### **1.4.1 LEGAL STATUS OF THE SDF**

The Newcastle SDF was adopted by Council as part of the extension of the IDP in terms of the MSA on 31 May 2017. The statutory approval of the Newcastle SDF does not discuss new development rights or limit development rights. The Newcastle SDF is merely a framework; there are no guidelines, policies or any other provisions in terms of land use resulting from the SDF that shall create any rights. The maps, figures and text in the Newcastle SDF are included for illustrative purposes and are intended to broaden the general understanding of Newcastle and to act as informants to the interpretation of the statutory components of the SDF.

The preparation of spatial plans and the assessment of development applications must therefore be guided by due consideration of these informants when interpreting the statutory components of the Newcastle SDF. Should there be an approval of amendments to the Newcastle SDF; a simultaneous amendment to the Amajuba District SDF will be deemed to have been effected.

#### **1.4.2 METHODOLOGY**

Apart from complying with the regulations set out in the Municipal Planning and Performance Management Regulations of 2001 and alignment with all legislation, policies and strategies the methodological approach followed was tailor-made for Newcastle in order to address the very specific spatial needs of the Municipal Area. The methodology followed was divided into 5 distinct phases (See diagram above). They are as follows:

##### **Phase 1: Contextual setting & data collection**

The aim of this phase of the project was to determine the regional context of Newcastle, create an information database, identify gaps in existing information and avoid duplication in terms of primary research. A component in this phase also includes issues on alignment with surrounding municipalities including cross border alignment issues.

##### **Phase 2: General Strategic Impact Assessment & Situational /Spatial analysis**

The main objective of this phase was to analyse the spatial data collected. Phase 2 focused on municipal wide challenge, development needs and trends in terms of municipal and transport infrastructure, social amenities, housing, local economic development and conservation. Phases 1 and 2 are contained in Section 2 of this report.

##### **Phase 3: Development vision and Development Concept**

The aim of this phase was to create a Development Vision for the spatial development of Newcastle. It involved defining objectives and strategies for the spatial development of the Municipal Area, based on the overall development vision contained in the IDP as well as the spatial analysis prepared in Phase 2. Based on the objectives and strategies, a Development Concept was drafted for Newcastle. The Development Concept illustrates proposed nodes and corridors, urban linkages, and aims to promote positive development trends and patterns. Phase 3 is contained in Section 3 of this report.

##### **Phase 4: Development policies, guidelines, proposals and Framework**

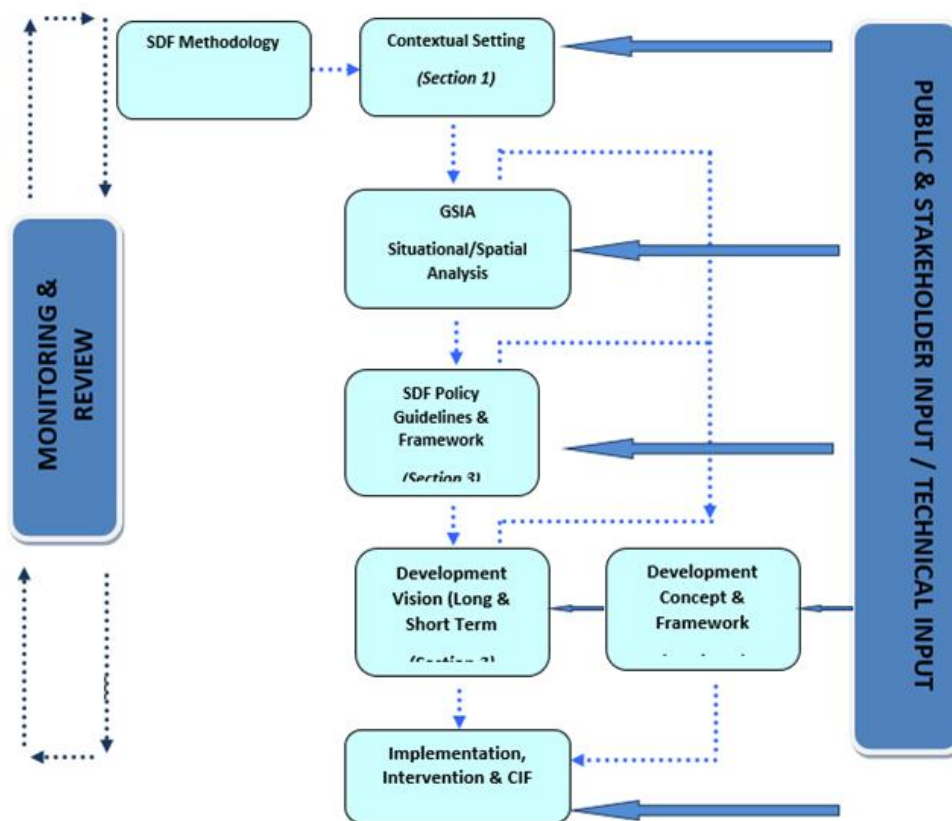
Based on the Development Concept, proposals were made for the spatial development of the Newcastle Municipality. The proposals made dealt with issues such as infill development and the containment of urban sprawl, housing development, corridor development and the integration of land use and public transportation, and criteria for the provision of social amenities and economic infrastructure in an equitable and viable manner. The proposals made in this framework plan, apart from being based on the Development Concept, will be based on a Land Use Budget, which calculates the land use need up to the year 2019/20 for social facilities, economic activities and residential expansion. The development concept, proposals and framework are discussed in Section 6 & 7 of this framework.

## Phase 5: Implementation, Intervention and Capital Investment Framework

The implementation approach of the Newcastle SDF involves preparing a project list, suitable for inclusion in the Newcastle 4<sup>th</sup> Generation - Integrated Development Plan for the period 2017/18 – 2019/20. The implementation approach is discussed in Section 7 of this framework.

The Capital Investment Framework (CIF) provides the procedure that leads to the implementation of the IDP and its associated components (SDF and sector plans) as far as infrastructure and the provision of public amenities is concerned. It is the framework through which the City identifies and prioritises capital projects for implementation in the forthcoming financial year. The implementation approach is also discussed in Section 6 of this report.

Figure 2 SDF Methodology



### 1.4.3 ANNUAL SDF REVIEW PROCESS - 2016/17

#### 1.4.3.1 MEC ASSESSMENT:

This document presents a report on the assessment of the Spatial Development Frameworks (SDFs) of the Newcastle municipality. It forms part of the general monitoring function that the Department of Cooperative Government and Traditional Affairs (COGTA) provides to municipalities in respect of spatial planning, and it serves as the basis for further engagement with the municipality for the further development and refinement of the SDF Review.

Below is the list of activities undertaken by Newcastle Municipality on improving the 4<sup>th</sup> Generation SDF Compilation:

- A. The municipal vision that feeds to the long term spatial vision has changed according to the 4<sup>th</sup> Generation IDP and political term focus.

However, focus was given on the following issues for the Newcastle Municipality's Final SDF Review (2016/17):

- B. The SDF Review has responded to the following areas of concern by the KZN MEC of CoGTA on the KZN SPLUMA COMPLIANT SDF ASSESSMENT CRITERIA based on the 2016/2017 SDF submission. The areas addressed in the MEC Assessment for this SDF Review are those that were deemed outdated or were assessed and found to be weak. The table below illustrates the sections covered according to the assessment template:

*Table 1 MEC Assessment Responses*

<b>No.</b>	<b>MEC COMMENT</b>	<b>ADDRESS</b>
<b>1</b>	Need to include mapping of informal settlements as well as those settlements that are being formalized;	Covered under Section 3.5.6 HOUSING
<b>2</b>	Waste management plan must be factored into the SDF;	Covered under Section 3.5.5 WASTE MANAGEMENT
<b>3</b>	With regard to the alignment of the SDF and Environmental Sector Plans	Covered under Chapter 4: Environmental Management however certain components are to be covered on the next review
<b>4</b>	Strategic Environmental Assessment section – need to review mapping	To be covered on the next review as mentioned under 9.1.1 COMPONENTS OF THE NEXT SDF REVIEW
<b>5</b>	Disaster management section must be done in consultation with community services;	Covered under Section 3.4 DISASTER MANAGEMENT
<b>6</b>	Cross boarder alignment	Information has been updated under Section 6.8.2 ALIGNMENT WITHIN THE DISTRICT
<b>7</b>	Regarding the town planning scheme	Information updated under Section 3.8 BROAD LAND USE ANALYSIS
<b>8</b>	Provide evidence of public consultation	Covered under Section 1.4.3 ANNUAL SDF REVIEW PROCESS – 2016/2017
<b>9</b>	Economic analysis	LED covered however the Sector Plan is yet to be reviewed
<b>10</b>	Demographic analysis is from stats SA	Stats SA information is unrefined therefore the Demographics are not updated in this review
<b>11</b>	Capital Investment Framework and Capital Expenditure Framework mapping	Information has been updated under Section 7.3 MUNICIPAL CAPITAL INVESTMENT FRAMEWORK

#### 1.4.3.2 PROVINCIAL SUPPORT

Newcastle municipality was supported by KZN CoGTA's Spatial Planning Unit in reviewing the 2017/2018 – 2021/22 SDF. The aim of the support was focused on Spatial Planning issues that have gains that are inputs to the development of the 4<sup>th</sup> Generation SDF. The meetings were held quarterly and took place on the following dates for the review financial year:

- 9 November 2016
- 27 January 2017
- 10 February 2017
- 7 March 2017
- 18 May 2017
- 2 June 2017

The provincial Spatial Planning unit focus for the Newcastle Municipality support during the 2016/17 COGTA financial year was on:

- Cross- Border Alignment, &
- Ensuring general Legal Compliance of your SDF.

The support in the 2017/18 COGTA financial year (April to June 2017) has been to provide the Municipality with inputs on the Capital Investment Framework (the projects from the DGDP and PGDP and PGDS), and further cross- border alignment (by providing the SDFs of the surrounding municipalities in KZN).

#### 1.4.3.3 PUBLIC ENGAGEMENTS

The SDF review had public engagement as per Process Plan submitted to COGTA for support and monitoring. These SDF engagements took place under the IDP unit as the lead Strategic Plan for the municipality as follows:

EVENTS	DATES
Submission of Final IDP to COGTA	10 June 2016
EXCO to approve Draft Process Plan.	19 July 2016
Submission of the Draft Process Plan to COGTA.	29 July 2016
Local Government Elections	03 August 2016
Final Process Plan to EXCO/Council for approval.	23 August 2016
Submission of Final IDP Process Plan to COGTA.	02 September 2016
Ward Committee Elections	29 October 2016 – 06 November 2016
First IDP Representative Forum	18 November 2016
IDP Stakeholders meeting	February 2017
Strategic Workshop for IDP/Budget.	20 – 24 February 2017
Second IDP Representative Forum	09 March 2017
EXCO approval of Draft IDP.	28 March 2017
Council approval of Draft IDP	29 March 2017
Submission of Draft IDP to COGTA.	07 April 2017
21 Days Advertising period for public comments.	06 April - 27 April 2017
IDP/ Budget Roadshows.	April 2017/ May 2017
EXCO to recommend IDP approval by Council.	23 May 2017
Placing of Final IDP document on Official Municipal Website	31 May 2017

#### 1.4.3.4 TECHNICAL ENGAGEMENTS

The municipal officials had internal technical meetings taking place during the year of the review. These meetings were set up to ensure inter-departmental engagement took place in order to develop a credible SDF that was municipal inclusive.

There was 1 major meeting aimed at the development of a credible 4<sup>th</sup> Generation IDP & SDF with an informed Capital Investment Framework before the seating of the Municipal Strategic Planning Session. This meeting took place as follows:

- 18 - 19 January 2017

### 1.5 LOCALITY

The Newcastle Municipality (referred to as the Municipal Area) is bordered by two local municipalities within the Amajuba District namely Utrecht Local Municipality to the east and Dannhauser Local Municipality to the south. The Free State Province and Mpumalanga Province borders the Municipal Area to the west and north respectively. Defining the northern and eastern boundaries of the Newcastle municipal area are the Buffalo and Ncandu Rivers.

The primary settlements within the Municipal Area are Newcastle West, Madadeni and Osizweni, located in the eastern half of the Municipal Area. Although there are no other major centres found within the Municipality, the established rural town areas of Charlestown and Ingogo (North of Newcastle) serve as important service centres and are considered urban enclaves within a rural setting.

Map 1 Newcastle LM Locality



Source: Newcastle EMF 2015

## 2 CHAPTER TWO: LEGISLATION AND POLICY CONTEXT

### 2.1 INTRODUCTION

The preparation of Spatial Development Frameworks in South Africa is governed by a number of national legislative and policy directives which provide guidance to processes and content in order to produce credible and realistic development direction for Municipalities.

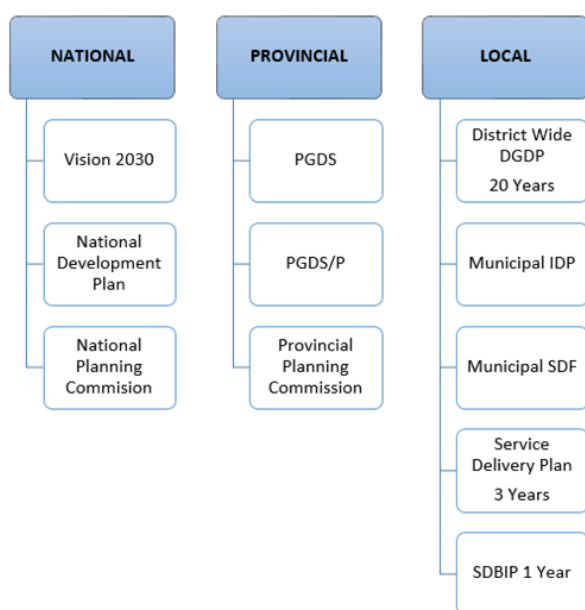
Since the introduction of the democratic dispensation in South Africa, the notion of spatial planning, given effect in the form of spatial development plans and spatial targeting, has gained momentum. This is the case in all spheres of government. At a national level, this focus first emerged within the context of the Constitution of the Republic of South Africa. It was given statutory emphasis through the development of the Reconstruction and Development Programme (RDP) and the Development Facilitation Act (DFA). Spatial targeting was first built into the Integrated Sustainable Development Strategy (ISRDP) which identified 13 nodal areas. The National Spatial Development Plan (NSDP) was introduced in the early 2000s and has had a profound impact in terms of spatial planning at a national level. It has since been replaced by the National Development Plan 'Vision 2030' (NDP). The NDP is now widely acclaimed as a blue print of the country in terms of development.

The Department of Rural Development and Land Reform has recently passed the Spatial Planning and Land Use Management Act (Act No. 16 of 2013) which supersedes all spatial planning acts. SPLUMA provides, inter alia, for a uniform, effective, efficient and integrated regulatory framework for spatial planning, land use and land use management in a manner that promotes the principles of co-operative government and public interest. It provides for and determines development principles, compulsory norms and standards for land use management, promotes sustainable and efficient use of land.

The table below summarizes the key national and provincial legislation and policies / strategies that have a direct impact on the Spatial Development Framework.

The South African planning system is simplified in the diagram below. Newcastle Municipality fits into the Local Sphere of Government.

Figure 3 South African Planning System



## 2.2 NATIONAL CONTEXT

Table 2 National Context - Legislation & Policy

POLICY / STRATEGY /By-law	SUMMARY	IMPLICATIONS FOR SDF
<b>Constitution of the Republic of South Africa, 1996</b>	<p>Chapter 7 of the Constitution deals with local government and section 152 deals with the objectives of local government. It indicates that these objectives are:</p> <ul style="list-style-type: none"> <li>• To provide democratic and accountable government for local communities;</li> <li>• To promote social and economic development;</li> <li>• To promote safe and healthy environments;</li> <li>• To ensure the provision of services to communities in a sustainable manner; and</li> <li>• To encourage the involvement of communities and community organizations in the matters of local government.</li> </ul>	<ul style="list-style-type: none"> <li>• The IDP and SDF seek to actualize the objectives of the Constitution</li> </ul>
<b>National Development Plan (NDP)</b>	<p>The plan focuses on addressing three relevant core challenges which are : (a) reducing poverty, (b) inequality and (c) unemployment. In reaction to these fundamental challenges, the NDP outlines the key development areas which require focus. These are:</p> <ul style="list-style-type: none"> <li>• Creating jobs and livelihoods;</li> <li>• Expanding infrastructure;</li> <li>• Transition to a low-carbon economy;</li> <li>• Transform urban and rural spaces;</li> <li>• Improving education and training;</li> <li>• Providing quality health care;</li> <li>• Building a capable state;</li> <li>• Fighting corruption and enhancing accountability;</li> <li>• Transforming society and uniting the nation.</li> </ul>	<ul style="list-style-type: none"> <li>• The SDF is to guide and indicate areas of integration that will address concerns of inequality; unemployment and poverty.</li> </ul>



<b>Municipal Systems Act (32 of 2000)</b>	<ul style="list-style-type: none"> <li>• The MSA requires the preparation of an IDP, of which an SDF is a central component. The requirements of a SDF are listed in the Local Government: Municipal Planning and Performance Regulations (2001).</li> <li>• In terms of the MSA, the SDF, as part of the IDP, prevails over any other plan as defined in Section 1 of the Physical Planning Act.</li> </ul>	<ul style="list-style-type: none"> <li>• The SDF in compliance with Chapter 5, and Section 25 (1) of the MSA and;</li> <li>• The SDF in compliance with Sections 26, 34 and 35 of the MSA</li> </ul>
<b>Spatial Planning and Land Use Management Act (16 of 2013)</b>	<p>Objectives of the act includes:</p> <ul style="list-style-type: none"> <li>• Provide for a uniform, effective and comprehensive system for spatial planning and land use management;</li> <li>• Ensure that the system of spatial planning and land use management promotes social &amp; economic inclusion;</li> <li>• Provide for development principles, norms and standards;</li> <li>• Provide for sustainable and efficient land use;</li> <li>• Re-dress the imbalances of the past;</li> <li>• Provide for Intergovernmental relations</li> </ul>	<p>The SDF is in line with the SPLUMA as it:</p> <ul style="list-style-type: none"> <li>• Give effect to the development principles and norms and standards of the act;</li> <li>• Include written &amp; spatial representation of 5 year spatial development;</li> <li>• Identify a long term spatial vision;</li> <li>• Identify Structuring elements of the spatial form (Corridors / nodes etc.);</li> <li>• Include population growth estimates;</li> <li>• Include estimates of demand for housing;</li> <li>• Include estimates of economic activity, employment trends etc.</li> <li>• Identify requirements for engineering infrastructure;</li> <li>• Include a Strategic Environmental Assessment (SEA);</li> <li>• Identify intervention areas requiring more detailed planning;</li> <li>• Include sectoral alignment within the municipality;</li> </ul>

		<ul style="list-style-type: none"> <li>• Include a Capital Investment Framework (CIF);</li> <li>• Include a land use management framework;</li> <li>• Include an implementation plan.</li> </ul>
<b>National Environmental Management Act (1998)</b>	<p>NEMA (1998) seeks to promote co-operative environmental governance by establishing principles for decision-making on matters affecting the environment and procedures for co-ordinating environmental functions exercised by organs of the state.</p> <p>NEMA requires that Newcastle supports international agreements. This is of particular importance as Newcastle is situated in the Battlefields corridor and at the foot of the majestic Drakensberg.</p>	<ul style="list-style-type: none"> <li>• Any EIA needs to look at existing planning tools (like the SDF) to motivate for the impact. The SDF is focused on sustainability and the protection of the natural environment, therefore development not in line with the SDF, and the protection of the natural environment, will not be allowed.</li> </ul>
<b>Housing Act (1997)</b>	<p>The Housing Act (1997) lays down general principles applicable to housing development throughout South Africa. These principles apply specifically to the actions of the three spheres of government, National, Provincial and Local government, to provide a wide choice of housing and tenure options based on integrated development</p>	<ul style="list-style-type: none"> <li>• The SDF needs to identify appropriately located land for social housing development close to employment opportunities.</li> <li>• The SDF needs to ensure that the spatial, economical and social integration is achieved.</li> <li>• The SDF needs to identify and promote areas of high density to reduce costs of providing services.</li> </ul>
<b>Integrated Urban Development Framework</b>	<p>Adopted in April 2016, this framework concerns itself with the functioning of the urban landscape and how these are related to their rural counterparts in the form of movement flows and the sharing of resources. Therefore this framework addresses the framework provides an integrated approach to urban developments and how it responds to the interdependences, resulting in resilient and inclusive cities.</p>	<ul style="list-style-type: none"> <li>• The SDF aligns with the following objectives of the URPs:</li> <li>• Service delivery;</li> <li>• Speed up development as the result of Apartheid;</li> <li>• Infrastructural upgrade in townships.</li> <li>• Speed up the process of changing underdeveloped areas to developed areas.</li> <li>• Furthermore the SDF is aligned with the URP in that it wants to achieve:</li> </ul>

		<ul style="list-style-type: none"> <li>• Integration;</li> <li>• Co-ordination</li> <li>• Alignment;</li> <li>• Create synergy.</li> </ul>
<b>White Paper on Spatial Planning and Land Use Management (2001)</b>	It has been brought forward by the Minister of Land Affairs to investigate new legislation that provides for a uniform, effective and efficient framework for spatial planning and land use management in both the urban and rural contexts.	<ul style="list-style-type: none"> <li>• Policy for land use and development.</li> <li>• Guidelines for land use management</li> <li>• A capital expenditure framework indicating where Newcastle municipality intends spending their Capital Budget.</li> <li>• Strategic Environmental Assessment.</li> <li>• Indicate direction of growth</li> <li>• Major movement routes</li> <li>• Special development areas.</li> </ul>
<b>Comprehensive Rural Development Program (CRDP)</b>	<p>Cabinet approved the Comprehensive Rural Development Program (CRDP) on 12 August 2009.</p> <p>The CRDP is focused on enabling rural people to take control of their lives, with support from government.</p> <p>The program aims to deal with rural poverty effectively through the optimal use and management of natural resources through an integrated agrarian transformation and the strategic investment in economic and social infrastructure that will benefit rural communities.</p> <p>In five years, the Ministry of Rural Development and Land Reform had succeeded in helping to create a better life for millions of residents in villages throughout South Africa by providing food for the hungry, stimulating local</p>	<ul style="list-style-type: none"> <li>• SDF to capture and portray the CRDP projects and their impacts in the SDF.</li> <li>• As part of the extension of the SDF the Municipality has adopted a rural Development Strategy to give rural development.</li> <li>•</li> </ul>

	<p>economies, establishing jobs and reducing poverty.</p> <p>In an effort to improve the economy, the DRDLR acquired and distributed 834 134 hectares of land throughout the country. To ensure sustained production on land provided by government, 712 067 smallholder producers, including those under the RADP, were supported through various initiatives including access to information.</p>	
<b>National Infrastructure Plan of 2012?</b>	<p>The New Growth Path sets a goal of 5 million new jobs by 2020; identifies structural problems in the economy to be overcome and points to opportunities in specific sectors and markets or “jobs drivers”. The first jobs driver is infrastructure: laying the basis for higher growth, inclusivity and job creation.</p> <p>Yet weak capacity, poor coordination and weak integration limit the development impact of infrastructure. In order to address these challenges and goals, Cabinet established the PICC, to:</p> <ul style="list-style-type: none"> <li>• Coordinate, integrate and accelerate implementation</li> <li>• Develop a single common National Infrastructure Plan that will be monitored and centrally driven</li> <li>• Identify who is responsible and hold them to account</li> <li>• Develop a 20-year planning framework beyond one administration to avoid a stop-start pattern to the infrastructure roll-out.</li> </ul>	<p>A spatial mapping exercise was undertaken, to determine the key gaps and opportunities, covering:</p> <ul style="list-style-type: none"> <li>• Basic needs</li> <li>• Economic opportunities</li> <li>• The state of existing infrastructure</li> <li>• Required infrastructure</li> <li>• Unlocking economic opportunities.</li> </ul> <p>National, provincial and local maps were developed.</p>
<b>State of the Nation Address</b>	<p>In the recent State of the Nation Address held on the occasion of the Joint Sitting of Parliament in Cape Town, the President outlined national government priorities for the year 2017.</p>	<ul style="list-style-type: none"> <li>• This affects the rolling out of the Housing Projects as shown with the SDF. Department of Human</li> </ul>

	<p>He briefly explained the current scenario in terms of South Africa's economic outlook, highlighting the 0,5% growth rate experienced in 2016, and a projection of 1.3% economic growth rate in 2017. The president noted that the economy of SA is not growing fast enough to fuel much need employment opportunities specifically for the unemployed youth. Due to such, there has been a shifted focus towards few key areas of the Nine-Point-Plan which are intended at addressing the issue of unemployment and these are as follows:-</p> <p>The president reflected on the success stories of the past term which included, amongst other things,</p> <ul style="list-style-type: none"> <li>• extension of basic service provision,</li> <li>• investment on renewable energy sources,</li> <li>• provision of bulk water supply to support economic growth,</li> <li>• Operation Phakisa Big Fast Methodology,</li> <li>• 13% increase in SA's tourism industry,</li> <li>• the Extended Public Works Program (EPWP)</li> <li>• and the alleviation of poverty,</li> <li>• Environmental program towards youth employment.</li> </ul>	<p>Settlements and the Draft Property Practitioners Bill;</p> <ul style="list-style-type: none"> <li>• Black Industrialists Program gives rise to the need to Industrial land within the townships;</li> <li>• Department of Public Works and the R100 million property maintenance project to help prevent dilapidation of civil center nodes;</li> <li>• Review of the Mining Charter towards maximising state beneficiation in the mineral rights, and also de-racialisation of the ownership of the mining industry as seen by the latest interests in Newcastle South;</li> <li>• Fast tracking Land Reform through the review of the Expropriation Act, 1975 (Act No. 63 of 1975), and the Restitution of Land Rights Amendment Act, 2014 (Act No. 15 of 2014) to affect the agricultural lands;</li> <li>• Support to black smallholder farms towards commercialization.</li> </ul>
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## 2.3 PROVINCIAL CONTEXT

Table 3 Provincial Context - Legislation & Policy

CONSTITUTION ACT / POLICY / STRATEGY	SUMMARY	IMPLICATION FOR SDF
<p><b>State of the Province Address</b></p>	<p>The speech by the Honourable Premier of KwaZulu-Natal, Mr. T. W. Mchunu was a reiteration of the objectives echoed in the State of the Nation Address by the President, Mr. Jacob Zuma.</p> <p>The honourable premier of KwaZulu-Natal went on to further elaborate on the following:</p> <ul style="list-style-type: none"> <li>• global economic outlook which affected South Africa and KZN specifically, stating that KZN's contribution to the GDP has contracted by 0.16% in the 3rd quarter of 2016 (this includes manufacturing which experienced a 3.1% contraction).</li> <li>• The current state of water specifically highlighting the good rainfall that has been received by the province of KwaZulu-Natal.</li> <li>• The review of the Provincial Growth and Development Strategy (PGDS) in 2016 was mentioned as one of the achievements of the previous year.</li> <li>• The review of the PGDS also entailed the review of the vision 2030 to 2035 and it now reads as follows:-</li> </ul> <p>"A prosperous Province, with a healthy, secure and skilled population, living in dignity and harmony, and acting as a gateway to Africa and the World."</p> <ul style="list-style-type: none"> <li>• The PGDS sets out clear targets for 2020, 2025, 2030 and 2035 which is supported by a range of Catalytic Projects with short terms deliverables.</li> </ul> <p>In summary, the State of the Province Address clearly sets out the vision of</p>	<ul style="list-style-type: none"> <li>• This means that government will have to enhance its poverty relief programmes and ensure the provision of indigent support to a growing share of the population, of course against the backdrop of a shrinking budget.</li> <li>• The PGDS informed the development of the Provincial Growth and Development Plan which is intended to inform resource allocation in government, business, labour and civil society.</li> <li>• Therefore the Municipal Vision and SDF vision are informed by the above.</li> </ul>

	government towards the development of the KZN Province, with focus being around addressing the identified priority intervention areas.	
<b>Provincial Spatial Economic Development Strategy (PSEDS)</b>	<p>In terms of the PSEDS, Newcastle is identified as a secondary investment node, clearly with the potential to address some of the poverty concentrations found within the area.</p> <p>In terms of the classification of activity corridors, the N11 corridor is identified as an existing corridor which runs straight through the Newcastle Municipality. However the PSEDS identified a secondary corridor (SC12) which runs between the centres of Greytown, Msinga and Madadeni. The latter is situated within the Newcastle Municipality.</p>	<p>The Greytown, Msinga, Madadeni corridor (SC12) is identified as a secondary corridor. The SDF seeks to develop this further:</p> <ul style="list-style-type: none"> <li>• In terms of industrial development this corridor consists of two formal settlements within the Newcastle Municipality. The SDF seeks to develop this further as the P483 is identified as a mixed use activity corridor.</li> <li>• To overcome the spatial imbalances of Apartheid, future settlement and economic development opportunities area channelled into activity corridors and nodes that are adjacent to or that link the main growth centres (Newcastle, Madadeni JBC and Osizweni)</li> </ul>
<b>Provincial Growth and Development Strategy (PGDS)</b>	<p>KwaZulu-Natal Province's development vision is outlined in the latest version of the Provincial Growth and Development Strategy (PGDS) which reads as follows:-</p> <p>"By 2035 KwaZulu-Natal will be a prosperous Province with a healthy, secure and skilled population, living in dignity and harmony, acting as a gateway to Africa and the World."</p> <ul style="list-style-type: none"> <li>• INCLUSIVE ECONOMIC GROWTH</li> <li>• HUMAN RESOURCE DEVELOPMENT</li> <li>• HUMAN AND COMMUNITY DEVELOPMENT</li> <li>• INFRASTRUCTURE DEVELOPMENT</li> <li>• ENVIRONMENTAL SUSTAINABILITY</li> <li>• GOVERNANCE AND POLICY</li> <li>• SPATIAL EQUITY</li> </ul>	<p><b>NLM to adhere to the following for a credible SDF:</b></p> <ul style="list-style-type: none"> <li>• Sustainable communities;</li> <li>• Economic potential;</li> <li>• Environmental Planning;</li> <li>• Sustainable rural livelihoods;</li> <li>• Spatial concentration and urban development;</li> <li>• Local self-sufficiency;</li> <li>• Coordinated implementation;</li> <li>• Accessibility; and</li> <li>• Balanced development.</li> </ul>

## 2.4 DISTRICT PLANNING CONTEXT

The SDF has been informed by, and in turn informs, the City's corporate and sector-level policies and strategies. Sector Plans are other municipal plans for different functions such as housing, environment, infrastructure and local economic development. The table below lists the Sector Plans of Newcastle Municipality that are informed and also informs the SDF.

*Table 4 District Planning Context*

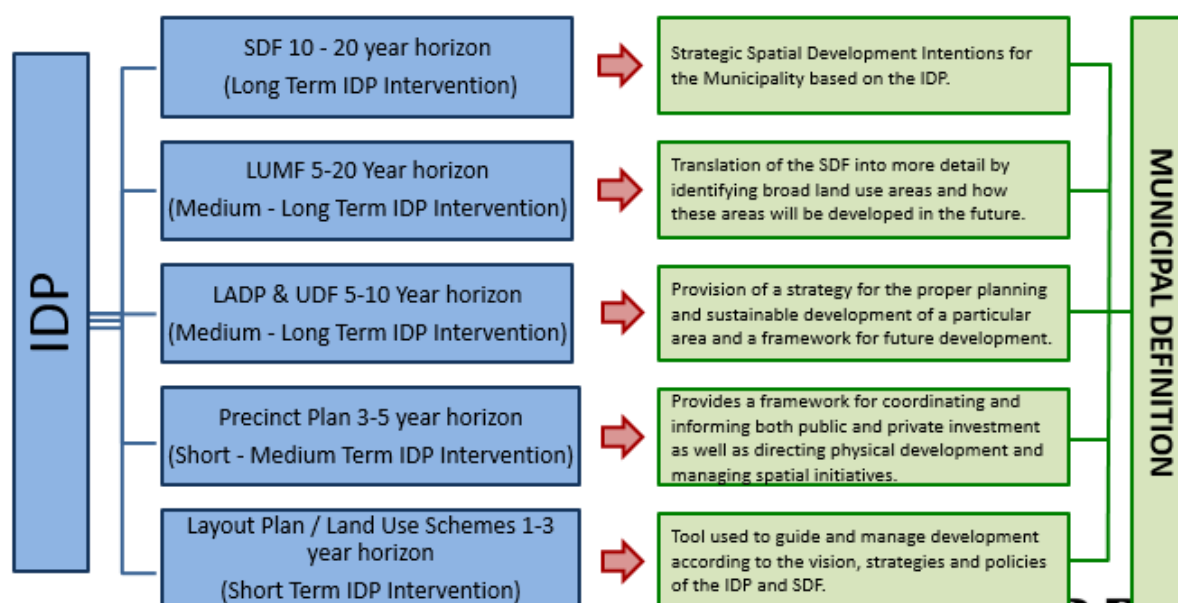
CONSTITUTION ACT / POLICY / STRATEGY	SUMMARY	IMPLICATION FOR SDF
<b>Amajuba District Growth and Development Plan</b>	The development vision of the Amajuba District is further detailed with the recently developed Amajuba District Growth and Development Plan which is essentially an attempt to cascade the development vision of the KZN PGDP into action. The main objectives of the plan are as follows	<ul style="list-style-type: none"> <li>• To establish and outline a long term vision and direction for the development in the district (vision 2030);</li> <li>• To provide an overarching and coordinated framework for planning and development initiatives within each of the local municipalities and across municipal boundaries;</li> <li>• To provide a spatial context and justification for priority interventions;</li> <li>• To guide resource allocations of various spheres of government, service delivery agencies and private sector working within the district;</li> <li>• To develop the institutional arrangement for an effective implementation of the Amajuba DGDP and the KZN PGDS;</li> <li>• To align and integrate departmental strategic plans at a district level;</li> <li>• To facilitate commitment of resources (human, financial, etc.) towards the implementation of strategic objectives, catalytic initiatives and other district priorities.</li> </ul>



## 2.5 HIERACHY OF PLANS FOR NEWCASTLE MUNICIPALITY

Derived from the SPLUMA the Newcastle Municipality adopted the approach of a more detailed level of planning through the SDF. Therefore a hierarchy of plans were developed to give effect to the execution of the municipal IDP, SDF and principles of the SPLUMA. The diagram below indicates the developed hierarchy of plans and an

Figure 4 Hierarchy of Plans for Newcastle Municipality



An overview of the municipal hierarchy of planning developed. The overview includes a brief scope of the plan (strategic or operational) including a short description of the purpose of plan.

Table 5 Purpose of Each Plan

PLAN	SCOPE	PURPOSE
<b>IDP</b> <b>5 years</b> <b>(Implementation - MSA)</b>	Strategic: Capital / Operational & Implementation (Diagrammatic)	Strategic Implementation Direction and Imperatives for Newcastle Municipality
<b>SDF</b> <b>10-20 years</b>	Strategic: Spatial Development (Schematic)	Strategic Spatial Development Intentions for Newcastle Municipality based on the IDP

<b>Draft Land Use Management Framework (LUMF)</b> <b>5-20 years</b>	Strategic: Spatial Development (Schematic)	Translate the SDF into a more detailed set of broad land use areas. This will involve identifying the broad land use areas and in the end suggests how areas within the municipality will develop in the future. It is however imperative that the LUMF should indicate the principles that distinguish the different types of areas to be zoned.
<b>Local Area Development Plan (LADP)</b> <b>5-10 years</b>	Strategic: Spatial Development (Schematic)	Sets out Development planning vision and is a base for guiding planning policies of a particular area. The plan provides a strategy for proper planning and sustainable development of an area. The Plan further seeks to provide a framework on how an area will develop moving forward in the next 5-10 year period. Very broad based Land Use Directives to guide UDF's, LUMS, Bulk Infrastructure and Transportation Planning for Newcastle Municipality.
<b>Precinct Plan (PP)</b> <b>3-5 years</b>	Strategic: Spatial Development (Schematic)	Provides for a vision and framework for coordinating and informing both public and private investment and directing the physical development and management of all initiatives to deliver a well-integrated safe and attractive environment.
<b>Development Guidelines</b>		

## 2.6 OTHER MUNICIPAL PLANS

Table 6 Local & Sectorial Planning Context

CONSTITUTION ACT / POLICY / STRATEGY	SUMMARY
<b>State of the Town Address</b>	<p>This year South Africa marks 23 years since the dawn of democracy and 21 years since the passing of The Constitution which gave rise to rights of all citizens enshrined in the bill of rights. This means that we as government we need to move with speed to redress the past imbalances. This will assist us to restore the dignity of our people who were stripped off their rights over 300 years of colonialism.</p> <p>During our local government elections campaign we committed to our people that we shall ensure the following among other things:</p> <ol style="list-style-type: none"> <li>1. Visionary, Responsible and Accountable leadership.</li> <li>2. Improved audit outcomes</li> <li>3. Improved performance management and compliance</li> <li>4. Improved public participation</li> <li>5. Improve on LED to realize tangible results</li> </ol> <p>I want to re-affirm that we are still committed to that. As I said earlier on we are facing different sets of challenges as this administration. And these are:</p> <ol style="list-style-type: none"> <li>1. Infrastructural Development</li> <li>2. Water and Sanitation</li> <li>3. Rural Electrification</li> <li>4. Human Settlement</li> <li>5. Community Services</li> <li>6. Welfare of our Community</li> <li>7. Youth Development, Job Creation and Technology</li> <li>8. 2017/18 Financial Year Draft Budget</li> <li>9. Rates and Services Increase</li> <li>10. Funding of Capital Budget</li> </ol>
<b>Local economic development (LED) strategy</b>	<p>The purpose of this LED Strategy is to provide an up-to-date local economic development plan for the Newcastle Municipality, which takes into account global, national and provincial economic and policy changes that have occurred in the past 5 years. The plan is envisaged to be a mechanism of intervention in addressing economic development challenges and will serve to guide and direct the implementation of development initiatives which are currently occurring within the LED out of date strategy, and others in an ad hoc manner. The strategy will also assist in identifying new opportunities, and guiding the actions of the municipality in achieving its economic development goals and objectives.</p> <p>The vision of the Newcastle LED Strategy is to:</p> <p>“Facilitate inclusive and effective Local Economic Development”</p>

<b>Environmental management framework</b>	<p>The Newcastle EMF guide sustainable development and provides for a tool to ensure that sustainable development within important identified geographical areas takes place. The main components of the EMF includes:</p> <ul style="list-style-type: none"> <li>• Identify the geographic area to which it applies;</li> <li>• Specify the attributes of the environment in the area, including sensitivity, extent, interrelationship and significance of these attributes;</li> <li>• Identify any parts in the area to which the attributes relate;</li> <li>• State the conservation status of the area;</li> <li>• State the environmental management priorities of the area;</li> <li>• Indicate the kind of activities that would have a significant impact on those attributes and those that would not;</li> <li>• Indicate the kind of activities that would be undesirable in the area or in specific parts of the area; and</li> <li>• Include any further matters that may be specified</li> </ul>
<b>Human Settlement Plan</b>	<p>The Newcastle Housing Plan (HSP) sets out housing delivery goals and targets for the municipality and provides an approach to housing delivery and spatial transformation. It is a tool that will be used to assess projects and allocate funds in the short to medium term, as well as monitor progress against national housing targets by addressing:</p> <ul style="list-style-type: none"> <li>• The status quo in respect of housing delivery</li> <li>• Future desired situation</li> <li>• Human settlements development strategy</li> <li>• Implementation framework</li> <li>• Monitoring and evaluation framework</li> <li>• Development of sustainable human settlements within the semi-urban settlement of JBC in line with the government's policy of Breaking New Ground (BNG).</li> </ul>
<b>Newcastle Rural Development Strategy</b>	<p>The purpose of Newcastle Rural Development Strategy is to guide rural development within the Newcastle Municipality's area of jurisdiction. The ultimate goal is to identify and package concrete action plans for the realization of a rural development vision for the Newcastle Municipality. The development of the Newcastle Rural Development Strategy is undertaken with due cognisance of the Comprehensive Rural Development Program, National Development Plan and the Provincial Growth and Development Strategy.</p>
<b>Draft MBO Township Regeneration Strategy</b>	<p>As part of the implementation of the IDP and giving effect to the intention of the SDF, the municipality has initiated a process towards the redesign of Madadeni-JBC-Osizweni into a post-apartheid South African Town that is sustainable, generative from an economic point of view, socially inclusive and integrated from a land use perspective.</p> <p>The municipality has thus initiated a township regeneration process as a means to provide guidance, coordination and alignment of sectoral activities to facilitate development of MBO complex. It is intended to improve the quality of life of the previously disadvantaged, and promote both public and private sector investment in the area. Its objectives are as follows:</p> <ul style="list-style-type: none"> <li>• Facilitating the development of JBC primary nodal point as the anchor project within the Urban renewal/Township regeneration program.</li> </ul>

	<ul style="list-style-type: none"> <li>• Rejuvenation of Madadeni and Osizweni CBDs with a view to improving commercial character, facilitate private sector investment and improve infrastructure.</li> <li>• Development of key transportation and development routes within and between Madadeni and Osizweni with a view to fostering integration, linkages and accessibility to the nodal points and residential areas.</li> <li>• Improving strategic entry points to Madadeni, Osizweni and JBC along P483 corridor that currently provides the axis for the circulation and distribution system.</li> </ul>
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### **3 CHAPTER THREE: SPATIAL ANALYSIS AND CURRENT REALITY**

#### **3.1 OVERVIEW OF MUNICIPAL AREA AND SPATIAL STRUCTURE**

The area of Newcastle has a mountainous terrain to the north and runs along the western boundary leaving the eastern part fairly flat. The terrain affects the drainage trends and patterns in the landscape which has major impacts on the local ecosystem. On the other hand the nature of the terrain also influence human settlement patterns.

In general, the areas towards the west of the municipality and the mountainous areas are more sensitive with various formally protected areas. The high value agricultural land are found towards the west and south of the municipality and the various water runoff areas are the most important environmental areas of consideration during most of the developmental efforts within the municipality.

According to the Stats SA, 2011 census data Newcastle has a population of 363 236 people. The population is spread unequally amongst the thirty one (31) municipal wards of Newcastle. These wards are divided into two; urban and rural wards. Ward 1, 6, 12, 15, 16, 18 and 31 are considered as rural wards and the rest are considered as urban. Newcastle Municipality is known to have a generally low income population with a vast number of people living in abject income poverty as they do not have reliable sources of income. This amount has increased compared to the 2001 census data with 0.87%. There is high dependence in grant funding such as social welfare grants and pensions.

Highly influenced by the past apartheid planning and segregationist policies. The current settlement pattern reflects a continuum of settlements from a highly urban Newcastle town through peri-urban settlements in the JBC to extensive commercial farmlands with small isolated farm-dweller settlements. The areas of Newcastle East were located away from economic opportunities as compared to the suburbs of Newcastle West which are closely related to the CBD and other economic opportunities including the industrial areas. This led to segregation which resulted in having areas of Newcastle West and areas of Newcastle East.

This segregation led to the diverse land ownership composition with the majority of land being privately owned as is clearly illustrated by the map... below. The ownership of land determines, amongst other, the timeframes and costs of affordable housing projects. It is important to note that the Ingonyama Trust land in Newcastle falls within the Ubuhle-Bomzinyathi Tribal Council Area. The day to day management of the land is the responsibility of the traditional council under the leadership of the tribal chiefs concerned, but the administration and long-term leasing of these land parcels is the responsibility of the Ingonyama Trust Board.

Since 1994 Newcastle, Madadeni, Osizweni and the JBC area experienced unprecedented urbanisation. This has made it increasingly difficult to find land for housing, and to plan and provide services, and in addition has led to an increasing number of informal settlements.

There are four core Key Sectors of Analysis for this SDF Review:

- A. Environmental management sector analysis
- B. Basic services and infrastructure sector analysis
- C. Social facilities sector analysis
- D. Economic development sector analysis

There are supported by the Demographics and socio economic profiling as the basis of understanding the human resources and its distribution as the first line of analysis.



## 3.2 DEMOGRAPHICS AND SOCIO-ECONOMIC PROFILE

In the process of preparing the Newcastle 4th Generation SDF, STATS SA have provided the municipality with Community Survey 2016 with the aim that the statistics within the SDF can be reviewed. However, engaging the statistics it was discovered that the data is unrefined and not conclusive for projecting current status and future projections. The not corresponding stats to each other includes the following:

- Type of Main dwelling
- Sources of water
- Piped water
- Refuse removal
- energy for heating / cooking / lighting
- etc

It would therefore be incorrect to update the contents of the SDF status quo with inconclusive data to inform the document. The NLM has decided to stick to the last reliable data provided by STATS SA; however there are only two data tables that were identified as correct and conclusive and these shall be incorporated in the document. It is very important that in the compilation/review of such a strategic document that reliable and conclusive data is used as it informs the direction and focus areas that the municipality must consider, and more importantly such statistics inform the priorities of the municipality and subsequently the municipal capital budget.

The tables below depict the only stats of the Community Survey 2016 that the SDF has looked into for the purposes of depicting latest stats. These stats show that the population of Newcastle has grown from 363 236 in 2011 to 389 117 in 2016. Section 3.2.2 Population Growth has done a future projection from this. And the household count has grown from 84 272 in 2011 to 90347 in 2016 with an average size of 4.3 people per household that has not changed in 2016 at 4.3.

*Table 7 Person Indicator per Municipality*

	CENSUS 2011			COMMUNITY SURVEY 2016		
	Male	Female	Total	Male	Female	Total
<b>KZN</b>	4 878 676	5 388 625	10 267 300	5 306 295	5 758 945	11 065 240
<b>Amajuba DM</b>	238 712	261 127	499 839	253 700	277 407	531 107
<b>Newcastle LM</b>	<b>172 846</b>	<b>190 390</b>	<b>363 236</b>	<b>186 246</b>	<b>202 871</b>	<b>389 117</b>
<b>Emadlangeni LM</b>	17 486	16 956	34 442	17 724	19 145	36 869
<b>Dannhauser LM</b>	48 380	53 781	102 161	49 731	55 390	105 121

*Table 8 Household Indicator per Municipality*

	CENSUS 2011		COMMUNITY SURVEY 2016	
	Total households	Household size	Total households	Household size
<b>KZN</b>	2 539 429	4,0	2 875 843	3,8
<b>Amajuba DM</b>	110 963	4,5	117 181	4,5
<b>Newcastle LM</b>	<b>84 272</b>	<b>4,3</b>	<b>90 347</b>	<b>4,3</b>
<b>Emadlangeni LM</b>	6 252	5,5	6 667	5,5
<b>Dannhauser LM</b>	20 439	5,0	20 167	5,2

According to the Stats SA, 2011 census data Newcastle has a population of 363 236 people. The population is spread unequally amongst the thirty one (31) municipal wards of Newcastle. These



wards are divided into two; urban and rural wards. Ward 1, 6, 12, 15, 16, 18 and 31 are considered as rural wards and the rest are considered as urban. Newcastle Municipality is known to have a generally low income population with a vast number of people living in abject income poverty as they do not have reliable sources of income. This amount has increased compared to the 2001 census data with 0.87%. There is high dependence in grant funding such as social welfare grants and pensions.

Future development within NLM should respond directly to the development trends, patterns, needs and aspirations of those who live and/or work within the area. It must be relevant to the local context while also contributing to the attainment of the provincial and national development imperatives. This section provides a detailed analysis of the current development situation within NLM.

### 3.2.1 POPULATION DENSITY AND DISTRIBUTION

Population in Newcastle is distributed into 3 by location; that being the West, East and the Rural. The Newcastle West area has a population of approximately 65021 which represents 18% of the total population of the Newcastle municipal area. At a population growth per annum of 3% it is anticipated that the WSDR will have a total population of 73 181 by 2017. While Newcastle East has a population of approximately 282 372 which represents 78% of the total population of the Newcastle municipal area. This population is made up of different communities, including urban and rural of which a great part have an informal character, however they are all located within the urban edge. At a population growth per annum of 3% it is anticipated that the ESDR will have a total population of 317 812 by 2017. The Newcastle Rural area has a population of approximately 15843 which represents 4% of the total population of the Newcastle municipal area. This population is made up of rural and informal settlements. At a population growth per annum of 3% it is anticipated that the RSDR will have a total population of 17 312 by 2017.

### 3.2.2 POPULATION GROWTH

According to the Stats SA, 2011 census data Newcastle has a population of 363 236 people. This amount has increased compared to the 2001 census data with 0.87%. The 2011 stats of 363 236 has increased to 389 117 according to the Community Survey of 2016. Future growth thereafter has been calculated at 1.3% which is less than the 3% increase per annum previously assumed from 2011 growth as shown below in a table.

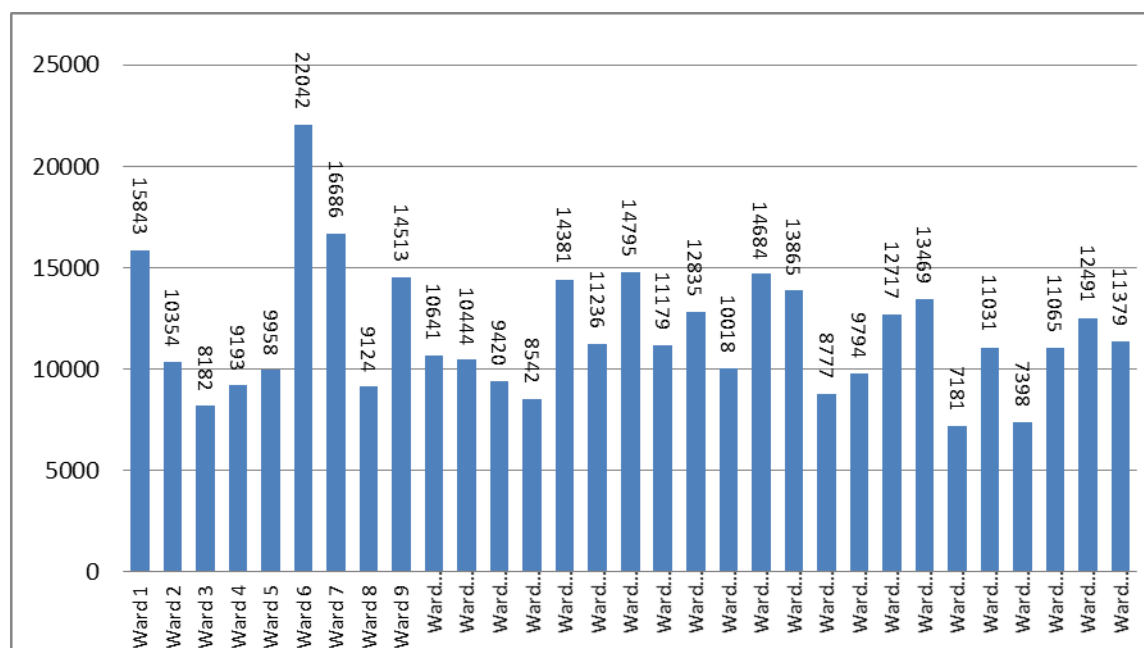
*Table 9 Population Growth*

YEAR	POPULATION
2011	363 236
2016	389 117
2017	394 175
2018	399 299
2019	404 490
2020	409 749
2021	415 075

### 3.2.3 POPULATION DISTRIBUTION BY WARD

The population is spread unevenly amongst thirty one (31) municipal wards, with ward 6 being the most populated ward followed by ward 7 and ward 1. The main settlement areas that are found in ward 6 include Jobstown, the New Dicks Halt area, and the Massondale area. Ward 7 comprises of the Manzana area, Inverness and parts of the Madadeni Township. Ward 1 is rural in nature with settlements such as Kilbarchan, Ingagane, Clavis and farmlands with different rural settlements.

Figure 5 Population Distribution by Ward



Source: Stats SA, 2011 Census Data.

The recent ward delimitation process which was conducted by the Municipal Demarcation Board in line with the requirements of the Local Government: Municipal Structures Act (Act No. 117 of 1998), saw an increase in the number of wards within Newcastle with an additional 3 wards, namely ward 32, ward 33, and ward 34. The location of the new wards is within the following areas, however not covering the whole, rather only parts of the area, in spatial terms:-

- A. Ward 32: Osizweni A, Osizweni E, Osizweni F;
- B. Ward 33: Manzana.
- C. Ward 34: Newcastle Central, Newcastle CBD, Riverside Industrial, Newcastle Industrial, KwaMathukuza.

The increase in the number of wards necessitates an increase in the number of Councillors to a number which is to be determined by the MEC. The increase also necessitates an increase in the number of the members of the Ward Committees from the current 310 to 340. An increase in the number of Councillors and Ward Committees necessitates an increase in the allocation of funds towards remuneration. Ward delimitation does not affect the population of Newcastle, however it will affect the population within the affected wards in that it has either increased or decreased head counts within certain wards. Furthermore, the ward delimitation process has also affected the size of the wards in spatial terms, either expansion or contraction.

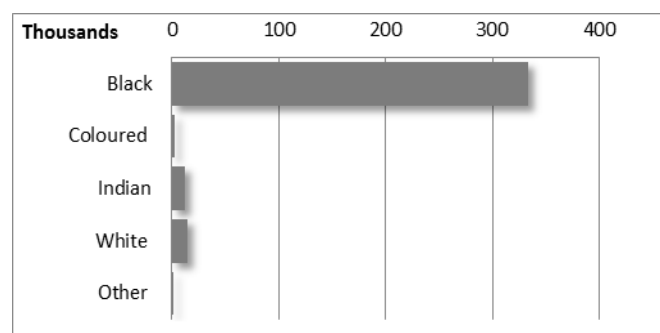
The increase in the number of wards within Newcastle Municipality is a sign of positive growth towards a city status. The challenges encountered during the process are merely issues around the projected power struggles for political administration from a public perspective, From a municipal perspective, the ward delimitation process will not affect the delivery of municipal services within the

different wards (business as usual). However, the process will play a significant role in terms of deepening local democracy and also improve local governance.

### 3.2.4 AGE AND GENDER DISTRIBUTION

The total population for Newcastle in 2011 is estimated at 363 236 as indicated by Statistics South Africa from the census that was conducted in 2011. The diagram below indicate the population structure by race for Newcastle Local Municipality.

Figure 6 Population Structure by Race



Source: Statistics SA, Census 2011

The demographic profile and five year population estimates for Newcastle with an annual growth rate of 3% can be summarized as follows

Table 10 Demographic Profile & Population Estimates with an Annual Growth Rate of 3%

	2001		2007		2011
<b>Population</b>	<b>332 981</b>	<b>-1.6%</b>	<b>327 637</b>	<b>+10.9%</b>	<b>363 236</b>
<b>Gender (M)</b>	<b>157 171</b>	<b>-0.6%</b>	<b>156 282</b>	<b>+10.6%</b>	<b>172 846</b>
<b>Gender (F)</b>	<b>175 810</b>	<b>-2.5%</b>	<b>171 354</b>	<b>+11.1%</b>	<b>190 390</b>
<b>Employed</b>	<b>57 207</b>	<b>+2.2%</b>	<b>58 482</b>	<b>+7.6%</b>	<b>62 968</b>
<b>Unemployed</b>	<b>67 465</b>	<b>-18.5%</b>	<b>54 948</b>	<b>-31.4%</b>	<b>37 686</b>
<b>Not Economically Active</b>	<b>82 473</b>	<b>-6.0%</b>	<b>77 488</b>	<b>+44.8</b>	<b>112 225</b>
<b>Dependency Ratio (Age 15 – 46)</b>	<b>202 119</b>	<b>-2.2%</b>	<b>197 565</b>	<b>+6.6%</b>	<b>210 676</b>
<b>Households</b>	<b>71 164</b>	<b>+9.3%</b>	<b>77 786</b>	<b>+8.3%</b>	<b>84 272</b>
<b>Housing owned/being paid off</b>	<b>37 716</b>	<b>+3.7%</b>	<b>39 126</b>	<b>+12.6%</b>	<b>44 058</b>

In total, 95% % of the Municipal Area population is urbanized, either in urban or mining settlements. Only 5% of the population lives on farms. A low rural population is indicative of a tertiary sector economic structure. In the case of Charlestown and Ingogo it is not to be entirely true, with large sections of the population employed by the primary mining sector. But this percentage does show that the Municipal Area population does not 'live off the land'.

According to Statistic South Africa the Census conducted in 2011 the majority of the population within the Newcastle Municipality are between the ages of 0-4 and 15 -34 years in age.

Figure 7 Age Structure: Male

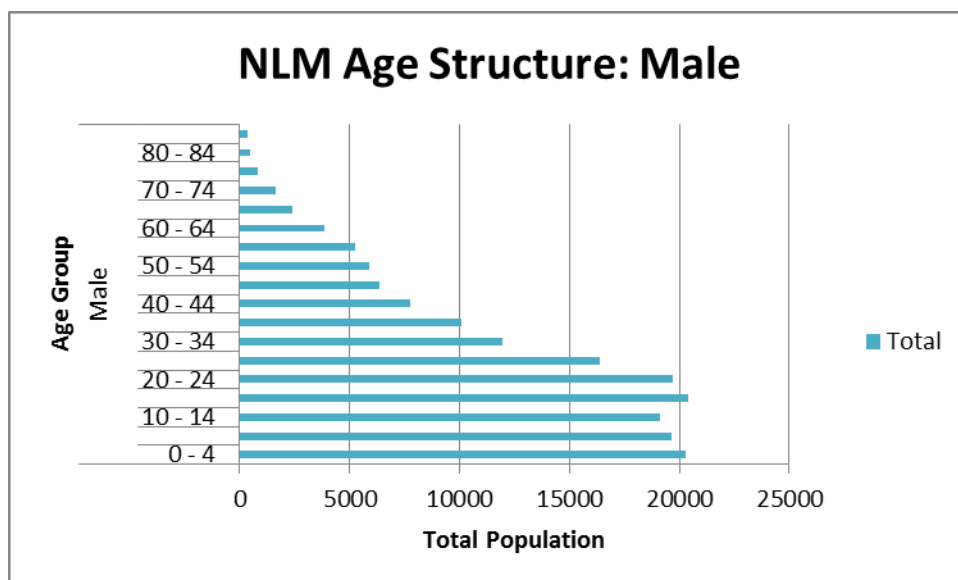
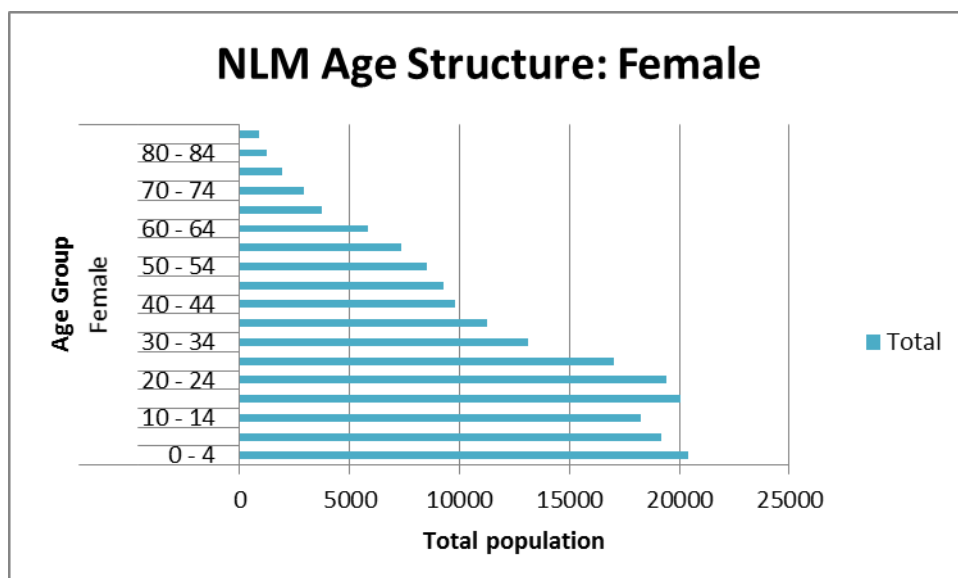


Figure 8 Age structure: Female



Source: Statistics SA, Census 2011

### 3.2.5 EMPLOYMENT

In terms of the unemployment rate within Newcastle, based on the figures presented on Table 5 below (Stats SA 2001 Census Data), in the year 2001 the number of people illegible to work constituted 43.51% (144 885) of the total population. From the total number of people who were illegible to work, only a mere 39.52% (57 266) were employed and the rest of the 60.48% (87 619) were unemployed. The unemployed people within Newcastle were ranging from the seasonal workers who were presently unemployed, and individuals who could not find work.

Regarding the unemployment rate within Newcastle for the year 2011, the number of people who were illegible to work constituted 27.71% (100 654) of the total population. From the total number of people who were illegible to work, only 62.56% (62 968) were employed and the rest of the 37.44% (37 686) were unemployed. In terms of gender, in 2001 the highest concentration of the unemployed was amongst the female population (42 750) as compares to the male population (36 985) and in 2011 it still remains highest amongst the female population (20 129) as compared to the male population (17 557). In general, the decrease in the unemployment rate means progress has been made with within Newcastle from 60.48% in 2001 to 37.44% in 2011.

Table 11 Employment

	2001			2011		
	Male	Female	Grand Total	Male	Female	Grand Total
Employed	28 384	28 882	57 266	32 504	30 464	62 968
Unemployed	31 340	36 168	67 508	17 557	20 129	37 686
Scholar or student	22 455	20 622	43 077	-	-	-
Discouraged work-seeker	-	-	-	7 617	9 405	17 021
Home-maker or housewife	276	7 884	8 160	-	-	-
Pensioner or retired person/too old to work	3 845	6 155	9 639	-	-	-
Unable to work due to illness or disability	3 025	2 801	5 826	-	-	-
Seasonal worker not working presently	586	523	1 109	-	-	-
Does not choose to work	1 922	2 756	4 678	-	-	-
Could not find work	5 059	6 059	11 118	-	-	-
Other not economically active	-	-	-	50 405	61 820	112 225
Age less than 15 years	-	-	-	-	-	-
Not applicable	-	-	-	64 763	68 573	133 335
<b>Grand Total</b>	<b>96 533</b>	<b>111 850</b>	<b>208 383</b>	<b>172 846</b>	<b>190 390</b>	<b>363 236</b>

Source: Stats SA, 2001 – 2011 Census Data.

However, an analysis of the unemployment rate using the official expanded definition of unemployment reveals a slightly different picture. The average rate of unemployment in Newcastle Municipality is low compared to the Amajuba District, but higher than the provincial average of 21.7% and 22.4% among the females and males respectively.

The Newcastle Municipality accounts for 82.9% of the total informal employment and 76% of the total formal employment within the Amajuba District Municipality (refer to Table 3). This confirms the role of Newcastle as the main economic hub within the district.

### 3.2.6 HOUSEHOLD AND HOUSING TYPOLOGY

Refer to section 3.2 Demographics and Socioeconomic Profile for clarity.

Similarly, Newcastle accounts for the majority (84 270) households found within Amajuba District. This is consistent with the population distribution which suggests that the majority of the population within the district resides in Newcastle Municipality. Average household size is 4.3 people which suggest a slight decline in average household size from the one recorded in the year 2001.

Table 12 Household

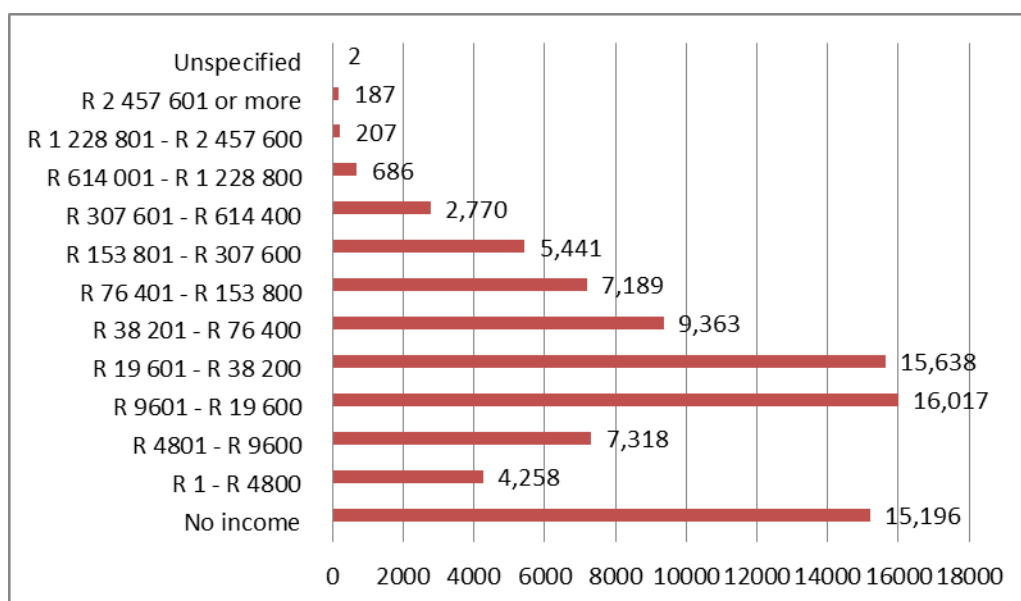
DISTRIBUTION OF HOUSEHOLDS BY MUNICIPALITIES	NUMBER OF HOUSEHOLDS		AVERAGE HOUSEHOLD SIZE		FEMALE HEADED HOUSEHOLDS %	
	2001	2011	2001	2011	2001	2011
<b>Newcastle</b>	<b>71 164</b>	<b>84 270</b>	<b>4.6</b>	<b>4.3</b>	<b>45.1</b>	<b>47.5</b>
Emadlangeni	6 187	6 252	4.8	5.5	32.2	38.8
Dannhauser	19 320	20 439	5.3	5.0	48.6	50.7
<b>Amajuba</b>	<b>96 670</b>	<b>110 963</b>	<b>4.8</b>	<b>4.5</b>	<b>44.9</b>	<b>47.6</b>

Source: Stats SA, 2011 Census Data.

The number of households headed by women has increased from 45.1% in 2001 to 47.5% in 2011 in line with the district average of 47.6%. This read together with the relative decline in population growth rate suggests an increasing level of circular migration coupled with an increasing breakdown in extended and compounded households.

The increase in the number of wards within Newcastle Municipality is a sign of positive growth towards a city status. The challenges encountered during the process are merely issues around the projected power struggles for political administration from a public perspective, From a municipal perspective, the ward delimitation process will not affect the delivery of municipal services within the different wards (business as usual). However, the process will play a significant role in terms of deepening local democracy and also improve local governance.

Figure 9 annual Household Income



Source: Stats SA, 2011 Census Data.

Newcastle Municipality has a generally low income population with a large number of people living in abject income poverty as they do not have a reliable source of income. The majority of the income earners are those who earn between R9 601 – R19 600 per annum (16 017 people) closely followed by those who earn between R19 601 – 38 200 per annum (15 638 people). Dependence on grant funding such as social welfare grants and pensions is also relatively high. As indicated in figure 6 above, the level of representation drops sharply as income brackets increases. As a result, the levels of affordability are generally low while dependency on social grants is high. 22 000 people applied to be registered on the indigent list for the municipality in 2010 and, as of July 2014 the figure had dropped drastically to 18 415, marking a 16.3% decrease. However, based on figures from the 'Summary of Registered Indigent Account Holders' (July 2014 – June 2015), as of January 2015, there has been a slight increase in the list to 18 973, marking an increase by 13.3%. The wards with the highest concentration of indigents are represented on the table below.

Figure 10 Number of Indigents by Ward

WARD	NO. OF INDIGENTS
WARD 20	1 501
WARD 14	1 286
WARD 9	1 270
WARD 10	1 239
WARD 17	1 119
WARD 11	1 047
WARD 24	1 023

### **3.3 ENVIRONMENTAL MANAGEMENT ANALYSIS**

The area of Newcastle has a mountainous terrain to the north and runs along the western boundary leaving the eastern part fairly flat. The terrain affects the drainage trends and patterns in the landscape which has major impacts on the local ecosystem. On the other hand the nature of the terrain also influence human settlement patterns. There are six main features that cover the municipal area and they are as follows:

- A. Slope and topography
- B. Vegetation status
- C. Terrestrial biodiversity management areas
- D. Environmental management considerations
- E. Land cover and associated potential

In light on the above, it is along the eastern parts of Newcastle where land is most suitable for development with minimal potential for agricultural production. In terms of the findings of the Environmental Management Framework (EMF) the land towards the west and the north of the municipal area is considered as high risk area due to its topography hence it is not suitable for development.

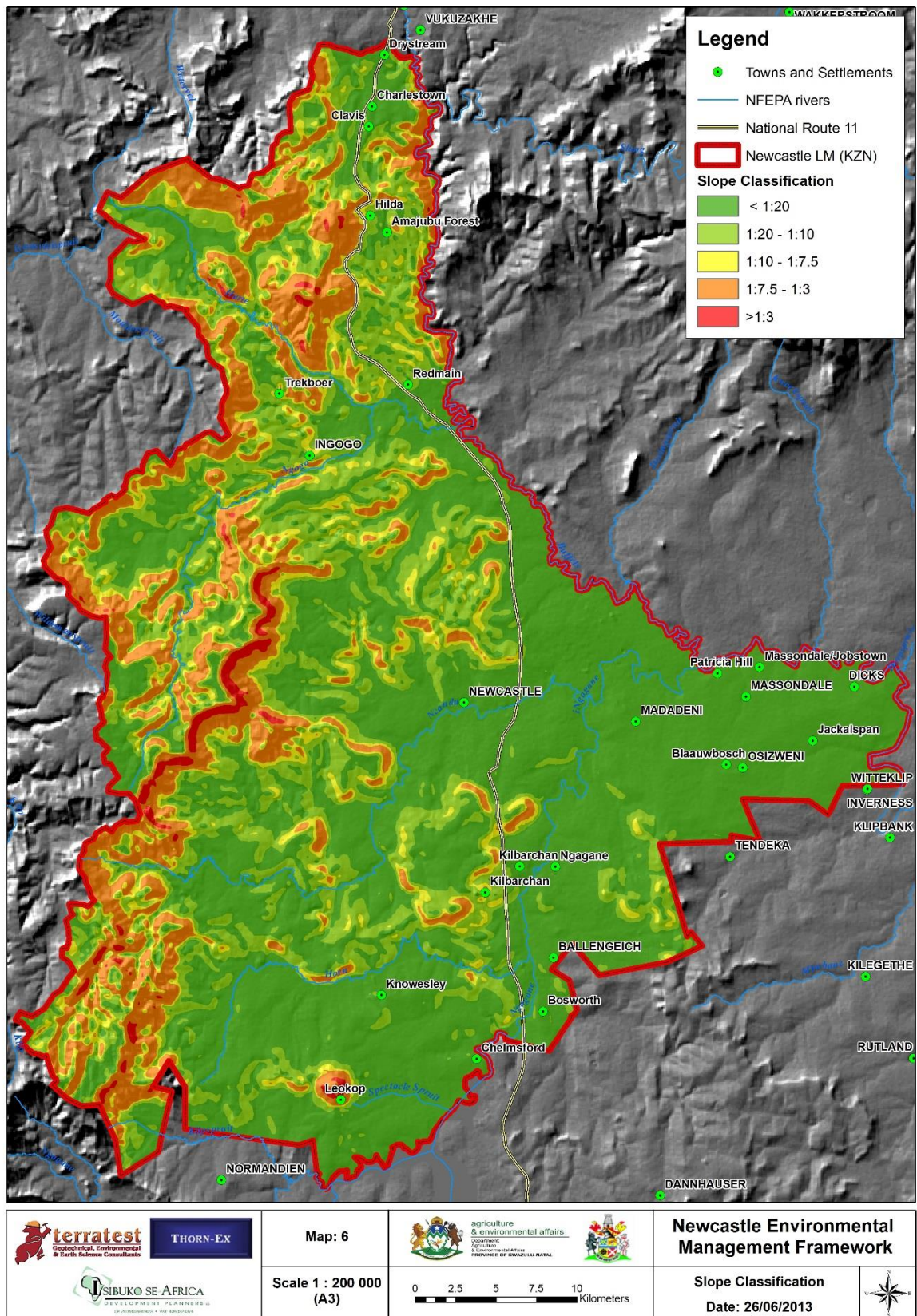
#### **3.3.1 SLOPE AND TOPOGRAPHY**

Newcastle is characterised by mountains terrain that runs from the north along the western boundary of the Municipal area, scattered small hills and rolling landscape in the central area and mostly flat terrain towards the eastern part of the municipal jurisdictional boundary. The Developable and Undevelopable EMF map classifies land within the municipal area according to a slope analysis, this indicates the most suitable land for development in terms of its gradient.

According to the adjoining maps, the western envelope of the municipality remains undevelopable due to the topographic conditions. Whereby they are identified as being high risk areas and range from a 1:10 up to a 1:3 slope classification. Areas that are identified as high risk areas are not well suited for development in terms of its steep slopes.

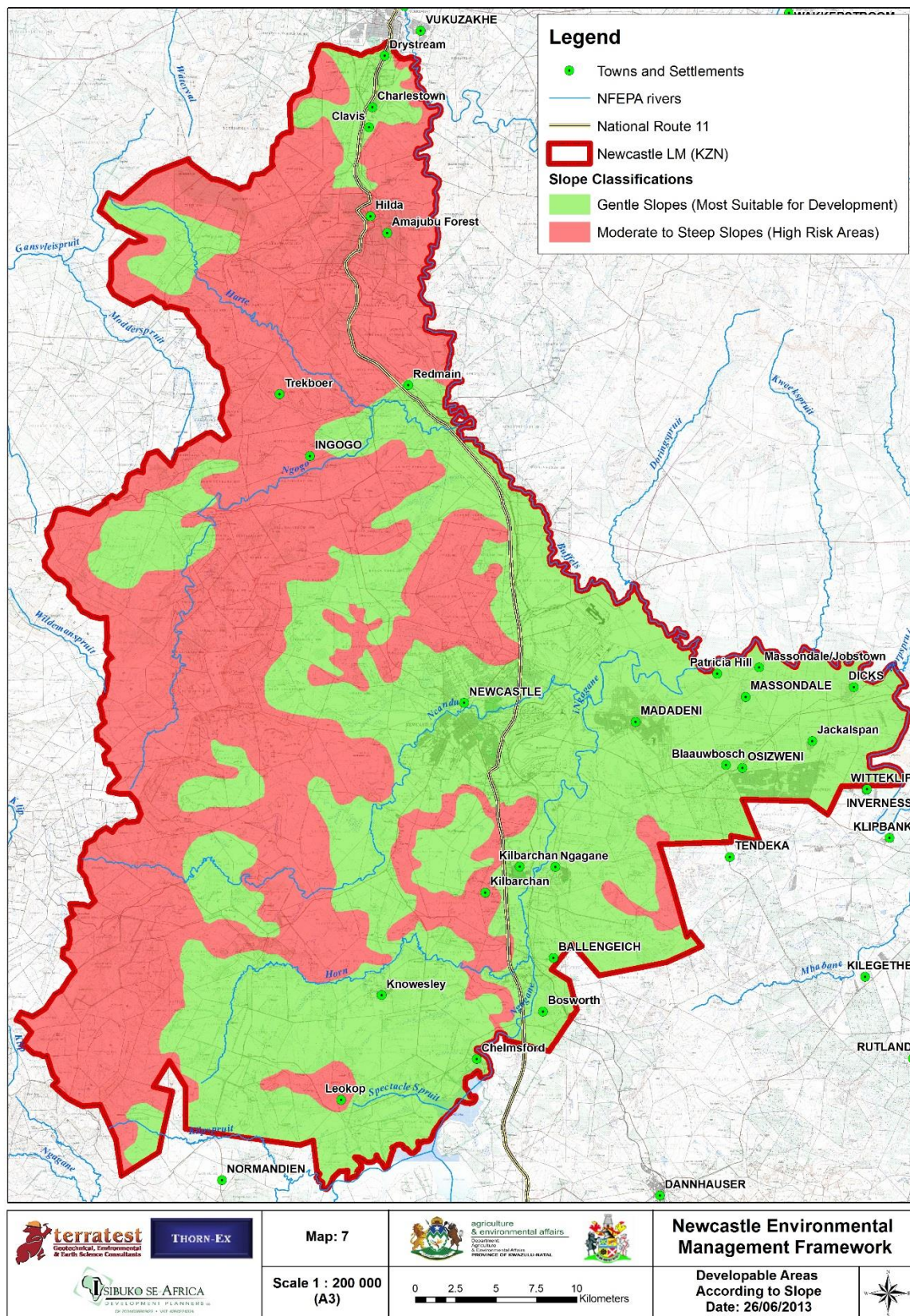


Map 3 Slope Classification





Map 4 Developable Areas According to Slope



### **3.3.2 GEOLOGY AND MINING**

The geological environment can create geo-hazards such as landslides or subsidence, or poor foundation conditions that present constraints to development. Information on the geological formation therefore assists by pro-actively avoiding areas with geological constraints, or alerting developers of difficult founding conditions that may have cost implications.

Geological information can also inform the development of an area's minerals, energy, and water resources. Geotechnical information must be interpreted by experts in order to inform strategic planning and development as well as individual project applications.

The Newcastle EMF give guidance as to the forms of development that are best suited to each subsurface considerations. Much of the developed Newcastle east and west are underlain by Carboniferous sandstone. Whereas, the rest of Newcastle is underlain by Dolerite which is suitable for landfill and cemetery sites when water and other resources are ruled out. Permian mudstone, sandstone and shale are located along the western margin of the municipality, an area that is characterised as the water production zone for the municipality that needs to be protected.

Newcastle is known for its deposits of coal, turbinite, iron oxide, bauxite, dimension stone, sand, brick clay and aggregate. The occurrence of mineral deposits is of economic interest and informs the potential economic status of the area. Minerals are vital for construction and attracting industries that are related to manufacturing and energy production.

Newcastle is made up of large areas of potential coal reserves however the concentrations of this reserves are not confirmed. Many of this reserves are found around the Ballengeigh, Ingagane, Kilbarchan and the western parts of Newcastle. Much of the other mining activities are conducted on a smaller scale and is distributed around the Municipal area.

The importance of insight to the geological makeup of Newcastle will assist with future development applications proactively avoiding cautioned areas, the distribution of minerals and the basic economic direction the area will take.

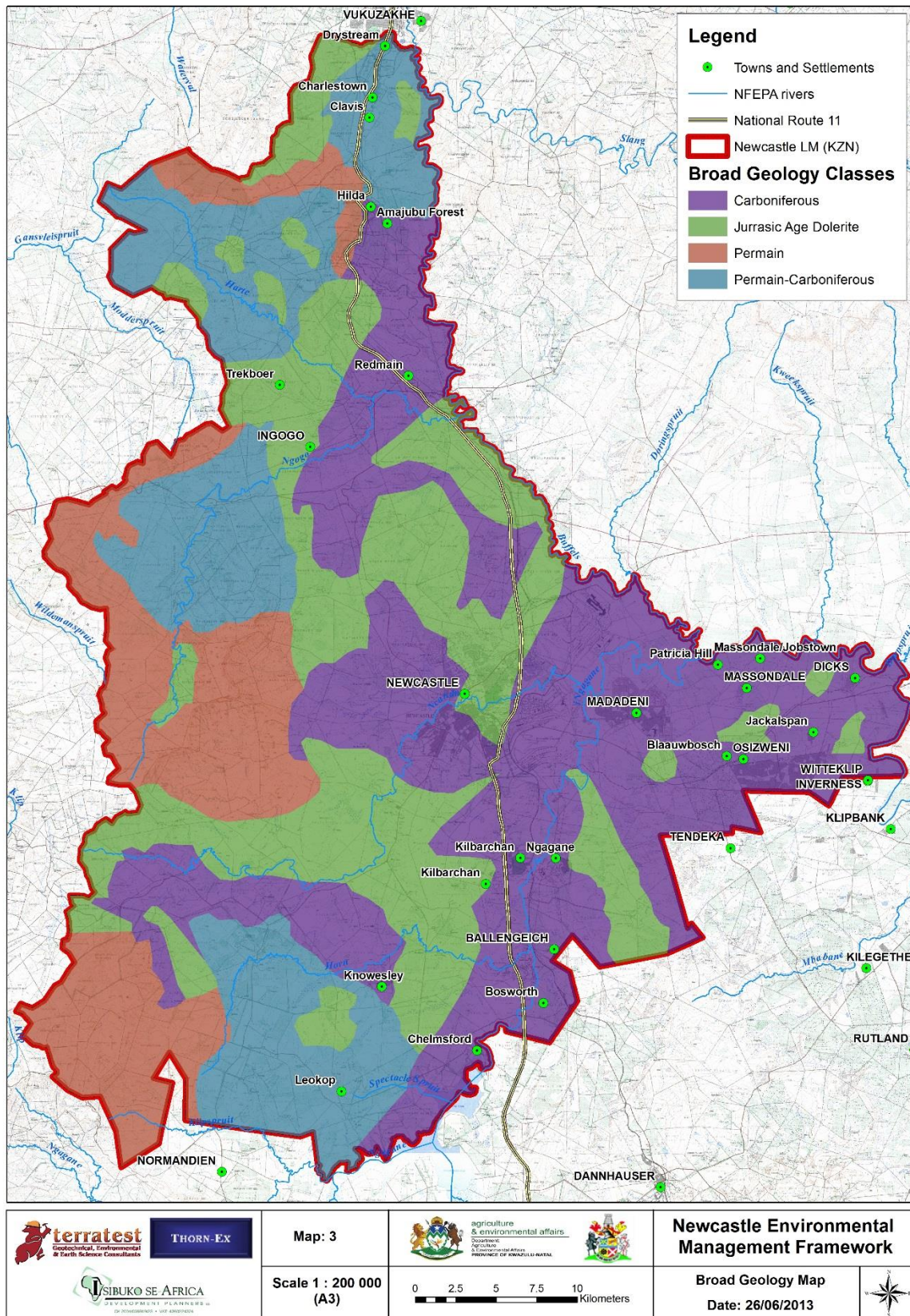
Land previously mined within Newcastle Municipality is categorised as undermined. Within the Newcastle Town Planning Scheme this land is further categorised into further two main categories which are namely deferred land that is undevelopable and deferred that is developable.

Deferred relates to land that has been previously mined and is not suitable for development. The Newcastle Town Planning Scheme states that no development can occur on this properties. These properties currently lie largely vacant with small parcels of agricultural activities.

The second category relates to deferred commercial, residential and industrial and is developable. These properties have not been minded but are located within an area considered to be within a close proximity to previous mining and rail activities.

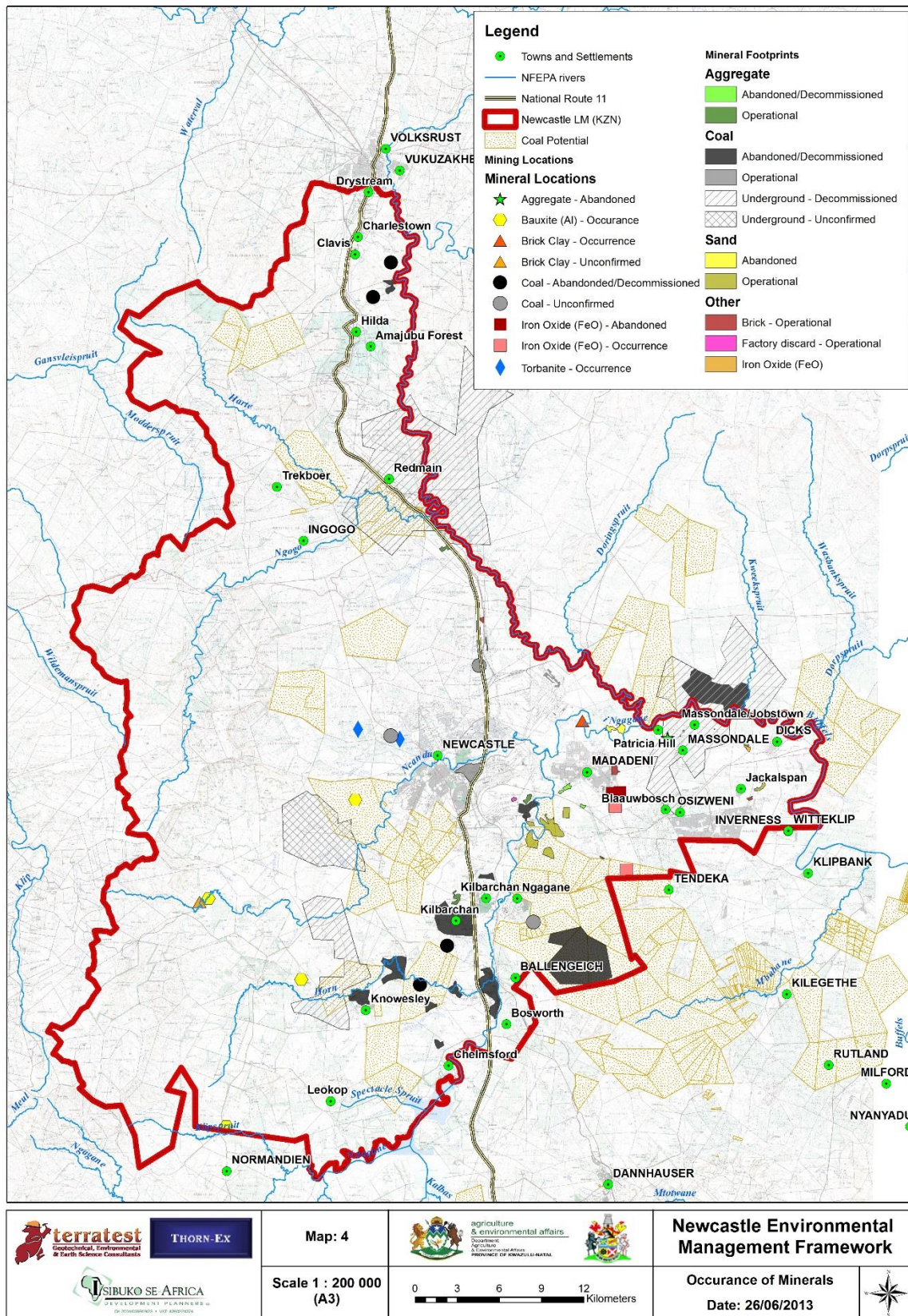


Map 5 Broad Geology





Map 6 Occurrence of Minerals



### 3.3.3 LAND COVER

According to the data provided in the EMF the highest settlement concentrations are located within the Newcastle east. With the densest concentration of population concentrated within the MBO area.

The local municipality covers an approximate area of 185552.07ha in extent. The 5 prevalent land uses are dominated by the following land uses:

*Table 13 Land Cover*

Use	Area (Ha)	Percentage
Grassland	106269.40ha	57.27%
Annual commercial crops dry land	12991.87ha	7.00%
Urban	11655.38ha	6.28%
Plantation	9191.32ha	4.95%
Woodland	6250.16	3.37%

The largest land cover over the municipality is grassland and the largest concentration of grassland in the municipality is located towards the western area of the municipality.

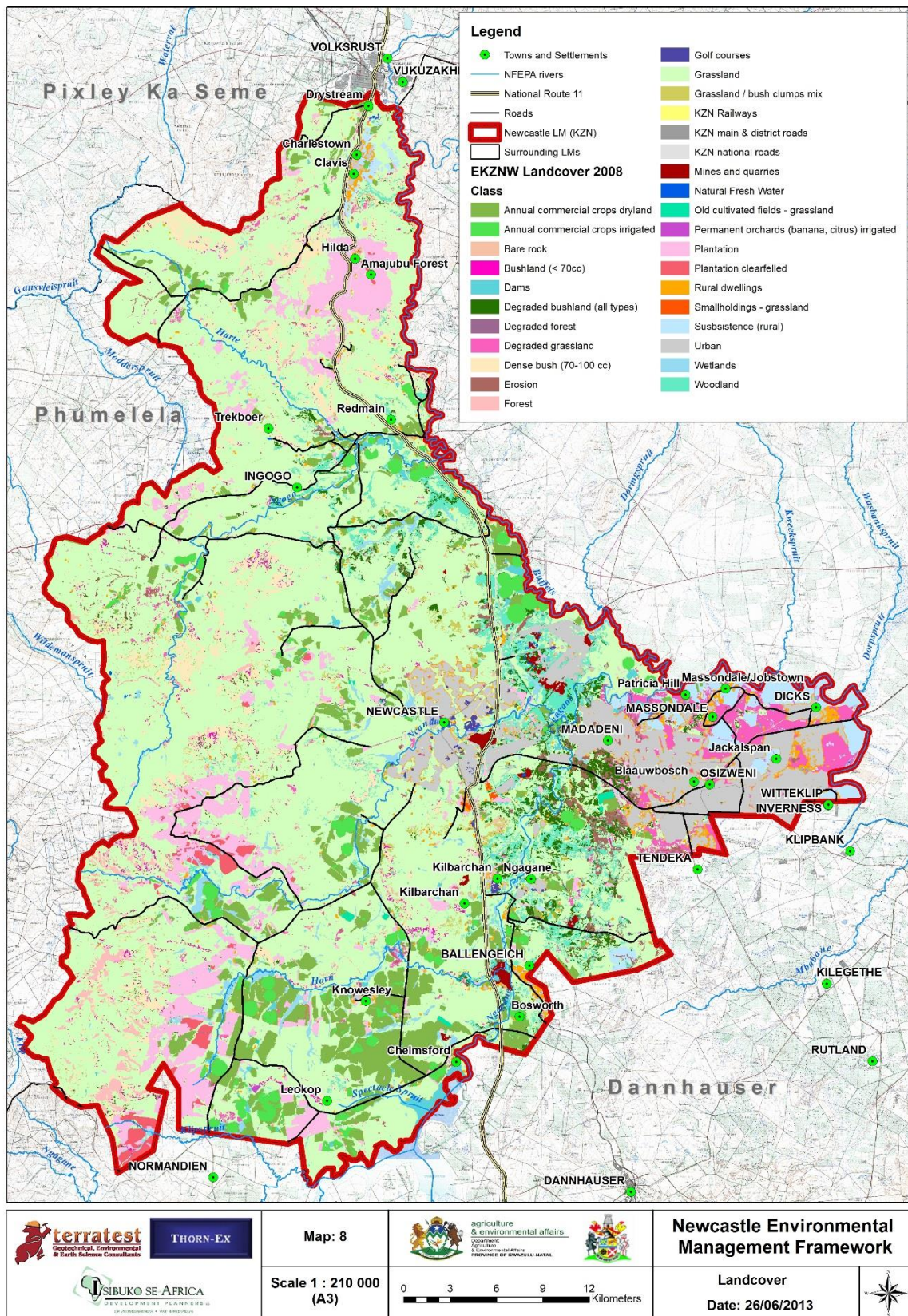
Urban and rural settlement land covers, are largely concentrated in the central and eastern parts of the local municipality. Urban and rural settlement land covers are made up of the manmade built environment such as dwelling units.

The municipality continues to densely develop in the central and eastern areas this is largely due to the generally flat and with gentle slopes which is better adapted to settlement activities.

Extensive agricultural use occurs in the south-western parts of the landscape where good agricultural soils and higher rainfall prevail.

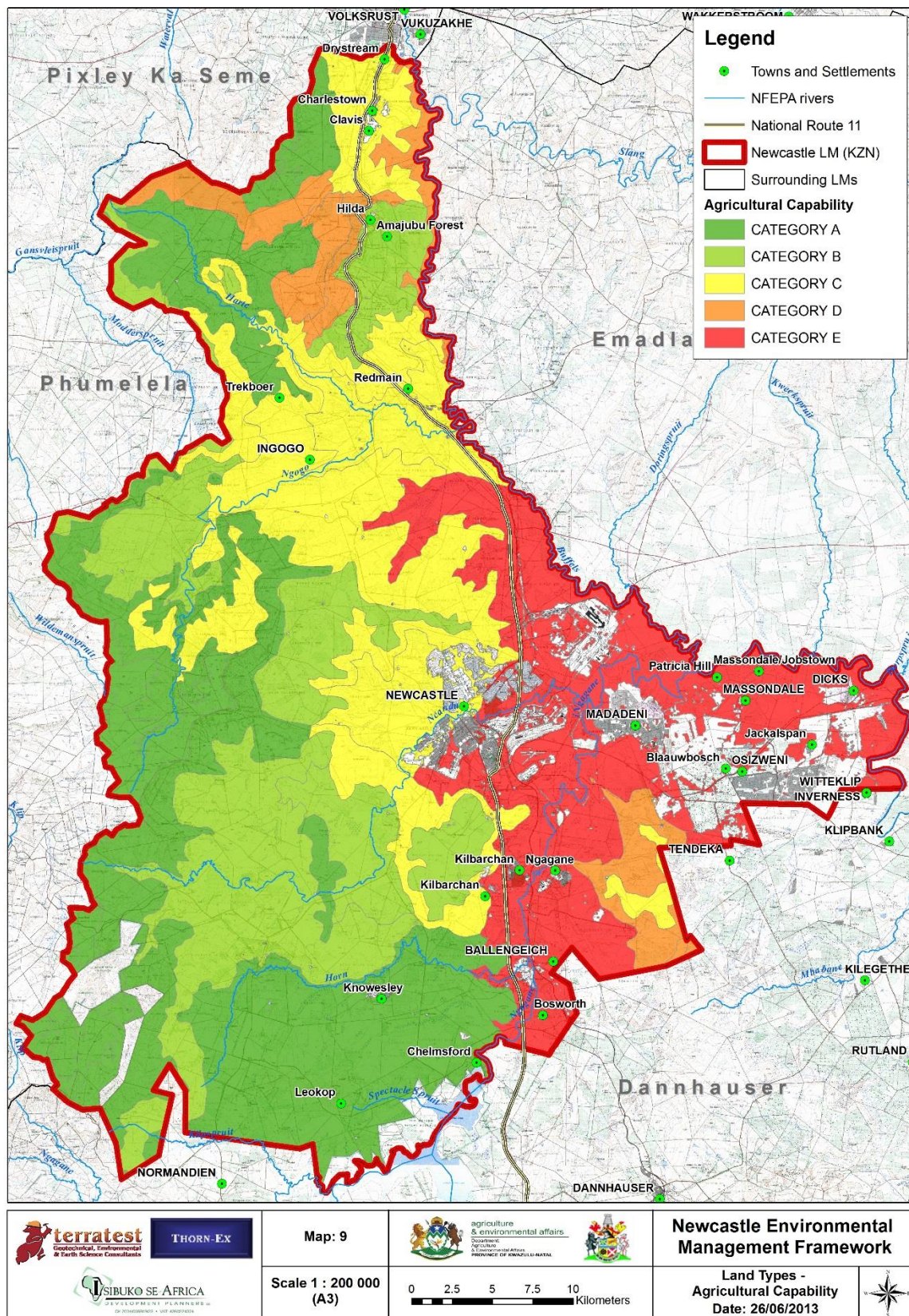


Map 7 Landcover



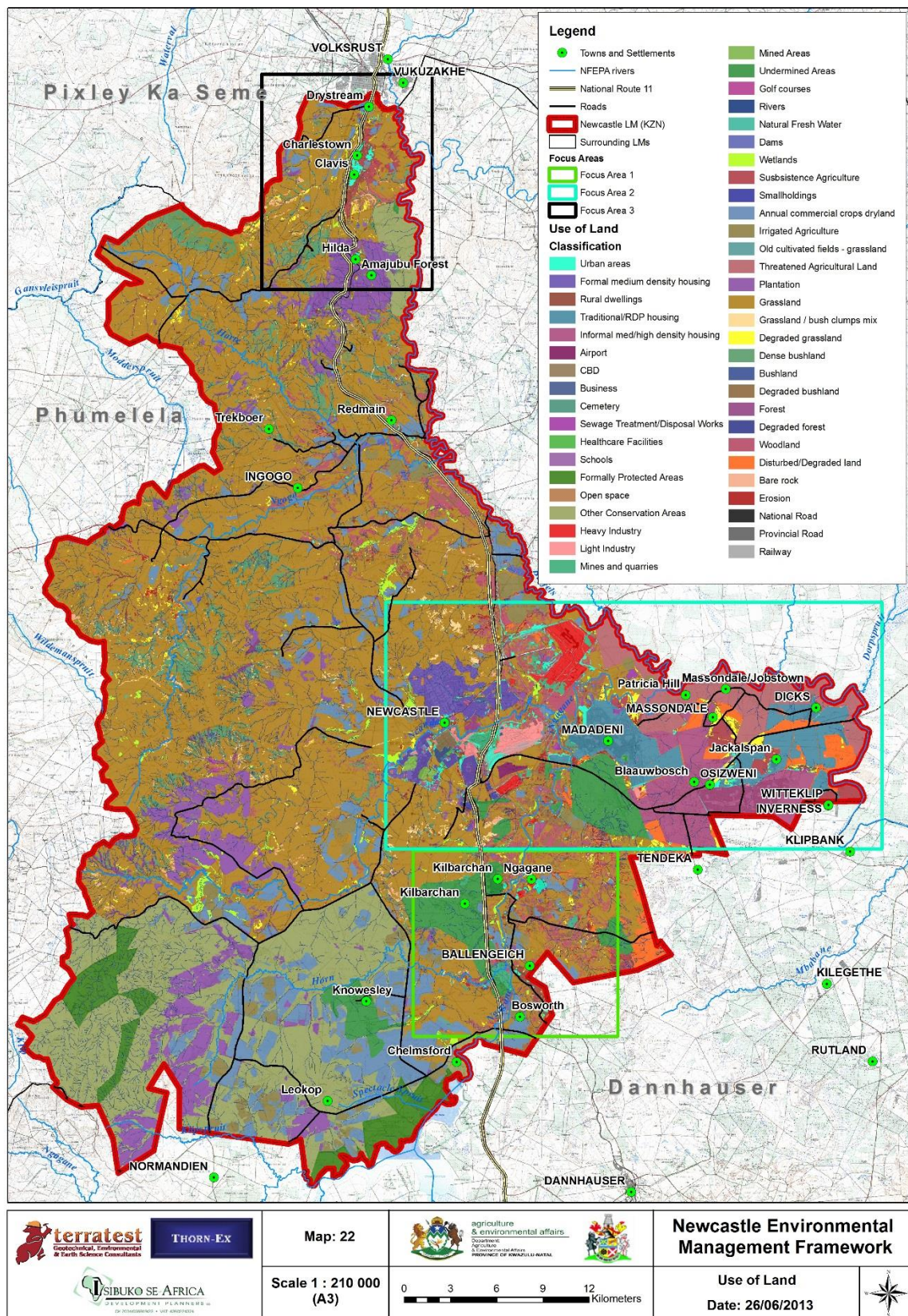


Map 8 Land Types - Agricultural Capacity





Map 9 Use of Land



### 3.3.4 HYDROLOGY

The Newcastle local municipality is located at the hydrological drainage region of the Thukela river system. The largest river system in KZN. The buffalo river system defines the eastern boundary of Newcastle. The river systems that fall within the Newcastle local municipal are as follows;

- A. Buffalo river;
- B. Harte river;
- C. Ingogo river;
- D. Ncandu river;
- E. Ingagane river;
- F. Horn river;
- G. Spectacle Spruit;

According to the attached maps extracted from the Newcastle EMF the Newcastle water priorities are located towards the northern eastern and southern parts of Newcastle this is where raw drinking water is extracted from and for agricultural usage. The Ntshingwayo (Chelmsford) dam is located towards the southern boundary of Newcastle.

Many factors influence the poor water quality in this areas such as:

- A. mining activities;
- B. poor sanitation practices near rivers;
- C. poor agricultural practices;
- D. heavy industries.

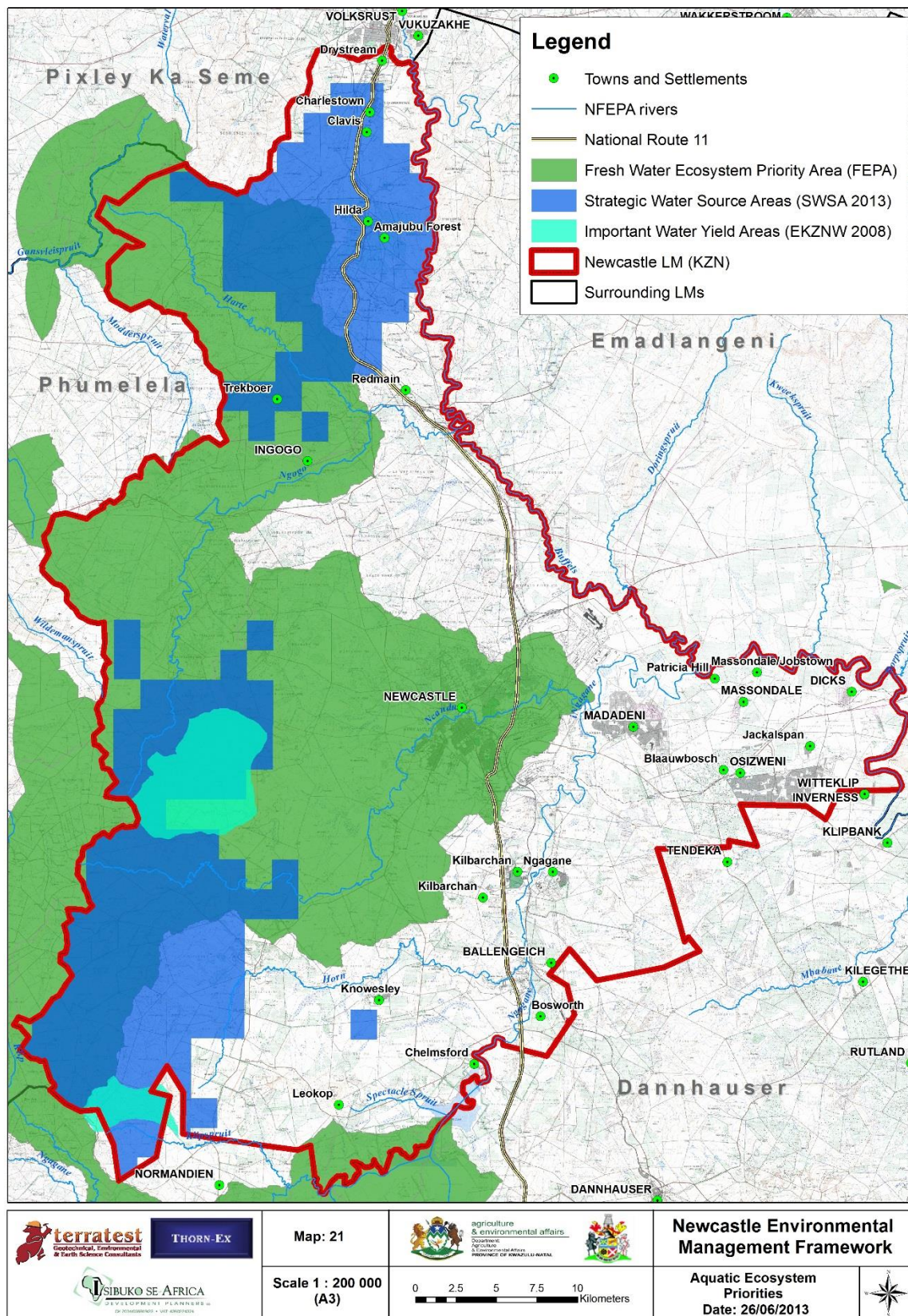
To protect this areas development should be guided away from these areas and need to be more controlled. Activities that advantage of eco-tourism such as bird watching, fishing and hiking can be established on this areas as they pose minimal risk to the nature of the area.

The adjoining maps extracted from the Newcastle EMF clearly demonstrate a direct correlation between hydrological sensitive areas (rivers) and water extraction points. Water extraction points are located towards the northern and eastern parts of Newcastle however our main water extraction points are the Ntshingwayo (Chelmsford) dam and the Ingagane River. This areas need to need to be well managed with higher levels of protection.

According to data provided by the Newcastle EMF most rainfall in Newcastle falls from between October and March and peaks between November and January. The attached map depict the 1:100 year flood line that has been mapped using 5m contour intervals. Records show that flood events occur at regular intervals in Newcastle and the Ncandu and Ingagane Rivers regularly burst their banks due to high rainfall levels.

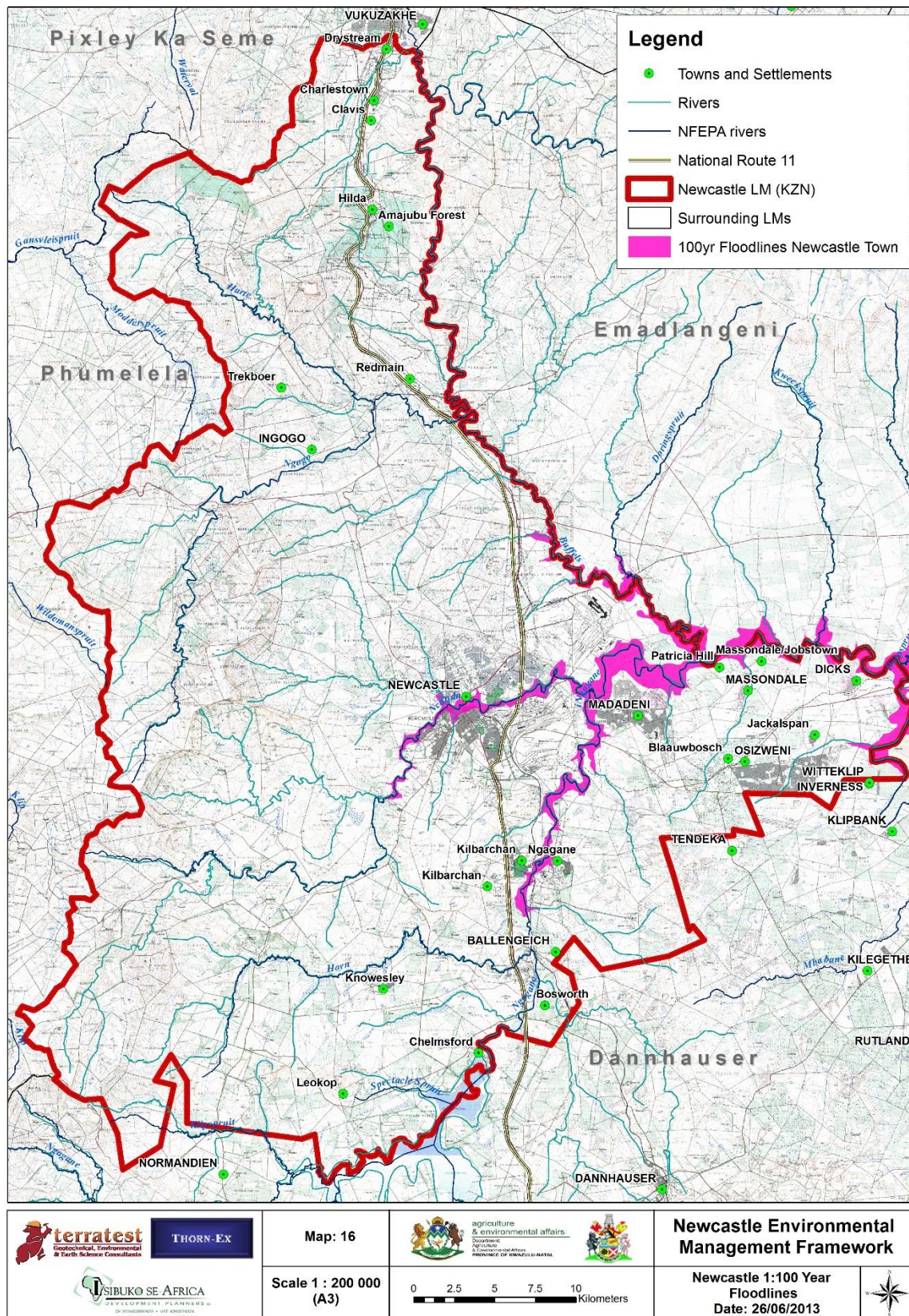


### Map 10 Aquatic Ecosystem Priorities



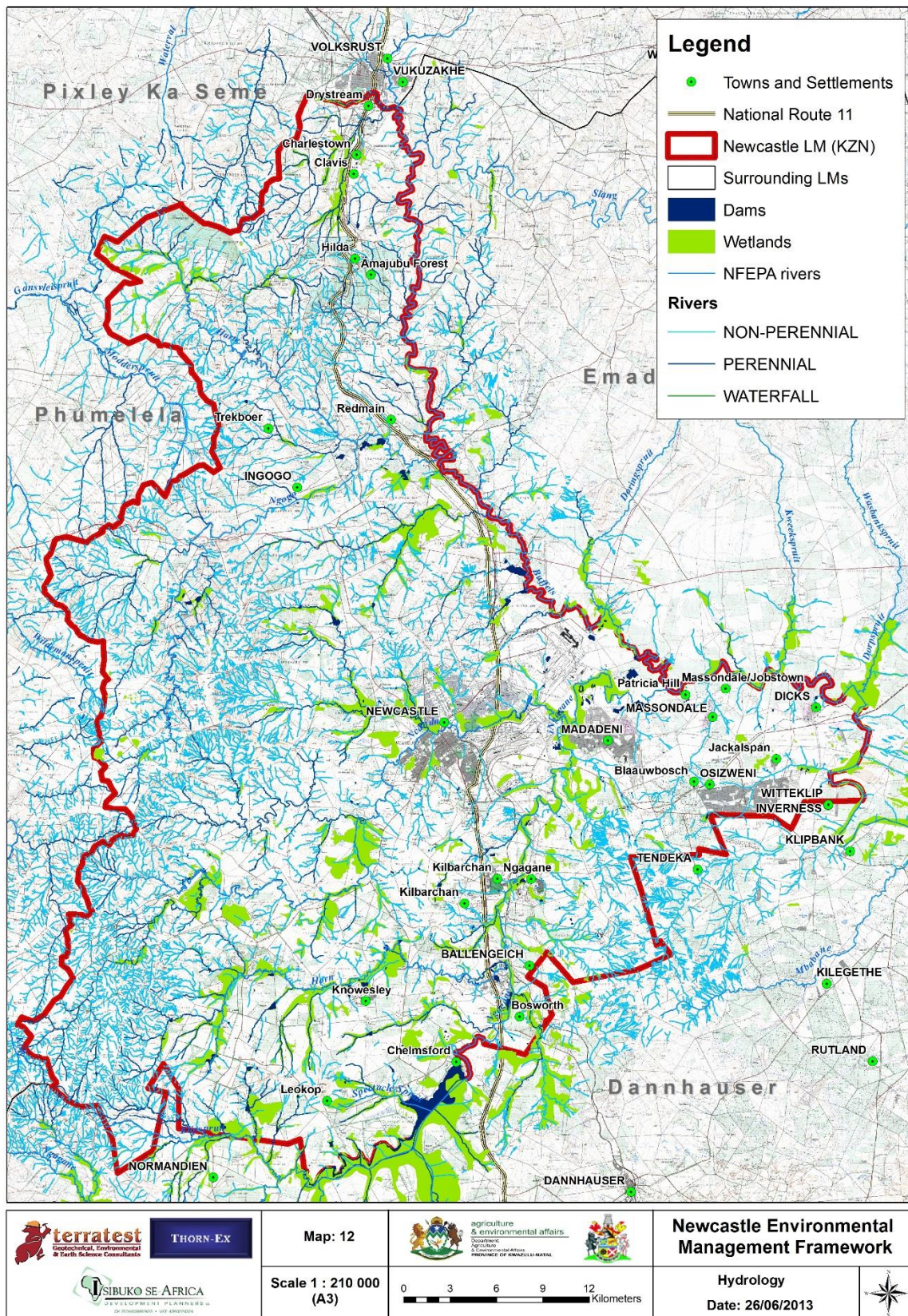


Map 11 Newcastle 1:100 Year Floodlines



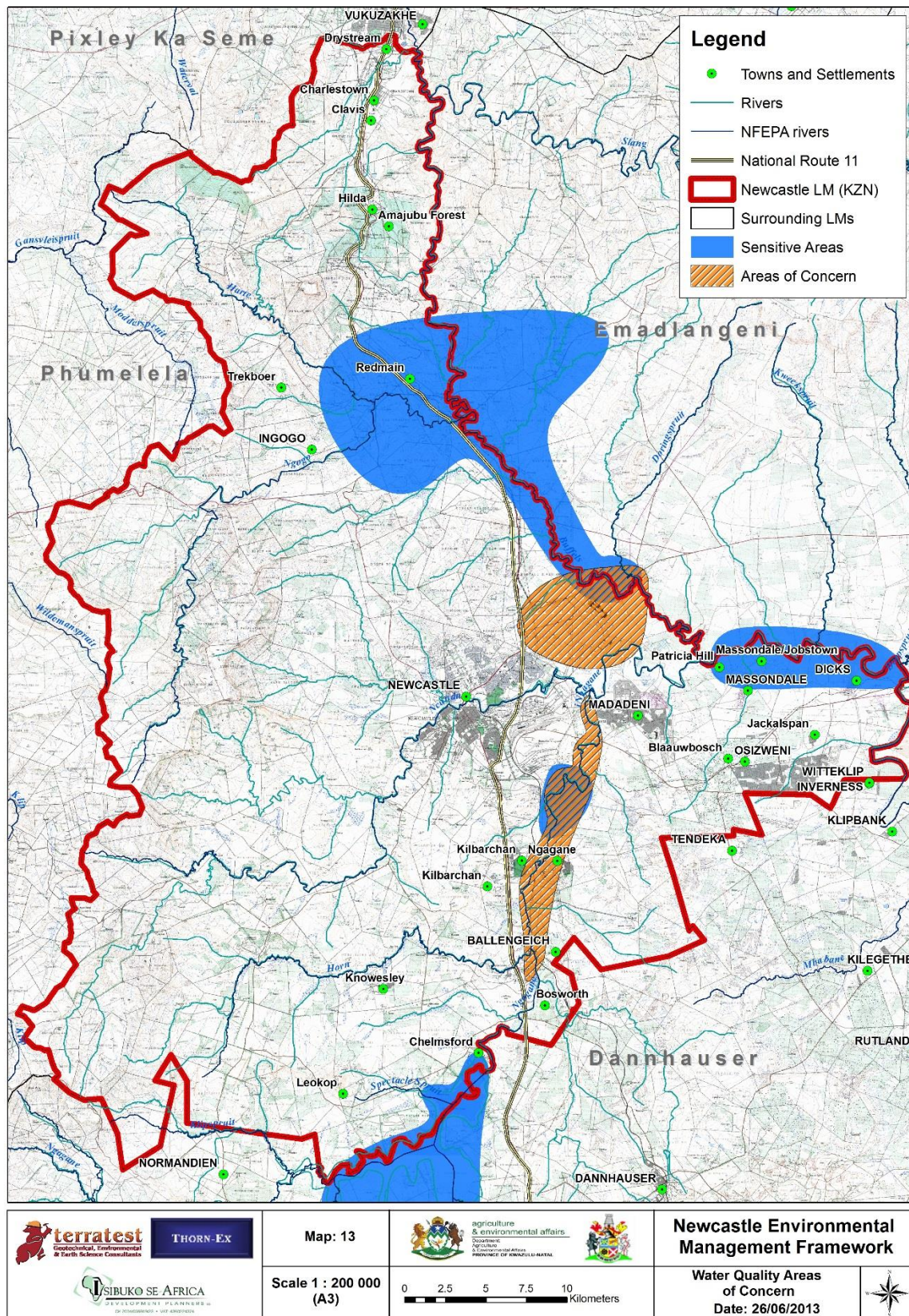


Map 12 Hydrology





Map 13 Water Quality Areas of Concern



### **3.3.5 BIODIVERSITY AREAS**

#### **3.3.5.1 BIODIVERSITY PRIORITY AREAS**

These areas, which contain one or more biodiversity features, have been identified in the area as a priority for the conservation of a representative proportion of the biodiversity. Their conservation status indicates that these areas should remain in a natural state with limited to no biodiversity loss in order to contribute to national biodiversity goals. Land use practices or activities that will lead to deterioration in the current condition of these areas are not acceptable and special mitigation measures will be required to safeguard these features.

#### **3.3.5.2 BIODIVERSITY CORRIDORS:**

Landscape corridors facilitate evolutionary, ecological and climate change processes to create a linked landscape for the conservation of species in a fragmented landscape, while local corridors are developed on a district scale to create fine scale links within the landscape that facilitate ecological processes and ensure persistence of critical biodiversity features. Their conservation status indicates that ecosystem functionality and connectivity must be maintained in these areas in order to contribute to national biodiversity goals, although some loss of biodiversity can be allowed. Land use practices or development activities in these areas must be compatible with the land-use management objective as specified in the Amajuba district biodiversity plan.

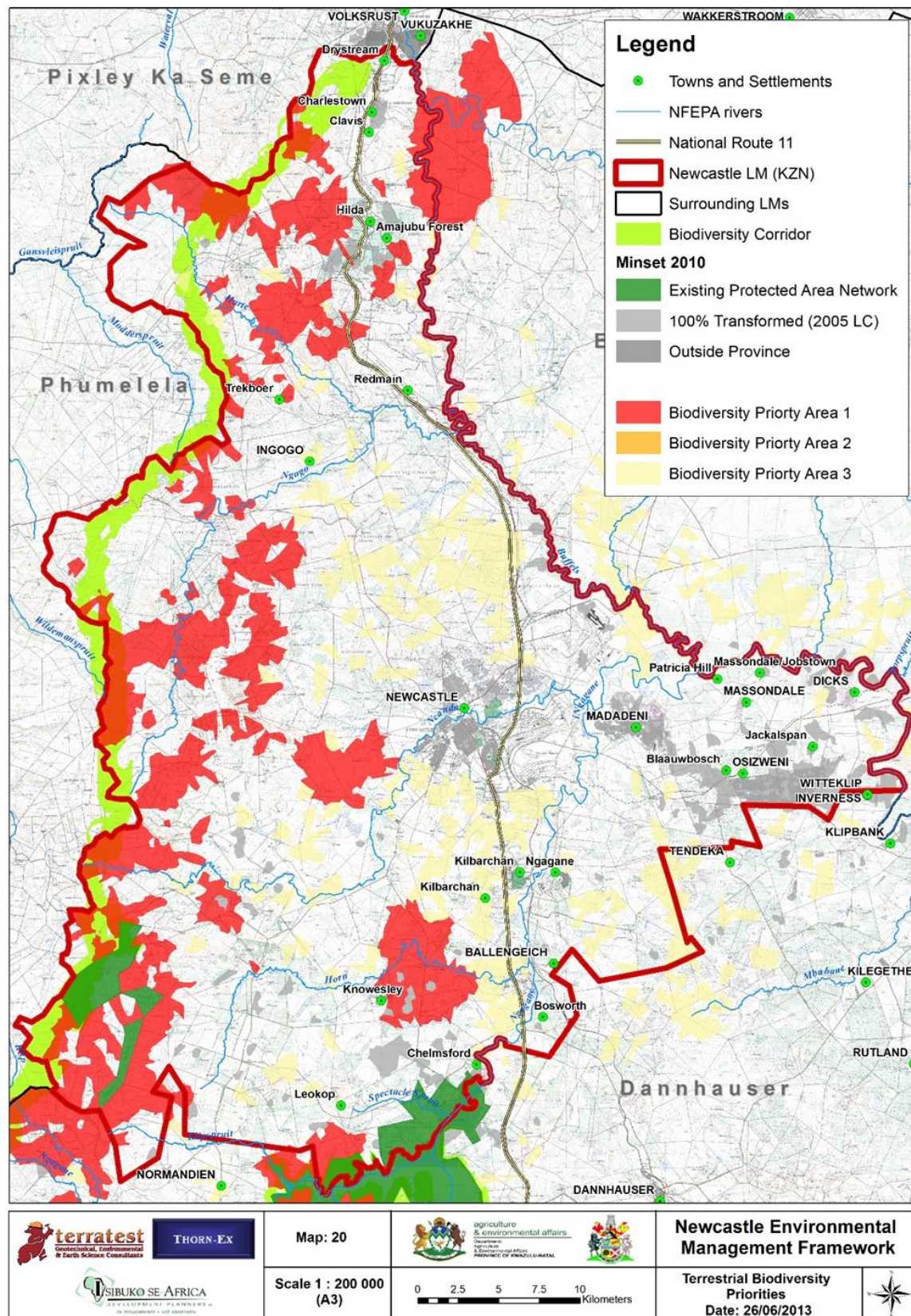
#### **3.3.5.3 PROTECTED AREAS BUFFERS:**

Areas within 5km from protected areas present restricted land use options and listing notice 3 of the EIA regulations (2014) increases statutory control in such areas. Any development in this area must maintain or improve the ecological and tourism functionality of the protected area.

The biodiversity corridor is located along the western envelope of the municipal area this correlates to where the biodiversity priority areas and protected areas are located.



Map 14 Terrestrial Biodiversity Priorities





### **3.3.6 ENVIRONMENTAL MANAGEMENT IMPLICATIONS**

Lack of sufficient environmental GIS data. During this review a number of engagements took place with environmental custodians such as KZN Wild Life and well as the World Wildlife fund to try and align and streamline priorities including data sharing. However this will need to be an ongoing process to ensure effective alignment to streamline the environmental component of the SDF.

The Environmental Management Framework will also enable spatial planners of the municipality to utilize the EMF as a supporting framework to the SDF and at the same time as a spatial environmental management instrument that can be used to support informed decisions regarding the impacts on the environment that arise out of human activities and developments.

There are four areas of concern when it comes to environmental management considerations holistically when looking at the elements discussed under Environmental Management. And these are:

- A. The conservation status of terrestrial and various aquatic ecosystem types;
- B. The rate at which terrestrial and aquatic ecosystems are being transformed;
- C. The extent of alien invasive species in the landscape;
- D. The level of investment in biodiversity conservation.

### 3.4 DISASTER MANAGEMENT ANALYSIS

Like most other areas within the lovely KwaZulu-Natal Province, Newcastle is also prone to a wide range of natural and man-made risks and hazards that, in some instances, may result in disasters. These mainly include floods and fires which occur during any part of the year usually resulting in serious damages, costs, loss of life and/or property, infrastructure and economic livelihoods. NLM's Disaster Management Plan is currently being developed through close engagements with the established stakeholders in the form of the Disaster Management Advisory Forum. Upon completion the plan is envisaged to outline the basic concepts and principles related to disaster management, as well as common hazards and risks, and roles and responsibilities of all stakeholders involved in disaster risk reduction. The main focus of the plan is towards disaster risk reduction, and it is currently being prepared in line with the requirements of the Disaster Management Act (Act No. 57 of 2002) which seeks to provide a uniform and multi-disciplinary approach in the management of disaster incidents in the province with specific emphasis on prevention, mitigation, preparedness and rapid response.

For the development of an efficient and effective disaster management plan, the programmes and strategies recommended towards disaster risk reduction should entail awareness campaigns, risk assessments, improving institutional reduction arrangements and poverty reduction plans, training programmes and research. The recommended response systems include early warning signals, regional response units and food security monitoring. The Disaster Management Advisory Forum is of critical importance for the development of an efficient Disaster Management Plan which plays a big role thus to ensure inclusivity and collective ownership of responsibility in line with the spirit of cooperative governance. The plan shall be used as a tool by departments, institutions and/or organizations through the alignment of their development plans with the Disaster Management Plan. This will be done by the plan through the following:-

- A. Identification of specific risks and hazards.
- B. Identification of measures for the reduction of disaster risks.
- C. Outlining of the roles and responsibilities in the management of disaster incidents.

The Honourable Mayor of Newcastle is the custodian of the Disaster Management Plan and is responsible, through supporting departments, especially Community Services: Fire and Disaster Management, to regularly review and update the plan. The overall vision of the plan is "Towards cutting-edge disaster risk management for safer and resilient Newcastle communities." The plan will also contain a disaster risk profile of the Newcastle Local Municipality thus to identify potential areas.

The NLM Disaster Management Plan is currently being developed in line with the requirements from the Disaster Risk Management legislation. The development thereof is guided by the NLM Disaster Management Advisory Forum which was established on the 12th of February 2013 and sits quarterly in line with the National and Provincial legislation. Discussed in the forums are issues such as disaster risk profiling, the objectives towards the KPAs, the related budget requirements, an analysis on climate change, mitigation and adaptation initiatives etc. These are crucial for the development of a comprehensive Disaster Management Plan that functions to give a true reflection of the Disaster Management conditions in Newcastle including the state of readiness. Therefore, the NLM Disaster Management Plan is still undergoing a process of being developed.

### 3.4.1 INSTUTIONAL ARRAGEMENTS

#### Newcastle Municipality Disaster Management Advisory Forum

Newcastle Municipality's Disaster Management Advisory Forum was established to satisfy the recommendations as stated in the Disaster Management Act (Act No. 57 of 2002); National Disaster Management Framework of 2005 as well as the Policy Framework for Disaster Risk Management. However, there is still non-existence of the Disaster Management Inter-Departmental Committee and this is attributed to a general lack of understanding and application of the relevant legislation.

#### The District Disaster Management Centre

To optimally perform all statutory responsibilities for the direction and execution of the municipality's disaster risk management policy framework, the Amajuba Municipal Disaster Management Centre must be adequately resourced in terms of personnel, systems and infrastructure. In this regard, it must comply with the minimum criteria for the employment of suitably skilled personnel, systems and infrastructure set out in the National Disaster Risk Management Guidelines and in any provincial guidelines, and must be approved and adopted by the municipal council.

### 3.4.2 CONTEXT OF THE DISASTER MANAGEMENT

The Act requires that the Disaster Management Plan forms an integral part of the Integrated Development Planning process and should be a component thereof. The plan is compiled using a generic phased approach which assists with identification of issues, forward planning and addressing risks and issues.

Table 14 Natural Hazards

NATURAL HAZARDS	
Geological Hazards	
• landslide	• mudslide
Hydro Meteorological Hazards	
• drought	• fire
• flood	• hailstorm
• severe storm	• snow
• storm surge	•
Biological Hazards	
• anthrax	• cholera
• food poisoning	• measles
• polio	• rabies
• shygella dysentery	• tuberculosis
Technological Hazards	
• dam failures	• hazardous installations
• hazardous materials: road	• hazardous materials: rail
Environmental Degradation	
• air pollution	• land degradation
• water pollution	•

### 3.4.3 ANALYSIS

Municipality analyse potential risks and determine priorities, with inputs from communities and stakeholders. This information serves as the basis for the plan in which following phases are depended on; such information will identify disaster issues faced by the municipality.

The disaster risk profiling assessment normally produces so many hazards that must be addressed that the sheer volume of work tends to be overwhelming. Consequently, a **Relative Risk Prioritisation Assessment** is conducted to assist the Local Municipalities in their risk management planning. A **Relative Risk Prioritisation Assessment** will normally involve the following action steps:

**Quantify Risks of Communities:** The first step would be to quantify the risks to which communities in the region are exposed.

**Conduct Risk Manageability Analysis:** Thereafter, an assessment of the degree to which a community can intervene and manage the negative consequences of a hazard event must be conducted.

**Determine Risk Priorities:** Lastly, the relative risk priorities must be calculated, using a relative risk prioritisation model

The tabled below shows a list of Priority Risks/Hazards within NLM jurisdictional areas and these surfaced during the intensive engagements with relevant stakeholders:-

Table 15 Draft Risk Prioritisation

DRAFT RISK PRIORITIZATION				
HAZARD	EXPOSURE	SEVERITY	PROBABILITY	ACTIONS NEEDED
Fires.	Continuous.	Moderate.	Definitely.	Risk Reduction Interventions.
Motor Vehicle Accidents (MVA).	Continuous.	Moderate.	Definitely.	Effective Law Enforcement.
Floods.	Seasonal.	Moderate.	Definitely.	Preparedness Planning.
Hail Storm.	Seasonal.	Insignificant.	Definitely.	Preparedness Planning.
Illegal Mining.	Continuous.	Extreme.	Likely.	Risk Reduction Intervention.
Air Pollution.	Continuous.	Moderate.	Likely.	Preparedness Planning.
Water Pollution.	Continuous.	Extreme.	Likely.	Risk Reduction Intervention.
Snow.	Occasional.	Insignificant.	Unlikely.	Preparedness Planning.
Drought.	Occasional.	Moderate.	Likely.	Preparedness Planning.
Aircraft Accidents.	Seldom.	Extreme.	Likely.	Preparedness Planning.
Cholera.	Continuous.	Extreme.	Likely.	Risk Reduction Intervention.
Food Poisoning.	Continuous.	Moderate.	Likely.	Preparedness Planning.
Swine Flu.	Seldom.	Moderate.	Likely.	Preparedness Planning.
Anthrax.	Seldom.	Insignificant.	Unlikely.	Preparedness Planning.
Rabies.	Seldom.	Moderate.	Unlikely.	Preparedness Planning.

The following risks are more prevalent in terms of occurrence and severity:

Table 16 Prevalent Risks

HAZARD	Status Quo Analysis	Recent History
Floods	<p>The Amajuba region is susceptible to heavy rains and stormy weather thus making floods one of the most prevalent hazards in its respective season (summer). Newcastle is the catchment area for most of the Amajuba; most of the water flows from the mountain ridge towards the Ntshingwayo Dam. This results in the region having a high water table which poses as a risk for any construction that is required.</p> <p>Newcastle has a number of rivers and streams traversing the developed areas with the Ncandu River serving as a boundary of Fernwood and cutting across the CBD.</p>	<p>Historical records show that extreme flood events have occurred at regular intervals for the last century throughout the region. The Newcastle area also has its share of flood events with associated impacts on land use, communities and the environment. The Ncandu and Ngagane Rivers regularly burst their banks due to high levels of rain. These rivers has burst their banks in 2011, 2013 and more recently 2017; and they have become more severe.</p> <p>It is probably safe to assume that the occurrence of these events will continue in the future. The severity of such extreme events is likely to become more noticeable in the future primarily because of an increase in population growth, human vulnerability and spatial development, and because of the degradation of natural abatement systems such as floodplains and wetlands.</p>
Air Pollution	<p>Newcastle's central business district is situated in a valley and suffers from poor dispersion conditions during the winter months. As a result the city suffers short-term pollution episodes. Lower lying areas that are affected include commercial, residential and industrial land uses. On the other, transboundary stresses (pollution that is migrating into the area from other airsheds) also accumulate and concentrate in the lower lying areas under the inversion layer.</p> <p>Current air pollution sources prevalent in Newcastle are:</p> <ul style="list-style-type: none"> <li>- Industrial activities (criteria pollutants and others);</li> <li>- Waste facilities (dust);</li> </ul>	<p>There are clear indications that the ambient air quality of the area is deteriorating and that interventions are urgently needed to improve the quality of the air. It is also possible that pollutant levels have reached saturation level in several areas in the municipality.</p> <p>Historically, poor land use/zoning as a legacy of primary needs for industrialisation exacerbated by apartheid planning schemes, has determined that residential zones have developed (by booth design and necessity) in close proximity to high density residential areas where air quality impacts are</p>

	<ul style="list-style-type: none"> <li>- Off-site agriculture (dust, herbicides and pesticides); and</li> <li>- Transport routes (criteria pollutants)</li> </ul>	likely to be greatest. The proximity of industrial areas to settlements is a key concern. According to the 2012 National Framework for Air Quality Management in RSA, air pollution in the EMF area has become an issue of national interest when, in 2007, the air quality rating of the Newcastle Municipality was classified as “potentially poor”. This rating means that air quality may be poor at times or deteriorating, and it therefore renders the area as a priority for support in terms of air quality management.
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### 3.4.4 PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY (2016 REVIEW):

Climate change is predicted to impact on temperatures, rainfall patterns, evaporation rates, growth rates and sea-level rise. There is evidence of these changes taking place locally, and the vulnerable, poor communities are most at risk in terms of loss of livelihood, impact on access to basic services, increased exposure to diseases and risk of flooding and damage to property. It thus calls for local municipalities to take actions towards addressing some of the impacts of climate change, although the matter is at a global scale local efforts are required. The KZN Provincial Growth and Development Strategy has pronounced *Strategic Objective 5.3: Adapt and Respond to Climate Change* with the aim that the province is able to effectively anticipate, respond to and mitigate the effects of climate change.

There is a need to assess the mainstreaming of climate change adaptations strategies in local planning, such as Integrated Development Plan reporting and Sector Plans. These strategies relate to *inter alia* food security issues, health issues, water availability, mapping of vulnerability and reducing vulnerability to risks and early warning systems. Strategies need to address both the immediate and longer term threats to the health and well-being of communities. In the review of the Newcastle Disaster Management Plan, the plan shall look into localising this objective and also aligning to National Outcome 10: Sub-outcome 2 (*An effective climate change mitigation and adaptation response*). The review will include the following:

#### **Strategic Objective 5.3 Interventions:**

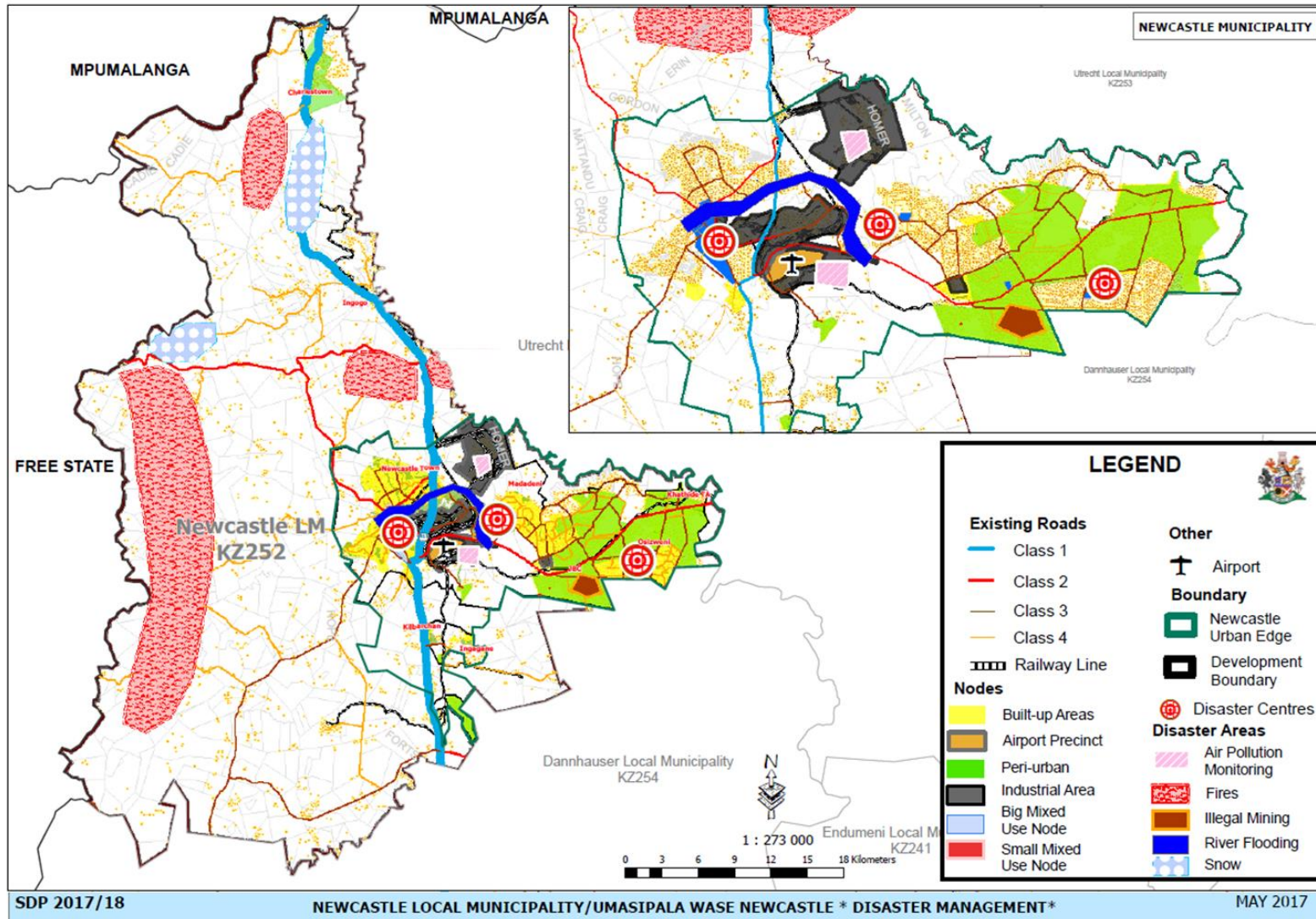
- 5.3(a) Identification of focus areas for disaster management.
- 5.3(b) Development and implementation of the Provincial Coastal Management Program.
- 5.3(c) Update mapping of climate vulnerability and integration into IDPs.
- 5.3(d) Develop a monitoring system to determine the provincial coverage of functional disaster management systems, including the number of Districts/Metro’s with updated disaster management plans.
- 5.3(e) Appropriate measures taken to address climate change induced vulnerabilities on different sectors within the Province.

### **3.4.5 IMPACTS OF RISKS ON SDF**

The SDF, as a strategic documents outlining the growth trajectory of the municipality needs to be well informed from various aspects affects the space economy of the municipality. It is important for the document to consider and reflect the strategic goal to ensure sufficient capacity to prevent/reduce the risk of disasters, mitigate, manage, respond to disasters and facilitate post recovery activities. Within the umbrella of sustainable development, which is one of the core principles of the SDF, disaster management serves as an informer along with the Environmental Management Framework of the municipality.

The risks that have been identified play as a limiting agent when development is concerned; each risks identified, regardless of the probability of occurring, has to be considered when planning ahead. Most of such considerations will come in the form of limitations and/or hindrances instead of opportunities, however it ensures that mitigating measures are in place.

Map 15 Disaster Management





### **3.5 BASIC SERVICES AND INFRASTRUCTURE ANALYSIS**

NLM is one of the few local municipalities that have the responsibility to plan, provide and regulate infrastructure development throughout its area of jurisdiction. This includes both bulk infrastructure development and reticulation. As indicated under section 3.2 Demographics and Socioeconomic Profile and now to be shown underneath, access to basic household services in Newcastle Municipality has improved substantially since 2001 with more people (50% as opposed to 28.5% in 2001) having piped water inside their dwellings, and 87.2% having electricity for lighting marking an increase from 84.2% in 2001. The situation with regards to sewer connection and refuse removal remains largely unchanged reflecting the impact of population growth. However, the standard and level of service differs significantly among areas reflecting the impact of the past apartheid policies. The JBC area and the surrounding settlements are characterised by severe service backlogs and underdevelopment.

#### **3.5.1 TRANSPORT NETWORKS ANALYSIS**

In terms of road infrastructure, 91% of all roads in Newcastle are in a poor state, of which 732km are unpaved. In an attempt to address this, the municipality has intensified their roads programs over the past 5 years, which addresses primary and secondary roads. The IDP also indicates that the operational budget has significantly increased during this time to ensure minor maintenance through grading and storm-water clearance. A total of 34kms was upgraded over the last five years. The MBO is a priority area for road upgrading.

There is no storm water master plan resulting in adhoc projects being identified where complaints are received. Problems are being experienced in the CBD area where concrete pipes are collapsing owing to fatigue from heavy traffic loads. Victoria Mall area has been identified as a problem area as flooding of private property is occurring at various low points. Magnolia Street has insufficient storm water infrastructure and also has been identified as a priority. Storm water damage to the environment is receiving little attention with soil erosion progressing unabated in certain area. Similarly, MBO has been identified as a priority for storm water development and upgrading given the lack of service in this area.

Newcastle Municipality is served by a complete transportation network covering all modes of transportation: road, rail and air.

##### **3.5.1.1 ROAD**

The entire road hierarchy serves the Municipal Area. At the upper end of the hierarchy the national N11 route bisects the eastern and western halves of the Municipal urban Area respectively. This freeway provides north-south mobility and links the Municipal Area to other centres, such as Ladysmith and Standerton. With this route being used as an alternative route from Gauteng to Durban, as well as the increase in the number of toll roads on the N3, heavy vehicular traffic is increasingly making use of the N11 which in turn having a negative impact on road surfaces.

The R34 link Newcastle via Memel on to the N3. This road ultimately continues north to Gauteng. Other prominent routes include the road linking Newcastle via Madadeni-Osizweni to Utrecht. It continues to Vryheid (R33) and eventually to Richards Bay (North Coast).

The total road network in the Newcastle east and west is 1119 KM of which 570 are tarred and 549 are unpaved. The internal streets network in the rural areas are predominantly dirt ridden and are therefore generally in a bad state, particularly during the rainy season. Most of these roads are poorly maintained and thus limiting transport due to deteriorating roads. In an attempt to address this, the municipality has intensified their roads programs over the past 5 years, which addresses primary and secondary roads. In order to ensure that the various classes are maintained at the required standard

it is necessary for the network to be inspected at regular intervals. The desirable re-gravelling frequency is every 5 years. One of the aims of this management plan is to ensure that the surface of all unpaved roads as per the road classification and the levels of service are maintained in a condition that provides all weather access. The re-gravelling programme has a substantial funding gap with a frequency of 1 years and only the most needed road will be included in the gravel re-gravelling programme.

The IDP also indicates that the operational budget has not significantly increased during this time to ensure minor maintenance through grading and storm-water clearance. The MBO is a priority area for road upgrading.

There is no storm water master plan resulting in *ad hoc* projects being identified where complaints are received. The maintenance of the road drainage system includes such work as cleaning out and repairing culverts, excavating inlet and outlet drains, table drains, mitre drains, batter drains and flushing subsoil drains. With the recent floods in the Newcastle area, problems have been experienced in the CBD area where concrete pipes are collapsing owing to fatigue from aging and heavy traffic loads. Victoria Mall area has been identified as a problem area as flooding of private property is occurring at various low points. Storm water damage to the environment is receiving little attention with soil erosion progressing unabated in certain area. Similarly, MBO has been identified as a priority for storm water development and upgrading given the lack of service in this area.

#### **3.5.1.2 RAIL**

The Municipal Area is served by various railway line/s, both traversing the Municipal Area in a north-south and eastern direction (Map 1). The northern most railway line is a freight railway line serving the Iscor area. The northern railway line runs parallel to and abutting road, linking Newcastle, Madadeni, Osizweni and Utrecht. This railway line is a decommissioned commuter railway line and could, if reinstated, become significant in terms of settlement expansion and providing modal choice. The commuter-carrying potential of this railway line was capitalized upon by the location and design of the new extensions of Johnstown, Blaauwbosch and Cavan, to be located between Madadeni and Osizweni.

The Newcastle municipality also owns a 6 km railway line which is currently being leased to NPC cement and Karbochem.

#### **3.5.1.3 AIR**

A minor airfield located to the east of industrial area and serves the Municipal Area and some parts of South Africa as a charter services by private individuals. However there are funding processes by the KZN Treasury to upgrade the airport and start schedule flights with the 2016/17 financial year.

#### **3.5.1.4 MOVEMENT PATTERN**

Movement within Newcastle can be divided into two categories: movement that traverses the Municipal Area not having any settlement within the Municipal Area as a destination, and movement that takes place between destinations or settlements within the Municipal Area. With regard to the former, movements along the national road apply. For example, the N11 is used as the connecting route between Northern KwaZulu-Natal and Mpumalanga.

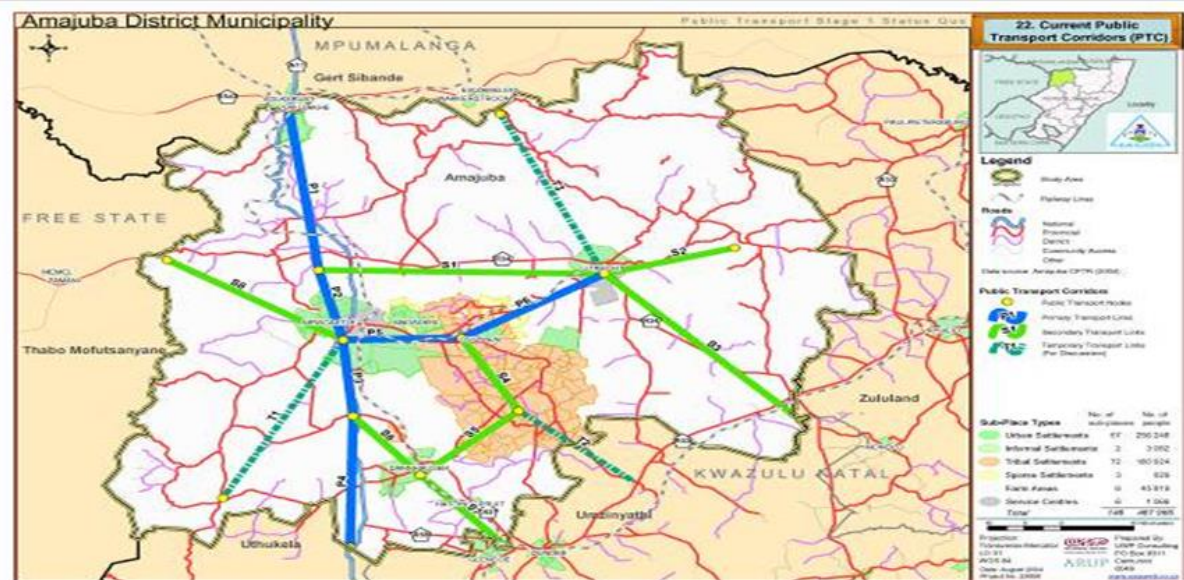
With regard to internal movement, a number of prominent routes can be identified. Firstly, there is a strong movement of people between Newcastle west and Osizweni, with Newcastle being the core area of the Municipal Area. Secondly, a strong movement axis exists between Madadeni JBC and Osizweni along the P483. Thirdly, a movement axis is found between the Newcastle CBD on other smaller settlements, such as Memel to the west and Ingogo, Charlestown and Volksrust to the north.

#### **3.5.1.5 PUBLIC TRANSPORTATION**

Public transportation basically follows the routes mentioned above (Para 2.2.1.2) of these, the route between Newcastle, Madadeni and Osizweni is the most prominent. With both road and potential

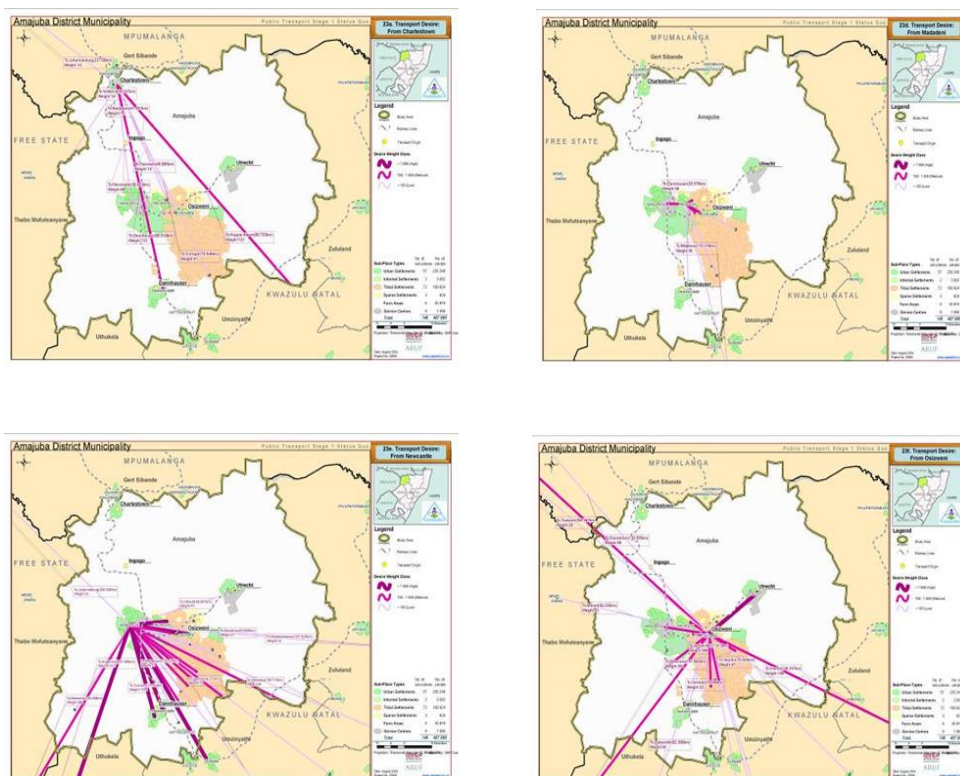
commuter rail infrastructure serving this movement axis, these settlements can be served by all modes of public transport (bus, taxi and commuter rail). A second prominent public transportation route is located between Newcastle and Charlestown along the N11. The modes of public transport available on this route are busses and taxis.

Figure 11 Current Public Transport Corridors in Amajuba District



The demand for public transport based on the Origin-Destination surveys conducted at the different public transport facilities throughout the Newcastle Municipality is also imperative to note. In terms of the Draft Amajuba PTP passenger desire lines are compiled using the sample gathered through the surveys at each public transport facility and factored to arrive at the population (number of passengers departing from each public transport facility). Figures 18a to 18d shows the public transport desire lines based on the O-D surveys conducted at the different public transport facilities within the Newcastle Municipality. The survey (sample) was then factored to arrive at the Desire Lines based on the population size. The population size is the actual number of passengers departing from the different public transport facilities during the survey period.

Figure 12 Desilines from Charlestown



The majority of public transport facilities in the Newcastle Municipality area is informal and requires serious upgrading. Table 12 below provides a summary of the state of the existing public transport facilities audited in Newcastle.

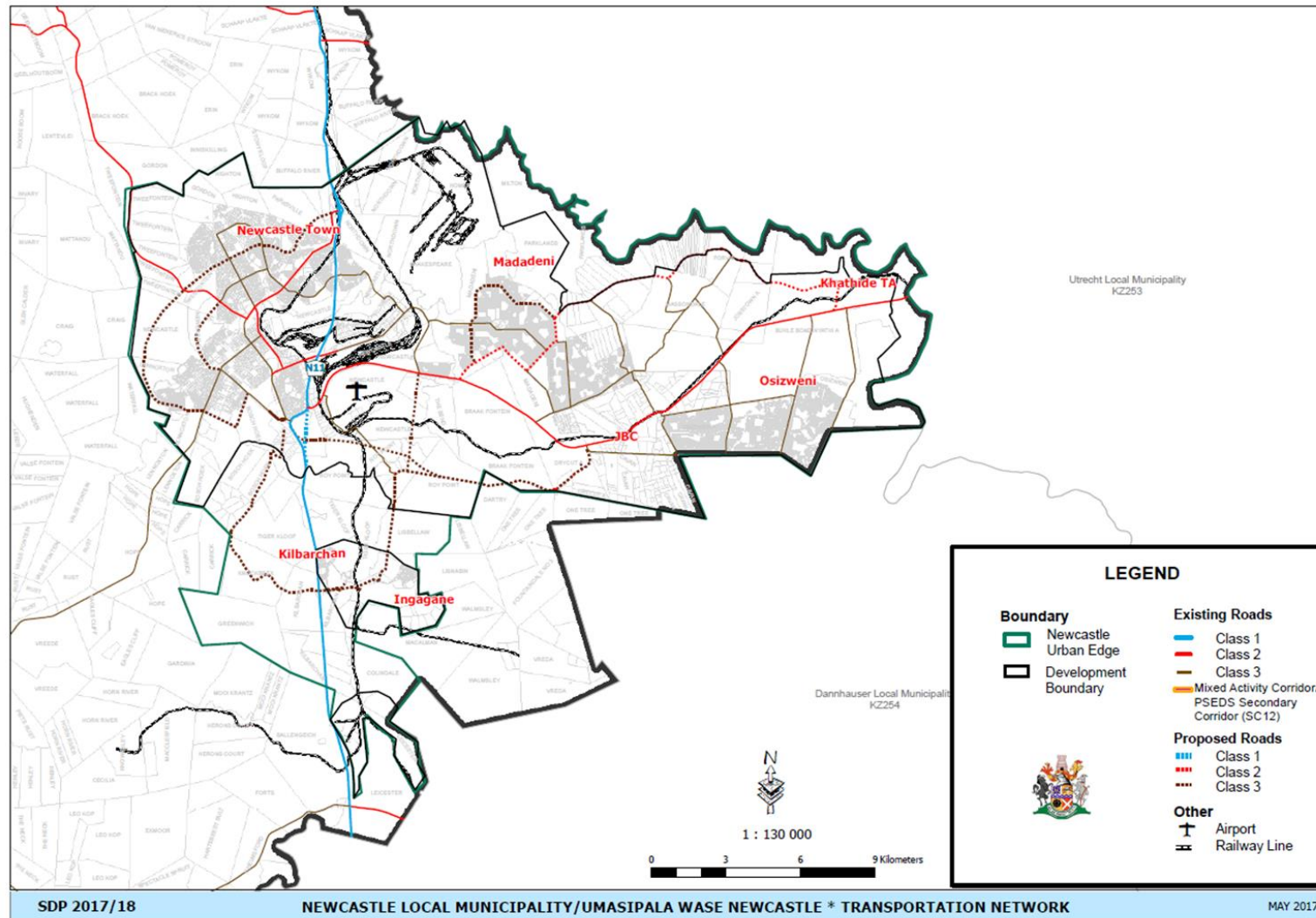
Table 17 Taxi Ranks

Facility Name – TAXI RANKS.	Status	Ownership	Location
Osizweni Formal Taxi Rank	Formal	Municipal	Off Street
Makhanya Informal Taxi Rank	Informal	Municipal	On street
Top Rank Informal Taxi Rank	Informal	Municipal	On street
9 Mile Informal Taxi Rank	Informal	Municipal	Off Street
Moyomuhle Informal Taxi Rank	Informal	Municipal	Off Street
Madadeni Sec 4&5 Informal Taxi Rank	Informal	Municipal	Off Street
Madadeni Shoprite Checkers Informal Taxi Rank	Formal	Municipal	Off Street
Madadeni Court Informal Taxi Rank	Informal	Municipal	Off Street
Newcastle Formal Taxi Rank	Formal	Municipal	Off Street
Charlestown Informal Minibus-Taxi Rank	Informal	Municipal	Off Street
Ingogo Informal Minibus-Taxi Rank	Informal	Municipal	Off Street
Macadam Informal Bus Rank	Informal	Municipal	Off Street

<b>Facility Name – TAXI RANKS.</b>	<b>Status</b>	<b>Ownership</b>	<b>Location</b>
Newcastle Formal Bus Rank	Formal	Municipal	Off Street

57% (203,9km) of roads in Newcastle being utilised by the public transport industry is unsurfaced. The highest number of vehicles in Amajuba is on the N11 south of Newcastle with high traffic volumes on the main provincial road P483 between Newcastle, Madadeni and Osizweni. The N11 between the P204 (turn-off to Dannhauser) and Newcastle carries in excess of 10 000 vehicles per day while the P483 carries between 5 000 and 10 000 vehicles per day. Specific recommendations regarding upgrading of facilities, development of transport corridors etc. to meet the demand of public transport is highlighted in the PTP.

Map 16 Transport Networks Analysis





### **3.5.2 WATER SERVICES**

Six pumping mains supply purified water to two bulk storage reservoirs, the Braakfontein and Hilldrop reservoirs. A combination of a 600mm diameter steel pipe, 375mm diameter asbestos cement pipe and 600 mm diameter GRP pipe supply the 78 MI Braakfontein reservoirs. The 29 MI Hilldrop Reservoirs are supplied through a 700mm steel pipe and 375mm asbestos cement pipe. Water from the Braakfontein reservoirs then feeds the following;

- A. Madadeni through a combination of various pipe sizes ranging from 800mm diameter to 200mm diameter
- B. 6 MI Blaauwbosch reservoir that in turn feeds Blaauwbosch
- C. The Waterval Reservoir and Ingagane
- D. Osizweni Township through a 3.85km long 450mm diameter AC pipe. The pipeline splits into two lines, one serves the 6MI reservoir at Blaauwbosch and the other serves the 2MI tower at Osizweni.

The Hilldrop reservoirs feed the Newcastle CBD, the suburbs and industrial areas. The JBO Node is fed from the Braakfontein reservoirs. The average consumption for the whole of Newcastle is estimated at 75MI/day. The consumption figures from the Braakfontein reservoirs are about 46 MI/day. The Braakfontein reservoirs therefore have adequate capacity for future expansion. The total unaccounted for water is very high and averages about 36%. Once this is addressed, additional capacity can be realized.

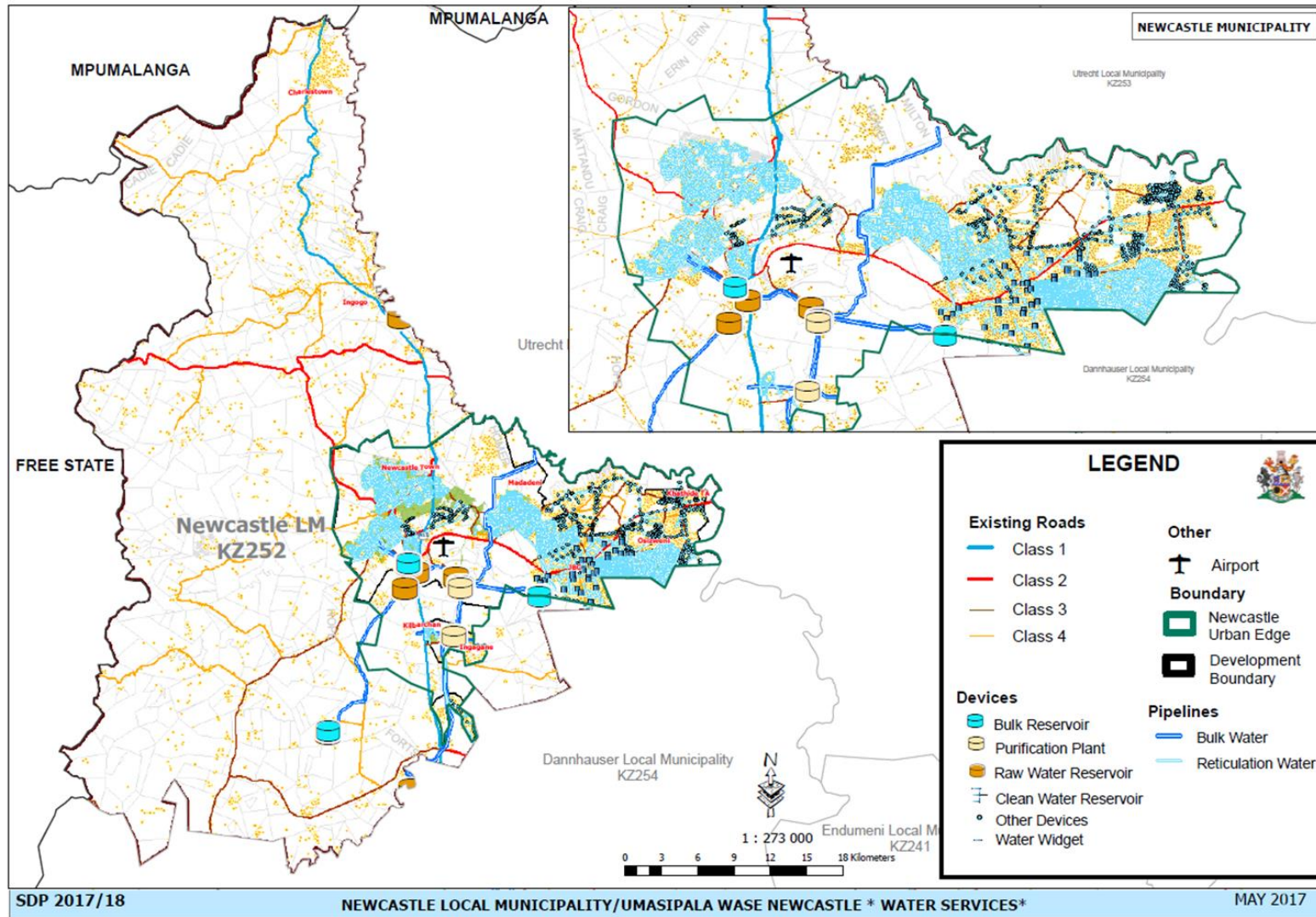
The increase in demand for the townships of Madadeni, Osizweni, Stafford Hill and Blaauwbosch including the Newcastle West area is necessitating the need for an additional 20MI reservoir at the Hill drop reservoir site including an additional 45MI reservoir for the Braakfontein reservoir site.

### **3.5.3 SANITATION SERVICES**

NLM face a number of challenges with regard to sanitation. One of the main problems is the need for a sewer master plan, which will enable the municipality to plan for future developments including addressing the backlogs in basic sanitation services. Other areas of concern are the lack of adequate sewer systems for 13 481 households that do not have waterborne sanitation. This need is especially evident in the MBO area.

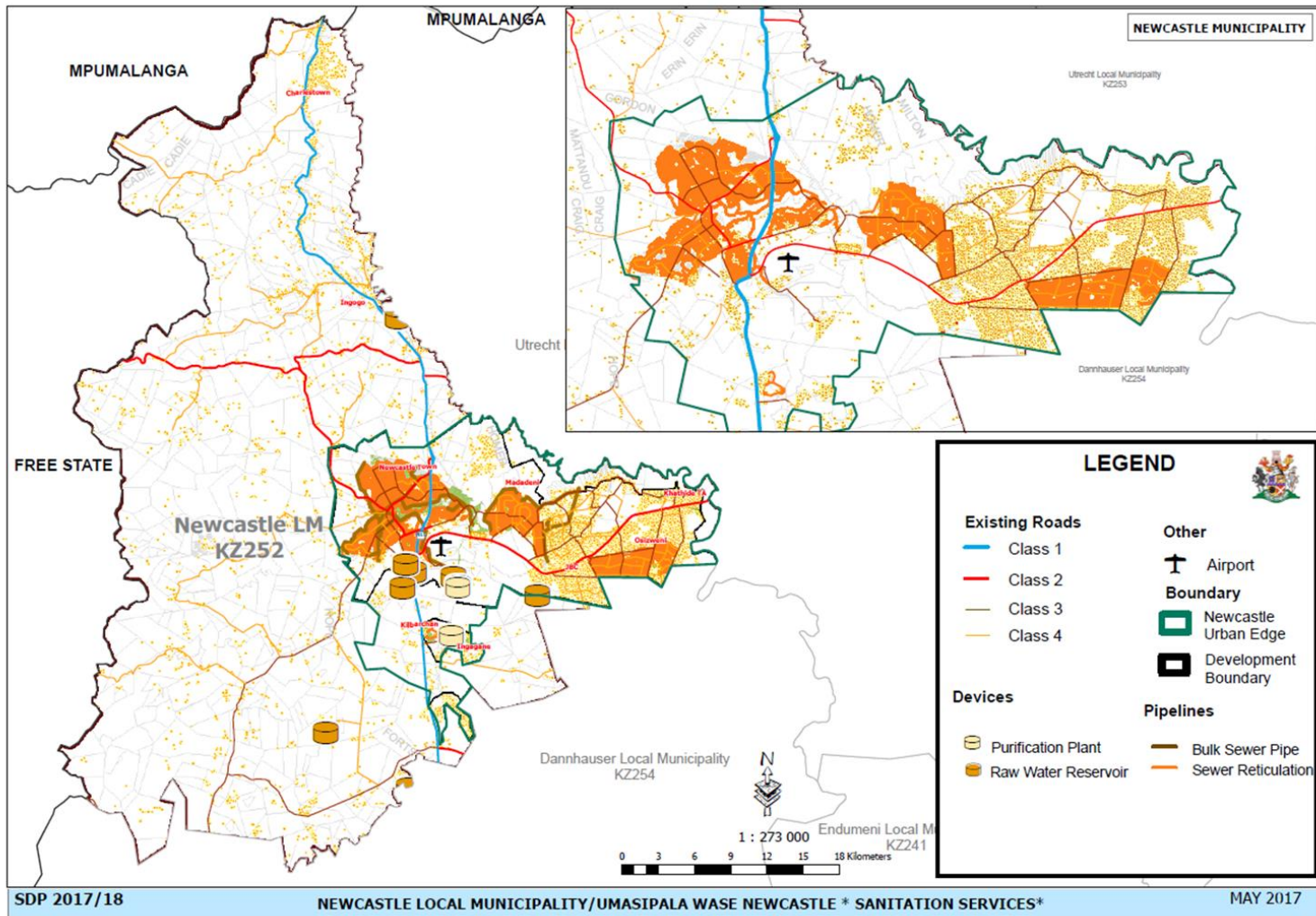
The absence of a Sewer Master plan does not allow for effective forward planning with regards to the impact of new developments and future areas to be provided with water borne sanitation. The new areas to be developed include Blaauwbosch and Viljoen Park. Stafford Hill has been provided with sewer reticulation where 8,000 existing VIP toilets are to be converted to flush toilets. Madadeni has water borne sanitation for all 15,000 households although the structures of 5,000 households are dilapidated and flush into the old conservancy tank system with the overflow of the tank connected to the sewer connection. In many cases the contents of the tank is exposed and a health hazard. The existing networks are in a fairly good condition with infiltration into the groundwater not seen as a problem. The reticulation in the higher income areas such as Aviary Hill is operating at full capacity as the density of the area increases, exceeding the maximum design flows of the networks. Investigations revealed that there were two properties in Lennoxton being serviced by the old bucket system. Septic tanks have since been provided for these properties.

Map 17 Water Services





Map 18 Sanitation Services



### 3.5.4 ELECTRICITY

Eskom supplies in the order of 125,000 KVA per month. An alternative energy source is provided by International Power South Africa (IPSA) from gas turbines. IPSA has resumed operations at its cogeneration plant at Newcastle. The 18MW combined heat and power plant is now supplying electricity to the national grid under a medium-term power purchase agreement with Eskom dated 26 August 2010. IPSA has successfully restarted operations at its cogeneration plant at Newcastle, following a final agreement on a gas supply contract with Spring Lights Gas. According to ESKOM, there is limited capacity in the Newcastle East to accommodate the planned housing and commercial development.

The municipality manages the electricity networks for the Newcastle West area (the CBD and surrounding suburbs). The outlying townships and rural areas are supplied by Eskom. The electricity backlog in NLM is estimated at 11.3%. In terms of electricity issues, the need to investigate pre-paid electricity in Newcastle license area is highlighted. Electricity metering and billing also needs to be addressed and is a priority for the municipality, as this will ensure the accuracy of consumer accounts. There is no electricity master plan and therefore long term planning is not in place from a capacity point of view. Electricity losses are currently estimated at 9%. Currently, Eskom is undertaking a study which will indicate the energy capacity required for NLM if we are to pursue with future developments. In addition, the Newcastle Municipality is investigating the viability of installing solar system in Normandien and some parts of Ingogo (portions where MV lines are far from houses). These areas were identified for non-grid electricity due to their locations and extreme high cost of building electrical infrastructure. The Department of Energy is keen to fund these projects.

The municipality sells about 93.5% of the bulk electricity that is purchased from Eskom while 6.5% run at a loss. In order to remedy the situation the municipality has begun with the auditing of electricity meters and the process was completed by end of June 2012. Hence, the issue of smart-meters is envisaged as a catalytic solution into this electricity loss challenges. However, it must be noted that the installation of smart-meters will cost the NLM an estimated amount of 80 million. In an attempt to address electricity backlogs, there are a number of ongoing electrification projects in the municipality. There are also a number of housing development projects where the project is implemented by the local municipality but are situated in the ESKOM area of supply. As such, close coordination and cooperation between these two entities are required. There are plans underway to take over the Eskom licensed areas in the East such as Madadeni and Osizweni in order to increase the revenue for the municipality. Provisions for capacity challenges are being addressed through the revised organogram in order to establish a new electricity department separated from Technical Services.

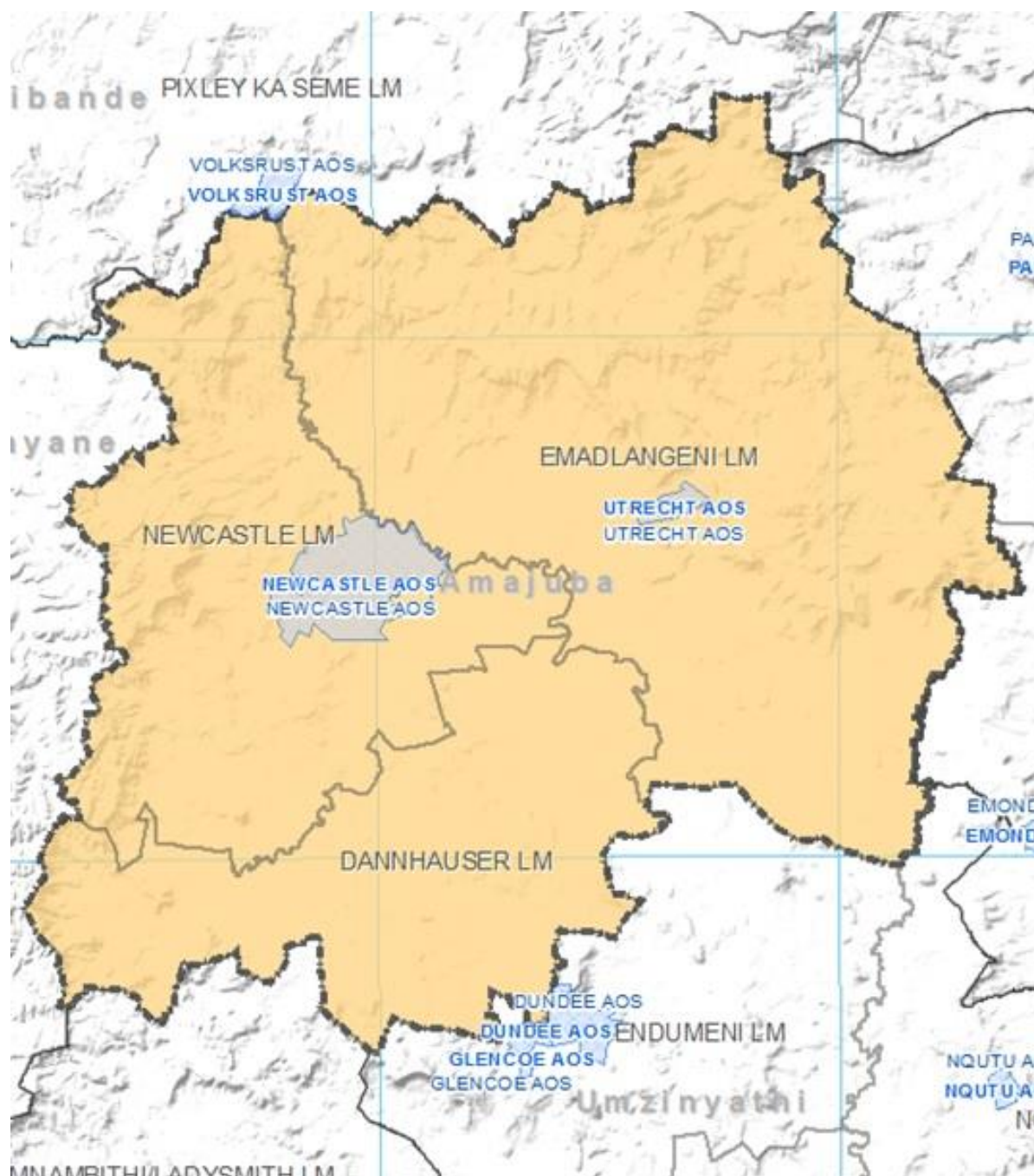
*Table 18 Electricity Supply*

Summary on access to services for households in NLM					
	2001		2007		2011
Formal dwelling units	59 421	+16.9%	69 462	+10.5%	76 771
Flush toilet connected to sewerage	40 136	+17.2%	47 060	-0.1%	47 023
Electricity for lighting	59 920	+5.7%	63 395	+15.9%	73 485
Piped water inside dwelling	20 281	+80.6	36 637	+15.0%	42 136
Refuse removed by Local Authority at least once a week	51 294	+10.5%	56 691	+5.6%	59 868

Refuse removed by Local Authority less often	529	-11.3%	469	-31.5%	321
Communal refuse	501	+86.5%	3724	-79.1%	775
Own refuse	15 890	-11.4%	14 072	+39.0%	19 564

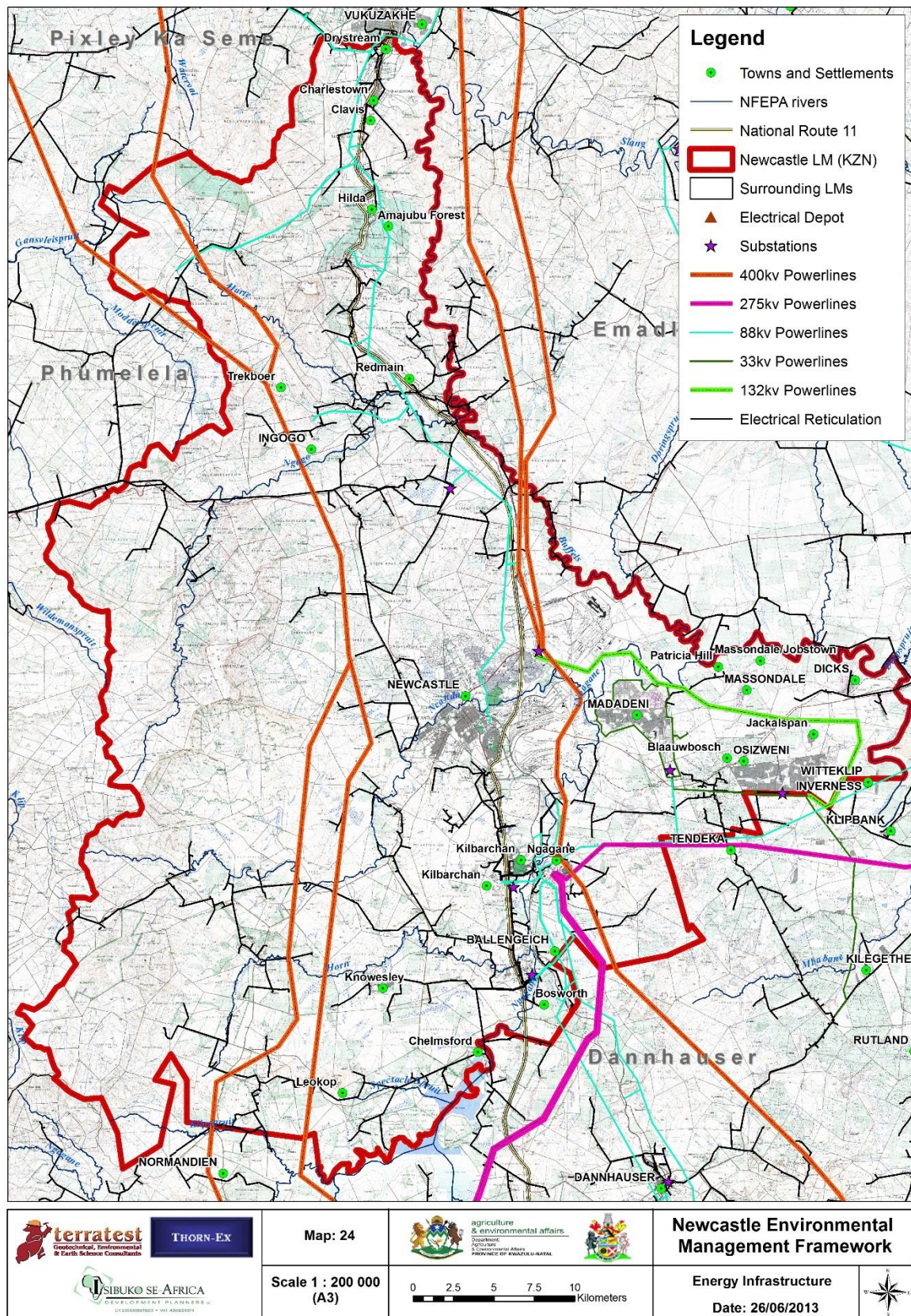
The map below depicts the Newcastle Municipality Electricity Licence Area.

Map 19 Newcastle Municipality Electricity Licence Area





Map 20 Electricity



### **3.5.5 WASTE MANAGEMENT**

The refuse removal service caters for Newcastle West and Madadeni/Osizweni area. There is however a backlog of 25.6% affecting mainly the informal and rural settlements. According to Newcastle Municipal Integrated Waste Management Plan (IWMP) Newcastle west and Newcastle east produces generates about 113 tons and 87.9 tons per day, and this is projected to increase to 123.9 tons and 97 tons per day in 2015 respectively. The projected growth is linked to projected population growth, and emphasises a need for environmentally friendly waste management practices. The municipality has initiated a process towards the identification and establishment of a new landfill site, whilst simultaneously addressing the closure and rehabilitation of the existing site. Detailed investigation is currently underway on the proposed new site. The Municipality prioritises to roll-out its infrastructure programmes and development initiatives within the urban edge. The municipality appreciates its shortcomings in supplying development expediently due to high water table which characterises our landscape.

The result of illegal dumping affects the other service sectors, as the illegally dumped waste blocks up storm water drains/manholes, which in turn results in damages to road infrastructure as water builds up at low points and causes flooding. The existing vehicle fleet managing waste of the municipality is satisfactory except for the vehicle used for the clearing of illegal waste which is old and has high maintenance costs. There is a need for law enforcement with regards to the illegal dumping and enforcement of bylaws.

#### **3.5.5.1 CURRENT WASTE GENERATION**

The Integrated Waste Management Plan (IWMP) of the Newcastle Municipality has been recently developed and is essential for the management of municipal solid waste (MSW). During the year 2004, a survey of landfill sites which was conducted by SiVEST from the Amajuba District Municipality, on behalf of the Provincial Planning and Development Commission, estimated that approximately 4 460 tons of waste was being disposed-off to the landfill every month making it approximately 53 520 tons/year based on estimates provided by NLM.

The IWMP from the Amajuba District Municipality (2003) estimates that approximately 103.3 tons and 79.6 tons of waste were generated from the Newcastle West and Newcastle East areas respectively per day for the year 2005. This implies a total of 182.9 tons per day for the combined area which is approximately 66 785.5 tons for the whole of 2005. Capita Waste Projections are used in order to quantify the amount of waste generated within Newcastle Municipality.

In terms of the KZN Department of Agriculture and Environmental Affairs, the following rates regarding the amount of waste generated within the Newcastle Municipality have been assumed:-

- Very poor areas (farm lands) – 0.03kg/person/day;
- Middle income – 0.35kg/person/day; and
- Middle to high income – 0.61kg/person/day.

With regards to the segments of the population that are designated as institutions, an average waste generation rate of 0.35kg/person/day is assumed.

#### **3.5.5.2 CURRENT WASTE COLLECTION**

Based on the figures presented on Table 20 below, it is notable that a high majority of households within the Newcastle's jurisdictional area (71.04%) have their refuse being removed by the local authority/private company at least once a week. This is followed by households who are in possession of their own refuse dump and they constitute 23.21% of the total number of households. A very low percentage (3.91%) of the total number of households within Newcastle does not have access to rubbish disposal.



Table 19 Refuse disposal for households in Newcastle.

Type of service	No. of Households	%
Removed by local authority/private company at least once a week	59 868	71.04%
Removed by local authority/private company less often	321	0.38%
Communal refuse dump	775	0.92%
Own refuse dump	19 564	23.21%
No rubbish disposal	3 300	3.91%
Other	444	0.54%
Unspecified	-	-
Not applicable	-	-
<b>Grand Total:</b>	<b>84 272</b>	<b>100%</b>

Source: Stats SA, 2011

### 3.5.5.3 LANDFILL SITE

The refuse removal service caters for Newcastle West and Madadeni/Osizweni area. The majority of the households in Newcastle (71.04%) have access to refuse removal by the local authority/private company at least once a week which may be deemed as adequate refuse removal services. About 24.5% of the total number of households within Newcastle have access to inadequate levels of refuse removal services which ranges from households with only access to communal dumps, those that have access to their own refuse dump, and those that have their refuse being removed by the local authority less often. 3.91% of the total number of households have no access to any form of refuse removal what-so-ever. It is projected that per day waste generation will increase to 123.9 tons in the Newcastle West area and 97 tons in the Newcastle East area in 2015. The projected growth is linked to the projected population growth, and emphasises a need for environmentally friendly waste management practices.

The Newcastle Waste Disposal Site (WDS) is nearing the end of its lifespan and the process for developing a new disposal site is well underway with operations on the current waste disposal site projected to close in the year 2017. The current waste disposal site has been in operation since the year 1971 even though the operating permit was obtained in 1994. According to the permit, the site is a Class 2 disposal site.

The current waste disposal site accepts the following waste streams:-

- Domestic waste;
- Garden waste;
- Construction waste; and
- Commercial waste.

Commercial waste includes the waste that is generated by retail outlets and other related establishments. The waste disposal site also accepts hazardous waste discarded as part of the general waste stream in the form of oil cans from petrol stations, batteries, weedkillers etc. However,

relatively small quantities thereof and their co-disposal with general waste reduces their concentration and consequently their significance.

In terms of the operation of the waste disposal site, the trench method is used whereby waste is deposited in large excavations for landfill purposes. Daily cover material of 150mm is spread over the waste and compacted according to the motivation report for the operating permit application. Each cell is covered with a 1 meter depth of soil after it is filled with waste.

There is no formal pipework for leachate collection within each cell. Polluted and unpolluted stormwater runoff is collected in a cut of trench downstream of the waste pile. The cut off trench is unlined, and flows to a retention pond at the southern end of the site. The pond is not fenced off and is also unlined. Unpolluted stormwater emanating upstream of the site is collected via the road drainage system and does not flow onto the site. Three existing groundwater monitoring boreholes were present on the site. Two are operational whereas one is not functional.

#### **3.5.5.4 WASTE STREAM ANALYSIS**

The data from the waste stream analysis of the Newcastle Waste Disposal Site produce data that could be used to generate a waste of this incoming MSW stream that was captured. It is acknowledged and accepted that some variability or inconsistency in the results is expected due to the duration of sampling, number of samples and seasonal variation, however with the limited time and resources.

Consumption habit of high income groups include the purchasing of pre-prepared, packaged, take away and convenience foods producing more packaging wastes such as paper, plastic and glass which all contribute considerably to the recyclable fraction of both rural and urban waste stream. Waste Stream Analysis for Newcastle demonstrated that yes the percentage was the highest of recyclables among the high income however there was not much difference between all income groups.

Proportions of biogenic waste across all residential/household waste streams were consistent as well with their biogenic waste. The High income generating 35%, the middle income generating 30% and the low income generating 28%.

The recyclable metal consisting of beverage cans and perishable cans stemmed from the low income group having a percentage of 10%, middle income 5% and high income that of 7%. A large percentage of beverage cans are recovered from the waste disposal site by informal recyclers on site.

#### **3.5.5.5 AIRSPACE REQUIREMENTS /COMPACTION DENSITY REPORT**

Using the waste disposal information available for the landfill, a project of the airspace requirements were calculated from 2015.

The projections were based on a waste disposal growth rate of 2% as indicated by the population growth rates. The results are tabulated below:

*Table 20 Projected airspace requirement for the existing Newcastle WDS*

	Historical Waste Disposal Quantity (tonnes/annum)	Airspace Requirement (m <sup>3</sup> /annum)	Projected Airspace Requirements (m <sup>3</sup> / annum)			
	2015	2015	2016	2017	2018	2019
2% year on year growth	68.900	114.833	117.130	119.473	121.862	124.299



Cumulative volumes from June 2015		68.326	187.798	309.660	433.960
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The above calculation is based on the following assumptions:

- The waste received at the landfill site, that 20% is pre-compacted on the truck and 80% is not compacted.
- The waste that is not compacted holds a waste density = 0.15 tonnes/m<sup>3</sup> and received pre-compacted waste density = 0.4 tonnes/m<sup>3</sup>
- Waste to be compacted to 0.6 tonnes/m<sup>3</sup> when placed in the landfill cells, by compacting with a steel wheeled compactor which is on site.

#### **3.5.5.6 ILLEGAL DUMPING**

The result of illegal dumping affects the other service sectors, as the illegally dumped waste blocks up storm water drains/manholes, which in turn results in damages to road infrastructure as water builds up at low points and causes flooding.

The existing vehicle fleet managing waste of the municipality is satisfactory except for the vehicle used for the clearing of illegal waste which is old and has high maintenance costs. There is a need for law enforcement with regards to the illegal dumping and enforcement of bylaws.

#### **3.5.5.7 FUTURE WASTE PROJECTS**

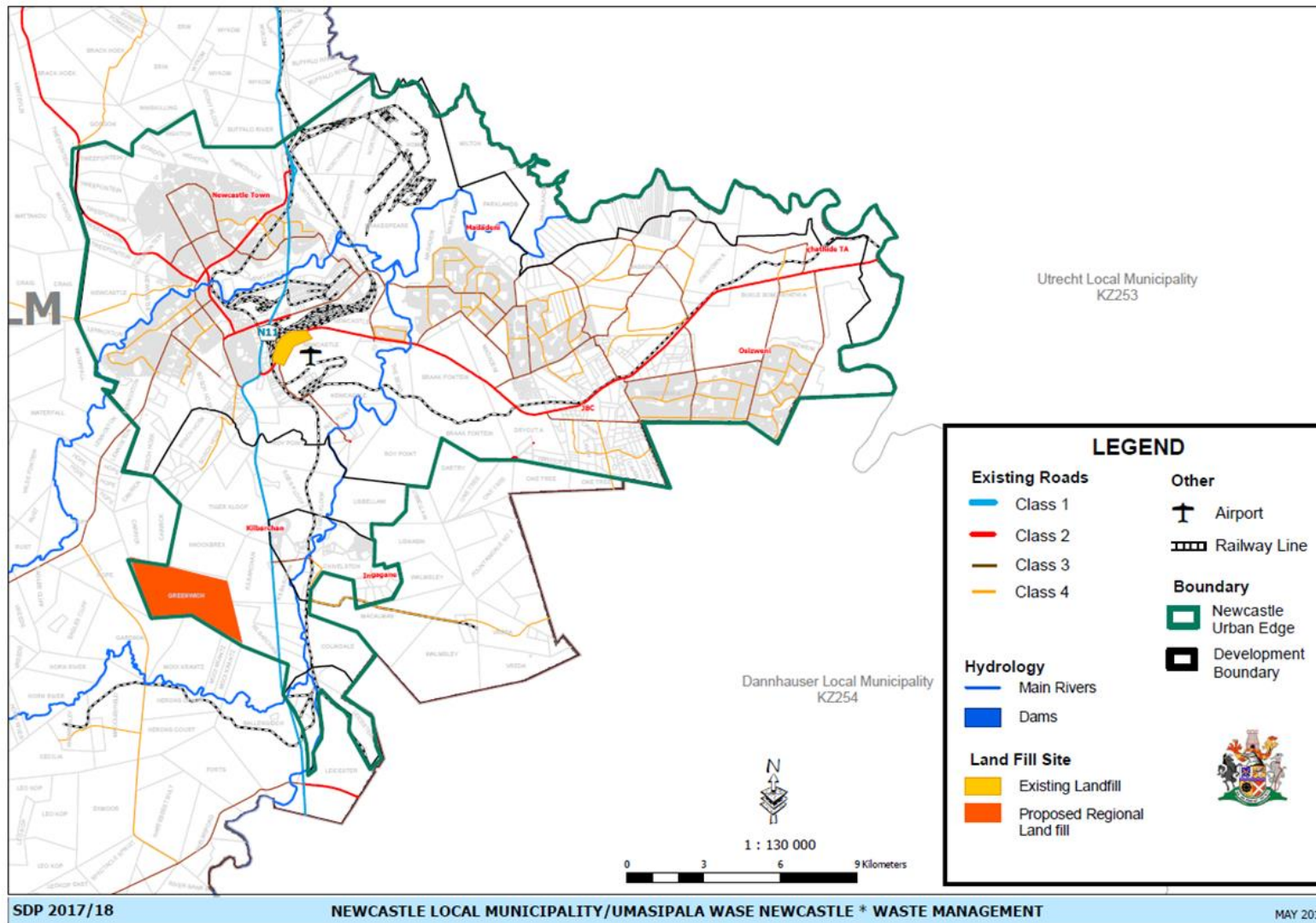
Through co-operatives and the Local Economic Development Department, the waste tyre pyrolysis plant with a guaranteed feedstock of 30 tons of waste tyres per day is conclusively a viable project for pyrolysis.

The establishment of a Materials Recovery Facility and encouraging more waste recycles processing plants will reduce the amount of waste entering the landfill site thereby increasing the lifespan of the site

The Development of the New Landfill Site is one of the most crucial developments within the municipality considering that the existing site is fast reaching its design capacity.

A feasibility study for other waste to energy opportunities should be undertaken.

Map 21 Waste Management



### 3.5.6 HOUSING

The mining and industrial sectors, constituting the primary economic sector and employment in Newcastle, have had a large impact on the housing sector. Although pro-active planning has contributed greatly towards the provision of housing in the Municipal Area over the years, there remains a historic housing shortage, which puts pressure on demand for housing within the Municipal Area. In response to the demand for housing, the planning of large-scale township, such as KwaMathukuza, was undertaken in recent years to ultimately provide affordable housing on a large scale within the Municipal Area.

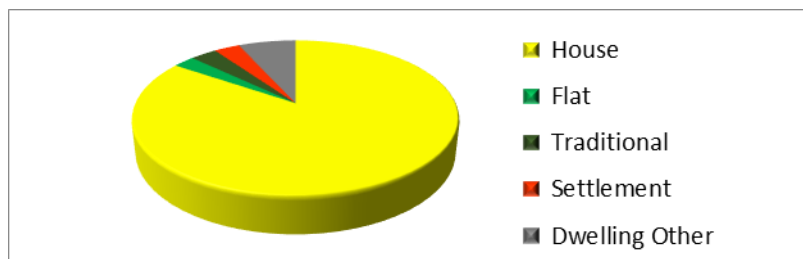
#### 3.5.6.1 TYPOLOGIES

The South African Census 2011 provides information with regard to the state of housing within Newcastle. This information is summarised in Table 18.

Table 21 Number of Dwellings

DWELLING TYPE	
House	71131
Flat	2166
Traditional	2641
Settlement	2567
Dwelling Other	5757

Figure 13 Dwelling Type



According to Table 18, there are roughly 71 131 formal housing structures, located on a separate and formal stands, exist within the Municipal Area. This constitutes 84% of the housing stock within the Municipal Area.

#### 3.5.6.2 HOUSING NEED

95% of the population resides in the urban part of the municipality. Nearly, 60% (195 216) of Newcastle Municipality population resides within eastern settlements along P483. These include the townships of Madadeni and Osizweni, the peri-urban settlements of Johnston, Blaauwbosch and Cavan, and the rural settlements of Khathide and Drycut. Rural areas dominated mainly by the extensive agricultural farms account for only 5% of the population. It therefore, follows that housing need in the Newcastle Municipality area is concentrated in the urban areas, and occurs as follows:

- A. Informal settlements are located in close proximity to areas of job opportunities or areas with access to basic needs and transportation. Settlements such as Siyahlalala indicated a need to create housing opportunities close to areas with higher concentration of employment opportunities.

- B. Peri-urban settlements located in the JBC area. The area is poorly provided with basic services and public facilities, yet is one of the areas that have experienced high levels of population growth over the last few years.
- C. Settlements located within Ubuhleбомzinyathi area which is fast degenerating into urban slums. The majority of these areas are located to the north of Osizweni Township and the JBC area.

The housing sector plan (HSP) estimates housing backlog at between 19000 and 30000 units and a Housing Waiting list of 32 000 people. The current projects indicated in the HSP, suggests that the majority of housing need is in the Madadeni/Osizweni (MBO) and JBC complex, which is currently expanding outwards. The housing need is evident in the quality of the existing structure, poor access to basic services and unsecured land tenure. It also relates to the consequences and impact of urbanization and the inflow of people into the urban areas of Newcastle. In order to address the housing need within the MBO complex and Newcastle town need to be integrated and the quadrant between the P483 and the N11 must be unlocked for housing development. (Refer to Housing Projects Map)

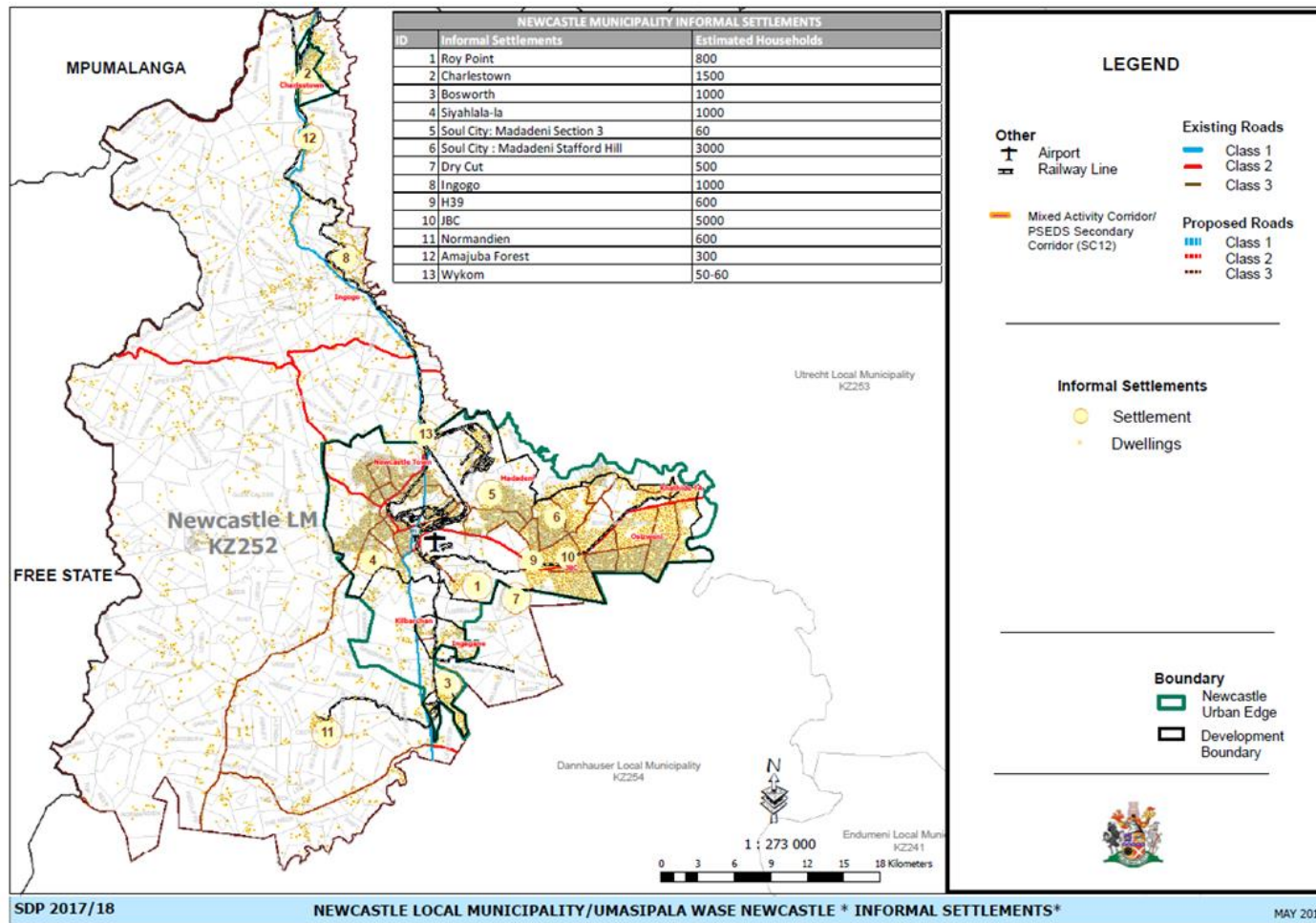
As indicated on table 13 below, informal settlement is one of the key challenges facing the NLM. The total demand for dwelling units (in informal settlements) can thus be calculated at approximately 19 000 units (this figure could however be much higher/lower depending on the number of households for the JBC Informal Settlement).

Table 22 Informal Settlements

SETTLEMENT NAME	NR OF HOUSEHOLDS	POPULATION SIZE	EXTENT	ROAD NETWORK	SANITATION	WATER	REFUSE REMOVAL	ELECTRICITY
Roy Point Informal Settlement	800	1000	50ha	None	Pit Latrines	None	None	None
Charlestown Informal Settlement	1500	6000	56ha	None	Pit Latrines	None	None	None
Bosworth Informal Settlement	500	3500	NA	None	Pit Latrines	None	None	None
Siyahlalala Informal Settlement (Fairleigh)	1000	5500	84ha	None	None	4 Stand Pipes	None	None
Soul City Madadeni Section 3	60	300	NA	None	VIP	Stand Pipes	Collected	None
Soul City : Madadeni Stafford Hill	3000	4500	NA	None	Pit Latrines	4 Stand Pipes	None	Eskom
Dry Cut Informal Settlement	500	2500	NA	None	Pit Latrines	4 Stand Pipes	None	None

SETTLEMENT NAME	NR OF HOUSEHOLDS	POPULATION SIZE	EXTENT	ROAD NETWORK	SANITATION	WATER	REFUSE REMOVAL	ELECTRICITY
Ingogo Informal Settlement	600	3000	NA	None	Pit Latrines	None	None	None
Inggayizivele Informal Settlement	600	3000	NA	None	Pit Latriness	None	None	None
JBC Informal Settlement	NA	45191	2408ha	Access Roads	Pit Latrines	Stand Pipes	None	Eskom

Map 22 Informal Settlements



### **3.5.7 BASIC SERVICES AND INFRASTRUCTURE IMPLICATIONS**

Although Newcastle Municipality has good infrastructure expanded across the town, the lack of maintenance thereof is detrimental. Access to basic services is one of the main elements of socio-economic wellbeing of an area. The status of the physical and economic development level of a community such as that of Newcastle Municipality is often measured based on the provision and quality of infrastructure for technical services, i.e. access to roads, electricity, water and sanitation. These are found to be a huge challenge for Newcastle Municipality as a whole whereas the Newcastle town suffers from maintaining of existing services while rural areas have no basic services at all. In addition, the Newcastle Local Municipality is challenged with the maintenance and development of basic road and storm water infrastructure to serve the local community, particularly in the Newcastle East (Madadeni, Blaauwbosch and Osizweni).

This will be severely constrained by limited financial resources. Public transport plays an important role in the economy of Newcastle and deserves some attention in the planning efforts of the municipality.



## 3.6 SOCIAL FACILITIES

Newcastle has a well-developed social infrastructure network, providing educational, health and other essential social services. The educational infrastructure comprises schools, from pre-primary level, through primary level and high school level as well as tertiary institutions. The distribution and locality of various public social facilities is illustrated on the attached Social Facilities Maps at the end of this Section.

### 3.6.1 EDUCATION

Table 23 Crèche

Population Threshold	Site size	Access Distance	Detailed Site Size	Sharing and clustering
<b>Crèche: Provides a programme for the care of more than six young children - can include day-care Centre, crèche, nursery school, plays school and after-care.</b>				
<b>5000</b>	<b>3.5m<sup>2</sup> per child</b>	<b>2 km</b>	<b>Indoor play area – at least 1.5 m<sup>2</sup> per child; Outdoor play area – 2 m<sup>2</sup> per child; If there is no outside space, 1 m<sup>2</sup> per child must be added to indoor area; Where crèches have small play area, they should preferably be in close proximity to open play areas/parks; If over 50 children enrolled full day then separate office, sickbays and staffroom required</b>	<b>Community Precinct, Other education institutions</b>

Access to education facilities seems to be generally good. The municipality is developed with about 118 schools including both primary and secondary schools. This can be broken down further as follows:

- A. 10 combined schools;
- B. 12 junior primary schools;
- C. 7 senior primary schools;
- D. 55 primary schools;
- E. 34 secondary schools.

The average size of schools, taking into consideration the amount of the population of a school going age, is 995. Planning standards for education facilities reveal that in terms of threshold, NLM should have between 90 and 120 primary schools to accommodate the population size. There is thus a need for additional primary schools.

Table 24 Secondary & Primary School

Population Threshold	Site size	Access Distance	Detailed Site Size						Sharing and clustering
Secondary School: <b>Public and non-public schools offering Grades 8 - 12 (age group 13 - 17)</b>									
<b>6000-10000</b>	4.8ha, if sharing community sports field, then 2.6ha	5km	Type	Min No. of Learners	Max No. of Learners	N. of Classes/ grade	Min Site Size (Includes Sports Field- 0.9ha)	Optimum Site Size (Includes Sports Field- 1.8ha)	Library, primary school, another secondary school, tertiary education/trade schools, community hall, sports stadium, local sports fields, parks, swimming
			Small	200	400	2	2.6	3.9	
			Medium	401	600	4	3.2	4.6	
			Large	601	1000	5	4.0	5.5	

									pool, urban agriculture, primary health care centre, worship centre.
<b>Primary School: Public and non-public schools offering Grades R-7 (age group 5 - 12)</b>									
<b>3000-4000</b>	2.8ha, if sharing community sports field, then 1.4ha	5km	Type	Min No. of Learners	Max No. of Learners	N. of Classes/grade	Min Site Size (Includes Sports Field-0.9ha)	Optim um Site Size (Includ es Sports Field-1.8ha)	Library, another primary school, secondary school, community hall, local sports fields, parks, swimming pool, urban agriculture, primary health care centre, worship centre
			Small	135	310	1	0.9	3.2	
			Medium	311	620	2	2.8	4.4	
			Large	621	930	3	3.5	6.2	

Source: Provincial Planning & Development Commission

The application of planning standards in respect of secondary schools indicates that between 36 and 60 secondary schools are needed. The number of schools in the area seems to be adequate, but the quality of each facility and the teacher pupil ratios are important aspects which must be borne in mind for future planning and development in the area.

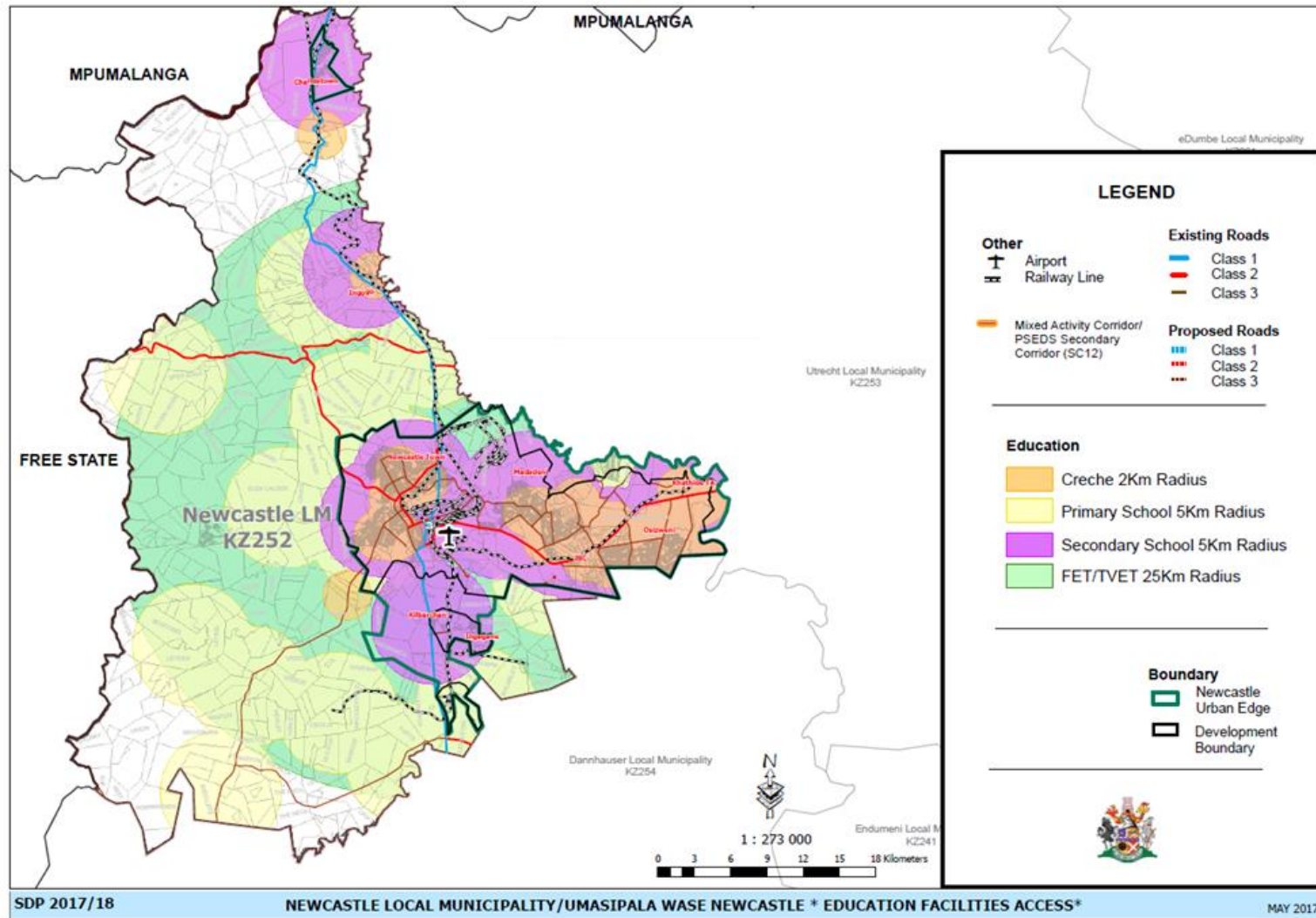
Table 25 ABET & TVET

Population Threshold	Site size	Access Distance	Detailed Site Size	Sharing and clustering
<b>Further Education- ABET and Skills training: Further Education and Training (FET) Colleges (responsibility of provincial government) and Adult learning centres, Adult Basic Education and Training (ABET), also private sector involvement.</b>				
<b>Variable</b>	1ha-Dependant on demand	ABET: 25km Large Institutions: 20km Universities: ≤ 200km		Library, secondary school, community hall, indoor sports hall, sports stadium, local sports fields, district and regional parks, swimming pool, urban agriculture, primary health care centre.

Tertiary education facilities include the old Madadeni College of Education (which is now used as a College for Further Education and Training), the Majuba FET (Newtech Campus), Majuba College FET, and Majuba FETC (MTC Campus).

There are approximately 48 early childhood educational facilities within NLM, which is spread throughout the municipal area. The crèches in the area operate from either a dedicated facility, community facility or a home.

Map 23 Educational Facilities



### 3.6.2 PROTECTION SERVICES

There are seven permanent police stations in NLM and one satellite station. Services offered range from child protection, serving the community and domestic violence.

Table 26 Protection Services

Population Threshold	Site size	Access Distance	Detailed Site Size			Sharing and clustering
Fire station: <b>Structure or area for storing fire-fighting apparatus (vehicles and other equipment), and where fire-fighters are stationed. May include limited dormitory facilities and work areas such as meeting rooms, workshop, practical training areas, gymnasium, etc.</b>						
60000	0.3-1.2ha	8-13 minutes response time. Bakkie pumps and part time volunteers rather than fixed stations	Risk Category	Broad Land Use	Response Time	Cemetery, Hospital , police station
			A-High	CBD, Extensive Commercial & Industry	8 minutes	
			B-Moderate	Ltd CBD, smaller commercial or industry	10 minutes	
			C-Low	Vegetation and Limited Buildings	13 minutes	
Police Station: <b>A building which accommodates police officers and other members of staff of SAPS or the Metro police. Often contains offices, temporary holding cells and interview rooms and may provide living quarters for personnel on-site.</b>						
25000	0.1ha-1.0ha	8km urban area, 15km peri-urban area & 24 km rural area				Cemetery, Fire station

Newcastle Municipality participates in crime policing forums through the Office of the Speaker. The NLM is in the process of installing the CCV cameras to the CBD, industrial areas, and suburbs and in the townships of Madadeni and Osizweni in order to fight against crime. Special attention is given to hot spot crime zones identified by the SAPS through the installation of high mast lights. These include Eskom licensed areas in the townships and rural areas. The objective is to have a free crime municipality whereby all residents enjoy their lives without fear or intimidation.

### 3.6.3 HEALTH CARE FACILITIES

There are approximately twelve mobile clinics that serve the municipality and 10 permanent clinics. The backlog is mainly in the Newcastle East where the majority of the population lives. At least three hospitals are found within Newcastle Municipality. Two are located in Newcastle town while the other is in Madadeni Township. While Madadeni Hospital serves the district function, Newcastle Hospital is classified as a Provincial Hospital and provides service to the whole of Amajuba District and the surrounding areas.

Emergency Rescue Services (EMRS) is located in Madadeni. The Newcastle Private Hospital is the only private hospital within the municipal area.

Table 27 Health Care Facilities

Population Threshold	Site size	Access Distance	Detailed Site Size	Sharing and clustering
Primary Health Clinic: <b>An appropriately equipped permanent facility (government or private) at which a range of primary health care services are provided for at least 8 hours per day and 4 days per week.</b>				

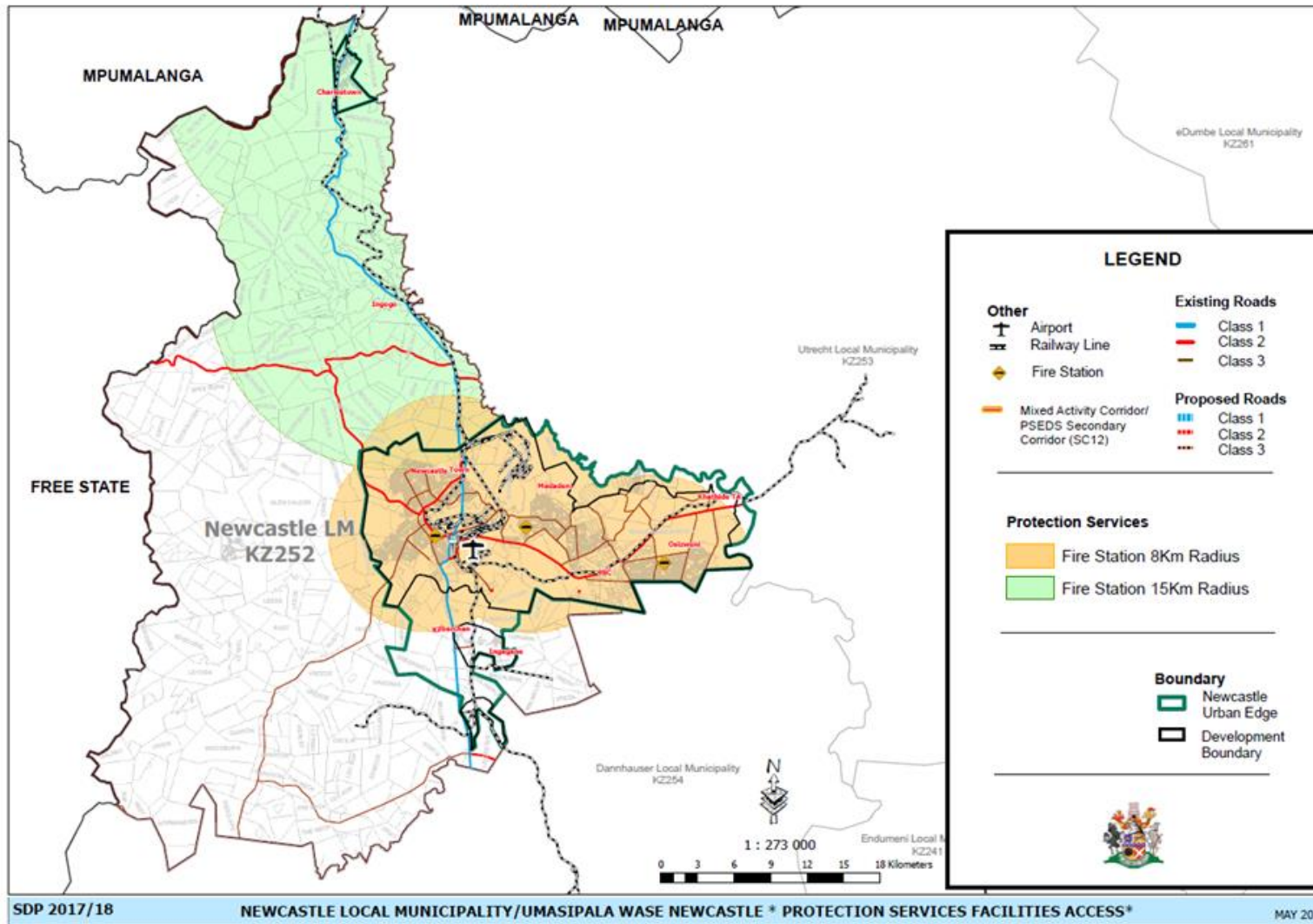
**Mobile and satellite clinics may supplement these static clinics in areas where the threshold is less than 5 000 people as a temporary measure but their space/land requirements are more flexible and are thus not dealt with here.**

<b>5000</b>	0.2ha - 1.0ha	90% of population served within 5km. Mobile or satellite clinics may be used if the demand is low.	Small to Medium	0.2 ha	5000-20000	Library, Primary school, Secondary school, tertiary education, community hall, indoor sports hall, parks, urban agriculture and a hospital
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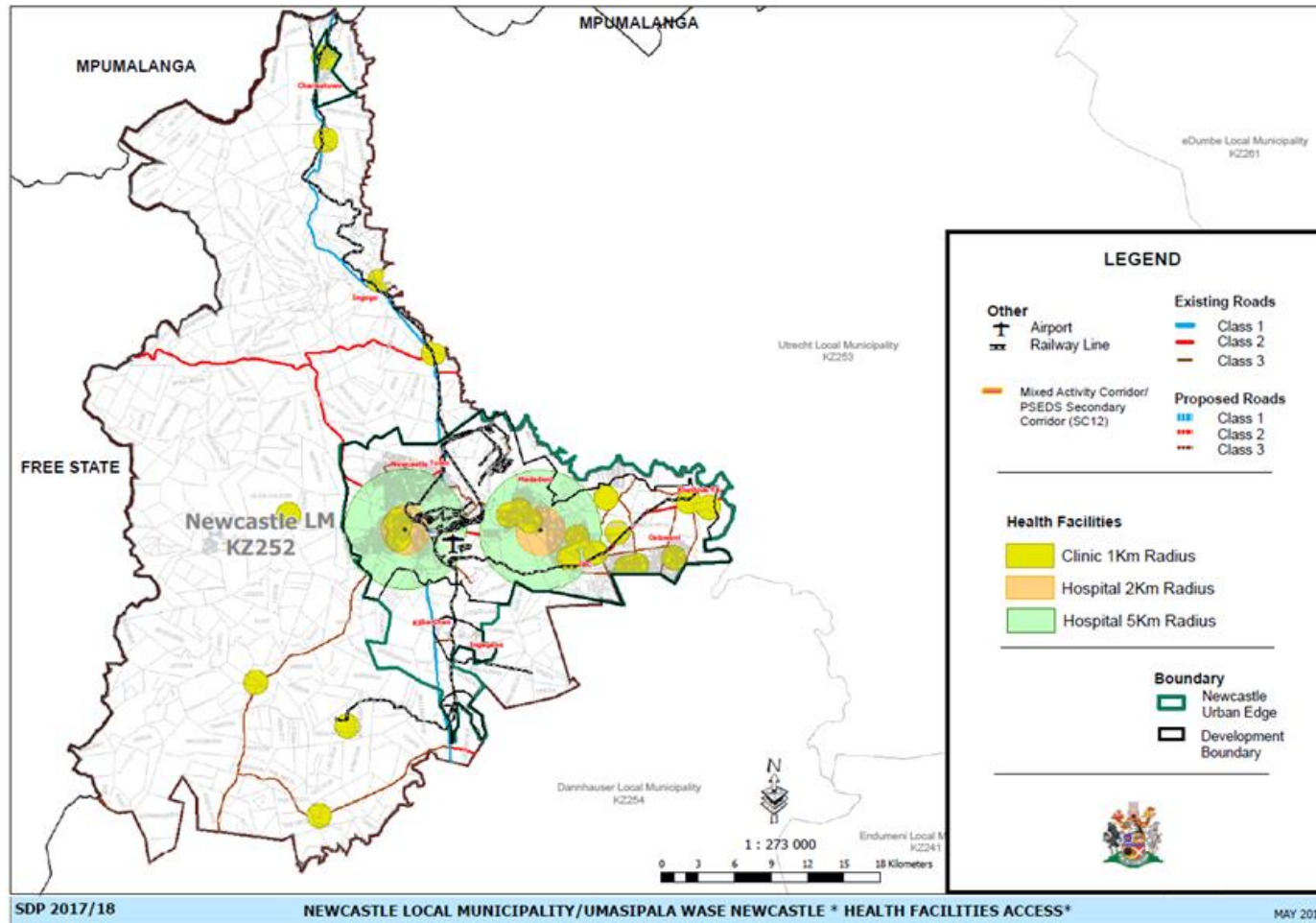
Source: Provincial Planning & Development Commission.



Map 24 Protection Services



Map 25 Health Care Facilities



### 3.6.4 OPEN SPACES

Newcastle Municipality is responsible for protecting environmentally sensitive areas within the Municipal Area from exploitation and damage due to direct or indirect urban development. The primary environmental elements that need to be protected are mountains, ridges and water sources. This responsibility is shared with other governmental institutions, such as the Department of Environmental Affairs and Tourism and the Department of Water Affairs and Forestry, especially where proclaimed nature reserves and dams are concerned.

Topographical features, water sources and protected areas, primarily define the natural landscape of Newcastle. These natural features include the following:

- A. The Drakensburg range to the west and the Amajuba Mountain to the north, with a slight plain on which the town of Newcastle is built,
- B. Various river systems, most notably the Ncandu River, and
- C. Key dams, including Chelmsford Dam and Amcor Dam.

### 3.6.5 COMMUNITY HALLS

The municipal area has a total number of nine community halls. Two of these are administered by the district municipality, while the other seven are administered by NLM, namely;

- A. Madadeni Community Hall;
- B. Osizweni Community Hall;
- C. Charlestown Community Hall (Rebuild);
- D. Richview Community Hall;
- E. Fairleigh Community Hall;
- F. Newcastle Farmers Hall; and
- G. Newcastle Town Hall.

Table 28 Community Halls

Population Threshold	Site size	Access Distance	Detailed Site Size		Sharing and clustering
Community Hall: Centre or hall for holding public meetings, training, entertainment and other functions and having a variety of facilities such as a kitchen, toilets, storage space, etc. which should be provided at nominal rates for hire, with rentals tied to socio-economic status of area to provide affordable service.					
10 000-60 000	0.2ha-0.5ha	10km - 15km	Grade	Population Threshold	Library, primary school, secondary school, tertiary education/trade schools, indoor sports hall, sports stadium, a local sports field, neighbourhood, district and regional parks, swimming pool, primary health care centre, fire station, worship centre.
			A	60000	
			B	30000	
			C	20000	
			D	15000	
			E	10000	

There is a need for additional about 16 halls based on the size and geographic spread of the population. At the moment the majority of the ward Councillors are using the tents to convene their public meetings. This is not financially viable as the price for the hiring of tents is becoming exorbitant. Development of multi-use community facilities which may serve as pension-pay-points, indoor sports facility and place of assembly should be investigated. In view of the above, Newcastle Municipality is investing R14 million towards the construction of Blaauwbosch Multi-purpose Centre/Service Delivery Centre (SDC) that will include the JBC Community Hall.

### 3.6.6 LIBRARIES

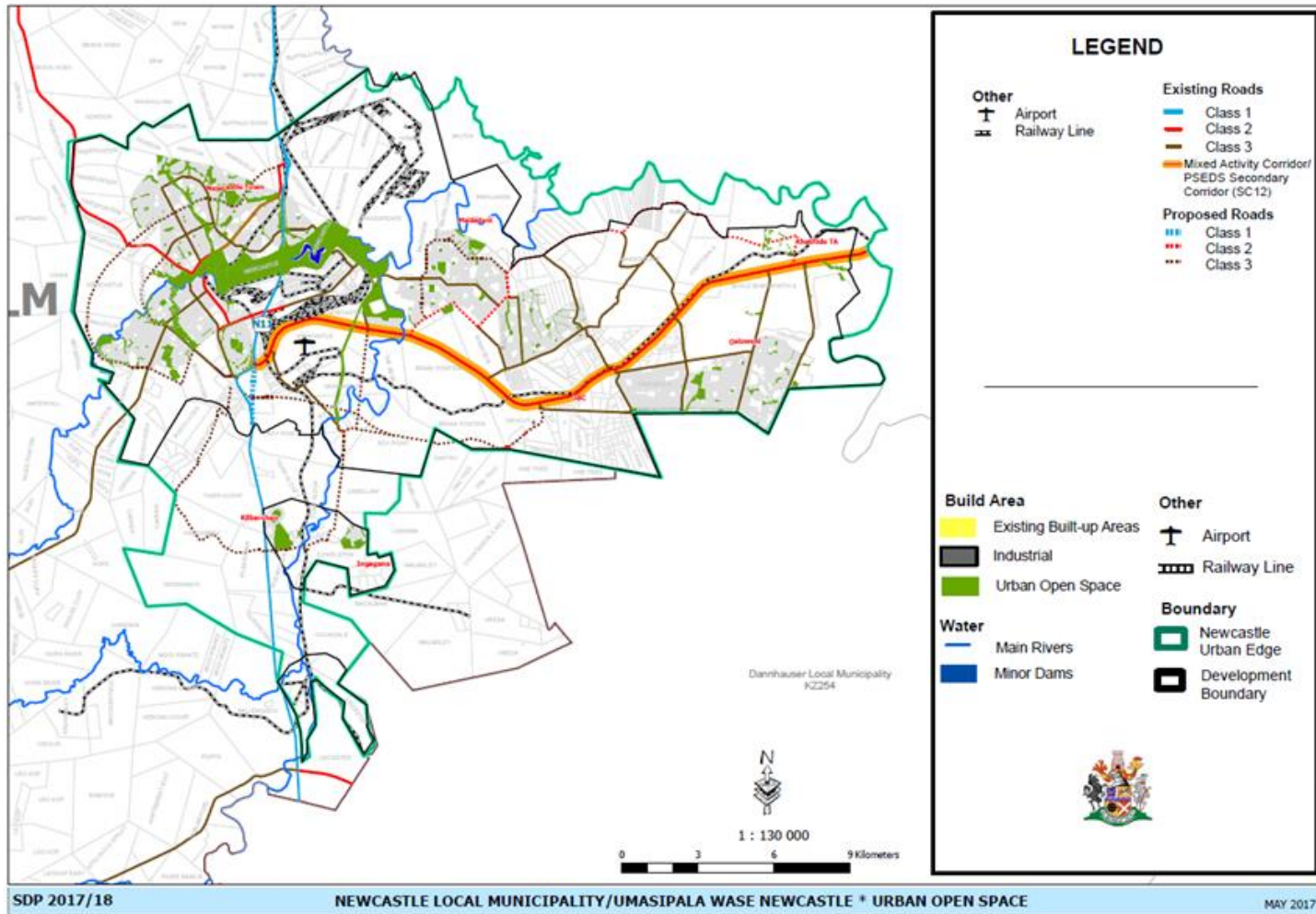
Newcastle has six libraries, located in its area of jurisdiction, namely the Newcastle Public library, Lennoxton, Ingagane, Osizweni, Madadeni and Fairleigh. The main library is located in the town CBD, while two of the branch libraries of Lennoxton and Fairleigh are located outside of the CBD. The rest of the branch libraries are found in outlying areas such as Ingagane, Madadeni and Osizweni. Provision of libraries in the Newcastle East should be prioritised given the structure of the population and lack of such facilities in the area. Newcastle Municipality has a challenge of maintaining the CBD as a main administrative centre thereby catering sufficient facilities. A need has been identified to expand the main library or developed a cultural precinct which includes a theatre, museum and library next to the civic centre. Satellite libraries are also considered as a priority for the municipality especially in the rural areas like Charlestown and JBC area. The construction of Charlestown library will commence during the 2017/18 financial year.

Amajuba FET is currently exhibiting positive signs of growth hence posing a challenge to the National Department of Higher Education in terms of the provision of a fully established library centre around the Madadeni area and a satellite library in the Newcastle West area which will specifically cater for engineering and science needs. The proposed 2 libraries will assist thus to decrease the transportation costs for the students of the Amajuba FET.

Table 29 Library

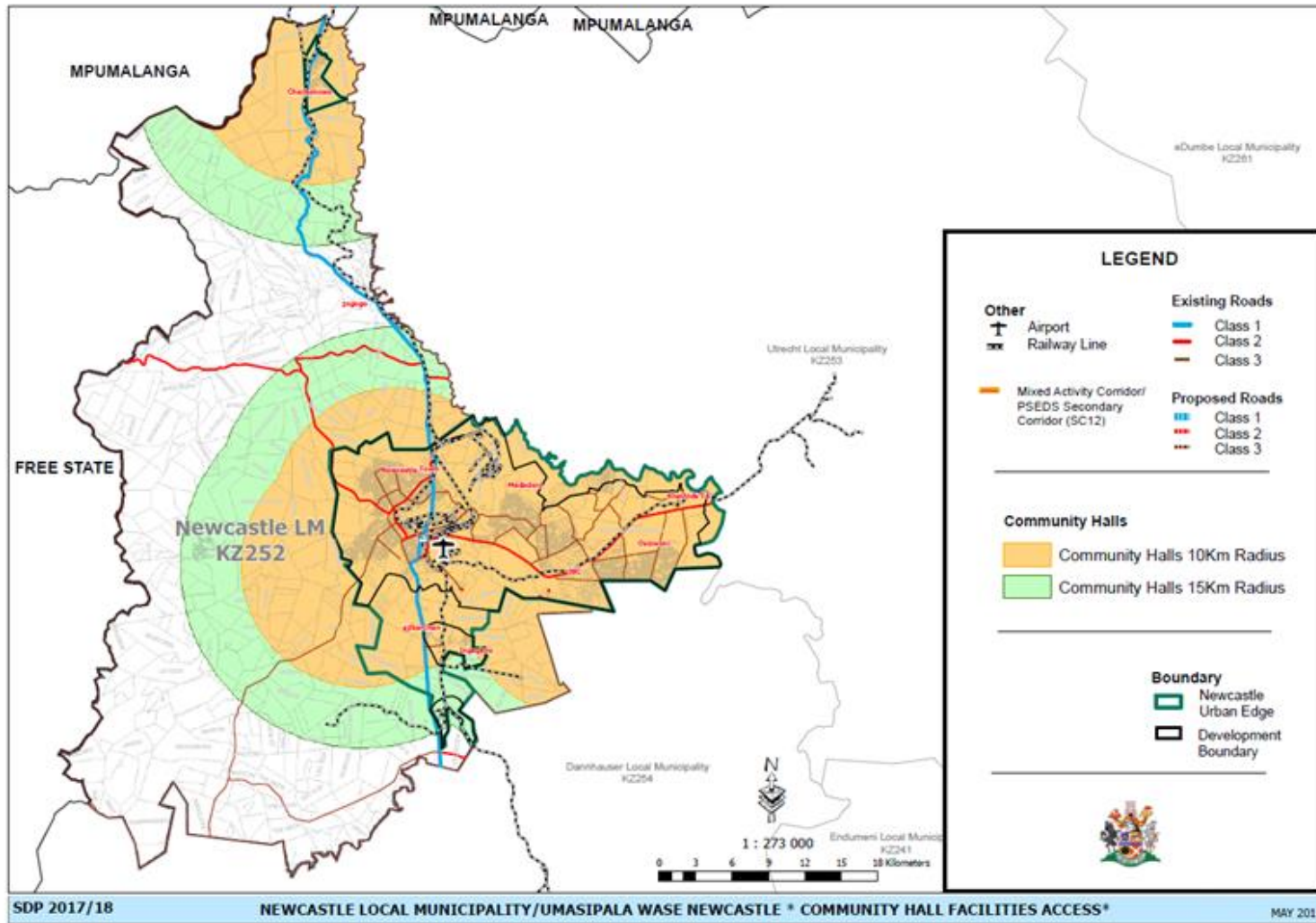
Population Threshold	Site size	Access Distance	Detailed Site Size			Sharing and clustering
Library: Public Libraries provide resources and services in a variety of media to meet the needs of the general public for education, information and personal development. They generally house fiction and non-fiction books for lending and reference purposes as well as having facilities such as study areas, meeting rooms, and may provide the public with access to computers and the internet. Mobile libraries and container libraries may be used in areas of dispersed demand or to supplement existing services when required. Their space/land requirements are more flexible and are thus not dealt with here. Also, school libraries may be used as outreach points.						
5000-70000	0.03ha-0.05ha	Local: 8 km - 10 km; Regional:15 km; Regional (Reference): 50 km A local library will serve around 70000 people	Library Threshold	Site Size		Primary School, Secondary school, tertiary education/trade school, community hall, neighbourhood park, primary health care centre, worship centre.
			20000	0.05ha		
			40000	0.1ha		
			60000	0.2ha		
			100000	0.56ha		

Map 26 Urban Open Spaces

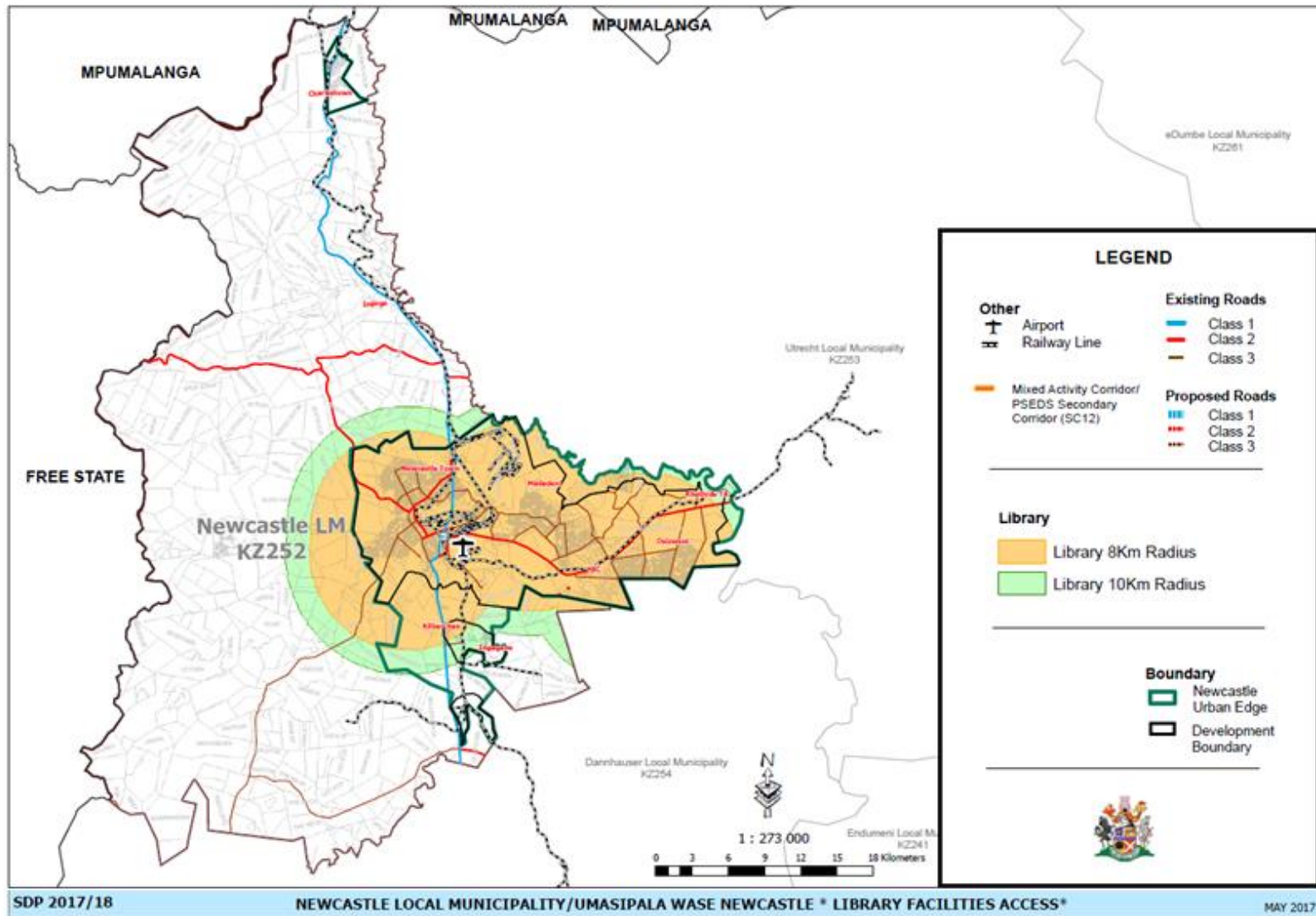




Map 27 Community Halls



Map 28 Libraries



### 3.6.7 ARTS AND CULTURE

The Newcastle Local Municipality has a history that may extend back as far as the Early and Middle Stone Ages. The area has a rich historical record of the colonial time period, the Anglo-Zulu War, and the First and Second Anglo-Boer War. There are also historical accounts of the Zulu under King Shaka, the extensive African population that resided in the area east of Newcastle along the Ingagane River, and the “Blaauwbosch Syndicate”- a syndicate of 31 Africans that bought three farms in the east of Newcastle in 1892 - which includes an account of Chief Albert Luthuli and the Amakholwa Community of Blaauwbosch. Potentially sensitive heritage sites and areas with heritage significance within the Newcastle Local Municipality are shown in Map 12 and the known heritage resource points are summarised in the table below. It includes all the information as housed by AMAFA.

The greatest majority of the heritage resources consist of architectural resources in the form of built structures (mostly buildings) which are concentrated within the Newcastle Central Business District and its surrounding suburbs. A significant number of unidentified historical and cultural resources occur within the Newcastle Municipal Area, as well as resources that have been recorded but for which geographic coordinates are unavailable at present. These include memorials, places of worship, cemeteries, open spaces, areas of political significance and areas of past economic significance to mention but a few. Battlefields are important heritage resources in this area but these are also not in a spatial form.

Important heritage resource zones include:

- A. The Newcastle CBD;
- B. Established tourism routes; and
- C. The railway line (which includes a number of historically and architecturally significant railway bridges).

### 3.6.8 SPORT FACILITIES

Newcastle municipality has a total of 4 sports complexes, namely Paradise Playgrounds, Phelandaba Playgrounds, Fairleigh and Amajuba Sports Complex. In addition, there is the K.R. Rumelin Stadium, 18 sports fields and the Newcastle Swimming Pool. Newcastle East, particularly JBC and the surrounding settlements are poorly provided with sports facilities. Urban renewal programme in the JBC, and infrastructure upgrading in the MBO areas should prioritise the provision of adequate sports facilities. Parks and play lots should also be prioritised in these areas. The age structure of the population and the dominance of the youth support this assertion.

The municipality is in the process to revamp the Phelandaba sport field thereby providing a range of sporting codes including the soccer field, race track for athletics, volley ball and netball. This project has begun with the development of a swimming pool which will cater for the residents of Madadeni and surrounding areas. The same project will be done in Osizweni in the future years. It is anticipated that these kinds of projects will assist in attracting the youth into the sport while building the healthy communities.



Map 29 Arts and Culture

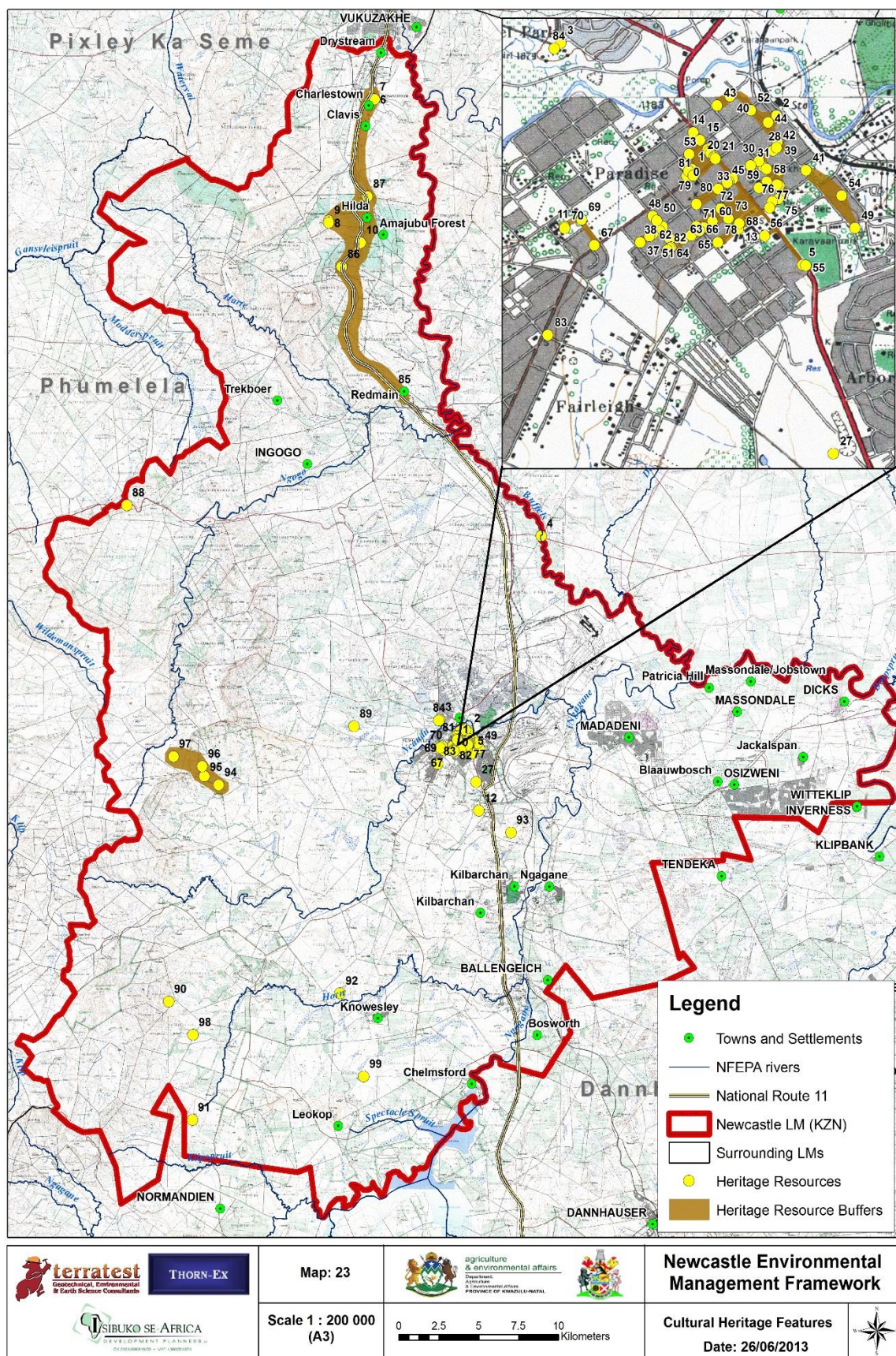




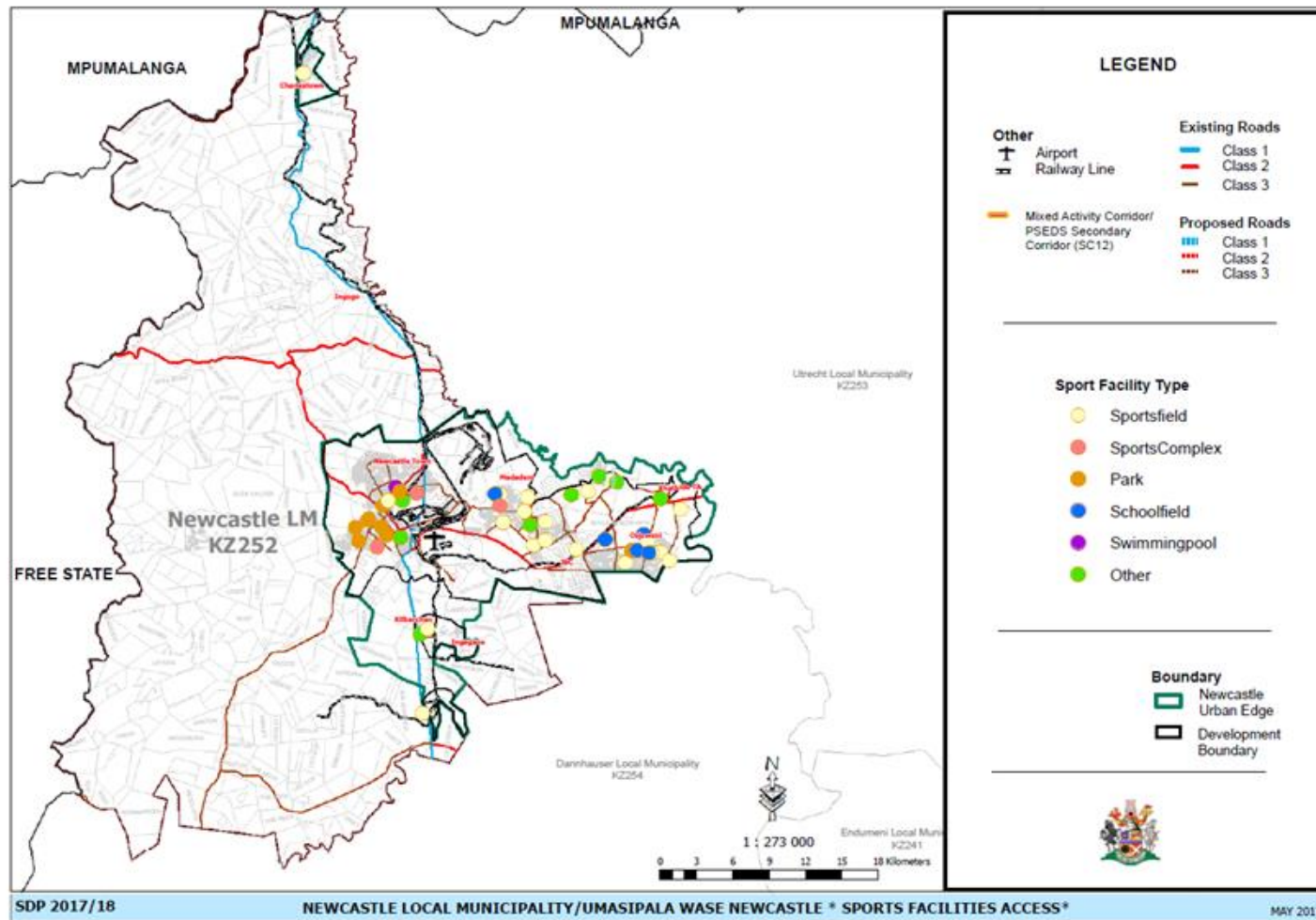
Table 30 List of Arts & Culture (heritage) Facilities

RID	DESCRIPTION	TYPE
0	Town Hall, Scott Street, Newcastle	Provincial and Heritage Landmarks
1	Old Carnegie Library, Voortrekker Street, Newcastle	Provincial and Heritage Landmarks
2	Old Magazine, Scott Street, Newcastle	Provincial and Heritage Landmarks
3	Fort Arriel, Fort Street, Newcastle	Provincial and Heritage Landmarks
4	Buffalo River Bridge, Farms Milton 1007 and Kromellenboog 170, Newcastle District	Provincial and Heritage Landmarks
5	Old Residency, 96 Allen Street, Newcastle	Provincial and Heritage Landmarks
6	Old State School, Albert (Cnr Havelock) Street, Charlestown	Provincial and Heritage Landmarks
7	Old Court House, Holland Street, Charlestown	Provincial and Heritage Landmarks
8	Battlefield, Farm Majuba North 11267, Newcastle District	Provincial and Heritage Landmarks
9	Majuba Battlefield: Conservation Area, Farm Majuba North 11267, Newcastle District	Provincial and Heritage Landmarks
10	O'Neill's Cottage, Farm Stonewall 3109, Newcastle District	Provincial and Heritage Landmarks
11	St Dominic's Academy Pavilion, St Dominic's Street, Newcastle	Provincial and Heritage Landmarks
12	Hilldrop House, Hilldrop Road, Newcastle	Provincial and Heritage Landmarks
13	Riphuis, 64 Voortrekker Street, Newcastle	Provincial and Heritage Landmarks
14	16 Allen Street	Buildings/Structures Older Than 60 Years
15	26 Allen Street	Buildings/Structures Older Than 60 Years
16	42 Allen Street	Buildings/Structures Older Than 60 Years
17	44 Allen Street	Buildings/Structures Older Than 60 Years
18	48 Allen Street	Buildings/Structures Older Than 60 Years
19	52 Allen Street	Buildings/Structures Older Than 60 Years
20	54 Allen Street	Buildings/Structures Older Than 60 Years
21	56 Allen Street	Buildings/Structures Older Than 60 Years
22	64 Allen Street	Buildings/Structures Older Than 60 Years
23	41 Ayliff Street	Buildings/Structures Older Than 60 Years
24	43 Ayliff Street (Gen Joubert's house)	Buildings/Structures Older Than 60 Years
25	51 Ayliff Street	Buildings/Structures Older Than 60 Years
26	Ayliff Street Storm Water Surface Channel (Along Ayliff Street between York Avenue and Paterson Street)	Buildings/Structures Older Than 60 Years
27	Coal Mine Building	Buildings/Structures Older Than 60 Years
28	13 Harding Street (Gen Butler's house)	Buildings/Structures Older Than 60 Years
29	15 Harding Street	Buildings/Structures Older Than 60 Years
30	25 Harding Street (cnr Harding and Ayliff)	Buildings/Structures Older Than 60 Years
31	29 Harding Street	Buildings/Structures Older Than 60 Years
32	41 Harding Street	Buildings/Structures Older Than 60 Years
33	49 Harding Street	Buildings/Structures Older Than 60 Years
34	82 Harding Street	Buildings/Structures Older Than 60 Years
35	87 Harding Street (cnr Harding and Montague)	Buildings/Structures Older Than 60 Years
36	88 Harding Street	Buildings/Structures Older Than 60 Years
37	90B Harding Street	Buildings/Structures Older Than 60 Years
38	98 Harding Street (cnr Harding and Bird)	Buildings/Structures Older Than 60 Years
39	9 Hardwick Street (cnr Harding and Hardwick)	Buildings/Structures Older Than 60 Years
40	17 Kirkland Street (Hindu Temple)	Buildings/Structures Older Than 60 Years
41	Hardwick Street Cemetery Entrance	Buildings/Structures Older Than 60 Years
42	9 Harding Street (cnr Harding and Hardwick; Kings Hotel – illegally demolished 2009)	Buildings/Structures Older Than 60 Years
43	23 Kirkland Street	Buildings/Structures Older Than 60 Years
44	MOTH Military Museum	Buildings/Structures Older Than 60 Years
45	43 Harding Street (Magistrate's Court)	Buildings/Structures Older Than 60 Years
46	Murchison Street (Magistrate's Office)	Buildings/Structures Older Than 60 Years
47	Harding Street (Masonic Hall)	Buildings/Structures Older Than 60 Years
48	53 Montague Street	Buildings/Structures Older Than 60 Years
49	56 Montague Street (cnr Montague and Harding)	Buildings/Structures Older Than 60 Years
50	57 Montague Street	Buildings/Structures Older Than 60 Years
51	62 Montague Street	Buildings/Structures Older Than 60 Years
52	1 Murchison Street (cnr of Murchison and Hardwick)	Buildings/Structures Older Than 60 Years



FID	DESCRIPTION	TYPE
53	27 Murchison Street (police station)	Buildings/Structures Older Than 60 Years
54	64 Victoria Street (cnr Victoria and Hospital; Historical Museum)	Buildings/Structures Older Than 60 Years
55	77 Allen Street (cnr Allen and Hospital; Newcastle High School)	Buildings/Structures Older Than 60 Years
56	Paterson Street (Old Prison)	Buildings/Structures Older Than 60 Years
57	20 Paterson Street	Buildings/Structures Older Than 60 Years
58	23 Paterson Street	Buildings/Structures Older Than 60 Years
59	27 Paterson Street	Buildings/Structures Older Than 60 Years
60	55 Paterson Street	Buildings/Structures Older Than 60 Years
61	61 Paterson Street	Buildings/Structures Older Than 60 Years
62	70 Paterson Street	Buildings/Structures Older Than 60 Years
63	74 Paterson Street	Buildings/Structures Older Than 60 Years
64	80 Paterson Street (Old Stables)	Buildings/Structures Older Than 60 Years
65	86 Paterson Street	Buildings/Structures Older Than 60 Years
66	Cnr Paterson and Sutherland Streets (Paterson Substation)	Buildings/Structures Older Than 60 Years
67	100 Scott Street (cnr Scott and St Dominic)	Buildings/Structures Older Than 60 Years
68	St Andrews Presbyterian Church	Buildings/Structures Older Than 60 Years
69	39 St Dominic Street	Buildings/Structures Older Than 60 Years
70	In area bounded by St Dominic, Kirkland, Murchison and Hill Streets (various buildings within St Dominic's Academy precinct, in addition to Pavilion Heritage Landmark)	Buildings/Structures Older Than 60 Years
71	58 Sutherland Street (cnr Sutherland and Paterson)	Buildings/Structures Older Than 60 Years
72	48 Voortrekker Street	Buildings/Structures Older Than 60 Years
73	50 Voortrekker Street	Buildings/Structures Older Than 60 Years
74	12 York Lane (cnr York and Ayliff)	Buildings/Structures Older Than 60 Years
75	14 York Lane	Buildings/Structures Older Than 60 Years
76	16 York Lane	Buildings/Structures Older Than 60 Years
77	19 York Lane (SAPS)	Buildings/Structures Older Than 60 Years
78	40 York Lane	Buildings/Structures Older Than 60 Years
79	In front of Town Hall, Scott Street (Anglo-Zulu War and Carbineers Monuments)	Buildings/Structures Older Than 60 Years
80	Municipal Gardens, cnr Scott and Voortrekker (Old Water Pump)	Buildings/Structures Older Than 60 Years
81	Municipal Gardens, cnr Scott and Voortrekker (Old Lamp Post)	Buildings/Structures Older Than 60 Years
82	82 Paterson Street (Blacksmith's workshop, oldest in Newcastle)	Buildings/Structures Older Than 60 Years
83	Cnr Boundary and Centre (Mahara) House)	Buildings/Structures Older Than 60 Years
84	Fort Amiel cemetery	Battlefields and Associated Cemeteries
85	Schuimshoogte / Ingogo Battlefield	Battlefields and Associated Cemeteries
86	Mount Prospect cemetery	Battlefields and Associated Cemeteries
87	Lang's (Langs) Nek Battlefield	Battlefields and Associated Cemeteries
88	Botha's Pass (within municipality?)	Battlefields and Associated Cemeteries
89	MSA artefacts	Archaeological and Paleontological Sites
90	Shelter with paintings	Archaeological and Paleontological Sites
91	Structures, possibly Iron Age	Archaeological and Paleontological Sites
92	Structures, possibly Iron Age	Archaeological and Paleontological Sites
93	Structures, possibly Iron Age / historical	Archaeological and Paleontological Sites
94	Structures, possibly Iron Age / historical	Archaeological and Paleontological Sites
95	Iron Age smelting debris	Archaeological and Paleontological Sites
96	Iron Age smelting debris	Archaeological and Paleontological Sites
97	Fossilized wood	Archaeological and Paleontological Sites
98	ESA / MSA stone artefact	Archaeological and Paleontological Sites
99	MSA and palaeontological artefacts	Archaeological and Paleontological Sites

Map 30 Sports Facilities



### 3.6.9 CEMETERIES

Access to burial facilities is one of the key challenges facing the Newcastle Municipality. There are 27 cemeteries (8 formal or registered and 19 informal burial sites). Registered cemeteries include 3 cemeteries in Charlestown, Roy Point cemetery, Cavan, (Drycut), Newcastle cemetery, Osizweni and Madadeni cemeteries. One of the unregistered cemeteries is Ingagane cemetery to the south of the Newcastle town. However, only two formal cemeteries are in operation, namely RoyPoint and Drycut cemeteries.

Although Drycut Cemetery was properly planned and laid out, it appears that the plan has not been followed. As a result, some graves are located in environmentally sensitive areas, and the facility remains poorly developed. This facility is currently the main cemetery that services the eastern parts of the NLM.

Similarly, the Roy Point Cemetery which serves as a regional facility for the whole of Newcastle and beyond is also fast approaching capacity clearly indicating a need for the identification and development of anew cemetery for the area. Cemeteries in Madadeni and Osizweni have been closed due to unfavourable geological conditions (high water table), as a result the municipality has undertaken the extension of the Roy Point cemetery through the relevant processes.

In response to the above cemetery challenges, the Newcastle Municipality commissioned an investigation of identifying new suitable sites for cemeteries. The project was initially set to be completed by September 2012 and the planning exercise was to begin with the implementation of the Environmental Impact Assessment (EIA), and other processes.

Table 31Newcastle Burial Stats - 2016

Quarter 2016	Dry-Cut Osizweni	Dry-Cut Madadeni	Roy Point
Jan – Mar	149	207	145
Apr – Jun	172	245	196
Jul – Sep	205	274	193
Oct – Dec	191	199	173
Jan - Dec	717	925	707
<b>Total p.a</b>	<b>2349</b>		

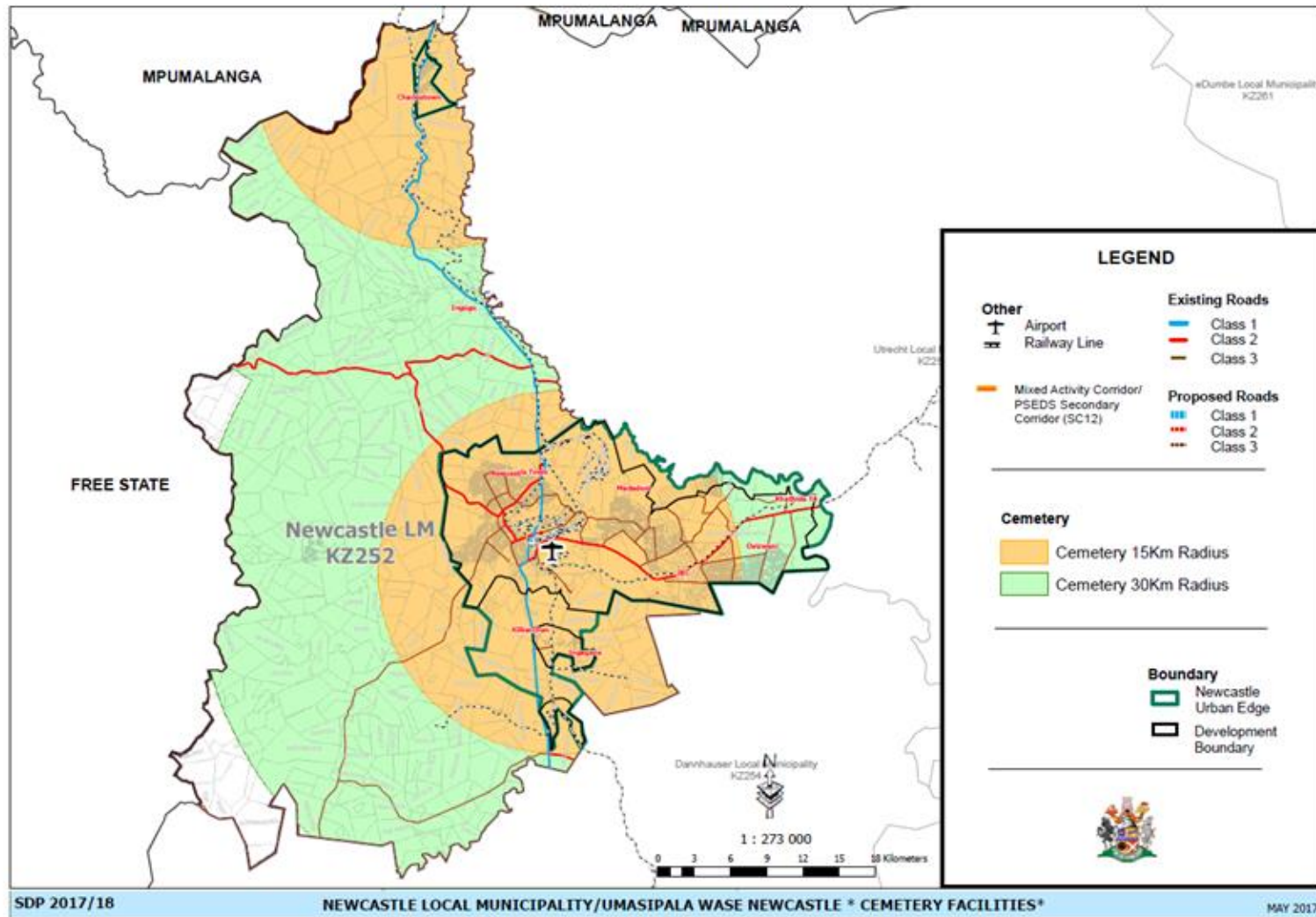
Table 32 Cemeteries

Population Threshold	Site size	Access Distance	Detailed Site Size			Sharing and clustering
Cemetery and Crematorium: Land zoned “Public Open Space” falling under the jurisdiction of City Parks and set aside specifically for burial purposes, e.g. cemeteries, crematoria, mausoleums.						
5000-10000	0.88ha – 17.2ha	Large: 30km Medium: 15-30km Small: 25km	Type	Threshold		police station, fire station, nature conservation, hospital
			Large	17.2ha/ 100000 people		
			Medium	8.8 ha/ 50000 people		
			Small	4.4h/ 25000 people		
			Very Small	0.88ha / 5000 people		
			Crematorium: 1 crematorium for 200000+ people			

### **3.6.10 SOCIAL FACILITIES IMPLICATIONS**

Newcastle has a shortcoming due to the fact that it has a well-developed social infrastructure network, providing educational, health and other essential social services; however there is no implementation plan in place. This is due to the fact that all these social facilities are managed by different sector departments at different spheres of government with one infrastructure development unit through the Department of Works and the Municipality.

Table 33 Cemeteries





### 3.7 ECONOMIC DEVELOPMENT

The 2011 national census estimated the population of the Newcastle Local Municipality at 363,236 individuals, with over 80% living in Madadeni and Osizweni townships (Statistics South Africa).

The Newcastle Local Municipality is the main economic hub in northern KwaZulu Natal, and, it forms part of the Johannesburg-Richards Bay-Durban corridor.

This location provides an advantage to Newcastle, in terms of attracting businesses especially from Johannesburg.

The local economy of Newcastle has experienced relative better growth when compared to other towns within the Province.

The decline in the economy of Newcastle is depicted in the diagram below. The diagram provides a snapshot of the performance of the local economy over a period of ten years. The local economy peaked at 6% in 2007 and has since declined. . The decline was not represented in all the sectors in the local economy as some sectors did in fact experience growth whilst others were negatively affected in terms of the global economy.

Figure 14 GVA for Newcastle over a Ten Year Period

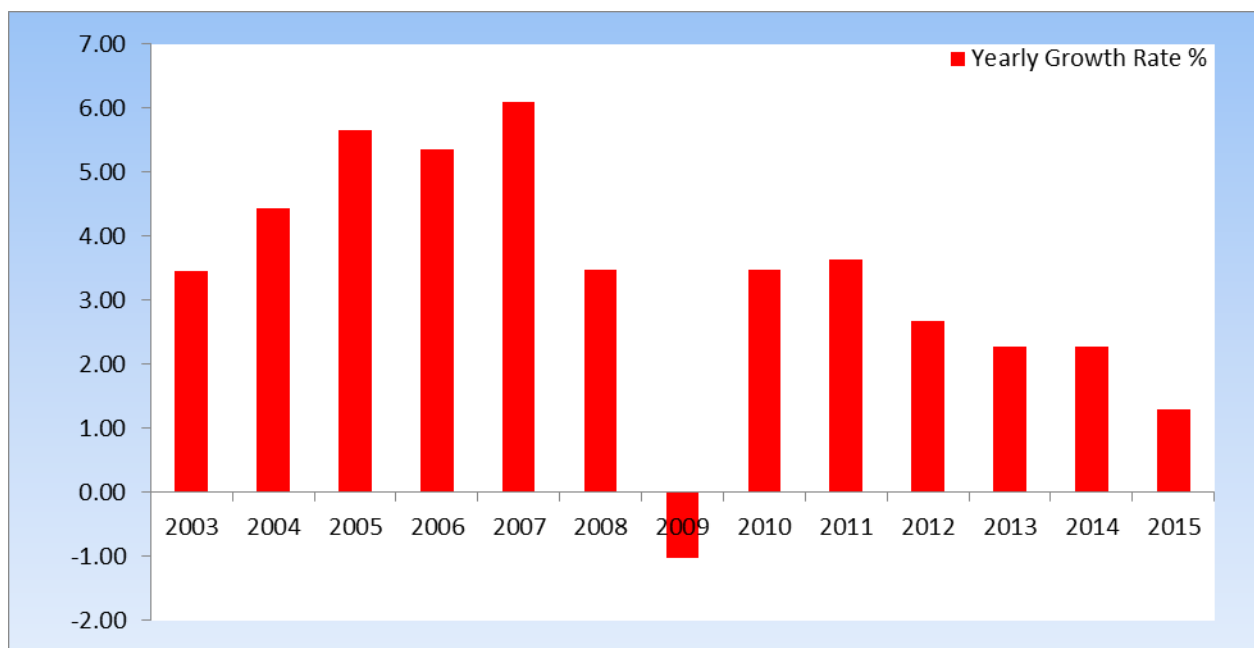


Figure 15 Economic Sector Contribution to Gross Value Added

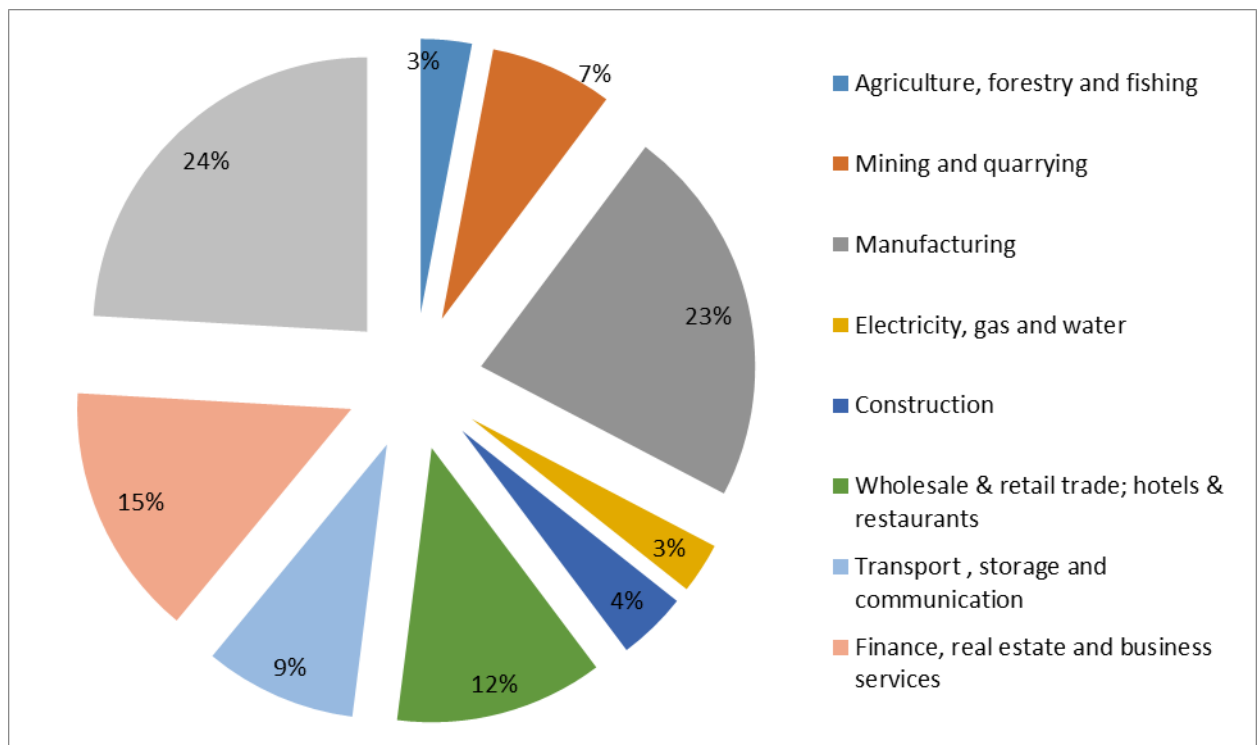
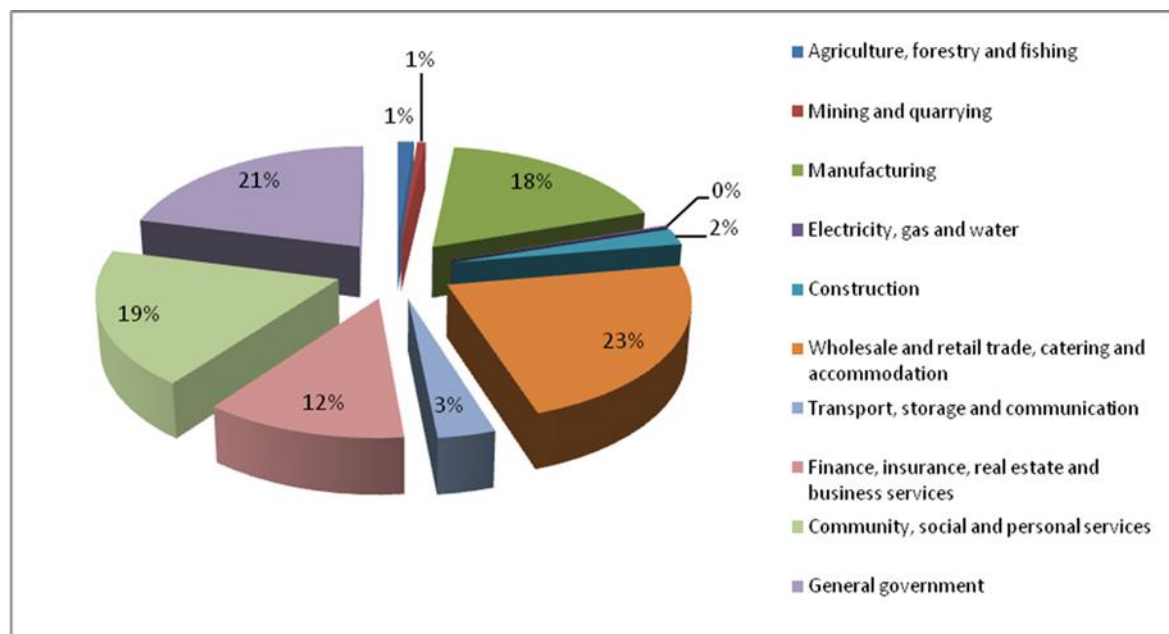


Figure 16 Contribution to Formal Employment by Economic Sector



### 3.7.1 INDUSTRIAL DEVELOPMENT

Although the textile industry has been on a downward spiral for some time due to competitiveness related issues like the cost of labour as a cost driver and input in the production process. There has been a dramatic switch recently in this industry which can be ascribed to the R/\$ exchange rate which has forced South African retailers to place more orders locally. This sector has added about 2000 new jobs in the last 12 months.

The steel industry in South Africa has been under pressure and this has been evident through the 2015 massive job losses carried over to 2016 plant closure, and a sustained threat in terms of further job losses.

Newcastle has the second biggest steel plant in the country. The industry has been in disagreement with government over import parity prices adopted by the industry and the carbon tax. In light of the recent pressure on the industry, an alliance consisting of government, labour and the industry held a series of meetings to discuss the state of the industry and measures that could be employed to curb job losses and defend the local industry in the context of global trade. These negotiations have still not been finalised and the outcome thereof could either assist/ affect the local steel plant.

The industry in Newcastle is largely focused on the export market with about 85% of output intended for the export market. The industry in Newcastle is well established, suitably located closer to a gas pipeline, and has support from the municipality through efficient electricity supply. Whilst the industry is reasonably stable, the lack of demand for output produced due to a variety of factors from both a global and local perspective is a significant factor affecting growth prospects of the industry. The current global financial crisis may have dire consequences to the local economy if it persists for a longer period.

Manufacturing is the largest contributing sector within the district economy, contributing approximately 25.2% to total GVA. Manufacturing activities in Amajuba include metal production, chemicals and plastics, pharmaceuticals, clothing and textiles, food and beverages, leather and footwear. Large industries are located within Newcastle and they account for over 83% of total GVA in the Amajuba manufacturing industry, followed by Dannhauser with 12.7% and Emadlangeni with 3.8% of GVA.

Newcastle has a strong base of existing infrastructure geared towards manufacturing, and is considered an important node within the wider provincial manufacturing sector. Although the ArcelorMittal steelworks and the Karbochem synthetic rubber plant (which covers an impressive 500 000 m<sup>2</sup> of manufacturing space), dominate the Newcastle industrial portfolio, there is a wide range of manufacturing undertakings sharing in the economic growth of the region.

The manufacturing sector consists of strong clusters of manufacturing industries, and has historically attracted a large number of foreign (mainly Chinese and Taiwanese) manufacturers. The sector consists of small and medium size factories which presents the opportunity to diversify the manufacturing base to promote the growth of SMME's within the sector.

The graph above displays the breakdown of the manufacturing sector in terms of contribution to total manufacturing GVA within Newcastle. Overall, the manufacturing sector has only experienced modest growth since 2000, with average annual growth floating around 0.6%. The 'metals, metal products, machinery and equipment' industry contributes 53% to total manufacturing output within Newcastle, followed by 'petroleum products, chemicals, rubber and plastics' with 16%. This is largely due to the contribution of major manufacturers such as ArcelorMittal, Siltech, and Karbochem. The metals industry has also experienced the greatest average annual growth since 2000 of 2.5%. 'Transport equipment', although only contributing around 2% to GVA, experienced an average annual growth rate of 1.5% since 2000.

Furniture and other manufacturing contributes 10%, while the 'textiles, clothing and leather goods' industry contributes 8% to total GVA within Newcastle. Both these sectors have experienced negative growth, with average annual growth at -0.57% and -1.5% respectively. Other less significant contributors are 'food, beverages and tobacco (5%)' and 'other non-metal mineral products (3%)', with 'transport equipment' and 'wood, paper, publishing and printing' both contributing 2%. The 'non-metal mineral product' and 'wood and paper industries' experienced the most negative growth rates with -3.3% and -3.1% per annum on average since 2000 respectively.

The table above illustrates formal employment within the manufacturing industries in Newcastle, the percentage contribution of each industry, as well as average annual growth in employment from 2000 – 2010. It is clear from the table above that the clothing industry is the largest contributing employment sector, with over 42% of total employment in manufacturing. This is despite the industry only contributing around 10% to total GVA, which indicates that textiles has the potential to create large amounts of employment. This industry has however experienced one of the highest negative average annual growth rates since 2000, of -6.7% per annum.

Newcastle accounts for approximately 86% of all textile and footwear manufactures in the district. Although the industry has shown recent growth it still remains under threat due to partial non-compliance with bargaining council regulations and minimum wages. This non-compliance with these regulations is not unique to Newcastle as more than 60 % of the clothing in South Africa does not comply. The problem however is that should compliance drives be done by the bargaining council and other role-players then we can expect that companies can close as had happened in the past where many clothing manufacturers who cannot afford to comply with labour regulations have reverted to using their factory space as storage for imported textiles from China, while others are relocating to Lesotho and Mozambique. These countries present low labour costs as their competitive advantage. A major concern on the side of textile manufactures is that there has been little to no support for them during these bargaining council discussions. This issue is a complex one, especially because it results from National labour regulation, and therefore cannot be resolved through local initiatives.

The worrying factor is that this industry accounts for over 40% of employment in the municipality.

The metals industry, despite contributing the greatest to total GVA, only contributes 27.7% to total employment. This indicates that the industry is less labour-intensive than industries such as clothing. Other significant contributing industries are 'furniture and other manufacturing' with 8.7% of total formal employment, and 'petroleum products, chemicals, runner and plastic' with 7.3% of formal employment.

### **3.7.2 COMMERCIAL ACTIVITIES**

This sector is mainly supported by the general well-being of the local economy hence necessitating good performance thereof in order to encourage increased consumption from consumers. Increased consumption sustains this sector and also ensures employment based on its high labour requirements. There has been a lot of new commercial developments in the past 5 years which shows that this sector is growing despite other sectors that are shrinking. Examples are new malls like Newcastle mall, Theku mall and the new proposed Spar complex.

### **3.7.3 GENERAL GOVERNMENT SERVICES**

This category is generally stable in terms of employment with Newcastle also accommodating some of government's regional offices. There is a need however, and this relates to the attraction of more departments to boost employment further. The establishment of SARS offices is evidence of the prospective outlook of Newcastle.

### **3.7.4 AGRICULTURE**

Agriculture contributes about 0.7% to the local economy. While the contribution of the agricultural sector in Newcastle may seem particularly low, it remains an important sector for the following reasons:

- A. The sector has the potential to create jobs.
- B. The pursuit of national food security requires continued agricultural production and investment.
- C. While primary production accounts for 4.5% nationally, the larger agro-food complex contributes an addition 9% to GDP (South Africa, 2001). This contribution to GDP is concealed in the manufacturing and trade sectors GDP figures.

- D. A focus of support to agriculture is important to build capacity and productivity in land reform projects.
- E. Agricultural development and support is aligned with prevailing rural development policy objectives.
- F. There are a number of catalytic agricultural projects that have been identified for Newcastle Municipality.

Animal production, Forestry and Agronomic (Field) crops are the key farming enterprises in the region. The high contribution of Beef cattle sales emphasises the high proportion of grasslands occurring in the area. Maize for the production of grain is the major agronomic crop, followed by Soya and Wheat.

Dairy was a significant contributor to Provincial GFI in 2002. Local Farmers Association members report that the Northern Natal Dairy Cooperative, which used to service 28 Dairy farmers in the Normandien area, was bought out by Clover and subsequently shut down. The cooperative acted as a catalyst for dairy and value adding projects. There used to be 28 dairy farmers in the Normandien area and since the closure of the Cooperative, numbers of dairy farmers has declined to three active dairy farmers in the area (Philipps, pers comm).

According to local farmers, the key commodities produced in Newcastle are:

- A. Agronomic crops – mainly soya, maize and wheat
- B. Commercial timber plantations
- C. Extensive beef production
- D. Poultry – broiler and layer production
- E. Wool and mutton in some regions, although this is on the decline
- F. Other manufacturing and processing activities are as follows:
- G. Cattle and sheep abattoir – halaal
- H. Poultry abattoir
- I. Grain mills – mostly private, with mill maize for whole maize, crush for poultry and maize meal for human consumption – hominy chop sold off as an animal feed
- J. Local soya processing.

Agriculture in Newcastle faces a number of challenges. These include issues of land tenure and freehold, low penetration of commercial farming activity, low skills base of emerging farmers, land claims, increasing production costs, high transport costs etc.

Amajuba District Municipality commissioned a district level agricultural plan, which was completed in 2006. The main agricultural potential areas of the Amajuba District Municipality are intensive farming, irrigation, dry land farming and stock farming. The focus of Newcastle Municipality's agricultural planning is centred on the following investment opportunities:

- A. Soya bean production linked into oilcake and biodiesel production.
- B. Dairy products have massive potential. This include dairy based agro-processing opportunities for yoghurt, ice-cream, powdered milks, custards production.
- C. Floriculture, which is a sub-sector gaining momentum in the international export markets. Both traditional (roses, carnations and crysants) as well as indigenous (proteas, fynbos and bulbs) flowers are growing in popularity. The ideal location between two major export hubs (Durban International Airport and OR Tambo International Airport) makes Newcastle highly suited to flower exports to Europe and the Middle East.
- D. Agri-processing: Expanded production in fruits, vegetable and nuts generates new opportunities for specialist agro-processing. Juicing, drying and canning are all reasonably low capital cost options for fruit processing while opportunities for cold processing (vegetables, herbs and aromatic plants), nut cracking and pressing, distillation of essential oils and hot processing of citrus (jams and spreads) are all highly viable in Newcastle.



- E. Meat processing (both game and cattle) is an attractive option for investment. Game meat has grown in market share both locally and internationally. The Agricultural Plan estimated that an additional 30000ha of grazing land is currently underutilized in the municipality, representing a considerable opportunity in the offing.

Aquaculture development with the major thrust being an aquaculture processing plant.

### **3.7.5 TOURISM**

With the need for fast tracking the growth and facilitation of Local Economic Development as a mechanism to generate wealth through business attraction and investment, and to create more viable and quality work opportunities for the local population of Newcastle, the Newcastle Local Municipality developed a comprehensive Tourism Development Strategy and an Implementation Plan which was drafted in 2013. The NLM Tourism Strategic Objectives, Targets and Vision are aligned with the District's targets as presented below:-

The tourism sector is currently a small contributor to the region's economy, but holds a number of opportunities that can be explored. NLM forms part of the Battlefields Route and this route is known to attract 7% of foreign visitors to KZN annually and approximately 42 000 domestic tourists (TIKZN Tourism Statistics, 2010). Amajuba has developed a Tourism Development Plan, as well as a development plan for the Battlefields route. The Tourism Development Plan seeks to implement strategies that would create facilities and the marketing of draw card attractions and activities in the district, while the Battlefields Development Plan seeks to the Battlefields located within the Amajuba District Municipality that have never reached their full tourism potential.

It is estimated that NLM generates approximately R116m in tourism related business per annum, with tourism related establishments generating R165m and creating 1 066 jobs in the municipality (Tourism Sector Report: 2004). Comparative advantages identified within Newcastle's Tourism Sector include the following:-

- A. Strong and well preserved historical heritage with well-developed museum structures.
- B. Falls within the Zulu kingdom and engenders good linkages to this cultural heritage.
- C. Halfway point on N11 between two major centres, Johannesburg and Durban.
- D. Gateway to Battlefields Region.
- E. Long history of hosting national sporting events.
- F. Well-established adventure tourism in pristine natural surroundings.

The main emphasis with regards to the development of the tourism sector within Newcastle relates to business and sports related tourism. This shall be done through deliberate efforts towards the development of higher order sports facilities and also the attraction of high impact events as calendar events. Newcastle will strive to make itself known for periodic gatherings attracting people locally and outside in order to exploit the economic spin-offs for the benefit of the town. Upon analysis of the proposed direction towards the development of the tourism sector within Newcastle, it was decided that there is feasibility solely based on the ideal spatial positioning of the town relative to the wider region which makes such events sustainable. The following table entails some of the programme towards transforming the local tourism players:-

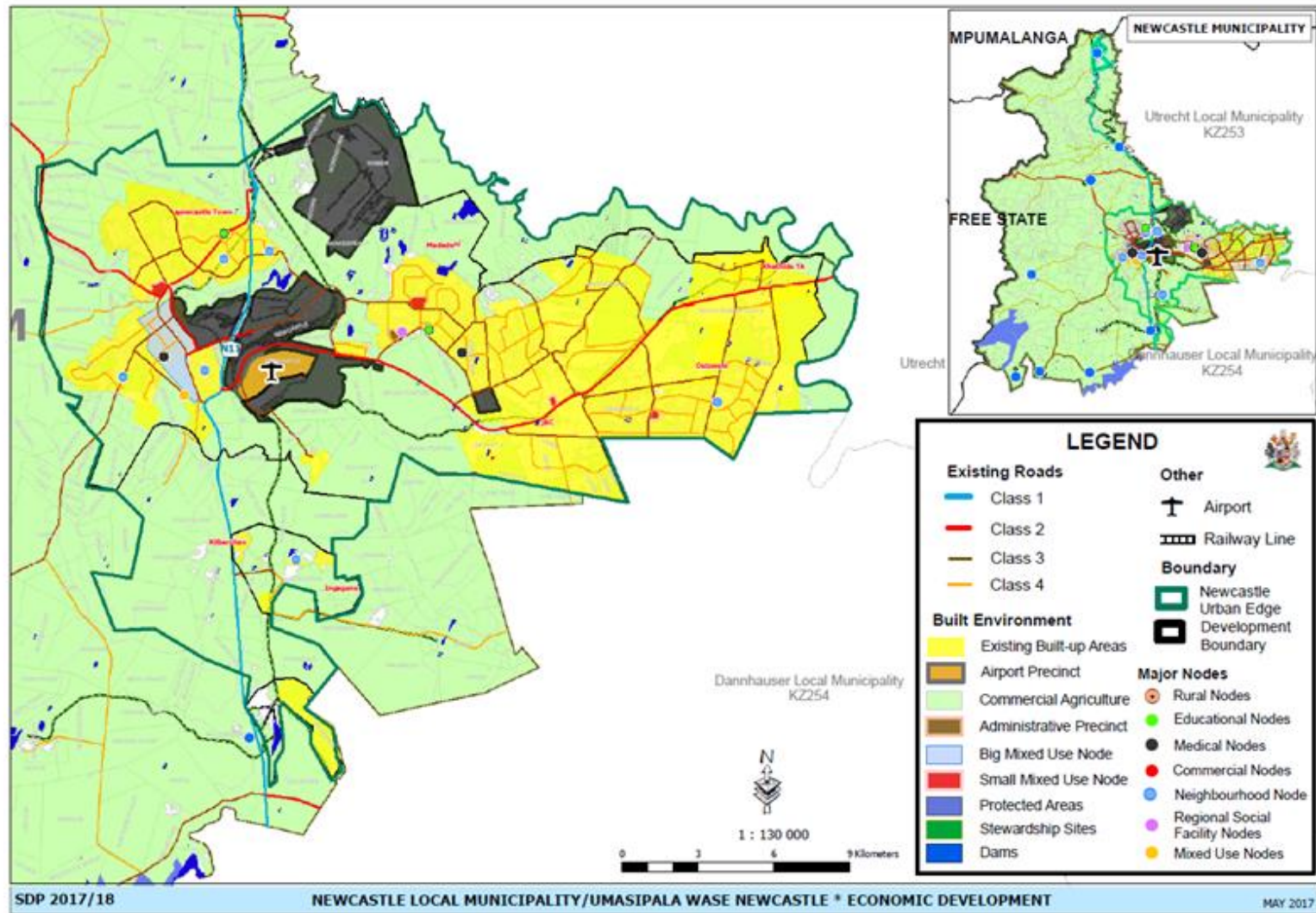
### **3.7.6 ECONOMIC DEVELOPMENT IMPLICATIONS**

Private investment patterns remain in the established nodes of Newcastle west (primary CBD node) and south (regional node), with some investments to Newcastle east (Madadeni, Blaauwbosch, Osizweni). This tendency is putting an immense economic strain on residents that have to travel long distances to gain access to economic opportunities situated in the already established nodes. The

rejuvenation of the Madadeni and Osizweni CBD through the Urban Renewal Program as well as private developments such as the proposed Sithole Mall and recently finalized Theku Plaza are some positive indicators of investment confidence in the MBO areas through the vision of this SDF creating the Primary JBC CBD Node. Further detailed planning is necessary to generate the spin-offs from these developments to create more investor confidence in the nodes situated towards the east of the Municipal area. The following have been identified as the key challenges for Economic Development:

- A. Agriculture
- B. Manufacturing
- C. Institutional
- D. Skills development and training
- E. Infrastructure
- F. SMME Development

Map 31 Economic Development



## **3.8 BROAD LAND USE ANALYSIS**

### **3.8.1 LAND USE PATTERN**

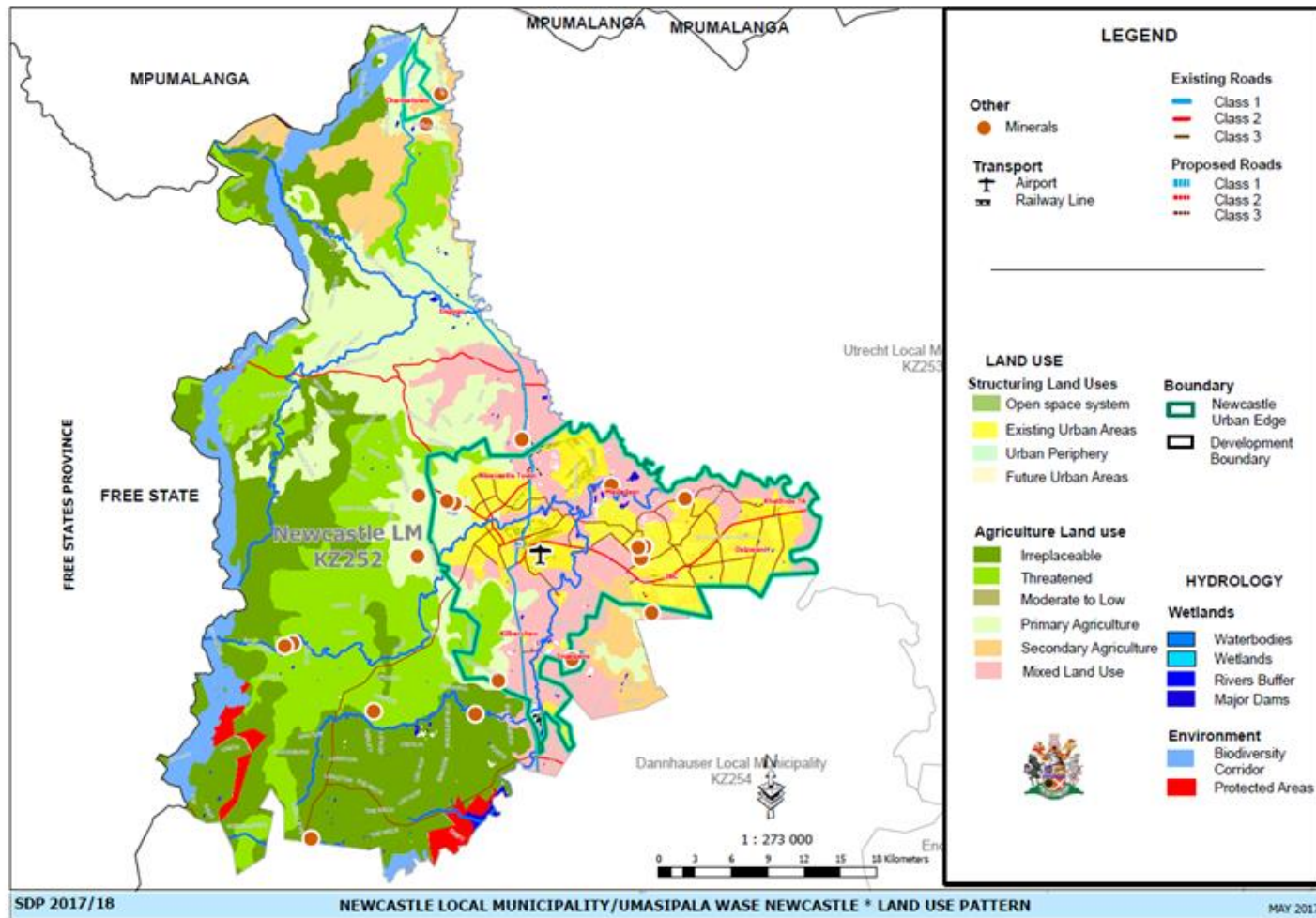
The urban part of Newcastle Local Municipality is characterized by a highly inefficient and fractured spatial pattern inherited from the apartheid past. Historically, the town of Newcastle was divided along racial (now class lines), with the poorer communities situated away from job and economic opportunities, and excluded from the social fabric of the town. The main residential areas for the poor – Madadeni, Osizweni and JBC area located approximately 20 to 35km from the CBD.

The municipality however has other distinctive broad land use patterns besides those of the Built Environment mention above. There are five key broad land use patterns in Newcastle as a municipality. And these are the following:

- A. Commercial Agriculture
- B. Environmental Management
- C. Land Reform
- D. Mining Activities
- E. Built Environment

The key broad land use patterns of Commercial Agriculture; Mining Activities and Environmental Management have been detailed within other sections of the SDF. Therefore this subsection will highlight the broad land uses of Land Reform and the Built Environment.

Map 32 Land Pattern





### **3.8.2 LAND REFORM PROGRAMME AND RURAL DEVELOPMENT**

The Newcastle Area has long been grappling with the land issues and has been involved in the implementation of the land reform since its inception. Land issues in the area cover both urban and rural areas, and cuts across the various elements of the land reform programme. Despite this, the area still lacks a common and coordinated vision for land and agrarian reform. Attempts by the Department of Rural Development and Land Reform, in association with Amajuba District to develop an Area Based Plan dealing comprehensively with the land issues in the area has not made any significant impact in this regard.

#### **3.8.2.1 STATUS OF LAND REFORM PROGRAMME**

According to the Amajuba District Municipality Area Based Plan, the Department of Rural Development and Land Reform is implementing the following projects within Newcastle Municipality:-

- A. Land Redistribution (LRAD): There are 15 completed land restitution projects where 5,097ha of land has been transferred to 283 households (1456 individuals).
- B. Land Restitution: There are 130 claims on farms in the Newcastle area, totalling 53,000ha. Of this, 34 claims have been settled, making up 12,700ha.
- C. Tenure Security (Labour Tenants): There are tenure security claims on 99 farms, making up a total area of 973ha.

The Amajuba District Municipality Area Based Plan further notes that 73,212ha of land has been transferred under the land reform programme. An application of the 30% target suggests that 109,447ha is required in order to bring the programme in Newcastle in line with the national targets.

As indicated on the Map (figure 5) above, the programme will have significant economic and spatial impact in the area. Strategies should be devised to integrate the programme into the service delivery and economic development programme of the municipality. Careful management and support to beneficiaries is necessary to sustain the production potential of land in the area.

#### **3.8.2.2 LAND TENURE UPGRADING.**

The need for land tenure upgrading in the NLM affects four types of communities, namely:-

- People who hold Deeds of Grant to land;
- People who require their title deeds to be adjusted;
- Tenants in the JBC area; and
- Farm dwellers.

##### **A. Ubuhleбомzinyathi.**

There is a small amount of pockets of land being traditionally held within the jurisdiction of Ubuhleбомzinyathi Community Authority should also be considered for land tenure upgrading. These include Khathide, Dicks, Mndozo, etc. At present, these communities enjoy beneficial occupation rights protected in terms of the Interim Protection of Informal Land Rights (IPILRA). These areas require careful management as they are fast deteriorating into urban slums.

##### **B. AmaHlubi Settlement.**

The land occupied by AmaHlubi Community in the vicinity of Drycut Cemetery should be investigated as it may fall outside the proclaimed area of Ubuhleбомzinyathi Community Authority. The land has been subject of a court case between Ingonyama Trust and AmaHlubi Traditional Council. Other areas that require attention in terms of tenure security are the settlements located to the north of the Osizweni Township and the JBC area.

#### C. Labour Tenant Claims.

As indicated on the Map above, a number of labour tenant claims were registered against various farms within the Newcastle Municipality Area. The process towards the resolution of these claims has been sluggish. It is critically important for the municipality to follow this process closely as it may result in the establishment of small isolated settlements. Through the rural development strategy is required to guide this process and ensure that settlements do not encroach onto agricultural land in an uncontrolled manner.

#### D. Land Restitution.

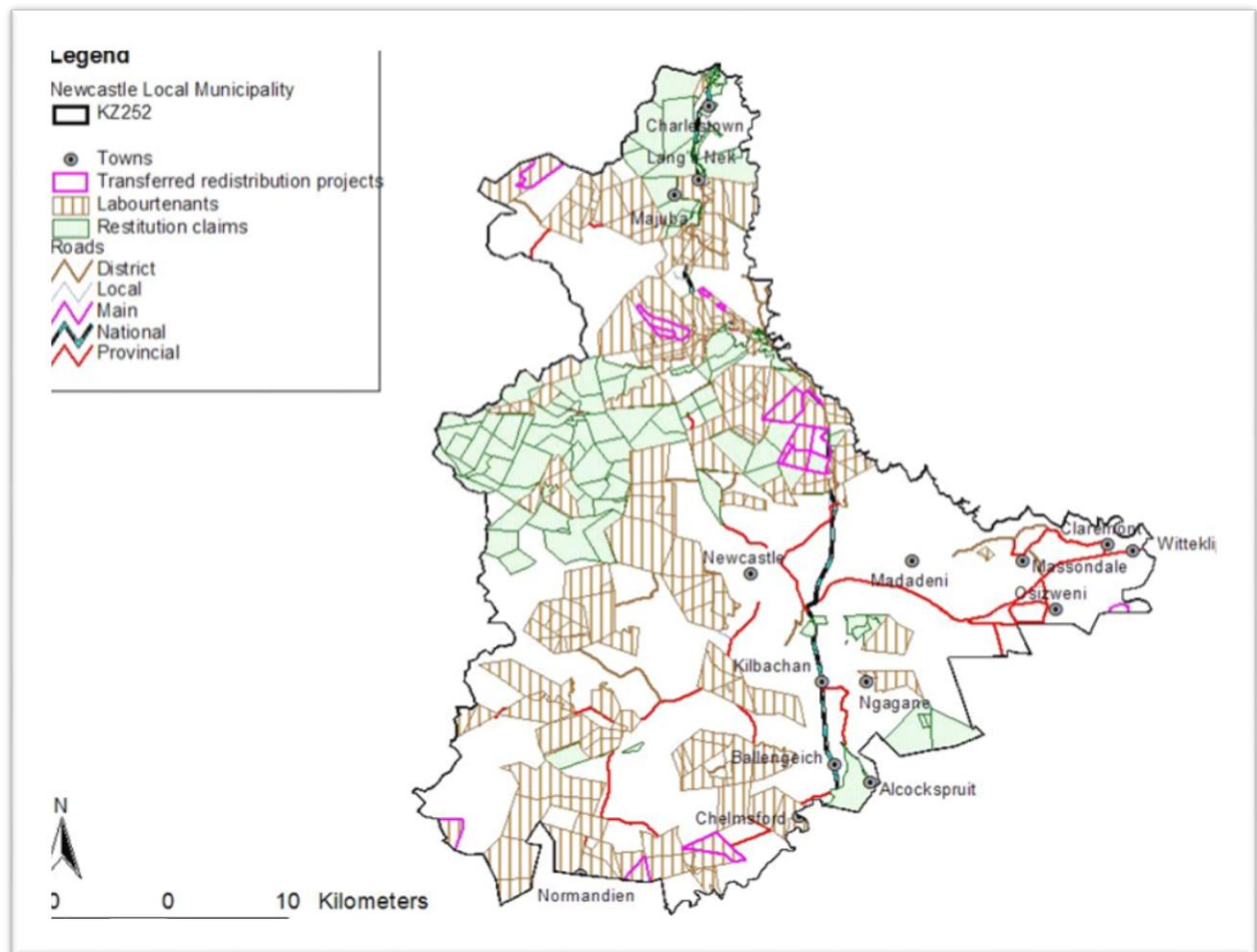
A number of land restitution claims were lodged against various properties in the Newcastle Area. The majority of these are large in size and ranges with complexities. Charlestown, which involves dairy farming, timber plantations, crop production and livestock farming, has been resolved successfully with the community obtaining access to more than 10 000ha of good agricultural land. The challenge is now to develop the farms, sustain productivity and create employment opportunities. The process towards the resolution of the other land claims such as Ingogo is progressing slowly. In view of the size of these claims and potential for agricultural development, it is critically important for Newcastle Municipality to ensure that they are integrated into the economic and service delivery programmes of the municipality.

#### **3.8.2.3 IMPACT OF THE LAND REFORM PROGRAMME**

As indicated on figure 5 above, the land reform programme has a significant spatial impact in the area. Other impacts are as follows:-

- A. The loss of productive agricultural land to residential development, resulting in reduced contributions by agriculture to the local economy and loss of job creation opportunities.
- B. Land reform resulting on the loss of productive agricultural land. If operations on productive land are unsustainable, this will “virtually destroy the agricultural sector, result in massive unemployment and poverty and a loss of food security.”
- C. Provision of adequate water supplies. An adequate and sustainable supply of water is critical to the long term development of agriculture. Threats includes climate change, invasive alien plants and pollution.

Map 33 Land Reform



### **3.8.3 BUILT ENVIRONMENT**

The settlement pattern in NLM has largely followed access routes thus forming an economic system with definite interdependencies between and among various elements. However, it has also been highly influenced by the past apartheid planning and segregationist policies. The current settlement pattern reflects a continuum of settlements from a highly urban Newcastle town through to peri-urban settlements in the JBC and extensive commercial farmlands with small isolated farm-dweller settlements.

#### **3.8.3.1 URBAN**

The urban component of the NLM comprises of three distinct sections, namely:-

- A. Newcastle West;
- B. A central Industrial Area; and
- C. Madadeni and Osizweni to the East.

An urban edge has been determined around this entire complex and it is proposed that all future urban development takes place within these confines thus to integrate, densify and diversify it as well as to limit the loss of high yield agricultural land.

#### **3.8.3.2 NEWCASTLE (NEWCASTLE WEST)**

The CBD is located in Newcastle West on the Southern side of the confluence of the Ncandu and Jordan Rivers. Newcastle West is predominantly residential with the Northern section being the most affluent. Ribbon development runs South-Eastwards from the CBD along the R34 and includes a new shopping centre, restaurants, garage and car showroom, hotels and lodges, amongst other things. The Northern portion of Newcastle West also accommodates the show-grounds, Monte Vista Casino and Conference Centre, a golf course and a technical college.

Immediately south of the CBD are the original residential areas of the town also laid out in the same gridiron-street pattern and home to the Newcastle Private Hospital and Newcastle Provincial Hospital. The police station and a number of home offices which have spread outwards from the CBD are also found south of the CBD. South-West of the CBD are further residential suburbs.

Newcastle CBD is currently going through a process of spatial transformation. This involves three main processes, namely:-

- A. Decentralisation of commercial and office space;
- B. Redevelopment; and
- C. Expansion of the town area.

Decentralisation of commercial and office space occurs in the form of nodular development at both Eastern and Western entrances/gateways into Newcastle CBD. Newcastle West development includes a number of service industries, a community commercial centre, hotels and a number of associated developments. The area is earmarked for further commercial development.

Rights were granted for the development of a regional shopping centre next to the new Casino and the Newcastle Mall has since taken root and is in operation. A new office complex has also been developed in the area while infrastructure has been laid for mixed land use development. Other developments expected in this node in the near future include motor-showrooms, restaurants, etc. Redevelopment on the other hand, involves the refurbishment of buildings vacant or under-utilised, because of economic downturn and relocation of offices to the new office node. This process also includes the transformation of office use, particularly professional offices, into residential areas that are adjacent to the CBD. A number of dwelling units have been granted office use rights or are being used as offices.

Newcastle Municipality has accordingly developed strategic responses to these trends. These include the Newcastle West Precinct Plan, the CBD Development Plan and the Newcastle South Spatial Development Plan (SDP). The latter provides for a range of residential land uses, including mixed land use and commercial nodes. The net effect of these plans is the extension of the town's built-up area, shifting of the urban edge and opening of new interface zones. In view of its strategic location in Northern KwaZulu-Natal, Newcastle is likely to remain a regional service centre unchallenged by other nearby towns in the foreseeable future. Its market threshold is relatively secure, but its economic and social vitality remains dependent on the state of its regional hinterland. The CBD itself has remained relatively stable.

### **3.8.3.3 CENTRAL INDUSTRIAL AREA**

East of the CBD lies large industrial areas, the N11 and Iscor facility, as well as an airfield and landfill site. It is also the location of Amcor Dam and Recreational facility. The area occupies approximately 516ha of land zoned for industrial use, of which only a small portion is developed. While the area accounts for a significant amount of employment opportunities in the NLM, it historically developed as a buffer strip between the former white only areas in the Newcastle West and the former black only townships of Madadeni and Osizweni.

The Western Service Delivery Region (WSDR) covers the areas of Newcastle West within the Urban Edge, these would be the Newcastle Central Business District (CBD), the Newcastle West suburbs and the airport industrial area. These areas are covered under the Newcastle scheme. The zooming into the WSDR will give more detailed land use guidelines and highlight priority investment and development areas and will also act as a guide to decision-makers and investors. A number of intervention areas for the WSDR have been identified where the intention is that the entire Service Delivery Region be covered in the long term by the municipal hierarchy of plans. Intervention areas for the WSDR include:-

- A. Newcastle West Intervention Area;
- B. Newcastle South Intervention Area;
- C. Newcastle Industrial Intervention Area; and
- D. KIB Intervention Area.

### **3.8.3.4 MBO (NEWCASTLE EAST)**

MBO is located along P483 and comprises of the townships of Madadeni and Osizweni, and the JBC area. Madadeni and Osizweni were laid out in the 1970s on the basis of a Master Plan developed in 1975, and reviewed in June 1985. The plan was based on the dominant planning doctrine and highly influenced by the political regime. It gave rise to a compact linear urban form with a rectilinear road network based on 3 to 4 km grid spacing of major arterials. The JBC area, which joins the Madadeni and Osizweni areas, has a more peri-urban character, consisting mainly of informal settlements. This area developed as a result of "shack farming" thus transforming the area from agriculture into an urban slum, with no formal planning. This has given rise to a complex set of land legal issues including title adjustment, beneficial occupation rights, tenancy and freehold ownership rights.

The MBO complex is characterised by a poor condition of services and a general lack of amenity and pleasant appearance. This robs the area of private sector investment and perpetuates dependency on the Newcastle city centre. Urban renewal programmes being initiated in the MBO complex will result in the upgrade of the public realm and improve the quality of life of the previously disadvantaged. It will also promote both public and private sector investment in the area. Access to public facilities and a safe environment are the other important aspects of quality of life that should be addressed in these areas.



### 3.8.3.5 RURAL

The rural component of the municipality is dominated by expansive commercial farmland, which is used mainly for livestock farming and crop production. Some of the farms are affected by the land reform program, particularly the land restitution and labour tenancy program that may lead to the creation of new settlements and erosion of agricultural land.

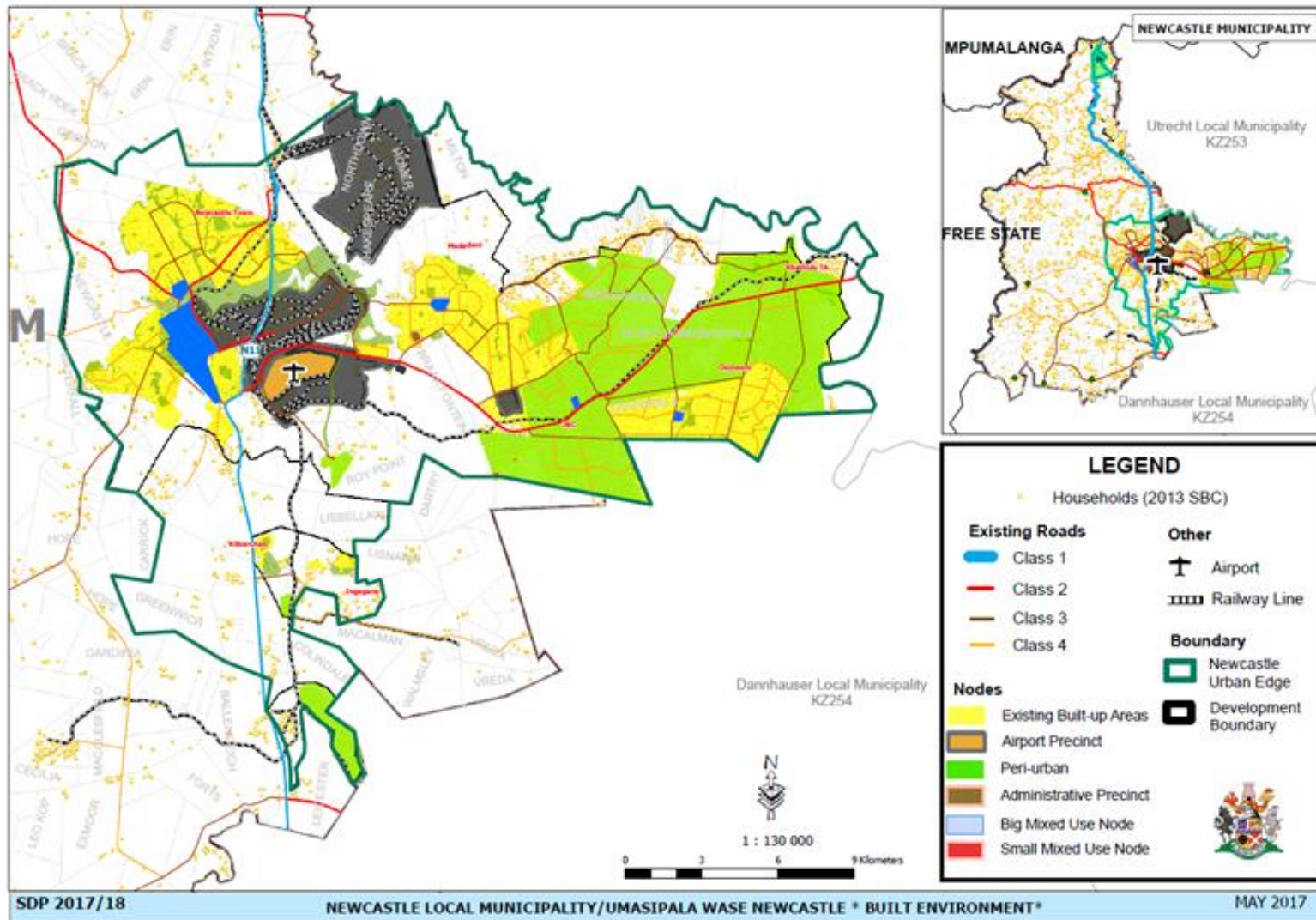
However, there are few established settlements on commercial farmlands. These settlements include smaller rural settlements such as Charlestown and Ingogo. Charlestown provides basic services and functions to the surrounding agricultural areas and is identified as a tertiary node in the SDF, together with Lennoxton. Ingogo, on the other hand, is a purely rural settlement based on its low population numbers, and is classified as a rural node, as is Leokop.

Other rural settlements are located within the Ubuhleбомzinyathi Community Authority area and include the settlements that generally fall within the traditional leadership of AmaHlubi in the Drycut area and Khathide along the northern boundary of the NLM.

*Table 34 Rural Settlements*

WARD 1	WARD 6	WARD 7
<ul style="list-style-type: none"> <li>- Botha's Pass.</li> <li>- Brinkshoop.</li> <li>- Charlestown.</li> <li>- Ingogo.</li> <li>- Amajuba Forest.</li> <li>- Normandien.</li> <li>- Wykom.</li> </ul>	<ul style="list-style-type: none"> <li>- Claremont.</li> <li>- Jakkalspan.</li> <li>- Jobstown.</li> <li>- Masondale.</li> </ul>	<ul style="list-style-type: none"> <li>- Manzana.</li> <li>- Mndozo.</li> </ul>
WARD 12	WARD 15	WARD 16
<ul style="list-style-type: none"> <li>- Jonhstown, divided into various sections:-               <ul style="list-style-type: none"> <li>o Johnstown-Bhareni.</li> <li>o Johnstown-Dindela.</li> <li>o Johnstown-Leslie.</li> <li>o Johnstwon-Phesheya kodonga.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Blaauwboschelaagte.</li> <li>- Cavan.</li> <li>- Mahalbhomi.</li> </ul>	<ul style="list-style-type: none"> <li>- Blaauwboschlaagte.</li> <li>- Dry Cut.</li> </ul>
WARD 18	WARD 21	WARD 31
<ul style="list-style-type: none"> <li>- Blaauwboschlaagte.</li> </ul>	<ul style="list-style-type: none"> <li>- Normandien</li> </ul>	<ul style="list-style-type: none"> <li>- Riversmeet.</li> <li>- Suspense.</li> <li>- Soul City.</li> <li>-</li> </ul>

Map 34 Built Environment



### 3.9 SWOT

Conclusion of the four Key Sector Analysis areas – Summary (include Economic / Social)

Table 35 SWOT

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>▪ Newcastle is a city that is resilient and adaptive.</li> <li>▪ Newcastle is organized around mobility and development corridors with complete transportation network (Road, Rail, and Air).</li> <li>▪ Newcastle is anchored by its natural resources which make it unique and desirable with good potential agricultural land.</li> <li>▪ The N11 route bisects the eastern and western halves of the Municipal urban area respectively.</li> <li>▪ The N11 is also used as an alternative route from Durban to Gauteng.</li> <li>▪ Newcastle is the anchor city within the northern Natal region and a 2<sup>nd</sup> order node in KZN.</li> <li>▪ It is located adjacent to the boundaries of Free State and Mpumalanga provinces which allow for capital spent in Newcastle Municipal area.</li> <li>▪ Major water catchment areas and high rainfall</li> </ul>	<ul style="list-style-type: none"> <li>▪ Higher densities are found close to established nodes.</li> <li>▪ Urban sprawl lead to Infrastructure backlogs and new informal settlements mushrooming.</li> <li>▪ Fragmented spatial structure with limited future spatial growth options which lead to shortage of residential land.</li> <li>▪ Industrial sector stagnated with very few new industrial developments.</li> <li>▪ Poor management of open spaces and large tracks of undermined areas that cannot be utilized within the built-up areas.</li> <li>▪ Illegal developments encroaching on environmental sensitive areas</li> <li>▪ Poor accessibility due to mobility function of corridors being compromised and an undefined road network towards MBO areas while the railway lines and airport have been underutilized.</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>▪ Clustering of social and community facilities around development nodes and corridors including Service Delivery Centres which in turn contribute to land use and transportation integration.</li> <li>▪ Tourism is growing and drawing tourist investment to the town.</li> <li>▪ Mining, a growing demand on resources such as coal.</li> <li>▪ The Road infrastructure, Railway lines and airport which provide connectivity.</li> <li>▪ Informal sector can become a long term economic reality while private investment is also on the increase.</li> <li>▪ Open spaces with densification potential.</li> <li>▪ Environmental conservation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Investments-private investments patterns remain in nodes of Newcastle west and general decline in investment.</li> <li>▪ Natural Environment, lack of environmental assessment.</li> <li>▪ Climate Change</li> <li>▪ Poor water catchment management</li> <li>▪ Urbanisation made it difficult to formalize settlements which are time consuming.</li> <li>▪ Illegal and unauthorised uses and developments</li> <li>▪ Unplanned Informal Settlements and developments creeping onto natural resources and neighbouring municipalities.</li> <li>▪ Urban decay in major nodes.</li> </ul>

## **4 CHAPTER FOUR: ENVIRONMENTAL MANAGEMENT FRAMEWORK**

Newcastle municipality has an adopted EMF in place from 2015. Within the EMF there are 6 main environmental constraint (sensitivity) categories identified below. These categories comprise of areas which are important from a resource conservation perspective. The EMF provides the SDF with strategic support that identifies 2 areas of desired state for the environment after giving the constraints (sensitivities) categories. The SDF is then able to guide development by avoiding areas that the EMF has deemed undevelopable or sensitive in nature. And this is further cemented by the Prohibition Areas.

The municipality went further by developing a computer software that has not been installed yet but can be used to support its decision making on development and lease applications. It should be noted that the Integrated Waste Management Plan is in place as adopted and covered under section 3.5.5 Waste Management, where it is seen as part of the greater basic services component.

The overall view about this chapter is that it should guide development controls and be able to identify any short comings environmentally, such as the need for the Strategic Management Plan.

The zones represent sensitive environmental attributes in relation to:

- A. Topography Sensitivity
- B. Agricultural Sensitivity
- C. Biodiversity Constraints
- D. Hydrological Sensitivity
- E. Socio-cultural (heritage)
- F. Airshed (air quality)
- G. Strategic Management Zones (Desired )
- H. Intervention Areas (Desired)
- I. Development Prohibition Areas

### **4.1 TOPOGRAPHIC SENSITIVITY**

This environmental sensitivity or land use constraint zone is defined by the susceptibility of the land to water erosion. The steepness of the land is the most significant constraint to development in this zone but relatively permanent land characteristics such as slope gradient and length, soil erosion and rainfall erosion also influence sensitivity and the susceptibility of land to water erosion.

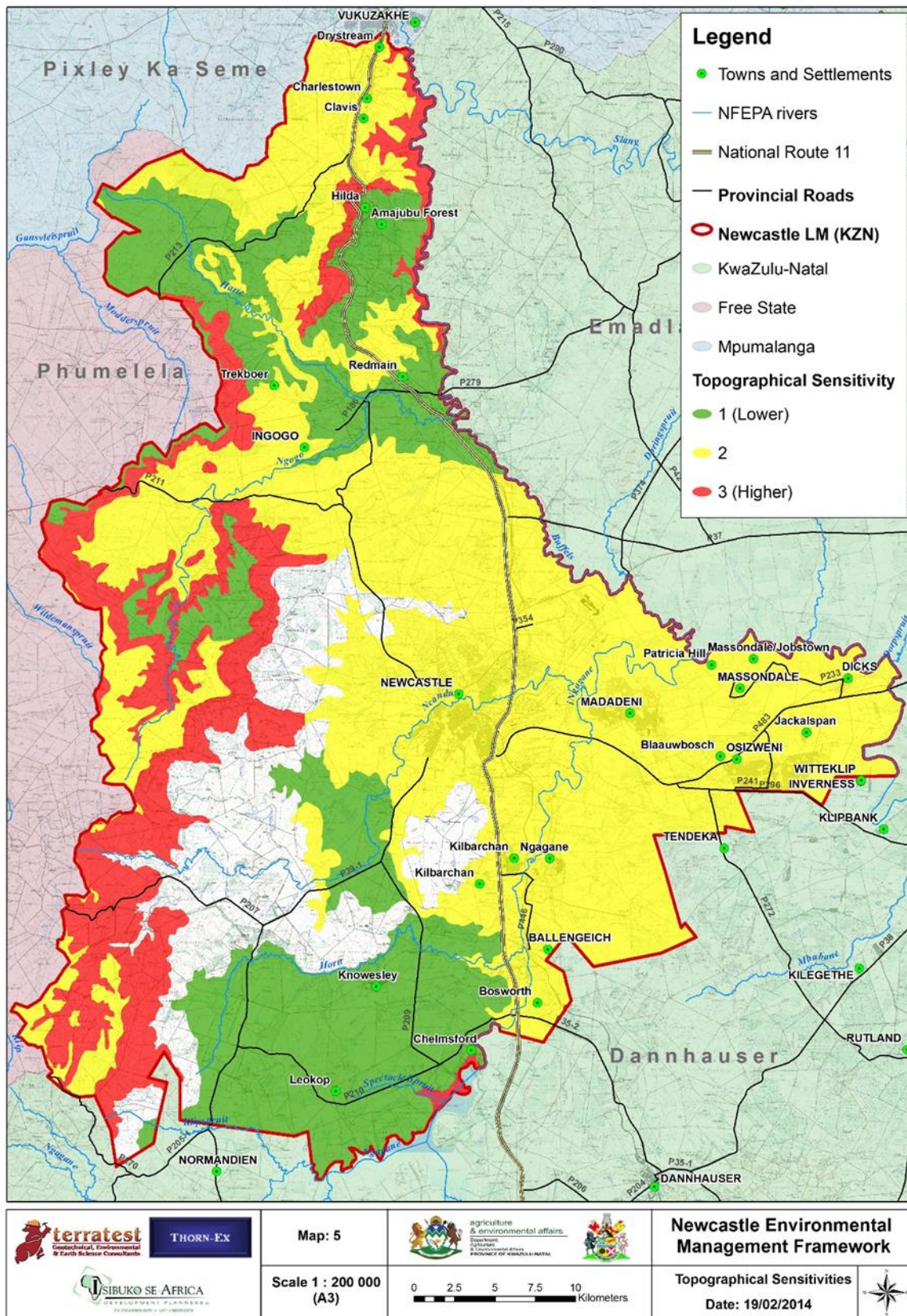
- A. Areas flagged in red represent steep terrain and are sensitive to development, it is also important to note that this area is located along the western envelope of the municipality that has been identified as a sensitive area as a water production area.
- B. Areas that have been flagged in yellow and green have been identified as medium to low sensitivity with regards to the topography.

Areas that represent steep terrain are noted for high levels of soil erosion and therefore vegetation that protects surface soil needs to be maintained and managed and the disturbance of the natural land scape needs to be avoided.

The disturbance of the land from a natural state to one that is better adapted to human activities would have disrupted landscape processes and will have a bearing on ecosystem functioning. The level of land degradation that occurs in open spaces in urban areas is however a concern. These areas are naturally susceptible to water erosion because the erodibility of the soil is high. The state of vegetation degradation increases the erosion hazard and the risk of damage to the area's drainage networks.



Map 35 Topographic Sensitivity





## **4.2 AGRICULTURAL SENSITIVITY**

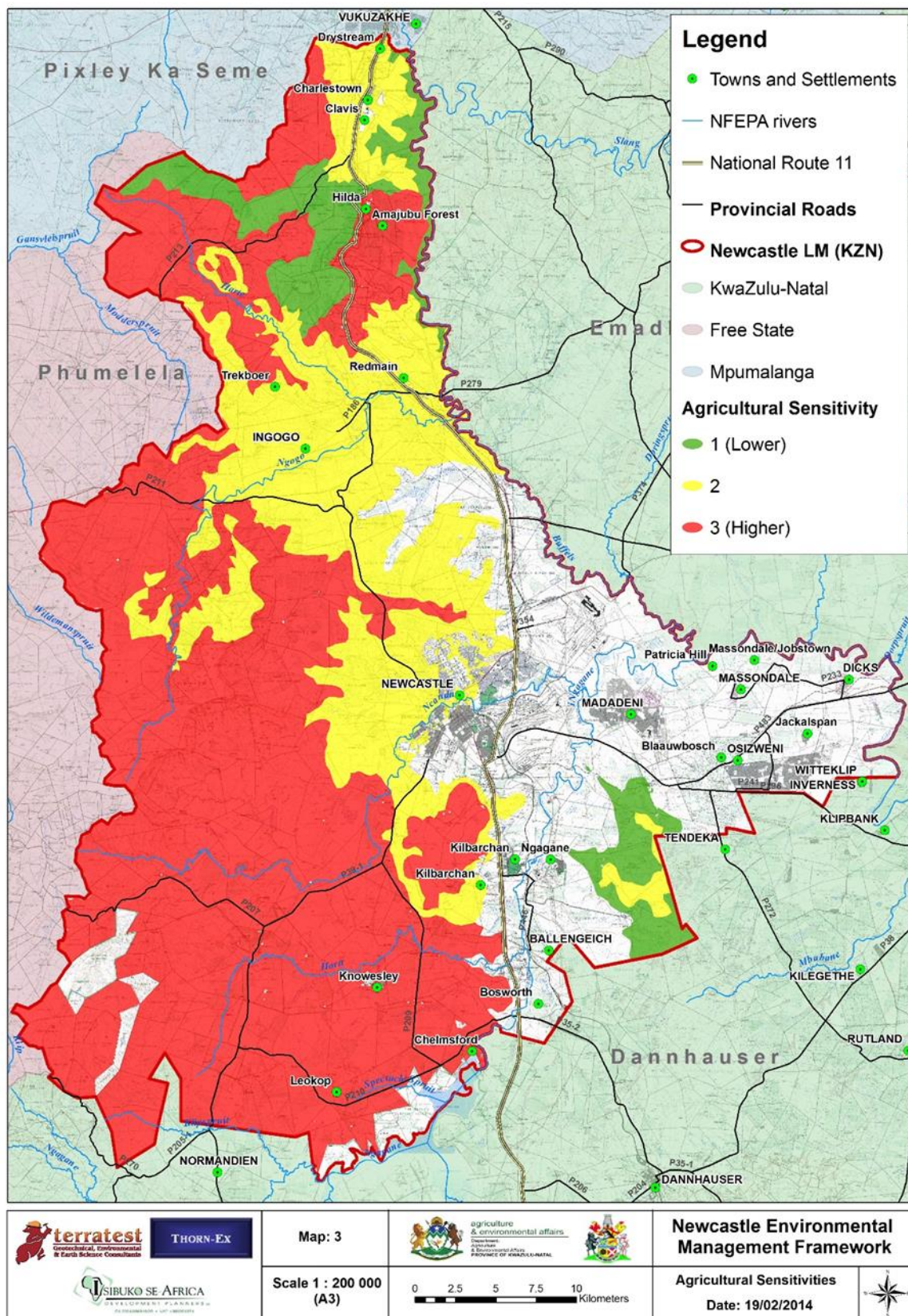
The EMF has defined by the scarcity of non-renewable agricultural resources. The agricultural sensitivities have been categorized in three different categories.

Categories A and B represent irreplaceable and threatened resources. These areas are likely to be most sensitive to development impact. Land located eastern and central are noted for being developed and urbanized and therefore was excluded.

Scarce non-renewable agricultural resources need to be managed and conserved and the use of such resources needs to be utilized in a sustainable.

Although planned settlements are generally not located in areas with irreplaceable and/or threatened Agricultural land, future expansion needs to be guided away from valuable agricultural land which are deemed irreplaceable or threatened.

Map 36 Agricultural Sensitivity



### **4.3 BIODEVERSITY CONSTRAINTS**

Protected areas are terrestrial, aquatic or marine areas that are formally protected by law and managed for the purposes of biodiversity conservation. In the Newcastle perspective there are two formally protected areas and one in the process of being gazetted.

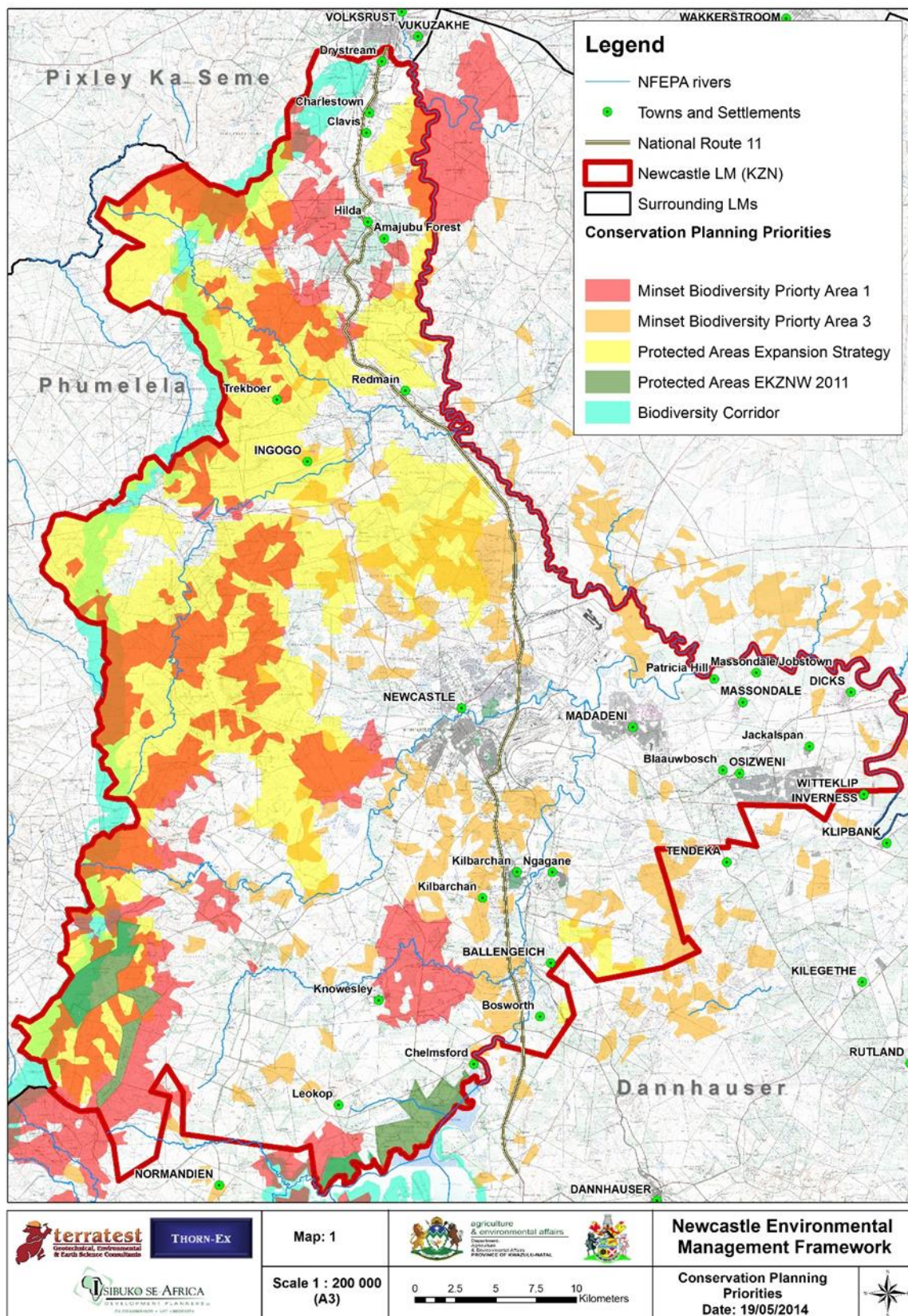
The Chelmsford nature reserve and Ncandu nature reserve are the two protected areas, which the Ncandu private forest and grassland reserve is in the process of being declared as a protected area.

Conservation areas are areas that are not formally protected by law, but the primacy land use is for conservation purposes. Conservation areas are not gazetted as protected areas. According to the Newcastle EMF there are two conservation areas, the Charles Town Community Trust Area and Normandien.

The biodiversity corridor is located along the western envelope of the Municipal area this correlates to where the biodiversity priority areas and protected areas are located.



Map 37 Biodiversity Constraints



#### **4.4 HYDROLOGICAL SENSITIVITY**

Urbanization has altered the hydrology of the area. The prevailing stormwater strategies in the central urban area are not suitable to mitigate environmental impacts because property damage from flooding occurs regularly, channel erosion is taking place and habitat is being degraded. Settlements also occur in areas at risk from floods.

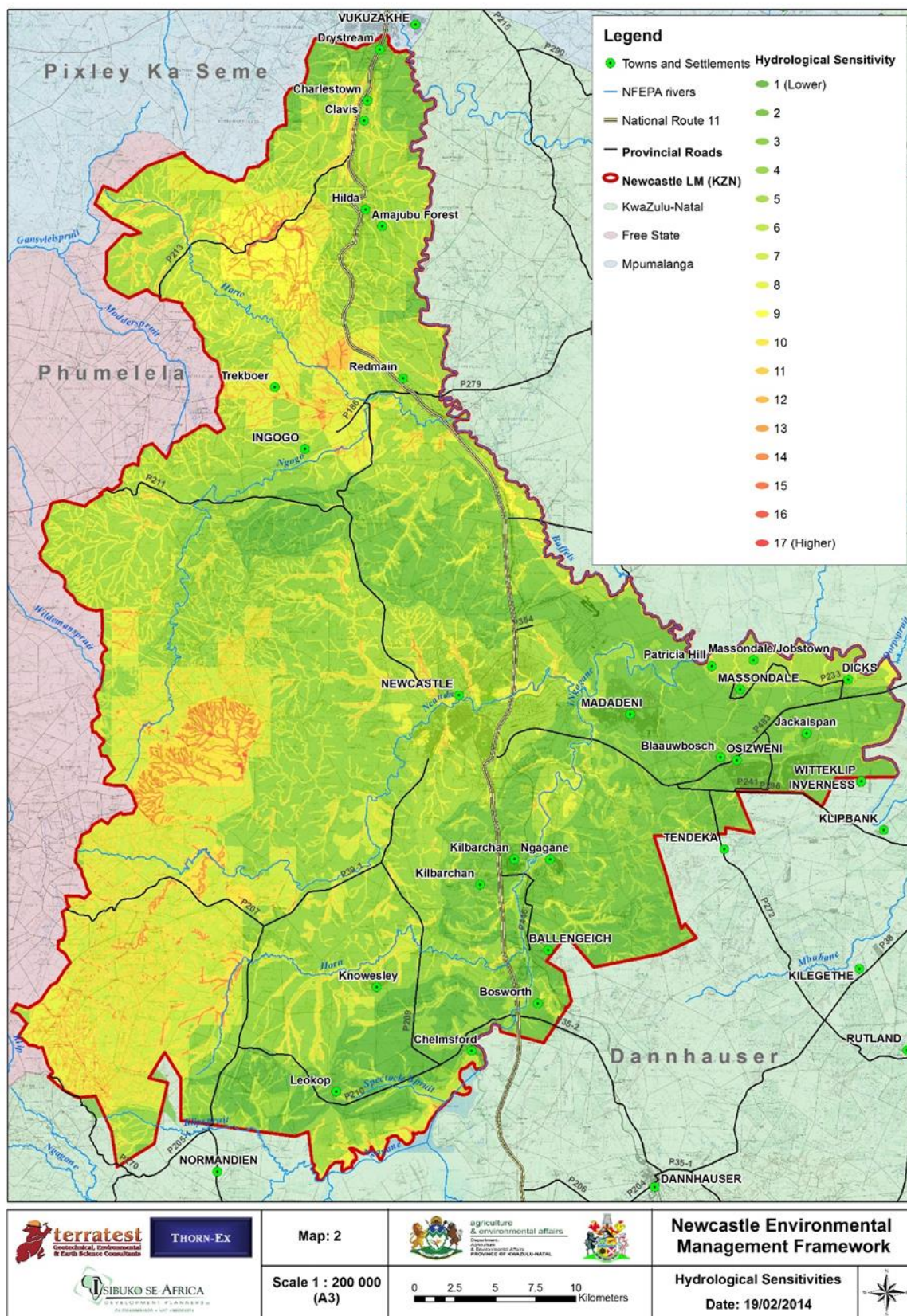
Pollution from urban run-off, sewage and untreated discharges of wastewater treatment works and industries are adversely affecting many water bodies, leaving the area with unsafe water supply.

Pollution of waterways and groundwater resources also occur as a result of past mining activities.

The availability and use of water is a key concern. The intensity of demand has potential to quickly exceed local supply. Households and industries have little incentive to conserve water, primarily because of the low price of water. The vulnerability of the shallow aquifer in the MBO area to pollution is a concern. The state of infrastructure and services that are supposed to absorb impacts and protect the aquifer intensifies this concern.



Map 38 Hydrological Constraints



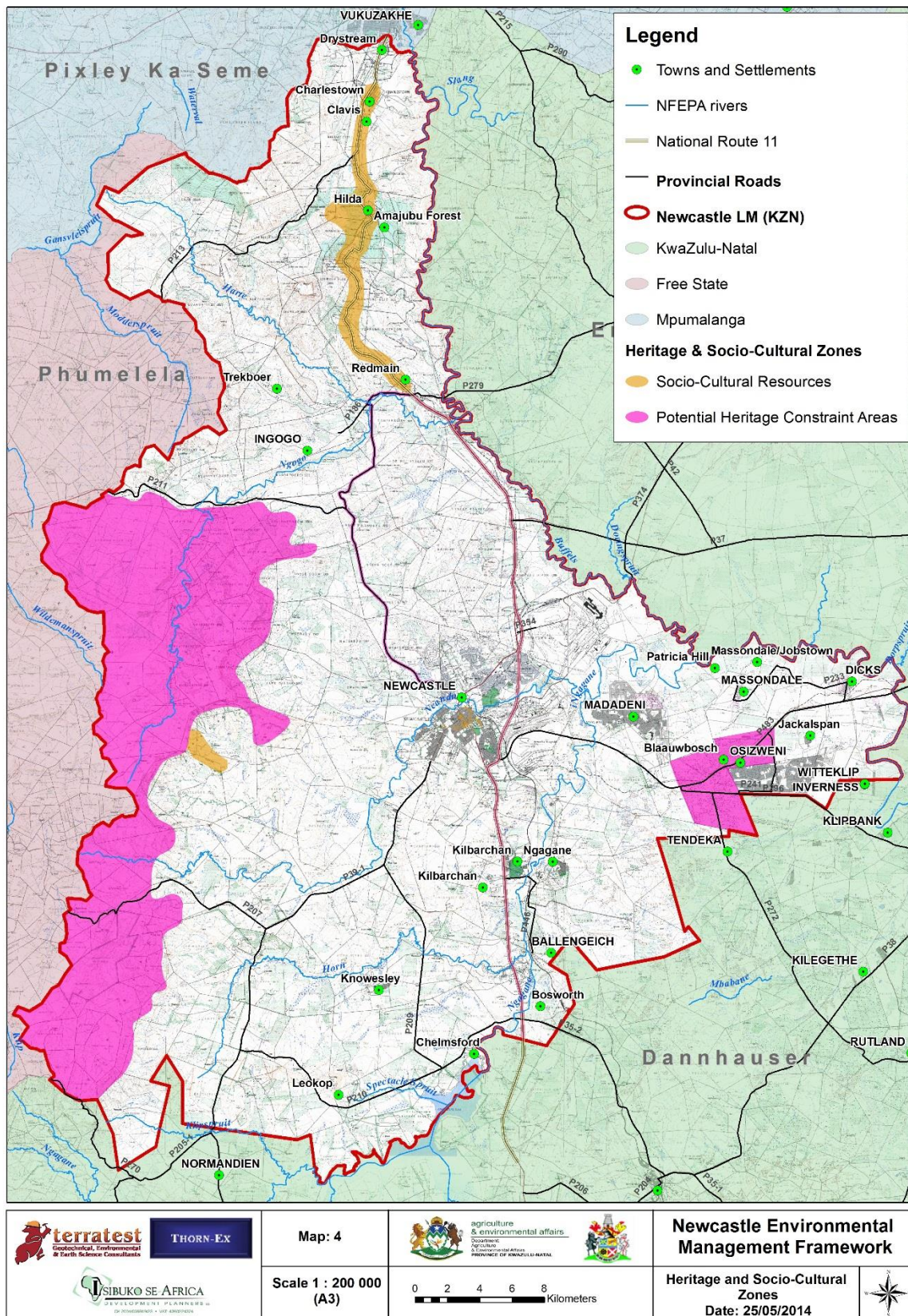
#### **4.5 SOCIAL-CULTURAL (HERITAGE)**

The objectives of this zone, as informed by prevailing policy, are to:

1. Protect and manage resources of cultural significance or other special value for the present community and for future generations;
2. Encourage civil society to nurture and conserve their heritage resources so that they may be bequeathed to future generations; and
3. Encourage groups and communities to play important roles in heritage resource identification in the Newcastle area.



Map 39 Social-Cultural (heritage)



## 4.6 AIR QUALITY CONSTRAINTS

The main sources of air pollution has been identified and mapped in the Newcastle EMF. Some of the large polluters in the area are mining and industrial activities.

Newcastle was identified as a potential national air quality hotspot in 2008, primarily as a result of industrial emissions but transport systems, waste facilities, domestic burning of fuel, and emissions from the mining sector also contributes to ambient air quality.

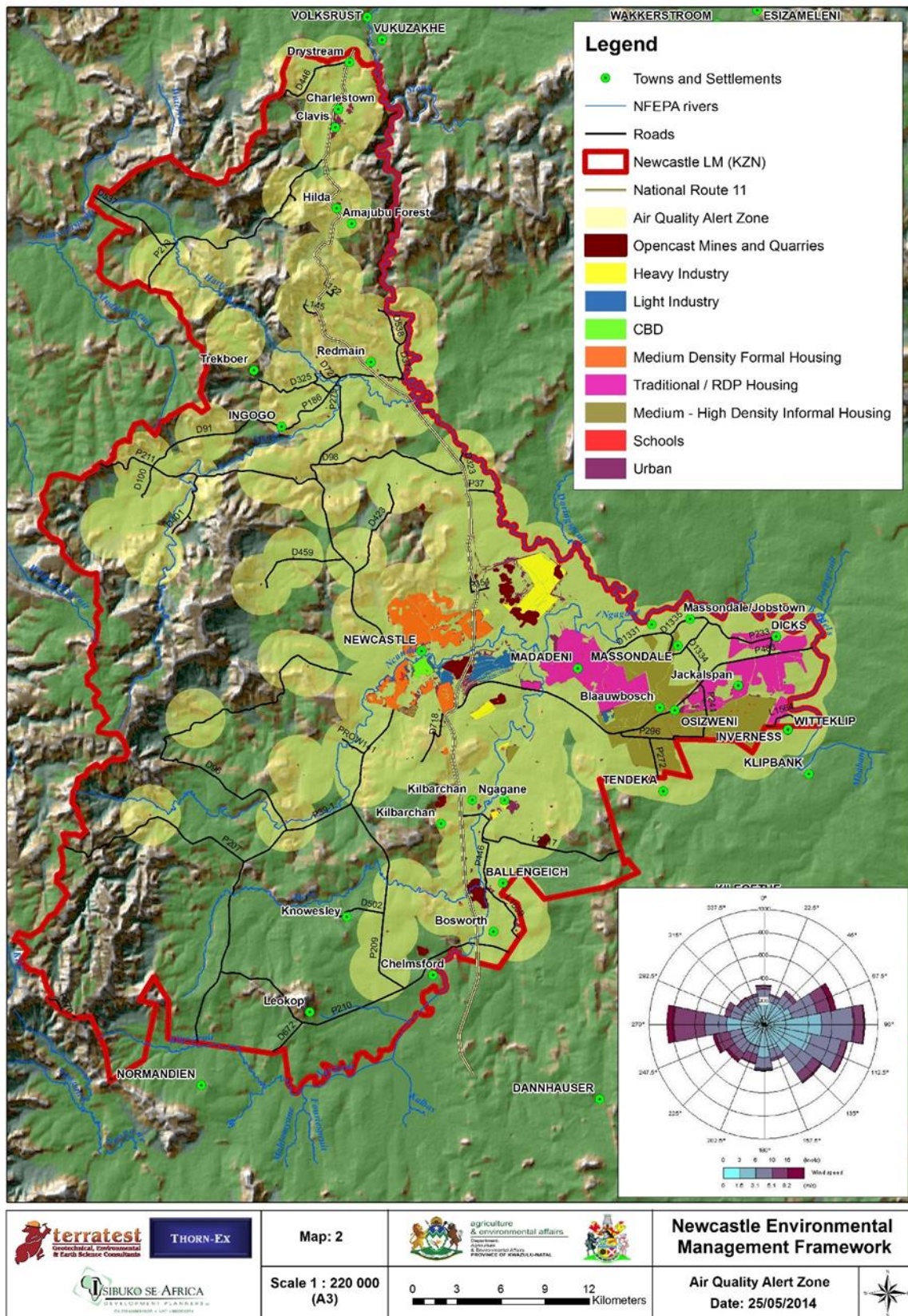
Newcastle's economy is largely based on and reliant on Industrial activities one of the key concerns are the proximity of residential development and industrial development. The proximity and locational context of industrial activities have linkages to human health and as a whole air quality.

The Newcastle EMF analysed the air quality situation of the area to determine the sensitivity of the airshed, the pollution sources of the area and the sensitive receptors. It identified industrial sources of air pollution as a concern. The EMF took into consideration the annual wind rose is to indicate the wind speed and direction patterns for the Newcastle area. The following has been noted:

- Newcastle's central business district is situated in a valley and suffers from poor dispersion conditions during the winter months. As a result the city suffers short-term pollution episodes.
- Lower lying areas that are affected include commercial, residential and industrial land uses.
- Transboundary stresses (pollution that is migrating into the area from other airsheds) also accumulate and concentrate in the lower lying areas under the inversion layer.
- Current air pollution sources of concern are:
  - Industrial activities (criteria pollutants and others);
  - Waste facilities (dust)
  - Off-site agriculture (dust, herbicides and pesticides); and
  - Transport routes (criteria pollutants).
- Information on the state of air quality in Newcastle is incomplete but there are clear indications that the ambient air quality of the area is deteriorating and that interventions are urgently needed to improve the quality of the air. It is also possible that pollutant levels have reached saturation level in several areas in the municipality.
- Historically, poor land use zoning as a legacy of primary needs for industrialisation exacerbated by apartheid planning schemes, has determined that residential zones have developed in close proximity to high density industrial areas where air quality impacts are likely to be greatest.



Map 40 Air Quality Constraints





#### **4.7 INTERVENTION AREAS**

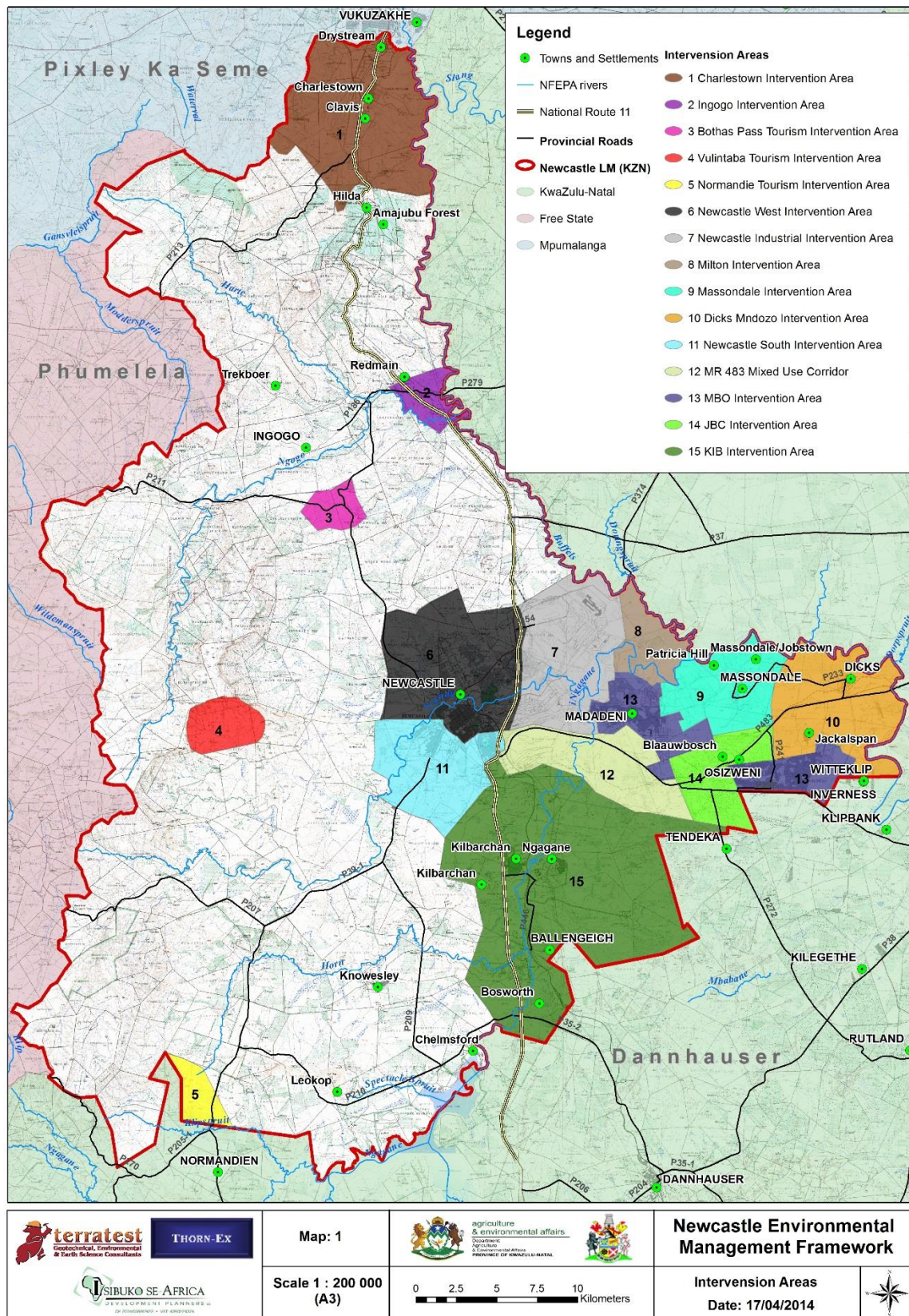
The municipality has structured the landscape into fifteen (15) “Municipal Wide Intervention Areas” to facilitate practical implementation of its SDF as explained in section 4.3 of this report. These areas will be under distinct development pressure in the immediate future (i.e. 5- 10 years). They will also be the subject of Local Area Development Plans (LADPs) that sets a development planning vision to serve as a base for guiding planning policies of a particular area and will provide a strategy for proper planning and sustainable development of an area.

Because it is important that the EMF support development planning in the area, the intervention areas offer an opportune entry point for proactive environmental input into the SDF. They will therefore be used as part of the EMF zoning plan to alert decision-makers of the resource sensitivities of such areas, the risks and opportunities associated with development pressures in them, and environmental management guidelines that should inform the LADPs. This will be defined in the next phase of the project.

##### **Newcastle Municipal Wide Intervention Areas:**

1. Charlestown Intervention Area
2. Ingogo Intervention Area
3. Botha's Pass Intervention Area
4. Vulintaba Intervention Area
5. Normandien Intervention Area
6. Newcastle West Intervention Area
7. Newcastle Industrial Intervention Area
8. Milton Intervention Area
9. Massondale Intervention Area
10. Dicks Mndozo Intervention Area
11. Newcastle South Intervention Area
12. MR 483 Mixed use Corridor
13. MBO Intervention Area
14. JBC Intervention Area
15. KIB Intervention Area

Map 41 Intervention Areas



## 4.8 STRATEGIC MANAGEMENT ZONES

The Newcastle EMF has spatially divided Newcastle into 3 strategic environmental management zones with the 3 most critical issues being securing water for future economic growth, promoting human health and sustainable communities and protecting scarce non-renewable resources.

### A. Water production zone

This strategic zone translates the need to secure sustainable water supplies to the area and beyond. It is the most sensitive to development and needs specific management interventions to safeguard the water production potential of the region.

The water production zone is located on the western part of the Municipal area.

### B. Settlement zone

This strategic zone translates the need to secure human health and well-being, and build sustainable Communities. It comprises the main focus area for development in the Newcastle Local Municipality and is therefore the geographical area that is most under development pressure. As such it is an immediate priority for the EMF in terms of influencing development patterns. The boundaries of this zone were informed by the “Municipal Wide Intervention Areas”.

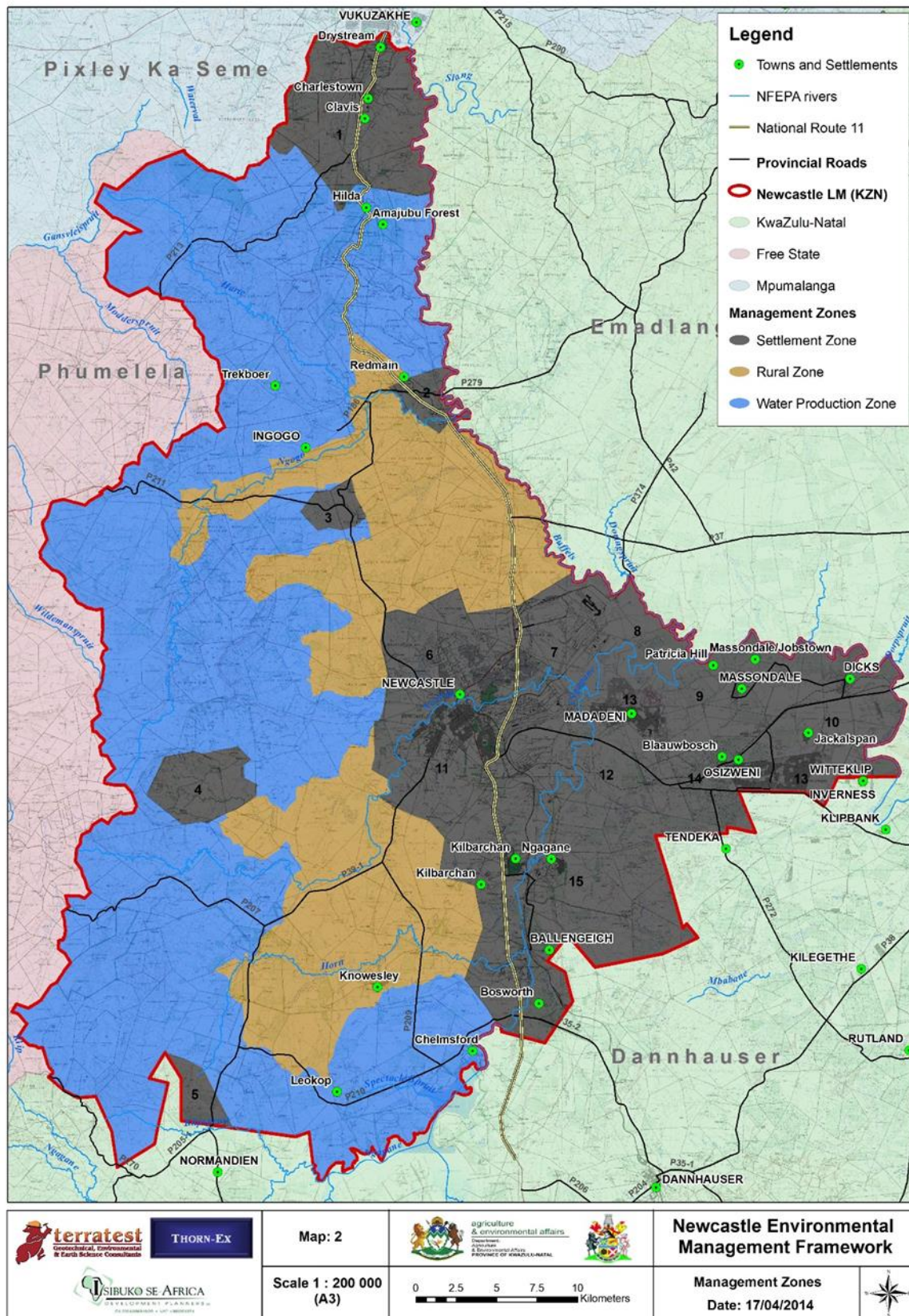
### C. Rural Zone

This strategic management zone gives recognition to the need to protect scarce resource and avoid the irreplaceable loss and degradation of biodiversity which includes arable land. The geographical area it overlies should not be interpreted as the exact boundaries of this management zone as critically important agricultural and biodiversity resources are also present in the Water Production Zone and to a lesser extent in the Environmental Innovation Zone.

The three management zones mentioned above give direction to the SDF as to how to define the Urban Edge and know where not to propose developments that will affect the water production of Newcastle and surrounding municipalities.



Map 42 Strategic Management Zones



## **4.9 SDF IMPACT**

### **4.9.1 DEVELOPMENT PROHIBITION AREAS**

SPLUMA requires a strategic assessment of the environmental pressures and opportunities within a municipality when developing an SDF. The majority of the built-up areas are located outside these areas. Future developments and/or expansions of existing towns and settlements should consider the impact on the environment. At the same time, measures should be put in place by the relevant authorities to discourage expansion and/or development in areas that are deemed to be environmentally sensitive.

In order to depict the Development Prohibition Areas as required, a series of map overlays was done. These overlays are the above discussed in chapter three and four as to discuss the existing elements and the environmental make up of Newcastle. The end result is the map provided that has given rise areas of Constraints and areas of Compromise as depicted. The map indicates the areas within the municipality that must be carefully considered for any future developmental purposes.

It should be noted that all Newcastle Municipality Capital Projects as depicted under section 7.3 Capital Investment Framework that they are not in conflict with the EMF.

### **4.9.2 OPPORTUNITIES**

Development should ideally be limited to the urban edge this to protect limited environmental resources such as the water production areas, biodiversity corridors and all other sensitive areas. Focusing development in areas that are identified as settlement zones within the EMF and identified as the urban edge serves a multipurpose role. Opportunistically it serves dual roles, firstly by the protection, conservation and preservation of sensitive areas by limiting the transformation of these areas. Secondly focusing development within this two delineations (Urban edge and settlement zones) will promote densification and compaction in areas that are developed reducing the costs of service provision, reducing travel times and developing existing vacant properties within developed areas.

According to the EMF, its role is to improve development decisions capacity for the area by providing strategic context, defining environmental and sustainability problems, spatially translating local environmental and development policy priorities, communicating what may be risks and opportunities for the long-term.

The EMF identifies that there also may be development opportunities that need to be exploited in the agricultural and tourism sectors and through poverty alleviation projects in areas outside the urban edge and settlements zones.

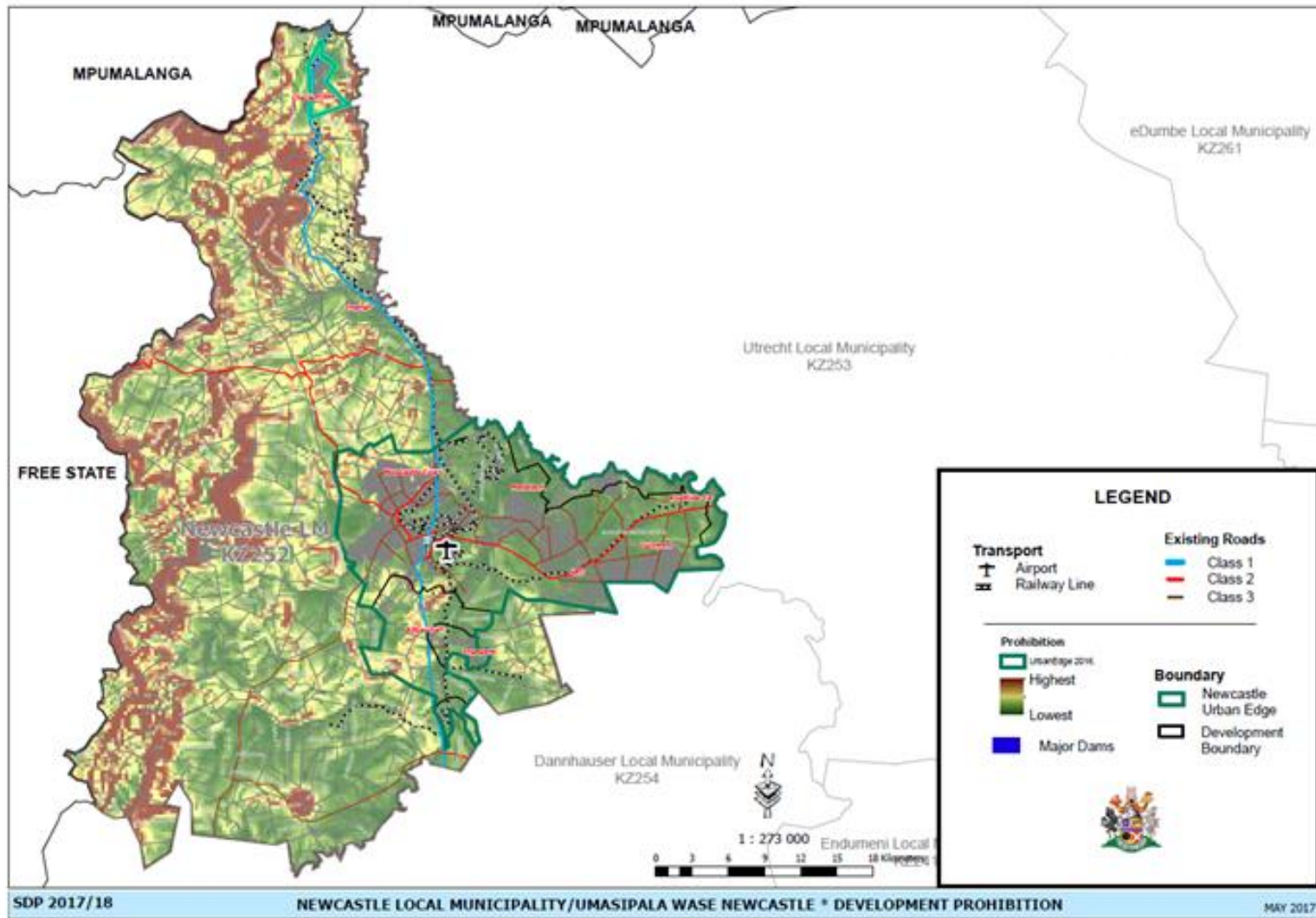
### **4.9.3 FUTURE STUDIES**

The list of future studies to be done by the Municipality are derived from the shortcomings found in the above section. It was realised that the following studies need to be fulfilled in order to improve the role of Environmental Management by the Municipality:

- A. Air Quality
- B. Climate Change
- C. Areas of Contamination
- D. Strategic Environmental Assess
- E. Gazetting of the District Municipal EMF on behalf of all Locals within its borders.



Map 43 Development Prohibition Areas



## 5 **CHAPTER FIVE: SPATIAL DEVELOPMENT GOALS AND OBJECTIVES**

### 5.1 INTRODUCTION

The overall essence of this section is to provide the “how” to spatial development as part of exercising pragmatism in the spatial planning and development of Newcastle Municipality. It identifies the core structuring elements and their corresponding objectives for spatial development in Newcastle Municipality. The spatial objectives are then translated into strategies which go to address the pertinent spatial issues currently existent in the Municipality. The idea is to ensure that these strategies go to achieve the long term municipal vision through short, medium and long term integrated actions.

### 5.2 KEY PLANNING PRINCIPLES

The development vision of Newcastle Municipality is underpinned by the principles of the Spatial Planning and Land Use Management Act and those of the KwaZulu-Natal Provincial Growth and Development Strategy and subsequently aligned to the key spatial strategies for the municipality.

These SPLUMA principles which influence spatial planning decisions are the following:

- A. Spatial Justice
- B. Spatial Sustainability
- C. Spatial Efficiency
- D. Spatial Resilience
- E. Good Administration

Below is the 2016 PGDS Strategic Goal number 7 and its Objectives that influence Spatial Planning:

<b>2016 PGDP STRATEGIC GOALS and OBJECTIVES</b>		
<b>STRATEGIC GOAL</b>	<b>No</b>	<b>STRATEGIC OBJECTIVE 2016</b>
<b>7 SPATIAL EQUITY</b>	7.1	Enhance the resilience of new and existing cities, towns and rural nodes, ensuring equitable access to resources, social and economic opportunities
	7.2	Ensure integrated land management use across the Province, ensuring equitable access to goods and services, attracting social and financial investment

These principles have informed the planning and development strategies intended to carve the future spatial outlook for Newcastle Municipality and its inhabitants whilst contributing to National and Provincial developmental targets.

### 5.3 MAIN PERFORMANCE QUALITIES & THE CORE SPATIAL CONCEPT

The main performance qualities stem from the key principles identified in Section 5.2. These performance qualities represent the key aspects by which the Newcastle SDF intends to be measured against in the long term.

Table 36 Main Performance Qualities & Core Spatial Concept

MAIN PERFORMANCE QUALITIES	THE CORE SPATIAL CONCEPT
<b>SPATIAL EQUITY</b>	
Refers to the fair distribution and access to land resources. It also recognises that the playing field is not always level in the competition between various land users. In order to ensure fair and equitable spatial development, it may be necessary to take special measures to remedy the disadvantages and promote equity of space in line with the Land Use Management System. The main responsibility of spatial equity is to ensure that all land users have the opportunity to use suited and available land to address their basic needs and requirements for <i>prosperity</i> .	<ol style="list-style-type: none"> <li>1. Provision, upgrading and maintenance of <b>key distribution routes</b>.</li> <li>2. Promotion of economic activities in <b>closer proximity to the unemployed</b>.</li> <li>3. <b>Clustering of social and community facilities</b> at more accessible points.</li> <li>4. Promotion of private sector <b>investment in disadvantaged areas</b>.</li> <li>5. <b>Spatial focus of resources</b> to redress inequalities in services standards and quality of life.</li> </ol>
<b>SPATIAL EFFICIENCY</b>	
Refers to the most economical and viable means of achieving spatial development within the limitations of available resources. Efficient and strategic spatial planning should ensure the co-ordination and the resolution of conflicts between competing activities, while strengthening market access and unlocking development opportunities crucial for <i>economic growth</i> .	<ol style="list-style-type: none"> <li>1. Provision, upgrading and maintenance of <b>key distribution routes</b>.</li> <li>2. <b>Infill planning</b> is required to make the delivery of services more cost effective.</li> <li>3. <b>Stimulation of economic districts and nodes</b> to promote sufficient market thresholds.</li> <li>4. <b>Planning around bulk capacities</b> to ensure more cost effective developments.</li> <li>5. Promotion of <b>economic opportunities in close proximity to residential functions</b> (where sustainable).</li> </ol>
<b>INTEGRATION</b>	
Refers to Spatial integration forms an important part of spatial structure. Integration in Newcastle is concerned with how urban linkages are created to enhance the interdependency existent in the space economy. This linkage being sought is to promote the relationship between people, goods and services within the regional domain.  Movement and transport feature as an enabling element to foster linkages with the region. Hard infrastructure such as roads and the means of movement be it road, rail or foot movement are centre	<ol style="list-style-type: none"> <li>1. Provision, upgrading and maintenance of key distribution routes.</li> <li>2. Promotion of economic activities in closer proximity to the unemployed.</li> <li>3. Clustering of social and community facilities at more accessible points.</li> </ol>

<p>to the extent of mobility of the municipal inhabitants. Efficiency becomes a relevant aspect of movement which needs to be considered in the spatial framework for Newcastle in an attempt to integrate the municipal and regional space.</p> <p>The locations of settlements in relation to major transportation corridors and natural resources sit at the fore of making economic opportunities available at different spatial scales. The presence of a particular resource can generate ideas for the type of opportunities which can be created.</p> <p>Integration of space allows and also promotes a variety of economic activities at appropriate locations. The integration of space is a prerequisite to spatial heterogeneity and for the development of strong linkages in the spatial, economic and social system.</p>	<p>4. Promotion of private sector investment in disadvantaged areas.</p> <p>5. Spatial focus of resources to redress inequalities in services standards and quality of life.</p>
<p><b><u>SPATIAL SUSTAINABILITY</u></b></p>	
<p>Implies a sense of balance, between the key activities found on land. A continued balance between economic development, social development and environmental development should be sought in all development actions. Practically this will imply that cognisance should be taken of the impact of any development in any one sector on the other two sectors to ensure continued <i>peace</i> and harmony.</p>	<p>1. Plan service standards in line with <b>economic and environmental affordability</b>.</p> <p>2. <b>Conservation and maintenance</b> of infrastructure and resources are better than replacement.</p> <p>3. <b>Fragmented spatial structure causes sprawl</b> and should be countered.</p> <p>4. Planning should promote the <b>sustainable use of resources</b>, rather than exclusion of use.</p> <p>5. Improved <b>land management measures</b> to control potential conflicts are required.</p>

## 5.4 DESIRED OUTCOMES + KEY SPATIAL STRATEGIES

The SDF proposes four key development strategies to help Newcastle achieve its vision of a sustainable economically vibrant city region that affords its citizens a high quality of life.

(From Desired outcomes) It is important that any spatial responses to the current challenges are practically implemented within these sectors. The list below represents practical strategies which will be employed by each sector to address the core spatial challenges.

These key development strategies are as follows:

Table 37 Desired Outcomes & Key Spatial Strategies

PERFORMANCE QUALITIES	MTSF 14 NATIONAL OUTCOMES	KZN PGDP 7 Strategic Goals	ADM DGDP 7 Strategic Goals	NLM IDP Strategic Objectives.
SPATIAL EQUITY	Outcome 4: Decent employment through inclusive economic growth.	Goal 1: Job creation.	Goal 1: Expanded provincial economic output.	To facilitate economic development that will result in sustainable job creation.
	Outcome 6: An efficient, competitive and responsive infrastructure network.	Outcome 4: Strategic infrastructure.	Goal 4: Strategic infrastructure that provides for the social and economic growth and development needs of Amajuba District.	To ensure the provision of appropriate sanitation and potable water to all households in Newcastle.
				To ensure the provision and maintenance of safe roads and effective storm-water infrastructure.
				To ensure access to electricity and other forms of energy where possible.
	Outcome 8: Sustainable human settlements and an improved quality of household life.	Goal 7: Spatial Equity.	Goal 7: Increased spatial access to goods and services in Amajuba	To promote spatial restructuring and integration
	Outcome 7: Vibrant, equitable, sustainable rural communities contributing towards food security for all.			



	Outcome 14: Transforming society and uniting the country.			
SPATIAL EFFECIENCY	Outcome 4: Decent employment through inclusive economic growth.	Goal 1: Job creation.	Goal 1: Expanded provincial economic output.	To facilitate economic development that will result in sustainable job creation.
	Outcome 6: An efficient, competitive and responsive infrastructure network.	Outcome 4: Strategic infrastructure.	Goal 4: Strategic infrastructure that provides for the social and economic growth and development needs of Amajuba District.	To ensure the provision of appropriate sanitation and potable water to all households in Newcastle.
				To ensure the provision and maintenance of safe roads and effective storm-water infrastructure.
				To ensure access to electricity and other forms of energy where possible.
	Outcome 7: Vibrant, equitable, sustainable rural communities contributing towards food security for all.	Goal 7: Spatial Equity.	Goal 7: Increased spatial access to goods and services in Amajuba	To promote spatial restructuring and integration
	Outcome 8: Sustainable human settlements and an improved quality of household life.			
SPATIAL INTEGRATION	Outcome 4: Decent employment through inclusive economic growth.	Goal 1: Job creation.	Goal 1: Expanded provincial economic output.	To facilitate economic development that will result in sustainable job creation.
	Outcome 6: An efficient, competitive and responsive infrastructure network.	Outcome 4: Strategic infrastructure.	Goal 4: Strategic infrastructure that provides for the social and economic growth and development needs of Amajuba District.	To ensure the provision of appropriate sanitation and potable water to all households in Newcastle.

				To ensure the provision and maintenance of safe roads and effective storm-water infrastructure.
				To ensure access to electricity and other forms of energy where possible.
	Outcome 8: Sustainable human settlements and an improved quality of household life	Goal 7: Spatial Equity.	Goal 7: Increased spatial access to goods and services in Amajuba	To promote spatial restructuring and integration
	Outcome 14: Transforming society and uniting the country.			
SPATIAL SUSTAINABILITY	Outcome 8: Sustainable human settlements and an improved quality of household life	Goal 5: Environmental Sustainability	Goal 5: Reduced global greenhouse gas emissions and create social-ecological capacity to adapt to climate change	To promote sustainable development and environmental awareness.
	Outcome 10: Environmental assets and natural resources that are well protected and enhanced			

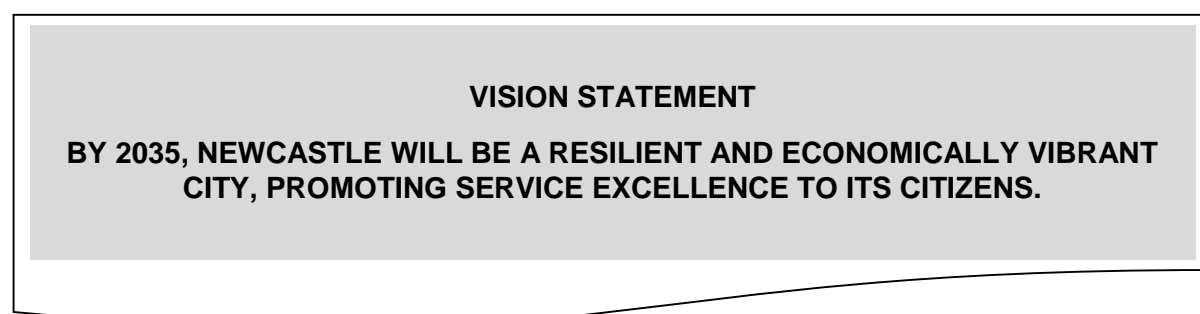
## 6 CHAPTER SIX: SPATIAL DEVELOPMENT FRAMEWORK

### 6.1 PREAMBLE

In the search for the best implementable vision for Newcastle Municipality it is imperative to take into consideration a number of factors and considerations. These factors as highlighted during the Newcastle IDP as well as the first three sections of this SDF ultimately shaped the vision. It is however arguable whether sufficient municipal cross border alignment and plans are in place at this stage to manage a long term municipal and spatial planning vision. Generally, the quantum, type and significance of development occurring on the borders of municipalities has not been monitored or spatially defined and it is frequently difficult to ascertain a common development rationale or District perspective. In addition, the concept of a City Region has been increasingly promoted by the Newcastle Municipality and in so doing spearheaded the need for a standard set of spatial tools or spatial language to obtain a common understanding within the district. Therefor during the 2012/2013 review of the Newcastle IDP, the Vision for Newcastle Municipality was revised to read as follow:

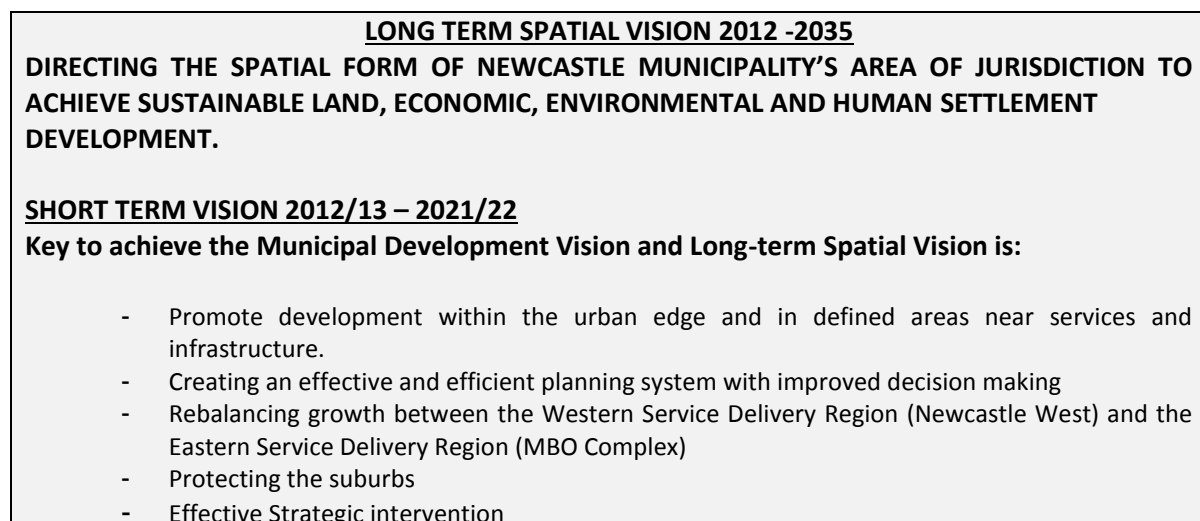
As the central future concept for development within the municipality, this vision needs to be translated spatially in order to ensure the development of land as well as the future management of all resources all work towards the achievement of this vision and does not contradict it. It is therefore imperative to develop a long-term spatial vision (10 – 20 years) for the municipality to support the Municipal vision.

Figure 17 NLM Vision



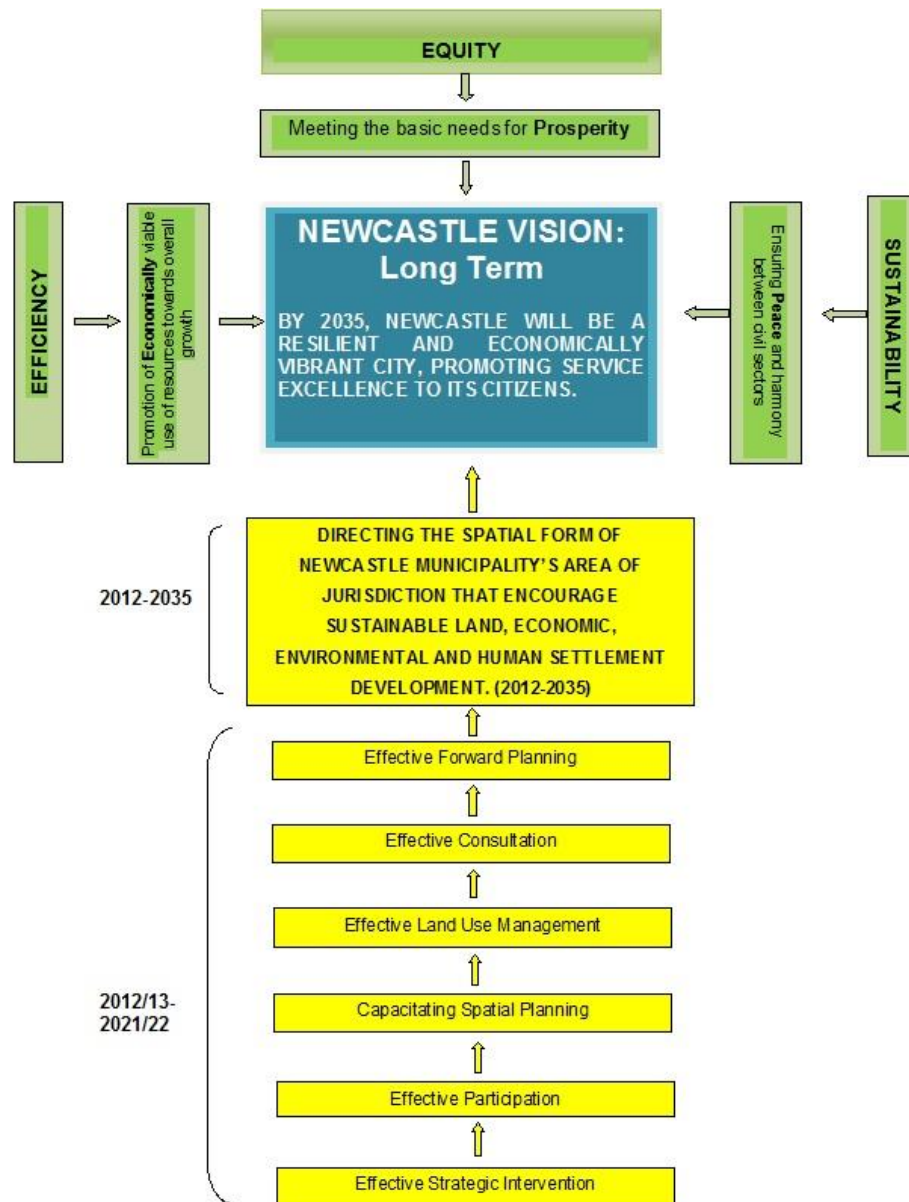
### 6.2 LONG TERM SPATIAL DEVELOPMENT VISION

Figure 18 NLM Long Term Spatial Vision



In translating the development vision of the municipality, the core elements of the vision is firstly identified and then expressed in terms of spatial concepts, responsibilities or challenges. The entire Spatial Development Framework which then follows should ideally be structured and linked to the long-term vision and broad spatial issues which translates to core spatial challenges based on an interpretation of the overall development vision as illustrated below:

Figure 19 NLM Aligned Municipal & Spatial Vision



## 6.3 SPATIAL DEVELOPMENT CONCEPT

### 6.3.1 BASIC SERVICES DELIVERY STRUCTURING CONCEPT

#### 6.3.1.1 MOVEMENT AND CONNECTIVITY

Functional classification, the grouping of roads by the character of the service they provide, was developed for transportation and network planning purposes. Comprehensive road network planning, an integral part of total economic and social development, uses functional classification as its basis of network analysis and formulation, and this system has emerged as the predominant method for the grouping of roads. This approach groups streets and roads according to the character of the service they are intended to provide. The classification recognizes that individual roads and streets do not serve travel independently. Rather, most travel involves movement through networks of roads and can be categorized relative to such networks in a logical and efficient manner. Thus, functional classification of roads and streets is also consistent with categorization of travel and is one step in the delivery process.

Based on the above Newcastle Municipality adopted for Newcastle West the road classification proposed by Road Infrastructure Strategic Framework for South Africa (RIFSA):

*Table 38 Movement & Connectivity*

Functional Class	Description
Class 1  (N11)	Roads, which form the principal avenue of communication: -  i. Between and through major regions of South Africa  ii. Between provincial capitals and key towns which have significant national economic/social interaction  iii. Between South Africa and adjoining countries, and  iv. Whose main function is to provide access to major freight terminals, including ports.
Class 2  (R34, Volksrust Rd, Boundary Rd, P483)	Roads not being class 1 whose main function is to form an avenue of communication: -  i. Between important centres and between class 1 roads and key towns within a specific province, on a province -wide basis.  ii. Between important centres, within a specific province which have a significant economic, social tourist or recreation role (e.g., tourism and resource development).
Class 3  (Allen Str; Albert Wessels Dr; Hardwick Str; Kirkland Str; Montague Str; Hathorn Str; Victoria Str; Impala Str; Hans Coetzee Boulevard; Drakensberg Rd; Nagtergal Str; HJ)	Roads other than class 1 or 2 roads, whose main function is to provide the principle arteries for intra-metropolitan traffic and freight movements.



van Eck Str; Marconi Dr;	
Class 4  Detailed in Newcastle West Traffic & Transportation Study	Roads, which are not class 1, 2 or 3, are roads whose main function is to carry inter-municipality social, commercial and industrial traffic within specific metropolitan and district municipality areas.
Class 5  None	Roads whose primary function is to collect and distribute all traffic within local municipality areas including developing townships and to provide access to the wider road network, as well as the abutting properties.
Class 6 None	Roads, often undesignated, whose function is to provide the only access to scattered rural settlements and communities of up to 500 persons and which primarily serve local social services as well as access to markets and generally form the first phase of the journey for commuters and migrant workers. These roads will often form part of a rural infrastructure development framework.
Class 7  None	This category comprises special purpose public roads which cannot be assigned to any other class above and which are provided almost exclusively for one specific activity or function such as recreational, forestry, mining, national parks or dam access, for example.

To ascertain equitable access to social facilities these facilities should be concentrated, not dispersed and aligned with the nodal structure in order to (a) stimulate the viability of these activities, (b) create strong focal points with which the surrounding communities can identify and (c) create a more ordered spatial structure. To achieve this concentration of facilities, a network of Service Delivery Centres (SDC's) should be created. (Refer to Movement and SDC Hierarchy at the end of Section 3).

#### **6.3.1.2 LAND USE & TRANSPORTATION INTEGRATION**

Public transport systems and associated facilities should be the main element of SDC's. Public transport systems are accessed via bus and taxi ranks. These ranks and systems should be the focus of land use development within development corridors and routes to obtain maximum land use and transportation integration. The proposed Service Delivery Centres (SDCs) must establish a unique mix of land uses around these bus and taxi ranks and should be designed to facilitate access to these ranks.

Various land uses can be mixed within SDCs, for example retail, office, education, health and residential uses. The land use mix, however, will depend on the socio-economic status and needs of the relevant settlement and will therefore differ from case to case. For example, a SDC of a higher-order urban settlement will contain larger retail facilities and office blocks, whereas the SDC of a lower-order urban settlement will only concentrate lower-order social facilities and basic retail facilities.

Apart from having the right mix of land uses within SDCs, the radius of this land use mix is important. The key factor that determines this radius is the walking distance from the periphery of the SDC to its bus or taxi rank. Generally, 400m is considered an average walking distance. This distance, however, is only an indication and can be extended for higher-order SDCs and reduced for lower-order SDCs.

### **6.3.1.3 HUMAN SETTLEMENT**

#### **Restructuring Zones**

The KZN Department of Human Settlements through the Social Housing Regulatory Authority has called on municipalities in the province to submit proposals for the identification and delineation of Social Housing Restructuring Zones to facilitate the development of Social Housing units. Newcastle municipality has been identified as one of the municipalities to submit proposals for the identification of Social Housing Restructuring Zones for consideration for funding the development of Social Housing units in the Municipality's area of jurisdiction. The Department of Human Settlements is at the same time embarking on the establishment of Community Residential Units which cater for families earning an income of R3500 and less. This leaves a gap in housing provision for income groups earning between R3501 and R7500. The Social Housing project seeks to close this gap and at the same time achieving the objectives mentioned in this report.

A total of six (6) Social Housing Restructuring Zones have been identified by the Department of Development Planning and Human Settlements of which two has been prioritised. The identification of the restructuring zones is in line with the set guidelines. The six zones are as follows:

Zone 1 – Hardwick Street Social Housing Restructuring Zone

Zone 2 – Arbor Park Housing Restructuring Zone (Prioritized)

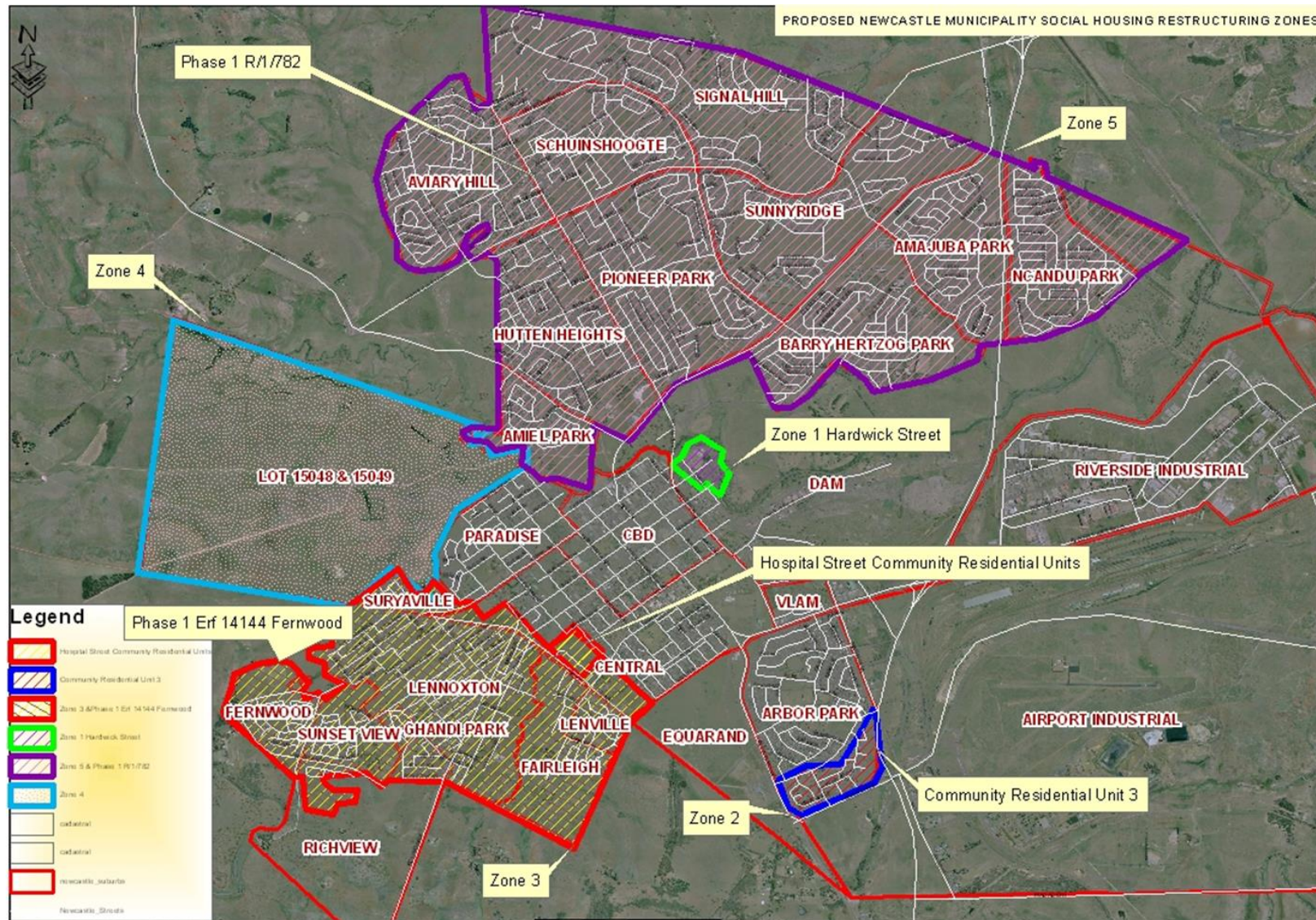
Zone 3 – Fairleigh, Lennoxton, Lenville, Fernwood, Restructuring Zone (Prioritized)

Zone 4 – Future development Zone (Erven 15048 and 15049, Newcastle)

Zone 5 - Amiel Park, Hutten Heights, Pioneer Park, Aivery Hill, Schuinshoogte, Signal Hill, Sunny Ridge, Barry Hertzog Park, Amajuba Park and Ncandu Park.

Zone 6 – P483 Corridor Mobility Spine, Activity Spines and Activity Nodes.

Map 44 Restructuring Zones



### 6.3.1.4 HOUSING PROJECTS

The list below tabulates the housing projects list for the municipality as supported by the KZN Human Settlements Department.

Table 39 Housing Projects

Name of Housing Project	Location Ward	No' of Benefit	Budget	Status
Osizweni Section E Phase III	9	670	13 601 000.00	Current
Osizweni Section E Phase II	9	1240	80 538 682.00	Current
Charlestown	1	1200	116 802 000.00	Current
Siyahlala-la	25	1205	93 441 600.00	Current
Khathide	6 ,12	2000	157 092 300.00	Current
H39	19	890	69 302 529.00	Current
Emawozeni Rectification	30	142	11 476 638.15	complete
Emawozeni Greenfield	30	100	7 786 800.00	Current
JBC Phase 1	16	2011	156 592 548.00	Current
JBC Phase 2 and 3	15,16,18	7500		Current
N11 CRU's	25	555	635 924 985.58	Current
KwaMathukuza Phase II	20	200	Not Committed yet	Application for Feasibility
Vezokuhle/Roypoint	21	900	Not Committed yet	Application for Feasibility
Soul City/ Stafford Hill	31	3500	Not Committed yet	Application for Feasibility
Drycut Rural	16	1000	Not Committed yet	Application for Feasibility
Khathide Phase 1 (Post 1994)	7.9	2000	Not Committed yet	Application to rebuild
Madadeni Section K (Post 1994)	24	1141	Not Committed yet	Application to rebuild

### **6.3.2 ENVIRONMENTAL STRUCTURING CONCEPT**

The municipality in its environmental management restructuring concept, it has identified the three areas of high importance and should be considered during development applications:

- Water Production Areas
- Areas of Environmental Sensitivity
- High Agricultural Potential

The three areas of importance under environmental management can be seen on how the municipality came about to draw its Urban Edge and areas of Prohibition.

### **6.3.3 ECONOMIC DEVELOPMENT STRUCTURING CONCEPT**

Newcastle Municipality's LED Strategy was developed in the year 2012 through outsourcing from 2 private consultation companies. During the development of the strategy there was extensive stakeholder engagements so as to ensure that the strategy is responsive to the issues around LED within Newcastle as raised by the general public. Furthermore, the strategy tries by all means to align with the development imperatives of the PGDP and those of the DGDP through the related development goals, objectives, strategies and programme. In terms of the departmental capacity to deliver on the DGDP objectives and intervention areas, the capacity is currently insufficient as there are only 8 qualified personnel whereas the approved organogram makes provision for 24 personnel thus meaning there is a shortage of 16 personnel. The lack of capacity is particularly around specialist staff who have agricultural and economic expertise.

#### **6.3.3.1 BUSINESS**

- A. Create a viable business node hierarchy linked to service delivery centres
- B. Sustain the Newcastle CBD as the core economic centre of the Municipal Area
- C. Establishment of JBC as the other economic centre of the Municipal Area.
- D. Improve access to economic opportunities.
- E. Facilitate job creation and economic activities in close proximity of communities.
- F. Creation of industrial nodes focussing on Charlestown and the MBO areas.
- G. Review of Newcastle Land Disposal Policy to ensure quicker response to the needs of investors.
- H. Establish the Techno Hub and Airport Precinct area.

#### **6.3.3.2 TOURISM AND LIFESTYLE**

- A. Identify and develop tourism zones in line with the character of their surrounding environments.
- B. Review of Newcastle Marketing Strategy.
- C. Creation of Tourism meander and Battlefields corridor and Lifestyle corridor along D96.
- D. Development of the Chelmsford Dam area.

#### **6.3.3.3 MINING**

- A. Future urban development must take cognizance of the impact of existing and future mining operations and mining rights.
- B. Development must be sensitive to the expected lifespan of individual mining operations.
- C. Integrate mining settlements with the greater municipal urban structure to ensure its long term sustainability and viability after mine closures.
- D. Prevent the development of informal settlements at mines through the timely planning and development of formal towns in appropriate locations in collaboration.
- E. Communication within district need to be encouraged in an effort to improve the overall impact of mining.



#### 6.3.3.4 AGRICULTURE

- A. Identify and protect high-potential agricultural land as far as possible from urban encroachment
- B. Finalization of the Newcastle EMF.
- C. Create action plans to prevent urban encroachment.
- D. Identify downstream opportunities in the Agricultural Sector
- E. Establish markets for products of the land reform tenants.

#### 6.3.4 SOCIAL DEVELOPMENT STRUCTURING CONCEPT

There are only four structuring elements that conceptualise how Newcastle needs to further invest and maintain existing social infrastructure.

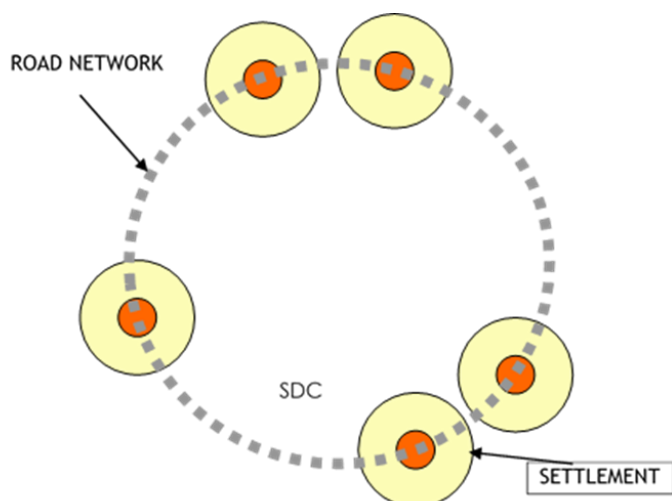
- A. All existing and new settlement developments must include the full range of community facilities to ensure viable and sustainable living environments.
- B. Community facilities must be clustered with business facilities in service delivery centres.
- C. Service delivery centres should be located in such a way that ensures equitable access for all communities.
- D. Community facilities must be provided according to accepted planning and development standards and guidelines.
- E. The principle of taking employment to the people must be in the fore front of all planning activities.

#### 6.3.5 NODES AND ACTIVITY AREAS

The aim of the Development Concept was to formulate the desired spatial structure for Newcastle. Consequently, it is important that the Development Concept adheres to the principles of land use and transportation planning. It does this for two reasons. Firstly, it proposes urban corridors aligned along public transportation routes, thus promoting higher densities along these transportation routes. Secondly, it proposes a hierarchy of Service Delivery Centres (or SDCs) along these corridors, thus creating opportunities for mixed land use around transportation bus stops and taxi ranks.

The spatial outcome of the Development Concept will be development corridors shapes like a string-of-beads, which concentrates development at intersections or transit stops along public transport routes (Figure 31). Because this configuration concentrates urban development along the transportation routes, it manages sprawl and therefore exhibits a degree of environmental and agricultural conservation.

Figure 20 Nodes & Activity Areas



## **6.4 SETTLEMENT CONTAINMENT**

### **6.4.1 URBAN EDGE**

The introduction of urban edge principles to control the horizontal expansion of urban settlements has become fairly common in the municipal environment. The success in achieving their primary objective, however, has not been particularly good, as urban expansion sometimes still continues in an uncontrolled way, beyond the existing built-up area. These types of developments and expansion usually includes large, private developments which seek to privatize convenience, in a variety of forms for example, golf and polo estates, eco-and other form of resort villages, retirement complexes based on the theme of retreating to the countryside, and so on, which frequently result in 'ad-hoc' sprawl; small scale incremental development by smaller developers and individual land owners, The issue of land prices and low income housing projects, informal settlements and the availability of land usually contributes to development beyond the urban edge.

#### **6.4.1.1 DEFINING THE URBAN EDGE**

The urban edge is a medium-term to long-term edge line (5-20 years) that has been demarcated to limit urban sprawl, or to protect natural resources. An urban edge should not be considered as just a line that distinguishes urban and rural areas, it should be taken as a pro-active growth management tool that aims to contain, control and direct or phase growth and development. Its essence should be rooted in the principles that promote compaction and the protection of environmentally sensitive and valuable areas.

#### **6.4.1.2 ADVANTAGES**

Demarcating an urban edge has specific advantages, the primary being to prevent uncontrolled urban sprawl. Urban sprawl is undesirable since it increases pressures on the limited resource of local government, from public transport to water and sanitation infrastructure provision and impede on valuable agricultural land. Drawing an urban edge will also protect valuable agricultural land and ecologically sensitive areas from urban encroachment.

#### **6.4.1.3 CHALLENGES**

But an urban edge can also have drawbacks. For example, it can restrict the supply of land for urban development, which will inflate land prices within the urban boundary. Care should therefore be taken when demarcating an urban edge. A balance should be reach between providing enough land for urban development and the need for sustainable development.

Certain actions are however required to ensure that the urban edge is indeed effective. These include:

- A. A clear demarcation of the urban edge;
- B. Ensure protection of land beyond the urban edge;
- C. Meeting the demand for growth;
- D. Effective town planning regulation and control;
- E. Strategic densification, urban renewal and infill planning.

An urban edge is demarcated for the Municipal Area as part of the SDF. The proposed urban edge, which is illustrated on Annexure 1, was demarcated using the following guiding principles:

- A. The containment of the urban sprawl and the promotion of infill and densification;
- B. Eradicating sprawl and promoting urban compaction;
- C. Protecting important elements within urban settlements;
- D. Promoting small scale agriculture;
- E. Avoid fragmentation of rural and wilderness landscapes;
- F. Maintain the dominance of agricultural and wilderness landscapes outside of urban cores;
- G. The creation of urban corridors along public transportation routes;
- H. The future municipal housing need and associated land required;

- I. The cost implications of establishing new infrastructure for new township developments;
- J. Taking into consideration unsafe geological conditions
- K. The conservation of environmentally sensitive areas;
- L. The protection of high-potential agricultural land;
- M. Identified desired and undesired utilization of land

A guideline for the type of land uses to be allowed inside and outside of the urban edge are depicted in Table 26. As a rule, the urban edge applies to all developments requiring a township establishment application.

*Table 40 Land Use Affected By Urban Edge*

Inside urban edge	Outside urban edge
<ul style="list-style-type: none"> <li>-Urban settlements</li> <li>-Rural settlements</li> <li>-Business and office areas</li> <li>-Industrial and commercial areas</li> <li>-Governmental uses</li> <li>-Urban agriculture</li> <li>-Residential Areas</li> <li>-Public Open Space</li> <li>-Private Open Space</li> <li>-Bulk infrastructure &amp; Servitudes</li> </ul>	<ul style="list-style-type: none"> <li>-Extensive and intensive agricultural areas</li> <li>-Conservation areas and nature reserves</li> <li>-Tourism facilities and related activities</li> <li>-Rural services (social &amp; economic)</li> <li>-Agricultural holdings</li> <li>-Communal farms</li> <li>-Mines &amp; Quarries</li> <li>-Water Catchments</li> <li>-Bulk infrastructure &amp; Servitudes</li> </ul>

As Newcastle grows, the municipality will need to provide more undeveloped land for urban development, and the edge line will have to be reviewed and adjusted. The review and adjustment of the urban edge should however be considered carefully. These adjustments:

- A. must not be where natural, heritage or scenic resources merit protection;
- B. should facilitate the logical extension of the city's infrastructure network; and
- C. Should allow sufficient urban development land within the edge line to accommodate at least 10 years' urban growth.
- D. Must be aligned with the Municipal Demarcation Board boundaries.

#### **6.4.1.4 AIMS AND OBJECTIVES OF THE NEWCASTLE URBAN EDGE**

The Urban Edge for Newcastle aims to contain urban development along the development corridors proposed in the Development Concept. In addition, it largely aims to prohibit urban sprawl into the intensive agricultural areas around Ncandu River and towards the productive agricultural land. The urban edge includes both the WSDR and ESDR with the aim of eliminating the urban functional inefficiencies as a result of segregated spatial patterns. A number of existing mining settlements are located within the urban edge and can be formalized through a township establishment procedure. The land beyond the urban edge should be earmarked for non-urban uses only that can benefit from those close proximity to the urban core and opportunities. Existing settlements beyond the urban edge have to be acknowledged but they should be contained and their growth limited and basic services should be provided.

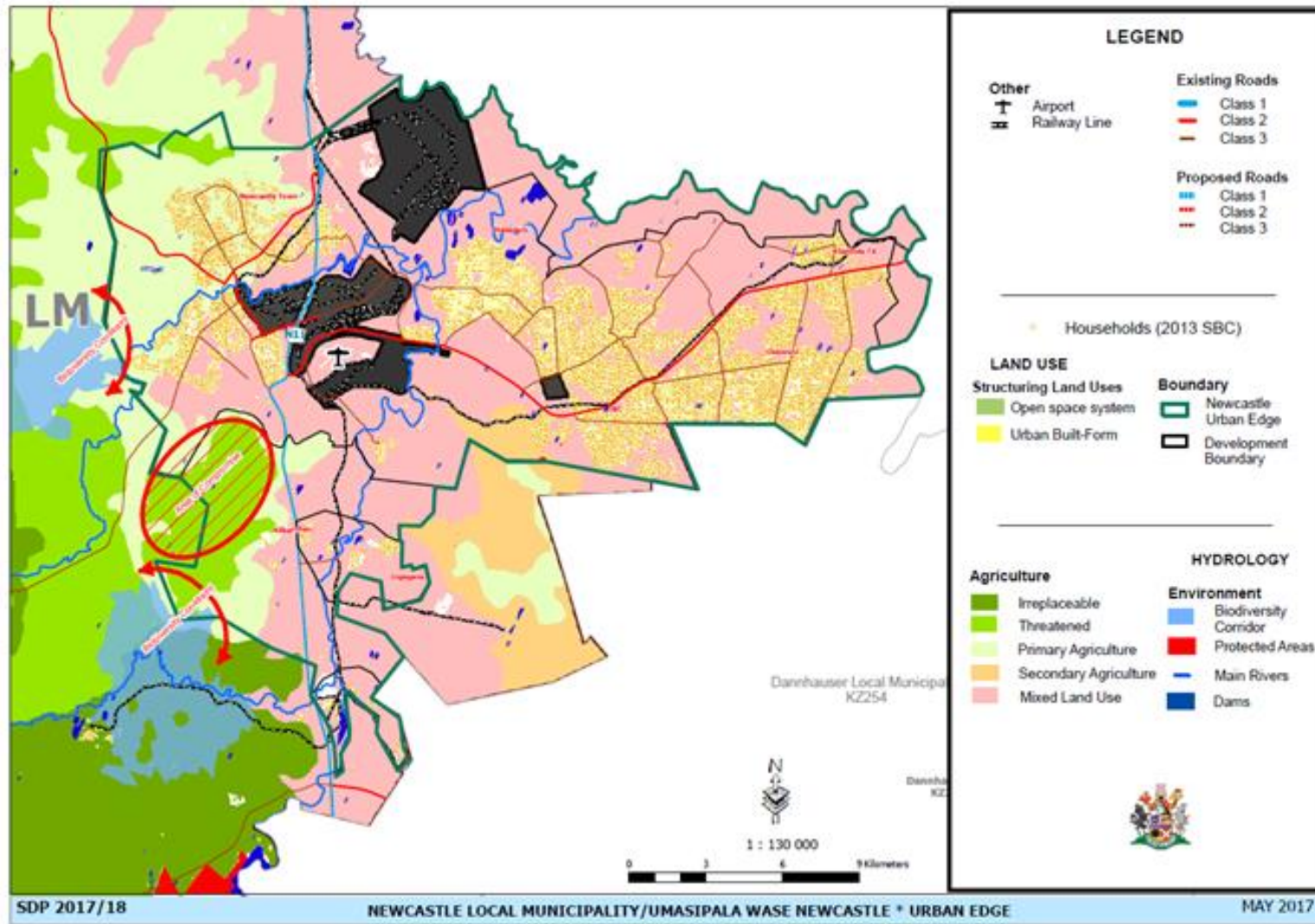
#### **6.4.1.5 URBAN EDGE ADJUSTMENT**

The existing urban edge included farms and mining areas south of Newcastle West as it sought to include Kilbarchan and Ingagane within the urban edge. A new urban edge has been delineated on the understanding that an urban edge should not include undevelopable land, mining sites and tracts of land where no development is envisioned. The new urban edge consists of three segments: the main urban edge will now encompass Soul City and exclude farms located south and west of Lennoxton and Newcastle CBD. The other two smaller urban edges will include Charlestown, and Kilbarchan and Ingagane respectively; this aims to direct and focus service provision to these areas as per their Local Areas Development Plans suggest.

#### **6.4.1.6 DEVELOPMENT BOUNDARY**

The municipality has proposed a Development Boundary that is informed by the municipality's capacity to provide basic services with the next 5 years. Any development outside this area will have to do a Development Contribution towards its development.

Map 45 Urban Edge





#### **6.4.2 DENSIFICATION**

Newcastle has been, and still continues to experience unprecedented urban growth. The concentration of services and employment opportunities in the Newcastle West has led to this growth and to some extent resulted in the urbanization of poverty where informal settlements linger on to the urban structure for economic opportunities. Another challenge faced by the Newcastle Local Municipality is that of uncontrolled urban sprawl as a result of low density developments that have dominated the majority of the Newcastle Municipal area. Sprawling settlements pose a negating impact on the social wellbeing of the settlements in question and also strains the infrastructure and services that cater for the Newcastle communities.

The low density sprawled settlements usually causes residential developments to encroach valuable land outside the urban edge which is often of high agricultural importance. It also becomes highly difficult to provide these types of settlements with efficient public transportation, as the population threshold is often very low and cannot support a viable public transport system. There is also strain experienced by the Newcastle Local Municipality with regards to providing bulk services and infrastructure in such distant and low density settlements as it proves too costly.

Newcastle Local Municipality aspires to become a city-region that provides a high quality of life to all its citizens by 2030. This will be achieved through equitable access to basic services and public facilities, as indicated in the Newcastle Municipality IDP 2016/17 review. The Newcastle Local Municipality also places emphasis on sustainable and integrated development as being key to achieving the 2030 growth vision.

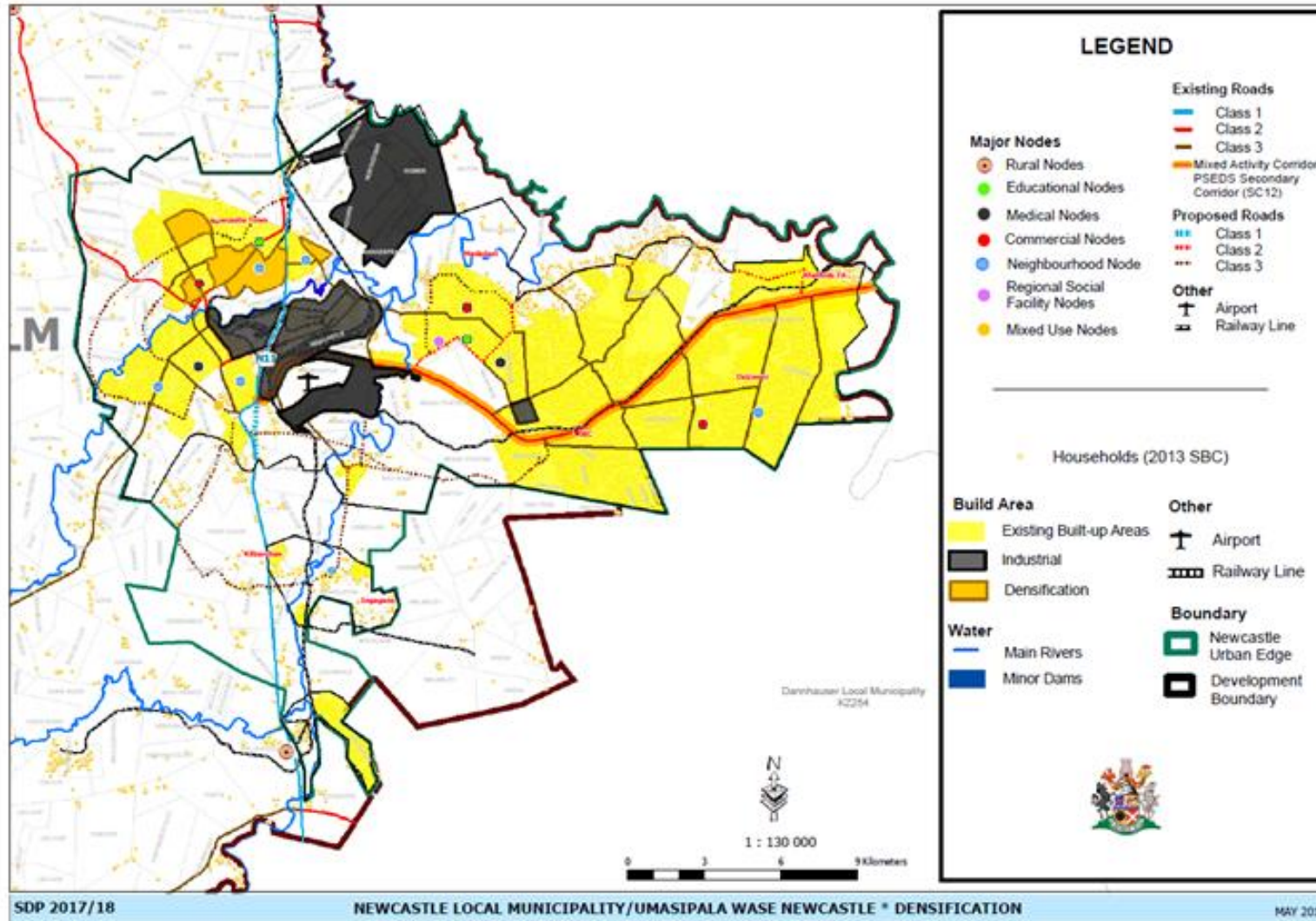
The Newcastle West Densification Policy intends to create, and in some situations, promote the sustainable urban form that is brought upon by denser settlement patterns and its auxiliary land uses and services. Having noted the hindrances that are posed by sprawled settlements and the weight they exert on service provision, the Department of Development Planning and Human Settlements initiated the formulation of the Newcastle West Densification Policy.

This policy will study the current state of Newcastle West in terms of land uses and the services that give support to the settlements, the Newcastle West densification policy will take aspects of movement, linkage and disproportion into consideration, and use these findings to come up with new proposals as they pertain to density.

The policy intends to inform forward planning mechanisms i.e. SDF and IDP on how to achieve a more compact, equitable and sustainable city region.

The Newcastle West Densification Policy aims to promote sustainable urban form. There are various components that influence the sustainability of the urban form, these include: density, compactness, processes of intensification, land uses and open spaces. Furthermore the report aims to highlight the current density situation of Newcastle West, it will highlight the national trends with regards to densification in exploring the relationship between densification and sustainability as well as statutory obligations. The outcome of this study will indicate possible approaches to be considered in Newcastle West.

Map 46 Densification



## 6.5 ELEMENTS OF SPATIAL DEVELOPMENT FRAMEWORK (DESIRED SPATIAL FORM)

### 6.5.1 DEVELOPMENT PREREQUISITES

It is proposed that the SDC concept be embraced by Newcastle Municipality and implemented over the long term. The Department of Town Planning within the Municipality should lead the way in establishing SDCs, since they are responsible for establishing urban development objectives, designating development areas and administering the planning processes. Practically, this will involve identifying and acquiring land for SDCs, and appointing consultants to design and proclaim the SDCs.

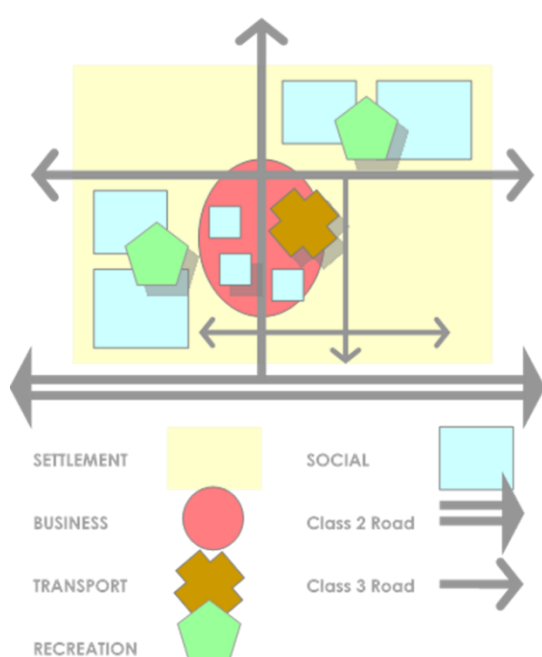
Apart from the Department of Town Planning, other institutions will have to be involved to make the development of SDCs a reality. These will include transit agencies (Department of Transport, taxi associations and bus companies), provincial departments (health and education), private developers (e.g. SPAR and Checkers), financiers and the relevant local communities.

As a first step, one or two SDCs should be developed to demonstrate that public transport is an important community asset and that the development of these SDCs can form the basis for community development as a whole. Because the success of SDCs require committed provincial departments, private developers and transit agencies, these bodies should be involved in all the planning stages of such prototype SDCs.

#### 6.5.1.1 FIRST ORDER SDC

The Newcastle CBD SDC was given the status of first order, because of the town's population size, but also because it holds the Municipal Area's only significant number of retail, office, industrial and commercial uses. Due to its dominance in terms of social and economic activities, Newcastle CBD provides services and employment opportunities, not only for its local residents, but for the entire Municipal Area. It should therefore be located on the intersection of the Municipal Area's Class 2 and 3 roads and contain a large bus and taxi rank. Figure 32 illustrates a generic design of such a centre.

Figure 21 First Order SDC

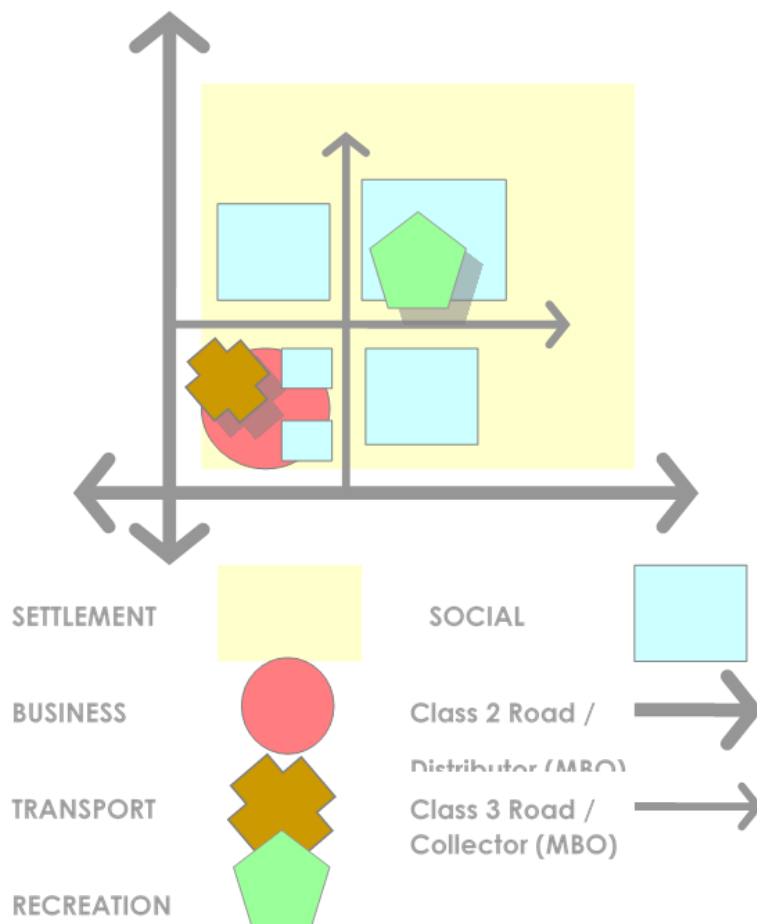


Due to the spatial distribution of settlements and population, it is furthermore proposed that another first order SDC is pro-actively established within the JBC area between Madadeni and Osizweni to service the growing population in this area.

#### 6.5.1.2 SECOND ORDER SDC

The Madadeni CBD and Osizweni CBD within Newcastle East were given second order SDC status. Madadeni CBD and Osizweni CBD were given this status due to the large settlements it serves and supports. Approximately 40ha should be allocated for a second order SDC.

Figure 22 Second Order SDC

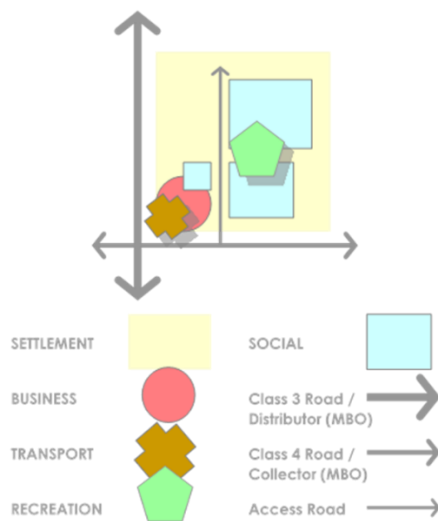


This figure illustrates the generic design of a 2nd order SDC. Such a SDC should be located on a distributor road and contain a sufficient public transportation rank.

#### 6.5.1.3 THIRD ORDER SDC

Third-order SDC status was given to 2 settlements, mainly due to the population size and the location. The third order SDC's namely Fairleigh (Siyahlalala) and Kilbarchan are situated to the west and south of the Newcastle CBD respectively. A third order SDC should be roughly 15ha in size. It should preferably be located on the intersection of a class 3 (Distributor - MBO) and class 4 (Collector – MBO) road and should contain a reasonably sized bus and taxi rank. The generic layout of such a centre is illustrated in Figure 25.

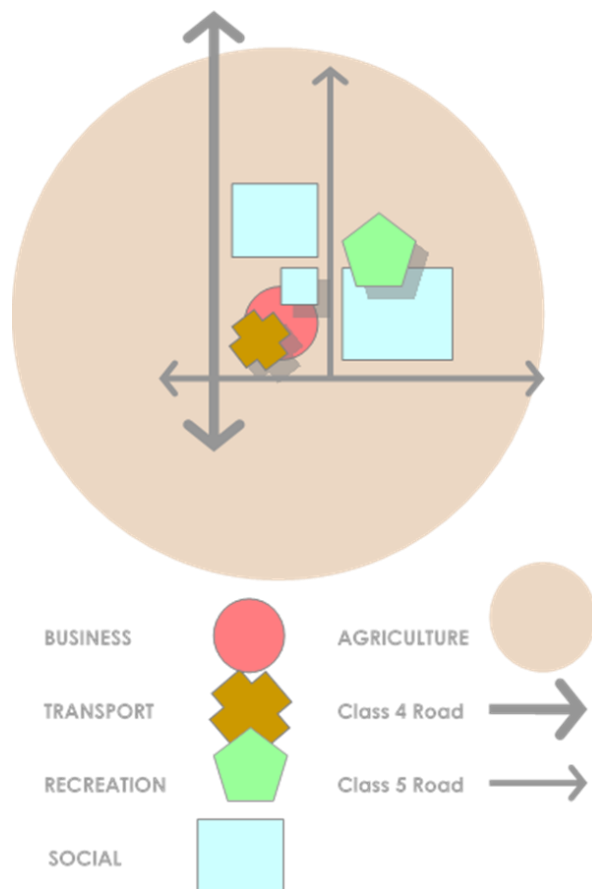
Figure 23 Third Order SDC



#### 6.5.1.4 RURAL SDC

Rural SDC status was given to 4 settlements, mainly due to the population size and the location situated outside the urban edge. These SDC's are Ingogo, Leokop, Charlestown, Normandien and Ballengeigh. It should preferably be located on the intersection of a class 4 road and should contain a public transport facility. The generic layout of such a centre is illustrated in Figure 35.

Figure 24 Rural SDC





### **6.5.2 SDC LOCATION**

The exact location of a SDC should be determined during the basic planning of such a facility. However, guidelines for its location are the following:

- A. It should be located on a public transportation route.
- B. Where two major public transport routes intersect, a SDC should be located as close to this intersection as possible.
- C. It should utilize existing, formal taxi ranks or bus stops, where they exist.
- D. It should be located on an area with enough vacant land for its development.
- E. If possible, it should be located next to existing social facilities, so as to include them. Including existing formal retail centres, schools, clinics, community halls and other social facilities, will provide kick-start facilities for the development of these SDCs.

### **6.5.3 COMPOSITION OF SDC SOCIAL COMPONENT**

The social composition of the proposed SDCs has been specifically designed to suite Newcastle and should serve as a guideline for the design and development of these centres. The proposed composition of each type of SDC with regard to social facilities is depicted in Table 30.

#### **6.5.3.1 FIRST ORDER SDC**

A first order centre (Figure 32), providing the region's higher-order social services, serves the entire Municipal Area. It being the highest order SDC implies that it is the only centre that provides the entire range of social facilities. With regard to educational facilities, the 1st order SDC should accommodate a number of primary and secondary schools, as well as the region's tertiary educational facilities. With regard to health care, the 1st order SDC should provide the region's hospital(s), as well as other higher-order medical facilities. Other social facilities to be provided by this centre include a large community centre, police station and emergency service centre. These facilities are all highest-order facilities when compared to similar facilities provided in 2nd and 3rd order SDCs.

#### **6.5.3.2 SECOND ORDER SDC**

A 2nd order SDC should provide medium-order social services to the settlement they serve. A 2nd order SDC should at least comprise a secondary school, more than 1 primary school, a community centre, a clinic, a police station and an emergency service centre, only on a slightly smaller scale than those provided in a 1st order SDC. Due to the close proximity of the two proposed secondary SDC in Newcastle to the CBD, some of these social facilities will not be duplicated.

#### **6.5.3.3 THIRD ORDER SDC**

Third order SDCs should provide lower-order, day-to-day social services to the smaller settlements they serve. A third order SDC should at least comprise a secondary school, a primary school, a clinic and a community centre.

#### **6.5.3.4 RURAL SDC**

Rural SDCs should provide lower-order, day-to-day social services to the rural areas surrounding them. A Rural SDC should comprise a secondary school, a primary school, a clinic and a small community centre.

### 6.5.1 PROPOSED SDC HIERARCHY

The proposed reality composition of the Newcastle SDC's as illustrated and summarized in the table below.

Table 41 Proposed SDC Hierarchy

TYPE OF NODE	DESCRIPTION	NODAL NAME
<b>Rural Nodes</b>	Rural nodes are nodes from which a collection of services would occur to serve the generally poor rural communities. These nodes are usually located where services are concentrated which in turn serve the rural communities.	<ul style="list-style-type: none"> <li>• Ingogo</li> <li>• Leokop</li> <li>• Charlestown</li> <li>• Ballengeigh / Bosworth</li> <li>• Normandien</li> </ul>
<b>Smaller Nodes of Importance: Medical Multi Use Nodes</b>	Medical Nodes include medical and associated facilities	<ul style="list-style-type: none"> <li>• Newcastle Private &amp; Provincial Hospital</li> <li>• Madadeni Provincial Hospital</li> </ul>
<b>Smaller Nodes of Importance: Educational Multi Use Nodes (Excluding Schools)</b>	Educational nodes are associated with educational facilities such as training centers colleges and tertiary educational institutions such as UNISA.	<ul style="list-style-type: none"> <li>• Newcastle Training Centre,</li> <li>• Madadeni Majuba FET College,</li> <li>• NUTEC, UNISA,</li> <li>• Damelin,</li> <li>• Boston College, ITB</li> </ul>
<b>Smaller Nodes of Importance: Social Multi Use Nodes</b>	These operate to serve the community with social and government services. Sometimes these nodes can occur or be established outside of the above-mentioned established nodes. Facilities found in these nodes include municipal offices, police stations, courts and other social facilities.	<ul style="list-style-type: none"> <li>• Madadeni Section 2</li> </ul>
<b>Tertiary Nodes</b>	These serve a community function, and would have a retail component ranging from 12 000 m <sup>2</sup> – 24 999 m <sup>2</sup> . These nodes also accommodate a wide range of compatible uses. The Amajuba Mall, Madadeni CBD, Osizweni CBD and immediate surrounding areas has been given this status.	<ul style="list-style-type: none"> <li>• Emerging Northern Business extension (Majuba Mall and surroundings)</li> <li>• Madadeni CBD</li> <li>• Osizweni CBD</li> </ul>
<b>Neighbourhood Multi-Use Nodes</b>	These operate at a neighbourhood level, and have retail components of between 2000 m <sup>2</sup> and 12 000 m <sup>2</sup> . These types of nodes usually occur within the residential areas and suburbs. A total of 16 Neighbourhood Multi-Use Nodes have been identified.	<ul style="list-style-type: none"> <li>• Huttenheights</li> <li>• Pioneer Park</li> <li>• Barry Hertzog Park</li> <li>• Ncandu Park</li> <li>• Arbor Park</li> <li>• Fairleigh</li> <li>• Lennoxton</li> <li>• Fernwood</li> <li>• Suryaville</li> <li>• Madadeni Sec D (x2)</li> <li>• Madadeni Sec F</li> <li>• Madadeni Sec P</li> <li>• Osizweni Sec A</li> <li>• Osizweni Sec B</li> <li>• Osizweni Sec C</li> <li>• Kilbarchan</li> </ul>
<b>Focused Multi-Use Nodes</b>	This node includes light or service industrial and warehousing and “big-box” retailing and other uses not normally found in the other nodes, and is located at Vlam Crescent and immediate surrounding areas.	<ul style="list-style-type: none"> <li>• Vlam</li> </ul>

<b>Industrial Nodes</b>	These nodes include the general and heavy industrial uses found on the outskirts of the built up areas. Two industrial nodes have been identified which include the industrial area located along Albert Wessels Dr and the industrial area located at Madadeni.	<ul style="list-style-type: none"> <li>Newcastle Industrial Area</li> <li>Mittal</li> <li>Karbochem</li> <li>Madadeni Industrial (Ithala)</li> </ul>
<b>Large Scale Mixed Use Nodes</b>	<p>This node requires the planning process to focus on facilitating the development of a greater mix of complementary land uses and optimising the development potential of the area. This initiative is intended to strengthen the functional linkages between Newcastle Central Business District and areas such as Madadeni and Osizweni.</p> <p>This node (P 483 corridor) should continue to function primarily as a part of the regional movement and linkage system of the Municipality and the greater surrounding district. It should operate as a regional and high speed public transport route that links the corridor precincts to destinations immediately adjacent to, and / or outside of it, but also to more distant hinterland destinations.</p>	<ul style="list-style-type: none"> <li>P483 Corridor</li> </ul>

The proposed composition of the SDC's are illustrated and summarized in the table below.

Table 42 Proposed Composition of SDC Nodes

SDC type	Proposed composition
1 <sup>st</sup> order	Various educational facilities such as primary schools, secondary schools and tertiary educational facilities. Other high order community facilities such as a hospital, community centre, police station and emergency service centre.
2 <sup>nd</sup> order	Community facilities such as a secondary school, primary schools, a large community centre, a large clinic and police station and emergency service centre.
3 <sup>rd</sup> order	Community facilities such as a secondary school, a primary school, a clinic and a community centre.
Rural	Community facilities such as a secondary school, a primary school, a clinic and a community centre.

Four types of SDCs are proposed for Newcastle Municipality: 1st, 2nd, 3rd order SDCs, as well as Rural SDCs.

Table 43 Newcastle SDC Nodes

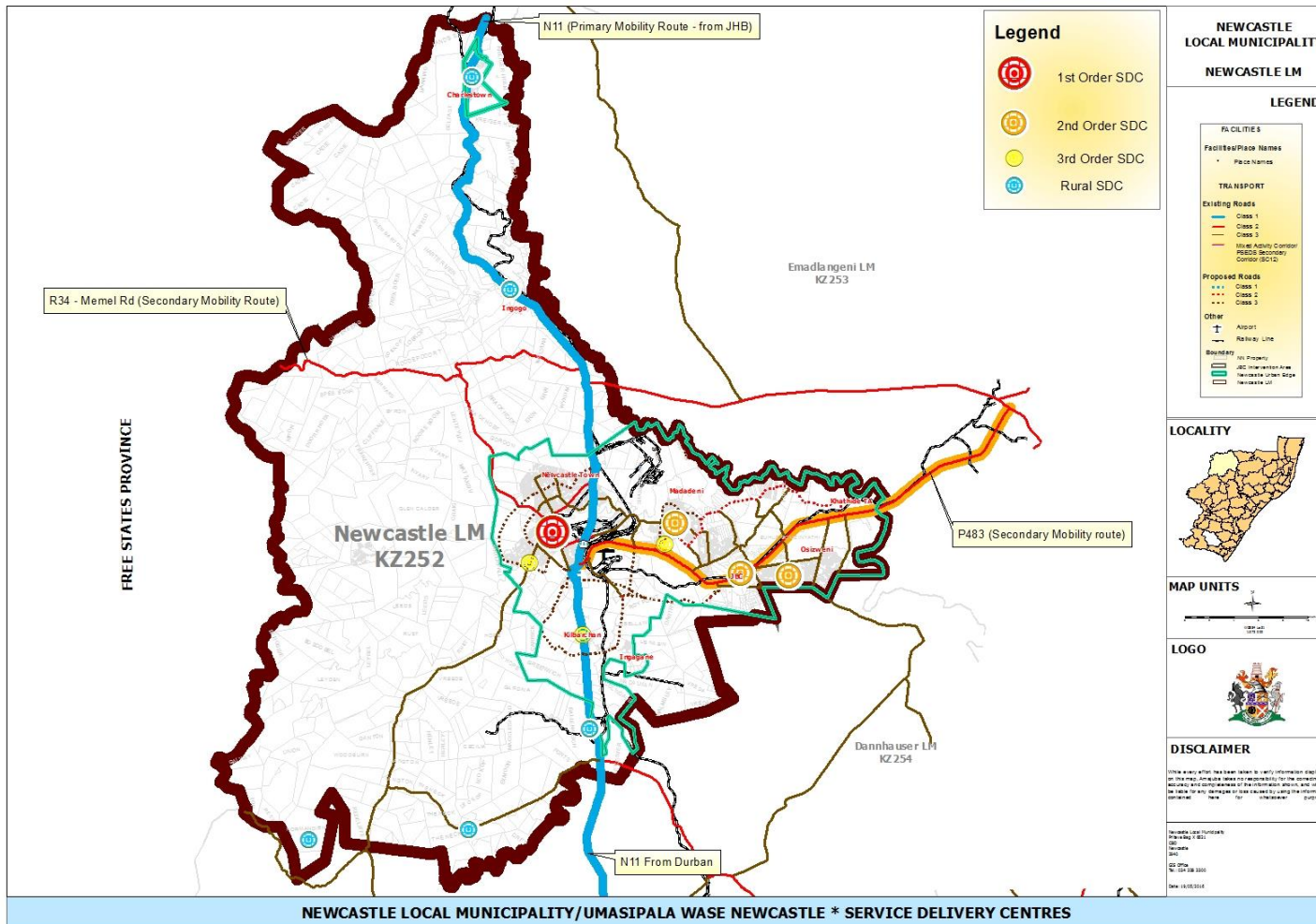
SDC Type	Threshold population	Access Intersection	SDC area
1 <sup>st</sup> order	> 100 000	<ul style="list-style-type: none"> <li>Class 2 and Class 3</li> </ul>	- Newcastle CBD. - Proposed JBC

SDC Type	Threshold population	Access Intersection	SDC area
			CBD
2 <sup>nd</sup> order	< 100 000	<ul style="list-style-type: none"> <li>Class 2 &amp; Class 3 (Newcastle West)</li> <li>Distributor &amp; Collector (MBO areas)</li> </ul>	<ul style="list-style-type: none"> <li>-Madadeni CBD</li> <li>-Osizweni CBD</li> <li>-Emerging Northern Business extension (Amajuba Mall and surroundings)</li> <li>-Emerging Southern Business extension (Casino Development Newcastle Mall and surroundings)</li> <li>-Hardwick Street Precinct</li> </ul>
3 <sup>rd</sup> order	< 20 000	<ul style="list-style-type: none"> <li>Class 3 &amp; Class 4 (Newcastle west)</li> <li>Distributor &amp; Collector (MBO areas)</li> <li>Access Road</li> </ul>	<ul style="list-style-type: none"> <li>- Fairleigh (Siyahlalala)</li> <li>- Kilbarchan</li> <li>- Madadeni Section 2</li> </ul>
Rural	< 10 000	<ul style="list-style-type: none"> <li>Class 4</li> </ul>	<ul style="list-style-type: none"> <li>-Ingogo</li> <li>-Leokop</li> <li>-Charlestown</li> <li>-Ballengeigh</li> <li>-Normandien</li> </ul>

The type of SDC chosen took into account certain key variable, such as its intended function, the population size its serves and its geographical location. For example, the 1st, 2nd and 3rd order SDCs were designed for urban settlements within the Municipal Area, whereas the Rural SDCs were specifically designed for the mining and rural communities within the Municipal Area. In turn, the type of SDC determines the type of facilities to be located within it. The hierarchy, its threshold population and the size of each SDC is depicted in Table 29.

The locations of the SDCs are illustrated on Annexure 1 and Movement and SDC Hierarchy at the end of Section 3.

Map 47 SDC Hierarchy





## **6.6 REALISATION OF THE SPATIAL DEVELOPMENT FRAMEWORK**

### **6.6.1 WESTERN SERVICE DELIVERY REGION (WSDR)**

#### **6.6.1.1 BACKGROUND**

The Western Service Delivery Region (WSDR) covers the areas of Newcastle West within the Urban Edge, these would be the Newcastle Central Business District (CBD), the Newcastle West suburbs and the airport industrial area. These areas are covered under the Newcastle scheme. The zooming into the WSDR will give more detailed land use guidelines and highlight priority investment and development areas and will also act as a guide to decision-makers and investors.

#### **6.6.1.2 DEMOGRAPHICS AND GROWTH RATE PROJECTIONS**

The WSDR has a population of approximately 65021 which represents 18% of the total population of the Newcastle municipal area. At a population growth per annum of 3% it is anticipated that the WSDR will have a total population of 73 181 by 2017.

#### **6.6.1.3 ECONOMIC FEATURES**

The WSDR is considered to be an area of medium to high income. The economy of the WSDR is largely driven by the commercial (Newcastle CBD and Equarand) and manufacturing sector which is conceded an important node within the wider provincial manufacturing sector. The Newcastle Central Business District (CBD) is a place of strategic significance, not only for the town, but also from a regional and provincial perspective. This is the economic heart of the Newcastle Municipal area, and consists of the centre and the outer zone surrounding it. The centre contains the full range of uses associated with a Central Business District, while the outer zone accommodates transitional uses at a lower density. The manufacturing sector include metal production, chemicals, plastic, clothing and textile. The clothing and textile industry together with the metal production are major contributors towards the provision of employment in the WSDR. The primary node of Newcastle, being the CBD is located within the centre of the WSDR and the regional node being Equarand (Black Rock Casino and Newcastle Mall) located to the South of the CBD.

The residential environment in the WSDR is of high quality with ample parks, open spaces and schools making the WSDR an attractive residential destination for high income families with substantial buying power which supports the development of new and expansion of existing business enterprises.

#### **6.6.1.4 PLANNING FOR THE WESTERN SERVICE DELIVERY REGION**

As part of the Newcastle IDP, this SDF and its implementation is crucial to the development of the municipal area and its communities in the western service delivery region. Through the IDP, the SDF will influence budgeting and resource allocation and specific interventions will be measured through the performance management system (SDBIP). Practical implementation of the SDF will be achieved through the further detailed planning of special development areas and the Newcastle Land Use Management System, currently being formulated. A number of intervention areas for the WSDR have been identified where the intention is that the entire Service Delivery Region be covered in the long term by the municipal hierarchy of plans. (Refer to Intervention Areas Map at the end of this Section). Intervention areas for the WSDR include:

- A. Newcastle West Intervention Area
- B. Newcastle South Intervention Area
- C. Newcastle Industrial Intervention Area
- D. KIB Intervention Area

#### **6.6.1.5 LOCAL AREA DEVELOPMENT PLANNING FOCUSING ON INTERVENTION AREAS IN THE WESTERN SERVICE DELIVERY REGION**

Local Area Development Plans (tools) form part of the Newcastle Municipality's hierarchy of plans which in turn informs the municipal IDP (strategic planning) in the hierarchy of plans. Local Area Development Planning sets out a development planning vision and is a base for guiding planning policies of an area requiring intervention. The plan (LADP) provides a strategy for proper planning and sustainable development of an area. The Plan further seeks to provide a framework on how an area will develop moving forward in the next 5-10 year period. In summary the local area development plan should achieve the following:

- A. Reflect the aspirations and development priorities of the communities within an area
- B. Identify what new developments are required for the local area
- C. Provide some ideas as to how the proposed development will be achieved
- D. Clarify and propose what public and private resource inputs are required in order to achieve proposed development vision
- E. Be compatible with National and Provincial Spatial Development vision as well as other development planning and management strategies.
- F. Respond to opportunities and challenges presented by the changing economic climate and promote continued economic and social development.
- G. Set out some rules and regulations that will guide development in the area so as to achieve sustainability.

The nature of local area development planning is very stakeholder intensive. It is such that it requires the involvement of different stakeholders, ranging from the community members that are affected and their leaders (Councillors and Traditional Leaders), the Non- governmental organizations that play a developmental role within the area and government institutions from a responsible authority perspective and playing a service delivery role. It is therefore important that all the role players are involved and their roles and responsibilities are clarified as the process starts. Further, the stakeholders should be aware of the fact that the plan will be valid for the period of over 5 - 10 years, therefore the development vision and priorities should be carefully considered. While the future circumstances will change the plan, the fundamentals should remain.

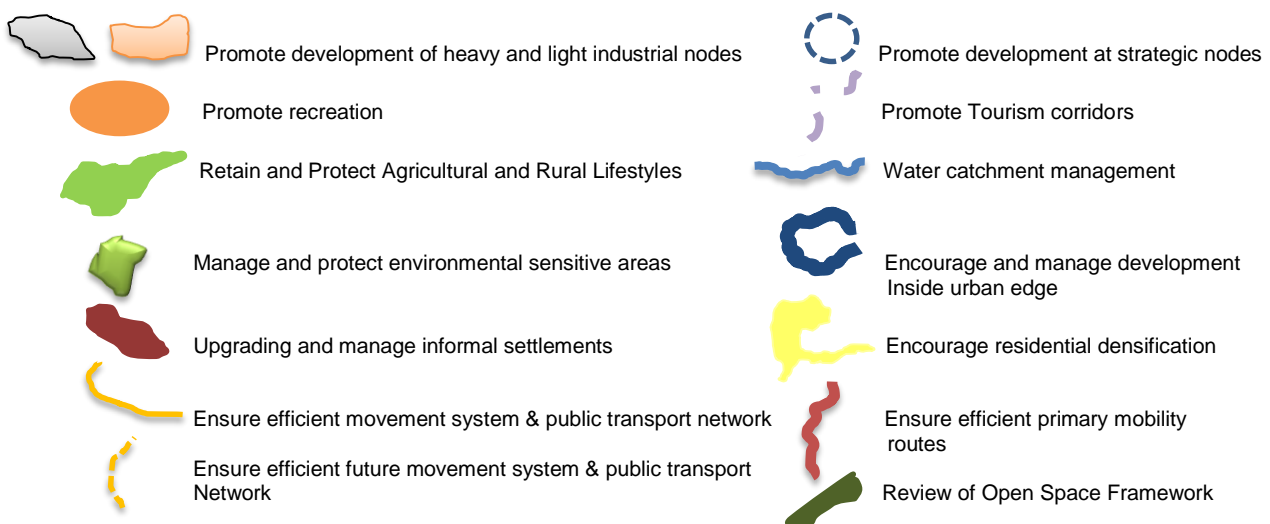
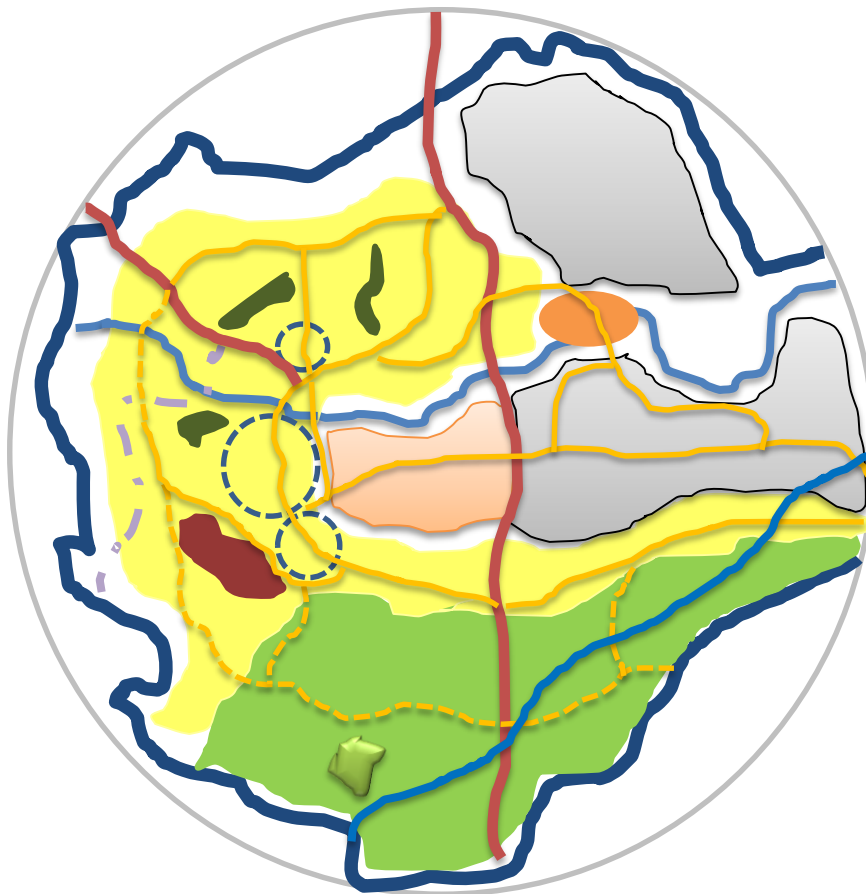
In order to achieve an integrated approach to development; this process will ensure that there is alignment with other development strategies from the municipality, district, province and national departments. The alignment should include special priority projects, e.g. from the Presidential Priority Project. The achievement of this will require involvement of the relevant government departments in the process. This will be achieved through the engagement in the stakeholder-engagement process of the project. It is the intention that the entire municipal area will be covered by a LADP in the long term.

#### **6.6.1.6 WESTERN SERVICE DELIVERY REGION SPATIAL DEVELOPMENT FRAMEWORK MAP**

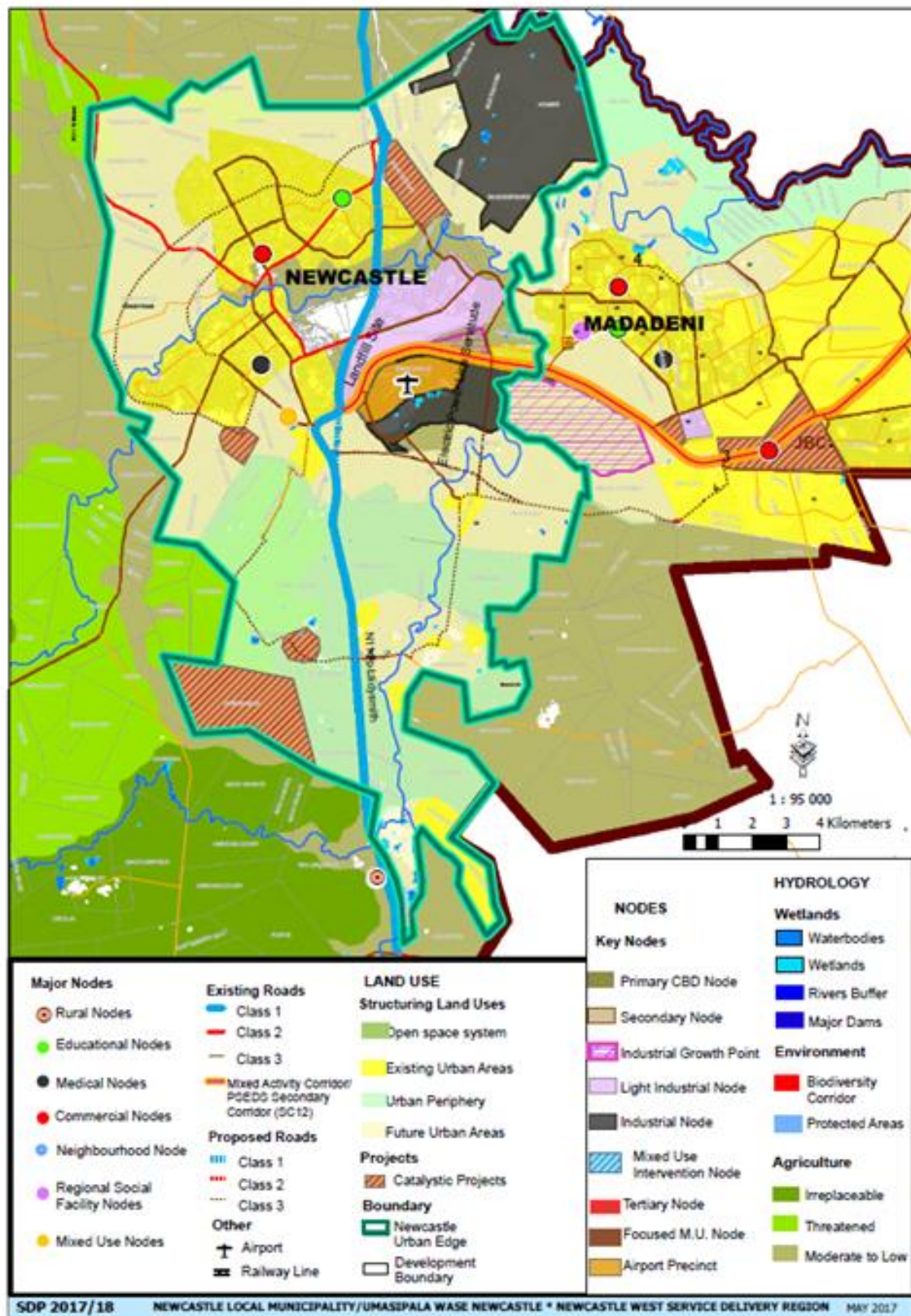
The Spatial Concept is used to indicate the progression from the General Strategic Impact Assessment and Situational Analysis phase to the identification and unpacking and implementation of development strategies which address issues of urban restructuring, mobility and accessibility, environmental management, housing, infrastructure and development trends. The spatial concept is translated into the WSDR SDF map. (Refer to the Western Service Delivery Region Map at the end of this Section)

The following LADP's have been compiled and cover areas where intervention is required in terms of the short to medium term spatial planning for the WSDR:

Figure 25 Western Services Delivery Region Concept



Map 48 Western Service Delivery Region Spatial Development Framework Map



## **6.6.2 EASTERN SERVICE DELIVERY REGION (ESDR)**

### **6.6.2.1 BACKGROUND**

The Eastern Service Delivery Region (ESDR) falls on the eastern side of the Ingagane River and covers the areas of Madadeni, Blaauwbosch and Osizweni (MBO) and is located within the urban edge. The areas surrounding the townships of Madadeni and Osizweni are considered to be urban as they are proclaimed townships. Other areas include Soul City, Dicks, Manzana, Drycut and JBC complex which are considered to be rural and/or informal. The ESDR is considered to be the area that is located outside the area of the existing Newcastle scheme however is included in the proposed Wall to Wall Scheme. The development pressures are considered to be low in the ESDR as compared to the WSDR.

### **6.6.2.2 DEMOGRAPHICS AND GROWTH RATE PROJECTIONS**

The ESDR have a population of approximately 282 372 which represents 78% of the total population of the Newcastle municipal area. This population is made up of different communities, including urban and rural of which a great part have an informal character, however they are all located within the urban edge. At a population growth per annum of 3% it is anticipated that the ESDR will have a total population of 317 812 by 2017.

### **6.6.2.3 ECONOMIC FEATURES**

The ESDR is considered to be an area of low to medium income while the level of poverty is high in the areas of this region with some instances of no income at all. The proposed P483 mixed use corridor traverses the entire MBO area. One of the municipality's intentions is to develop another primary node in the JBC area of which a shopping centre (Theku Plaza) already exists and in full operation together with the proposed Sithole Mall. The strategic direction provided by the Newcastle IDP is to spatially integrate the JBC node with the rest of the Municipality ESDR. The JBC node is intended to benefit from better service delivery, provide affordable housing to its growing population and also become a new point of investment attraction in the Municipality. Local economic development is to be pursued through economic opportunities to be made available in the development of a JBC CBD. Implications include public investment in bulk infrastructure as well as effective environmental management in the JBC node. Developing this area will enhance the employment opportunities as in the ESDR and this will reduce the pressure on the Madadeni Industrial area where most people are employed. There is less interest from investors to invest in this region.

### **6.6.2.4 PLANNING FOR THE EASTERN SERVICE DELIVERY REGION**

As part of the Newcastle IDP, this SDF the implementation strategies also applies to the development of the ESDR. Through the IDP, the SDF will influence budgeting and resource allocation and specific interventions will be measured through the performance management system (SDBIP). Practical implementation of the SDF will be achieved through the further detailed planning of special development areas and the Newcastle Land Use Management System, currently being formulated. A number of intervention areas for the ESDR have been identified where the intention is that the entire Service Delivery Region be covered in the long term by the municipal hierarchy of plans. (Refer to Intervention Areas Map at the end of this Section). Intervention areas for the ESDR include:

- A. JBC Intervention Area
- B. MBO Intervention Area
- C. MR483 Mixed Use Corridor
- D. Milton Intervention Area
- E. Soul City Massondale Intervention Area
- F. Dicks, Mndozo Jackalspan Intervention Area

By implementing the SDF, the hierarchy of plans commences with the consolidated SDF map and growth trajectory which is followed by areas identified requiring intervention.



#### **6.6.2.5 LOCAL AREA DEVELOPMENT PLANNING FOCUSING ON INTERVENTION AREAS**

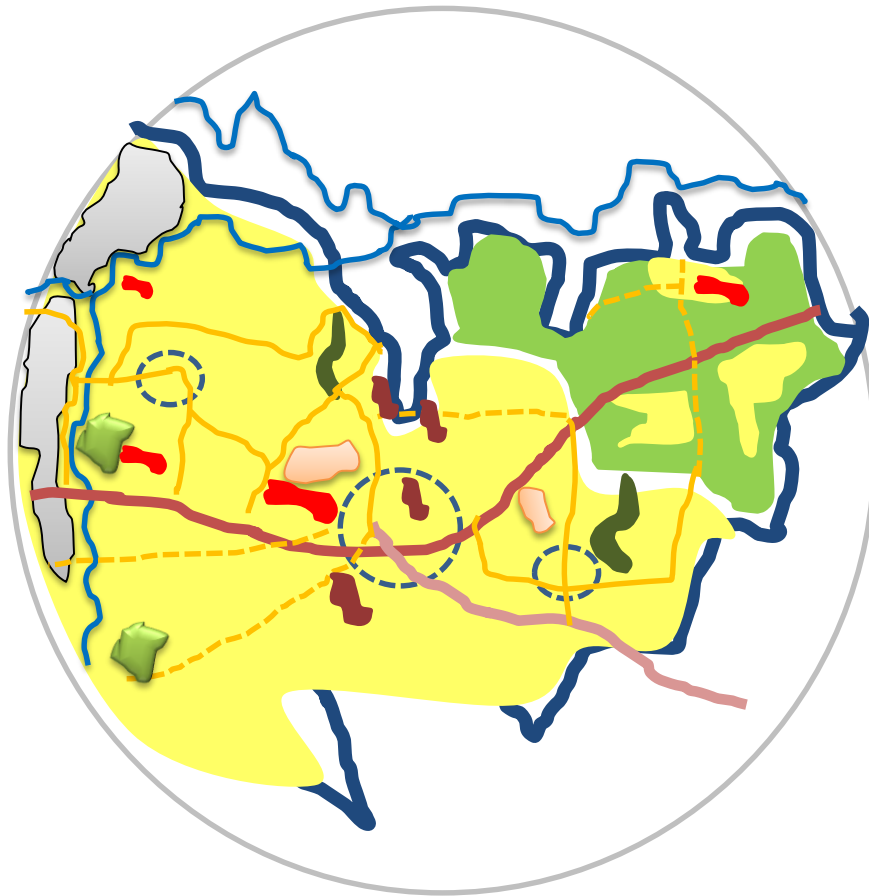
As indicated in the Local Area Development Plans (tools) section that form part of the Newcastle Municipality's hierarchy of plans which in turn informs the municipal IDP (strategic planning) in the hierarchy of plans. Local Area Development Planning sets out a development planning vision for the ESDR and is a base for guiding planning policies of an area requiring intervention. The plan (LADP) provides a strategy for proper planning and sustainable development of an area. The Plan further seeks to provide a framework on how an area will develop moving forward in the next 5-10 year period.














#### **6.6.2.6 EASTERN SERVICE DELIVERY REGION SPATIAL DEVELOPMENT FRAMEWORK MAP**

The Spatial Concept is used to indicate the progression from the General Strategic Impact Assessment and Situational Analysis phase to the identification and unpacking and implementation of development strategies which address issues of urban restructuring, mobility and accessibility, environmental management, housing, infrastructure and development trends. The spatial concept is translated into the WSDR SDF map. (Refer to Eastern Service Delivery Region Map at the end of this Section).

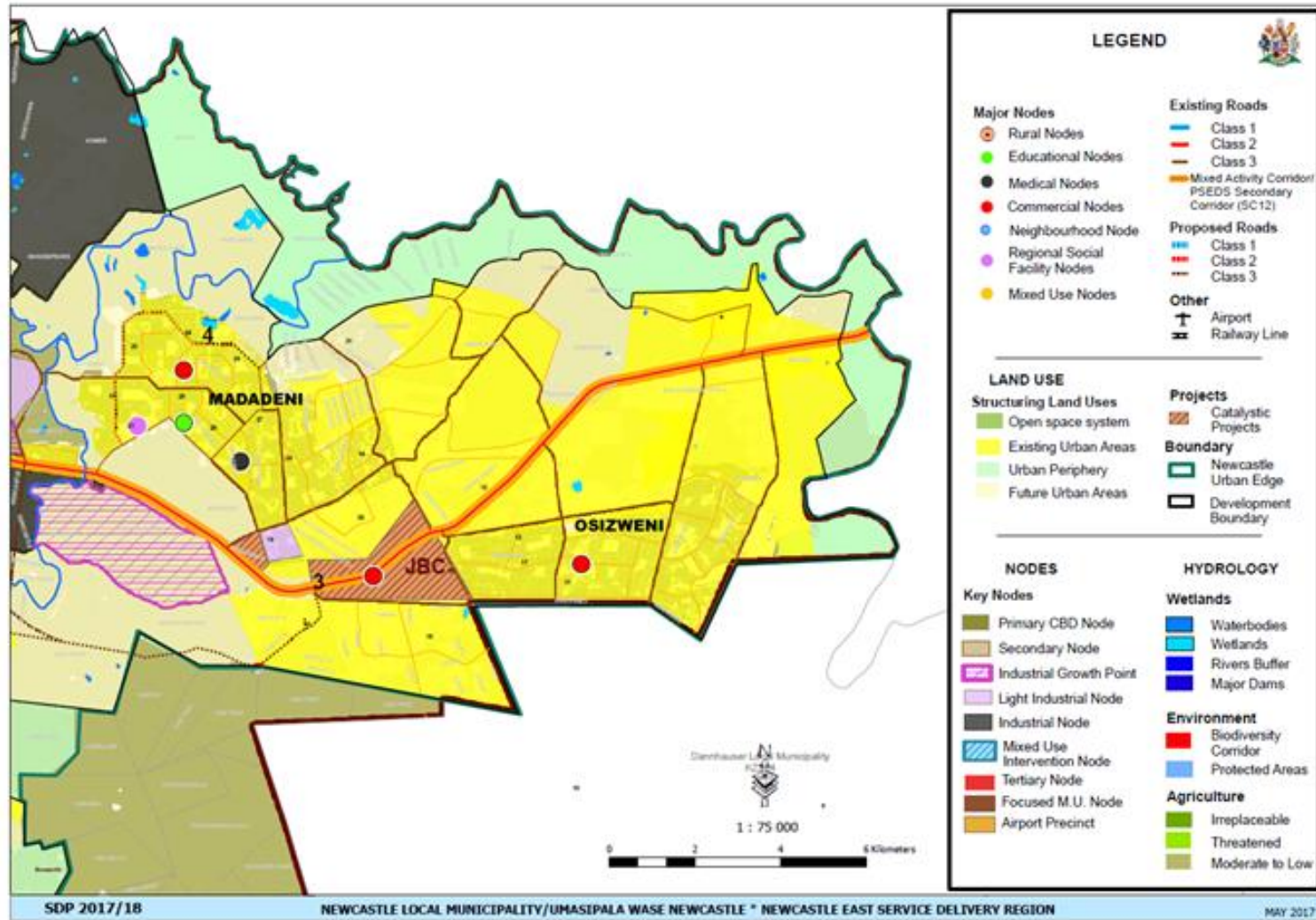
The following LADP's have been compiled and cover areas where intervention is required in terms of the short to medium term spatial planning for the ESDR:

Figure 26 Eastern Service Delivery Region Concept



- |   |   |   |  |
|---|---|---|--|
|   | Promote development of heavy and light industrial nodes       |  | Promote development at strategic nodes                               |
|   | Retain and protect agricultural and rural lifestyles          |  | Water catchment and management                                       |
|  | Manage and protect environmental sensitive areas              |  | Encourage and manage development inside urban edge                   |
|  | Upgrade and manage informal settlements                       |  | Encourage residential densification                                  |
|  | Ensure efficient movement system and public Transport network |  | Ensure efficient mixed use activity corridor                         |
|  | Ensure efficient secondary mobility route                     |  | Ensure efficient future movement system and Public transport network |
|  | Promote Greenfield housing developments                       |   |  |

Map 49 Eastern Service Delivery Region Spatial Development Framework Map



### **6.6.3 RURAL SERVICE DELIVERY REGION (RSDR)**

#### **6.6.3.1 BACKGROUND**

Rural Newcastle mostly covers areas that falls outside the urban edge like Normandien, Botha's Pass, Ingogo and Bosworth. Furthermore, there are settlements within the urban edge which are considered to be rural due to their rural fibre, these may include the areas of Dicks, Mndozo, Drycut and Soul City. The level of services in these areas are minimal compared to most of the areas within the urban edge. The current settlement pattern within the municipal area reflects a range of settlements from a highly urban Newcastle town through peri-urban settlements in the JBC to extensive commercial farmlands with small isolated farm-dweller settlements.

Rural Newcastle is largely dominated by expansive commercial farmland, which is used mainly for livestock farming and crop production. Some of the farms are affected by land reform, particularly land restitution and labour tenant programs that may lead to the creation of new settlements and erosion of agricultural land. However, there are a few established settlements on commercial farmlands already. These include smaller rural settlements such as Ingogo. Other rural settlements are located within Ubuhlebonzinyathi Community Authority area and include settlements that generally fall within the traditional leadership of AmaHlubi in the Drycut area and Khathide along the northern boundary of Osizweni.

As part of the Newcastle IDP, this SDF and its implementation is crucial to the development of the municipal area and its communities in the rural service delivery region. Practical implementation of the SDF in rural areas will be achieved through further detailed planning i.e. Rural Development Strategy. A number of intervention areas within the RSDR have been identified with the intention of ensuring that the entire Service Delivery Region will be covered in the long term by the municipal hierarchy of plans.

#### **DEMOGRAPHICS AND GROWTH RATE PROJECTIONS**

The RSDR has a population of approximately 15843 which represents 4% of the total population of the Newcastle municipal area. This population is made up of rural and informal settlements. At a population growth per annum of 3% it is anticipated that the RSDR will have a total population of 17 312 by 2017.

#### **ECONOMIC FEATURES**

The RSDR is considered to be an area of low income hence the levels of poverty are very high in the areas of this region. The economy of this region is more reliant on agriculture as there are no other opportunities, however, there is great potential for tourism. It is important to understand potential future demography and densification of rural areas in order to enable sustainable future planning. This is required so that directions for infrastructure investment and rural development do not contribute to aggregating settlement in areas that are unable to sustain population concentrations.

Investment in rural areas is an important need, but it is important to prioritize the areas that migrating families will choose spontaneously, while not inadvertently promoting unsustainable concentrations. Levels of migration seem to be high, and settlement appears to be unstable, putting investment at risk. Promoting a local economic base in densifying areas is essential; incentives need to be explored for business enterprise and small farming development in dense informal settlements in order to take advantage of the opportunities created when population concentrates.

## Planning for the Rural Service Delivery Region

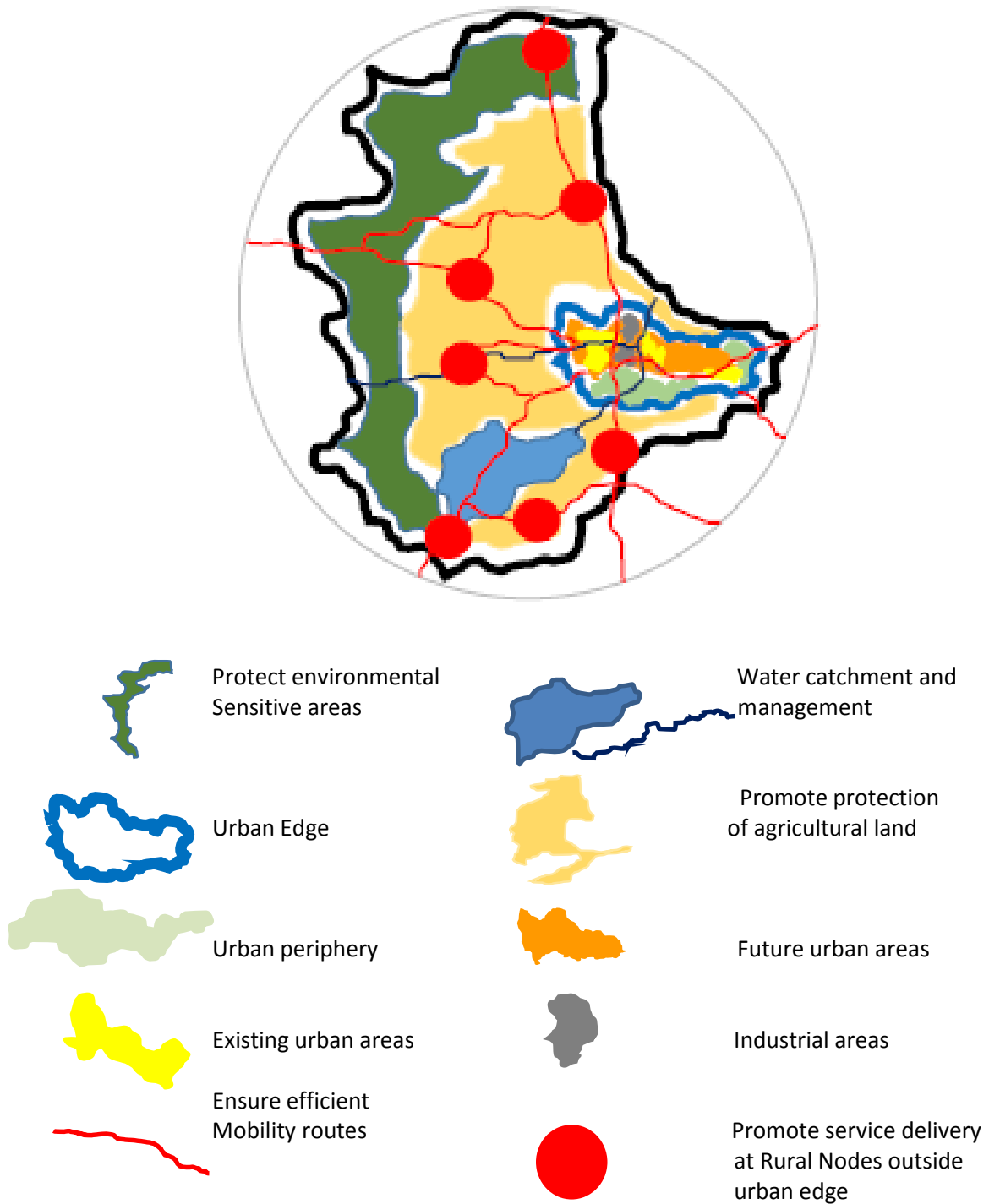
Based on the Situational Analysis and Gaps & Opportunity Analysis conducted for Rural Newcastle in the Rural Development Strategy, certain strategic thrusts and programmes have been identified and conceptualized. These are represented as follows:

RURAL DEVELOPMENT THRUSTS		
Thrust 1: Agrarian transformation & Food Security	Thrust 2: Non-farm rural economic diversification	Thrust 3: Rural Services & Infrastructure Development
RURAL DEVELOPMENT PROGRAMMES		
<ul style="list-style-type: none"> <li>• Fast track claims &amp; assist claimants with post land-transfer support</li> <li>• Securing tenure rights</li> <li>• Enhanced agricultural production</li> <li>• Diversified and niche agricultural production</li> <li>• Enhanced food security</li> <li>• Environmental &amp; agricultural conservation</li> </ul>	<ul style="list-style-type: none"> <li>• SMME &amp; Cooperative development</li> <li>• Capacitation &amp; Skills Development</li> <li>• Wholesale, distribution &amp; local processing</li> <li>• Tourism development &amp; promotion</li> <li>• Small-scale mining and rehabilitation</li> <li>• Green Economy Development and Carbon Footprint Reduction</li> </ul>	<ul style="list-style-type: none"> <li>• Improved connectivity (Transport, ICT &amp; logistics)</li> <li>• Bulk and Basic infrastructure &amp; Housing development</li> <li>• Social security, protection and upliftment</li> <li>• Strengthen community representative structures</li> <li>• Rural integration</li> </ul>

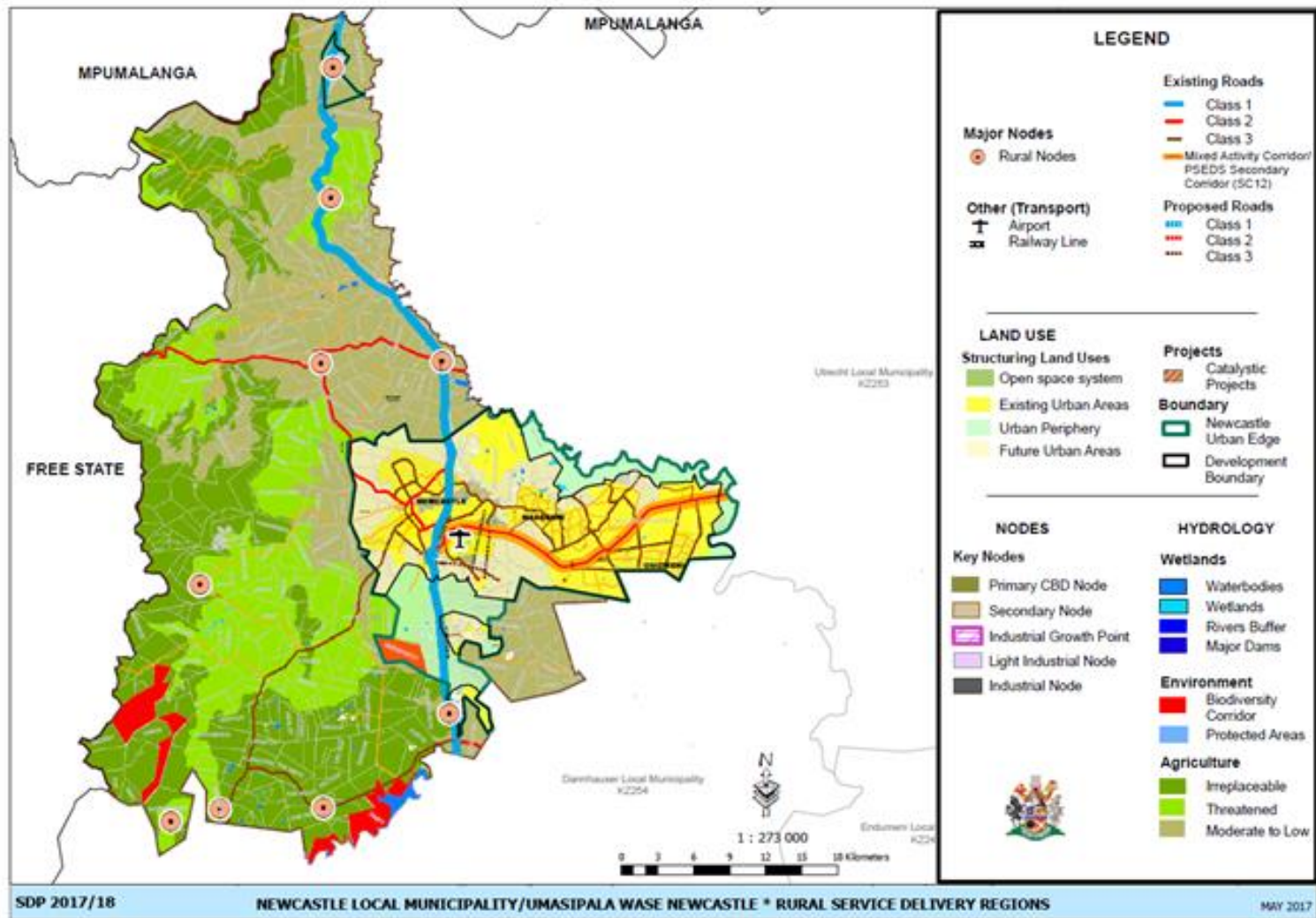
The following LADP's have been compiled and cover areas where intervention is required in terms of the short to medium term spatial planning for the RSDR:



Figure 27 Rural Service Delivery Region Concept



Map 50 Rural Service Delivery Region Spatial Development Framework Map



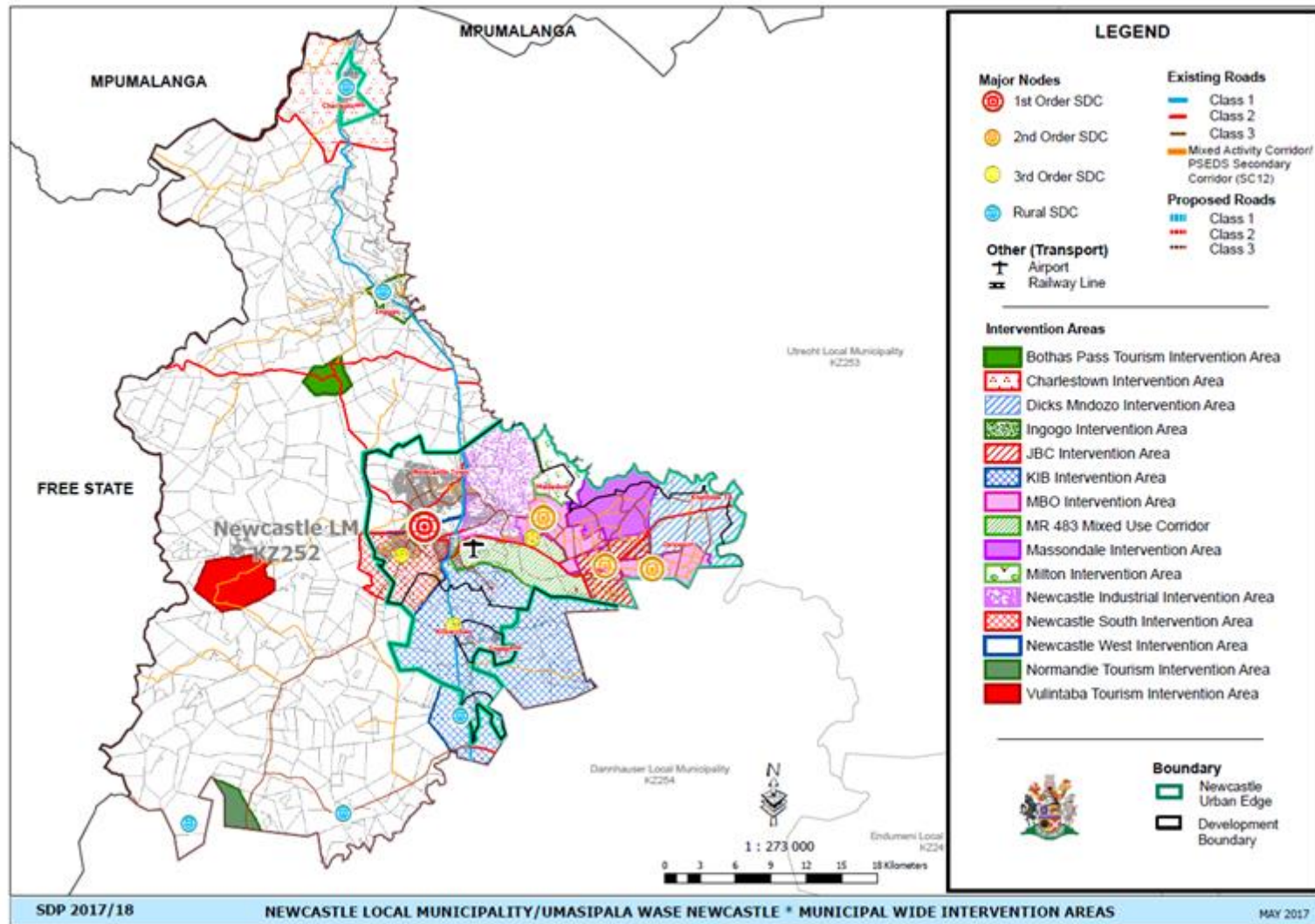
## **6.7 MUNICIPAL WIDE INTERVENTION AREAS**

The analysis of information collected revealed that there are areas of Concern and need specific interventions. The Municipal Wide Intervention Areas have been identified as areas where public spending on services such as water, sanitation and electricity should be prioritised where needed; however some interventions are strategic in nature and require intergovernmental and private investment initiatives. From the initial analysis and working towards the spatial vision of Newcastle Municipality, a number of key spatial interventions will be required. It is for this reason that the Newcastle Municipality created a hierarchy of plans as expressed under subsection 7.3 Local Area Plans and Precinct Plans.

The list below outlines the Interventions Areas which will have to occur in strategic locations in Newcastle Municipality.

- A. Botha's Pass tourism intervention area
- B. Charlestown intervention area
- C. Dicks Mndozo intervention area
- D. Ingogo intervention area
- E. JBC intervention area
- F. KIB intervention area
- G. MBO intervention area
- H. P483 Mixed Used Corridor
- I. Massondale intervention area
- J. Milton intervention area
- K. Newcastle Industrial intervention area
- L. Newcastle South intervention area
- M. Newcastle West intervention area
- N. Normandien Tourism intervention area
- O. Vulintaba tourism intervention area

Map 51 Municipal Wide Intervention Areas





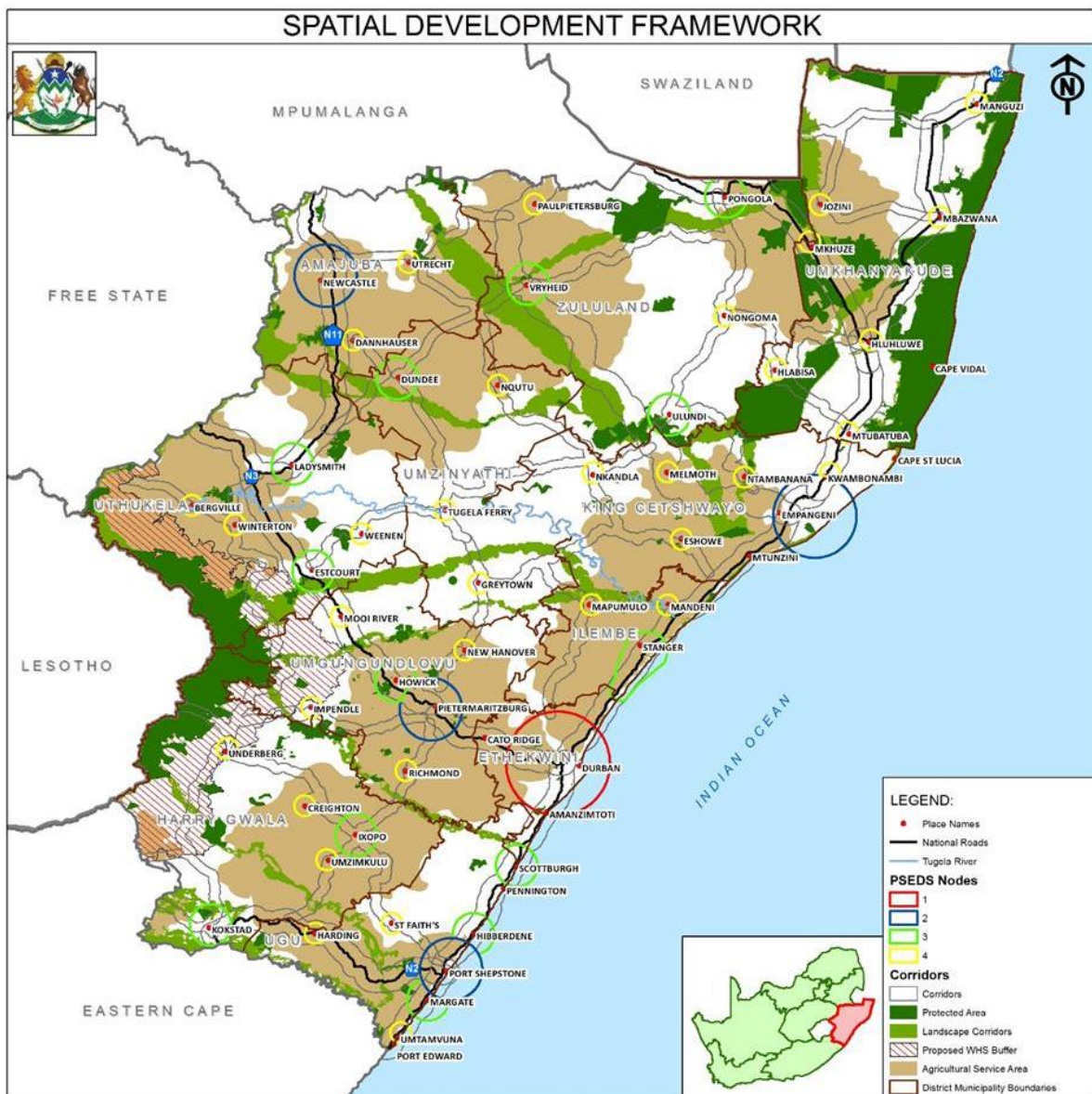
## 6.8 ALIGNMENT WITH NEIGHBOURING MUNICIPALITIES

### 6.8.1 PROVINCIAL ALIGNMENT

The Newcastle Municipality is aligned with the Provincial SDF with regard to the following:

- A. Biodiversity Priorities;
- B. Economic Support Areas;
- C. Priority Conservation Areas;
- D. Agricultural Investment Areas;
- E. Social Investment Areas; and
- F. Mandated Service Delivery

Figure 28 KZN SDF

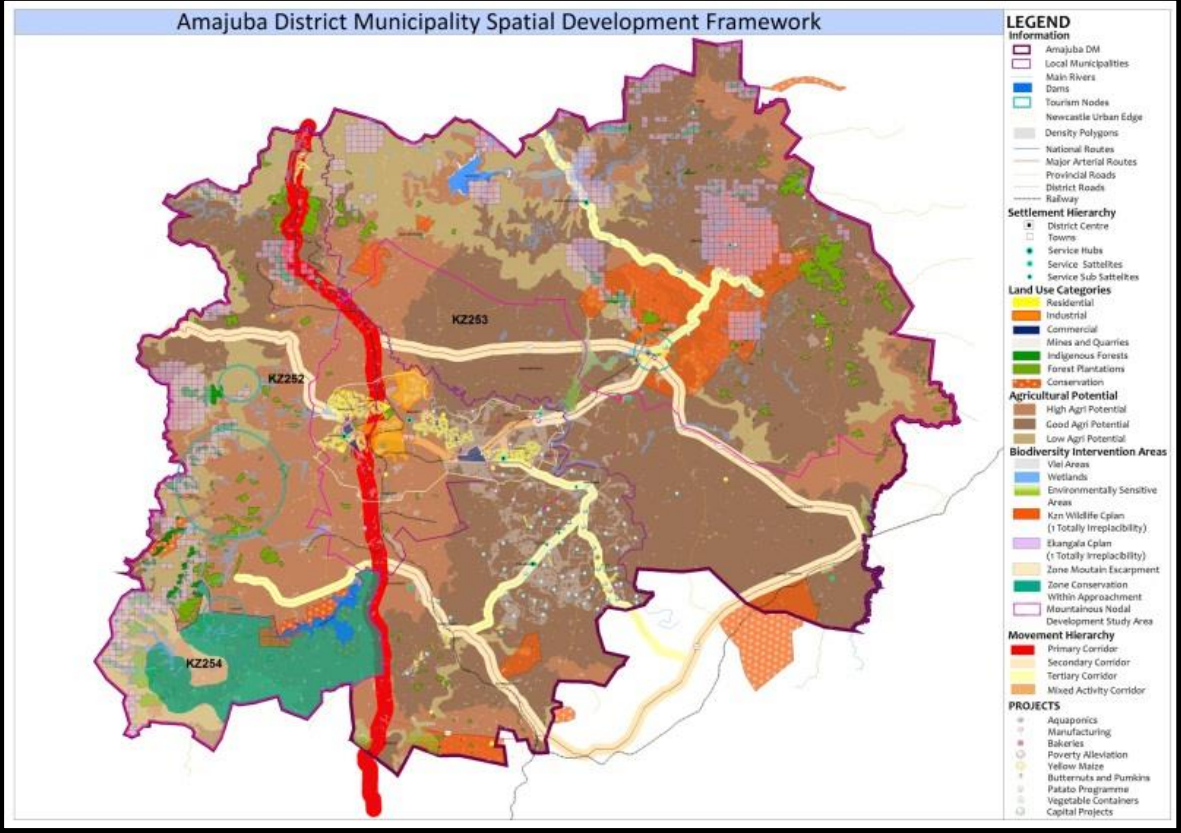


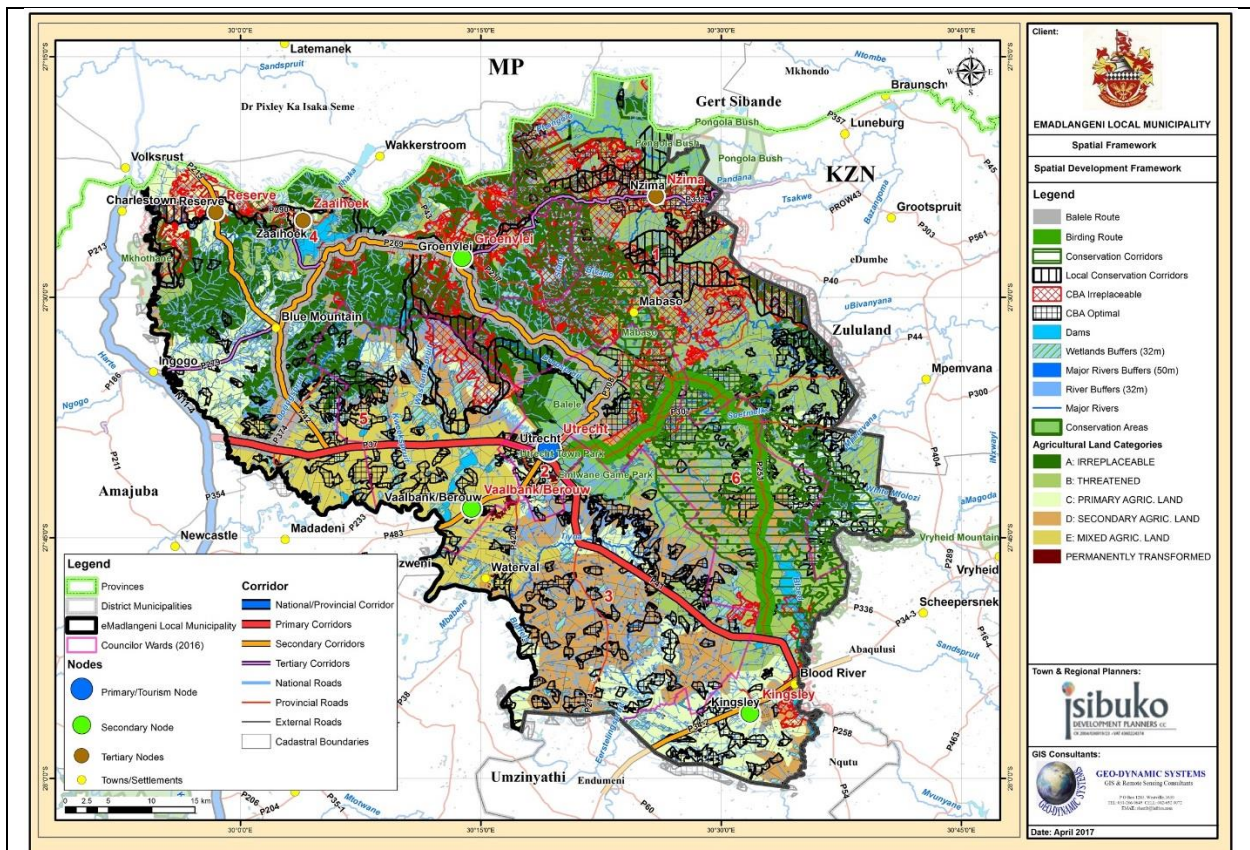
Source: KZN COGTA



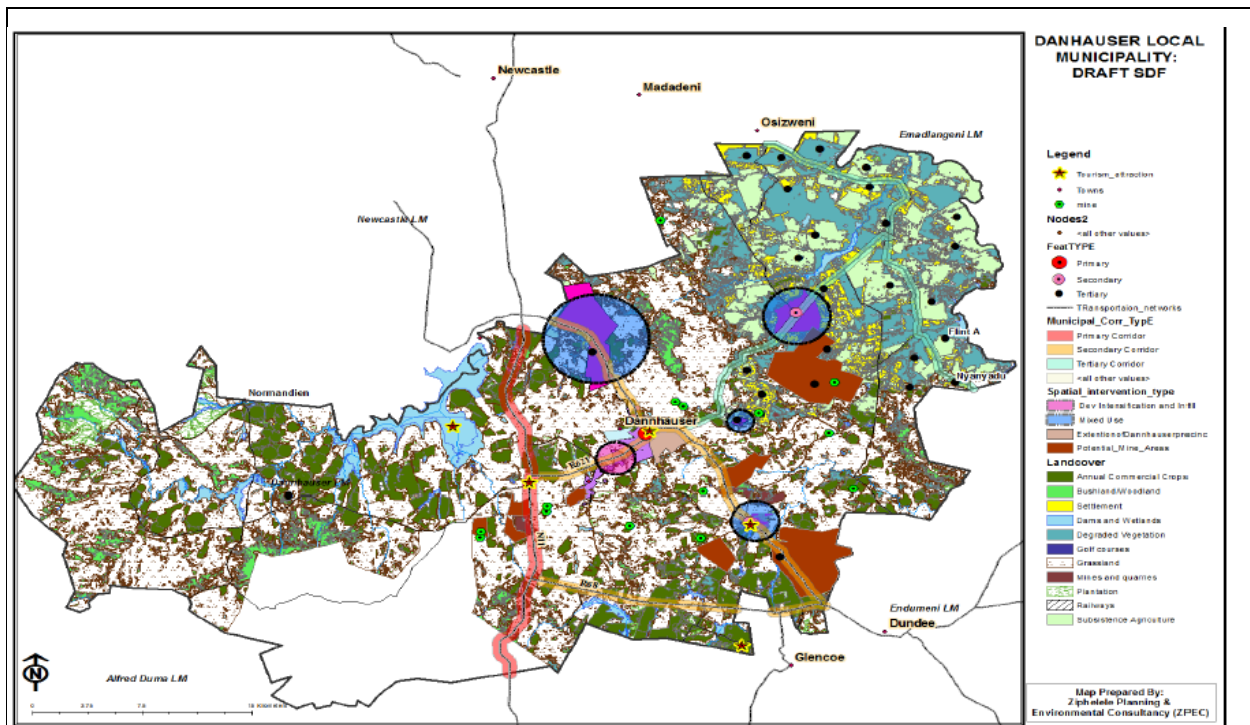
## 6.8.2 ALIGNMENT WITHIN THE DISTRICT

Table 44 Alignment within the Amajuba District

MUNICIPALITY	ISSUES
<p><b>Amajuba Municipality</b></p>	<p><b>District</b></p> 
	<p>The Amajuba SDF affects the Newcastle Municipality and the compilation of the Amajuba SDF was informed by the first Municipal wide SDF compiled for Newcastle in 2003. The detailed SDF being compiled will reinforce the district wide SDF as far as locally relevant and physically possible. However, as the actual implementing agent of spatial restructuring, the local SDF will again inform the district SDF in the case of any differences.</p>



EMADLANGENI	
THEME	
SETTLEMENT / NODES	<ul style="list-style-type: none"> <li>Statistics of population and number of households for the Dicks/Emantungweni settlements</li> <li>Sharing of Public Facilities</li> </ul>
TRANSPORTATION	<ul style="list-style-type: none"> <li>Alignment of plans (P483 Development Corridor)</li> <li>Improve / upgrade roads linking to P483</li> <li>Shared use of P483 and R34</li> <li>Sharing of public transportation</li> <li>Reduce travel time</li> <li>Spin-off in terms of private investment</li> <li>Improving linkage between Newcastle and Emadlangeni</li> <li>Sustainable public transport system</li> </ul>
ENVIRONMENT	<ul style="list-style-type: none"> <li>Air Quality Study and EMF</li> <li>Limit/ Control human activities along water bodies</li> <li>Protect Agricultural land to avoid land degradation</li> <li>Human interaction with water courses that cut across both municipalities</li> <li>Industrial activities that affect air quality</li> </ul>
ECONOMY	<ul style="list-style-type: none"> <li>Employment (a portion of Emadlangeni's population works within Newcastle)</li> <li>Employment opportunities</li> <li>Public facilities (health, financial institutions, government institutions)</li> </ul>



## DANNHAUSER

THEME	
SETTLEMENT / NODES	<ul style="list-style-type: none"> <li>Statistics of population and number of households for the Dicks/Emantungweni settlements</li> <li>Sharing of Public Facilities</li> </ul>
TRANSPORTATION	<ul style="list-style-type: none"> <li>Alignment of plans (P483 Development Corridor)</li> <li>Improve / upgrade roads linking to P483</li> <li>Shared use of P483 and R34</li> <li>Sharing of public transportation</li> <li>Reduce travel time</li> <li>Spin-off in terms of private investment</li> <li>Improving linkage between Newcastle and Emadlangeni</li> <li>Sustainable public transport system</li> </ul>
ENVIRONMENT	<ul style="list-style-type: none"> <li>Air Quality Study and EMF</li> <li>Limit/ Control human activities along water bodies</li> <li>Protect Agricultural land to avoid land degradation</li> <li>Human interaction with water courses that cut across both municipalities</li> <li>Industrial activities that affect air quality</li> </ul>
ECONOMY	<ul style="list-style-type: none"> <li>Employment (a portion of Emadlangeni's population works within Newcastle)</li> <li>Employment opportunities</li> <li>Public facilities (health, financial institutions, government institutions)</li> </ul>
LAND USE	<ul style="list-style-type: none"> <li>Lack of development control</li> </ul>



### 6.8.3 CROSS BORDER ALIGNMENT AND PROCESS – FREE STATE & MPUMALANGA

During the 2013/2014 SDF review, Newcastle Municipality embarked on a cross-border alignment process with municipalities situated in Mpumalanga and Free State. Cross border alignment issues needed to be discussed and interrogated as some of the issues might impact directly and in-directly on the desired urban form and functionality of the Newcastle municipal area. The town planning directorate has actively sought the advice and opinions of its neighbouring municipalities on cross-border planning issues and current planning thinking. Specific issues have been discussed and opinions solicited and a number of cross-boundary planning initiatives have been discussed closely with neighbouring governments. These have included the Newcastle shopping centre located within the regional node as identified within this SDF, biodiversity corridors, housing initiatives and the mining-belt within Amajuba. Cross border planning and alignment is also imperative in the preservation of bio-diversity and response to climate change as well as disaster management

The development of the Charlestown Local Area Development Plan represented a seamless and detailed planning framework for the northern fringe of the Newcastle municipal area and the interface between Newcastle and Pixley Ka Seme. The Local Area Development Plan is to cover a 5 -10 year period spanning between 2010 and 2020. It will provide policy and spatial development guidance for this settlement for the present and the future. This development plan is expected to provide a framework for renewal initiatives in the area. The plan considered future land uses, nodal, residential and transportation aspects and will definitely have an impact on the Pixley Ka Seme Municipal area. Issues pertaining to the plan were also discussed.



Newcastle Local Municipality is bounded by the following cross border district municipalities:

- A. Thabo Mofutsanyane District Municipality to the west;
- B. Gert Sibande District Municipality to the north.

A summary of cross border municipalities and key planning issues aligned with Newcastle Municipality are given below:

Table 45 Cross Border Alignment

DISTRICT MUNICIPALITY	LOCAL MUNICIPALITY THAT SHARE A BORDER WITH NEWCASTLE	CROSS BORDER ISSUES
<b>Gert Sibande</b> Local Municipalities within Gert Sibande DM <ul style="list-style-type: none"> <li>• Pixley Ka Seme</li> <li>• Mkhondo</li> <li>• Lekwa</li> <li>• Albert Luthuli</li> <li>• Highveld East</li> <li>• Msukaligwa</li> <li>• Dipalrseng</li> </ul>	<b>Pixley Ka Seme</b>  Pixley Ka Seme Local Municipality is situated on the southern point of Mpumalanga Province. On the whole it is a rural area with only one major urban centre namely Volksrust, which is located on the provincial boundary of KwaZulu Natal. For the rest, there are a few minor settlements, which include Wakkerstroom, Amersfoort, Siyazenzela, Perdekop	<b>Pixley Ka Seme</b> <ul style="list-style-type: none"> <li>• Infrastructure (Water supply) and Housing Backlogs especially in Charlestown which is located in KZN.</li> <li>• Settlements locating near or across provincial boundary (KZN). Urban edge not effective enough and impacting on Newcastle Municipality as settlements encroach across municipal and provincial border.</li> </ul>

 <p><b>Source: Gert Sibande SDF</b></p>	<p>and Daggakraal. In total the municipality covers an area of approximately 5 227km<sup>2</sup> in which ±86 000 people live.</p> <p><b>Source: Pixley Ka Seme Local Municipality SDF</b></p>	<ul style="list-style-type: none"> <li>• N11 utilized as activity spine from Mpumalanga to KZN and Gauteng.</li> <li>• Number of smaller settlements located across municipal area.</li> </ul>
<p><b>Thabo Mofutsanyane</b> Local Municipalities within Thabo Mofutsanyane DM</p> <ul style="list-style-type: none"> <li>• Phumelela</li> <li>• Maluti a Phofung</li> <li>• Setsoto</li> <li>• Nketoana</li> <li>• Golden Gate Highland National Park</li> </ul>  <p><b>Source: setsoto.info</b></p>	<p><b>Phumelela</b></p> <p>Phumelela is situated in the north-eastern corner of the Free State Province. The municipality's primary composition is rural and that land practices constitute commercial farming. Though the area abuts a portion of the Vaal River and the Klip River, little tourism opportunities have been explored as is the case on the Gert Sibande DM's side of these Rivers</p>	<p><b>Phumelela</b></p> <ul style="list-style-type: none"> <li>• Housing backlogs</li> <li>• Influx of people / Urbanisation</li> <li>• Pressure on existing infrastructure</li> <li>• Establishment of economic node in Warden</li> <li>• Establishment of a tourism node in Memel.</li> <li>• Heavy vehicles travelling on provincial roads</li> <li>• Operational Town Planning Scheme</li> </ul> <p><b>Source: Phumelela Local Municipality SDF</b></p>



## **6.9 CONSOLIDATED NEWCASTLE SPATIAL DEVELOPMENT FRAMEWORK**

The SDF is based on four interrelated, spatial starting points, which together give overall direction to the future spatial form and development of the city of Newcastle.

### **6.9.1 NEWCASTLE A CITY THAT IS RESILIENT AND ADAPTIVE**

Newcastle's prosperity will be determined by how well it adapts to change within and without. It will constantly have to balance the provision of basic needs, social services and utilities; the stimulation of economic development and employment creation; and the management of city growth and protection of environmental resources, energy and water supply constraints, and climate change.

In addition, the City will need to compete nationally and globally for investment in order to increase growth, and turn around local poverty. It will constantly have to balance the provision of basic needs, social services and utilities; the stimulation of economic development and employment creation; and the management of city growth and protection of environmental resources (including the built and infrastructural environments).

Spatially, Newcastle must be flexible and able to adapt rapidly to changes in the pace of development, and to shifts in the demand for industrial, commercial and residential property. It will need to be both proactive and precautionary in the way it prepares for the impacts of climate change, depleting oil reserves and natural water resources, and the widening gap between rich and poor.

### **6.9.2 NEWCASTLE A CITY WITHIN A REGION**

Newcastle should not become a regional city, which absorbs all the surrounding towns in its growth path. The diverse identities, functions and growth opportunities of the towns and rural settlements surrounding Newcastle, such as Utrecht, Memel, Normandien, Dannhauser and Charlestown, need to be preserved, and their functional interrelationships recognized, respected and enhanced.

It is important to understand that the future of Newcastle and its neighbours are interdependent. Coordinated planning, budgeting and management of the region's infrastructural development and water, energy and biodiversity resources are critical. In addition, greater coordination is required to enhance the region's tourism assets, and for the economic positioning of the cities and towns in relation to each other, as well as collectively within a national and global context.

### **6.9.3 NEWCASTLE A CITY ANCHORED BY ITS NATURAL ASSETS**

Newcastle's natural resources are what make Newcastle a unique and desirable place in which to live, work and invest. Because people derive benefits from the natural environment in a number of direct and indirect ways, it follows that these natural anchors should play an important role in shaping where and how the city develops. Therefore systematic conservation planning should aim to efficiently identify an effective network of persistent and sustainable high priority biodiversity areas, whilst simultaneously, supporting local ecosystems and ecological infrastructure which in turn will have spin-offs for the entire Newcastle. This development must respect the presence, role and function of these natural anchors, and should make the most of the possible benefits residents and visitors could derive from them.

### **6.9.4 NEWCASTLE A CITY ORGANIZED AROUND DEVELOPMENT CORRIDORS**

Successful modern cities are those that:

- A. Offer an adequate and exciting range of opportunities, facilities, services and amenities that are as far as possible accessible by foot, bicycle, bus and car (in that order of priority); and
- B. Provide the businesses and industries that drive the city's economy with a different kind of accessibility, namely easy access to goods and services, facilities that enable economic activity and the easy movement of goods.

With our ever-increasing resource constraints and insecurities, it follows that the public and private sector should collectively focus and coordinate their efforts to build a city that has these vital attributes.

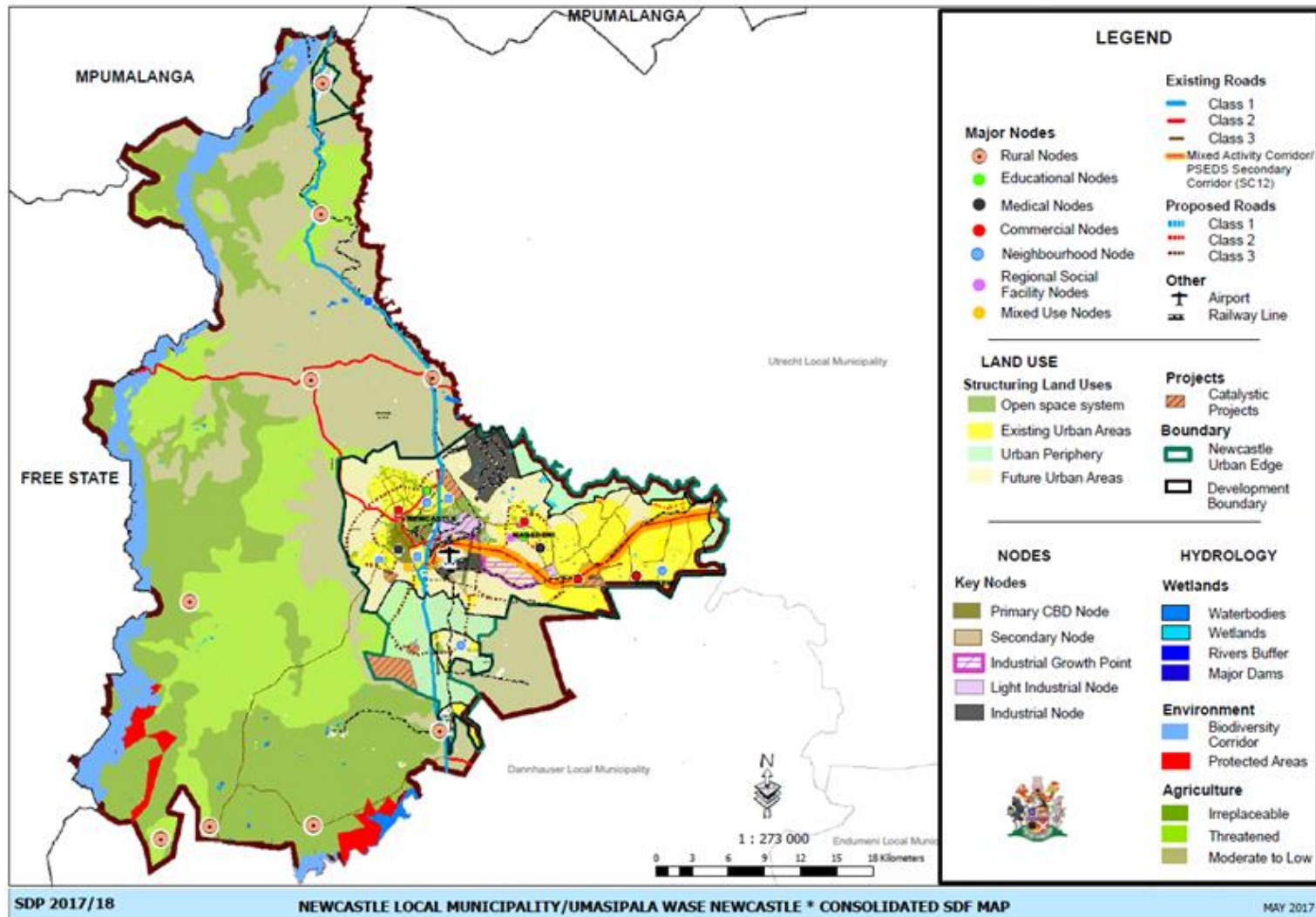
For this reason, the SDF proposes that development in Newcastle is focused on a series of activity development corridors. These corridors are systems of mutually reinforcing elements, supported by coordinated infrastructure investments. The SDF also strive to be aligned with national corridors such as identified in the National Growth and Development Plan (SP2).

Activity development corridors:

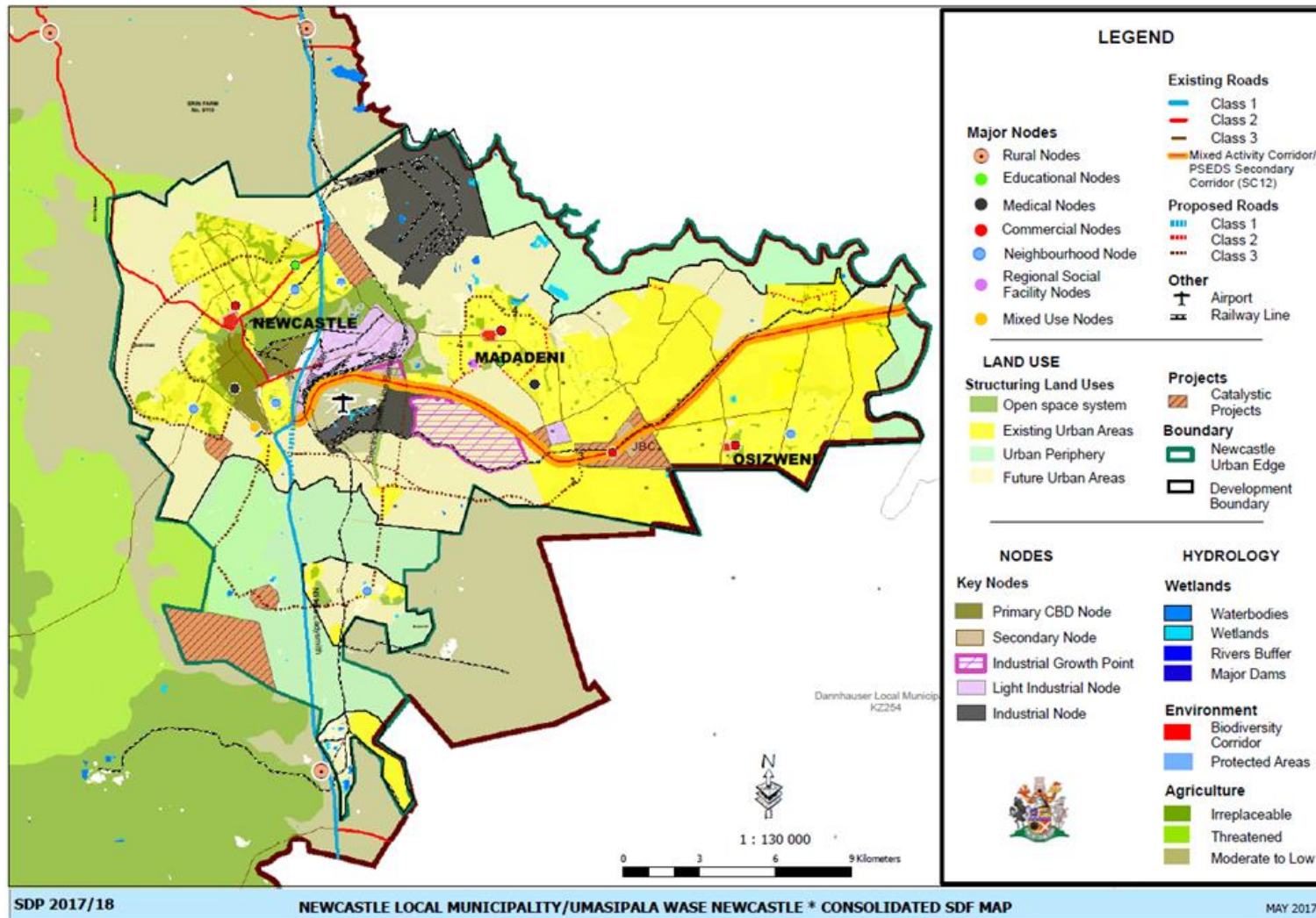
- A. offer easy access to goods, services and people;
- B. are well served by facilities for pedestrians, cyclists, road-based and rail-based public transport facilities;
- C. offer a vibrant mix of land uses (residential, commercial, industrial and/or recreational);
- D. are reinforced by a road network that ranges from national to local roads, to facilitate ease of movement; and
- E. are 5-10 minutes from most people's homes.

These development corridors already exist in Newcastle, although some are more prominent than others. Logical extensions to these corridors are proposed as the focus for the managed growth of the city. The SDF also strive to be aligned with national corridors such as identified in the National Development Plan.

Map 52 Consolidated SDF



Map 53 Consolidated SDF - Core Area



## **7 CHAPTER SEVEN: IMPLEMENTATION**

### **7.1 INTRODUCTION**

As part of the Newcastle IDP, the SDF and its implementation elements are crucial for progressive development of the municipal area and its communities. Practical implementation of the SDF will be achieved through further detailed planning of special development areas and the formulation of the suite of municipal land use management tools.

It is envisaged that the implementation of the Newcastle SDF will address at least the following:

- A. The Basic Land Use Management Guidelines – this involves the preparation of a suite of land use management tools which goes to implement the spatial future of the Newcastle SDF. Included in this section are key elements to be managed and the key mechanisms for land use management;
- B. The Capital Investment Framework – This section gives the broad budgeting response to capital investment for the SDF proposals and planned sector department projects within the municipality;
- C. Catalytic Projects
- D. Local Area Plans and Precinct Plans -



## 7.2 BASIC LAND USE MANAGEMENT GUIDELINES

The finalisation of the Newcastle Scheme will be underpinned by a number of normative and procedural principles (refer to the matrix below), which collectively constitute a single point of reference. These principles present an overarching coherent set of policy guidelines to direct and steer development planning and land use management. This will ensure that the outcomes thereof are consistent with the development objectives as outlined in the Integrated Development Plan (IDP). The principles and norms are to promote the normative based spatial planning, land use management and land development system.

*Table 46 Basic Land Use Management Guidelines*

NORMATIVE PRINCIPLES	PROCEDURAL PRINCIPLES
<ul style="list-style-type: none"><li>• Environmental and economic sustainability</li><li>• Equality and equity</li><li>• Efficiency</li><li>• Integrated development</li><li>• Harmony in terms of land use relationships</li><li>• Quality environments</li><li>• Certainty</li></ul>	<ul style="list-style-type: none"><li>• Fair and good governance</li><li>• Cooperative governance</li><li>• Participation</li><li>• Strategic links</li><li>• Capacity building</li><li>• Use of local and indigenous knowledge</li><li>• Access to information</li></ul>

### 7.2.1 LAND USE MANAGEMENT

LUM is a system designed to create harmony in all spaces of human habitation and other areas in their surrounds, which are ancillary to livelihoods. This system is used to manage, control and regulate land use and land use changes. This system is guided by land use objectives, principles, norms, policies, processes, procedures, a zoning scheme, zoning maps and performance measures.

The Land Use Management System addresses the ongoing need for the NLM to engage in land use management within the terms of reference of the new, normative planning system promoted by National government in recent policy and legislation. Key activities here include establishing a sound knowledge base to provide clear direction on land use and potential areas for land development and land use changes, and, principally, the formulation of a new, integrated and unitary Land Use Management Scheme, which would have a binding effect on land development and land use management in the different settings of the urban and rural environments in Newcastle Municipality.

The main purpose of this SDF is to guide the spatial form and location of future developments within the municipality. In so doing this SDF attempts to address the spatial imbalances created during the Apartheid period. Another purpose of this SDF is to give spatial effect to multi-sectoral projects identified in the IDP as well as assist the municipality to co-ordinate the implementation of the various sector plans.

This SDF is flexible and able to change to reflect changing priorities. The flexibility in LUM is driven by a few defining factors, and can be said that amendments are probed by changes in the economic landscape and whether or not there would be effects in the natural environment and effects on the land use rights of the surrounding activities.

Rather than act as the direct source of rights and controls, this SDF inform the content of the LUMS, in this regard this SDF is:

- A. Only a strategic, indicative and flexible forward planning tool to guide planning and decisions on land development;
- B. Developing an argument or approach to the development of the area of jurisdiction which is clear enough to allow decision-makers to deal with the unexpected;
- C. Developing a spatial logic which guides private sector investment;
- D. Ensuring the social, economic and environmental sustainability of the area;
- E. Establishing priorities for public sector development and investment; and
- F. Identified spatial priorities and places where public-private partnerships is a possibility.

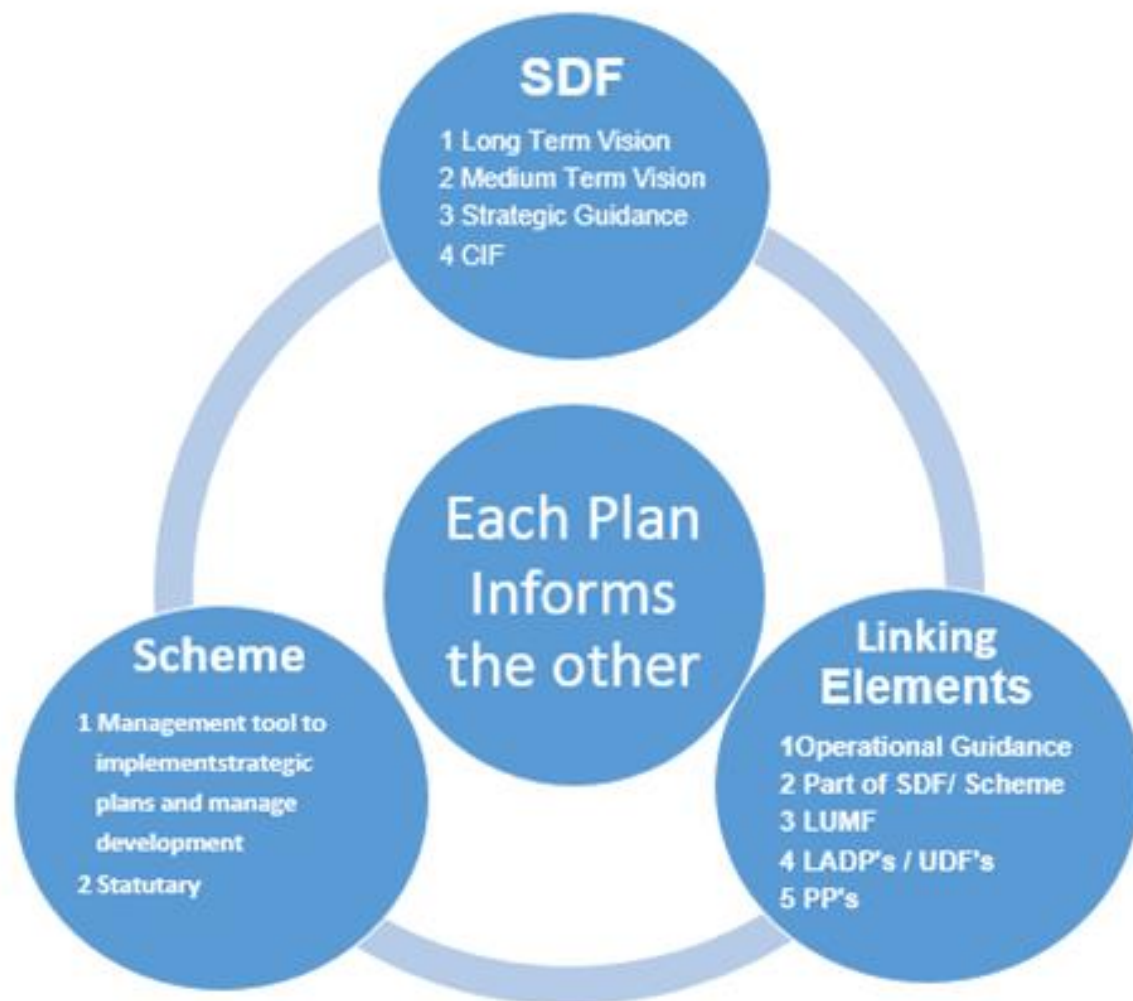
In the rural context it is necessary to deal specifically with natural resource management issues, land rights and tenure arrangements, land capability, subdivision, consolidation of farms and the protection of prime agricultural land.

The purpose of this SDF is not to infringe upon existing land rights but to guide future land uses. No proposal in this plan creates any land use rights or exempts anyone from his or her obligation in terms of any other act controlling land uses. The maps of this SDF should be used as a schematic representation of the desired spatial form to be achieved by the Newcastle municipality in the long term.

### **7.2.2 LINKAGE BETWEEN THE SDF AND THE SCHEME**

The Land Use Framework is a bridging/linking element that provides a linkage between strategic planning (SDF) and statutory planning (Scheme). As such, the SDF provides strategic direction, the Linking Elements provide more detailed spatial plans and the Schemes provide the statutory basis for land use decision-making.

Figure 29 Linkage between the SDF & the Scheme



### 7.2.3 PURPOSE OF A SCHEME

Newcastle Local Municipality prepared a draft scheme as part of the Land Use Management Systems (LUMS) in 2006/7. The design of this project and the associated planning process predated the introduction of the PDA and the above-mentioned guidelines. In addition, the content of the draft scheme has not been subjected to a rigorous public participation process. Therefore, the need for the project arises from a number of factors. These can be summarised as follows:

- A. Firstly, the municipality seeks to satisfy the legal requirements emanating from both the Municipal Systems Act and the PDA, which require a municipality to prepare a Scheme as part of an Integrated Development Plan (IDP).
- B. Secondly, the municipality has a responsibility to encourage harmonious development within its area of jurisdiction. This includes the protection of property rights and ensuring that development occurs in a compatible manner.
- C. In addition, scheme will promote sustainable land use and assist the municipality and other role-players to address environmental management issues.

In short, the preparation of the scheme forms an integral part of municipal planning and constitutes a progressive move towards the realisation of an ideal of an integrated, sustainable and coordinated development.

#### **7.2.4 ADMINISTRATION OF A SCHEME**

A Scheme is prepared and administered by planners. They provide a management tool for other interests such as health, transport, environment, finance and infrastructure. Ultimately, however, municipal officials must administer the Scheme, while final decision-making rest with the Council. The Newcastle Municipality has medium capacity to implement, manage and enforce a scheme; therefore care should be taken to allow the Scheme to be simple, which will become increasingly complex over time, once capacity and resources are available.

#### **KEY ELEMENTS FOR LAND USE MANAGEMENT**

##### **A. EQUITABLE AND HARMONIOUS DEVELOPMENT**

The principle of equitable development requires that everyone affected by planning or development and land development actions or decisions must enjoy equal protection and benefits, and no unfair discrimination should be allowed. It also provides for socio-economic integration, which aims at the eradication of past spatial patterns.

##### **B. SPATIAL EFFICIENCY**

The principle of efficiency requires that the desired result of development must be produced with the average expenditure of resources. This principle aims to achieve efficiency in institutional arrangements and operations, adopted procedures, the form or pattern of the area, and the utilization of man-made or natural resources during land planning and development.

It also advocates for a more efficient urban structure. Currently settlements have been growing in an inclusive manner that seems to undo the former segregational nature. The LUM is determined on ensuring that this development supports the socio-economic climate of the spaces they occur within. Forward planning mechanisms such as densification and infill are adopted by LUM to ensure that this growth of settlements does not infringe on the ability to provide services.

##### **C. FUNCTIONAL INTEGRATION**

The principle of integration requires that the separate and diverse elements involved in development planning should be combined and coordinated into a more complete or harmonious whole, and reflects the need to integrate systems, policies and approaches in land use planning and development.

This principle finds particular expression in two areas. Firstly, it requires that the planning process is integrated, taking into account the often disparate sectoral concerns, policies and laws and their requirements, and reaching conclusions that are efficient and sustainable from a management and governance point of view. Secondly it requires an integrated 'on the ground' outcome, one that breaks down not only the racial and socio-economic segregation that characterize our country but which also look at spatial integration of different land uses, places of living with places of working and shopping and relaxing.

#### D. SUSTAINABILITY

The principle of sustainability requires the sustainable management and use of the resources making up the natural and built environment. The life cycle costs of land development and its likely side effects on the environment, community, and the economy need to be understood and taken into account to sustain its benefits, while minimizing or mitigating any likely negative impacts.

#### E. FAIR AND GOOD GOVERNANCE

The principle of fair and good governance requires that development planning must be democratic, legitimate and participatory. Development planning is a centrally important government function, directly affecting the lives of all people. It is therefore particularly important that it is characterized by fairness and transparency and that people are afforded a meaningful right to participate in decisions. When public authorities formulate new plans, they must put in place processes that actively involve citizens, interest groups, stakeholders and others. In addition, where land development projects are initiated by the private and non-governmental sectors, there must be procedures that ensure that interested parties have an opportunity to express their views or to object.

#### **7.2.5 NEWCASTLE MUNICIPAL PLANNING TRIBUNAL**

The Newcastle Municipality has established a Municipal Planning Tribunal (MPT) in line with the SPLUMA requirements and due to the capacity of the Municipality, it has a stand-alone MPT. The first composition of the MPT was approved by Council on the 02<sup>nd</sup> of September 2015 with 7 members; 5 being internal members in the employ of the Municipality and 2 external members. The SPLUMA Bylaws were also adopted on the 02<sup>nd</sup> of September 2015 and were gazetted on the 09<sup>th</sup> of October 2015. Currently the MPT is still in place and it is functional as it sits on a monthly basis to adjudicate on land use applications. Furthermore, the municipality has prepared the categorisation of applications.



## **7.3 MUNICIPAL CAPITAL INVESTMENT FRAMEWORK**

To ensure the practical application and success of the spatial principles, concepts, strategies and policies of the SDF, a multifaceted implementation plan is required. The implementation of the SDF also requires the alignment of spatial strategies and infrastructure planning and budgeting. This will be done through the IDP.

The Newcastle Municipality developed a capital investment framework as part of this SDF, which identify where funds will be allocated through the spatial priorities and corresponding implementation strategies identified within the WSDR, ESDR and RSDR. This Capital investment framework guides the Newcastle Municipality's capital expenditure in order to achieve citizen-centered public service and to shape the desired form of the municipality. It intends to bridge the gap between the spatial priorities, strategies and the implementation plan and sets the background and basis on which other sector plans should focus with their priorities.

The process of developing a Capital Investment Framework includes the collection of information from other municipal departments and verifying it where necessary. Collected information from other departments will give an indication of the current development profile of the different departments through the Service Delivery and Budget Implementation Plan (SDBIP). This is followed by a spatial illustration to also inform spatial interventions and investments for example bulk infrastructure and corridor development.

Capital Investment Frameworks are also obliged to look into areas that present potential for sustainable economic and corridor development, therefor attracting private sector investment and creating long term employment for the public. In conclusion the Capital Investment Framework for this SDF could assist the Newcastle Municipality to address spatial distortions and inequalities of past policies in the form of densification, compaction and nodal development.

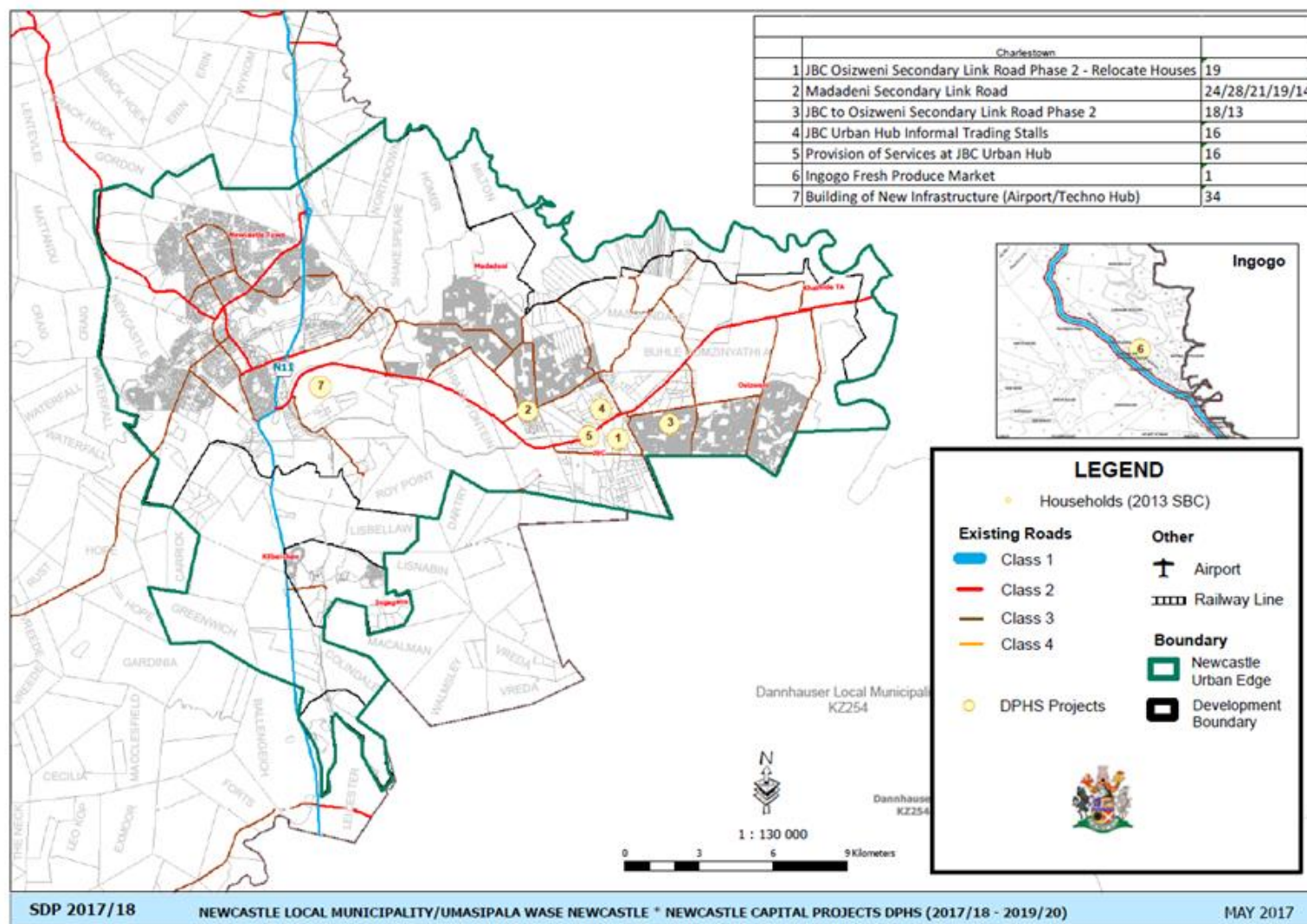
The major key capital projects with a spatial dimension / implication, which are currently planned or underway as part of the IDP process and have a spatial impact or significance are listed below and illustrated on the attached Capital Projects Plan.

### **7.3.1 NEWCASTLE MUNICIPALITY CAPITAL INVESTMENT FRAMEWORK**

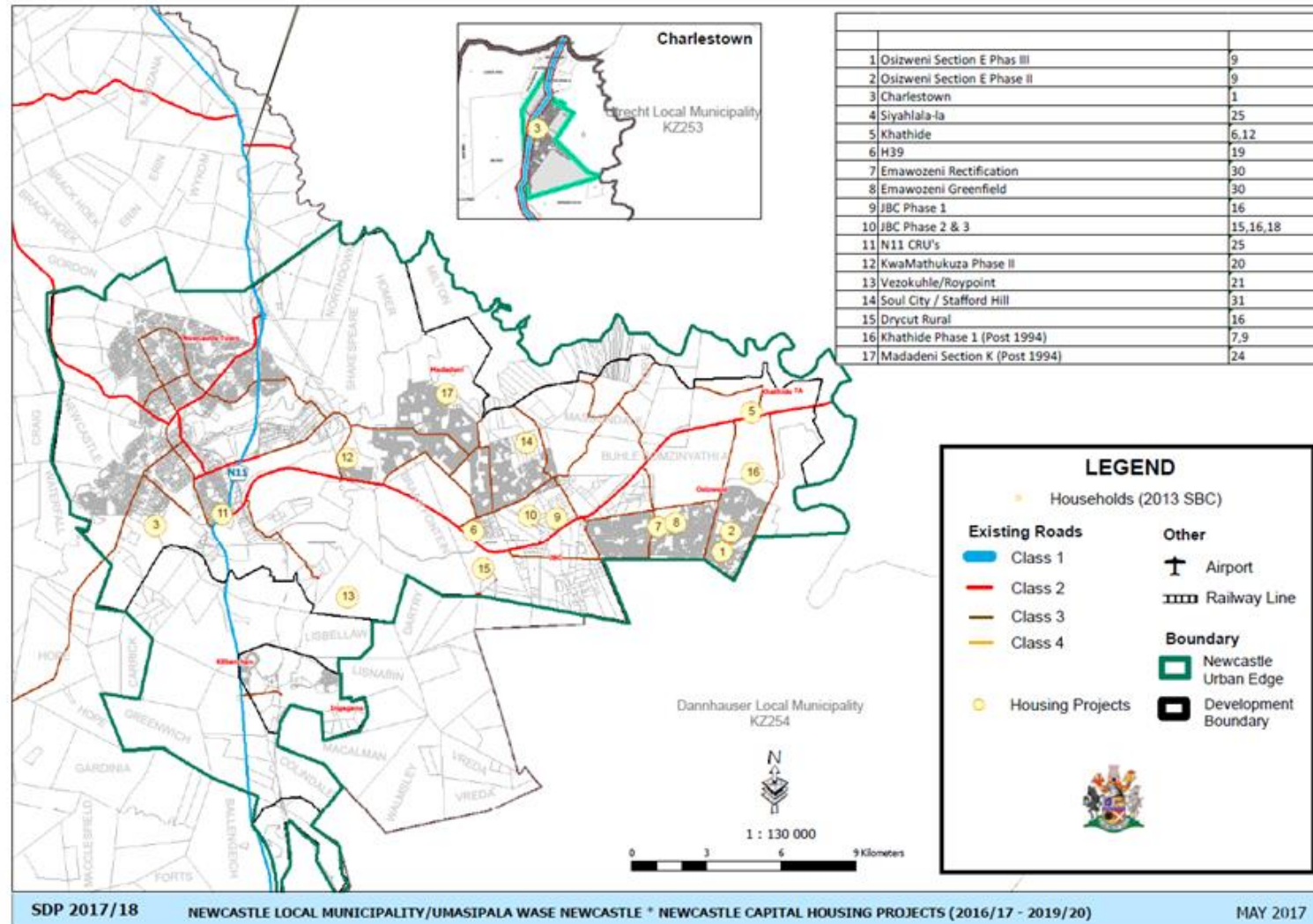
Besides the current 2015/2016 capital projects that are in operation and planned for the 2016/2017 financial year, the municipality is wrapping up its 5 year priority plan (2012-2016) for the then proposed implementation projects per department. The performance of the project implementation and execution are monitored through the Municipal SDBIP.

The progress on capital projects and draft budgets is summarized in the tables found in the IDP Priority projects for the 2014/15 - 2016/17 financial years. Only projects with a spatial implication have been included on the maps.

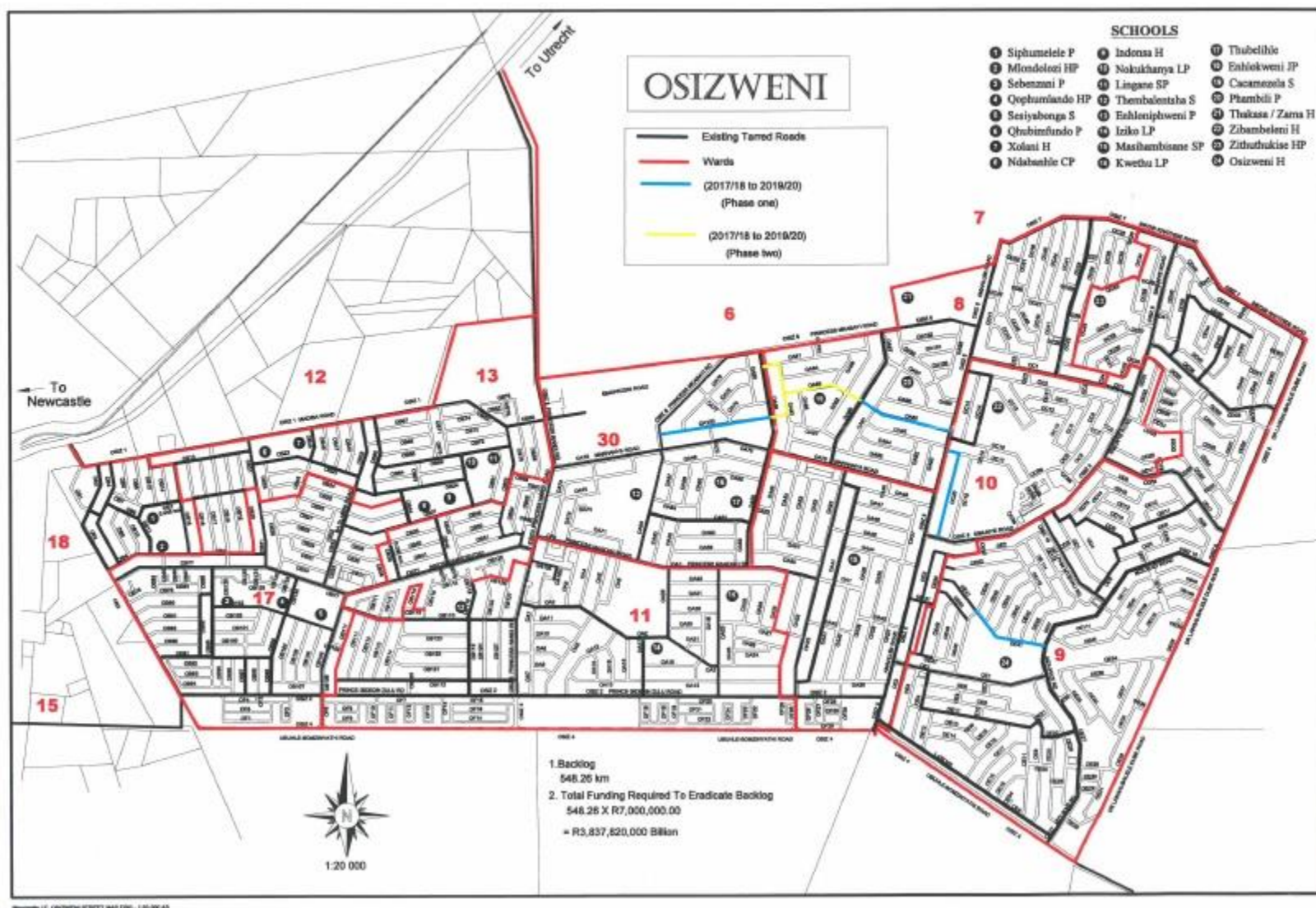
Map 54 Capital Projects: DPHS



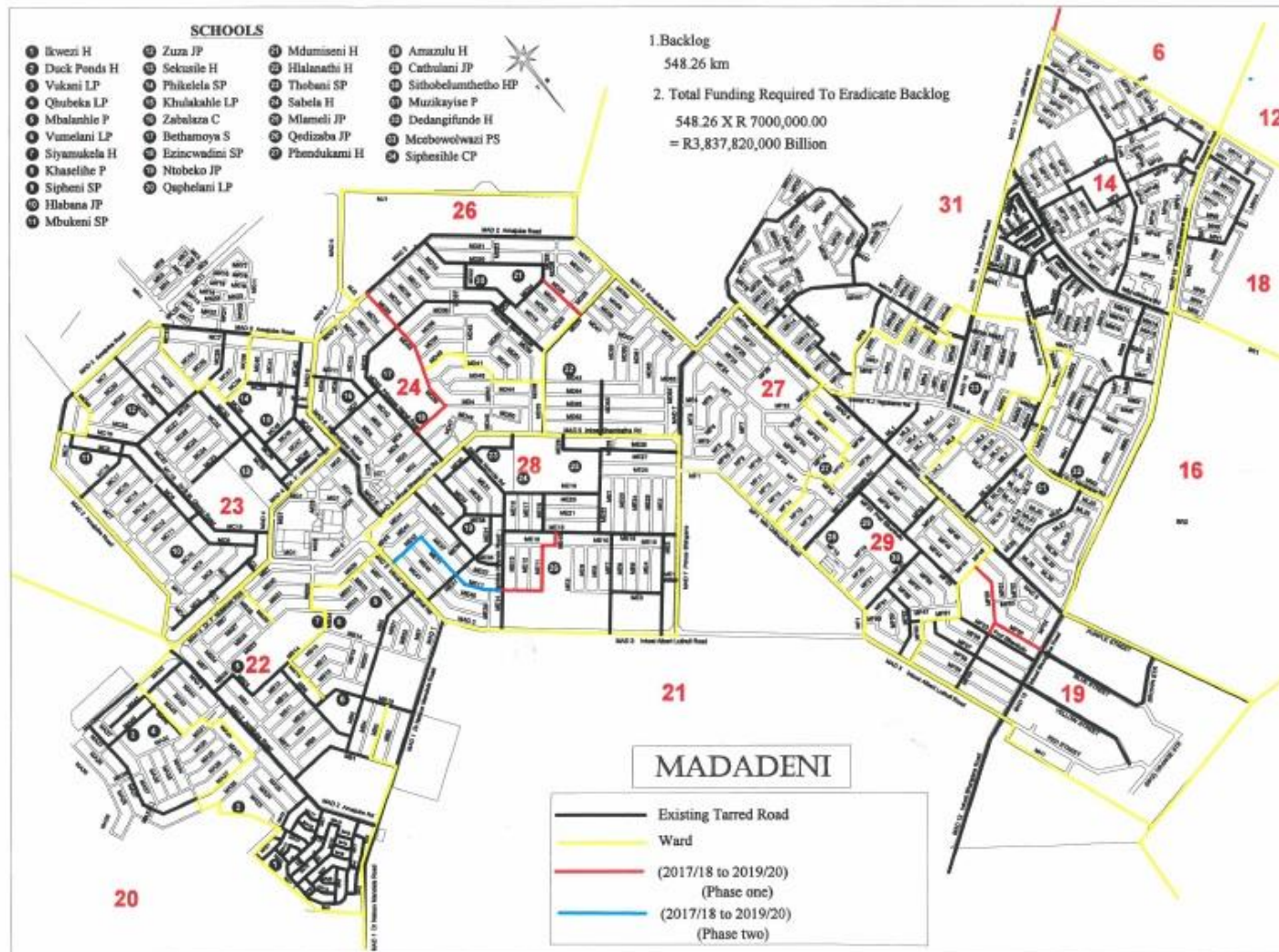
Map 55 Capital Projects: Housing Projects





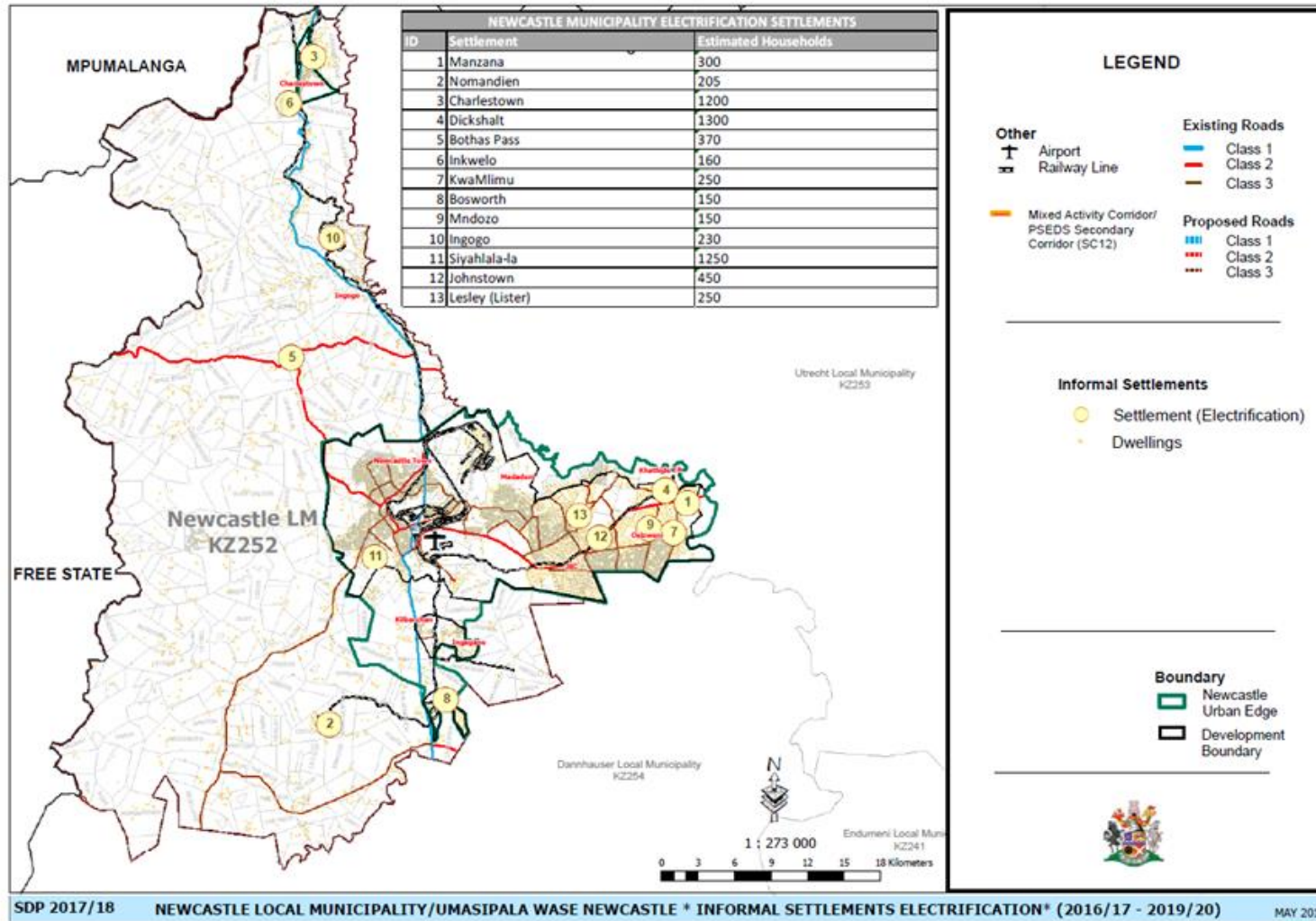


Map 57 Capital Projects: Technical Services - Madadeni

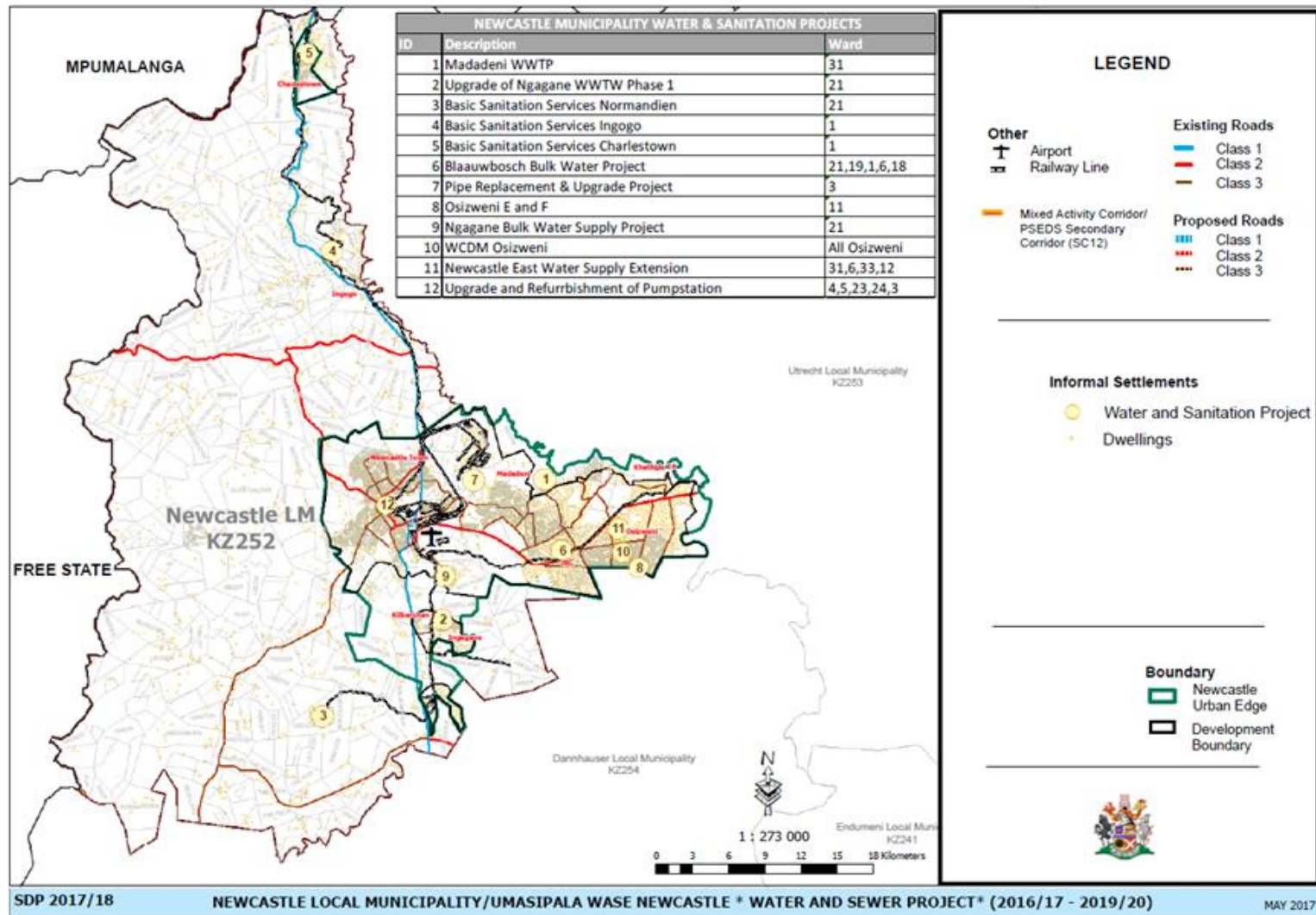




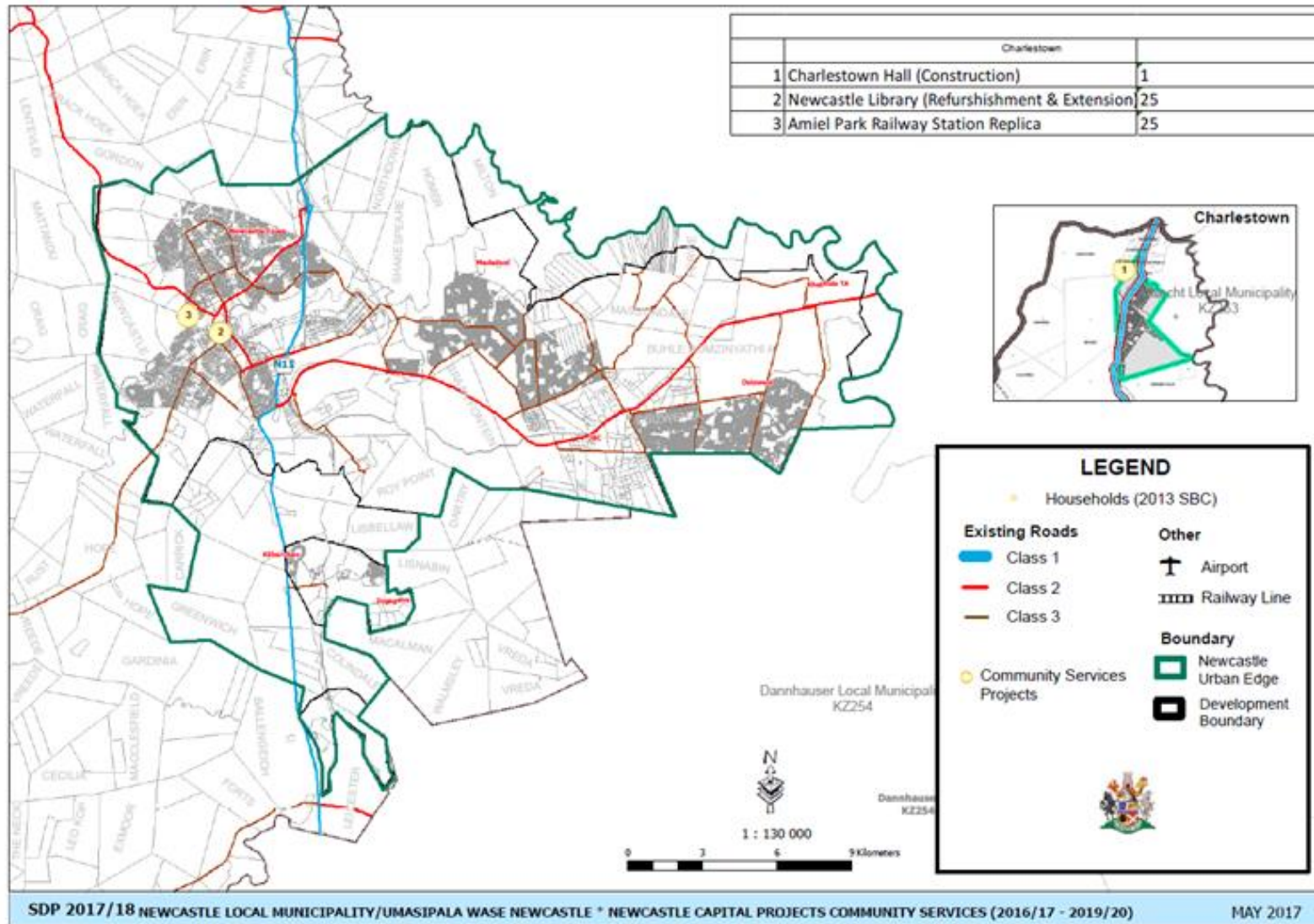
Map 58 Capital Projects: Electrical Services



Map 59 Capital Projects: Water & Sanitation Services



Map 60 Capital Projects: Community Services



## **7.4 CATALYTIC PROJECTS (KEY SPATIAL PLANNING AND DEVELOPMENT INTERVENTIONS)**

### **7.4.1 SIP2**

The South African Government adopted a National Infrastructure Plan in 2012, with this plan we aim to transform our economic landscape while simultaneously creating significant numbers of new jobs, and strengthen the delivery of basic services. The plan also supports the integration of African economies. The government has, in turn, invested R827 billion towards building new and upgrading infrastructure. On the other hand, the New Growth Path has set a goal of 5 million new jobs by 2020, identified structural problems in the economy and points to opportunities in specific sectors and market (job drivers). As a response to address these challenges and achieve these goals, the Presidential Infrastructure Coordinating Committee (PICC) had to:

- A. coordinate, integrate and accelerate implementation;
- B. develop a single common National Infrastructure Plan that will be monitored and centrally driven;
- C. identify who is responsible and hold them to account; and
- D. develop a 20-year planning framework beyond one administration to avoid a stop-start pattern to the infrastructure roll-out.

This process gave birth to 18 Strategic Integrated Projects (SIPs) that include catalytic projects in order to fast track development and growth. Relevant to the NLM is SIP 2 which is a geographically-focussed SIP, and is known as the Durban-Free State-Gauteng logistics and industrial corridor. SIP 2 has five objective:

- A. strengthen the logistics and transport corridor between South Africa's main industrial hubs;
- B. Improve access to Durban's export and import facilities;
- C. Raise efficiency along the corridor;
- D. Integrate the currently disconnected industrial and logistics activities;
- E. Integrate marginalised rural production centres surrounding the corridor that are currently isolated from the main logistic system.

The re-alignment and upgrading of the N11 forms part of the means to realising the desired functionality of the SIP 2 corridor. The national route plays a key role in the economy of the Newcastle town, and its re-alignment and improvement will allow for greater mobility, improve accessibility and serve as a catalyst for further economic growth. Other projects that link up to SIP 2: (a) the Newcastle Airport which aims to provide greater connectivity for Newcastle with Johannesburg and Durban by introducing scheduled flight; and (b) the Newcastle Techno-Hub which is located within the Airport Precinct, and is discussed below.



Figure 30 Strategic Integrated Projects (SIPs)



## 7.4.2 AIRPORT AND TECHNOLOGY HUB

The Newcastle Airport Techno-hub concept is based on the dynamic and integrated trio of institution, enterprise and business whose main aim is to generate innovation. The institution sphere involves knowledge generation through students and research activity which feeds into the enterprise sphere associated with business support, idea generation and training and technology transfer to develop small businesses to eventually expand to become medium to large establishments. These spheres combined, result in innovation and a sustained knowledge economy.

The techno-hub is defined as “an enterprise associated with research, development, design and related activities in the high technology sector which is accommodated in park-type work environment specifically created for the industrial needs of the enterprise concerned.”

The main attributes of a technology hub include:



- A. Specialised Business Park with tenants focused on technology, and scientific research;
- B. Close alignment to tertiary institutes, and their academic staff: parks linked to wider innovation and collaboration between formal educational institutions; research firms and the end user business;
- C. Business incubation and support and technological capacity building;
- D. Creating business synergies;
- E. Should have good physical infrastructure, steady power, communal services like security and management and often shared business administrative services; and
- F. Facilities should include, manufacturing, high level training, technology and business incubation, financing institutions, standardization and calibration laboratories, and testing.

The main aim of a techno-hub is the commercialisation of innovative ideas through which products, processes, strategies, and services are formulated to create jobs and to generate wealth in Newcastle. The notion of a techno-hub is supported by all business chambers within Newcastle. Such support is mainly vested upon the anticipated job opportunities which will emanate through the hub. This will have an advantage in terms of the existing pool of advanced wireless and IT companies that are within Newcastle. The benefits of establishing a techno-hub are not only limited to job creation only, but also to investment opportunities and skills development.

The Project will be executed over a two (2) year period starting from March 2015, and the techno-hub site will be owned by the Municipality as an asset and managed preferably by a separate Municipal Entity. The airport was identified as an integral part of the hub, and the hub entity will be required to include services to the hub such as security, cleaning and other operating facilities. Training facilities will accommodate the National Development Skills Plan (SDPS), and the hub will be in a state that will enable to compete with other International techno-hubs.

Figure 31 Existing Airport

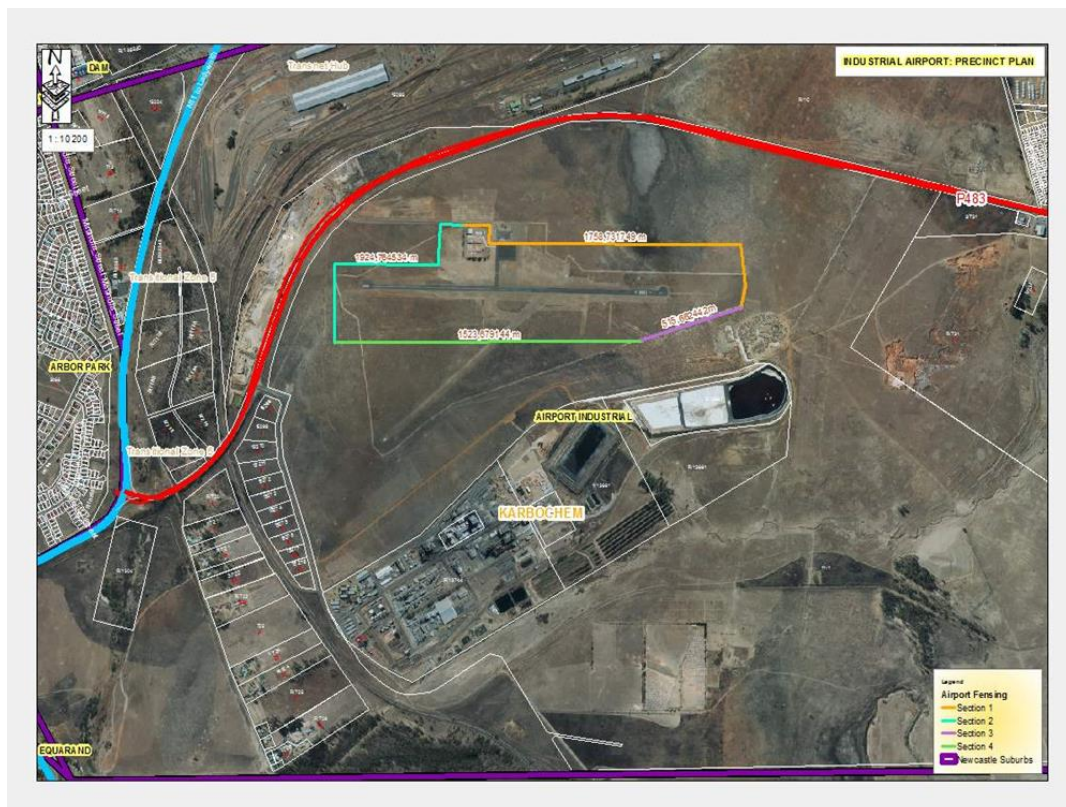


Figure 32 Proposed Airport and Technology Hub

With the development of the Techno hub, the old Airport will undergo a series of improvement such as fencing, sewer upgrades, and the upgrading of the terminal building. The following entails an outline of the objectives as raised by the stakeholders of the project, including those of the Department of Science and Technology, through various engagements with the municipality:-

- A. Ensure that the Techno Hub meets the National Development Plan, Regional and Local IDP Development Plans;
- B. Envisaged as a mechanism of Innovation and Knowledge development;
- C. Important that the Newcastle Municipality and Treasury emphasize the purpose of the hub to their stakeholders, it is not meant to be a Business Park;
- D. Meant to bring together Academia/Business/Government in order to generate knowledge and R&D as a balanced approach;
- E. Must be representative of the community with a forum to manage the hub with independent and neutral stakeholders;
- F. Training facilities to accommodate the National Development Skills Plan (SIPS);
- G. Require the hub to be a Balanced Playing Field with realization of dis-quality;
- H. Be able to compete with International Techno-Hubs; and
- I. Revive the economy through the development of the hub.

In addition to the abovementioned objectives, some other issues to be taken into cognisance and which are essential to establishing a world class techno-hub were raised by the stakeholders and these are as follows:-

- A. Request for free Wi-Fi at the techno-hub;
- B. Investigate the student facilities required for the transfer of skills towards skills development for the community;
- C. 67% of the Newcastle industry is within the manufacturing sector;
- D. The entire hub precinct detailed in Spatial Development Plan of municipal site to be called techno hub site;
- E. Adopt a techno hub will suit South Africa, as other countries models not suitable;
- F. Should have a separate Municipal Property Entity formed to own and manage the precinct;
- G. Due diligence should be performed on any Business/Tenant entering the hub;
- H. Techno-hub to create development for Skills Science and Technology.

### **7.4.3 JBC PRECINCT**

Newcastle Town is the primary hub for the municipality. The SDF identifies secondary activity nodes in Madadeni, JBC and Osizweni.

The JBS hub as identified as the secondary hub has its advantages of location, and they are as follows:

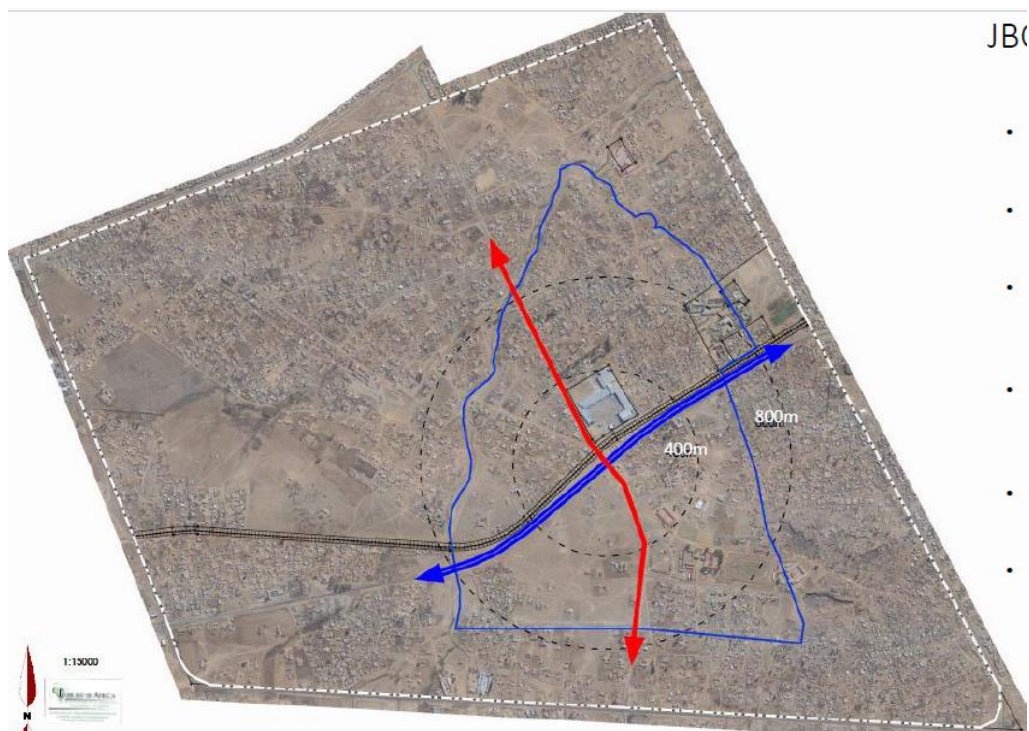
- A. Accessible - P483 is the only main arterial road linking Newcastle East and Newcastle West.
- B. Settlement occurs mainly along the eastern areas along P483.
- C. Majority of population resides in the eastern area.
- D. P483 serves a dual function: Regional Arterial and main access road to Newcastle East.
- E. Connectivity to target market (settlement in eastern area).

The hub forms part of a network of nodes and corridors on the eastern side of Newcastle municipality. The JBC hub has an existing anchor, which will serve as an anchor point for future expansion and development. The primary catchment has an existing population of 48 286. The secondary catchment contributes a further 222 708 people. There are major intersections approved by DoT along P483. One intersection falls within the JBC precinct area. Intersection of P483 and BR 1 at the Theku Plaza.

The precinct is located around intersection of P483 and BR1. Consists of largely settled land to north and south of the P483. Parts of the precinct has been developed with schools and public facilities. Housing project on remaining portions of the Blaauwbosch Farm is underway. Precinct area has few physical constraints and is suitable for development. The Theku River forms the natural boundary on the western boundary of the precinct.

The dominant land use of the area is residential in nature. Other land uses includes commercial related uses such as shops and the shopping mall, educational uses (schools), open space and recreational, public facilities and places of worship. This existing development in the area has the Theku Plaza as its landmark and the P483 intersection as a focal point.

Figure 33 JBC Area



There is a number of notable Opportunities for the success of the JBC hub, and these are:

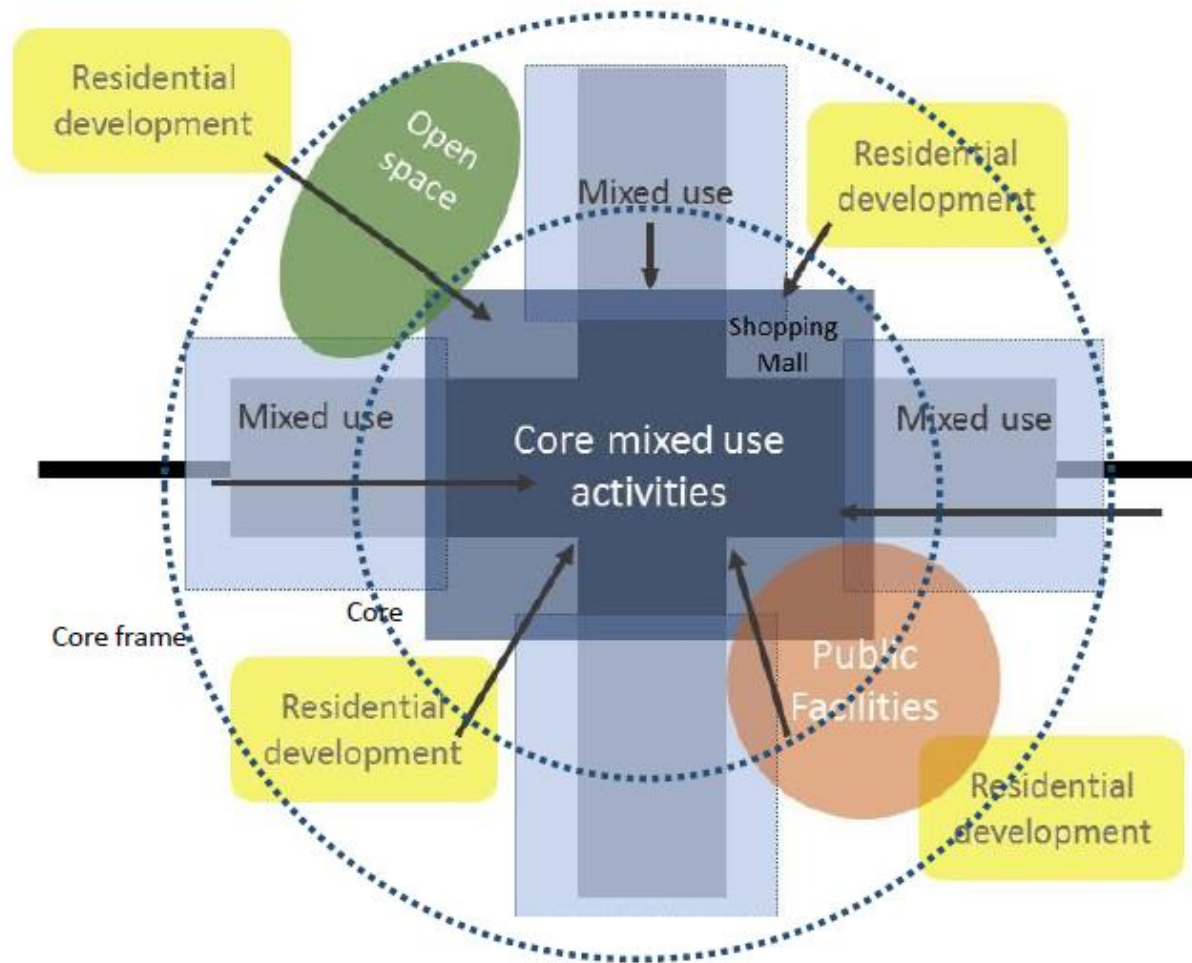
- A. P483 existing mobility route and provides access to the precinct.
- B. Existing landmark – Theku Plaza. Draws people to precinct.
- C. Vacant land parcels.
- D. Existing public facilities in precinct, e.g. schools, sports stadium, youth centre.
- E. Teku River provides edge.
- F. River provides opportunities for landscaping and park.
- G. Landscaping along P483
- H. Intersection of P483 and BR 1 – opportunity for high intensity development.

There is a number of notable Constraints for the success of the JBC hub, and these are:

- A. Informal traders located on road reserve in front of P483.
- B. Dense settlement pattern.
- C. P483 has limited direct access.
- D. Railway line is barrier to development.
- E. Households located within flood line

The Concept of the JBC Precinct is illustrated below.

Figure 34 Concept of the JBC Precinct



The core of the project as illustrated above in the conceptual drawing is given below as follows:

- A. Core mixed use area becomes focal point for future development.
- B. Existing mall acts as catalyst that attracts people to the area and subsequently other business.
- C. People thus gravitate towards this point.
- D. Becomes the area that attracts and promotes new mixed land uses of high intensity.
- E. Hub starts to consolidate land uses.
- F. Future expansion towards outer areas of core.
- G. Existing public facilities acts as an anchor for further development of facilities and services of this nature.
- H. Residential development surrounding the core area are being formalised.

The JBC hub is set to become the main focal point for public services and commercial uses in the area. It will be a centre for modernity and change in an otherwise underdeveloped area, attracting initiating neighbourhood development programmes and projects that provide catalytic infrastructure to leverage public and private sector development in and around the precinct. It will complement efforts towards housing development in line with the new urbanism principles. The precinct reinforces SDF's objectives in terms of creating sustainable human settlements which are environmentally sustainable, economically generative, socially inclusive, spatially integrated and functionally efficient. It is directly linked to a bigger challenge to transform this part of Newcastle into an efficient, integrated and generative urban system.



The JBC hub is intended to improve the quality of life of the previously disadvantaged through the development of a sustainable settlement, and promote both public and private sector investment in the area. Its objectives are as follows:

- A. Facilitating the development of JBC primary nodal point as the anchor project within the Urban renewal/Township regeneration program.
- B. Developing the JBC Node and providing it with a commercial character, facilitate private sector investment and improve infrastructure.
- C. Developing a highly aesthetical environment
- D. Development of linkages between the JBC Node and Madadeni and Osizweni with a view to fostering integration, linkages and accessibility to the nodal points and residential areas.
- E. Blending in with the planning processes for the development of sustainable human settlements within the JBC area in line with Breaking New Ground principles.



Figure 35 JBC Consolidated Concept

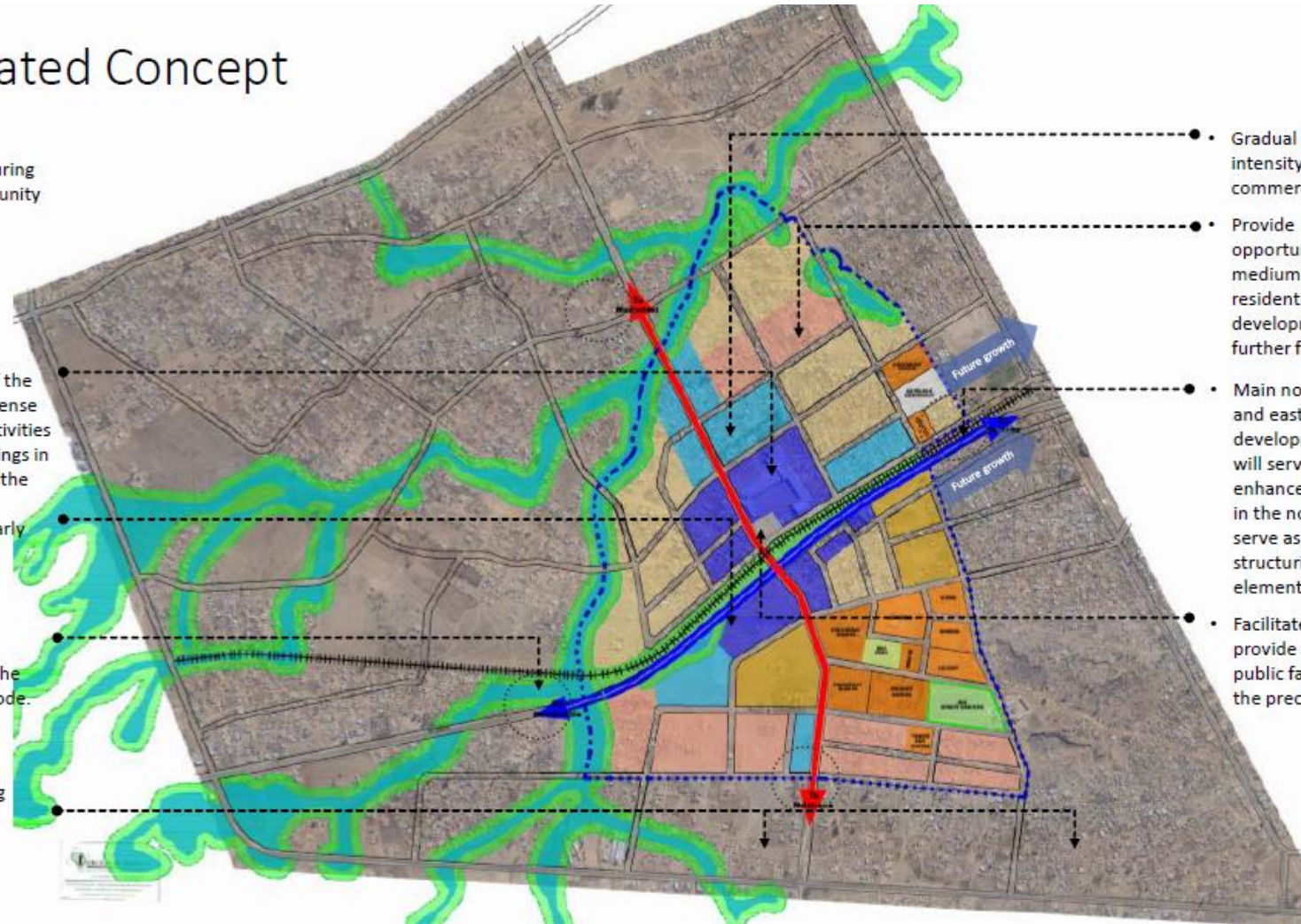
## Consolidated Concept

- Teku River as structuring element and opportunity for landscaping.

- Defining the core of the precinct. Create intense concentration of activities and designing buildings in such a manner that the edges around the intersection are clearly defined.

- Creating Gateway elements to define the boundaries of the node.

- Surrounding housing project.



- Gradual change in intensity of commercial uses.
- Provide opportunities for medium density residential development further from core.
- Main north-south and east-west development axis will serve to enhance movement in the node and serve as major structuring elements.
- Facilitate and provide access to public facilities in the precinct.

## 7.5 LOCAL SECTOR DEPARTMENT PROJECTS

Table 47 Department of Education

Static Data								Expenditure and Cashflow				MTEF			
EMIS_No 1.	Name_of _School	Educatio n_Distric t	Local Municipa lity	Impleme nting Agent	Category	Program me_Nam e	Sub_Prog ramme	Contract Amount / Estimate	Previous Years Expendit ure	Expendit ure 2015- 2016 as at end of July 2015	Cashflow 2015- 2016	2016- 2017	2017- 2018	2018- 2019	
50026836 1	SISIZAKELE PRIMARY SCHOOL - NEWCAST LE	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	0	0	0	0	0	0	0	
50019088 3	BUMBISIZ WE SPECIAL SCHOOL	Amajuba	Newcastle	DoPW	Upgrades and Additions	Special Schools	Learners with Special Education al Needs	8,983,475	5,813,246	1,735,767	1,398,600	35,862	0	0	
50013789 9	ENKULULE KWENI P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	5,080,329	3,307,208	960,641	812,480	0	0	0	
50015610 3	HLALANAT HI H	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	1,584,959	1,584,959	0	0	0	0	0	
50041465 9	HLALUNOL WAZI P SCHOOL	Amajuba	Newcastle	Coega Developm ent Corporatio n	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	12,000	0	53,484	0	0	0	0	
50016272 6	INDONSA S	Amajuba	Newcastle	Independe nt Developm ent Trust	Upgrades and Additions	Public Ordinary Schools	Curriculu m Redress	8,221,875	7,390,474	864,369	0	0	0	0	

500166648	INVERNES S P	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	4,976,865	3,420,027	473,092	1,056,652	25,739	0	0
500166648	INVERNES S P	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	3,729,000	3,729,000	51,710	0	0	0	0
500168091	ISIKHALISE ZWE	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Public Ordinary Schools	Curriculum Redress	0	0	189,069	0	0	0	0
500248307	PHENDUKANI H	Amajuba	Newcastle	Coega Development Corporation	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	17,895,250	15,454,981	0	2,379,262	57,956	0	0
500257076	SABELA H	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	998,248	998,248	0	0	0	0	0
500414585	SIPHESIHL E P	Amajuba	Newcastle	Coega Development Corporation	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	25,585,957	21,224,245	683,201	2,789,538	844,525	0	0
500105598	ST LEWIS BERTRANDS S	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	9,074,395	7,550,095	892,598	631,702	0	0	0
500285455	TUGELA SPECIAL SCHOOL	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Special Schools	Repairs and Renovations	4,443,000	4,442,583	0	417	0	0	0
500343730	VULINDLELA P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	9,903,000	9,902,667	0	333	0	0	0
500337662	VUMANIS ABELO	Amajuba	Newcastle	DoPW	Upgrades and Additions	Special Schools	Learners with Special	17,015,000	16,373,000	0	642,000	0	0	0

	SPECIAL SCHOOL						Education al Needs							
500300588	ZIPHAKAM ISENI H	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Public Ordinary Schools	Curriculum Redress	7,046,000	5,911,000	185,547	949,453	0	0	0
500140193	ESIDIDINI P	Amajuba	Newcastle	Coega Development Corporation	Upgrades and Additions	Public Ordinary Schools	Full Service Schools	25,977,902	18,586,297	3,928,948	2,625,848	794,968	0	0
500414548	EZAMAKH ANYA P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	2,676,695	2,330,877	509,589	0	0	0	0
500155881	HLABANA P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	4,272,448	3,202,559	1,348,914	0	0	0	0
500414659	HLALUNOL WAZI P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	2,538,457	1,610,275	283,996	644,186	0	0	0
500173826	KHASELIHLE P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	4,191,296	2,608,226	1,699,919	0	0	0	0
500175047	KHULAKA HLE P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	2,482,839	1,923,864	696,446	0	0	0	0
500212528	MLAMLELI JP	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Early Childhood Development	Early Childhood Development	2,343,000	2,056,000	0	287,000	0	0	0
500212528	MLAMLELI P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	3,394,786	1,917,869	1,170,617	306,300	0	0	0

500213712	MNTIMANDE P	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Early Childhood Development	Early Childhood Development	2,735,944	2,423,032	0	312,912	0	0	0
500224109	NDABANHLE P (OSIZWENI)	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	3,278,948	2,711,299	346,490	221,159	0	0	0
500252488	QEDIZABAP	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	2,984,381	1,719,290	871,323	393,768	0	0	0
500267880	SIPHUMELE P	Amajuba	Newcastle	Coega Development Corporation	New Infrastructure Assets	Public Ordinary Schools	New Schools	63,219,488	50,001,685	6,070,685	4,064,923	2,928,085	0	0
500292966	VUKANI P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	3,228,872	2,661,562	976,973	0	0	0	0
500301439	ZUZA P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	4,319,378	2,802,573	449,225	1,040,891	26,690	0	0
500247530	PHAMBILIP	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	1,626,000	0	42,134	1,544,269	39,597	0	0
500153106	HAIG COMBINES	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	0	0	52,198	0	0	0	0
500269915	SIYAMUKELA H	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	3,000,000	0	0	2,925,000	71,250	0	0
500447552	KADWAS	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	8,700,000	0	0	0	6,715,313	4,665,375	0



500158434	HOPE COMBINED	Amajuba	Newcastle	Coega Development Corporation	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	0	0	675,364	0	0	0	0
500163355	INGOGO P	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	2,000,000	0	0	0	1,298,333	1,254,000	0
500221926	MZAMO H	Amajuba	Newcastle	Independent Development Trust	New Infrastructure Assets	Public Ordinary Schools	New Schools	41,960,770	2,235,078	170,389	3,955,530	9,133,429	7,614,396	11,536,963
500234173	NOKUKHANYA P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Early Childhood Development	Early Childhood Development	1,711,000	0	273,274	0	982,446	455,280	0
500246124	PANORAMAC	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	28,399,828	0	0	0	5,845,631	5,779,365	9,939,940
500268842	SITHOBELUMTHETHO SP	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	16,125,120	1,484,519	0	0	4,095,301	4,482,464	1,789,407
500271136	SIZANANISS	Amajuba	Newcastle	DoPW	Refurbishment and Rehabilitation	Public Ordinary Schools	Repairs and Renovations	27,917,070	0	0	0	5,746,264	5,681,124	9,770,975
500298220	YWCA SPECIAL SCHOOL	Amajuba	Newcastle	Coega Development Corporation	Upgrades and Additions	Special Schools	Learners with Special Educational Needs	75,012,000	0	0	0	13,752,200	18,753,000	18,753,000
500318126	ZAMAS	Amajuba	Newcastle	Independent Development Trust	Upgrades and Additions	Public Ordinary Schools	Upgrades and Additions	19,990,080	1,820,382	0	0	4,243,382	4,397,067	5,753,738

50044929 1	CELANI P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Water and Sanitation	867,800	0	0	0	82,441	409,168	0
50044929 1	CELANI P	Amajuba	Newcastle	KZNDoe	New Infrastruct ure Assets	Public Ordinary Schools	New Schools	36,000,00 0	0	0	0	3,420,000	5,118,545	11,454,54 5
50014933 2	GLENCALD ER P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Electrificat ion	400,000	0	0	0	380,000	0	0
50022052 0	MULLERSP ASS FARM P	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Electrificat ion	400,000	0	0	0	380,000	0	0
50044004 1	QHAWELE SIZWE P/S	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Electrificat ion	400,000	0	0	0	380,000	0	0
50013715 9	ENHLOKW ENI PRIMARY SCHOOL	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	5,000,000	0	0	0	500,000	1,015,833	125,000
50016272 6	INDONSA SEC SCHOOL	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	10,000,00 0	0	0	0	1,000,000	1,495,000	3,166,667
50018696 1	LINGANI P	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	2,000,000	0	0	0	200,000	540,500	0
50023047 3	NHLOSOK UHLE S	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	8,000,000	0	0	0	800,000	1,357,000	1,366,667
50026991 5	SIYAMUKE LA HIGH SCHOOL	Amajuba	Newcastle	DoPW	Upgrades and Additions	Public Ordinary Schools	Water and Sanitation	37,206,00 0	0	0	3,720,600	1,808,625	7,487,708	10,851,75 0
50030377 0	SIZAMOK UHLE P	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	4,000,000	0	0	0	400,000	812,667	100,000

50027176 5	SIZWE P	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	4,000,000	0	0	0	400,000	812,667	100,000
50029781 3	XOLANI H	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	2,000,000	0	0	0	200,000	540,500	0
50029962 6	ZIBAMBEL ENI S	Amajuba	Newcastle	DoPW	Refurbish ment and Rehabilitat ion	Public Ordinary Schools	Repairs and Renovatio ns	2,000,000	0	0	0	200,000	540,500	0

Table 48 Department of Transport

Project name	Activity	LM code	Local Municipality Name	DM code	District Municipality Name	Start Km	End Km	16/17 Budget
2034- Widening of Ngagane river bridge	UPGRADING STRUCTURES	KZ252	Newcastle Municipality	DC25	Amajuba District Municipality	N/A	N/A	2,000,000
2034- Widening of Ngagane river bridge	UPGRADING STRUCTURES	KZ252	Newcastle Municipality	DC25	Amajuba District Municipality	N/A	N/A	1,000,000
2133- Widening of Railway bridge	UPGRADING STRUCTURES	KZ252	Newcastle Municipality	DC25	Amajuba District Municipality	N/A	N/A	2,000,000
2133- Widening of Railway bridge	UPGRADING STRUCTURES	KZ252	Newcastle Municipality	DC25	Amajuba District Municipality	N/A	N/A	1,000,000
Capacity improvement P483 (Phase 1 Sec 1&2)	UPGRADING ROADS	KZ252	Newcastle Municipality	DC25	Amajuba District Municipality	0	19.5	1,000,000
Capacity improvement P483 (Road Phase 1 Sec 1)	UPGRADING ROADS	KZ252	Newcastle Municipality	DC25	Amajuba District Municipality	0	7.1	10,127,475
<b>TOTAL</b>								<b>17,127,475</b>

Table 49 Department of Works 2017/18

COST CENTRE NEWCASTLE WORKS PROGRAMME 2017 / 2018										
Activities	2016/2017 Contract No	Project Name	Start (KM)	End (KM)	Grade	Budget	Planned Output	WARD	TRIBAL AUTHORITY	INKOSI
Blacktop Patching	P252/1718/BP/476	Blacktop Patching P296	0	16	ZNT 3236	R 1,000,000.00	1000.00	4,6	AMAHLUBI TA, EMALANGENI TA	NKOSI HADEBE
<b>Blacktop Patching Total</b>						<b>R 1,000,000.00</b>	<b>1000.00</b>			
Betterment & Regravelling	C252/1718/BR/561	Regravelling D446	0	6.01	Grade 3 - contractors	R 1,923,200.00	6.01	1	KHATHIDE TA	NKOSI KUBHEKA
Betterment & Regravelling	C252/1718/BR/564	Regravelling P213	0	8	ZNB 2800	R 2,560,000.00	8.00	1	KHATHIDE TA	INKOSI KUBHEKA
Betterment & Regravelling	C252/1718/BR/568	Regravelling : D98	0	10.69	ZNT2800	R 2,587,466.67	10.69	1	KHATHIDE TA	NKOSI KUBHEKA
Betterment & Regravelling	C252/1718/BR/571	Regravelling : L2465	0	3.42	Grade 3 - contractors	R 1,094,400.00	3.42	10	AMAHLUBI TA	NKOSI HADEBE
<b>Betterment &amp; Regravelling Total</b>						<b>R 8,165,066.67</b>	<b>28.12</b>			
<b>New Gravel Roads</b>	C252/1617/NGR/544	(L3171) Manzana	0	4.3	ZNT2800	R 2,365,000.00	4.30	30	AMAHLUBI TA	NKOSI HADEBE
<b>New Gravel Roads Total</b>						<b>R 2,365,000.00</b>	<b>4.30</b>			

Table 50 Department of Works 2018/19

<b>COST CENTRE NEWCASTLE WORKS PROGRAMME 2018 / 2019</b>										
<b>Activities</b>	<b>2016/2017 Contract No</b>	<b>Project Name</b>	<b>Start (KM)</b>	<b>End (KM)</b>	<b>Grade</b>	<b>Budget</b>	<b>Planned Output</b>	<b>WARD</b>	<b>TRIBAL AUTHORITY</b>	<b>INKOSI</b>
Blacktop Patching	C252/1819/BP/454	Blacktop Patching A - Projects P 483	6	19.6	ZNT 3236	R 1,000,000.00	1500.00	19,20,21	AMAHLUBI TA, AMANTUNGWA TA	NKOSI HADEBE, NKOSI KHUMALO
Blacktop Patching	C252/1819/BP/455	Blacktop Patching B - Projects P 241A,P296	11	47	Grade 2 - contractors	R 1,000,000.00	650.00	6,13,17	AMAHLUBI TA	NKOSI HADEBE
Blacktop Patching	C253/1819/BP/751	KZ 253 : Blacktop Patching P483	0	3.5	Grade 2	R 650,000.00	800.00	3	AMAHLUBI TA, AMANTUNGWA TA	NKOSI HADEBE, NKOSI KHUMALO
<b>Blacktop Patching Total</b>						<b>R 2,650,000.00</b>	<b>2950.00</b>			
<b>New Gravel Roads</b>	C252/1617/NGR/540	D423 Ext	0	2	ZNB 2800	R 1,600,000.00	2.00	1	KHATHIDE TA	NKOSI KUBHEKA
<b>New Gravel Road Total</b>						<b>R 1,600,000.00</b>	<b>2.00</b>			



Table 51 Department of Works 2019/20

<b>COST CENTRE NEWCASTLE WORKS PROGRAMME 2019 / 2020</b>										
<b>Activities</b>	<b>2016/2017 Contract No</b>	<b>Project Name</b>	<b>Start (KM)</b>	<b>End (KM)</b>	<b>Grade</b>	<b>Budget</b>	<b>Planned Output</b>	<b>WARD</b>	<b>TRIBAL AUTHORITY</b>	<b>INKOSI</b>
Betterment & Regravelling	C252/1920/BR/560	P213	6	12	ZNB 2800	R 2,700,000.00	6.00	1	KHATHIDE TA	NKOSI KHUBEKA
<b>Betterment &amp; Regravelling Total</b>						<b>R 2,700,000.00</b>	<b>6.00</b>			
New Gravel Roads	C252/1920/NGR/543	(L3170) Nkululeko	0	3.597	ZNB 2800	R 3,057,450.00	3.60	1	KHATHIDE TA	NKOSI KHUBEKA
New Gravel Roads	C252/1920/NGR/534	D377 Ext	0	5	Grade 3 - contractors	R 2,125,000.00	2.50	4	KHATHIDE TA	NKOSI KHUBEKA
New Gravel Roads	C252/1920/NGR/535	D538 Ext	0	2.5	Grade 3 - contractors	R 2,125,000.00	2.50	1	KHATHIDE TA	NKOSI KHUBEKA
<b>New Gravel Roads Total</b>						<b>R 7,307,450.00</b>	<b>R 8.60</b>			

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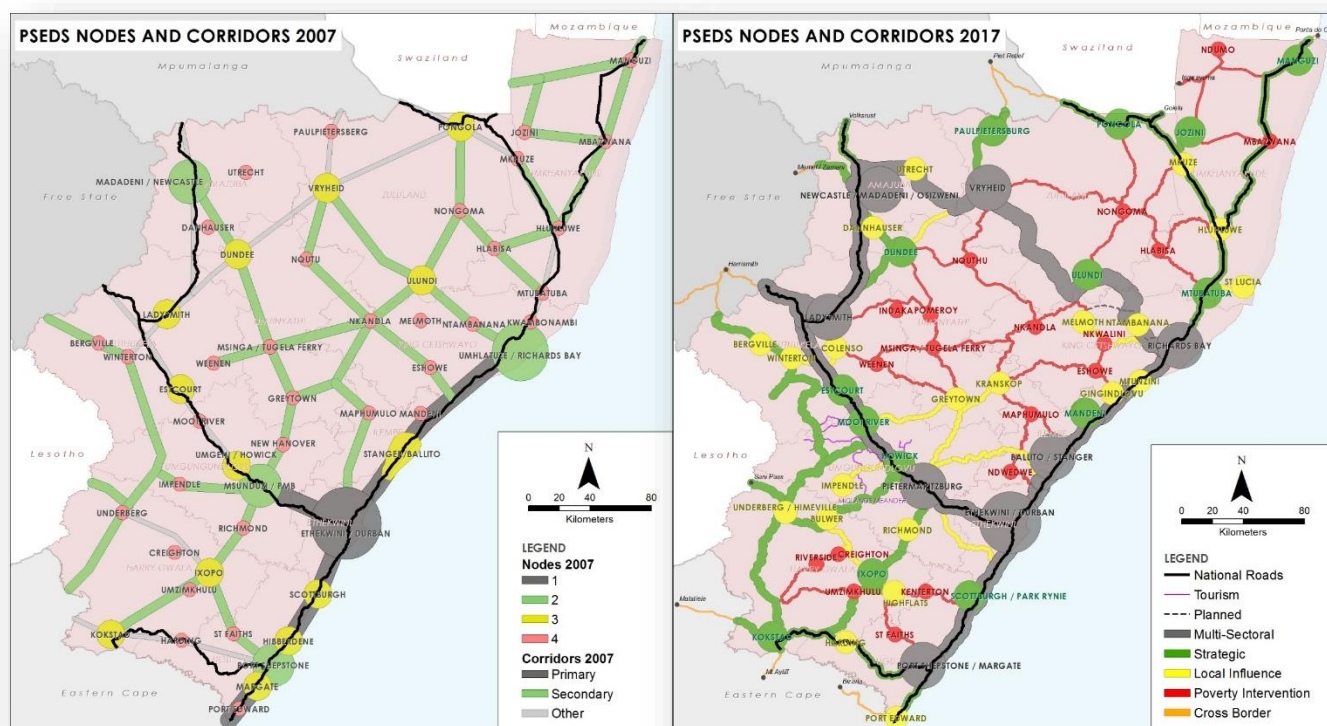
## 7.6 PROVINCIAL STRATEGIC PROJECTS

### 7.6.1 PROVINCIAL SPATIAL ECONOMIC DEVELOPMENT STRATEGY (PSEDS) CORRIDOR AND NODAL FRAMEWORK AND DATA MAPPING

The PSEDS is part of broader economic developmental policy within the province, hence it should not be implemented in isolation. The PSEDS is meant to focus where government directs its investment and development initiatives. Moreover, capitalise on complementarities and facilitate consistent and focused decision making and bring about strategic coordination, interaction and alignment. The PSEDS is built on four pillars:

- Increasing investment in the province;
- Skills and capacity building;
- Broadening participation in the economy; and
- Increasing competitiveness.

#### 7.6.1.1 PSEDS NODES AND CORRIDORS



CORRIDOR 2017	PRIORITY TYPE 2017 (ALL OR PART)	CORRIDOR 2007
Ladysmith - Newcastle Volksrust	Light / Medium Industry and Logistics	

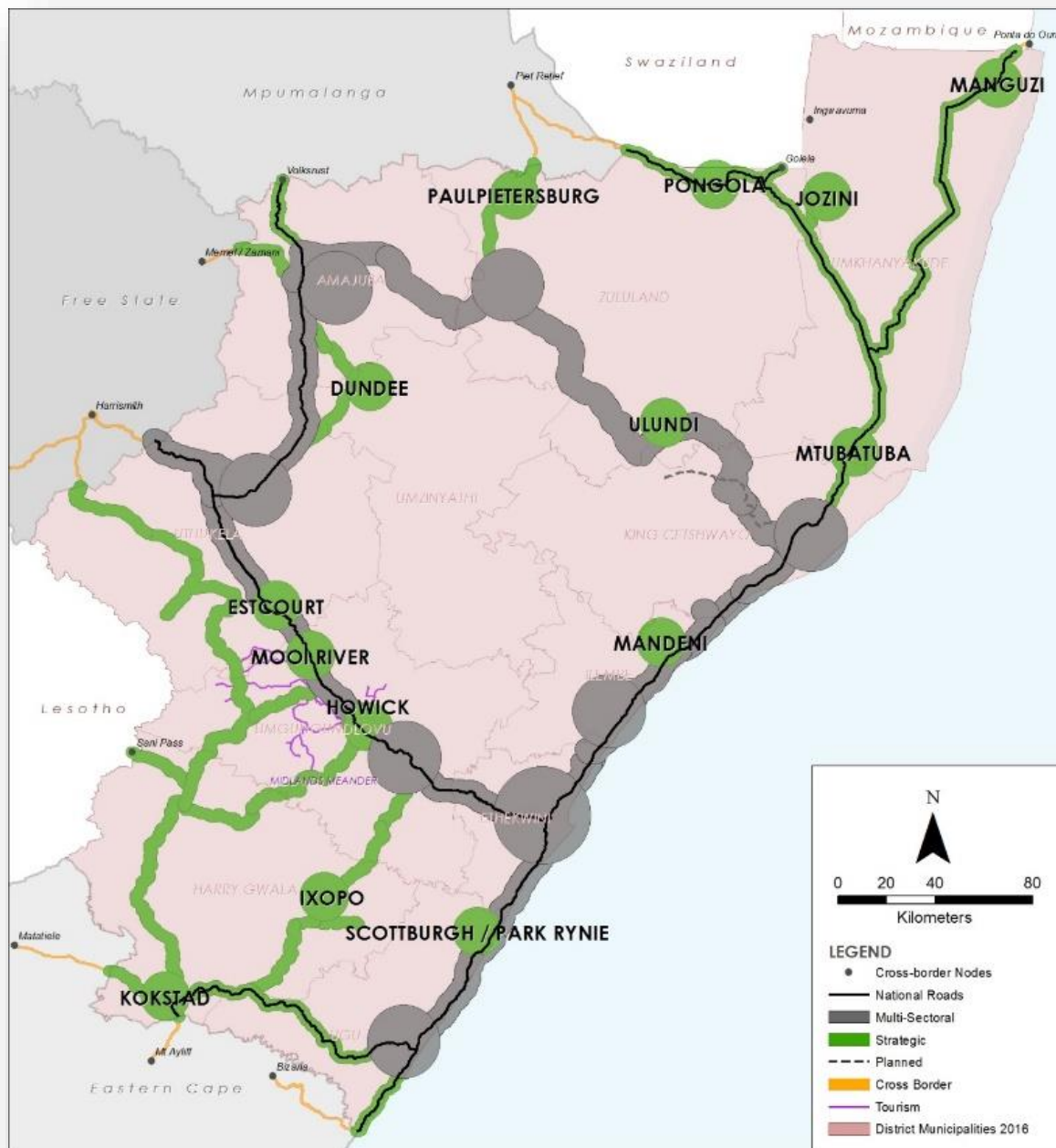
### 7.6.1.2 MULTI-SECTORAL: CORRIDORS



CORRIDOR	NO	SECTION	DEVELOPMENT	PRIORITY	TYPE
Ladysmith Newcastle Volkstrust	-1	Ladysmith Newcastle	Clothing and Textiles; Transport and Logistics; steel manufacturing; agriculture	L12	Light / Medium Industry and Logistics
Newcastle - Vryheid	1	Newcastle Utrecht			



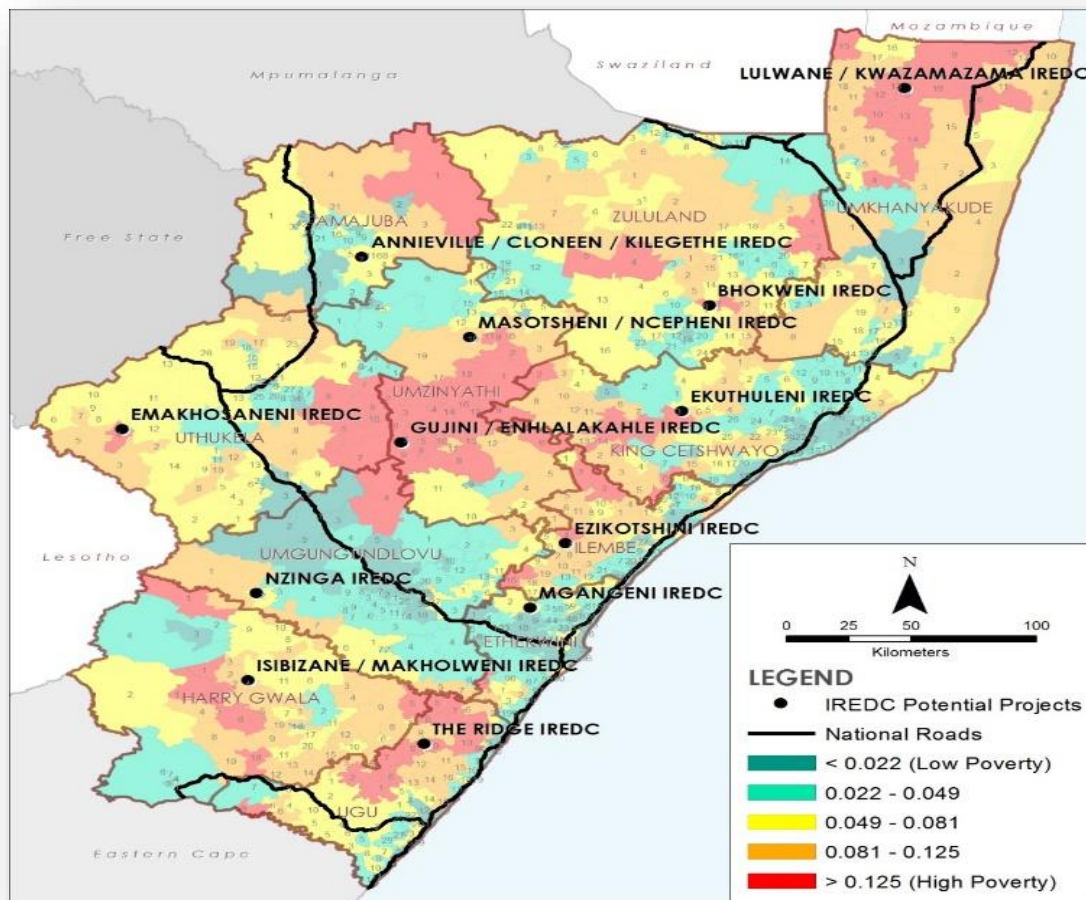
### 7.6.1.3 STRATEGIC: CORRIDORS



CORRIDOR	NO	SECTION	DEVELOPMENT
Ladysmith - Newcastle - Volksrust	2	Newcastle - Volksrust	Clothing and Textiles; Transport and Logistics; steel manufacturing; agriculture

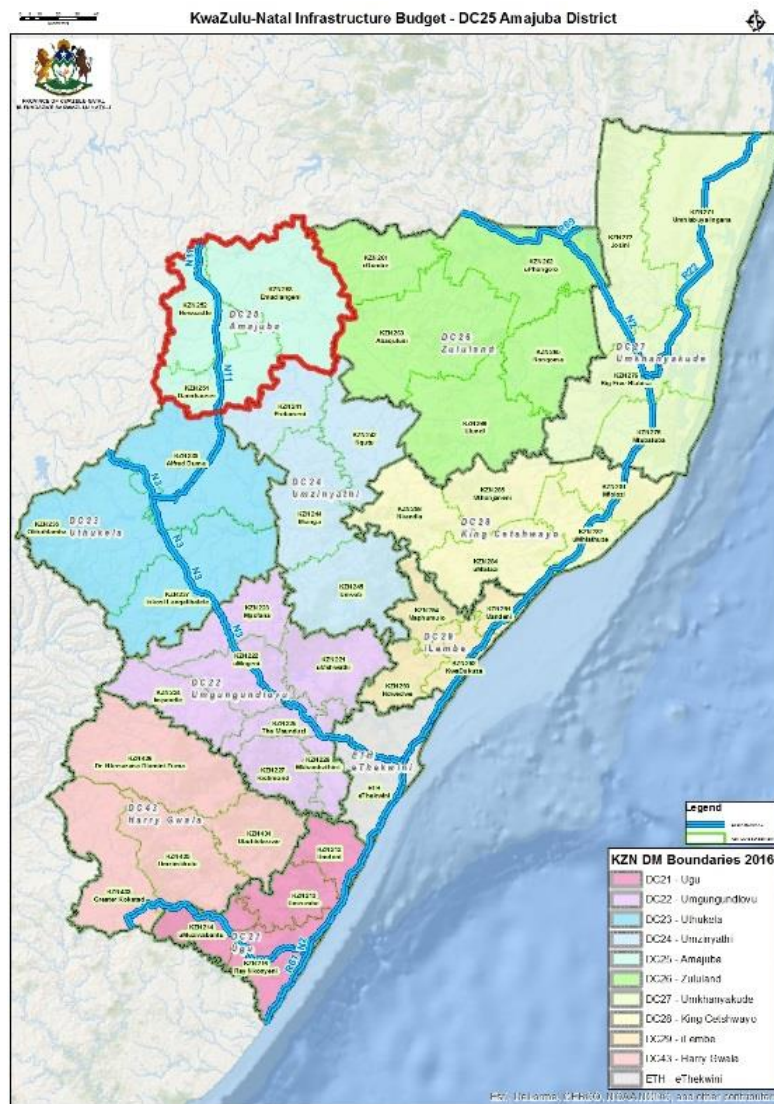


#### 7.6.1.4 POTENTIAL IREDC (INTEGRATED RURAL ECONOMIC DEVELOPMENT INITIATIVES) IDENTIFIED



AREA	WARD	POTENTIAL	REASON	ROADS	NODE / CORRIDOR
Annieville/ Cloneen/ Kilegethe	Dannhauser Ward 7 / 11	Agriculture	dense rural - primary agricultural land	Intersection of P38 and P272 (blacktop)	Newcastle / Madadeni / Osizweni

## 7.6.2 PROVINCIAL CATALYTIC PROJECTS: AMAJUBA

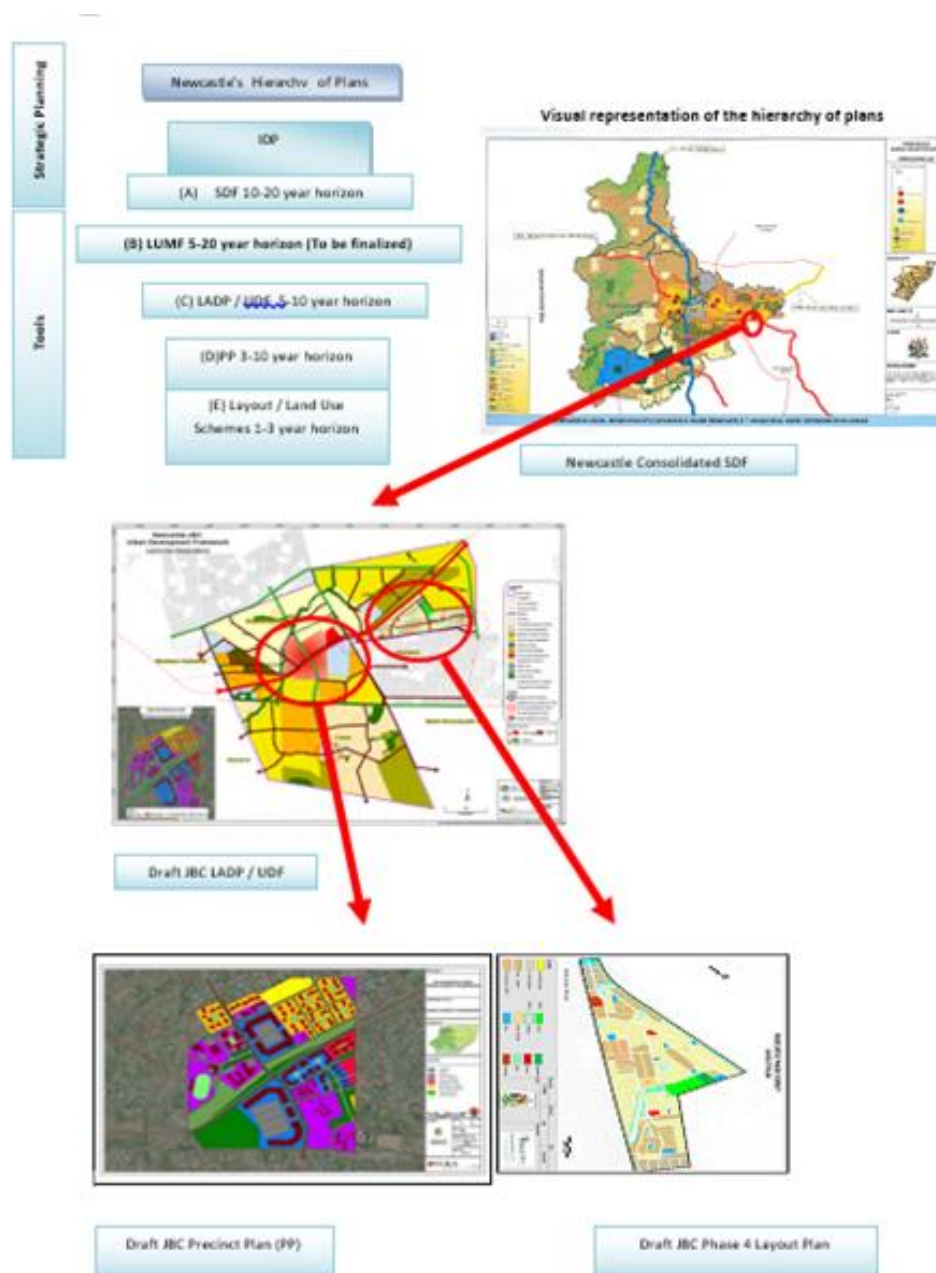


PROJECT NAME	PROJECT OWNER / DEPARTMENT / SOC / COMPANY NAME	LOCAL MUNICIPALITY	TYPE
AMAJUBA HEALTHCARE CENTER	AMAJUBA PRIVATE HOSPITAL	NEWCASTLE	MAJOR NEED
ARCELOR MITTAL BLAST REFURNANCE	ARCELOR MITTAL	NEWCASTLE	GAME CHANGER
JOHSTON BLAUBOSCH CAVAN(JBC)	NEWCASTLE	NEWCASTLE	MAJOR NEED
NEWCASTLE AIRPORT	NEWCASTLE LM	NEWCASTLE	GAME CHANGER
NGAGANE/COLENSO STEEL SMELTER	CACS	NEWCASTLE	GAME CHANGER
PROPOSED DEVELOPMENT OF A UNIVERSITY IN NEWCASTLE	NEWCASTLE LOCAL MUNICIPALITY KZN 252- DEVELOPMENT PLANNING AND HUMAN SETTLEMENTS/TECHNICAL	NEWCASTLE	MAJOR NEED
TECHNO HUB IN NEWCASTLE	EDTEA	NEWCASTLE	GAME CHANGER

## 7.7 LOCAL AREA PLANS AND PRECINCT PLANS

As indicated in subsection 6.7 Municipal wide Intervention Areas, Local Area Development Plans (tools) form part of the Newcastle Municipality's hierarchy of plans which in turn informs the municipal IDP (strategic planning) in the hierarchy of plans. Local Area Development Planning sets out a development planning vision for the municipality and is a base for guiding planning policies of an area requiring intervention. The plan (LADP) provides a strategy for proper planning and sustainable development of an area. The Plan further seeks to provide a framework on how an area will develop moving forward in the next 5-10 year period.

Figure 36 Local Area Plans & Precinct Plans

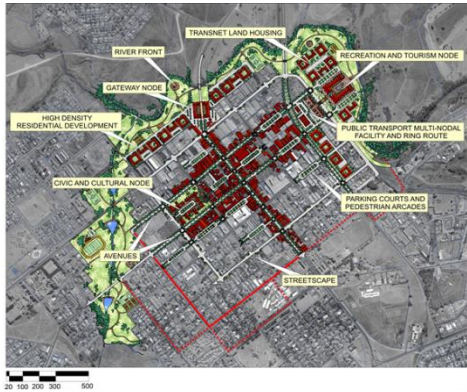





The following LADP's have been compiled and cover areas where intervention is required in terms of the short to medium term spatial planning for the Newcastle Municipality:


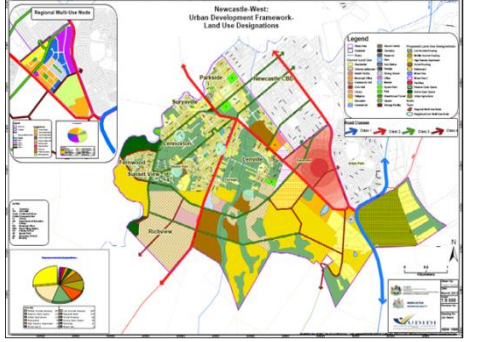
Figure 37 Local Area Plans


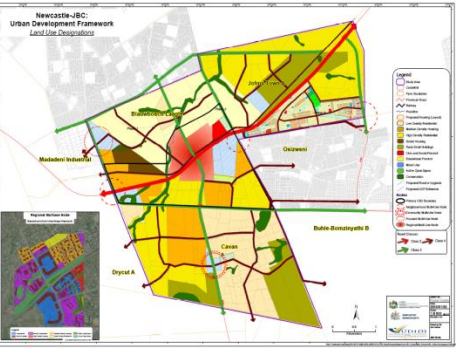
<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); background-color: #e0f0ff; padding: 5px; margin-right: 10px;">Strategic Planning</div> <div style="text-align: center;"> <p>Newcastle's Hierarchy of Plans</p> <p>IDP</p> <p>(A) SDF 10-20 year horizon</p> <p><b>(B) LUMF 5-20 year horizon (To be finalized)</b></p> <p>(C) LADP / UDF 5-10 year horizon ←</p> <p>(D) PP 3-10 year horizon</p> <p>(E) Layout / Land Use Schemes 1-5 year horizon</p> </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); background-color: #e0f0ff; padding: 5px; margin-left: 10px;">Tools</div> </div>		
NAME OF LADP	DESCRIPTION	INSERT
Newcastle South	<p>The Newcastle South Spatial LADP is aimed towards the effective planning and development of the area to the south west of the Newcastle CBD. It should be noted that this document does not represent a final position, but a summary of initial issues as part of a spatial development planning process.</p> <p>The framework has broadly designated the area for mixed use development in the form of commercial development, offices and high density residential development and ancillary uses. This piece of land lies in a prime area which of late has become a major focal area for development. Newcastle Rock Casino is immediately to the east while Newcastle regional Mall, a 37 000m<sup>2</sup> shopping mall, is finalized.</p>	<p><b>Priority Projects:</b></p> <p style="text-align: center;"><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Siyahlalala Housing Development</li> <li>- Service Infrastructure Provision</li> <li>- Hospital Street CRU's</li> <li>- Equarand Mixed Use Township Establishment</li> <li>- Link Road construction</li> </ul> <p style="text-align: center;"><b>Long Term</b></p> <ul style="list-style-type: none"> <li>- Multi Modal Public Transport Ring Route</li> </ul>
Kilbarchan Ingagane & Ballengeigh	<p>Newcastle Municipality identifies Kilbarchan, Ingagane and Ballengeigh (KIB) area as one of the critical areas in the spatial reengineering of the municipality and a strategic area for future development. This recognises the strategic location, development potential and the role this area has played in the historical development of Newcastle.</p> <p>The primary aim of the LADP is to provide a detailed Framework for KIB area within the context of Newcastle Municipality spatial development imperatives.</p>	<p><b>Priority Projects:</b></p> <p style="text-align: center;"><b>Short Term – Medium Term</b></p>

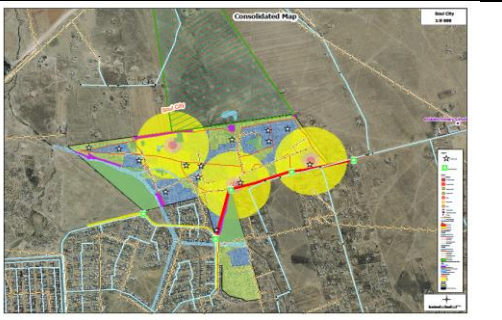
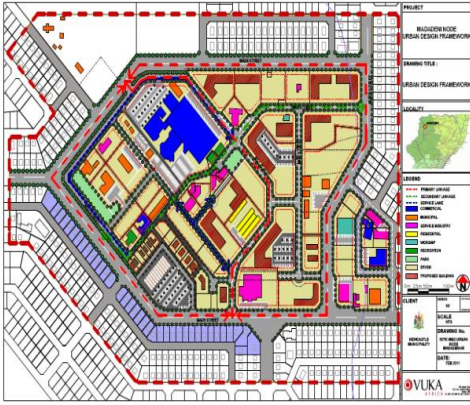
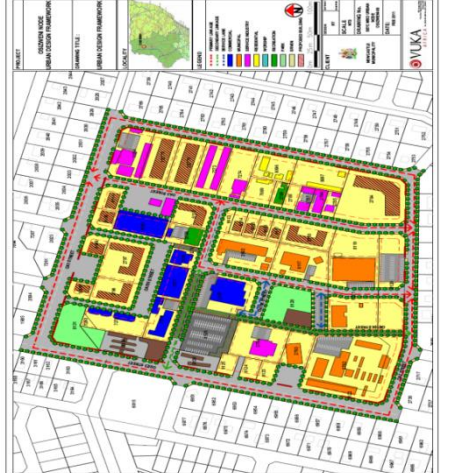
	<p>Its specific objectives are as follows:</p> <ul style="list-style-type: none"> <li>• To analyse the current spatial reality of the area and identify opportunities, constraints and threats;</li> <li>• To determine growth directions and device strategies to direct development accordingly;</li> <li>• To align local development imperatives with the national strategic spatial development agenda;</li> <li>• To give spatial interpretation to the strategies outlined in the IDP and indicates the location of catalytic and strategic projects;</li> <li>• To provide a framework for the development of detailed Land Use Management System (LUMS).</li> </ul> <p>The nature of the Framework, its significance as a tool for spatial transformation and local governance, and the spatial challenges facing Newcastle Municipality requires that the preparation of the SDF for KIB area be undertaken from a strategic perspective with a particular focus on the identification of intervention areas that will have a catalytic effect.</p>	<ul style="list-style-type: none"> <li>- Refurbishments and upgrade of existing buildings and maintenance of open spaces in Kilbarchan and Ingagane</li> <li>- Bosworth Farm Slum Clearance - Rural Housing (Medium term)</li> <li>- Roypoint informal settlement upgrade – Low cost housing (Short – medium)</li> <li>- Upgrading of Ingagane Water purification plant ( Short Term)</li> </ul> <p style="text-align: center;"><b>Medium Term– Long Term</b></p> <ul style="list-style-type: none"> <li>- Tertiary Mobility and Development Corridor</li> <li>- Tuam Farm project</li> <li>- Ingagane Station Settlement relocation – Rental housing (Medium to Long term)</li> <li>- Indian Eyethu Village development</li> <li>- Ballengeigh Settlement upgrade – Rental housing</li> <li>- Provision of adequate water to informal settlements</li> <li>- Upgrading and Maintenance of sewer pump stations as well as provision of sanitation services to informal settlements in KIB area.</li> <li>- Provision of electricity services to informal settlements in KIB area.</li> </ul>
NAME OF UDF	DESCRIPTION	INSERT
Newcastle CBD	<p>The Newcastle CBD Masterplan was completed in January 2007 and aims to provide a spatial direction for the development and provision of the CBD. Specific proposals include broad land use zones and suggestions towards improved vehicle and pedestrian circulation. Although the CBD Masterplan does not directly cover the project area, it does adjoining and does indicate certain linkages and principles to consider as part of this study.</p> <p>Allen street is considered a key public transport and taxi route and transverses both the study area as well as the CBD. It will be important to ensure the functioning of this route as city wide distribution route. The masterplan proposals for recreational uses along water runoff and floodline areas should be continued within the study area. The higher density residential proposals along certain riverine areas should however only be encouraged within high activity mixed use nodes and corridors.</p>	 <p><b>Priority Projects:</b></p> <p style="text-align: center;"><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Review of CBD Development Plan</li> <li>- Reconfiguration of Allen Street</li> <li>- River Front – Upgrade of existing public transport facility</li> <li>- Gateway Node – Widening of Allen Street bridge</li> <li>- Civic and Cultural Node – Provision of public open spaces and cultural facilities</li> <li>- Avenues / Street Scaping – Improve appearance and function of CBD streets</li> </ul>



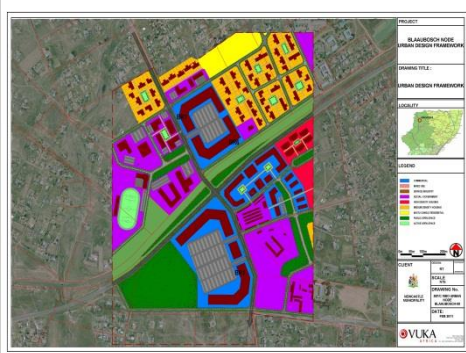
	<p>The Development Plan aims to regenerate the economy of the Newcastle CBD in specific and the wider municipal area in general by achieving:</p> <ul style="list-style-type: none"> <li>• improved functionality;</li> <li>• a more attractive urban environment;</li> <li>• environmental improvement;</li> <li>• efficient public transport;</li> <li>• better urban management;</li> <li>• improved safety and security;</li> <li>• the creation of new investment opportunities; and</li> <li>• protection from competing developments in out-of-town locations.</li> </ul> <p>The Development Plan propose a framework for the Newcastle CBD that offers:</p> <ul style="list-style-type: none"> <li>• retail, commercial, and manufacturing opportunities;</li> <li>• supporting social, recreational and administrative facilities;</li> <li>• good regional and local linkages and good public transport;</li> <li>• an attractive public environment;</li> <li>• good service infrastructure;</li> <li>• a residential component; and</li> <li>• 24-hour activity.</li> </ul> <p>It is however recommended that the Newcastle CBD Development Plan be reviewed during the next financial year.</p>	<ul style="list-style-type: none"> <li>- Additional Multi Modal Public Transport Facility along Hardwick Street</li> <li>- Provide affordable housing (Community Residential Units in Hardwick Street precinct</li> </ul>
<b>Ncandu River Front</b>	<p>This Precinct Plan will address the area of the River Front along the Ncandu River between Sutherland Street and Hardwick Street with Newcastle Central Business District, for the development and beatification of the landscape in the inner core of the CBD.</p> <p>The UDF contributes to the economic regeneration through improved functionality, controlled recreational space and better management within the Newcastle CBD.</p>	 <p><b>Priority Projects:</b></p> <p><b>Short Term – Medium term</b></p> <ul style="list-style-type: none"> <li>- Upgrade of Taxi Rank including informal trading facilities</li> <li>- Upgrade of Newcastle Trim park</li> </ul> <p><b>Medium Term – Long term</b></p> <ul style="list-style-type: none"> <li>- Business frontage upgrade</li> <li>- Park with Chinese monument</li> </ul>

<p><b>Hardwick Precinct</b></p> <p><b>Street</b></p>	<p>The main purpose of the project framework is to absorb some of the CBD's expansion demands and to accommodate additional new uses for its revitalisation and future growth. This project does not include the implementation stages.</p> <p>This Urban Design Framework builds on the principles of the Integrated Development Plan (IDP), Newcastle SDF and the Newcastle CDB Development Plan. The Framework proposes a holistic, sustainable mixed use environment that links seamlessly into the CDB with uses such as mixed-income, mixed-tenure and mixed-typology housing; a public square, sports and recreational facilities; retail and a public transport facility.</p>	 <p><b>Priority Projects:</b></p> <p><b>Short Term</b></p> <ul style="list-style-type: none"> <li>- Multi Modal Public Transport Ring Route and community Facilities</li> <li>- Lower Density Residential</li> <li>- Light Industrial</li> </ul> <p><b>Medium Term – Long Term</b></p> <ul style="list-style-type: none"> <li>- Higher density residential</li> <li>- Retail Facilities</li> <li>- Public Open Spaces</li> </ul>
<p><b>Newcastle South</b></p>	<p>In October 2011, the KwaZulu-Natal Department of Co-Operative Governance and Traditional Affairs (KZN-COGTA) sent out an invitation to prospective service providers to submit quotations for the “Appointment of a service provider to develop an Urban Development Framework for Newcastle West (excluding the CBD).</p> <p>The main objectives of the draft Newcastle west UDF are to:</p> <ul style="list-style-type: none"> <li>• Prepare an Urban Development Framework for Newcastle West.</li> <li>• Identify the needs, desires and aspirations of the Newcastle west community.</li> <li>• Assess the key structuring elements which influence the spatial economy.</li> <li>• Assess infrastructural requirements.</li> <li>• Provide a useful framework to guide investment by the public and private sectors.</li> </ul> <p>The Draft UDF is to be submitted to Council for approval</p>	 <p><b>Priority Projects:</b></p> <p><b>Short Term</b></p> <ul style="list-style-type: none"> <li>- Siyahlalala Housing Development</li> <li>- Service Infrastructure Provision</li> <li>- Equarand Mixed Use Township Establishment</li> </ul> <p><b>Medium Term</b></p> <ul style="list-style-type: none"> <li>- Hospital Street CRU's</li> <li>- Link Road construction</li> </ul> <p><b>Long term</b></p> <ul style="list-style-type: none"> <li>- Multi Modal Public Transport Ring Route</li> </ul>

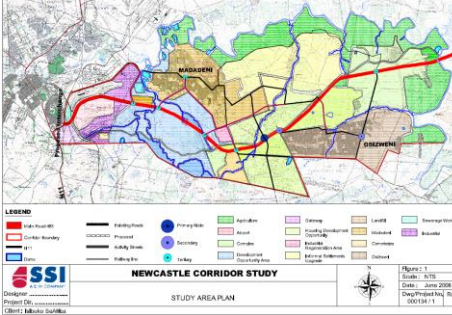
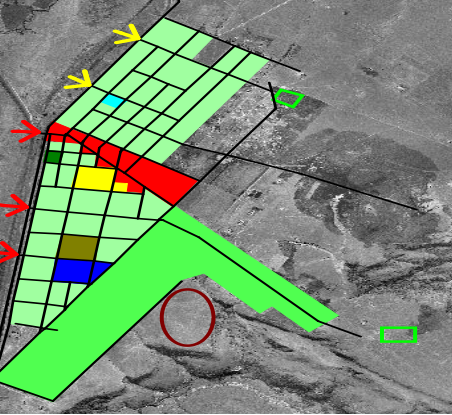
NAME OF LADP	DESCRIPTION	INSERT
Dicks, Mndozo, Manzana, Jackalspan	<p>The Dicks LADP is to cover a 5 -10 year period spanning between 2010 and 2020. It will provide policy and spatial development guidance for this settlement for the present and the future. This development plan is expected to provide a framework for renewal initiatives in the area.</p>	 <p><b>Priority Projects:</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Sports and recreation facilities</li> <li>- Establishment of a library</li> <li>- Establishment of a clinic</li> <li>- Preparation of precinct plans</li> <li>- Rural housing project</li> <li>- Formalization of informal graveyards</li> <li>- Electrification of areas without electricity</li> <li>- Upgrade water infrastructure</li> <li>- Upgrade internal road infrastructure</li> <li>- Eco-friendly sanitation</li> </ul>
	<p>The main objectives of the JBC UDF are to:</p> <ul style="list-style-type: none"> <li>• Prepare an Urban Development Framework for Newcastle West.</li> <li>• Identify the needs, desires and aspirations of the Newcastle west community.</li> <li>• Assess the key structuring elements which influence the spatial economy.</li> <li>• Assess infrastructural requirements.</li> <li>• Provide a useful framework to guide investment by the public and private sectors.</li> </ul> <p>The Draft UDF is to be submitted to Council for approval.</p>	 <p><b>Priority Projects:</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Finalize and obtain approval for outstanding layouts to cover the entire area.</li> <li>- Bulk sewerage plant for the entire JBC area.</li> <li>- Provision of waterborne sewerage in the JBC primary node.</li> <li>- JBC housing project.</li> <li>- Rehabilitation of the informal coal and clay mining of pit.</li> <li>- Relocation of Mzamo High School to a new site.</li> <li>- Construction of brick manufacturing factory.</li> <li>- Blaauwbosch housing project – phase 1.</li> <li>- Sports field</li> <li>- Upgrading of main roads.</li> <li>- Landscaping along main roads and creation of gateways.</li> <li>- Phased upgrading of internal access roads.</li> <li>- JBC Civic Centre</li> <li>- Phased Social Housing Development.</li> </ul>

Soul City	<p>The Soul City LADP is to cover a 5 -10 year period spanning between 2010 and 2020. It will provide policy and spatial development guidance for this settlement for the present and the future. This development plan is expected to provide a framework for renewal initiatives in the area. The Situational Analysis has been finalized and the Draft LADP will be available towards June 2014</p>	
NAME OF UDF	DESCRIPTION	INSERT
Madadeni CBD	<p>The Madadeni CBD Landscape Architectural Design and Implementation project involves the regeneration of the CBD and revitalization of its operational functionality, attractiveness and competitiveness. It is anticipated that the regeneration of the node will make it more attractive to the private sector and its investment, attract additional shoppers, thereby increasing the viability of the node.</p> <p><b><u>The regeneration of the CBD will entail the following:</u></b></p> <ul style="list-style-type: none"> <li>• Improving internal accessibility and circulation;</li> <li>• The upgrading and surfacing of roads;</li> <li>• The paving of walkways;</li> <li>• Landscaping;</li> <li>• The installation of street furniture;</li> <li>• The development of public areas;</li> <li>• Public lighting;</li> <li>• Security installations; and the design and provision of decent informal sector trading areas.</li> </ul>	 <p><b>Priority Projects:</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Provision of public ablution facilities</li> <li>- Landscaping</li> <li>- Sidewalk Paving Provision of Public Parking lots</li> <li>- Resurfacing and stormwater provision of main road in CBD</li> <li>- Upgrading of internal distribution and link roads</li> <li>- Urban Greening and Parks development</li> <li>- Warehousing and formal stalls for hawkers</li> </ul>
Osizweni CBD	<p>The Osizweni CBD Landscape Architectural design and implementation project involves the regeneration of the CBD and revitalization of its operational functionality, attractiveness and competitiveness. It is anticipated that the regeneration of the node will make it more attractive to the private sector, and its investment attract additional shoppers, thereby increasing the viability of the node.</p> <p><b><u>The regeneration of the CBD will entail the following:</u></b></p> <ul style="list-style-type: none"> <li>• Improving internal accessibility and circulation;</li> <li>• The upgrading and surfacing of roads;</li> <li>• The paving of walkways;</li> <li>• Landscaping;</li> <li>• The installation of street furniture;</li> </ul>	 <p><b>Priority projects:</b></p> <p><b>Short Term – Medium Term</b></p>



	<ul style="list-style-type: none"> <li>• The development of public areas;</li> <li>• Public lighting;</li> <li>• Security installations; and the design and provision of decent informal sector trading areas and the design and provision of decent informal trading areas.</li> </ul>	<ul style="list-style-type: none"> <li>- Area cleaning programme.</li> <li>- Data base of all sectoral support role-players.</li> <li>- Detail terrain modeling of core investment area.</li> <li>- Infrastructure maintenance programme.</li> <li>- Provision of public ablution facilities.</li> <li>- Provision of public parking lots.</li> <li>- Regional solid waste disposal site.</li> <li>- Resurfacing and stormwater provision of main road in current CBD.</li> <li>- Sidewalk paving.</li> <li>- Taxi interchange.</li> <li>- Landscaping, public furniture.</li> <li>- Upgrading of internal distribution and link roads.</li> <li>- Urban greening &amp; parks development.</li> <li>- Warehousing and formal stalls for hawkers.</li> </ul>
<b>Blaauwbosch</b>	<p>The Blaauwbosch area is made up of various farms that remained in the ownership of Black African people after the 1913 Land Act and the subsequent land related segregationist and apartheid laws. These farms remained in Black African ownership in view of the marginal production potential.</p> <p>Blaauwbosch has developed into a large peri-urban settlement joining the two townships namely, Osizweni and Madadeni. These areas combined are commonly referred to Madadeni, Blaauwbosch and Osizweni (MBO) complex. As indicated on the map below, Blaauwbosch is situated at least 15km and 35km from Newcastle central business district (CBD) in line with apartheid spatial engineering. It is mainly accessed off P483 linking Newcastle and Utrecht through the project area.</p> <p><b><u>The regeneration of the JBC Node will entail the following:</u></b></p> <ul style="list-style-type: none"> <li>• Improving internal accessibility and circulation;</li> <li>• The upgrading and surfacing of roads, including paving of walkways;</li> <li>• Landscaping &amp; installation of street furniture;</li> <li>• The development of public areas;</li> <li>• Public lighting;</li> <li>• Security installations; and</li> <li>• The design and provision of decent informal sector trading areas.</li> </ul>	 <p><b>Priority Projects:</b></p> <p><b>Short Term – Medium term</b></p> <ul style="list-style-type: none"> <li>- Area cleaning program</li> <li>- Data base of all sectoral support role-players</li> <li>- Detail terrain modeling of core investment area</li> <li>- Infrastructure maintenance programme</li> <li>- Provision of public ablution facilities</li> <li>- Provision of public parking lots</li> <li>- Regional solid waste disposal site</li> <li>- Resurfacing and stormwater provision of main road in current CBD</li> <li>- Sidewalk paving</li> <li>- Taxi interchange</li> <li>- Landscaping, public furniture</li> <li>- Upgrading of internal distribution and link roads</li> <li>- Urban greening &amp; parks development</li> <li>- Warehousing and formal stalls for hawkers</li> <li>- Blaauwbosch LUMS formulation</li> </ul>



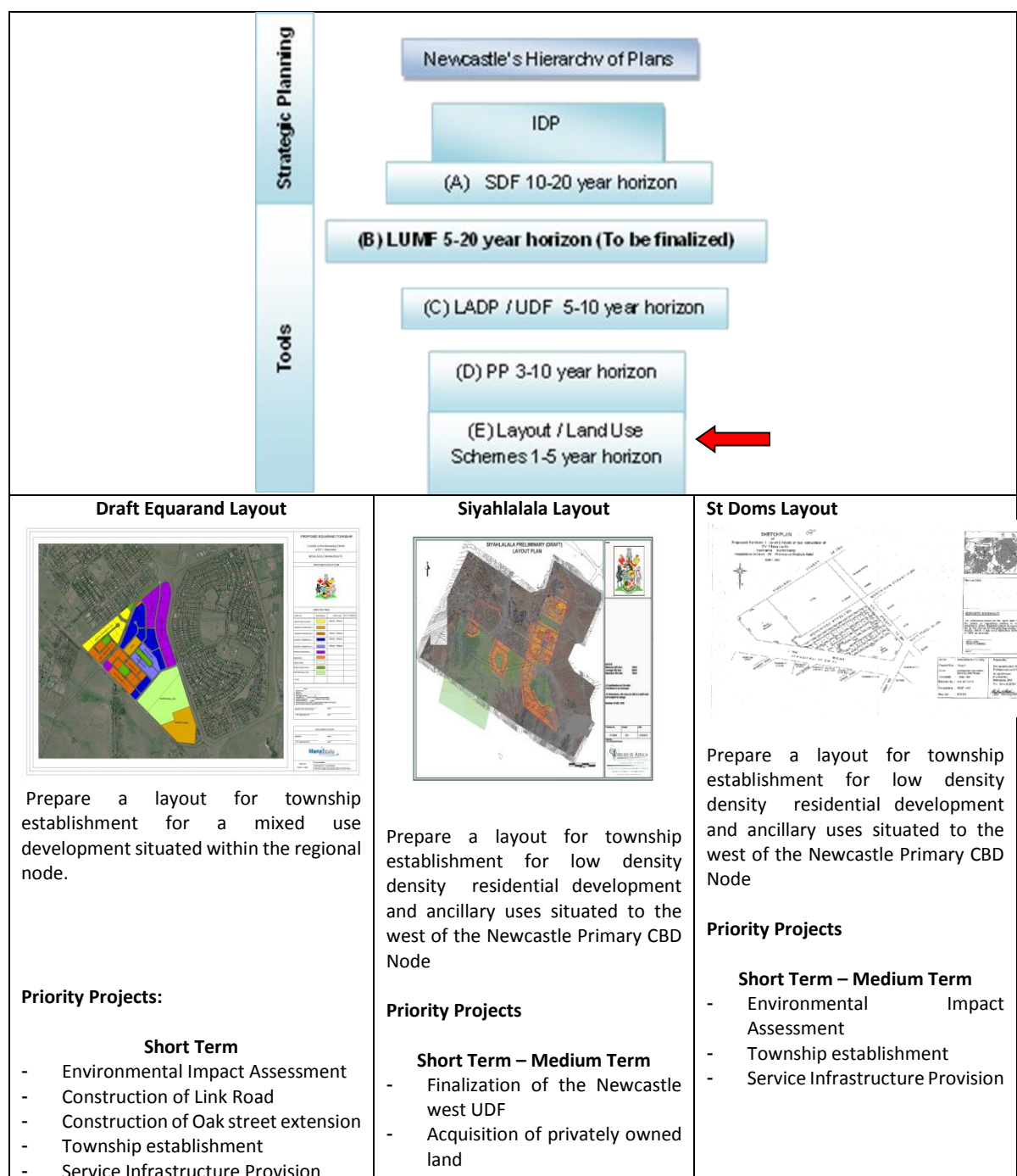
<p><b>Draft P483 Corridor</b></p>	<p>The P483 Corridor focus on facilitating the development of, a greater mix of complementary land uses and optimising the development potential of the area. This initiative is intended to strengthen the functional linkages between Newcastle Central Business District and areas such as Madadeni and Osizweni.</p> <p>The P483 should continue to function primarily as a part of the regional movement and linkage system of the Municipality and the greater surrounding district. It should operate as a regional and high speed public transport route that links the corridor precincts to destinations immediately adjacent to, and / or outside of it, but also the more distant hinterland destinations.</p>	 <p><b>Priority Projects:</b></p> <p>Still to be finalized</p>
<p><b>Charlestown</b></p>	<p>The Draft Charlestown LADP is to cover a 5 -10 year period spanning between 2010 and 2020. It will provide policy and spatial development guidance for this settlement for the present and the future. This development plan is expected to provide a framework for renewal initiatives in the area.</p>	 <p><b>Priority Projects:</b></p> <p><b>Short Term – Medium term</b></p> <ul style="list-style-type: none"> <li>- Electrification</li> <li>- Finalization of the NIC water supply project.</li> <li>- Commission a study to evaluate the potential of charcoal production</li> <li>- Establishment of Waste Disposal Facility</li> <li>- Demarcation and fencing of graveyard for Charlestown.</li> <li>- Finalization of LED Strategy</li> <li>- Refurbishment of water works and new infrastructure finance</li> <li>- Charlestown housing project</li> <li>- Grading and adding of rocks for drivability of the road for Clavis (Short Term).</li> <li>- VIP toilets in Lindelani, Clavis and Clavis extension. (Short Term).</li> </ul> <p><b>Medium Term – Long term</b></p> <ul style="list-style-type: none"> <li>- Housing development Clavis &amp; Clavis extension</li> <li>- Establishing and staffing of a tourism office in Charlestown</li> <li>- Establishment of Charlestown Library and Archives</li> <li>- Tarring of roads in Clavis</li> <li>- .Flush Toilets ( Long Term)</li> <li>- Prepare a stock farming business plan (Long term)</li> </ul>




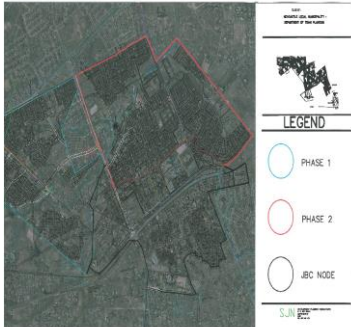
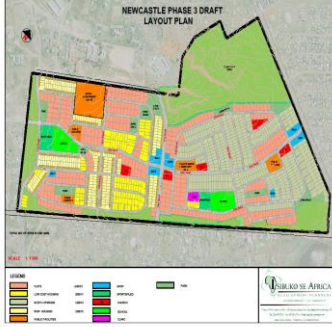
### 7.7.1 URBAN FRAMEWORK, PRECINCT AND LAYOUT PLANNING

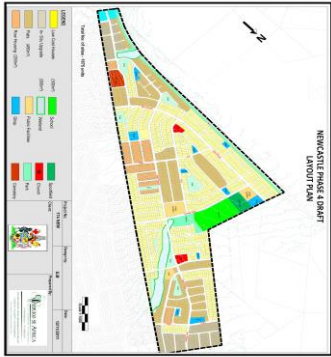
In order to give focus to the organizational activities of the NLM as it strives to achieve its developmental goals, several specific areas (or geographic localities) have been identified as Intervention Areas which is currently covered by an Urban Development Framework (tools): - areas where the Municipality would need to prioritize its spending and resources to enhance and promote integrated development outcomes in line with the municipal IDP and SDF (strategic planning). To effectively manage and control development, the hierarchy of plans are concluded with an emphasis on detailed layout planning to drive and direct development with detailed land use designations and development controls.

A summary of the plans covering these areas are illustrated in the table below:

Figure 38 Urban Framework, Precinct & Layout Plans



<p><b>Medium Term - Long term</b></p> <ul style="list-style-type: none"> <li>- Albert Wessels Extension</li> <li>- Multi Modal Public Transport Ring Route</li> </ul>	<ul style="list-style-type: none"> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Service Infrastructure Provision</li> </ul>	
<p><b>Portion of the Remainder of 782</b></p>  <p>Prepare a layout for township establishment for low density residential development and ancillary uses situated in the northern residential suburbs Schuinshoogte, Newcastle</p> <p><b>Priority Projects</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Service Infrastructure Provision</li> </ul>	<p><b>Portion of the Remainder of Erf 1</b></p>  <p>Prepare a layout for township establishment for mixed use development and ancillary uses situated in Central suburb Schu, Newcastle</p> <p><b>Priority Projects</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Service Infrastructure Provision</li> </ul>	
<p><b>H39 Layout</b></p>  <p>Prepare a layout for township establishment for low density residential development and ancillary uses situated to the east of Madadeni Township</p>	<p><b>Draft Blaauwbosch Phase 1 &amp; 2 Layout</b></p>  <p>Prepare a layout for township establishment for low density – medium density residential development and ancillary uses situated to the north west of the JBC Primary CBD Node</p> <p><b>Priority Projects</b></p>	<p><b>Draft Blaauwbosch Phase 3 Layout</b></p>  <p>Prepare a layout for township establishment for low density – high density residential development and ancillary uses situated to the south of the JBC Primary CBD Node</p> <p><b>Priority Projects</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Finalization of the JBC UDF</li> </ul>

<p><b>Priority Projects</b></p> <p><b>Short Term</b></p> <ul style="list-style-type: none"> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Service Infrastructure Provision</li> </ul>	<p><b>Short Term</b></p> <ul style="list-style-type: none"> <li>- Finalization of the JBC UDF</li> <li>- Amend draft layout based on latest aerial photography</li> <li>- Acquisition of privately owned land</li> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Relocation of households</li> <li>- Service Infrastructure Provision</li> </ul>	<ul style="list-style-type: none"> <li>- Amend draft layout based on latest aerial photography</li> <li>- Acquisition of privately owned land</li> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Relocation of households</li> <li>- Service Infrastructure Provision</li> </ul>
<p><b>Draft Johnstouwn Phase 4 Layout</b></p>  <p>Prepare a layout for township establishment for low density – high density residential development and ancillary uses situated to the south of the JBC Primary CBD Node</p> <p><b>Priority Projects</b></p> <p><b>Short Term – Medium Term</b></p> <ul style="list-style-type: none"> <li>- Finalization of the JBC UDF</li> <li>- Amend draft layout based on latest aerial photography</li> <li>- Acquisition of privately owned land</li> <li>- Environmental Impact Assessment</li> <li>- Township establishment</li> <li>- Relocation of households</li> <li>- Service Infrastructure Provision</li> </ul>		

## **8 CHAPTER EIGHT: MONITORING AND EVALUATION**

### **8.1 INTRODUCTION**

Monitoring, evaluation, reporting and adaptive management are widely recognised as fundamental components for effective municipal planning. This often takes the form of a Performance Management System (PMS), and forms an integral part of the IDP. Similarly, monitoring and evaluation of the impact of the SDF should not be considered as a once-off and separate exercise, but a continuous and iterative process that forms part of the overall assessment of the performance of the municipality. It helps to identify aspects or components of the SDF that need to be amended or strengthened, and thus keep the SDF relevant to the strategic spatial agenda of the municipality.

Evaluating the impact of the SDF seeks to establish whether its operational mechanisms support achievement of the objectives or not and understand why. It will look at activities, outputs, and outcomes, use of resources and causal links. Improve efficiency and efficacy of operational processes. Where possible and necessary, it will measure changes in outcomes (and wellbeing of target population) attributable to a specific intervention. It will inform high-level officials on extent to which intervention should be continued or not, and if any potential modifications needed.

### **8.2 INSTITUTIONALISATION OF THE SDF**

#### **8.2.1 PORTFOLIO STANDING COMMITTEE – PSC**

Portfolio Committees are established in terms of section 79 and 80 of the Municipal Structures Act

80 .Committees to assist executive committee or executive mayor

- A. If a municipal council has an executive committee or executive mayor, it may appoint in terms of section 79, committees of councillors to assist the executive committee or executive mayor.
- B. Such committees may not in number exceed the number of members of the executive committee or mayoral committee.
- C. The executive committee or executive mayor-
- D. appoints a chairperson for each committee from the executive committee or mayoral committee;
- E. may delegate any powers and duties of the executive committee or executive mayor to the committee;
- F. is not divested of the responsibility concerning the exercise of the power or the performance of the duty; and
- G. may vary or revoke any decision taken by a committee, subject to any vested rights.
- H. Such a committee must report to the executive committee or executive mayor in accordance with the directions of the executive committee or executive mayor.

#### **8.2.2 SERVICE DELIVERY BUDGET IMPLEMENTATION PLAN – SDBIP**

As required by section 53 (1)(c)(ii) of the MFMA a service delivery and budget implementation plan must be approved by the Mayor / Executive Mayor within 28 days after approval of the budget.



## **9 CHAPTER NINE: FURTHER PLANNING**

### **9.1 DETAILED RESEARCH AND PLANNING**

#### **9.1.1 COMPONENTS OF THE NEXT SDF REVIEW**

It is envisaged that the development of the 4th generation of the municipal IDP and its related SDF will involve an entirely new Spatial Development Framework. It will build on the current SDF by refining and adjusting the implementation direction as circumstances change and new information become available. During the course of preparing this SDF, a number of key elements were identified to be addressed during the next SDF review as far as possible:

##### **9.1.1.1 WATER MASTER PLAN**

The municipality is currently in the process of finalising its Water Master Plan as it is required by the National Water Act (Act No. 36 of 1998) and will need to be incorporated in the next SDF development. The Plan provides strategic direction which will guide development around the municipality, with regard to availability of the scarce water resources. Another critical recommendation is to compile Water Conservation and Water Demand Management initiative based on the 2010 National Local Government Turnaround Strategy and this must include robust intervention ranging from technical, financial, social/socio economic to institutional and legal issues.

##### **9.1.1.2 ENVIRONMENTAL MANAGEMENT**

The list of future studies to be done by the Municipality are derived from the short comings found in the above section. It was realised that the following studies need to be fulfilled in order to improve the role of Environmental Management by the Municipality:

- A. Air Quality
- B. Climate Change
- C. Areas of Contamination
- D. Strategic Environmental Assess
- E. Gazetting of the District Municipal EMF on behalf of all Locals within its borders.

## 9.2 CONCLUSION

This report is the Reviewed Spatial Development Framework for Newcastle Municipality and is the result of a series of spatial analysis, technical interactions with the Project Steering Committee as well as vital engagements with communities and sector specific role players.

The Newcastle SDF is intended to serve as the implementation and integration tool for the Newcastle 4<sup>th</sup> Generation IDP 2017/18 – 2021/22. It is expected that the compiled Newcastle SDF serves as the basis to inform planning and public investment within the municipality for the period 2017/18 to 2021/22.

This new five year term SDF has aligned all Spatial Planning components to the 4th IDP generation and political administration.