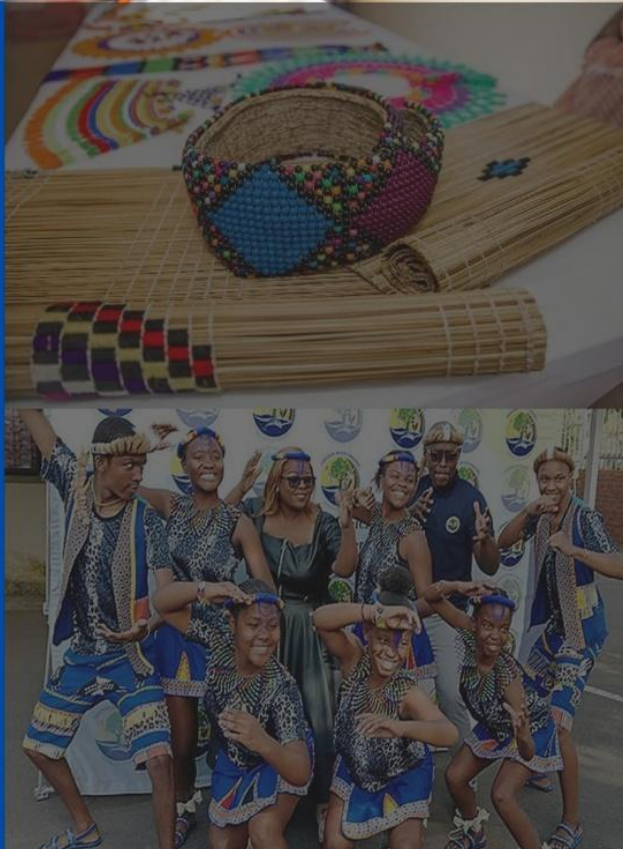




UMDONI LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

DRAFT SDF

JUNE 2026



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JUNE 2026

PREPARED FOR:



UMDONI LOCAL MUNICIPALITY

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FORWARD

This document is referred to as the Long-Term (20 year) Spatial Development Framework (SDF) for Umdoni Local Municipality. It is a principal spatial planning instrument which guides and informs all planning, land management, development and spatial decision-making within the municipality. According to the SDF 2017 guidelines “A municipal Spatial Development Framework must assist in integrating, coordinating, aligning and expressing development policies and plans emanating from the various sectors of the spheres of government as they apply within the municipal area” SPLUMA Chapter 4 Part A 12 (2) (b).

This document contains divergent chapters providing clear details set therein. Firstly, it introduces the background of the project highlighting the important legal element that municipalities are obligated to comply with the statute to formulate an SDF that will guide the overall spatial distribution of current and desirable land uses within, in order to give effect to the vision, goals and objectives of the municipality. In this document, the purpose and role of municipal SDF is clarified. The second phase which is referred to as the situational analysis, or rather the status quo, among other things examined the policy and legislative review from an international, national, provincial, district and local plans, with implications enticed for Umdoni Local Municipality.

More analysis which was conducted included the cross-border alignment, the demographics and population growth estimates, the space economy, infrastructure assessment, public amenities, spatial analysis, the landscape character, and the state of the environment which incorporates the ecological mechanisms. The spatial opportunities and challenges latter culminated the affair state of the segment. Following the analysis of the current situation are proposals to redress, address and mitigate the spatial issues reflected in the situational analysis. Now this gives birth to a new phase in this paper, which is referred to as the spatial strategy. Enlisted strategies have been spatially

depicted. The chapter includes a longer-term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 20 years. Later, in the last section, is an implementation framework chapter surfacing the linkage between the SDF, land use framework and the scheme.

Again, inter alia, this phase will provide a list of strategic spatial planning projects Umdoni Local Municipality will need to consider and budget for. Other elements that are emphasized in this segment are areas that need to be carefully managed especially where development pressures can be expected to occur in the future. The main objective of the project, is to create credible SDF that is based on an agreed vision and planning principles that promote equity and sustainability, that is, by assisting with restructuring spatial inefficient settlements, channelling resources to areas of greatest need and development potential and stimulating economic opportunities in rural and urban areas. This project for the preparation of Spatial Development Framework is submitted to:

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LIST OF ACRONYMS

APAP	AGRICULTURE POLICY ACTION PLAN	MSP	MASTER SPATIAL PLAN
BNG	BREAKING NEW GROUND	NDP	NATIONAL DEVELOPMENT PLAN
CRDP	COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME	NEMA	NATIONAL ENVIRONMENTAL ACT
EOC	EMERGENCY OPERATIONS CENTRE	NEMPA	NATIONAL ENVIRONMENTAL MANAGEMENT PROTECTED AREAS ACT
ERP	ECONOMIC RECOVERY PLAN	NIP	NATIONAL INFRASTRUCTURE PLAN
HSSP	HUMAN SETTLEMENTS SECTOR PLAN	NSDF	NATIONAL SPATIAL DEVELOPMENT FRAMEWORK
ICT	INFORMATION AND COMMUNICATION TECHNOLOGY	NSSD	NATIONAL STRATEGY FOR SUSTAINABLE DEVELOPMENT
IDP	INTEGRATED DEVELOPMENT PLAN	PGDP	PROVINCIAL GROWTH AND DEVELOPMENT PLAN
IGR	INTERGOVERNMENTAL RELATIONS	PGDS	PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY
IPAP	INDUSTRIAL POLICY ACTION PLAN	PSDF	PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
IUDF	INTEGRATED URBAN DEVELOPMENT FRAMEWORK	SDF	SPATIAL DEVELOPMENT FRAMEWORK
KZN	KWAZULU-NATAL	SDG	SUSTAINABLE DEVELOPMENT GOALS
LED	LOCAL ECONOMIC DEVELOPMENT	SIP	STRATEGIC INFRASTRUCTURE PROJECTS
LM	LOCAL MUNICIPALITY	UDM	UGU DISTRICT MUNICIPALITY
MSA	MUNICIPAL SYSTEMS ACT	ULM	UMDONI LOCAL MUNICIPALITY

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1. INTRODUCTION

The Municipal Systems Act, 2000 (Act 32 of 2000) (herein referred to as “MSA”), requires that each Municipality prepares an Integrated Development Plan (herein referred to as “IDP”) and a Spatial Development Framework (herein referred to as “SDF”) as a core component of the IDP to realize the spatial vision of the Municipality. Section 26e of the MSA states that the Municipality must prepare “a spatial development framework which must include the provision of basic guidelines for a land use management system for the municipality”.

The IDP is a five-year plan which is linked to the term of office of the Municipal Council and as such the SDF is developed to comply with the requirements of the MSA for the Municipality to have an SDF which will be a core component of a Municipality’s economic, sectorial, spatial, social, institutional, environmental vision. In other words, it is a tool to achieve the desired spatial form of the Municipality.

The Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (herein referred to as “SPLUMA”) requires municipalities to prepare and adopt a Municipal Spatial Development Framework (SDF) and further provides the contents of the SDF in section 21 of the said Act to be the following: The Umdoni Local Municipality (herein referred to as “Umdoni” or “ULM” or “the Municipality”) SDF will serve as a strategic framework that directs the implementation of the IDP and guides the overall spatial distribution of current and desirable land uses within a Municipality in order to give effect to the vision, goals and objectives of the municipal IDP whilst also taking a long terms view as envisaged in SPLUMA requirements above. The SDF will represent a long term (+20 years) plan and will be revised in line with the IDP 5-year cycles or annually if required by the municipality.

The Constitution of the Republic of South Africa, 1996 (Act 108 of 1996) (herein referred to as “the Constitution”) confers to municipalities major developmental responsibilities intended to improve quality of life people residing and/or working within a municipality’s area of jurisdiction. An SDF, therefore, forms part of the systems and procedures at the disposal of the municipality to perform on its developmental mandate and facilitate removal of spatial remnants of the apartheid past.

The main purpose of the SDF is to guide the form and location of future spatial development within the Municipality. It is a legislative requirement and has a legal status. In summary, the SDF has the following benefits:

- It facilitates decision making regarding the location of service delivery projects and guides public and private sector investment.
- It strengthens democracy and spatial transformation and facilitates effective use of scarce land resources.
- It promotes intergovernmental coordination on spatial issues and serves as a framework for the development of detailed Land Use Scheme (LUS) and other lower order plans.
- It guides and informs the spatial location of municipal infrastructure investment and spatial priorities.
- Provides visual representation of the desired urban form of the municipality in the short, medium and long term. Ultimately, the SDF and accompanying package of plans, defines and facilitates a progressive move towards the attainment of an agreed upon desired spatial form within the municipality’s area of jurisdiction.

1.1. PROJECT LOCALITY

1.1.1. PROVINCIAL LOCALITY

Umdoni Local Municipality is located in the south-coast region of the KwaZulu-Natal Province (herein referred to as “KZN”). The N2 National Route runs along the coast, linking Umdoni to Durban and Port Shepstone. It is located about 50 km from Durban and 65 km from Port Shepstone (Refer to **Map 1:** Provincial Locality).

1.1.2. REGIONAL LOCALITY

From a regional perspective, Umdoni abuts eThekweni Metro to the north, and Umzumbe to the south, and Johannes Phumani Phungula Municipality to the west, making it almost halfway from Port Shepstone and Durban. It is one of four (4) local municipalities in the Ugu District. Umdoni shares the district with the following local municipalities:

- Ray Nkonyeni Local Municipality
- Umzumbe Local Municipality
- uMuziwabantu Local Municipality

(Refer to **Map 2:** Regional Locality)

1.1.3. SUB-REGIONAL LOCALITY

Umdoni Municipality, with its base in Scottburgh, covers an area of 236 square kilometres with a coastline that stretches approximately 40km. The N2 National Route runs along the coast, linking Umdoni to Durban and Port Shepstone. The R102 provides a secondary inland route parallel to the N2. The municipality can be divided into three major land uses. These being:

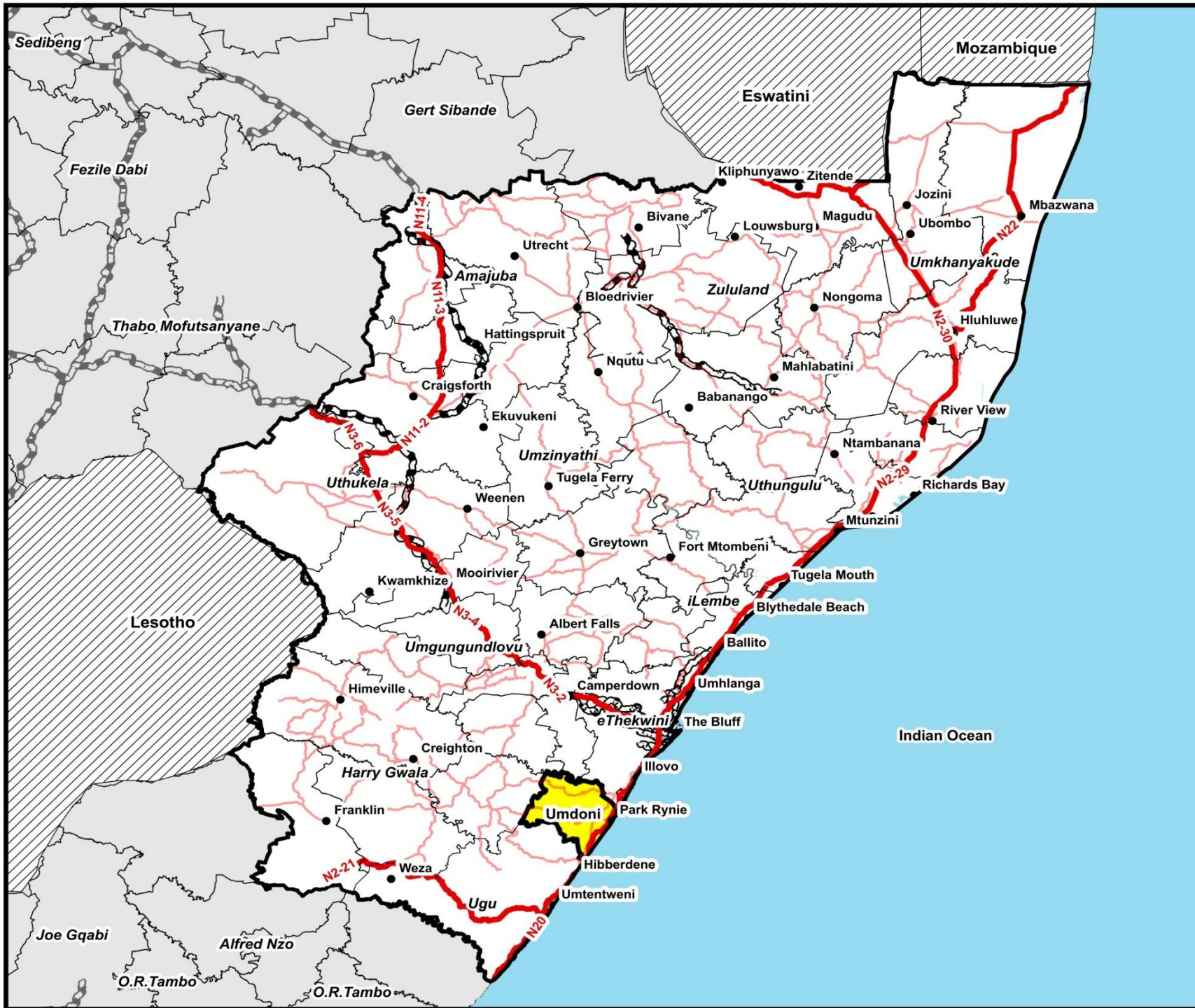
commercial agriculture; traditional authority areas or coastal urban nodes. The urban areas of the municipality (in which 44% of the population live) comprise the coastal towns of Scottburgh, Park Rynie, Pennington, Sezela, Bazely, Ifafa, Elysium and Mtwalume, and the inland towns of Umzinto / Umzinto North, including Shayamoya and Esperanza. The rural areas contain farms and Traditional Authority land, on which a number of rural settlements are to be found (Refer to **Map 3:** Sub-regional Locality)

1.1.4. TRADITIONAL AUTHORITIES

Umodi Municipality comprises of seven (7) traditional authority areas. The traditional Authorities fall under Ugu Local Houses of Traditional Leaders in KZN

1.1.5. WARDS

The Umdoni Local Municipality comprises of nineteen (19) wards, which have been demarcated according to the 2021 ward delineations by the Municipal Demarcation Board (Refer to **Map 4:** Ward Demarcation)

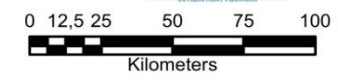


Umdoni Local Municipality
Provincial Locality

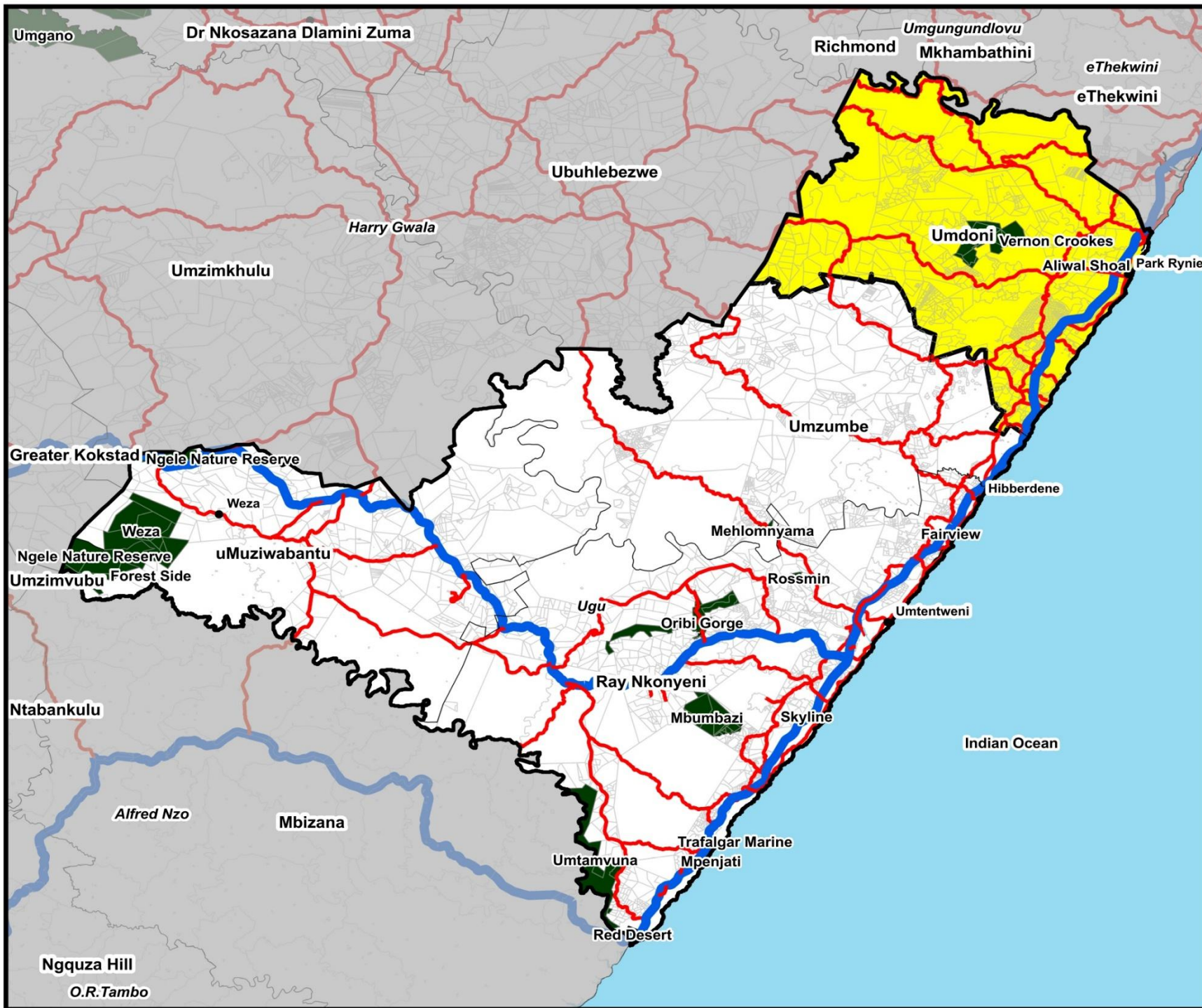
Legend

- Places
- National Road
- Provincial Road
- Railways
- Umdoni Municipality
- KZN Province
- Local Municipalities
- ▨ Countries
- Ocean

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 1: Provincial Locality

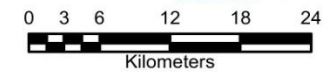


Umdoni Local Municipality
Regional Locality

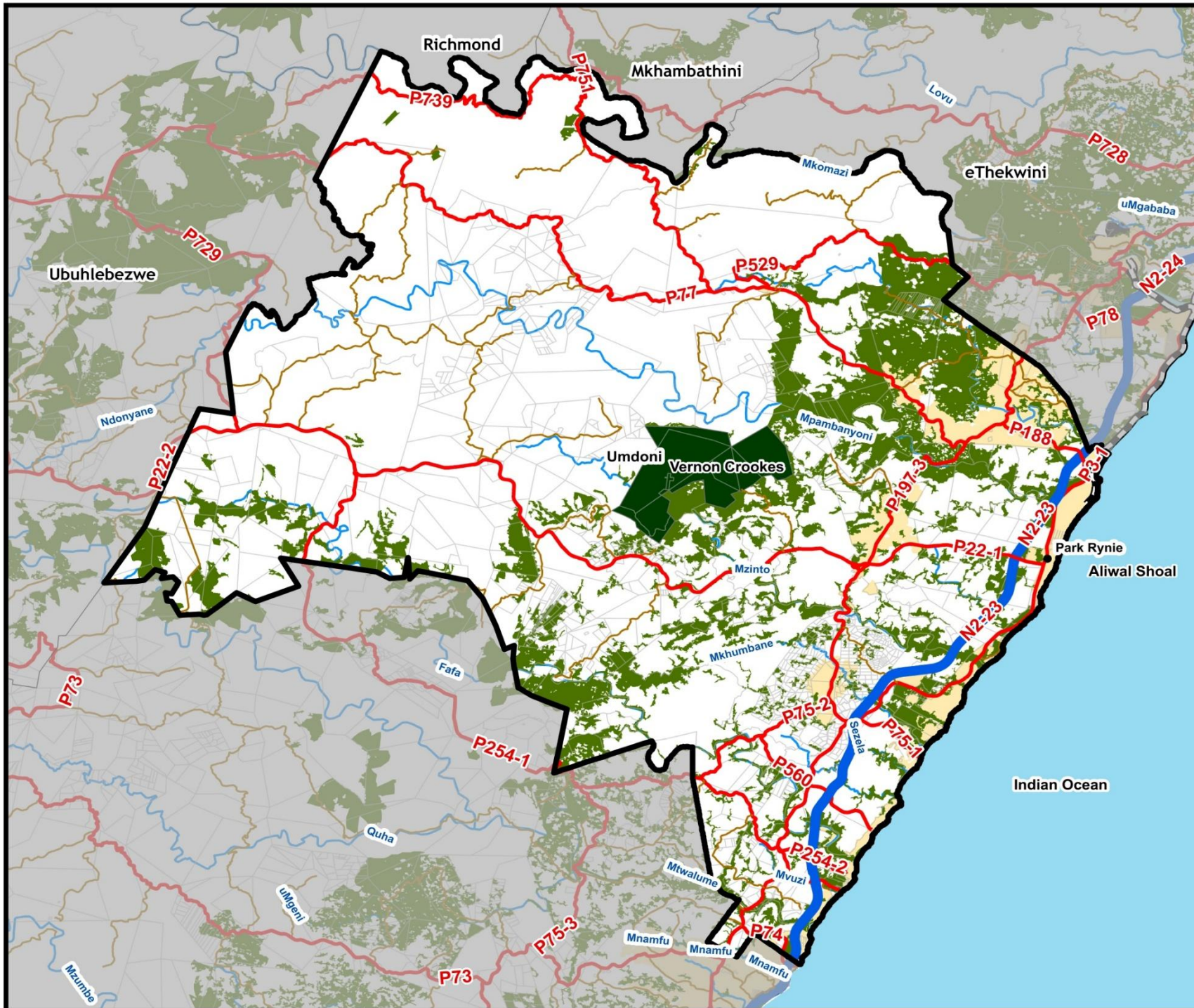
Legend

- Places
- National Road
- Provincial Road
- Railways
- Umdoni Municipality
- Ugu District
- Cadastral
- Protected Areas
- Ocean

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 2: Regional Locality

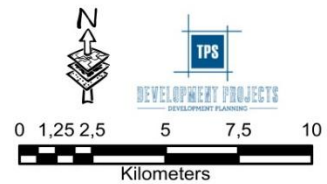


Umdoni Local Municipality
Sub Regional Locality

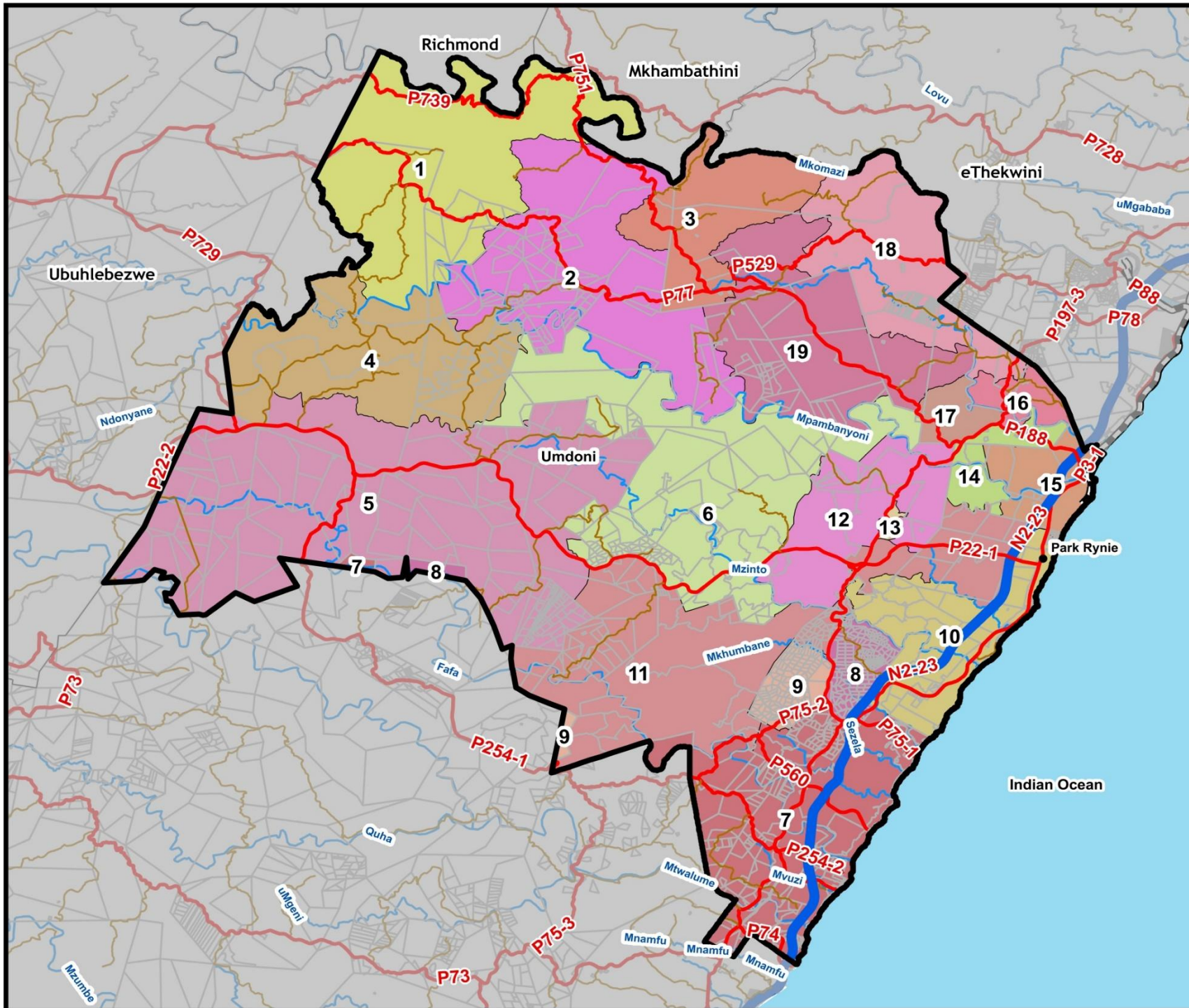
Legend

- Places
- National Road
- Provincial Road
- District Road
- Railways
- NFEPA_Rivers
- Umdoni Municipality
- Cadastral
- Settlements
- Protected Areas
- KZN CBA
- Irreplaceable
- Ocean

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/ Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 3: Sub-regional locality



Umdoni Local Municipality
Ward Demarcation

Legend

- Places
- National Road
- Provincial Road
- District Road
- Railways
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral
- ▭ Ocean

Ward No.

1	6	11	16
2	7	12	17
3	8	13	18
4	9	14	19
5	10	15	

DATA SOURCES:
Towns: COGTA
Roads: DOT
Municipal/Ward Boundaries: MDB
Stats: STATSSA
Agricultural/Geological Data: DALRRD
Environmental Data: KZN Wildlife 2019
Hydrological Data: SANBI
Land Reform: DALRRD
Cadastral: KZN SGO



Map 4: Ward Demarcation

A photograph of a wind farm on a hillside at dusk or dawn. The sky is a deep blue, and the silhouettes of several wind turbines are visible against the horizon. A person is standing on the hillside in the foreground, looking out over the landscape. The overall mood is serene and modern.

UMDONI LOCAL MUNICIPALITY
SPATIAL DEVELOPMENT FRAMEWORK

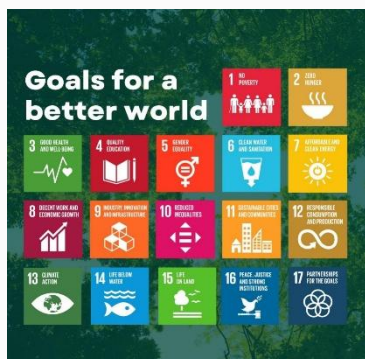
POLICY CONTEXT AND VISION DIRECTIVES

2. INTERNATIONAL DEVELOPMENT FRAMEWORK

2.1. INTERNATIONAL DEVELOPMENT FRAMEWORK

The spatial development of ULM must align not only with national, provincial, and district frameworks, but also with broader international development agendas. These international frameworks provide guiding principles for sustainable urbanization, climate resilience, poverty reduction, and inclusive economic development.

2.1.1. SUSTAINABLE DEVELOPMENT GOALS (SDGS) – UNITED NATIONS (2015–2030)



The Sustainable Development Goals (SDGs) are a universal call to action to end poverty, protect the planet, and ensure peace and prosperity for all by 2030. There are 17 interconnected goals addressing economic, social, and environmental development. Key goals relevant to spatial planning include sustainable cities and communities (Goal 11), clean water and sanitation (Goal 6), affordable and clean energy (Goal 7), climate action (Goal 13), and sustainable economic growth and employment (Goal 8).

SPATIAL DIRECTIVES: Improve access to clinics in rural TA nodes, reducing long travel distances to Umzinto and Scottburgh in alignment with SDG 3. In alignment with SDG 1 and 2, priority should be placed in strengthening food-system resilience by protecting agricultural land from unstructured settlement expansion. Furthermore, rural development and smallholder

farmer support is to be prioritised in Amandawe, Amahlongwa, Dududu and Kenterton through agri-hubs, irrigation, livestock facilities and market access. In alignment with SDG 11, there must be consolidation of the Scottburgh–Park Rynie–Pennington coastal corridor into a compact, mixed-use urban belt. Protect estuaries (Mphambanyoni, uMzimayi, Ifafa) through strict land-use buffers and stormwater controls, as per SDG 14.

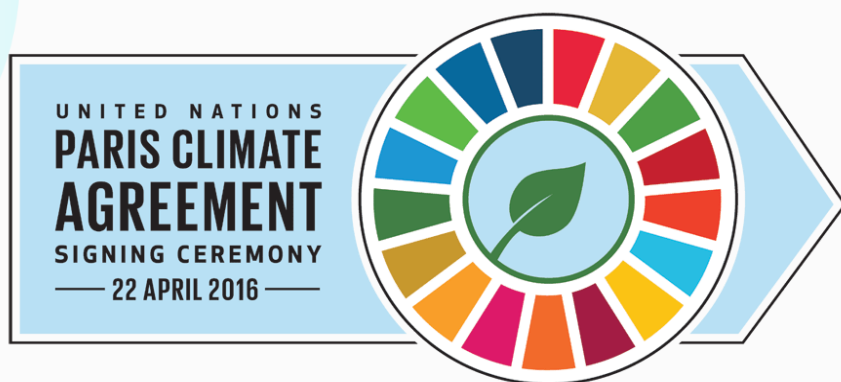
2.1.2. NEW URBAN AGENDA (NUA) – UN HABITAT (2016)



The New Urban Agenda is a global framework for sustainable urbanization adopted at the UN Conference on Housing and Sustainable Urban Development (Habitat III). It seeks to guide efforts to achieve cities and human settlements that are inclusive, safe, resilient, and sustainable. It promotes urban-rural linkages, compact and connected urban development, participatory spatial planning, and the prioritization of affordable housing and infrastructure access.

SPATIAL DIRECTIVES: The municipality must act to promote compact urban development within the coastal urban belt of Scottburgh, Park Rynie and Pennington, and reinforce Umzinto as the inland administrative and economic anchor. It must additionally strengthen urban–rural linkages by consolidating the rural service nodes of Amandawe, Amahlongwa, Dududu and Kenterton, and prioritise the in-situ upgrading of informal settlements.

2.1.3. PARIS AGREEMENT ON CLIMATE CHANGE (2015)

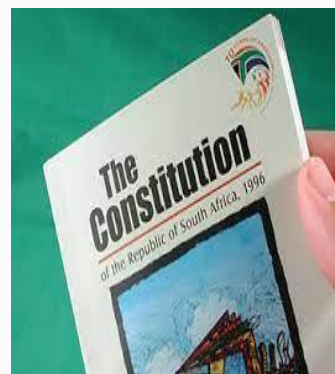


The Paris Agreement is an international treaty under the UN Framework Convention on Climate Change, aiming to limit global warming to below 2°C and pursue efforts to limit the increase to 1.5°C. It calls for climate-resilient development, carbon emission reductions, renewable energy transitions, and the protection of natural carbon sinks like forests and wetlands.

SPATIAL DIRECTIVES: Climate-change adaptation strategies must be integrated into land-use planning and infrastructure development across the coastal belt and inland settlements. It must additionally promote renewable energy options and energy-efficient design within urban and rural settlements, protect ecological corridors, estuaries and water catchments around the Mphambanyoni, uMzimayi, uMthwalume and Ifafa river systems, and safeguard coastal dunes and wetlands to support climate resilience. New housing and economic developments must avoid flood-prone areas, comply with coastal setback lines, and incorporate low-carbon design and resilient infrastructure standards suited to Umdoni’s coastal and inland climate risks.

2.2. NATIONAL LEGISLATIVE FRAMEWORK

2.2.1. CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA, 1996 (ACT NO. 108 OF 1996)



The Constitution establishes spatial planning and land-use management as a core municipal function (Schedule 4B), mandating municipalities to promote orderly development, equitable access to land, and sustainable use of environmental resources. It protects rights to adequate housing, public participation, environmental protection, and economic opportunity.

SPATIAL DIRECTIVES: Ensure equitable access to land, housing, infrastructure and coastal resources in both the coastal towns and inland peri-urban/rural areas. Strengthen public participation in planning decisions, particularly in traditional authority areas. Avoid development that compromises environmental rights, especially along estuaries, floodplains and coastal dunes.

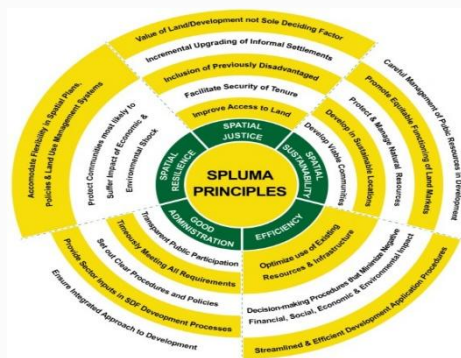
2.2.2. MUNICIPAL SYSTEMS, 2000 (ACT NO. 32 OF 2000)

The Municipal Systems Act establishes the core governance, planning and service-delivery framework for municipalities. It defines the municipality’s developmental duties, mandates the preparation of IDPs and SDFs, sets standards for performance management, and ensures that planning is integrated, participatory and aligned across departments. The Act emphasises developmental local government—focusing on spatial

restructuring, social upliftment, local economic development, institutional efficiency and sustainable service delivery.

SPATIAL DIRECTIVES: Ensure the SDF guides all municipal land-use decisions, particularly in growth pressure areas such as Scottburgh–Park Rynie–Pennington and the inland Umzinto peri-urban belt. Strengthen community participation in spatial planning processes, especially in traditional authority areas (Dududu, Kenterton, inland Amahlongwa), where planning must reflect local needs and settlement dynamics. Promote spatial integration by strengthening mobility links between rural hinterlands, Umzinto, and the coastal economic strip, in line with the Act’s requirements for equitable access.

2.2.3. SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA), ACT NO. 16 OF 2013



SPLUMA establishes a unified framework for spatial planning and land use management across South Africa. It introduces principles of spatial justice, spatial sustainability, spatial resilience, efficiency, and good administration. The Act mandates the development of

municipal SDFs and LUMS, ensuring integrated, sustainable, and inclusive spatial development. It aims to dismantle historical spatial disparities by promoting transformation and effective land use governance.

SPATIAL DIRECTIVES: Advance spatial justice by prioritising investment and service delivery in historically disadvantaged rural and traditional authority areas such as Amandawe, Amahlongwa, Dududu and Kenterton, ensuring equitable access to land, services and mobility .Promote compact, efficient settlement form in Umdoni’s main urban nodes (Scottburgh–Park Rynie–Pennington and Umzinto), reducing sprawl and improving alignment between land use and infrastructure. Strengthen integration between coastal and inland areas, applying the principle of spatial efficiency through improved road networks, corridor alignment (N2/R102), and well-located social facilities. Direct development away from environmental risk areas, including coastal protection zones, estuaries, dune systems, floodplains and steep slopes, supporting SPLUMA’s sustainability and resilience principles.

2.2.4. NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) (NEMA)



NEMA provides the framework for environmental governance and management in South Africa. The NEMA family of laws includes several Specific Environmental Management Acts (SEMAs), such as the National Environmental Management: Biodiversity Act (NEMBA), Protected Areas Act (NEMPAA), Air Quality Act (NEMAQA), Integrated Coastal Management Act (ICMA), and Waste Act, which give detailed regulatory instructions for biodiversity protection, coastal zone management, waste governance, pollution control, and the management of protected areas. Collectively, these instruments seek to ensure that development is socially, economically, and environmentally sustainable.

SPATIAL DIRECTIVES: Protect CBAs and ESAs under NEMBA, especially Umdoni’s coastal forests, estuarine systems, wetland networks and river corridors (Mphambanyoni, uMthwalume, Umzinto, Ifafa). No development in CBAs; restricted, low-impact use in ESAs. Apply strict coastal protection controls under the ICMA along Scottburgh, Park Rynie, Pennington, Elysium and Ifafa. Enforce coastal setback lines, protect dune systems, and avoid hard infrastructure in erosion-prone zones. Strengthen the protection of nature reserves and coastal greenbelt systems in terms of the NEMPAA. Designate floodplains, wetlands and riparian buffers as no-go or controlled-development zones in accordance with NEMA EIA Regulations. Prohibit waste disposal near watercourses, coastal systems or residential areas; prioritise inland transfer stations in suitable, serviceable nodes, in alignment with NEM:WA.

2.2.5. NATIONAL WATER ACT, 1998 (ACT NO. 36 OF 1998)

The National Water Act provides the legal foundation for the protection, use, development, conservation and management of South Africa’s water resources. It recognises water as a national resource that must be managed in the public interest, ensuring sustainability, equity and efficiency. The Act establishes catchment management, resource classification, water-use authorisation, and mechanisms for the protection of rivers, wetlands, aquifers and estuaries.

SPATIAL DIRECTIVES: Protect river corridors and riparian zones along the Mphambanyoni, uMthwalume, Umzinto and Ifafa rivers by enforcing development buffers, prohibiting encroachment and preventing pollution inputs that compromise water quality and ecological flow. Designate floodplains and wetland systems as no-development or strictly controlled zones, directing settlement expansion away from flood-risk areas and

aligning land-use zoning with hydrological sensitivity. Safeguard estuaries and associated coastal wetlands, which are protected water resources under the NWA, by avoiding hard infrastructure, restricting intensive tourism development and regulating stormwater discharge into these systems.

2.2.6. SOCIAL HOUSING ACT, ACT 16 OF 2008

The Social Housing Act facilitates the creation of affordable rental housing stock for low- to middle-income households in well-located urban areas. It promotes spatial restructuring by enabling access to quality accommodation closer to economic opportunities. The Act supports social housing institutions in acquiring, developing, and managing rental housing and seeks to achieve urban integration through well-located social housing projects.

SPATIAL DIRECTIVES: Identify coastal urban nodes (Scottburgh–Park Rynie–Pennington) as potential restructuring zones for social housing due to their high accessibility, proximity to jobs, and existing social and economic infrastructure. Prioritise Umzinto, as Umdoni’s inland administrative and economic hub, for mixed-income, medium-density social housing aligned with public transport, schools, health facilities and employment nodes. Promote medium-density infill development within existing serviced urban areas to reduce pressure for outward expansion and to align with the Act’s compact-growth principles. Integrate social housing into mixed-use precincts, particularly around R102/N2 transport corridors and within established urban blocks in Scottburgh and Umzinto, to reinforce transit-oriented development.

2.2.7. SUBDIVISION OF AGRICULTURAL LAND ACT (ACT 70 OF 1970)



The SALA regulates the subdivision, lease, and change of use of agricultural land in South Africa, requiring ministerial consent from the Department of Agriculture, Land Reform and Rural Development (DALRRD) before any subdivision, rezoning, or use of agricultural land for non-agricultural purposes may proceed. The Act applies broadly across Umdoni Local Municipality, with a significant portion of the municipal area — particularly the inland agricultural hinterland stretching from Kenterton eastward through Mayfield, Braemar, Vongunzana and Mysieland toward the coastal corridor — falling under SALA jurisdiction.

SPATIAL DIRECTIVES: Ensure that any proposed rezoning, subdivision or change of use of SALA-designated land within Umdoni is subject to ministerial consent in terms of Act 70 of 1970 prior to approval. Direct urban growth and densification toward existing approved nodes — particularly Scottburgh, Park Rynie and Umzinto — to minimise development pressure on SALA-protected agricultural land in the interior. Protect the productive agricultural land within Umdoni's hinterland from piecemeal subdivision and fragmentation, consistent with SALA's objective of preserving the agricultural potential of land for food production and rural livelihoods.

2.3. NATIONAL POLICY FRAMEWORK

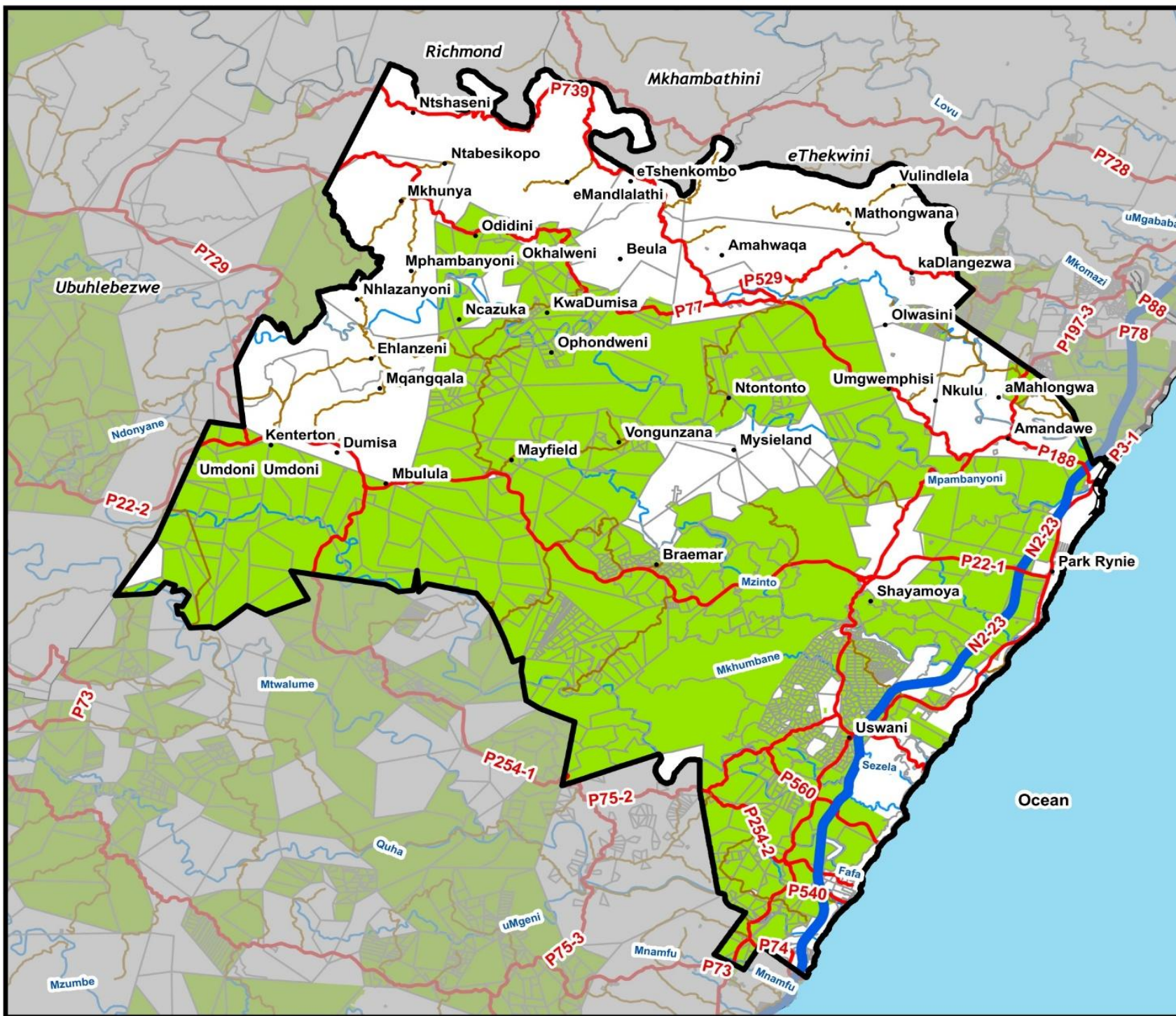
2.3.1. NATIONAL DEVELOPMENT PLAN: VISION 2030



The NDP provides South Africa's long-term socio-economic development blueprint, aiming to eliminate poverty and reduce inequality by 2030. The NDP emphasizes spatial transformation, compact forms, rural revitalization,

integrated transport, improved education, economic diversification, and service delivery. It recognizes spatial injustice and fragmentation as significant barriers to development and economic inclusion.

SPATIAL DIRECTIVES: Consolidate Umdoni's coastal urban belt (Scottburgh–Park Rynie–Pennington) into a compact, mixed-use coastal corridor with improved public transport, aligning with NDP's transit-oriented and spatial-efficiency principles. Strengthen Umzinto as the inland economic and administrative node, reinforcing its role as a secondary centre linking rural settlements to jobs, services, mobility and economic networks. Improve rural–urban connectivity through strategic upgrades to roads linking Dududu, Kenterton, Amandawe and Amahlongwa to Umzinto and the coastal belt, reducing inequality and supporting NDP's rural revitalisation priorities. Direct new development toward areas with existing infrastructure, limiting outward expansion and preventing costly, inefficient sprawl in coastal and peri-urban settlements. Promote medium-density housing and infill development in Scottburgh, Umzinto and key peri-urban settlements, in line with the NDP's call for compact, efficient settlement form and well-located human settlements.



Umdoni Local Municipality

Land Under Subdivision Act 70 of 1970

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Included
- Umdoni Municipality
- Cadastral

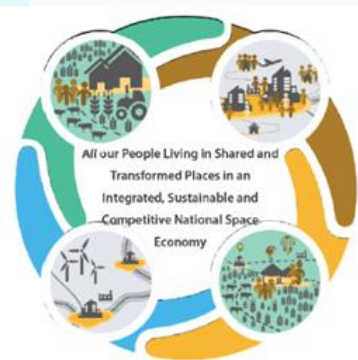


DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 5: Land under Act 70 of 1970

2.3.2. NATIONAL SPATIAL DEVELOPMENT FRAMEWORK, 2022



The NSDF provides South Africa’s first integrated and long-term spatial vision and strategy, promoting a coherent, efficient, and resilient national spatial system. It introduces the concept of "Compact Growth Corridors" and "Settlement Support Areas," aiming to steer investment to areas of greatest need and potential. The NSDF stresses reducing spatial inequality,

strengthening regional economies, promoting climate resilience, and protecting ecological assets.

SPATIAL DIRECTIVES: The following spatial directives are aligned with the Coastal National Spatial Transformation & Economic Transition Region as identified in the NSDF –

- Protect Umdoni’s productive sugarcane belt and coastal crop zones as part of the national productive land system safeguarding South Africa’s food security.
- Position Umdoni’s coastal tourism belt (Scottburgh–Pennington–Ifafa) as part of a national tourism and cultural-heritage circuit identified in the Coastal NSTER.
- Treat Umdoni’s coastal forests, estuaries (Mphambanyoni, Umzinto, uMthwalume) and dune belts as national ecological infrastructure requiring strict buffer management.

COASTAL NATIONAL SPATIAL TRANSFORMATION AND ECONOMIC TRANSITION REGION



Figure 1: The Coastal NSTETR Close Up

The following spatial directives are aligned with the KZN NUSTER (Urban Spatial Transformation & Economic Transition Region as identified in the NSDF –

- Prioritise water, sanitation, stormwater and energy upgrades in Scottburgh, Umzinto and Park Rynie.
- Introduce medium-to-higher densities in Scottburgh CBD, Umzinto CBD and coastal transport corridors.

- Reinforce Umzinto as a youth skills, enterprise and mobility hub serving inland settlements.
- Link rural farmers in Amahlongwa, Dududu and Amandawe to Umzinto and Durban markets through rural aggregation and produce hubs.

KWAZULU-NATAL NATIONAL URBAN SPATIAL TRANSFORMATION AND ECONOMIC TRANSITION REGION

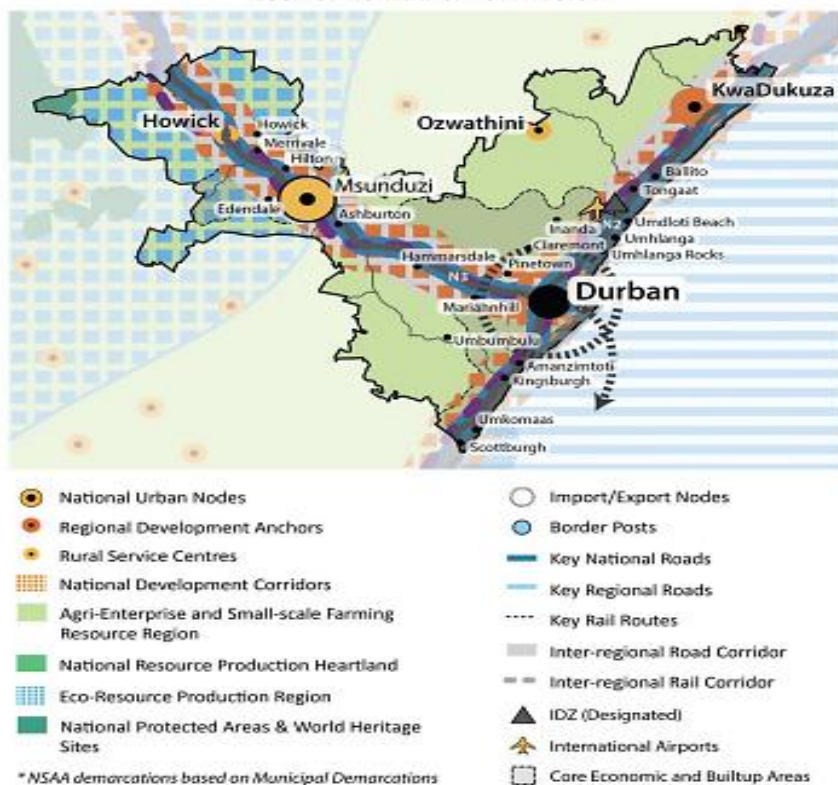


Figure 2: The KZN NUSTETR Close Up

2.3.3. BREAKING NEW GROUND POLICY (BNG), 2004



The BNG Policy aims to restructure South African urban areas by moving beyond mere housing delivery towards building sustainable human settlements. It focuses on spatial restructuring, integrating previously marginalized communities, promoting social cohesion, providing access to economic and social amenities, and enhancing the quality of the built environment. BNG promotes mixed-income, mixed-use developments and upgrading of informal settlements.

SPATIAL DIRECTIVES: Prioritise in-situ upgrading of existing informal settlements (Sanathan, NPA, Temporary Housing, Abrahams/Kelso, Shayamoya). Direct new housing delivery to serviced or upgradable nodes: Scottburgh, Park Rynie, Pennington, Umzinto. Provide structured layouts and incremental tenure in TA areas (Amandawe, Amahlongwa, Dududu). Promote medium-density, mixed-typology housing (rental, CRUs, walk-ups) in coastal towns and Umzinto CBD. Align all housing projects with water, sanitation and electricity capacity constraints.

2.3.4. NATIONAL INFRASTRUCTURE PLAN (NIP), 2050

The NIP 2050 sets a long-term, coordinated national framework for the development, maintenance and upgrading of South Africa’s energy, water, transport, digital and social infrastructure. It aims to improve economic productivity, enhance resilience, support compact settlement development, and ensure that infrastructure investment is sequenced, prioritised and fiscally sustainable. .

SPATIAL DIRECTIVES: Accelerate water-supply augmentation for Umzinto, Scottburgh–Park Rynie, Pennington and high-growth TA areas where consumption exceeds supply. Upgrade overloaded waterborne sanitation systems in the coastal towns and Umzinto to meet NIP’s standards for safe, sustainable wastewater treatment. Eradicate VIP systems and unsafe sanitation in peri-urban TA clusters (Amandawe, Amahlongwa, Shayamoya) through phased sewer reticulation and decentralised solutions. Promote small-scale embedded solar PV for rural clusters, coastal tourism developments and civic buildings in line with NIP’s transition to renewable energy systems.

2.3.5. INDUSTRIAL POLICY ACTION PLAN (IPAP)

The IPAP outlines South Africa’s industrialization and economic diversification strategy, focusing on strengthening key sectors such as agro-processing, manufacturing, tourism, and mining. It promotes localized economic development, innovation, value-adding industries, and regional economic hubs. The IPAP aims to stimulate job creation, enhance global competitiveness, and foster inclusive growth.

SPATIAL DIRECTIVES: Position Umzinto as the inland agri-processing hub (sugarcane milling, small-scale milling, fresh produce packing, chicken/livestock processing). Allocate land for small agro-processing clusters in Amandawe and Dududu to support emerging farmers. Strengthen Umzinto’s industrial zone for light manufacturing, assembly, repair services, and logistics. Establish SMME manufacturing parks or micro-industrial yards in Umzinto, offering shared equipment, storage, workshops and training. Formalise existing informal mechanics, welders, carpenters and home-based producers into structured industrial spaces.

2.3.6. MEDIUM TERM STRATEGIC FRAMEWORK (MTSF), 2019–2024



The MTSF is South Africa's five-year implementation plan for the NDP Vision 2030, structured around seven apex priorities: a capable and ethical state; economic transformation and job creation; education, skills and health; consolidating the social wage; spatial integration, human settlements and local government; social cohesion and safer communities; and a better Africa and world. All spheres of government are required to align their planning instruments, including SDFs and IDPs, to these priorities through the DDM.

SPATIAL DIRECTIVES: Align the Umdoni SDF with Priority 5 (Spatial Integration, Human Settlements and Local Government) by reversing apartheid spatial patterns through the consolidation of mixed-use development at identified nodes and the expansion of access to water, sanitation and electricity. Support Priority 2 (Economic Transformation and Job Creation) by directing land use and infrastructure investment towards tourism, agriculture and light industrial activity within Umdoni's key economic nodes.

2.3.7. INTEGRATED RESOURCE PLAN (IRP), 2025



The IRP 2025, gazetted in October 2025 under the Electricity Regulation Act (Act No. 4 of 2006), is South Africa's national electricity generation capacity plan providing a forward-looking strategy to ensure security of supply while minimising environmental and economic impacts. The IRP 2025 presents a R2.23-trillion investment plan defining the country's energy

mix to 2050, built around the phased shutdown of coal-fired stations, commissioning of 6 GW of gas CCGT capacity by 2030, expansion of renewable energy to over 45 GW by 2030, and implementation of the Transmission Development Plan (TDP) to support new generation capacity across the national grid.

SPATIAL DIRECTIVES: Ensure the Umdoni SDF supports the rollout of renewable energy infrastructure, including wind and solar PV, and facilitates reliable electricity supply to all identified nodes and settlements through the expansion of distributed generation and small-scale embedded generation (SSEG), including rooftop solar PV. Align bulk electrical infrastructure planning within Umdoni with Eskom's transmission grid upgrade programme and the TDP, ensuring new development nodes are adequately serviced. Support the just energy transition by ensuring land use planning accommodates the repowering and repurposing of energy infrastructure consistent with the IRP's decarbonisation trajectory toward a net-zero electricity sector by 2050.

2.3.8. NATIONAL TRANSPORT MASTER PLAN, 2050

NATMAP 2050 is South Africa's long-term strategic transport framework aiming to create an integrated, efficient, safe, and sustainable transport system. It prioritizes improved connectivity between economic centers, rural accessibility, modal integration, sustainable transport modes, and the development of economic corridors to support national competitiveness and inclusive growth. NATMAP promotes transport-led development that drives spatial transformation and economic stimulation.

SPATIAL DIRECTIVES: Align Umdoni to the N2 Coastal Corridor as a Strategic National Spine. Reinforce the R102 as Umdoni's internal development and mobility spine linking Scottburgh, Park Rynie, Umzinto and Pennington, with appropriate zoning for mixed-use, public transport and local economic activities. Upgrade key rural connector roads (e.g. P188, P197-1 and TA access routes) to all-weather standards, allowing reliable access to services, markets and jobs in Umzinto and the coastal towns.

2.3.9. COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME 2009

The CRDP provides a national framework for transforming rural areas through household and community-level poverty reduction, improved livelihoods, access to basic services, agricultural development, rural enterprise support, and integrated rural-urban linkages. It promotes a participatory, ward-based approach focused on job creation, sustainable land use, infrastructure delivery, rural skills development, and strengthening of traditional governance systems.

SPATIAL DIRECTIVES: Formalise Amandawe, Amahlongwa, Dududu and Kenterton as rural service nodes with clearly defined settlement boundaries. Cluster services (clinics, ECDs, halls, paypoints, agri-support) into these nodes to reduce scattered, inefficient service delivery. Replace VIP toilets and expand sanitation infrastructure in TA settlements (Amandawe, Amahlongwa, Shayamoya, parts of Dududu). Address rural electrification backlogs using both Eskom grid upgrades and decentralised solar systems. Upgrade gravel access roads to all-weather condition (P188, P197-1, Amahlongwa and Dududu connectors). Provide irrigation, fencing, dip tanks, mechanisation access, and storage facilities in Amandawe, Dududu, Amahlongwa and Kenterton. Develop rural markets and micro-enterprise spaces in Amandawe, Amahlongwa and Dududu for crafts, food processing, repairs and home-based production. Develop integrated centres at rural nodes providing Home Affairs, SASSA, municipal services, agriculture extension, and community support services.

2.3.10. INTEGRATED URBAN DEVELOPMENT FRAMEWORK



The IUDF is South Africa's national urban policy, aimed at guiding urban growth toward compact, integrated, connected, inclusive, and resilient cities and towns. It emphasizes spatial transformation through restructuring urban forms, connecting and densifying settlements, promoting economic dynamism, and ensuring integrated governance. The IUDF targets strategic investment in infrastructure, affordable housing, transport networks, and public spaces.

SPATIAL DIRECTIVES: Treat Scottburgh–Park Rynie–Pennington–Ifafa as one functional coastal urban system. Promote infill development,

redevelopment of underutilised sites, and compact mixed-use precincts. Prevent linear sprawl along the coast and R102. Encourage medium-density housing (walk-ups, CRUs, mixed-income units) in Umzinto and coastal towns to support compact, efficient urban structure. Umzinto as inland anchor (densified, serviced, integrated hub).

2.3.11. COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME 2009

The CRDP provides a national framework for transforming rural areas through household and community-level poverty reduction, improved livelihoods, access to basic services, agricultural development, rural enterprise support, and integrated rural–urban linkages. It promotes a participatory, ward-based approach focused on job creation, sustainable land use, infrastructure delivery, rural skills development, and strengthening of traditional governance systems.

SPATIAL DIRECTIVES: Formalise Amandawe, Amahlongwa, Dududu and Kenterton as rural service nodes with clearly defined settlement boundaries. Cluster services (clinics, ECDs, halls, paypoints, agri-support) into these nodes to reduce scattered, inefficient service delivery. Replace VIP toilets and expand sanitation infrastructure in TA settlements (Amandawe, Amahlongwa, Shayamoya, parts of Dududu). Address rural electrification backlogs using both Eskom grid upgrades and decentralised solar systems. Upgrade gravel access roads to all-weather condition (P188, P197-1, Amahlongwa and Dududu connectors). Provide irrigation, fencing, dip tanks, mechanisation access, and storage facilities in Amandawe, Dududu, Amahlongwa and Kenterton. Develop integrated centres at rural nodes providing Home Affairs, SASSA, municipal services, agriculture extension, and community support service

2.3.12. SUMMARY OF KEY THEMES: NATIONAL LEGISLATION AND POLICY DIRECTIVES

Table 1: Summary of National Legislation and Policy Directive Themes

CONSTITUTION OF RSA THEMES	MUNICIPAL SYSTEMS ACT THEMES	SPLUMA PRINCIPLES	NEMA/ SEMAs THEMES	SOCIAL HOUSING ACT THEMES	WHITE PAPER OF LAND POLICY	NDP: VISION 2035 THEMES
<ul style="list-style-type: none"> • Conservation • Pollution and Ecological Degradation Prevention • Public Participation • Community Engagement • Sustainable Human Settlements • Justifiable economic and social development • Accountable municipality • Increased basic services • Fiscal management • Human development 	<ul style="list-style-type: none"> • Cross border alignment (Alignment with neighbouring municipalities) • Priority spending areas • Delineation of an urban edge • Public and private land development • Strategic assessment of the environmental impact • Public and private land development 	<ul style="list-style-type: none"> • Spatial justice • Spatial efficiency • Spatial resilience • Spatial sustainability • Good administration 	<ul style="list-style-type: none"> • Conservation • Sustainable use of biodiversity • Marine and coastal management • Green economy • Sustainable development • Climate change mitigation and adaptation • Efficient use of natural resources • Sustaining ecosystems • Sustainable development 	<ul style="list-style-type: none"> • Affordable housing • Inclusionary housing options • Tenure security • Rental housing regulation • Reduced structural, economic, social and spatial dysfunctions and inequality 	<ul style="list-style-type: none"> • Security of tenure • Rapid release of land for development • Sustainable use of land • Effective use of public land • Redressing racially based land dispossession • Equitable land ownership • Equitable land distribution 	<ul style="list-style-type: none"> • Eliminate poverty • Reduction of inequality • Economic growth • Unemployment eradication • Nodes of Competitiveness • Competitiveness Corridors • Rural Restructuring • Improving water, transport and energy infrastructure • Improving the quality of education and the skills base • Human development

COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME	NDP: VISION 2035 THEMES	BNG THEMES	NATIONAL INFRASTRUCTURE PLAN THEMES	INDUSTRIAL POLICY ACTION PLAN THEMES	INTEGRATED URBAN DEVELOPMENT FRAMEWORK
<ul style="list-style-type: none"> • Sustainable rural communities • Food security • Land Reform • Agrarian Transformation • Rural Development • Cooperative governance • Job creation • Youth development 	<ul style="list-style-type: none"> • Eliminate poverty • Reduction of inequality • Economic growth • Unemployment eradication • Nodes of Competitiveness • Competitiveness Corridors • Rural Restructuring • Improving water, transport and energy infrastructure • Improving the quality of education and the skills base • Human development 	<ul style="list-style-type: none"> • Inclusionary housing • Increased access to basic services • Safe and secure environments • Adequate access to economic opportunities 	<ul style="list-style-type: none"> • Sustainable infrastructure development • Greening the economy • Skills development 	<ul style="list-style-type: none"> • Increased labour-intensive employment • Promotion of a broader-based industrialization path • Intensification of industrialization process • Increased participation of historically disadvantaged people and marginalized regions in the mainstream of the industrial economy. 	<ul style="list-style-type: none"> • Integrated urban planning and management • Integrated transport and mobility • Integrated sustainable human settlements. • Integrated urban infrastructure. • Efficient land governance and management • Inclusive economic development • Empowered active communities. • Effective urban governance

2.4. PROVINCIAL POLICY FRAMEWORK

2.4.1. KZN PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY (PGDS), 2022-2027

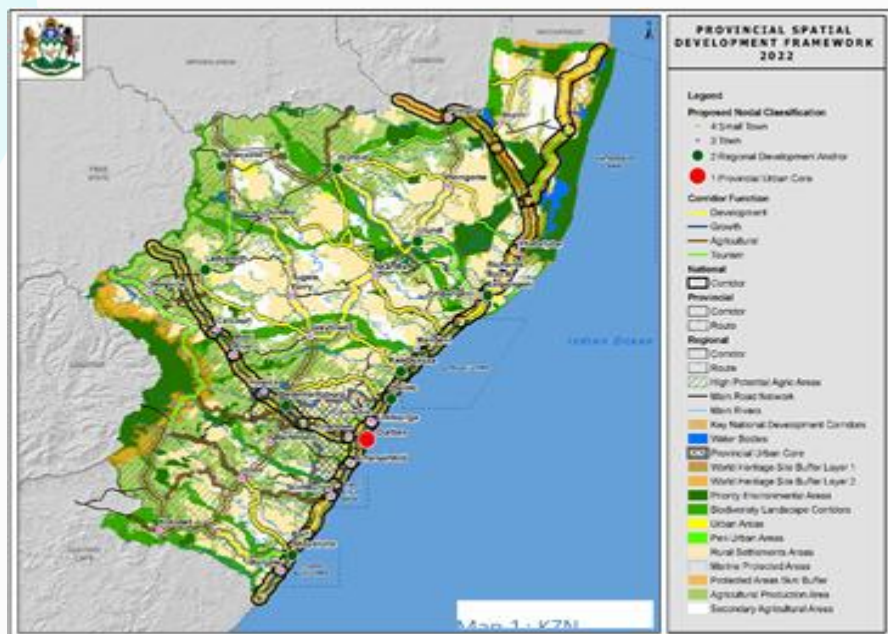
The PGDS sets the strategic framework for KwaZulu-Natal's growth and development over the 2022-2027 period. It aims to align provincial infrastructure, service delivery, economy and spatial planning around the mandate of inclusive, sustainable growth, socio-economic transformation, and spatial justice. Spatially, the PGDS recognises the legacy of apartheid and fragmented spatial structure across KZN and emphasises creating integrated, efficient settlement patterns, strengthening rural-urban linkages, emphasising major growth corridors (coastal and inland) and enhancing access to opportunities (jobs, services) especially in previously disadvantaged areas.

SPATIAL DIRECTIVES: Position the coastal strip (Scottburgh–Park Rynie–Pennington) as a high-priority growth corridor aligned with the PGDS goal of leveraging coastal assets and service nodes for inclusive growth. Strengthen inland nodes (Umzinto, surrounding peri-urban settlements) to improve urban-rural linkage, aligning with the PGDS emphasis on reducing spatial inequality and integrating rural areas into growth networks. Prioritise development along the N2 and R102 corridors in Umdoni as part of the provincial growth spine, thereby aligning local mobility and investment priorities with provincial corridor strategy. Protect and upgrade infrastructure and services in previously disadvantaged settlements in Umdoni (rural/TA areas), consistent with the PGDS aim of improving access to services and correcting backlogs.

2.4.2. KZN PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF)

The KZN PSDF establishes the province's overarching spatial vision and provides the spatial logic that guides municipal SDFs, corridor planning, settlement structuring and resource protection. Its central aim is to restructure KwaZulu-Natal's fragmented rural–urban landscape by promoting compact, well-serviced settlement patterns; strengthening primary, secondary and tertiary nodes; and directing growth toward existing corridors where infrastructure investment can yield the greatest returns. The PSDF emphasises inclusive development, climate resilience, sustainable land use and improved connectivity between coastal and inland systems.

SPATIAL DIRECTIVES: Protect agricultural production areas within Umdoni's inland sugarcane belt, in line with the PSDF's designation of high-value agricultural zones where land transformation must be controlled and value-addition encouraged. Strengthen Umdoni's inland node of Umzinto as part of the PSDF's system of secondary service centres, ensuring densification, social facility concentration, and improved connectivity to both the coast and surrounding rural settlements. Prioritise the N2 and R102 as provincial corridors, aligning Umdoni's future settlement expansion, tourism development, logistics activity and public transport with these high-order mobility spines. Promote compact, integrated settlement form in Umdoni's peri-urban areas (Amandawe, Amahlongwa, Emalangeni), reducing sprawl, improving service efficiency and strengthening rural–urban linkages in alignment with provincial spatial transformation goals..



Map 6: KZN Provincial SDF

2.4.3. KZN SPATIAL ECONOMIC DEVELOPMENT STRATEGY (PSEDS)

The PSEDS provides the province-wide framework for identifying key economic sectors, geographic priority areas, and strategic corridors that should receive focused investment to drive inclusive growth. It categorises KwaZulu-Natal’s economy into sector clusters—tourism, agriculture, manufacturing, logistics/transport, and services. It views coastal municipalities like Umdoni as high-opportunity territories within the tourism and services clusters, while the inland hinterlands form part of medium-potential agricultural and rural development zones.

SPATIAL DIRECTIVES: The PSEDS supports the positioning of Umdoni’s coastal belt, including Scottburgh, Park Rynie and Pennington, as a strategic tourism node through mixed-use development, beachfront enhancement, expanded accommodation opportunities and the protection of coastal assets. The municipality should leverage the N2 and R102 corridors as key economic and mobility routes, improving access to markets and supporting corridor-based growth. Umzinto should be strengthened as an inland service and commercial centre that connects rural communities to economic opportunities and supports small business development. The strategy also promotes agricultural development within the inland sugarcane belt and traditional settlement areas through value-chain expansion and agro-processing opportunities.

2.4.4. KZN PROVINCIAL HUMAN SETTLEMENTS MASTER PLAN

The Provincial Human Settlements Master Plan guides housing delivery, land release and spatial transformation across KwaZulu-Natal by promoting well-located, sustainable and infrastructure-supported human settlements. It emphasises the integration of housing development with bulk engineering services, sound land-use management, environmental protection and climate resilience. For coastal municipalities such as Umdoni, the plan highlights the need for stronger development controls, appropriate densification, mixed-use settlement patterns and the coordinated provision of water and sanitation infrastructure to accommodate growth sustainably.

SPATIAL DIRECTIVES: Direct future housing projects toward existing serviced areas, especially around Umzinto, Amandawe, Amahlongwa and Emalangeni, rather than expanding into unserviceable or environmentally sensitive land. Prioritise densification and mixed-use housing in Umdoni’s major nodes (Scottburgh–Park Rynie–Pennington and Umzinto), ensuring

compact urban form aligned with infrastructure capacity and access to jobs, transport and social facilities. Upgrade and formalise informal settlements in Umdoni where they coincide with access to services and transport routes, following the plan's directive to pursue in-situ upgrading where feasible rather than relocation.

Implement controlled rural settlement expansion within traditional authority areas (Dududu, Kenterton, inland Amahlongwa), ensuring that housing follows a structured rural-node hierarchy rather than dispersed ribbon development. Align new housing projects with corridor development, especially along the R102/N2, to reinforce provincial mobility and settlement restructuring objectives. Ensure housing delivery is tied to infrastructure readiness, prioritising areas with confirmed water, sanitation and electricity capacity to prevent further load pressure on constrained systems.

2.4.5. KZN COASTAL MANAGEMENT PROGRAMME (CMP)

The KZN Coastal Management Programme provides the provincial framework for managing, protecting and regulating the province's 600 km coastline. It operationalises the Integrated Coastal Management Act by identifying coastal vulnerability zones, setting coastal setback requirements, regulating land use within the coastal protection zone, and guiding municipalities toward sustainable coastal development. The CMP prioritises ecosystem protection, safe public access, climate-resilient infrastructure, and responsible land-use management along beaches, estuaries, dunes and river mouths.

SPATIAL DIRECTIVES: Apply coastal setback lines strictly along Umdoni's shoreline (Scottburgh–Park Rynie–Pennington–Ifafa–Elysium), preventing

development in erosion-prone and storm-surge-sensitive zones. Protect estuaries and river mouths—including the Mphambanyoni, Umzinto, uMthwalume and Ifafa systems—as priority coastal ecological assets, restricting incompatible development in their buffer zones. Rehabilitate degraded dune systems and coastal vegetation, especially in areas experiencing tourism pressure or erosion risk, aligning with CMP requirements for ecological stabilisation.

Improve and formalise public coastal access, ensuring safe, equitable and environmentally responsible access points to beaches in Scottburgh, Park Rynie and Pennington. Restrict hard infrastructure (seawalls, platforms, coastal roads) in high-risk areas unless supported by environmental authorisation and accompanied by soft-engineering or nature-based alternatives. Manage stormwater and runoff impacts from inland settlements draining into estuaries, reducing pollution loads and sedimentation that weaken coastal ecosystems.

2.4.6. KZN PROVINCIAL INTEGRATED INFRASTRUCTURE MASTER PLAN

The KwaZulu-Natal Provincial Integrated Infrastructure Master Plan (PIMP) provides the provincial framework for coordinated infrastructure investment to support economic growth and service delivery. Managed by the KZN Department of Public Works in conjunction with the Provincial Infrastructure Coordination Workgroup and the Provincial Planning Commission, the plan covers roads, rail, harbours, airports, water, sanitation, electricity, ICT, school and health facilities, and human settlements, aligned to the Provincial Growth and Development Plan (PGDP) and the Presidential Infrastructure Commission's Strategic Integrated Projects (SIPs).

SPATIAL DIRECTIVES: Prioritise bulk water and sanitation infrastructure investment within Umdoni in line with the provincial Water Master Plan, addressing existing service delivery backlogs and supporting the Lower uMkhomazi Bulk Water Supply Scheme. Maintain and upgrade the N2 as the primary national corridor traversing Umdoni, and improve the R102 and R612 as secondary roads connecting coastal towns to inland communities. Support the upgrade of the Kelso, Park Rynie and Scottburgh commuter rail stations in line with PRASA's provincial rail upgrading programme, strengthening inter-modal connectivity between Umdoni and eThekweni. Direct social infrastructure investment — including schools, clinics and community facilities — to identified nodal points consistent with the PIMP's mandate to concentrate services at sustainable settlement locations.

2.4.7. SUMMARY OF KEY THEMES: PROVINCIAL LEGISLATION AND POLICY DIRECTIVES

Table 2: Summary of Key Themes - Provincial Legislation and Policy Directives

KZN PGDS	KZN PSDF	KZN PSEDS	KZN HUMAN SETTLEMENTS MASTER PLAN	KZN CMP
<ul style="list-style-type: none"> Promote integrated, efficient settlement patterns Address spatial inequality through rural–urban integration Protect environmental assets & agricultural land Strengthen infrastructure in previously disadvantaged areas Promote compact, sustainable settlement form 	<ul style="list-style-type: none"> Align Umdoni with provincial nodes & corridors Support Umzinto as a secondary inland service node Structure rural settlements into service nodes Protect high-potential agricultural zones Prevent scattered/ribbon development 	<ul style="list-style-type: none"> Position Umdoni’s coastal belt as a tourism priority area Strengthen N2/R102 as part of the strategic economic/logistics spine Support agricultural value chains in inland sugarcane belt Improve rural–urban market access Channel investment into high-opportunity economic areas 	<ul style="list-style-type: none"> Prioritise densification & mixed-use housing in serviced nodes Direct future housing to existing serviced areas Formalise informal settlements where feasible Implement controlled growth in rural/TA areas Align housing delivery with infrastructure capacity 	<ul style="list-style-type: none"> Enforce coastal setback lines & coastal protection zones Protect estuaries, dunes & sensitive coastal ecosystems Restrict development in erosion- & flood-prone coastal areas Improve safe, equitable public coastal access Integrate coastal risk mapping into settlement planning

4.1. DISTRICT POLICIES AND SECTOR PLANS

4.1.1. UGU DISTRICT MUNICIPALITY INTEGRATED DEVELOPMENT PLAN (IDP), 2025/26

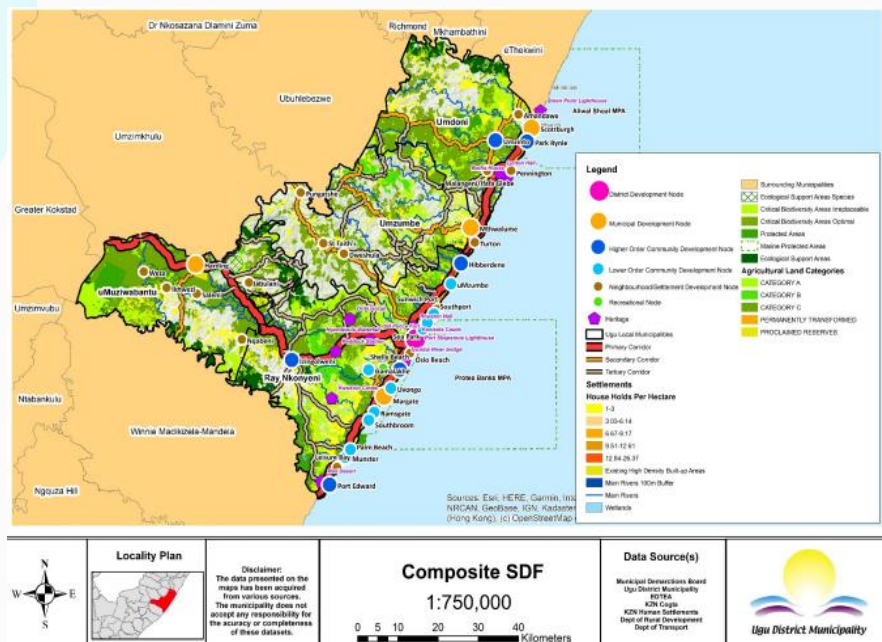
The Ugu District IDP provides the overarching framework for regional service delivery, infrastructure investment, environmental management and economic development across all municipalities in the district. It highlights persistent district-wide challenges including unreliable water supply, ageing wastewater infrastructure, constrained electricity distribution, transport backlogs, climate vulnerability, and uneven economic participation. The IDP emphasises the need for coordinated planning across local municipalities to stabilise bulk services, improve institutional capacity, and align spatial development with district-level priorities.

SPATIAL DIRECTIVES: Reinforce Umzinto as an inland service node within Ugu’s regional hierarchy, improving access to district water services, sanitation, internal roads, and administrative facilities to support surrounding peri-urban settlements with growing populations. Strengthen the coastal urban belt as part of the district’s primary economic zone, supporting Umdoni’s coastal towns (Scottburgh–Pennington–Ifafa) as tourism anchors while improving coastal management, wastewater capacity, and protection of dunes, estuaries, and beaches. Improve district-level water and sanitation reliability in Umdoni, prioritising bulk upgrades, drought mitigation, maintenance programmes, and integration of wastewater system rehabilitation with settlement expansion. Align Umdoni’s mobility system with the N2 and district corridors, upgrading key access routes linking Umdoni’s traditional authority areas and Umzinto to coastal job markets and district facilities.

4.1.1. UGU DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF), 2025/26

The Ugu District SDF provides the district-wide spatial vision and the structuring elements that guide the distribution of future development, infrastructure investment and environmental management across Ugu’s four municipalities. Its core focus is on restructuring the district through the coordinated development of activity nodes, development corridors, and service hubs, creating a spatial pattern that links high-potential coastal towns with under-serviced inland and rural hinterlands. The SDF further frames a district movement system centred on the N2 and R61 as primary development corridors, together with secondary and tertiary roads that connect local towns, rural communities and economic nodes

SPATIAL DIRECTIVES: Reinforce Scottburgh as a Municipal Development Node, consistent with the district hierarchy identifying it as one of the key municipal-level economic centres with commercial, administrative and government functions. Support Umzinto and Park Rynie as Higher-Order Community Development Nodes, strengthening them as major service points for surrounding inland and coastal communities through improved facilities, mobility, and economic activity clustering. Align development along the N2 (Primary Corridor), where the SDF identifies major opportunities for growth, high-speed mobility, regional linkages and public transport interchanges connecting Umdoni’s settlements to district-level nodes. Strengthen the R102 and other district-designated Secondary Corridors (R620, R612, P68, P73, P517), which connect Umdoni’s towns and rural settlements to each other and to the wider district economy, improving goods movement and commuter mobility.



Map 7: Ugu District SDF

4.1.2. DISTRICT DEVELOPMENT MODEL (DDM) – UMDONI DISTRICT "ONE PLAN"

The One Plan, developed under the District Development Model (DDM), is an inter-governmental long-term strategic framework for the Ugu District. It sets the vision for 2042: “Ugu District will be a socio-economically, sustainable, spatial and transformed destination anchored by tourism, agriculture and industrialization”. The plan aligns the three spheres of government, sector departments and private sector investment to pursue integrated delivery, spatial transformation, land release, infrastructure coordination and inclusive growth. It recognises Umdoni’s role in this district realm — as a coastal–inland interface municipality with tourism

potential, agricultural hinterland and infrastructure backlogs and positions it for alignment with district-wide structural elements.

SPATIAL DIRECTIVES: Align Umdoni with district-scale corridors (notably N2) and nodes by ensuring that its R102/N2 frontage and coastal/interior linkages act as part of the district’s growth spine. Anchor Umdoni’s coast (Scottburgh–Park Rynie–Pennington) as a strategic tourism-anchor node within the district’s vision of “tourism, agriculture, industrialisation”. Direct land-release and infrastructure investment inland from the coast toward Umdoni’s hinterland (Amandawe–Amahlongwa–Dududu) in a structured manner rather than fringe sprawl, consistent with the One Plan’s emphasis on land development management. Integrate Umdoni’s traditional-authority and rural settlements within the district service network, ensuring that these areas are not isolated but benefit from the DDM’s focus on spatial inclusion.

4.1.3. UGU DISTRICT RURAL DEVELOPMENT PLAN, 2019

The District Rural Development Plan identifies agriculture and rural economic development as key drivers for reducing poverty, food insecurity and underdevelopment in Ugu. It promotes the integration of rural areas into broader municipal spatial, economic and social systems by aligning rural investment with SDFs, land use management and land reform initiatives, while directing infrastructure, economic support and social services to areas of greatest need and development potential. For Umdoni, the plan emphasises a dual focus on strengthening the productive coastal and sugarcane economy, linked to agro-processing value chains, while improving living conditions and access to opportunities in rural traditional authority areas where socio-economic challenges remain significant.

SPATIAL DIRECTIVES: The DRDP requires Umdoni’s SDF to protect high-potential agricultural land, particularly the commercial sugarcane belt west of the N2, while supporting agro-processing, renewable energy and logistics infrastructure that strengthen rural value chains. Traditional authority areas should be incorporated into a structured rural settlement hierarchy, with investment focused on access roads, basic services and social facilities clustered around identified service nodes.

The SDF should also apply the DRDP’s “place versus people” approach by directing productive investments such as agri-hubs, irrigation, storage facilities and tourism developments to high-potential areas, while prioritising education, skills development, social infrastructure and improved public transport in lower-potential but densely populated settlements. Environmentally sensitive areas, including CBAs, wetlands, protected areas and steep slopes, should be safeguarded from inappropriate development, with rural investment directed to suitable settlement areas that support both environmental sustainability and local livelihoods.

4.1.4. UGU DISTRICT MUNICIPALITY CLIMATE CHANGE RESPONSE STRATEGY, 2017

The Ugu Climate Change Response Strategy provides a district-wide framework for managing climate risks, including flooding, coastal erosion, extreme rainfall, drought, heat stress and storm damage. It promotes climate resilience as a key consideration in spatial planning, infrastructure, disaster management and environmental governance. The strategy identifies three climate zones across the district, with the coastal zone, including Umdoni, facing significant risks from sea-level rise, storm surges,

estuary impacts and coastal flooding, while inland areas are more vulnerable to drought, heat stress and stormwater-related challenges.

SPATIAL DIRECTIVES: Improve stormwater resilience in inland growth areas such as Umzinto, Amandawe, Amahlongwa and Emalangeneni, where intense rainfall events and inadequate capacity increase the likelihood of infrastructure failure and settlement-level flooding. Restrict development in flood-prone river corridors, especially along the Mphambanyoni, Umzinto, uMthwalume and Ifafa rivers, which the strategy highlights as high-risk hydrological zones requiring drainage management and ecological protection. Prioritise water security interventions in Umdoni’s inland settlements, where drought vulnerability and declining rainfall reliability threaten domestic supply and ecological systems; strengthen groundwater protection and water conservation initiatives.

Strengthen coastal protection measures in Scottburgh, Park Rynie, Pennington and Ifafa, where the strategy identifies high exposure to storm surges, coastal erosion and sea-level rise; integrate coastal setback lines and nature-based buffers into land-use decisions. Protect wetlands, estuaries and riparian ecosystems as natural climate buffers—particularly the estuarine systems flagged as priority areas for conservation in the district (Ifafa, Mthwalume, Umzinto).

4.1.5. UGU DISTRICT LOCAL ECONOMIC RECOVERY FRAMEWORK (2022–2032, REVIEWED 2025)

The Ugu Economic Recovery Framework positions economic recovery within a broader green economy transition, emphasising sustainable resource use, improved water quality and resilient agricultural production

as core elements of district-wide economic revitalisation. The framework stresses that recovery must simultaneously address employment, environmental protection and long-term productivity—linking job creation to ecosystem management, climate adaptation, and sustainable agriculture. The strategy highlights that Ugu’s recovery must reduce economic vulnerability by stabilising agriculture, improving soil and land management, and enhancing water security, which are critical challenges that directly affect rural municipalities such as Umdoni.

SPATIAL DIRECTIVES: Strengthen climate-smart agricultural zones in inland Umdoni—particularly the sugarcane belt—by supporting sustainable farming practices, soil protection, and water management initiatives identified as essential to district-wide resilience. Align Umdoni’s green-economy initiatives with district priorities aiming to grow employment through nature-based solutions, improved water systems, and sustainable land-use practices, especially where agriculture and environmental assets intersect.

Enhance ecosystem protection along Umdoni’s coast and estuaries, recognising that district recovery depends on safeguarding beaches, estuaries, and river mouths which support tourism, fisheries and environmental resilience. Integrate green infrastructure into settlement planning, ensuring Umdoni’s coastal and inland settlements incorporate drainage, flood mitigation, and soil conservation systems aligned with district-wide climate and environmental recovery objectives. Improve agricultural water security in Umdoni’s rural hinterland—identified by the Framework as a district-wide vulnerability—through better irrigation efficiency, catchment protection, and investment in water-saving technologies.

4.1.6. UGU DISTRICT GROWTH AND DEVELOPMENT STRATEGY (DGDS), 2012

The Ugu DGDS (2012) provides the overarching long-term strategic framework committing all stakeholders to a shared 2030 vision for the district as a leading tourism destination and agricultural and manufacturing hub. The strategy is structured around seven strategic drivers: Spatial Restructuring and Security of Tenure; Sectoral Development and Support; Education and Skills Development; Safety and Empowerment of Communities; Strategic Infrastructure Investment; Institutional Development; and Environmental Sustainability. These drivers provide the strategic platform from which the Umdoni SDF must take direction and draw spatial expression.

SPATIAL DIRECTIVES: Reinforce Scottburgh as the primary Municipal Development Node with commercial, administrative and government functions. Support Park Rynie as a Neighbourhood-Level Multi-Use Node, promoting light industrial and agri-processing activity along the Park Rynie–Umzinto corridor. Align development along the N2 as the Primary Corridor, connecting Umdoni's settlements to district-level nodes through improved mobility and public transport interchanges. Strengthen the R102 and R612 as Secondary Corridors linking Umdoni's towns and rural settlements to the wider district economy. Retain and upgrade the commuter rail stations at Kelso, Park Rynie and Scottburgh as critical inter-modal facilities connecting Umdoni to the eThekweni rail network.

2.4.8. SUMMARY OF KEY THEMES: UGU DISTRICT POLICY DIRECTIVES

Table 3: Summary of Key Themes - District Policy Directives

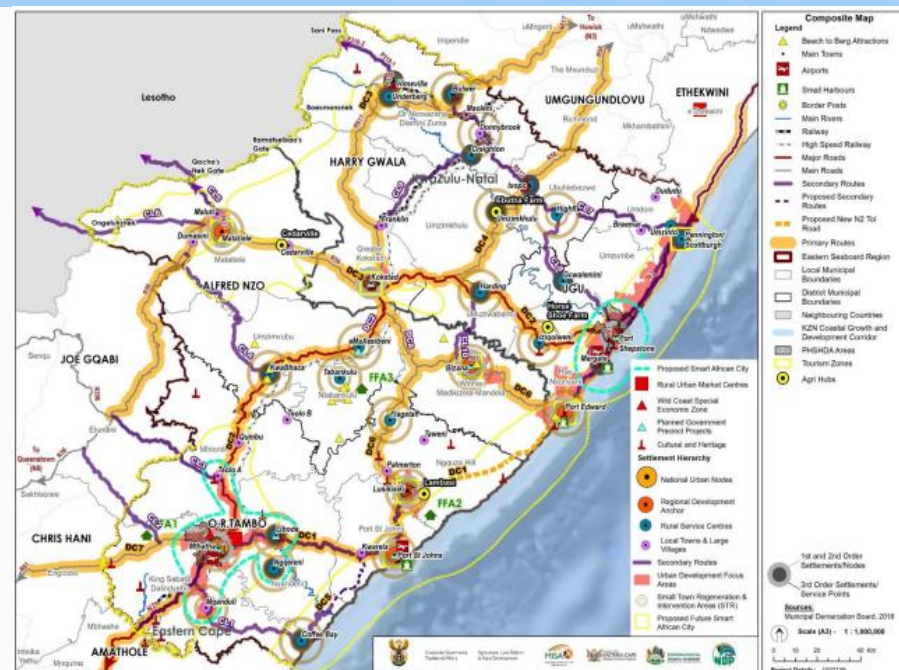
UGU DM IDP	UGU DM SDF	UGU DM RURAL DEVELOPMENT PLAN	UGU DM CLIMATE CHANGE RESPONSE STRATEGY	UGU DM LOCAL ECONOMIC RECOVERY FRAMEWORK	UGU DDM “ONE PLAN”
<ul style="list-style-type: none"> Strengthening of coastal economic belt Improve bulk water & sanitation reliability in Umdoni Integrate Umdoni into N2 mobility spine Protect river systems & estuaries Support climate resilience & DRR Improve rural–urban mobility 	<ul style="list-style-type: none"> Reinforce Scottburgh as municipal node Umzinto & Park Rynie as higher-order community nodes Prioritise N2 and R102 as district corridors Intensify development in established nodes Apply environmental management zones Develop neighbourhood/settlement nodes 	<ul style="list-style-type: none"> Protect high-potential agricultural land Support agro-processing & rural value chains Strengthen rural access & service nodes Formalise dense TA settlements through rural hierarchy Improve human capital & service access in low-potential areas Invest in rural roads, storage, and irrigation 	<ul style="list-style-type: none"> Coastal protection & erosion management Avoid settlement expansion in floodplains Upgrade stormwater systems in inland settlements Protect wetlands, estuaries & riparian buffers Integrate climate risk into SDF & settlement planning Build water security & drought resilience 	<ul style="list-style-type: none"> Advance climate-smart agriculture in inland Umdoni Improve agricultural water security Align Umdoni to green-economy and ecosystem-based jobs Protect beaches, estuaries & natural assets underpinning tourism Integrate green infrastructure into settlement development Support livelihood recovery through nature-based solutions 	<ul style="list-style-type: none"> Position coastal towns as district tourism anchors Structure growth through nodes & corridors Guide inland growth away from unstructured sprawl Protect agricultural belts & critical ecosystems Align Umdoni with land-release precincts Improve service infrastructure & governance alignment

4.1. REGIONAL AND LOCAL POLICIES AND SECTOR PLANS

4.1.1. EASTERN SEABOARD REGIONAL SPATIAL DEVELOPMENT FRAMEWORK, 2023

The Eastern Seaboard RSDf aims to transform South Africa’s coastal belt into a balanced and integrated regional development corridor, addressing spatial inequality and unleashing economic potential along the N2 coastal spine. Its primary focus is on promoting equitable coastal urbanisation, economic diversification, and environmental resilience through coordinated planning across four district municipalities—Ugu (which includes Umdoni), Harry Gwala, OR Tambo, and Alfred Nzo.

SPATIAL DIRECTIVES: Protect coastal ecosystems, wetlands, and estuaries—notably the uMkhomazi and Ifafa catchments—through climate-resilient land use management and integration of green infrastructure principles. Position Scottburgh as a coastal tourism hub, integrating resort development, coastal heritage protection, and community-based tourism ventures in Pennington and Park Rynie. Reinforce Umzinto as a key secondary inland service node linking rural settlements to the N2 economic spine and the broader Eastern Seaboard corridor. Promote sustainable coastal urbanisation by directing growth toward existing nodes, avoiding ribbon or fragmented development along the N2 corridor, and encouraging higher densities around transport and service hubs. Expand agri-processing and smallholder agricultural initiatives in inland areas, particularly around Sezela, Esperanza, and uMkhomazi, to support rural livelihoods and regional food security. Integrate renewable energy and low-carbon design standards into infrastructure and settlement development to advance the Eastern Seaboard’s sustainability goals.



Map 8: Eastern Seaboard RDSF

4.1.2. UMDONI LOCAL MUNICIPALITY INTEGRATED DEVELOPMENT PLAN, 2025/26

The IDP sets out Umdoni’s medium-term development priorities and provides a framework for integrating service delivery, spatial planning, environmental management and economic development. It highlights the municipality’s dual urban structure, comprising a tourism-driven coastal belt (Scottburgh–Pennington–Ifafa) and a growing inland administrative centre (Umzinto) surrounded by dense peri-urban and traditional

settlements. The IDP identifies key spatial pressures including rapid population growth, service backlogs in inland wards, rising coastal development demand, environmental vulnerabilities along river corridors, and the need to strengthen the R102/N2 corridor as the backbone of regional economic activity.

SPATIAL DIRECTIVES: Consolidate development along the N2–R102 corridor, using it as the main spatial spine for economic activity, mobility, and infrastructure investment. Reinforce the coastal strip (Scottburgh–Park Rynie–Pennington) as the primary economic and tourism zone, guiding mixed-use intensification while enforcing strict coastal and estuarine environmental safeguards. Strengthen Umzinto as the inland administrative and commercial hub, prioritising densification, infrastructure upgrades, and improved connectivity with surrounding settlements such as Amandawe, Amahlongwa and Emalangeni. Support structured growth in rural and TA areas (Dududu, Kenterton, Amahlongwa) by directing expansion into serviceable nodes and preventing encroachment into high-value agricultural land. Protect environmental risk zones, restricting development in floodplains (Mphambanyoni, Umzinto, uMthwalume) and applying climate-resilient infrastructure standards in vulnerable settlements.

4.1.3. UMDONI LOCAL MUNICIPALITY DRAFT HOUSING SECTOR PLAN, 2017/18

The Housing Sector Plan guides the identification, prioritisation and sequencing of housing projects to address Umdoni's backlog and align human settlement delivery with municipal infrastructure and spatial development priorities. It highlights the municipality's mixed settlement pattern—formal coastal towns, a dense inland urban/peri-urban system around Umzinto, and expansive traditional authority areas—each carrying

unique demands for serviced land, infrastructure capacity, and tenure management.

SPATIAL DIRECTIVES: Prioritise housing consolidation around existing serviced nodes, especially Umzinto and the surrounding peri-urban settlements (Amandawe, Amahlongwa, Emalangeni), where population pressure and infrastructure deficits coincide. Support infill and renewal within the coastal urban system (Scottburgh–Park Rynie–Pennington), ensuring new housing complements tourism, protects coastal ecosystems, and aligns with bulk infrastructure capacity. Restrict settlement expansion into high-value agricultural land in the inland sugarcane belt and prevent ribbon development along rural roads.

4.1.4. UMDONI LOCAL MUNICIPALITY INTEGRATED WASTE MANAGEMENT PLAN (IWMP)

The IWMP provides the framework for waste minimisation, collection, storage, transportation, and disposal across Umdoni. It aims to ensure that waste services keep pace with population growth, settlement expansion and environmental sensitivities, while supporting the municipality's broader goals of sustainability, public health protection and efficient land-use management. The plan identifies the need for improved waste infrastructure, compliance with environmental regulations, and targeted interventions in areas with high illegal dumping and limited service access.

SPATIAL DIRECTIVES: Prioritise improved waste collection and management in dense inland settlements (Amandawe, Amahlongwa, Emalangeni, Umzinto), where constrained access and high population densities drive illegal dumping. Locate new waste transfer facilities inland, reducing travel distances and improving service coverage for rural and TA communities

such as Dududu and Kenterton. Protect sensitive environmental systems, particularly estuaries (Mpambanyoni, Ifafa, uMthwalume) and river corridors, by restricting incompatible waste-related activities and enforcing buffer zones.

Strengthen waste management capacity along the coastal strip (Scottburgh–Park Rynie–Pennington), where tourism, seasonal population surges and densification increase waste volumes and disposal pressure. Integrate waste infrastructure planning with settlement development, ensuring new housing and mixed-use areas include provision for waste storage, collection routes, and accessible drop-off points. Target illegal dumping hotspots through spatially focused clean-up programmes, surveillance, community recycling initiatives, and upgraded service access in affected wards.

4.1.5. UMDONI LOCAL MUNICIPALITY DISASTER RISK MANAGEMENT PLAN

The Umdoni Disaster Risk Management Plan sets out strategies to identify, reduce, and manage risks associated with natural and human-made disasters. Spatially, the Plan highlights Umdoni's high exposure due to its extensive coastline, steep inland valleys, informal and peri-urban settlement expansion in hazard-prone areas, and the ecological sensitivity of river systems and estuaries. The plan stresses that development decisions must align with hazard mapping, protect floodplains, and ensure that infrastructure investments prioritise resilience in both coastal and inland settlements.

SPATIAL DIRECTIVES: Enforce strict development controls in flood-prone river corridors, particularly along the Mphambanyoni, Umzinto,

uMthwalume, and Ifafa rivers, where recurring flooding threatens settlements and infrastructure. Apply coastal setback lines and erosion-risk management in Scottburgh, Park Rynie, Pennington, Elysium and Ifafa to prevent settlement encroachment into vulnerable coastal zones.

Prioritise resilient infrastructure upgrades, stormwater, bridges, culverts, access roads, in inland growth areas such as Umzinto, Amandawe, Amahlongwa, Emalangi and Dududu, where intense rainfall causes repeated damage.

Avoid new development on steep slopes and unstable terrain, especially in peri-urban and rural settlements where slope failure risks are high.

Integrate hazard mapping into housing and service planning, ensuring future settlement expansion avoids risk areas and directs growth to safer, serviceable land. Protect estuaries and wetlands as natural buffers by restricting incompatible land uses and establishing conservation-supportive zoning and buffer zones. Strengthen emergency access routes to rural and traditional authority areas to ensure mobility during storms, floods, and emergency response operations.

4.1.6. UMDONI LOCAL ECONOMIC DEVELOPMENT (LED) STRATEGY

The LED Strategy seeks to strengthen Umdoni's economic base by leveraging its coastal tourism assets, agricultural potential, and emerging inland commercial functions. It identifies the municipality's dual economy—tourism-driven coastal towns (Scottburgh, Park Rynie, Pennington, Elysium) and an administrative–commercial inland hub (Umzinto)—supported by agriculture, small enterprises, and an expanding informal economy. The strategy focuses on enabling economic growth through infrastructure

investment, improved market access, land availability for enterprise development, and support for SMMEs.

SPATIAL DIRECTIVES: Consolidate the coastal tourism belt (Scottburgh–Park Rynie–Pennington–Ifafa–Elysium) through mixed-use development, beachfront renewal, improved public amenities, and protection of coastal ecological assets that underpin tourism. Reinforce Umzinto as the inland economic and administrative hub by directing investment toward commercial revitalisation, market facilities, small enterprise spaces, and improved mobility links to surrounding settlements. Develop the N2–R102 corridor as the municipality’s economic spine, prioritising mobility improvements, signage, safety upgrades, and zoning that enables enterprise development, logistics, and light industry.

Strengthen agricultural value chains in the inland sugarcane and mixed-farming belt (Amandawe, Amahlongwa, Dududu, Kenterton), supporting agri-processing, logistics, and market access while safeguarding high-potential farmland. Enhance rural–urban connectivity by upgrading strategic access routes linking traditional authority areas to Umzinto and coastal markets, reducing isolation and improving economic participation.

Expand informal and SMME trading infrastructure in high-activity nodes such as Umzinto, Scottburgh and Park Rynie, ensuring safe, serviced, and well-located trading spaces. Align tourism development with environmental management, protecting estuaries, beaches, and natural areas that form the foundation of eco-tourism and destination branding.

4.1.7. SUMMARY OF KEY THEMES: LOCAL POLICY DIRECTIVES

Table 4: Summary of Key Themes - Local Policy Directives

EASTERN SEABOARD RSDF	UMDONI IDP	UMDONI LED STRATEGY	UMDONI HSP	UMDONI IWMP	UMDONI DISASTER MANAGEMENT PLAN
<ul style="list-style-type: none"> Strengthen N2 corridor linkages and connectivity between coastal and inland nodes. Coastal Consolidation Economic Diversification Rural Transformation Sustainable Infrastructure Environmental Resilience Tourism and Heritage Spatial Justice Low-Carbon Growth 	<ul style="list-style-type: none"> Coastal corridor consolidation Inland hub strengthening (Umzinto) Rural service node development Infrastructure upgrading in high-growth inland wards Protection of environmental risk areas Improved mobility and service connectivity 	<ul style="list-style-type: none"> Tourism corridor strengthening Reinforcement of Umzinto inland economic node N2/R102 corridor development Agricultural value chain development in inland belt SMME and informal trading support Rural–urban connectivity enhancement 	<ul style="list-style-type: none"> Consolidation of housing in serviced nodes Infill development in coastal towns Formalisation in strategic rural/TA settlements Avoidance of high-value agricultural land Housing in low-risk, serviceable zones Linking housing to transport and mobility networks 	<ul style="list-style-type: none"> Strengthened waste collection in inland settlements Development of inland transfer stations Protection of estuaries and river buffers Improved coastal waste-system management Integration of waste planning with settlement development Targeted illegal dumping hotspot interventions 	<ul style="list-style-type: none"> Flood-risk avoidance along major river systems Coastal erosion and storm-surge management Protection of estuaries and wetlands Infrastructure resilience in inland growth areas Slope-risk and unstable-terrain restrictions Strengthening emergency access routes

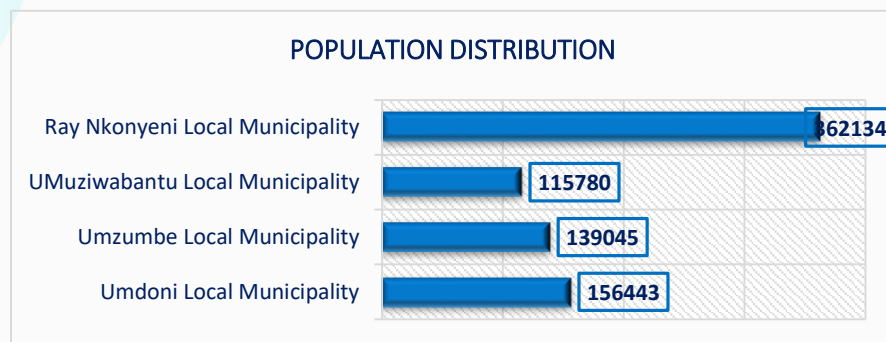
A night-time photograph of an industrial port or shipping yard. In the foreground, a large blue semi-trailer truck is moving from right to left, its motion blurred. The background features a complex of industrial structures, including cranes, conveyor belts, and stacks of colorful shipping containers. The sky is a deep twilight blue with some light clouds. The overall scene is dimly lit, with some artificial lights visible on the industrial structures.

UMDONI LOCAL MUNICIPALITY
SPATIAL DEVELOPMENT FRAMEWORK

SUMMARY OF STATUS QUO

3. SOCIO-ECONOMIC ASSESSMENT

3.1. POPULATION DISTRIBUTION



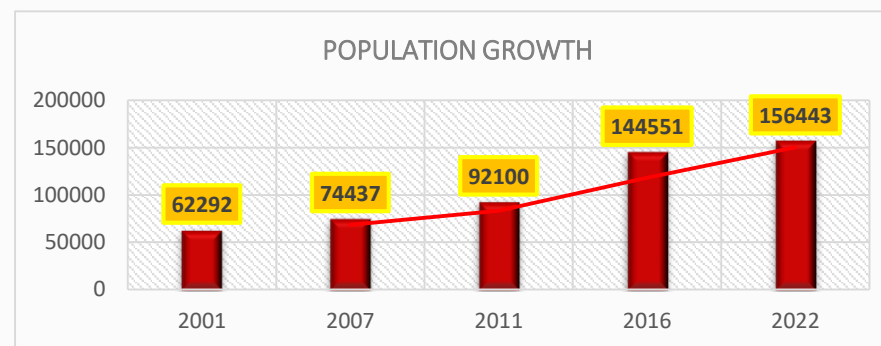
Graph 1: Population distribution - Census 2022

Umdoni Municipality, with a population of approximately 156 443 (20.23% of Ugu District), serves as a coastal residential municipality and lower- to mid-order service provider, functioning as a spatial transition zone between metropolitan and rural systems. Its development is largely driven by functional dependence on neighbouring higher-order centres, particularly eThekweni Metro and Ray Nkonyeni Municipality, rather than internal economic strength.

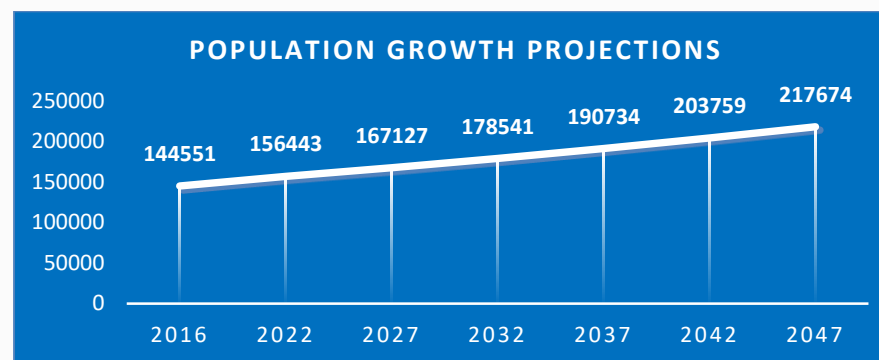
3.2. POPULATION GROWTH TRENDS AND PROJECTIONS

Umdoni's population has grown significantly over two decades, rising from 62 292 in 2001 to 156 443 in 2022. However, pre-2016 figures are not directly comparable due to a boundary adjustment that incorporated portions of the disestablished Vulamehlo Municipality into Umdoni. Using consistent post-2016 boundaries, the population grew from 144 551 to 156 443 between 2016 and 2022, reflecting a CAGR of 1.33%, and is projected to reach approximately 217 674 by 2047.

Growth is spatially uneven. The highest pressure is concentrated along the coastal strip — from Umzinto southwards through Shayamoya, Ocean View, Pennington, Bazley, Elysium, and Sezela — driven by settlement densification, housing demand, and N2 accessibility. Established coastal nodes such as Scottburgh and Park Rynie also experience high growth, while inland areas like Dududu and Amandawe remain lower-growth, driven primarily by natural increase and incremental settlement consolidation.

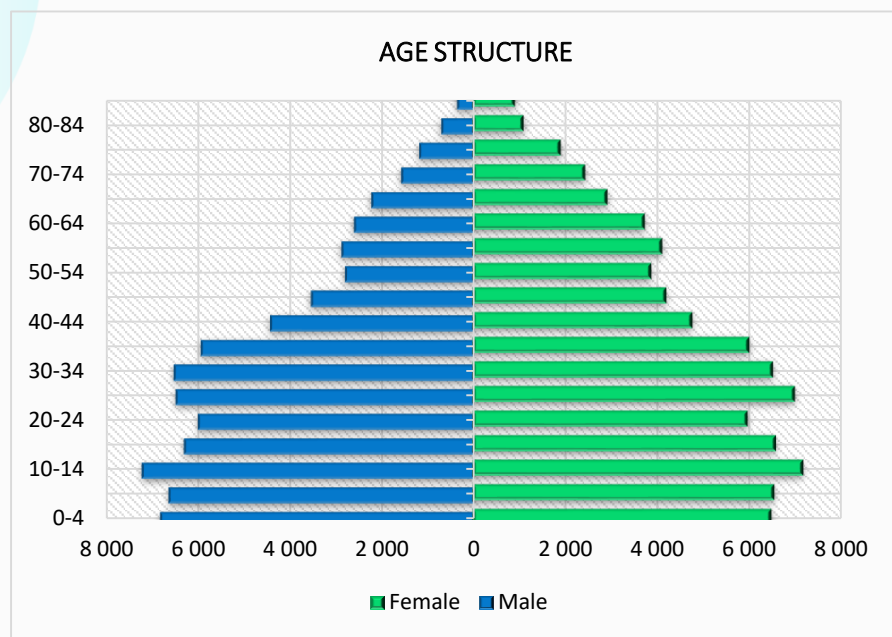


Graph 2: Population Distribution - Census 2001, 2011, 2022; CS 2007, 2016



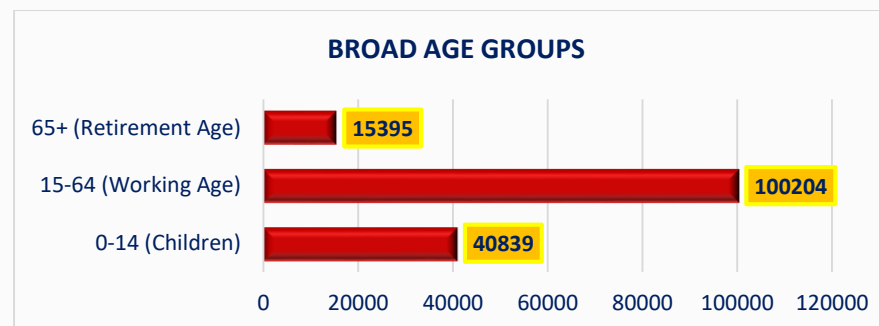
Graph 3: Population growth projections, 2042

3.3. AGE STRUCTURE



Graph 4: Age structure, Census 2022

The population of Umdoni is dominated by the working-age cohort (15–64 years), comprising approximately 100 204 people, followed by 40 839 children (0–14 years) and 15 395 elderly residents (65+ years). The strong working-age base supports labour supply to local sectors such as retail, tourism, services, construction and agriculture, although limited local job absorption continues to drive commuter outflows. The sizeable youth population sustains demand for education and future employment, particularly in inland settlements, while the growing elderly population, more concentrated along the coast, increases demand for healthcare, assisted living and accessible public infrastructure.



Graph 5: Broad age groups, Census 2022

3.4. DEPENDENCY RATIO

Table 5: Dependency ratio, 2016–2026, MSEP 2021

MUNICIPALITY	2016	2020	2026
UMDONI	52.9	52.1	52.0
UGU	68.4	68.2	68.0

Umdoni recorded a dependency ratio of approximately 52.1 in 2020, declining slightly from 52.9 in 2016 and projected to stabilise at 52.0 by 2026, indicating a moderate dependency burden. The gradual decline reflects a growing working-age population, strengthening labour force participation and economic productivity potential. However, dependency pressures remain spatially uneven, with coastal settlements generally reflecting stronger economic participation, while inland settlements continue to experience higher household vulnerability and service demand. Despite improving demographic support ratios, continued population growth sustains pressure on employment creation and infrastructure provision.

3.5. POPULATION GROUPS

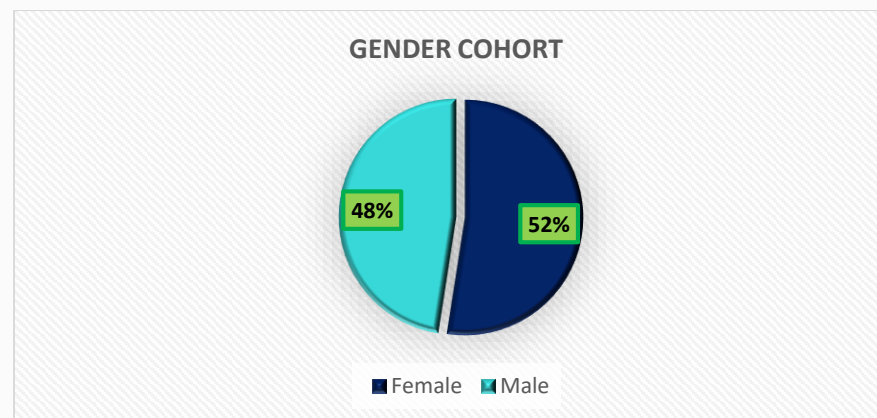
Umdoni's population is predominantly Black African (78.85%), followed by Indian or Asian (13.28%) and White (7.13%). Black African communities are concentrated in inland rural and traditional authority areas such as Dududu and Amandawe, where socio-economic vulnerability and service access challenges are more pronounced. Indian and White populations are more strongly represented along the coastal urban belt — including Scottburgh, Park Rynie, Pennington, and Umzinto — where economic participation, property ownership, and service access are generally stronger.

Table 6: Population groups – Census 2022

POPULATION GROUP	NO. OF PEOPLE	%
Black African	123 358	78.85
Coloured	896	0.57
Indian or Asian	20 778	13.28
White	11 155	7.13
Other	243	0.16
Unspecified	14	0.001
TOTAL	156 443	100

3.6. GENDER COHORT

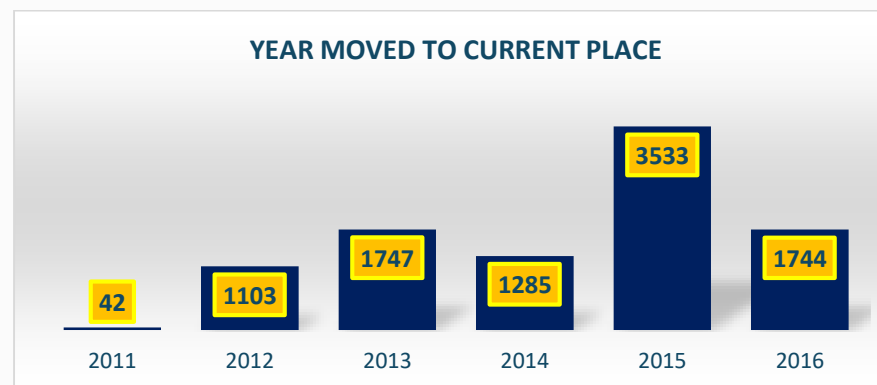
Umdoni's population is slightly female-dominated, with women comprising approximately 52% (82 051) and men 48% (74 392). This imbalance reflects broader trends of male out-migration for employment, resulting in a concentration of female-headed households — particularly in rural wards. It also signals increased demand for maternal and child health services, social support, and women-focused economic empowerment programmes in rural and peri-urban areas.



Graph 6: Gender cohort – Census 2022

3.7. MIGRATION TRENDS

Migration is the movement of people from one permanent home to another. Migration trends in Umdoni show a significant spike in in-migration during 2015, when over 3 533 individuals relocated to their current place of residence.

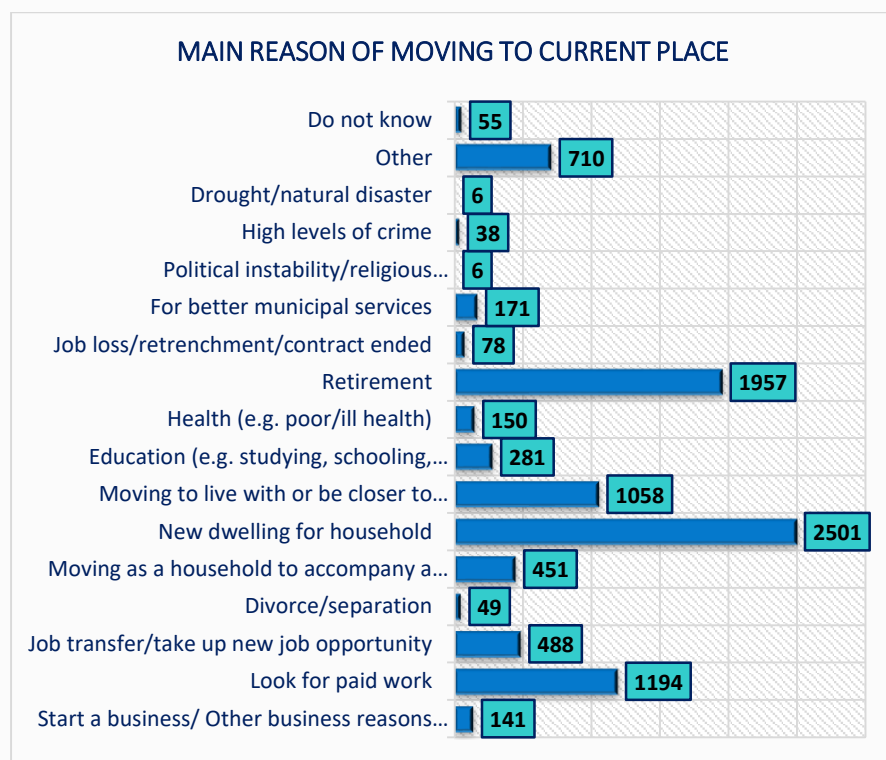


Graph 7: Year moved to current place - CS, 2016

UMDONI MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

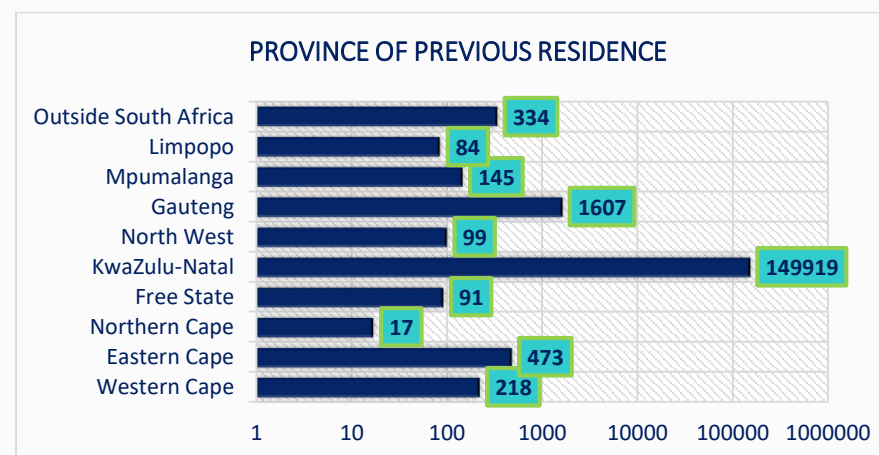
DRAFT SDF – JUNE 2026

Migration into Umdoni is primarily residential and lifestyle-driven, with inward migration peaking at approximately 3 533 in 2015 before declining to around 1 744 in 2016, likely influenced by boundary reconfiguration. The main drivers include access to new dwellings (2 501 people), retirement relocation (1 957 people), employment seeking (1 194 people), and proximity to family (1 058 people). Inflows are concentrated along the coastal belt — particularly Scottburgh, Park Rynie, Pennington, and Umzinto — reinforcing housing and infrastructure demand, while inland areas experience slower, family-linked settlement expansion.



Graph 8: Main reason for moving to current place

Migration into Umdoni is predominantly intra-provincial, with most residents originating from KwaZulu-Natal. Inter-provincial migration is limited, with the most notable inflows from Gauteng (1 607 people), linked primarily to residential and retirement relocation to coastal towns, and the Eastern Cape (473 people), associated with family reunification and employment in inland settlements. Approximately 334 international migrants, largely employed in tourism, services, construction, and agriculture, contribute to coastal housing demand and incremental inland settlement growth.

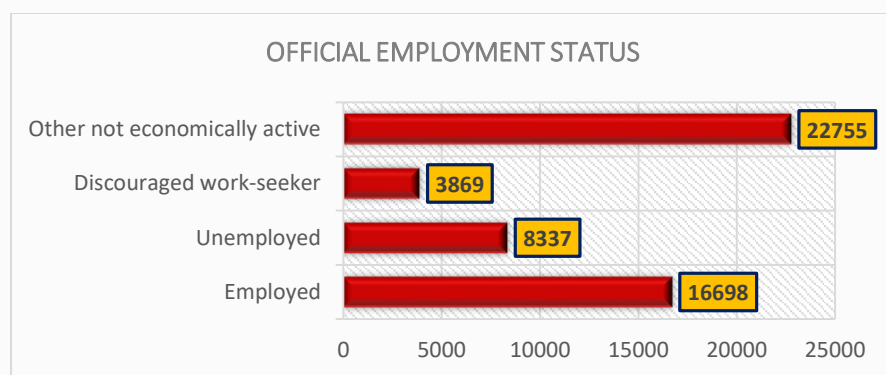


Graph 9: Province of usual residence - Census 2022

3.8. EMPLOYMENT STATUS

Employment is concentrated in coastal and corridor-based nodes — particularly Scottburgh, Park Rynie, Pennington, and Umzinto — where retail, tourism, services, construction, and light manufacturing cluster along the N2 corridor. Inland settlements such as Dududu and Amandawe account

for a disproportionate share of unemployment and discouraged work-seekers, with residents reliant on commuting to coastal nodes or neighbouring municipalities. Agricultural employment in central and western rural areas provides supplementary income, though largely seasonal and low-skilled. This pattern reinforces a corridor-focused coastal labour market sustained by inland labour-sending areas, deepening spatial inequalities in job access and economic participation.

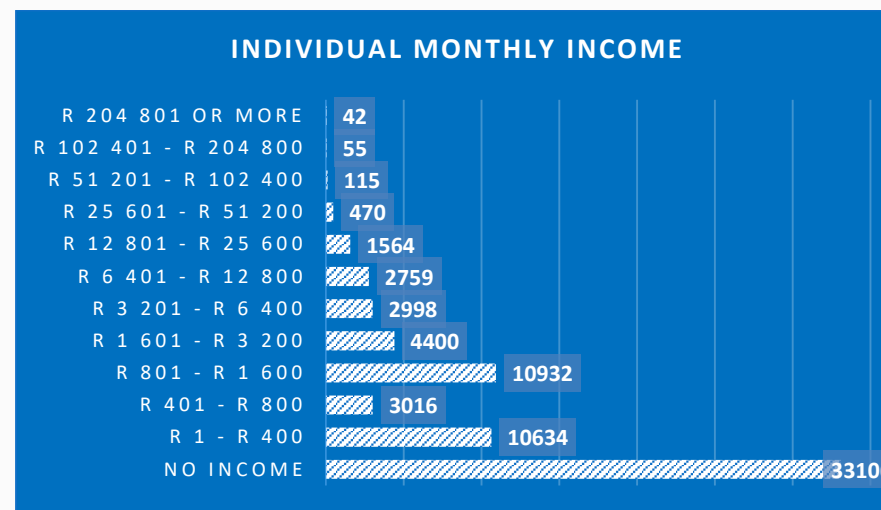


Graph 10: Official employment status, Census 2011

3.9. INDIVIDUAL INCOME BRACKETS

Approximately 47.23% of Umdoni's residents report no income, with a further 30.77% earning below R1 600 per month, reflecting widespread household vulnerability and dependence on social grants, informal activities, and low-wage employment. Less than 3% earn above R12 800 per month, indicating a very limited middle- to higher-income base. These disparities are spatially pronounced, with lower-income households concentrated in inland rural areas such as Dududu and Amandawe, while higher-income earners are more prevalent in coastal settlements —

Scottburgh, Pennington, Park Rynie, and Umzinto — where formal employment, tourism, property investment, and business activity are more established, reinforcing spatial inequalities in economic opportunity and living standards across the municipality.



Graph 11: Individual Monthly Income - Census 2011

3.10. EDUCATION AND SKILLS COMPETITIVENESS

3.10.1. SKILL LEVELS

Skill levels within the Umdoni Municipal area are depicted in the table below. Skill levels can be used as an indicator for the level of education within an area or region. Umdoni's labour force is dominated by semi-skilled (8 473) and low-skilled (6 235) workers, with skilled workers comprising a smaller share (4 059), reflecting an economy reliant on labour-absorbing rather than high-skill industries.

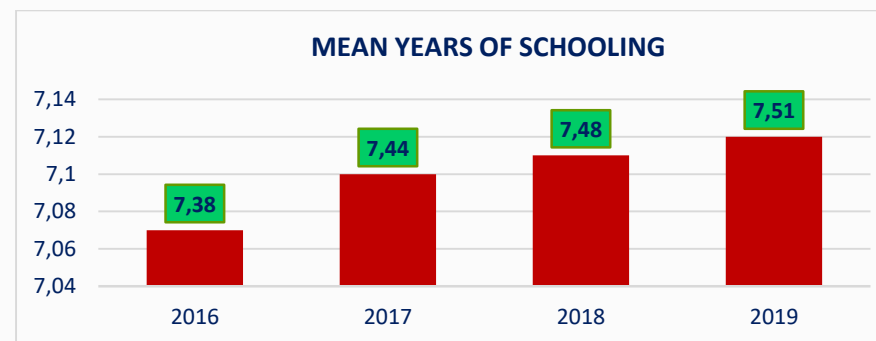
Table 7: Skills level - MSEP 2021

UMDONI MUNICIPALITY	NUMBER OF WORKERS 2016	NUMBER OF WORKERS 2019
Low-skilled	6 158	6 235
Semi-skilled	8 175	8 473
skilled	3 845	4 059
TOTAL	18 178	18 766

Employment is concentrated along the coastal corridor, with Scottburgh serving as the primary administrative and economic node and Umzinto functioning as an emerging secondary centre. Inland settlements, including Dududu and surrounding traditional authority areas, largely serve as labour-sending regions supplying workers to the coastal service economy and agricultural sector. This skills distribution aligns with Umdoni's dependence on tourism, retail, small enterprises, and agriculture — sectors that provide employment but generate limited demand for highly skilled occupations.

3.10.2. MEAN YEARS OF SCHOOLING

Mean years of schooling in Umdoni increased modestly from 7.38 years in 2016 to 7.51 years in 2019, reflecting gradual improvement in educational attainment, though remaining below the broader Ugu District average. This pattern mirrors the municipality's rural–urban structure, with higher educational attainment concentrated in urban nodes such as Scottburgh and Umzinto, where schools and support services are more accessible. Inland rural areas, particularly around Dududu and surrounding traditional authority areas, experience more limited educational access, perpetuating lower attainment levels and reinforcing spatial inequalities in skills development across the municipality.



Graph 12: Mean years of schooling, 2016-2019, MSEP 2021

3.10.3. EXPECTED YEARS OF SCHOOLING

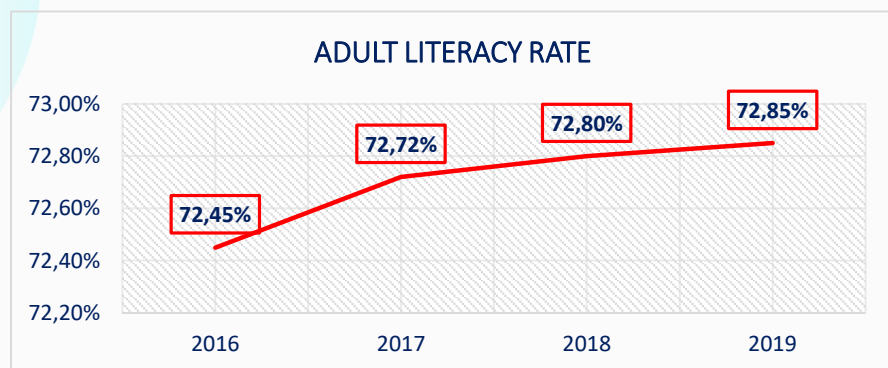
Expected years of schooling in Umdoni increased marginally from 12.50 years in 2016 to 12.54 years in 2019, remaining below the Ugu District average, which rose from 13.17 to 13.22 years over the same period.

Table 8: Expected years of schooling, 2016-2019, MSEP 2021

MUNICIPALITY	2016	2018	2019
UMDONI	12.50	12.53	12.54
UGU	13.17	13.20	13.22

This gap reflects the municipality's coastal–inland development structure, where education and social services are concentrated in established nodes such as Scottburgh, Umzinto, Park Rynie, and Pennington, while inland settlements including Amandawe, Kenterton, and surrounding traditional authority areas remain more distant from these services, contributing to lower educational attainment across parts of the municipality.

3.10.4. ADULT LITERACY



Graph 13: Adult literacy rate, 2016-2019, MSEP 2021

Adult literacy in Umdoni improved modestly from 72.45% in 2016 to 72.85% in 2019, reflecting a gradual increase in the share of adults with at least a Grade 7 education, with positive implications for labour market participation. Higher literacy levels are associated with established service nodes where educational facilities are concentrated, while lower levels persist in dispersed rural settlements and traditional authority areas with limited educational infrastructure. These spatial disparities underscore the importance of strengthening education access across the rural hinterland to support broader improvements in literacy and employability.

Table 9: Educational attendance and educational institution, Census 2022

ATTENDANCE AND EDUCATIONAL INSTITUTION	UMDONI
No	93 038
Yes, Pre-school	443
Yes, Primary school (Grade R to Grade 7)	21 205
Yes, Secondary school (Grade 8 to Grade 12)	17 260

ATTENDANCE AND EDUCATIONAL INSTITUTION	UMDONI
Yes, Special school for learners with disabilities	188
Yes, Technical Vocational Education and Training (TVET), formerly known as Further Education and Training College (FET), including Private Colleges	722
Yes, Other college (including Private and Public Nursing College, Agricultural College and Police College)	179
Yes, Higher educational institution (including University/ University of Technology and Private Higher Education Institution)	1 265
Yes, Community Education and Training College (including Adult Education and Training Learning Centre)	741
Yes, Home-based education/home schooling	70
Yes, Other	727
Do not know	1 281
Not applicable	13 611
Unspecified	5 713
TOTAL	156 443

The majority of Umdoni's population (93 038) is no longer enrolled in formal education. Among those currently attending, primary (21 205) and secondary (17 260) enrolment dominates, while post-school participation remains limited — with only 722 in TVET colleges, 179 in other colleges, and 1 265 in higher education. While basic education participation is relatively strong, low progression into post-school education constrains skills development and long-term human capital growth, highlighting the need to strengthen pathways to secondary completion and further education opportunities.

Table 10: Education Field

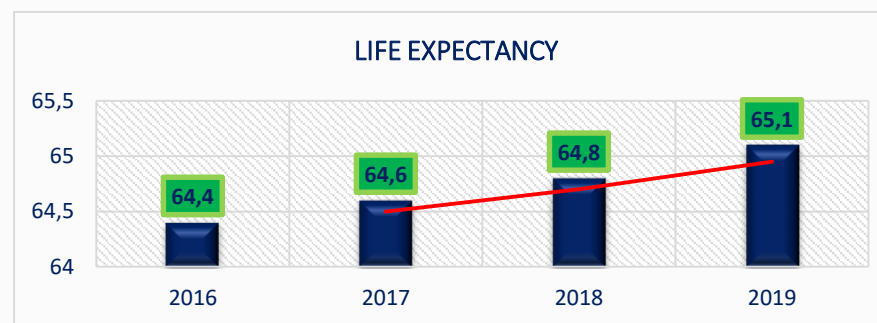
EDUCATION FIELD	UMDONI
Agriculture, Agricultural Operations and Related Sciences	
Architecture and the Built Environment	
Arts (Visual and Performing Arts)	
Finance and Accounting	
Business, Economics and Management Sciences	
Communication, Journalism and Related Studies	
Computer and Information Sciences	
Education	
Engineering	
Health Professions and Related Clinical Sciences	
Family Ecology And Consumer Sciences	
Languages, Linguistics or Literature	
Law	
Life Sciences	
Physical Sciences	
Mathematics and Statistics	
Military Sciences	
Philosophy, Religion and Theology	
Psychology	
Public Management and Services	
Social Sciences	
Hospitality, Including Tourism	
TOTAL	156 443

Post-school qualifications in Umdoni are concentrated in education (1 789), engineering (930), health professions (754), finance and accounting (574), and business and management sciences (561), with smaller shares in public

management, office administration, and computer sciences. Qualifications in advanced scientific fields remain minimal — mathematics and statistics (15), life sciences (46), and physical sciences (53). This profile reflects a skills base oriented toward service, administrative, and community-oriented occupations, consistent with the municipality's public sector and local service economy. The limited presence of technical and scientific qualifications may constrain the development of knowledge-intensive industries, reinforcing reliance on lower-order service and administrative employment.

3.10.5. LIFE EXPECTANCY

Life expectancy is the number of years a new-born would live if prevailing patterns of age-specific mortality rates at the time of birth were to stay the same throughout the child's life (DPME, 2017).



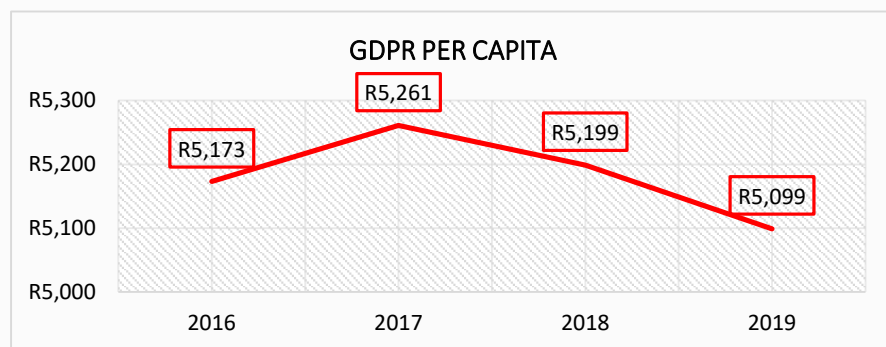
Graph 14: Life expectancy, MSEP 2021

Life expectancy in Umdoni rose gradually from 64.4 years in 2016 to 65.1 years in 2019, marginally exceeding the Ugu District average, suggesting relatively favourable local conditions in terms of service access and environment. Health outcomes are shaped by spatial accessibility, with

communities along the N2 corridor and coastal urban belt benefiting from proximity to healthcare facilities and transport infrastructure. In contrast, remote inland settlements face longer travel distances to healthcare services, reinforcing spatial disparities in health outcomes across the municipality.

3.11. POVERTY INDICATORS

3.11.1. GDPR PER CAPITA



Graph 15: GDPR Per Capita, MSE 2021

GDPR per capita in Umdoni peaked at R5 261 in 2017 before declining to R5 099 by 2019, reflecting an average annual contraction of -0.48% as population growth outpaced economic output. Despite this, Umdoni's per capita output exceeds the Ugu District average while remaining below the national average. This trend reflects the vulnerability of the municipality's economic base, which is heavily reliant on tourism, retail, and service activities — sectors sensitive to seasonal demand, consumer spending fluctuations, and broader regional economic conditions — limiting resilience in a relatively narrow local economy.

3.11.2. HOUSEHOLD INCOME

Average monthly household income in Umdoni was approximately R150 in 2019 — significantly below the Ugu District average of R1 406 and far below the national average of R166 641. Although income grew at 1.05% annually between 2016 and 2019, this lagged behind both district (1.16%) and national (1.83%) growth rates. This profile reflects a local economy characterised by low-wage employment, informal activities, and subsistence agriculture, compounded by a dispersed settlement pattern that limits access to higher-paying opportunities.

Table 11: Average Monthly Household Income, MSE 2021

	AVERAGE HOUSEHOLD INCOME (2019)	AVERAGE HOUSEHOLD INCOME GROWTH (2016-2019)
UMDONI	R150	1.05%
UGU	R1 406	1.16%
SOUTH AFRICA	R166 641	1.83%

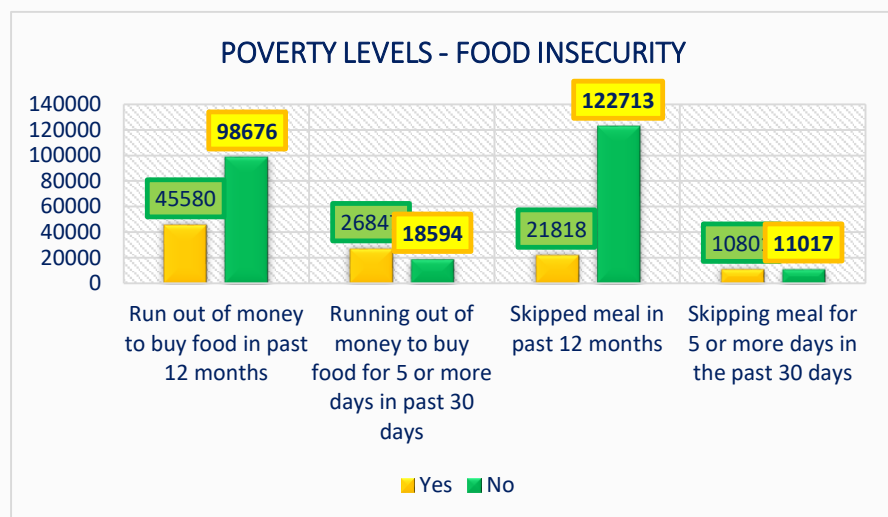
3.11.3. INDIGENT HOUSEHOLDS

Indigent households in Umdoni declined from 1 494 (4.4%) in 2016 to 912 (2.5%) in 2019, suggesting gradual improvement in household financial stability. This trend is partly attributable to expanding economic opportunities in local service, retail, and small enterprise activities, enabling some households to transition out of indigent status. However, fluctuations in recorded numbers may also reflect administrative factors such as registration updates and household verification processes, which influence how indigent support is captured and allocated.

Table 12: Indigent Households, MSEP 2021

	2016	2017	2018	2019
INDIGENT HOUSEHOLDS	1 494	2 183	790	912
% OF TOTAL HOUSEHOLDS	4.4%	6.3%	2.2%	2.5%

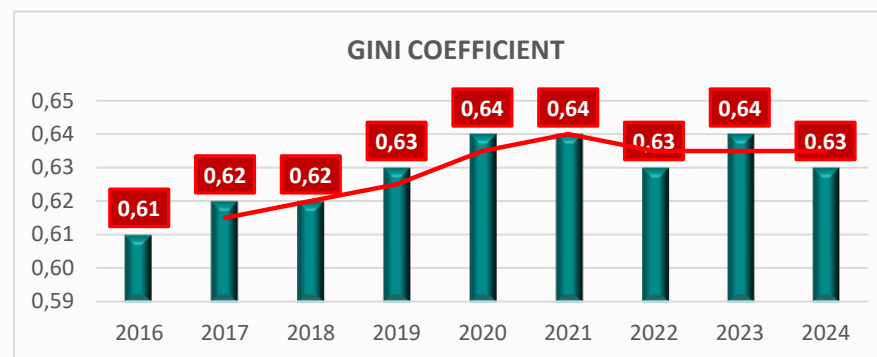
3.11.4. POVERTY LEVELS AND FOOD INSECURITY



Graph 16: Poverty levels - food insecurity

Food insecurity is a significant concern in Umdoni, with approximately 45 580 individuals reporting running out of money for food in the past year, 26 847 reporting food shortages lasting five or more days in the past month, 21 818 reporting skipped meals over the past year, and 10 801 households skipping meals for five or more days in the previous month. These figures collectively indicate widespread intermittent food insecurity, reflecting the municipality's broader socio-economic vulnerability.

3.11.5. GINI COEFFICIENT



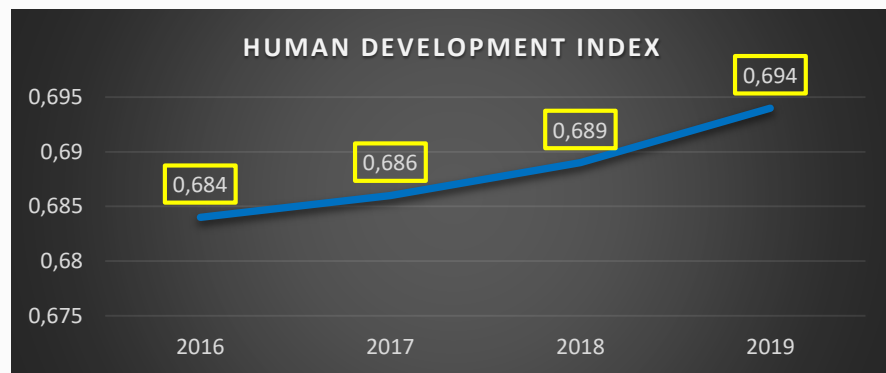
Graph 17: Gini Coefficient, SA Regional eXplorer v2607

Umdoni's Gini coefficient increased from 0.61 in 2016 to approximately 0.63 in 2024, reflecting a gradual widening of income inequality. Consistently high values above 0.60 throughout the period indicate persistently unequal income distribution. This inequality is spatially expressed in the contrast between higher-income coastal settlements — where tourism, commercial services, and formal employment are concentrated — and lower-income inland rural and traditional authority areas reliant on low-wage employment, informal activities, and social grants. The spatial divide between the coastal economic corridor and the rural hinterland remains a defining feature of income distribution across the municipality.

3.11.6. HUMAN DEVELOPMENT INDEX

The overall HDI increased from 0.59 in 2021 to 0.63 in 2024, following a slight decline in 2021. This recovery suggests gradual improvements in socio-economic conditions after earlier disruptions. However, HDI levels vary significantly across population groups. In 2024, the HDI for White

residents was approximately 0.90, followed by Asian residents at 0.80, while the African population recorded a lower HDI of 0.55. These differences highlight persistent inequalities in access to education, income opportunities and overall living standards across population groups within the municipality.



Graph 18: Human Development Index, MSEP 2021

Table 13: HDI per population group

YEAR	AFRICAN	WHITE	COLOURED	ASIAN	TOTAL
2020	0.55	0.91	-	0.78	0.62
2021	0.52	0.89	-	0.75	0.59
2022	0.53	0.91	-	0.75	0.60
2023	0.55	0.91	-	0.78	0.62
2024	0.55	0.90	-	0.80	0.63

Despite the overall improvement in HDI, these disparities indicate that human development outcomes remain unevenly distributed, with some population groups experiencing significantly higher levels of well-being than others. Addressing these gaps will require continued improvements in education outcomes, income generation opportunities and access to services to ensure more inclusive human development across the municipality.

3.11.7. CRIME

The table below indicates the total number of incidences for selected crime categories in the Umdoni . Crime trends show increases in several violent and robbery-related offences between 2019/2020 and 2023/2024. Murder increased from 81 to 102 cases, while attempted murder rose from 52 to 95 cases. Assault-related offences also grew significantly, with assault with intent to cause grievous bodily harm increasing from 284 to 368 cases and common assault rising from 311 to 480 cases.

Property crime trends are more mixed. Residential burglary declined from 725 to 546 cases, suggesting some improvement, while robbery with aggravating circumstances increased from 245 to 328 cases and commercial crime rose from 191 to 312 cases. Overall, the data indicates growing levels of violent crime alongside persistent robbery-related offences, highlighting ongoing safety concerns within the municipality.

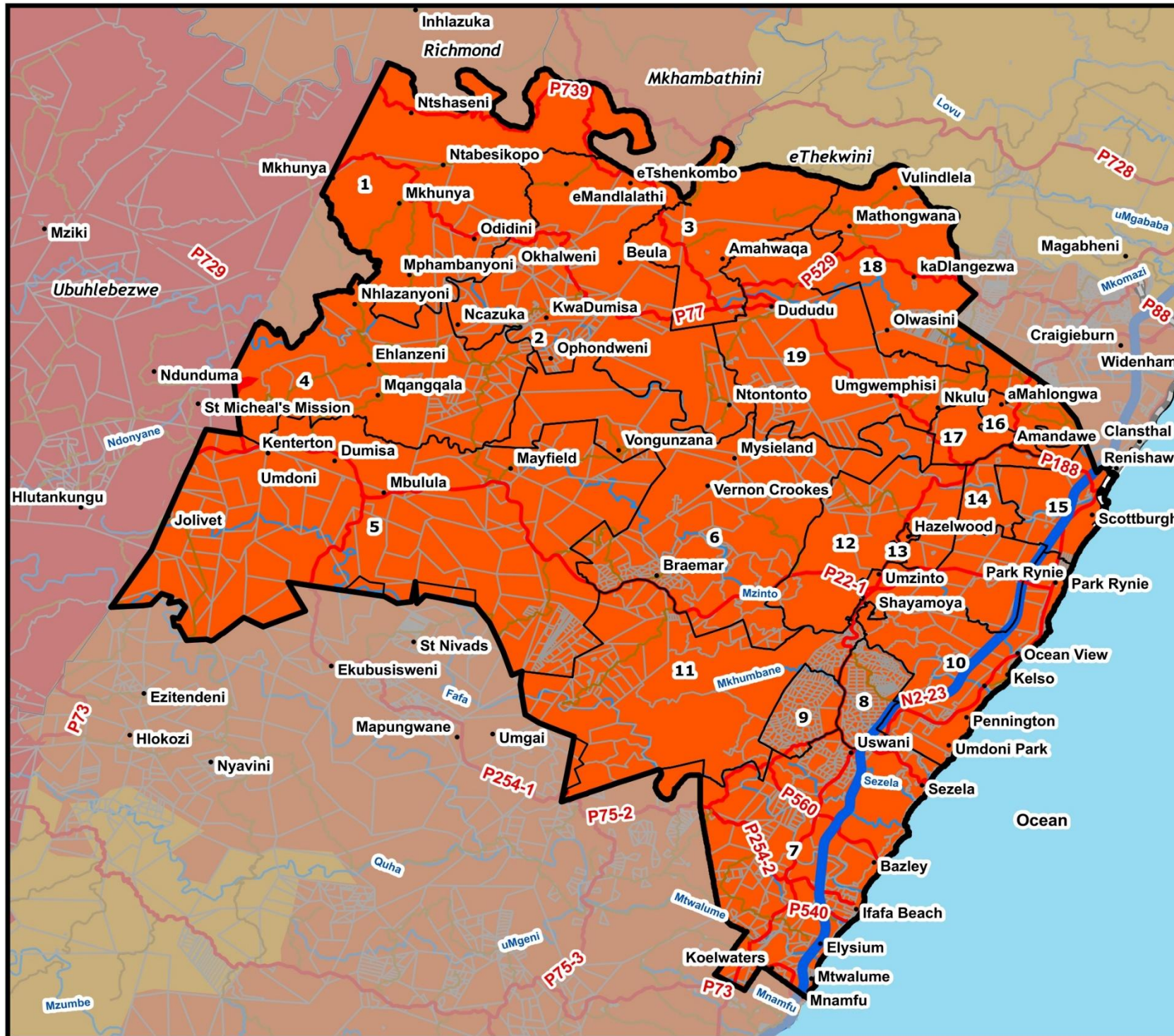
Table 14: Crimes reported by detailed categories

CRIMES REPORTED BY DETAILED CATEGORIES	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Murder	81	87	87	92	102
Attempted murder	52	65	69	67	95
Assault with the intent to inflict grievous bodily harm	284	234	301	325	368
Common assault	311	277	324	334	480
Common robbery	60	42	41	56	57
Sexual crimes - Total	144	122	133	180	159
Sexual crimes - Asexual rape	113	107	112	150	129
Sexual crimes - Sexual assault	25	14	15	22	22
Sexual crimes - Attempted Sexual offences	4	0	4	5	7
Sexual crimes - Contact sexual offences	3	1	2	2	1
Robbery with aggravating circumstances	245	250	268	329	328
Arson	5	8	26	9	11
Malicious damage to property	159	144	214	189	189
Burglary at residential premises	725	718	500	546	546
Burglary at business premises	225	233	260	157	174
Theft of motor vehicle and motorcycle	93	72	111	96	70
Theft out of or from motor vehicle	137	128	124	114	115
Stock-theft	56	45	60	46	44
Illegal possession of firearms and ammunition	48	61	42	53	60
Drug-related crime	311	123	73	202	232
Driving under the influence of alcohol or drugs	308	47	76	40	88
Sexual Offences detected as a result of Police Action	74	16	15	21	31
All theft not mentioned elsewhere	584	491	489	548	539
Commercial crime	191	209	235	287	312

CRIMES REPORTED BY DETAILED CATEGORIES	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Shoplifting	112	79	66	65	114
Kidnapping	13	11	22	33	50
Aggravated robbery – Robbery at residential premises	84	73	69	103	92
Aggravated robbery – Robbery at business premises	39	53	40	73	48
Aggravated robbery - Carjacking	26	32	32	36	34
Aggravated robbery – Truck hijacking	0	1	0	2	2
Aggravated robbery – Robbery of cash in transit	1	0	1	0	1
Aggravated robbery – Bank robbery	0	0	0	0	0

3.11.8. OVERALL POVERTY INDEX

The Municipal Poverty Index indicates that poverty is widespread across Umdoni, with many settlements falling within the moderate to high poverty categories. The highest concentrations of poverty occur across inland and central settlements, including areas around Dududu, KwaDumisa, Ncazuka, Nhlazanyoni and Amandawe, where large rural populations and limited economic opportunities contribute to higher vulnerability. In contrast, lower poverty levels are observed in smaller pockets along the coastal belt, particularly around Scottburgh, Pennington and Park Rynie, where access to employment opportunities, services and transport infrastructure is relatively stronger. The map below highlights a clear spatial concentration of poverty across the rural hinterland compared to the coastal urban corridor:



Umdoni Local Municipality Poverty Index

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- 0 - 16 %
- 17 - 34 %
- 35 - 46 %
- 47 - 57 %
- 58 - 70 %
- 71 - 81 %
- > 81 %
- Umdoni Municipality
- Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 10: Poverty Index

4.2. ECONOMIC PROFILE

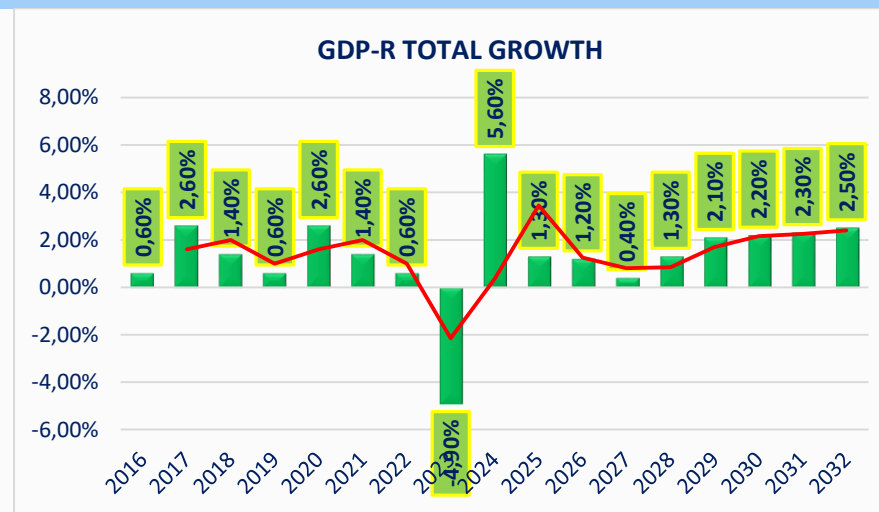
4.2.1. GDP-R INDICATORS

Umdoni's GDP-R grew from R4.21 billion in 2020 to approximately R4.54 billion in 2024, reflecting moderate economic expansion. Growth was uneven, with a notable contraction around 2020–2021 followed by recovery in subsequent years, highlighting the municipality's sensitivity to broader regional and national economic conditions.

Table 15: Annual growth GDP-R (Per R1 000) – Constant Prices

REGIONAL NAME	2020	2021	2022	2023	2024
National Total	4 300 904 421	4 514 015 637	4 600 300 141	4 632 432 556	4 659 293 887
KwaZulu-Natal	717 476 191	751 041 770	758 684 020	766 726 510	768 092 389
Ugu District	34 423 972	36 230 706	36 515 391	36 740 717	36 555 543
Umdoni LM	4 211 517	4 445 854	4 501 525	4 557 160	4 540 891
Umzumbe LM	7 373 331	7 850 705	7 993 284	8 109 729	8 139 784
UMuziwabantu LM	2 177 740	2 295 693	2 274 627	2 258 953	2 212 153
Ray Nkonyeni LM	20 661 384	21 638 454	21 745 955	21 814 875	21 662 715

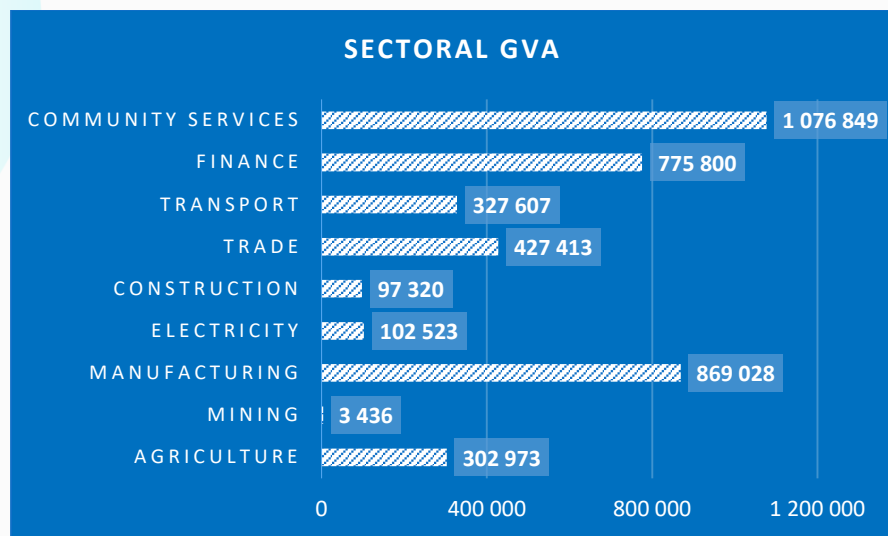
In comparison with other municipalities within the Ugu District, Umdoni maintains a larger economic base than Umzumbe and uMuziwabantu, although it remains significantly smaller than the Ray Nkonyeni local economy, which functions as the district's dominant economic hub. Overall, the data indicates that while Umdoni contributes meaningfully to the district economy, its growth trajectory remains moderate and susceptible to external economic pressures, highlighting the importance of strengthening local economic diversification and resilience.



Graph 19: GDP-R Total Growth

3.12. GROSS VALUE ADDED STRUCTURE

Umdoni's economy is predominantly service-driven, with the largest GVA contributions from community services (R1.07 billion), finance (R775.8 million), and trade (R427.4 million), supported by public sector services, retail, tourism, and financial and administrative activities. Manufacturing contributes a smaller but notable share, while agriculture and mining play a limited role. This structure largely generates lower- to middle-income employment in retail, hospitality, administration, and community services, constraining overall income growth and contributing to persistent inequality. The consumption- and service-oriented nature of the economy underscores the need to diversify into more productive sectors to strengthen long-term economic resilience and income generation.



Graph 20: Sectoral GVA

Umdoni's economy remains strongly tertiary-dominated, with services accounting for approximately 60.7% of regional economic contribution in 2024, though slightly down from 63.8% in 2020. The secondary sector has grown modestly to 30.7%, while the primary sector remains small at 8.6%. This structure reflects an economy driven by retail, tourism, finance, and public and community services, supported by a limited manufacturing and construction base, with agriculture playing a minor role. The gradual expansion of the secondary sector suggests some productive diversification, but continued tertiary dominance indicates an economy largely reliant on local consumption and public-sector activity rather than industrial or resource-based production.

Table 16: Share of regional total (%) per sector

YEAR	SHARE OF REGIONAL TOTAL (%)		
	Primary Sector	Secondary Sector	Tertiary Sector
2020	8,2%	28,0%	63,8%
2021	7,9%	29,1%	63,0%
2022	8,3%	29,7%	61,9%
2023	7,8%	30,8%	61,3%
2024	8,6%	30,7%	60,7%

3.12.1. AGRICULTURE AND FORESTRY

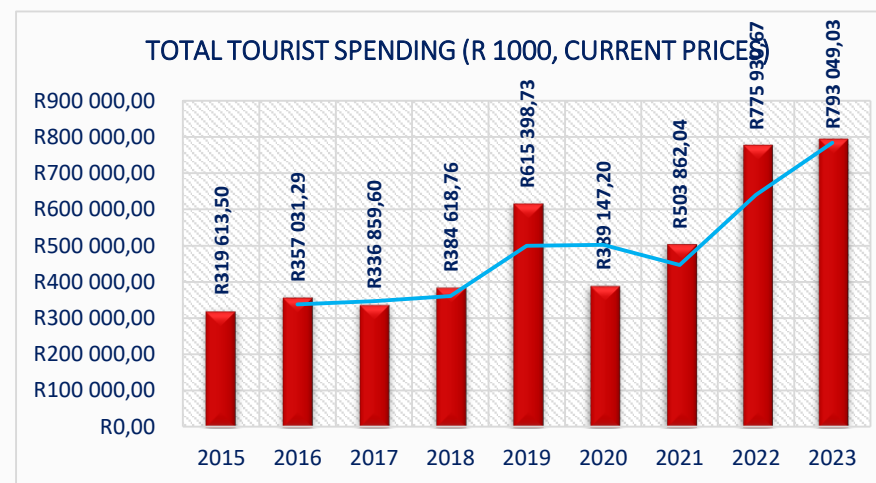
Agriculture contributes approximately R302 million to Umdoni's GVA in 2024, anchored by commercial sugarcane production alongside macadamia plantations, timber lots, and smaller-scale crop farming. Major activity is concentrated around Ifafa, Umzinto, and Scottburgh, while forestry — primarily pine and gum plantations — supports downstream timber-related industries. Despite its importance to rural livelihoods, the sector faces structural constraints including heavy dependence on sugarcane, commodity price volatility, irregular rainfall, drought, and rising input costs. In inland areas such as Dududu and Amandawe, smallholder farmers operate at subsistence to semi-commercial levels producing vegetables, maize, and small livestock, but remain constrained by limited access to irrigation, finance, storage, and market connectivity.

Table 17: GVA-R: Agriculture - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	122 870 099	129 709 429	132 353 429	126 023 469	115 968 560
KwaZulu-Natal	32 792 376	35 021 491	34 905 318	33 368 607	30 457 084
Ugu District	3 924 506	4 170 001	4 151 022	3 945 199	3 593 565
Umdoni LM	329 157	349 532	350 350	333 970	302 973



3.1.2.2. TOURISM



Graph 21: Total Tourist Spending (R1000 Current Prices)

Tourism is concentrated along Umdoni's coastal belt, with Scottburgh as the primary recreational node supported by beach destinations including Rocky Bay, Umkomaas Beach, and Park Rynie, and accommodation establishments such as Blue Marlin Hotel, Cutty Sark, and Premier Resort Rocky Bay. Inland assets — including Vernon Crookes Nature Reserve, heritage sites, and historical sugar estates around Renishaw — remain comparatively underdeveloped. Tourism spending has grown significantly, from approximately R141 million in 2001 to R793 million in 2023, directed primarily toward accommodation, dining, beach activities, diving, and chartered fishing. However, the sector remains highly seasonal and spatially concentrated along the coast, resulting in uneven economic benefits. Expanding into inland cultural, eco-tourism, and farm-based experiences presents an opportunity to broaden tourism's economic impact and support more inclusive local economic participation.

3.12.3. MANUFACTURING

Manufacturing GVA-R in Umdoni grew from R765 million in 2020 to approximately R869 million in 2024, reflecting steady sectoral growth. Activity is closely linked to regional agricultural production, particularly sugarcane, supporting processing, packaging, and supply chain functions, while larger milling operations such as Illovo's Sezela Mill are located outside the municipality.



The local manufacturing base is predominantly small-scale and entrepreneurial, encompassing food production, wood-based fabrication, metal fabrication, block-making, and construction-material manufacturing distributed across settlements including Umzinto, KwaDumisa, and Dududu. These enterprises support local employment and circulate income through repair services, fabrication, and construction inputs. However, the sector faces constraints including competition from larger nearby industrial centres, power supply disruptions, limited access to capital, and shortages of skilled artisans, which collectively constrain growth and competitiveness.

Table 18: GVA-R: Manufacturing - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	491 446	525 484	523 170	524 529	522 010
	551	929	929	929	236
KwaZulu-Natal	95 790	103 301	102 356	103 974	104 247
	279	701	567	225	975
Ugu District	3 580	3 940	3 928	4 20 841	4 099
	565	665	404		040
Umdoni LM	765 277	834 880	833 486	855 475	869 028

3.12.4. TRANSPORT, STORAGE AND COMMUNICATION

Table 19: GVA-R: Transport - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	319 642	338 522	367 564	382 804	377 964
	365	772	832	793	499
KwaZulu-Natal	69 735	68 772	68 618	72 068	69 033
	864	801	744	765	528
Ugu District	2 617 020	2 606	2 622	2 784	2 684
		529	736	765	161
Umdoni LM	319 441	317 306	321 033	341 818	327 607

The transport, storage, and communication sector recorded modest GVA-R growth from R319 million in 2020 to approximately R327 million in 2024, driven primarily by road-based mobility and logistics, including minibus taxi operations linking Umzinto, Dududu, Amandawe, Park Rynie, and Scottburgh, alongside agricultural freight and courier services. The sector faces several constraints, including limited formal storage and distribution infrastructure, the absence of a logistics hub, and uneven communication connectivity — stronger in coastal nodes such as Scottburgh and Umzinto

but weaker in inland rural areas. Despite these limitations, Umdoni's position along the N2 corridor between Durban and Port Shepstone offers strategic opportunities to strengthen logistics integration and regional market access.

3.12.5. MINING AND QUARRYING

Mining and quarrying contribute modestly to Umdoni's economy, with GVA-R increasing marginally from R3.2 million in 2020 to R3.4 million in 2024. Activity is centred on sand, aggregate, and construction material extraction, with formal operators including Lancaster Quarries, Crookes Brothers, CF Landers and Son, and Triple Option Trading operating along the Umzinto–Scottburgh corridor. Informal and small-scale sand mining supplements formal output, supplying local construction markets.

Table 20: GVA-R: Mining and Quarrying - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	194 984 856	220 131 323	204 062 893	203 137 110	203 733 937
KwaZulu-Natal	6 350 154	6 624 166	5 776 262	5 821 685	5 639 394
Ugu District	96 216	93 387	95 940	98 231	100 817
Umdoni LM	3 210	2 998	3 248	3 360	3 436

Despite its limited scale, the sector supports construction activity and employment in extraction, haulage, and material processing. Key challenges include environmental degradation, safety risks, and revenue losses from unregulated and unlicensed extraction, highlighting the need for strengthened licensing, monitoring, and formalisation to improve sector regulation and retain greater economic value within the municipality.

3.12.6. CONSTRUCTION



Construction GVA in Umdoni declined slightly from R106.5 million in 2020 to approximately R97.3 million in 2024, reflecting weaker private investment and slower building activity. The sector spans municipal infrastructure projects, private coastal housing development, commercial fitouts, and maintenance work, supported by local contractors and material supply chains drawing on quarries and hardware wholesalers in Umzinto. Key constraints include inconsistent public capital spending, shortages of artisanal skills, and reliance on materials sourced from Durban, which increases costs and delays. Strengthening municipal infrastructure pipelines, skills development, apprenticeship programmes, and supplier-development initiatives could improve local contractor participation and support sectoral recovery.

Table 21: GVA-R: Construction - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	115 373 609	112 840 598	109 179 158	109 049 158	103 473 934
KwaZulu-Natal	20 780 129	20 347 319	19 576 844	19 590 321	18 596 806
Ugu District	1 343 009	1 322 168	1 273 856	1 281 344	1 220 901
Umdoni LM	106 484	104 858	101 748	102 725	97 320

3.12.7. ELECTRICITY, GAS AND WATER

The electricity, gas, and water sector contributes stable GVA of approximately R100–106 million annually between 2020 and 2024, reflecting its role in municipal service provision and local energy consumption. Electricity is sourced from Eskom, with the municipality responsible for reticulation and distribution, while water services rely on district bulk supply, local treatment works, and alternative systems in rural settlements. Key constraints include supply disruptions, ageing reticulation infrastructure, non-revenue water losses, and bulk capacity limitations, which affect business productivity and service reliability. Growing interest in rooftop solar installations and water-harvesting measures reflects increasing demand for more resilient and efficient service delivery alternatives.

Table 22: GVA-R: Electricity - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	101 405 416	103 733 308	100 773 297	96 696 876	100 038 758
KwaZulu-Natal	16 603 801	16 832 362	16 424 876	15 634 541	16 154 826
Ugu District	761 997	777 018	754 347	717 457	738 301

3.12.8. WHOLESALE AND RETAIL TRADE

Wholesale and retail trade contributes approximately R427 million in GVA in 2024, with activity concentrated in Umzinto and Scottburgh, anchored by national retailers including Shoprite, Boxer, Spar, Clicks, Mr Price, Pep, and Cashbuild, complemented by independent retailers and service businesses. SASSA grant payments processed through Umzinto's banks and retail

outlets have reinforced its role as a secondary economic node, supporting informal traders and increasing foot traffic. The sector faces pressures from rising operating costs, electricity supply disruptions, and competition from larger retail centres in Durban and Port Shepstone. Strengthening urban management in high-footfall areas, fostering linkages between formal and informal traders, and promoting locally produced and tourism-linked retail products could help retain consumer spending and expand the municipality's internal commercial economy.

Table 23: GVA-R: Wholesale and Retail - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	491 412 847	524 587 963	542 300 963	532 394 963	525 163 906
KwaZulu-Natal	81 496 568	87 745 860	89 014 883	87 800 640	86 798 521
Ugu District	4 794 593	5 188 913	5 249 077	5 198 657	5 137 149
Umdoni LM	391 420	423 980	434 343	432 857	427 413



3.12.9. FINANCE, INSURANCE, REAL ESTATE AND BUSINESS SERVICES

The finance, insurance, real estate, and business services sector is one of Umdoni's strongest economic contributors, with GVA growing from R715 million in 2020 to R775 million in 2024. Activity is concentrated in Umzinto and Scottburgh, where major banks — Capitec, FNB, Standard Bank, Nedbank, and Absa — alongside micro-lenders, facilitate high transaction volumes for both formally employed and grant-supported consumers.

Table 24: GVA-R: Finance and Business Services - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	1 021 808 952	1 050 656 706	1 085 174 191	1 102 797 240	1 141 307 300
KwaZulu-Natal	131 999 612	136 579 590	140 494 842	144 333 538	149 798 390
Ugu District	5 139 100	5 249 643	5 313 668	5 400 222	5 581 732
Umdoni LM	715 856	735 475	747 926	756 171	775 800

The real estate market is driven by coastal property demand, retirement migration, and tourism-linked rentals, while professional services including accountants, estate agents, and legal firms are increasingly clustered within these nodes. Constraints include limited commercial office space, inconsistent digital connectivity, CBD congestion in Umzinto, and the weakening of traditional high-street activity in Scottburgh due to mall-based commercial migration. Despite these challenges, the sector remains critical in facilitating capital flows, supporting business compliance, and enabling SME finance across the municipality.

3.12.10. GOVERNMENT

Government and community services is Umdoni's largest economic sector, with GVA growing from approximately R975 million in 2020 to R1.076 billion in 2024, underpinned by public administration, education, healthcare, policing, and social services. Beyond direct employment of municipal staff, educators, healthcare workers, and administrative personnel, the sector generates secondary economic activity through local procurement, service contracts, facility maintenance, and supply services, providing an important stabilising function during periods of weaker private-sector activity.

Table 25: GVA-R: Government - Current prices (R 1000)

	2020	2021	2022	2023	2024
National Total	1 038 550 445	1 073 664 292	1 092 866 132	1 107 540 700	1 119 598 739
KwaZulu-Natal	196 805 621	205 301 123	209 519 202	211 302 779	214 168 648
Ugu District	9 262 902	9 704 698	9 911 525	10 028 803	10 183 019
Umdoni LM	975 447	1 022 872	1 050 998	1 066 534	1 076 849

3.12.11. INFORMAL SECTOR

Informal sector participation in Umdoni grew from 4 179 workers in 2020 to 5 087 in 2024, reflecting increasing reliance on informal economic activity as the formal labour market fails to absorb workforce growth. Informal trade remains the dominant component (2 025 participants), with construction-related informal labour growing significantly to 1 057 workers, alongside participation in transport, small-scale manufacturing, community services, and informal finance. Activity clusters around high-footfall nodes

such as Umzinto and Scottburgh, with secondary clusters in Dududu, Amandawe, and Malangeni serving surrounding rural settlements.

Table 26: Labour - Informal Sector Employment

	2020	2021	2022	2023	2024
Manufacturing	244	210	237	278	329
Construction	813	783	859	956	1057
Trade	1897	1733	1725	1840	2 025
Transport	419	377	397	473	540
Finance	244	231	252	276	291
Community services	561	549	657	782	845
Total Informal Sector	4 179	3 882	4 126	4 607	5 087



The sector functions as an important buffer against unemployment — particularly for youth and women — while circulating income through local consumption markets. Key constraints include limited trading infrastructure, weak access to finance, regulatory barriers, and poor market linkages in rural areas. Strengthening trading infrastructure, cooperative models, and enterprise formalisation pathways, alongside linking informal traders to retail, tourism, and agricultural supply chains, could enhance the sector's contribution to employment stability and local economic circulation.

3.13. INCOME AND LABOUR FORCE

Table 27: Percentage of economically active population

REGION	2020	2021	2022	2023	2024
RSA	37,2%	37,0%	38,0%	39,3%	40,0%
UGU District	29,0%	29,0%	31,0%	33,5%	35,2%
Umdoni LM	28,6%	28,3%	30,0%	32,2%	33,4%
Umzambe LM	22,0%	23,2%	25,7%	28,8%	31,1%
UMuziwabantu LM	19,1%	19,1%	20,9%	23,3%	24,9%
Ray Nkonyeni LM	35,1%	34,8%	36,7%	39,2%	40,8%

Umdoni's economically active population grew from 28.6% in 2020 to 33.4% in 2024, with total employment increasing from 20 756 to 24 073 jobs over the same period. Employment remains concentrated in service-oriented sectors — particularly trade, community services, and finance — with manufacturing providing a smaller but growing contribution, and agriculture and mining accounting for limited opportunities. The dominance of service-sector employment generates predominantly moderate-income

jobs, contributing to persistent income inequality and household vulnerability. The limited presence of high-value industrial sectors constrains the municipality's capacity to absorb a growing labour force, particularly youth entering the market after basic education. While employment is gradually expanding, high unemployment and uneven income distribution persist, underscoring the need for stronger economic diversification and targeted skills development.

Table 28: Total sectoral employment (Formal and informal)

SECTORAL EMPLOYMENT	2020	2021	2022	2023	2024
Agriculture	1 652	1 541	1 583	1 695	1 776
Mining	21	25	26	24	28
Manufacturing	2 299	2 081	2 283	2 708	3 027
Electricity	55	52	64	76	70
Construction	1 623	1 572	1 710	1 864	1 959
Trade	5 262	4 911	5 081	5 548	5 868
Transport	1 069	996	1 065	1 194	1 282
Finance	2 455	2 284	2 451	2 772	2 982
Community services	4 501	4 207	4 512	5 033	5 260
Households	1 820	1 739	1 747	1 786	1 820
TOTAL	20 756	19 408	20 524	22 701	24 073

3.13.1. HOUSEHOLD INCOME

Household income levels in Umdoni show a gradual shift toward higher income brackets between 2020 and 2024, with the total number of households increasing from 38,477 to 40,643 over the period. Lower

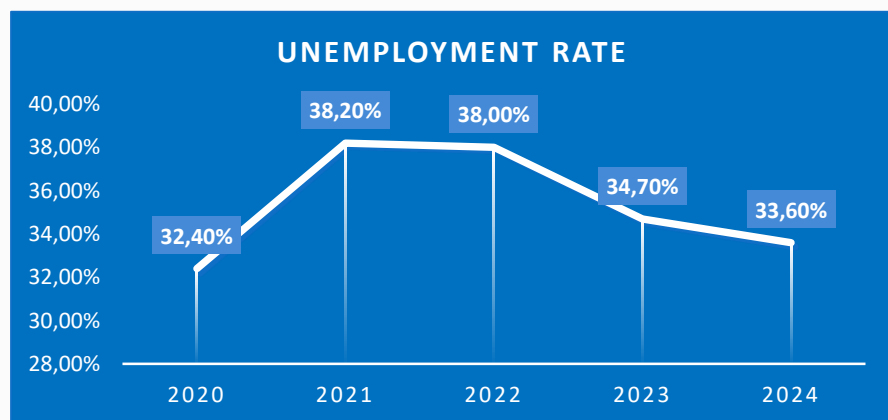
income categories such as R6,000–R12,000 declined from 682 households in 2020 to 287 in 2024, while several middle- and upper-income categories recorded steady growth. Notably, households earning R72,000–R96,000 increased from 3,415 to 5,162, and those in the R192,000–R360,000 bracket rose from 4,487 to 4,994.

Table 29: Number of households by income category

INCOME CATEGORY (R)	2020	2021	2022	2023	2024
0-2400	4	4	4	4	4
2400-6000	74	62	48	51	45
6000-12000	682	515	370	346	287
12000-18000	1 247	884	796	839	821
18000-30000	3 874	3 406	2 829	2 780	2 678
30000-42000	4 142	3 951	3 749	3 792	3 649
42000-54000	3 786	3 599	3 472	3 487	3 535
54000-72000	3 947	4 255	4 536	4 753	4 637
72000-96000	3 415	3 509	3 960	4 400	5 162
96000-132000	3 654	3 740	3 663	3 645	3 797
132000-192000	3 220	3 687	3 863	3 779	3 953
192000-360000	4 487	4 589	4 862	4 805	4 994
360000-600000	2 751	3 083	3 254	3 000	2 886
600000-1200000	2 125	2 304	2 425	2 567	2 712
1200000-2400000	902	1 071	1 170	1 249	1 154
2400000+	168	219	273	341	328
TOTAL	38 477	38 877	39 275	39 838	40 643

Higher-income households are generally concentrated within the coastal urban settlements and established residential areas, including Scottburgh, Pennington, Park Rynie and surrounding coastal communities, where formal employment opportunities, tourism activity and established property markets are located. In contrast, lower-income households are more prevalent in the inland rural settlements and traditional authority areas, including areas around Dududu, KwaDumisa and Amandawe, where economic opportunities are more limited and livelihoods are often linked to informal activities, small enterprises or social support systems. This spatial distribution highlights a coastal–inland income gradient across the municipality.

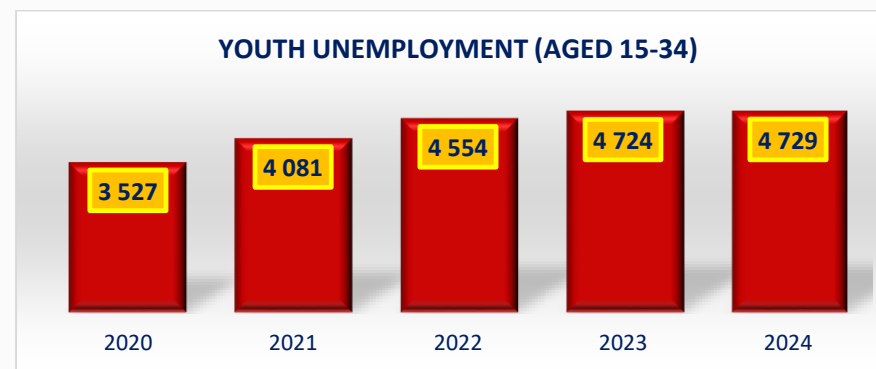
3.13.2. UNEMPLOYMENT RATE



Graph 22: Unemployment Rate (%)

The unemployment rate in Umdoni remained consistently high between 2020 and 2024, ranging from 32.4% to 38.2%, and remaining above both

the provincial and national averages over the period. Although the rate declined from its peak of 38.2% in 2021 to 33.6% in 2024, unemployment levels remain elevated, indicating that a significant portion of the working-age population continues to face difficulties accessing stable employment.



Graph 23: Youth unemployment (Aged 15-34)

Youth unemployment remains particularly pronounced, with the number of unemployed youth increasing from 3,527 in 2020 to 4,729 in 2024. This pattern reflects challenges in the transition from schooling to employment, where many individuals complete secondary education but do not progress into technical, vocational or higher education pathways. Unemployment pressures are most evident across inland rural settlements and traditional authority areas, including communities around Dududu, KwaDumisa, Ncazuka and Amandawe, where access to post-school training institutions and formal employment opportunities is limited. In contrast, employment opportunities are more concentrated within the coastal urban settlements such as Scottburgh, Park Rynie and Pennington, where tourism, retail and service-sector activities provide a greater share of jobs.

4. BUILT ENVIRONMENT

4.1. SETTLEMENT ROLE, HIERARCHY AND FUNCTION

4.1.1. TOWNS/ URBAN SETTLEMENTS

Towns/ urban settlements in the municipal area include:

- Scottburgh, the largest and most established coastal town, with a formal CBD, tourism infrastructure, and a concentration of administrative and commercial functions.
- Umzinto, the main inland town in the municipality, with a mixed residential, commercial and public service role supporting surrounding rural communities.
- Park Rynie, a coastal urban settlement with residential neighbourhoods and an established industrial area associated with the sugar industry.
- Pennington, a coastal settlement characterised by residential development and tourism-related land uses.

Urban development in Umdoni remains largely concentrated along the coastal corridor and around Umzinto, reflecting the municipality's coastal economic orientation and transport accessibility.

4.1.2. INFORMAL SETTLEMENTS

Informal settlements identified within the municipality include: Kiss Kiss, Alex and Mbetheni informal settlements. These settlements require targeted interventions including settlement upgrading, provision of basic services, improved tenure security, and integration into the broader municipal spatial structure).

4.1.3. RURAL SETTLEMENTS

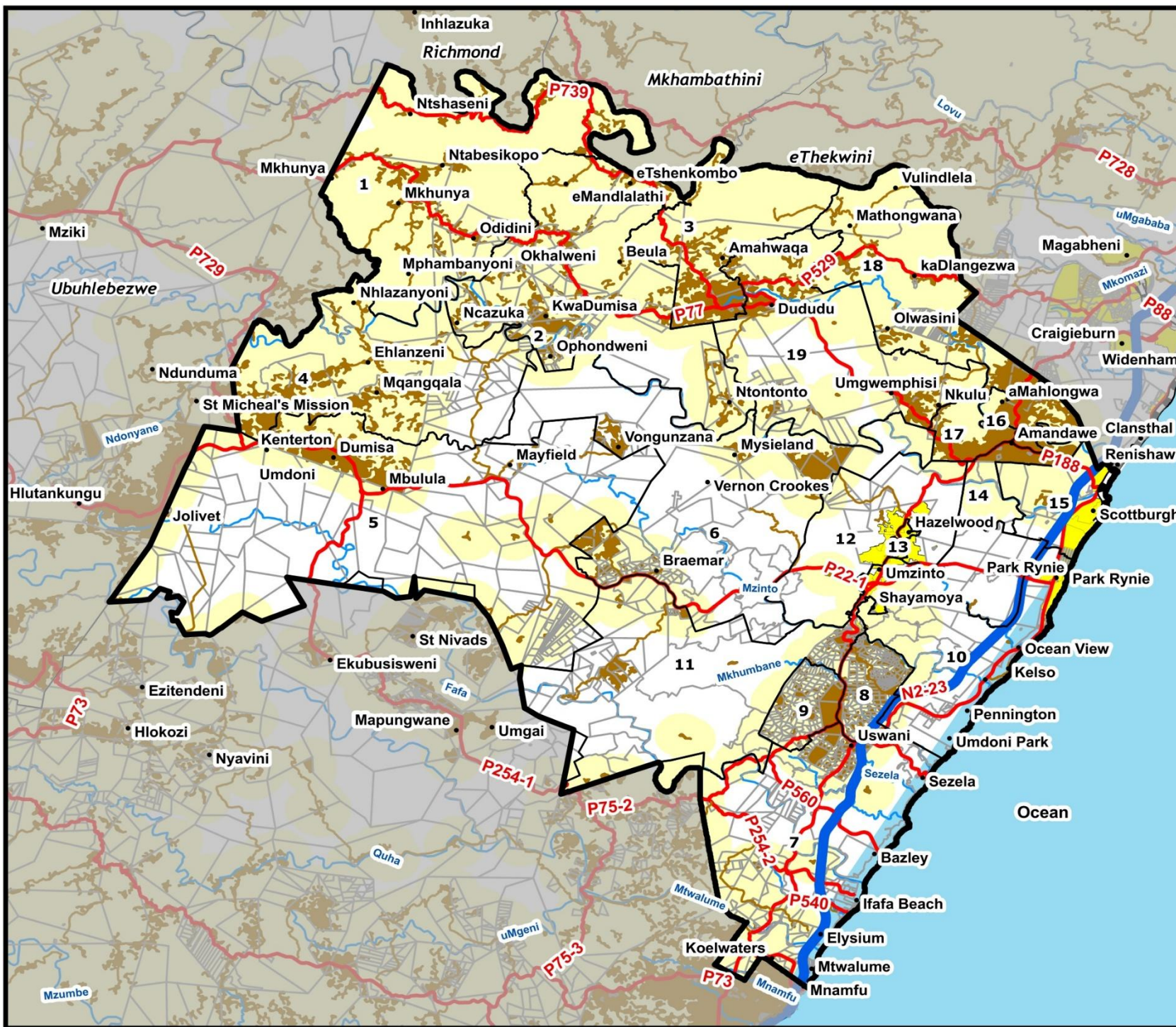
Rural settlements in the municipal area include the dispersed settlement systems associated with:

- Amandawe hinterland areas
- Emalangeneni and surrounding settlements
- Kenterton and surrounding rural communities
- Dududu hinterland settlements
- Other inland traditional settlement areas across the municipality.

These settlements support subsistence agriculture, rural livelihoods, and community-based economic activity. However, they experience service backlogs, limited infrastructure provision, and reduced access to economic opportunities compared to the coastal urban areas.

4.1.4. TRADITIONAL AUTHORITY AREAS

Four traditional authorities operate within Umdoni's inland and transitional areas. Mbhele Traditional Authority occupies the north-western portion, bordering Richmond and Mkhambathini municipalities, characterised by dispersed rural settlements and agricultural land. Nyuswa Traditional Authority is situated in the western interior, extending toward Johannes Phumani Phungula Municipality, with scattered homesteads and small village clusters. Qiko Traditional Authority is located in the northern interior, forming a transitional zone between inland rural settlements and the coastal corridor. Zembe Traditional Authority occupies the north-eastern interior near the eThekweni boundary, representing a transition between the coastal settlement system and the inland rural landscape.

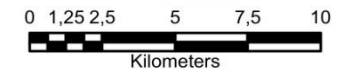


Umdoni Local Municipality Settlement Typology

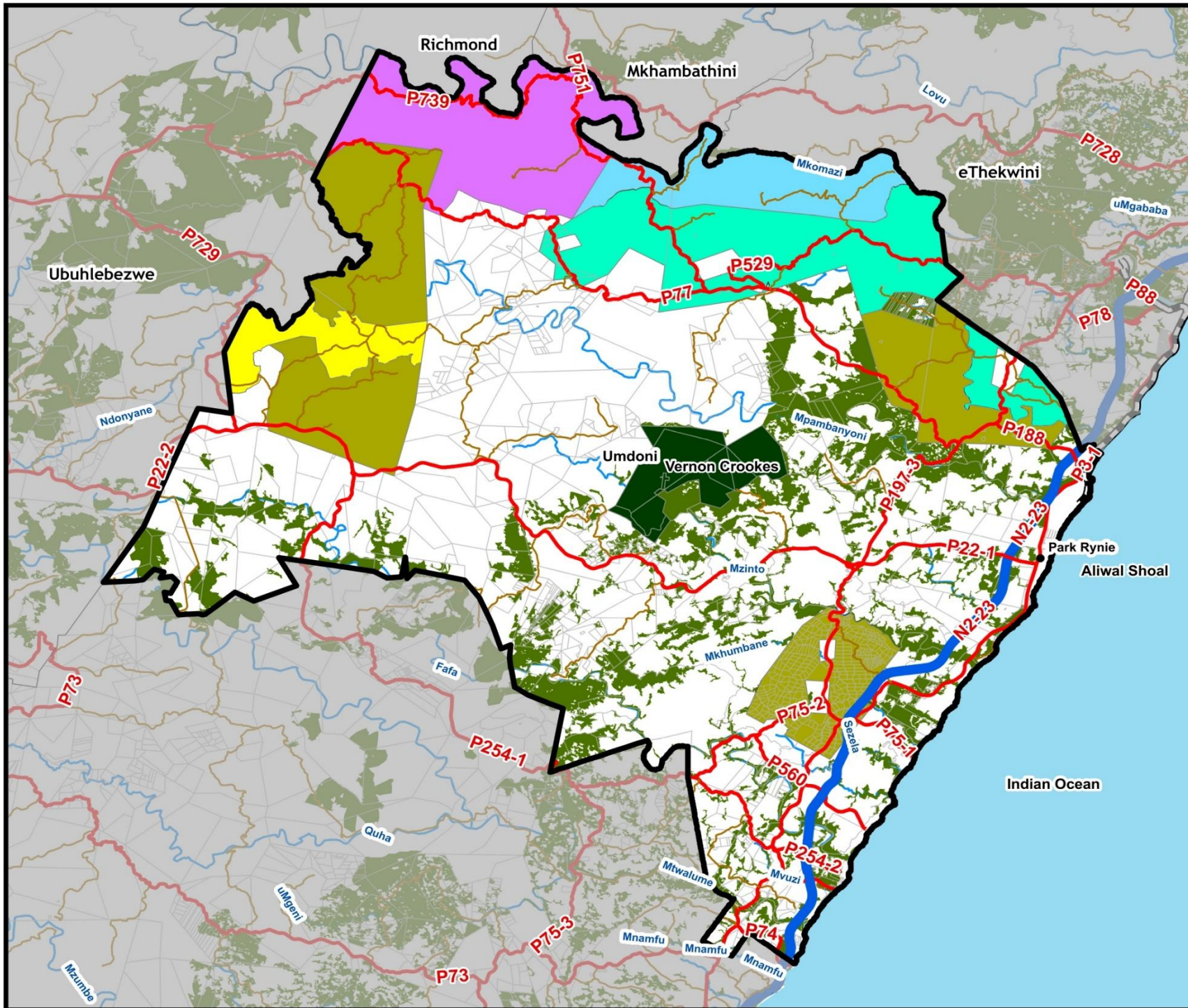
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Urban Areas
- Rural Settlements
- Settlement Areas
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Gelological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 11: Settlements

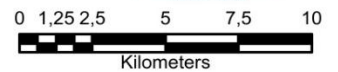


Umdoni Local Municipality
Traditional Authority Areas

Legend

- Places
- National Road
- Provincial Road
- District Road
- Railways
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral
- ▭ MBHELE T.A.
- ▭ NYUSWA T.A.
- ▭ QIKO T.A.
- ▭ ZEMBE T.A.
- ▭ Unknown
- ▭ Protected Areas
- ▭ KZN CBA Irreplaceable
- ▭ Ocean

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 12: Traditional Authority Areas

4.2. SETTLEMENT DENSITIES

4.2.1. HIGH DENSITY SETTLEMENTS

High-density settlements typically exceed 100 dwelling units per hectare in High-Density Coastal Settlements. The highest settlement densities occur along the coastal corridor, particularly in and around Scottburgh, Park Rynie, Sezela and Mtwalume, where settlement densities exceed 8 dwelling units per hectare in certain areas. These settlements form a continuous coastal urban strip associated with tourism development, residential neighbourhoods, and supporting commercial activities.

Higher population concentrations within these coastal settlements, particularly around Scottburgh and Park Rynie, where densities exceed 100 persons per sub-place unit. This pattern is reinforced by the presence of the N2 transport corridor, which provides strong regional accessibility and supports urban growth along the coastline.

These areas represent the municipality's most compact settlement environments and contain the highest concentration of infrastructure, services and economic activity.

4.2.2. MODERATE-DENSITY SETTLEMENT ZONES

Moderate settlement densities are evident in areas surrounding Umzinto, Amandawe and Shayamoya, where densities generally range between 2 and 4 dwelling units per hectare. These areas represent transitional settlement environments where urban and rural settlement forms begin to intersect.

Population density trends also shows similar patterns, with moderate population concentrations occurring within sub-places such as Amandawe, KwaDumisa, Mqangqala and surrounding settlements, indicating clusters of relatively dense rural settlement.

These areas typically consist of village clusters, roadside settlement patterns and small settlement nodes that support local services and community facilities.

4.2.3. LOW-DENSITY RURAL SETTLEMENT AREAS

The majority of the municipal area exhibits low settlement densities, particularly across the western and central portions of the municipality extending toward the Johannes Phumani Phungula Municipality and Richmond municipal boundaries. Settlement densities in these areas are typically less than 1 dwelling unit per hectare, reflecting dispersed homestead settlement patterns associated with rural land use and traditional land allocation systems.

Large inland areas typically have densities of 0–10 persons per sub-place, indicating relatively sparse population distribution across these rural landscapes. These areas are characterised by scattered homesteads, agricultural land uses and limited infrastructure provision. The dispersed nature of settlement in these areas presents challenges for efficient infrastructure delivery and access to public services.

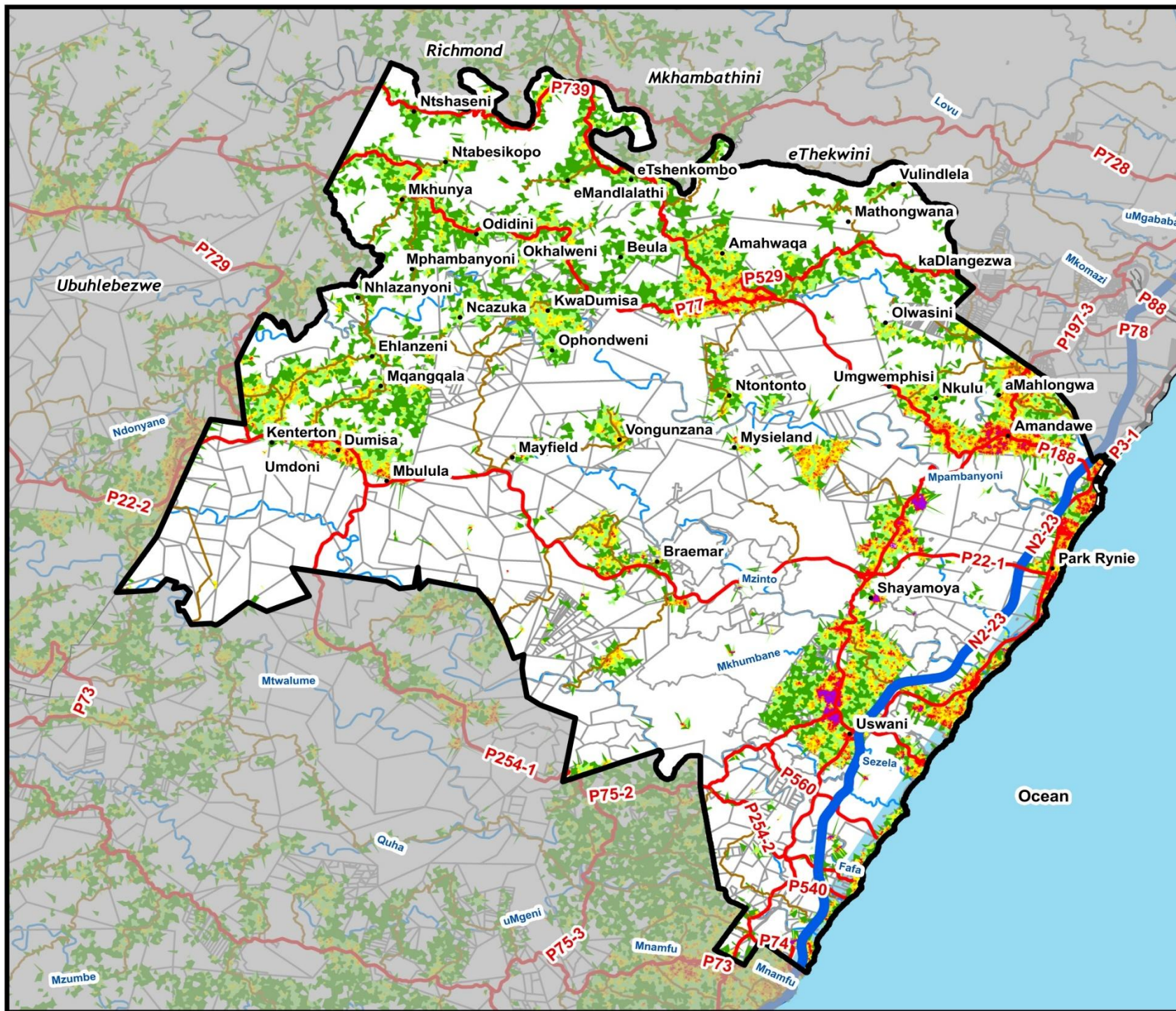
4.2.4. SETTLEMENT CLUSTERS ALONG TRANSPORT CORRIDORS

In addition to the coastal corridor, there are several linear settlement clusters forming along major provincial routes, particularly along the P197

UMDONI MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

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corridor linking Umzinto, Amandawe and inland settlements, as well as portions of the P188 and P77 road corridors.



Umdoni Local Municipality

Settlement Density

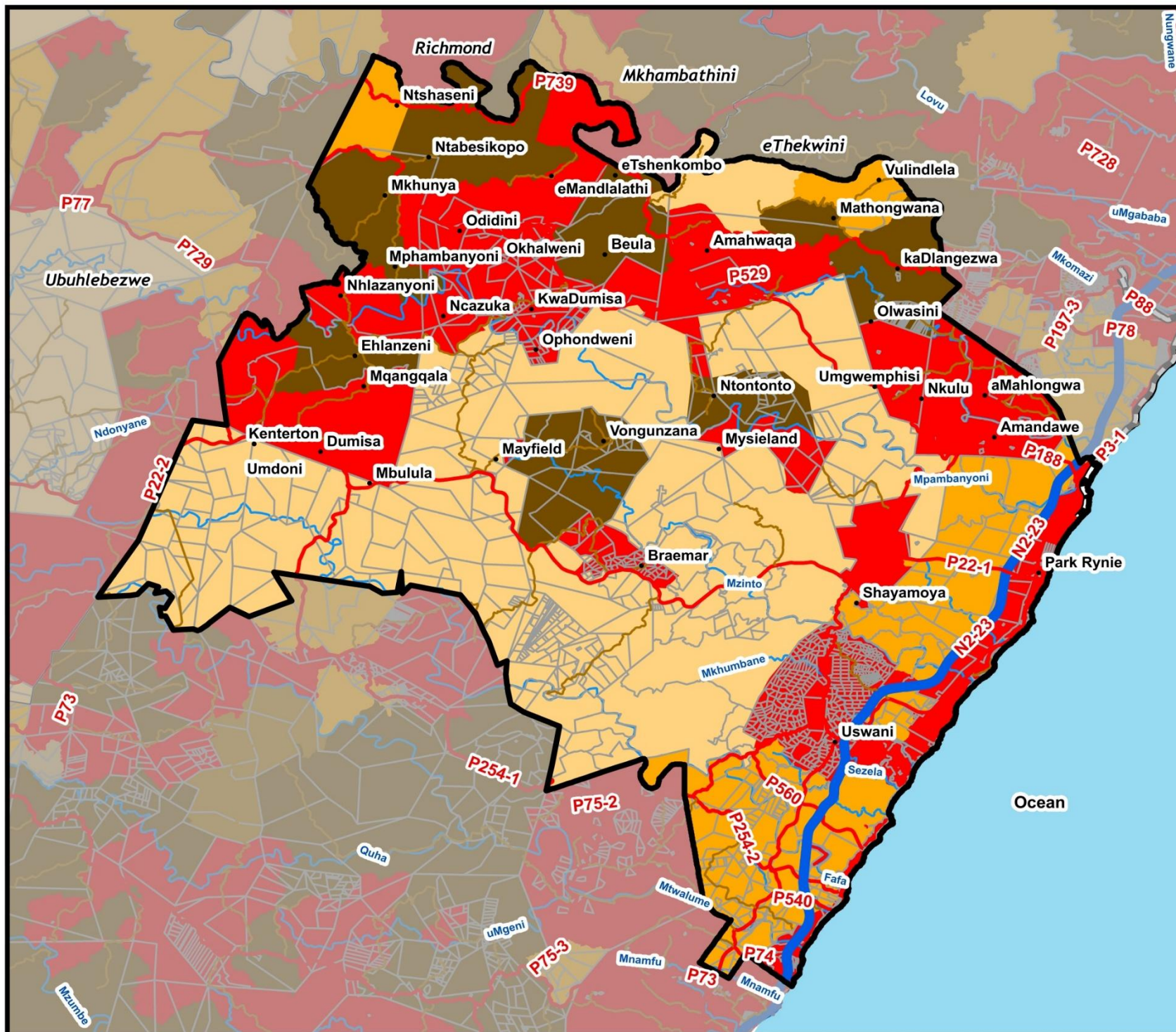
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- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- > 8 Dwelling units/ha
- 4 Dwelling units/ha
- 2 Dwelling units/ha
- 1 Dwelling units/ha
- 1 Dwelling units/ 2 ha
- 1 Dwelling units/10 ha
- < 1 Dwelling units/10 ha
- Umdoni Municipality
- Cadastral

DATA SOURCES:
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 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 13: Settlement Density



Umdoni Local Municipality

Population Density Per Sub-Place

Legend

- Places
 - National Road
 - Provincial Road
 - District Road
 - NFEPA_Rivers
 - Railways
 - Umdoni Municipality
 - Cadastral
- Population density per sub-place**
- 0 - 5
 - 10 - 25
 - 25 - 50
 - 5 - 10
 - 50 - 100
 - > 100

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 14: Population density per sub-place

4.3. BUILT FORM

4.3.1. ARCHITECTURAL STYLE

Architectural styles in Umdoni reflect the municipality's coastal-inland settlement structure, where tourism settlements, historic industrial towns and dispersed rural homesteads create distinct built environments. Coastal towns such as Scottburgh, Park Rynie, Pennington and Mtwalume display predominantly formal residential and tourism-related built form. These areas contain suburban housing, holiday accommodation and commercial buildings linked to the coastal tourism economy.

Umzinto, the municipality's main inland town, presents a mixed built environment consisting of formal residential neighbourhoods, RDP housing developments, commercial buildings and public facilities. Industrial activities associated with the Sezela sugar mill and surrounding agro-processing activities contribute to a more industrial architectural character in parts of the Park Rynie-Sezela area. Inland settlements such as Amandawe and Dududu exhibit transitional built form, where formal housing, incremental residential construction and dispersed homestead structures occur together. Rural areas across the western municipality are characterised by scattered homesteads on large plots, reflecting traditional land allocation systems and rural livelihoods.

4.4. QUALITY OF THE BUILT ENVIRONMENT

4.4.1. ILLEGAL BUILDINGS AND USES

Illegal buildings and unauthorised land uses occur where settlement expansion has taken place outside formal township establishment or land

use management controls. These typically include informal residential structures, backyard dwellings, unapproved building extensions and small-scale trading activities within residential areas.

Informal settlements represent the most visible form of unauthorised development and occur mainly in and around Umzinto, including areas such as Sanathan, NPA, Temporal Houses and Farm Abrahams/Kelso, where informal housing has developed adjacent to formal urban areas. Such development often places pressure on infrastructure networks and can obstruct service provision where structures occur outside planned layouts.

4.5. AREAS OF DENSIFICATION AND INFILL

Densification and infill opportunities within Umdoni are primarily located within existing settlements where development pressure, infrastructure access, and settlement clustering already occur. These areas are visible on the projected population growth map and represent locations where settlement consolidation can occur without expanding further into rural landscapes.

- Scottburgh, Umdoni Park, Park Rynie, Pennington, Kelso and Mtwalume represent the most suitable areas for urban densification and infill within the municipality. These settlements already contain established residential neighbourhoods, tourism infrastructure and access to the N2 transport corridor. The presence of existing infrastructure networks and economic activity makes these areas appropriate for redevelopment of underutilised land, residential infill and consolidation of the existing urban footprint.

- Umzinto and surrounding areas such as Shayamoya and Ezitendeni represent the municipality's primary inland settlement cluster. The concentration of residential neighbourhoods, public facilities and commercial activity within Umzinto makes this area suitable for densification and redevelopment of vacant or underutilised land. Strengthening residential density in and around Umzinto can support the town's role as a service centre for surrounding communities.
- Settlements such as Amandawe, aMahlongwa, KwaDumisa and Mqangqala show moderate growth pressure and represent clustered rural settlements along inland transport routes. These areas already function as local settlement concentrations and therefore present opportunities for targeted infill development and consolidation within existing settlement footprints, rather than continued outward expansion into surrounding rural land.
- Kenterton and Mbulula represent smaller inland settlement clusters where development pressure is present but where settlement form remains predominantly rural. In these areas, densification is likely to occur through incremental infill within existing settlement clusters, particularly around community facilities and transport routes.

4.6. GROWTH PRESSURE AREAS

Growth pressure areas refer to the areas where more detailed local plans must be developed due to the following factors:

- Increase in population growth.
- Increase in population and settlement densities.

- Demand for social facilities and infrastructure due to influx of people into the areas.
- Urban sprawl and conflicting land uses.
- The need for revitalization and regeneration
- The need to protect the natural environment resulting from the pressures.

High growth pressure areas identified in the Municipality include:

- Asoka Heights
- Elysium
- Bazley Beach
- Ghandinagar
- Hazelwood
- Ifafa
- Kelso
- Park Rynie
- Pennington
- Riverside Park
- Santhan
- Sezela
- Umzinto

Medium growth pressure areas identified in the Municipality include:

- Amangamazi; Esperanza
- Freeland Park; Uswani
- Scottburgh; Umtwalume

4.7. LAND USE ANALYSIS

Land use in Umdoni is structured by a clear coastal–inland divide. The coastal belt contains the municipality’s main urban, tourism, commercial and industrial activities, while the inland areas are dominated by agriculture, rural settlement and environmentally sensitive landscapes.

4.7.1. AGRICULTURAL USE

Agriculture is one of the dominant land uses in Umdoni and is expressed most clearly through the extensive permanent crop areas and the large tracts of fallow land and old fields reflected in the land cover analysis. The strongest agricultural landscape occurs across the inland belt around Dududu, Amahlongwa, Mkhunya, Nqabeni, KwaDumisa and surrounding areas, where cultivation and rural production remain a major part of the municipal land use structure. Permanent crops and fallow/old fields together occupy a substantial share of the municipality and confirm that the inland area is primarily a productive rural landscape.



This pattern aligns with the municipality’s economic base. Municipal and official sources consistently identify agriculture and tourism as key development sectors, while the Sezela–Park Rynie area remains tied to the sugar economy and agro-processing activities.

4.7.2. FORMAL RETAIL AND BUSINESS ACTIVITY



The most significant concentration of formal commercial activity occurs in Scottburgh and Umzinto, which function as the municipality’s primary retail and service centres. These areas contain supermarkets, retail centres, financial services, restaurants and other commercial businesses that serve both local residents and surrounding rural communities.

Smaller commercial activity also occurs within coastal settlements such as Park Rynie, Pennington and Sezela, where local shopping facilities and service businesses support nearby residential areas and tourism activity. These commercial areas are generally located along the coastal corridor and major transport routes, where accessibility and visibility support retail development.



4.7.3. INFORMAL TRADE AND LOCAL COMMERCIAL ACTIVITY

In addition to formal retail centres, informal and small-scale commercial activities are widespread across the municipality. Informal trading stalls, street vendors and spaza shops are particularly common within Umzinto and surrounding settlements, where pedestrian movement and public transport activity support small-scale trading.

Informal commercial activity also occurs within rural settlements, including areas such as Amandawe, KwaDumisa, aMahlongwa and Dududu, where local convenience shops and informal traders provide access to basic goods and services for surrounding communities. These activities often occur along road intersections, taxi stops and settlement centres, where local movement patterns generate customer demand.

4.7.4. TOURISM-RELATED COMMERCIAL ACTIVITY

The coastal strip also supports tourism-related commercial activities, particularly within Scottburgh, Pennington and Mtwalume, where restaurants, accommodation establishments and tourism services cater to visitors. These activities contribute to the municipality's local economy and reinforce the role of the coastal settlements as tourism destinations.



4.7.5. RESIDENTIAL USE

Residential land use is concentrated in the coastal towns and the Umzinto service area, with additional lower-density settlement extending into peri-urban and rural areas. The land cover table places most residential occurrence in Scottburgh, Umzinto, Pennington, Sezela, Dududu and Amahlongwa, showing that residential land use is not confined to formal coastal suburbs alone but also extends into inland settlement areas.

The municipal pattern is therefore mixed. The coastal strip accommodates more formal suburban and tourism-linked residential development, while inland residential land use includes denser village settlement, peri-urban expansion and dispersed homestead patterns associated with traditional land allocation systems. This distinction is important because it means “residential” in Umdoni is not a single urban category, but a combination of formal urban housing, transitional settlement and rural occupation.

4.7.6. RURAL SETTLEMENTS

Village and rural residential land uses are concentrated in the inland traditional authority areas, especially around Mkhunya, Nqabeni, Beula, KwaDumisa, Amahlongwa and Ntontodo as shown in the land cover table. These areas are characterised by dispersed settlement, clustered homesteads and lower-intensity residential occupation embedded within a rural production landscape.

This inland settlement system is directly linked to the municipality’s traditional land governance structure. The municipality records seven traditional authority areas, and these inland settlements are therefore shaped not only by land use demand, but also by communal tenure and customary land allocation.



4.7.7. INDUSTRIAL USE

Industrial land use has a limited but strategic footprint within Umdoni. The land cover table indicates that industrial occurrence is concentrated mainly around Umzinto and Scottburgh, while the broader coastal belt around Sezela and Park Rynie carries the municipality’s strongest agro-industrial character.

4.7.8. MINING AND MINERAL EXTRACTION



Mining is not a dominant land use within Umdoni; however, small-scale sand mining occurs along several river systems, where sand and soil are extracted for use in the construction industry. These activities are often informal and have been identified as an environmental concern due to their potential to cause riverbank erosion, habitat disturbance and water quality degradation. In addition, the KwaZulu-Natal South Coast has recently attracted interest in mineral prospecting, particularly for strategic minerals associated with coastal geological formations. While large-scale mining operations are currently limited within the municipality, these activities indicate emerging pressure on natural resources and highlight the need for environmental monitoring and regulation of mineral extraction activities.

4.7.9. ENVIRONMENTAL, CONSERVATION AND WATER-RELATED USE

A substantial share of Umdoni is also occupied by environmentally important land uses, including natural wooded land, wetlands, natural waterbodies and protected areas. There is a strong environmental presence in inland and riverine areas, while official municipal and conservation sources identify assets such as Vernon Crookes Nature Reserve, the dune corridor, and the Aliwal Shoal Marine Protected Area as part of the municipality's environmental system.

These areas are not simply vacant land. In land use terms they perform a conservation, ecological and tourism function, while also constraining where urban expansion should occur. Wetlands and river corridors around places such as Umzinto, Mkhumbane, Nkululu and Amahlongwa are particularly important because they overlap with settlement and agricultural pressure, making them both sensitive and contested spaces.



4.7.10. UNDERUTILISED AND DEGRADED LAND

The land cover pattern also points to a notable amount of fallow land, old fields and localised extraction sites, particularly in inland areas around Dududu, KwaDumisa and other rural zones. These areas suggest landscapes that are either underutilised, degraded, or in transition between productive and non-productive use.

These areas present mixed implications. Some are suitable for agricultural reactivation, grazing or restoration, while others may be more appropriate for carefully managed rehabilitation or site-specific reuse. They should not automatically be treated as vacant development land, particularly where erosion, ecological sensitivity or service limitations are present.

4.8. LAND USE MANAGEMENT FRAMEWORK

4.8.1. UMDONI LAND USE SCHEME

Land use management in Umdoni Municipality is primarily regulated through the Umdoni Single Land Use Scheme, adopted by Council on 30 August 2021. The scheme is set out in terms of the Spatial Planning and Land Use Management Act (SPLUMA), and provides the statutory mechanism through which development rights, land use permissions and development controls are administered across the municipal area.

4.8.2. LAND USE ZONING STRUCTURE

The Umdoni Land Use Scheme establishes a range of land use zones that regulate development intensity, land use compatibility and spatial organisation within the municipality. These zones broadly fall into the following categories:

- Residential Zones, which accommodates varying densities and settlement typologies across the municipality, including: Residential Only 1–4, Medium Density Residential 1–3, High Density Residential 1–3, and Rural Residential zones. These zones support the municipality’s residential settlement pattern, which ranges from higher-density coastal and town settlements to lower-density rural residential areas and traditional settlements inland.
- Agricultural Zones, which zones protect agricultural production areas and provide for both commercial and small-scale agricultural activity. These include: Urban Agriculture zones, Agriculture 1, and Agriculture 2. These zones are particularly relevant within the inland rural areas such as Dududu, Amandawe and KwaDumisa,

where agricultural activities remain an important component of the local economy.

- Mixed Use and Commercial Zones, which allow for the integration of commercial, residential and service-related activities in appropriate locations. These include: Core Mixed Use, Medium Impact Mixed Use, Low Impact Mixed Use, Multi-purpose retail zones and Office zones. These zones are primarily concentrated within urban centres such as Scottburgh, Umzinto and Park Rynie, where economic activity and service provision are clustered.
 - Industrial Zones, which support manufacturing, processing and industrial-related land uses. The scheme includes: Light Industry 1–3 and Extractive Industry. Industrial activities in Umdoni are relatively limited and generally occur in designated industrial areas near transport corridors and within established urban nodes such as Umzinto and Sezela.
 - Civic and Social Zones, which accommodate community and institutional land uses including: Education facilities, Health and welfare services, Municipal and government facilities, Worship sites and Cemeteries. These zones ensure the provision of essential social infrastructure within both urban and rural settlements.
- Open Space and Environmental Zones, that support environmental management and ecological protection. These include: Active open space, Passive open space, Conservation zones and Private conservation zones. These zones protect environmentally sensitive areas and recreational spaces, particularly within the municipality’s coastal ecosystems, river systems and biodiversity corridors.
- (1) Special Zones, which are used to regulate land uses that require specific development controls or tailored planning provisions,

particularly within coastal settlements and tourism areas such as Scottburgh, Park Rynie, Pennington, Mtwalume and Bazley..

4.8.3. LAND USE MANAGEMENT ISSUES

Several structural and institutional challenges continue to affect the effectiveness of land use management within:

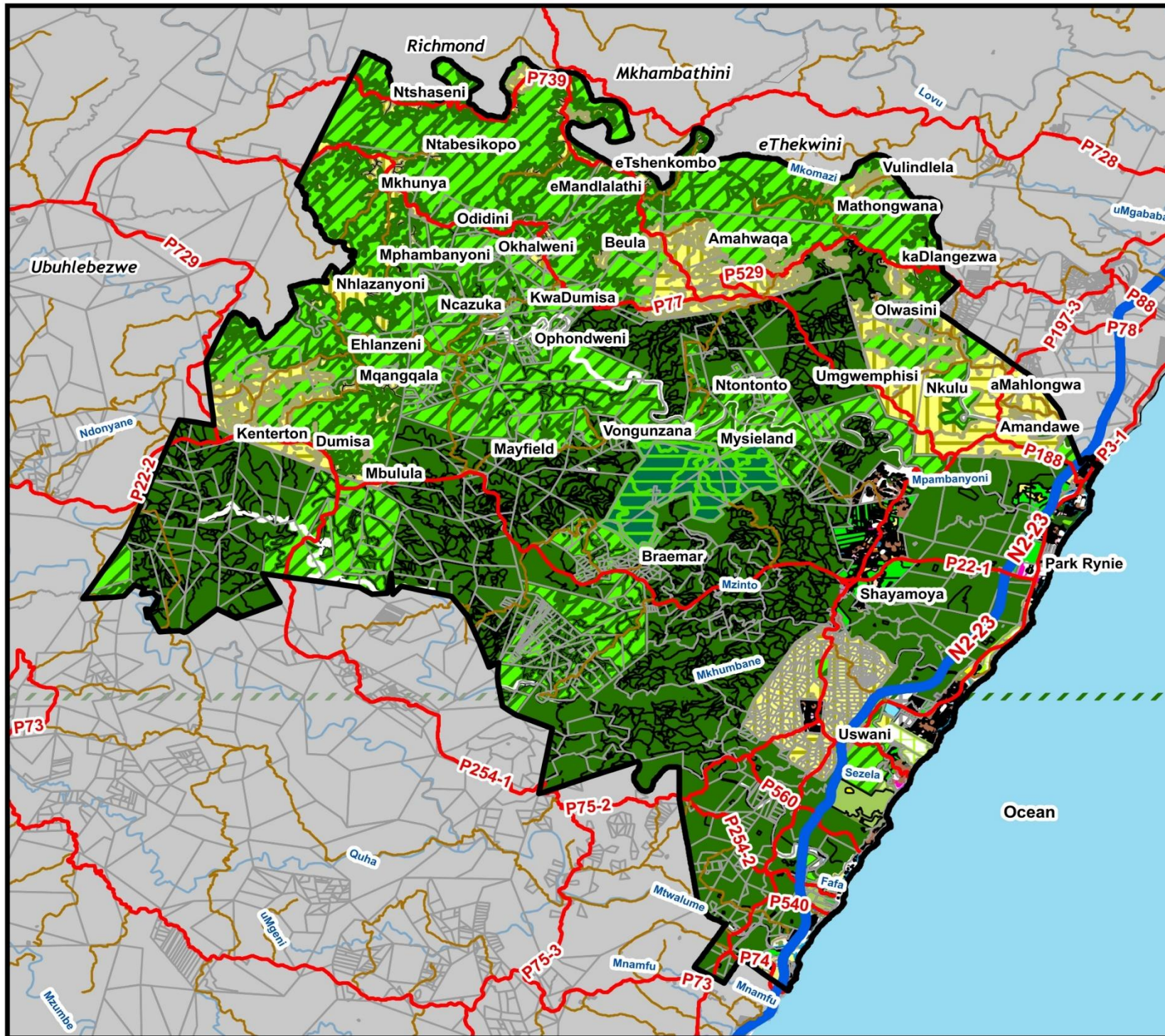
- Tenure complexity and traditional land administration, wherein large portions of the municipality fall under Traditional Authority areas, particularly in settlements such as Dududu, Amandawe, KwaDumisa and aMahlongwa. Land allocation in these areas is often administered through traditional structures rather than formal cadastral processes, resulting in limited surveyed erven and difficulties in formally applying zoning and development controls.
- Informal and incremental settlement expansion is occurring in a number of rural and peri-urban areas. Settlements such as Amandawe, Dududu and KwaDumisa have experienced gradual expansion through homestead extensions, informal subdivision and unregulated building activity, often occurring without formal planning approvals or alignment with municipal land use controls.
- Instances of land use violations occur across both urban and rural settlements, including unauthorised building extensions, informal backyard structures, unapproved commercial activities and development occurring outside approved zoning parameters. These developments are often linked to limited enforcement capacity and the complexity of regulating development within traditional settlement areas.

- Historical settlement patterns and incremental rural development have resulted in dispersed settlement structures, particularly in the inland portions of the municipality. This spatial fragmentation complicates the implementation of coherent land use management practices and places pressure on infrastructure provision and service delivery.
- Conflicts between different land uses occur where settlement expansion intersects with agricultural land, environmentally sensitive areas and traditional grazing land. This is particularly evident in inland areas where residential expansion overlaps with agricultural activities and conservation areas.



Umdoni Local Municipality

Land Use Zoning



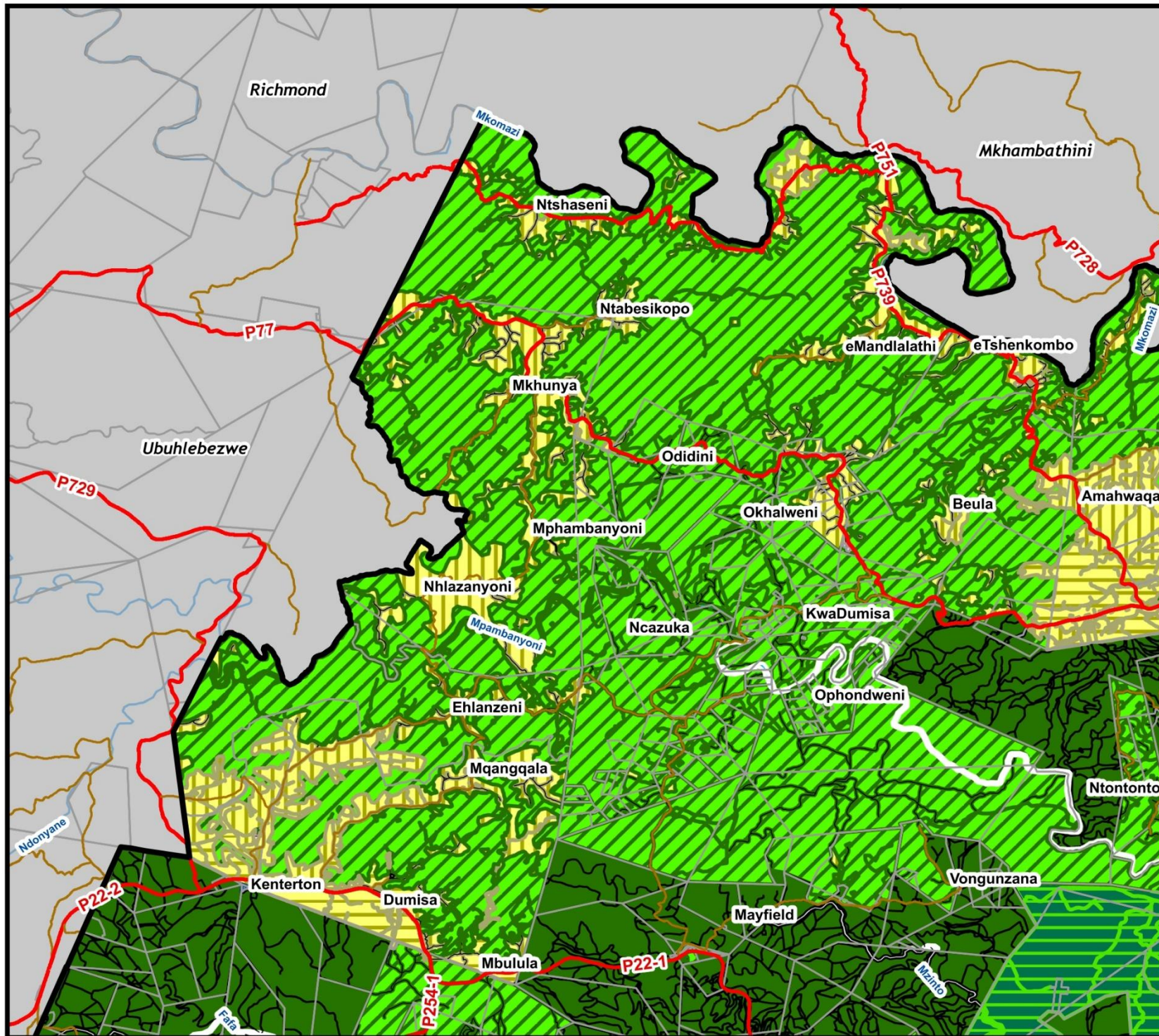
Legend

- Places
- Blue line: National Road
- Red line: Provincial Road
- Yellow line: District Road
- Green with diagonal lines: Active Open Space
- Dark Green: Agriculture 1
- Light Green: Agriculture 2
- Blue with diagonal lines: Bus and Taxi Rank (Reservation of Land)
- Light Green: Conservation
- Pink: Education
- Black outline: Existing Road (Reservation of Land)
- Pink: Health and Welfare
- Purple: Light Industry 1
- Blue with diagonal lines: Low Impact Mixed Use 2
- Orange: Municipal and Government
- Brown: Passive Open Space
- Blue line: River Reserve (Reservation of Land)
- Yellow with diagonal lines: Rural Residential 1 (Low Intensity Traditional Settlement)
- Light Green with diagonal lines: Rural Residential 2 (High Intensity Traditional Settlement)
- White outline: Tracks
- Grey: Utilities Facility
- Red: Worship 2
- Black outline: Umdoni Municipality
- White outline: Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 1,25 2,5 5 7,5 10
 Kilometers

Map 15: Land Use Zoning



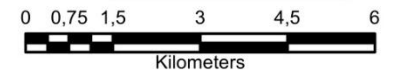
Umdoni Local Municipality

Land Use Zoning

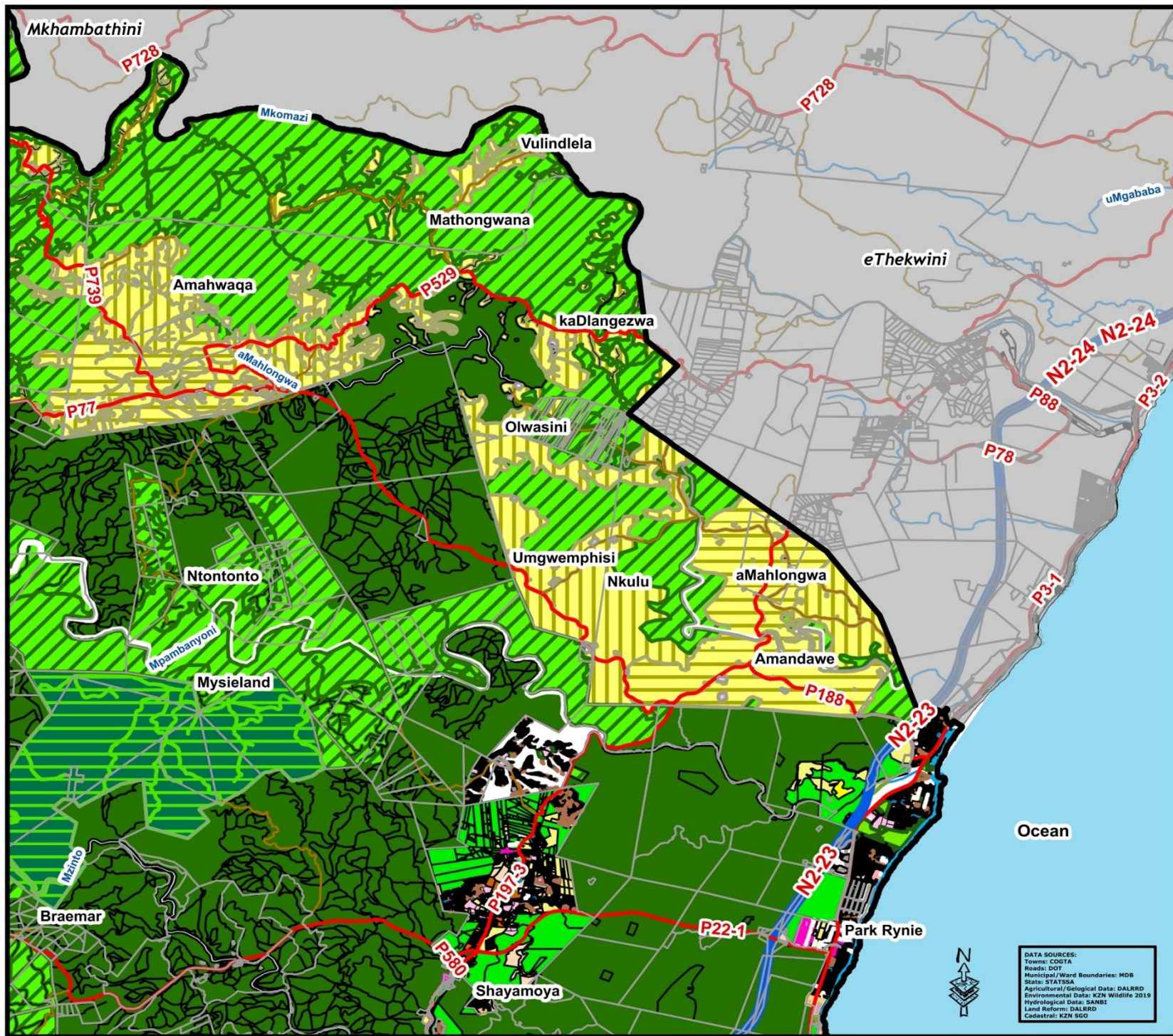
- Legend**
- Places
 - Provincial Road
 - District Road
 - Active Open Space
 - Agriculture 1
 - Agriculture 2
 - Conservation
 - Education
 - Existing Road (Reservation of Land)
 - Health and Welfare
 - Low Impact Mixed Use 2
 - Municipal and Government
 - Passive Open Space
 - River Reserve (Reservation of Land)
 - Rural Residential 1 (Low Intensity Traditional Settlement)
 - Rural Residential 2 (High Intensity Traditional Settlement)
 - Tracks
 - Utilities Facility
 - Worship 2
 - Umdoni Municipality
 - Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 16: Land Use Zoning Frame 1

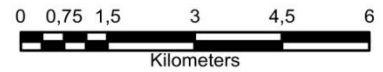


Umdoni Local Municipality

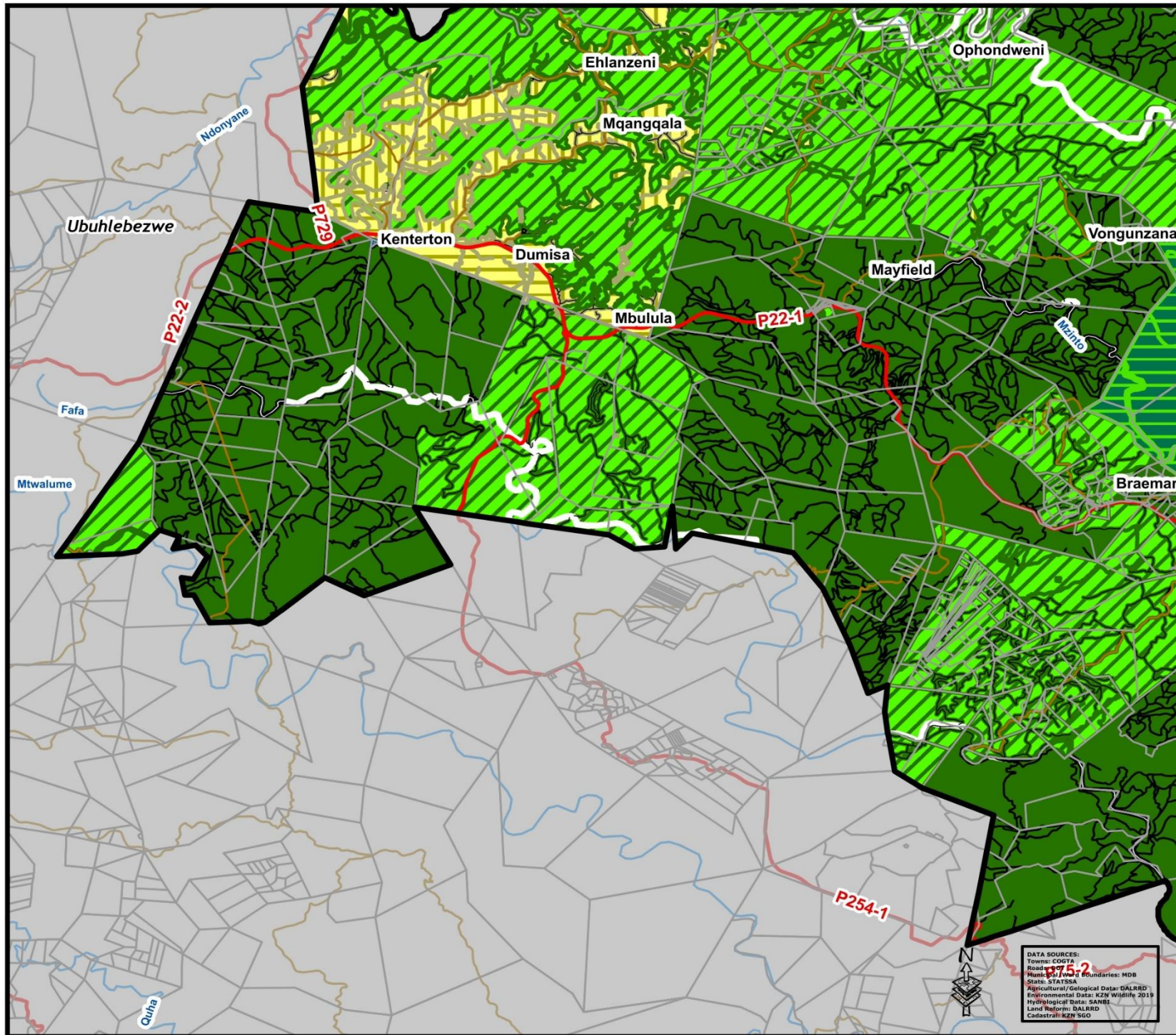
Land Use Zoning

- Legend**
- Places
 - Active Open Space
 - Amenity Reserve (Reservation of Land)
 - Approximate Position of Future New Roads (Reservation of Land)
 - Cemetery
 - Core Mixed Use
 - Education
 - Existing Roads (Reservation of Land)
 - Health and Welfare
 - High Density Residential 1
 - High Density Residential 2
 - High Density Residential 3
 - Institution
 - Light Industry 2
 - Light Industry 3
 - Low Impact Mixed Use 1
 - Medium Density Residential 1
 - Medium Density Residential 2
 - Medium Impact Mixed Use
 - Mixed Use Office
 - Multi-Purpose Retail
 - Municipal and Government
 - New Roads and Widening of Existing Roads (Reservation of Land)
 - Passive Open Space
 - Petrol Filling Station
 - Private Conservation
 - Public Parking (Reservation of Land)
 - Railways (Reservation of Land)
 - Residential Only 1
 - Residential Only 3
 - Residential Only 4
 - Resort 1
 - Resort 5 (Caravan Park)
 - River Reserve(Reservation of Land)
 - Road Closures (Reservation of Land)
 - Special Zone
 - Suburban Office
 - Urban Agriculture 1
 - Utilities Facility
 - Worship 1
 - Worship 2
 - Umdoni Municipality
 - Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/ Geological Data: DALRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRD
 Cadastral: KZN SGO



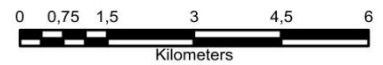
Map 17: Land Use Zoning Frame 2



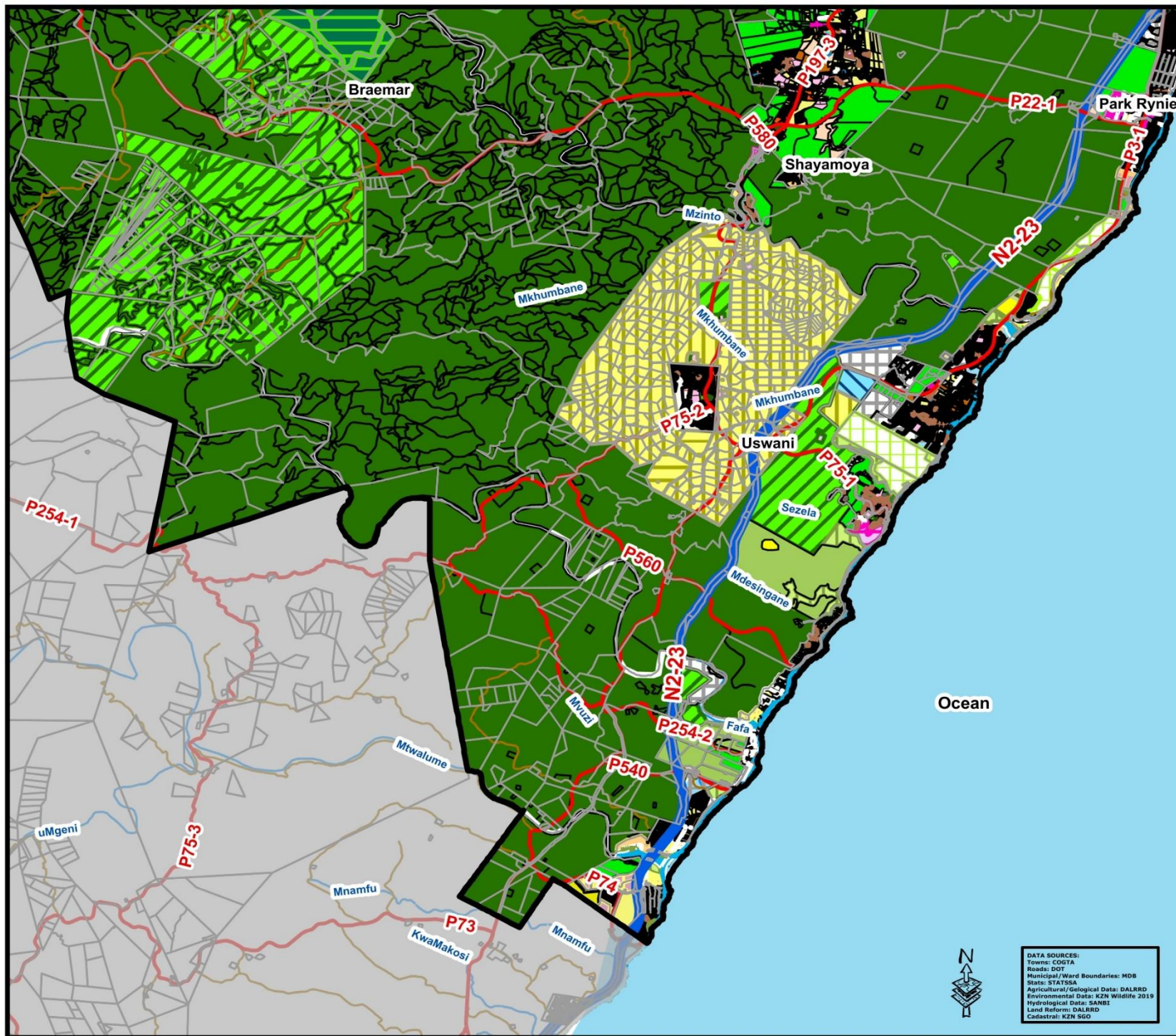
Umdoni Local Municipality

Land Use Zoning

- Legend**
- Places
 - Active Open Space
 - Agriculture 1
 - Agriculture 2
 - Bus and Taxi Rank (Reservation of Land)
 - Conservation
 - Education
 - Existing Road (Reservation of Land)
 - Health and Welfare
 - Light Industry 1
 - Low Impact Mixed Use 2
 - Municipal and Government
 - Passive Open Space
 - River Reserve (Reservation of Land)
 - Rural Residential 1 (Low Intensity Traditional Settlement)
 - Rural Residential 2 (High Intensity Traditional Settlement)
 - Tracks
 - Utilities Facility
 - Worship 2
 - Umdoni Municipality



Map 18: Land Use Zoning Frame 3



Umdoni Local Municipality

Land Use Zoning

- Legend**
- Places
 - Active Open Space
 - Amenity Reserve (Reservation of Land)
 - Approximate Position of Future New Roads (Reservation of Land)
 - Cemetery
 - Core Mixed Use
 - Eco-Agric-Recreation
 - Education
 - High Density Residential 2
 - High Density Residential 3
 - Light Industry 2
 - Light Industry 3
 - Low Impact Mixed Use 1
 - Medium Density Residential 1
 - Medium Density Residential 2
 - Medium Density Residential 3
 - Medium Impact Mixed Use
 - Mixed Use Office
 - Multi-Purpose Retail
 - Municipal and Government
 - New Roads and Widening of Existing Roads (Reservation of Land)
 - Passive Open Space
 - Petrol Filling Station
 - Private Conservation
 - Public Parking (Reservation of Land)
 - Railways (Reservation of Land)
 - Refuse Site (Reservation of Land)
 - Residential Only 1
 - Residential Only 2
 - Residential Only 3
 - Residential Only 4
 - Resort 1
 - Resort 2
 - Resort 3
 - Resort 4 (Caravan Park)
 - Resort 5 (Caravan Park)
 - River Reserve(Reservation of Land)
 - Road Closures (Reservation of Land)
 - Special Zone
 - Suburban Office
 - Urban Agriculture 1
 - Urban Agriculture 2
 - Utilities Facility
 - Worship 1
 - Worship 2
 - Umdoni Municipality

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 State: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRD
 Cadastral: KZN SGO



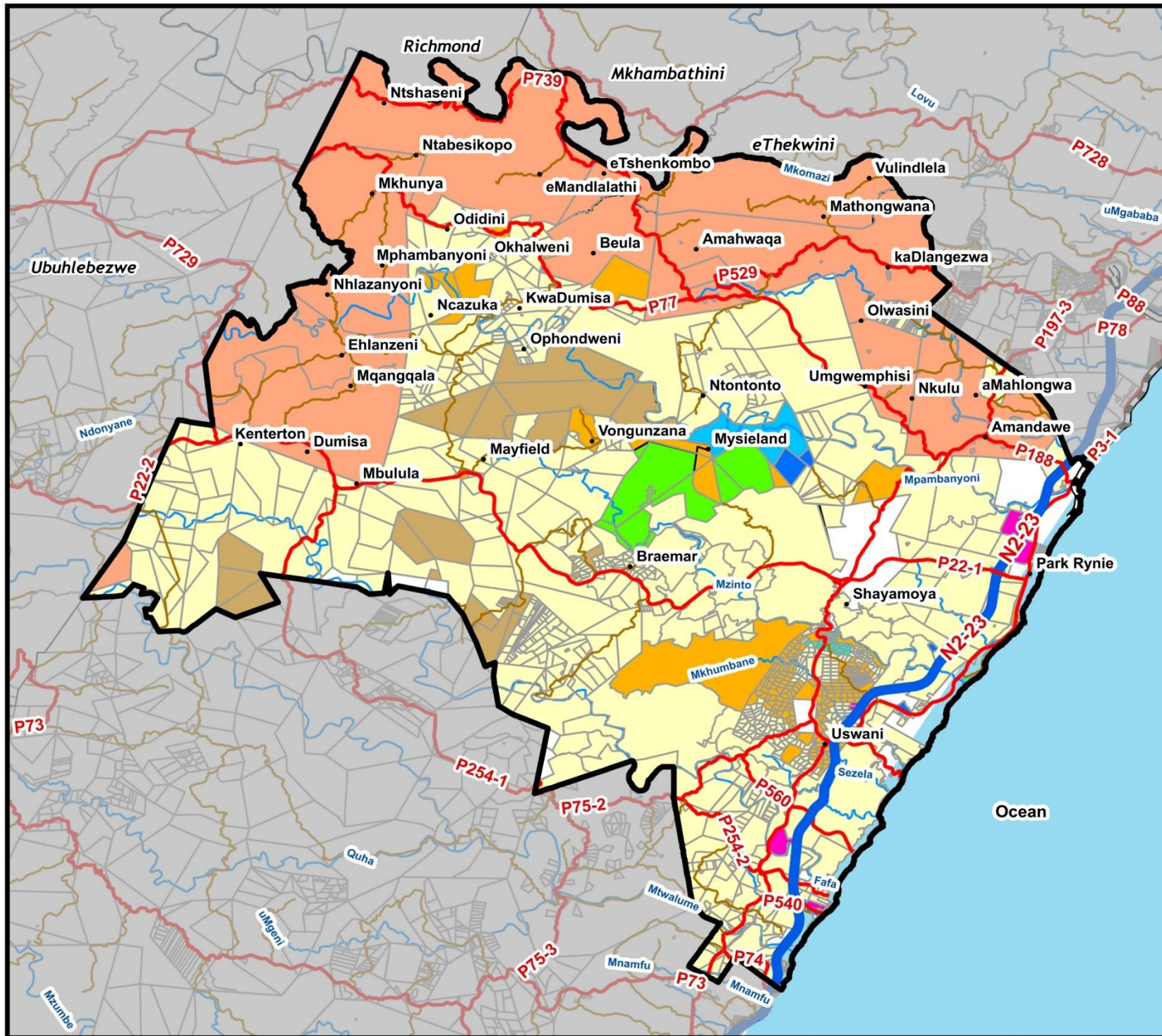
Map 19: Land Use Zoning Frame 4

4.9. LAND AUDIT

4.9.1. LAND OWNERSHIP

Land ownership within the municipality is distributed as follows:

- About 54.4% of the land is privately owned. Privately owned land covers the majority of the land in the Umdoni municipality. It is concentrated heavily in the coastal belt (Scottburgh, Park Rynie, Pennington) and parts of central Umzinto.
- RSA owns approximately 6.5% of the land. The National government custodian of land. It includes schools, police stations, health facilities and state farms. It is found in the following areas: Uswani, Vongunzana, Mysieland, Okhalweni, Ncazuka and Beula
- KZN Provincial Government land covers 1.9% of the area. It is located in Vernin Crookes and is characterised as vacant land
- Land owned by Regional and Land Affairs (DRDLR) accounts for 0,76% of the municipal area
- Municipal-owned land covers about 2.9%. It is scattered near urban nodes: Umzinto, Park Rynie, Pennington These are likely urban or peri-urban areas where the municipality controls land for development, services, and housing projects.
- The ITB-owned land covers approximately 29.9% of the municipal area. This is communal land under traditional authority custodianship. Mostly rural with limited infrastructure. ITB land is located in areas such as Dududu, Mkhunya, Mahlongwa and Kenterton.
- CPA owned land covers 5.5% of the municipal area. These are restituted lands held by communities.
- SANRAL land covers 0.7% of the municipal area. It is along the N2 Road.
- Transnet-owned land covers 1.6% of the municipality. It is located near existing rail or freight infrastructure and includes servitudes and pipelines



Umdoni Local Municipality Land Ownership

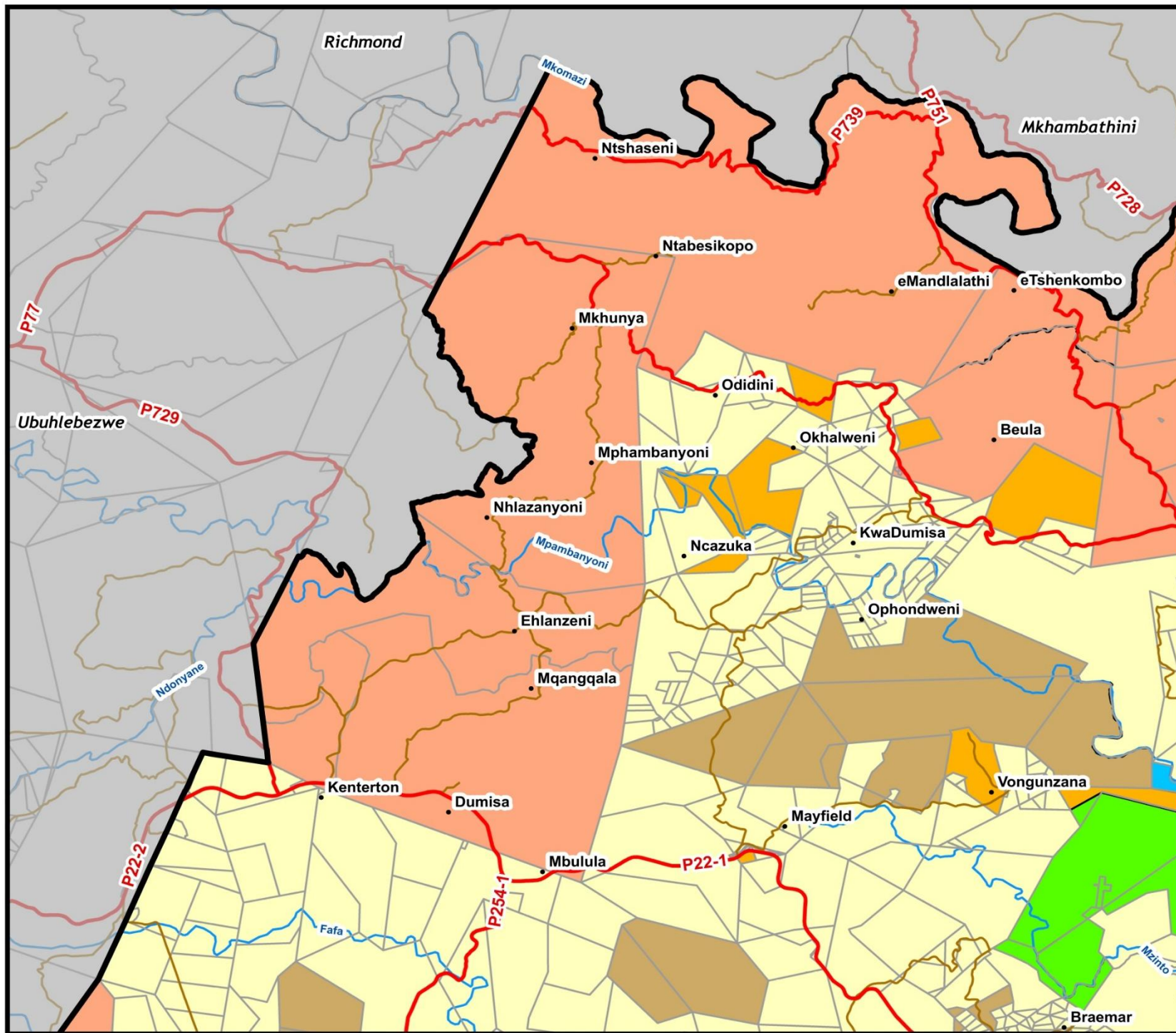
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- CPA
- ITB
- KZN GOVERNMENT
- LAND AFFAIRS
- MUNICIPALITY
- PRIVATE
- RSA
- SANRAL
- TRANSNET
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 20: Land Ownership

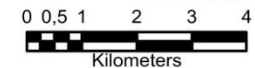


Umdoni Local Municipality Land Ownership

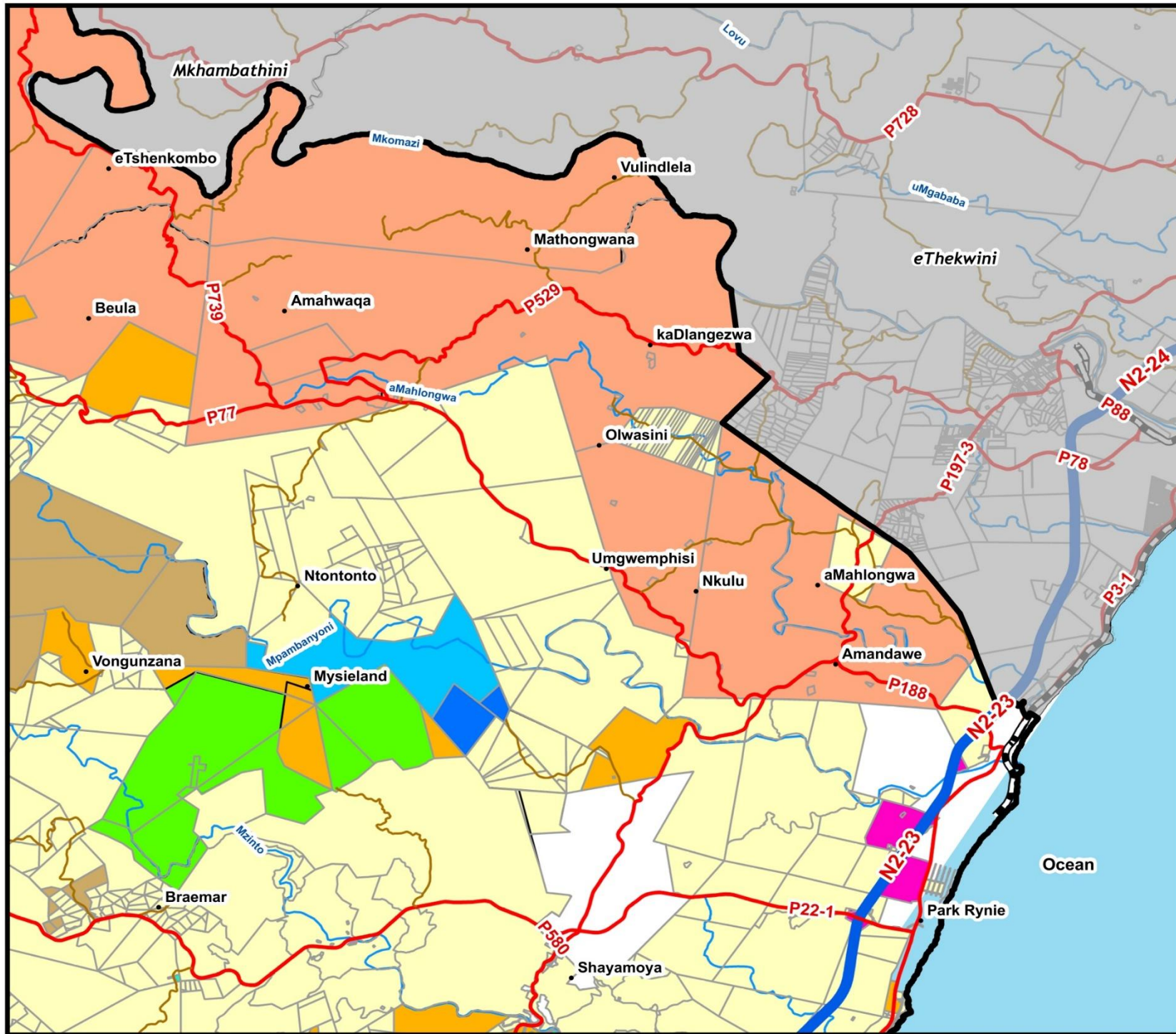
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- CPA
- ITB
- KZN GOVERNMENT
- LAND AFFAIRS
- MUNICIPALITY
- PRIVATE
- RSA
- SANRAL
- TRANSNET
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 21: Land Ownership Frame 1



Umdoni Local Municipality Land Ownership

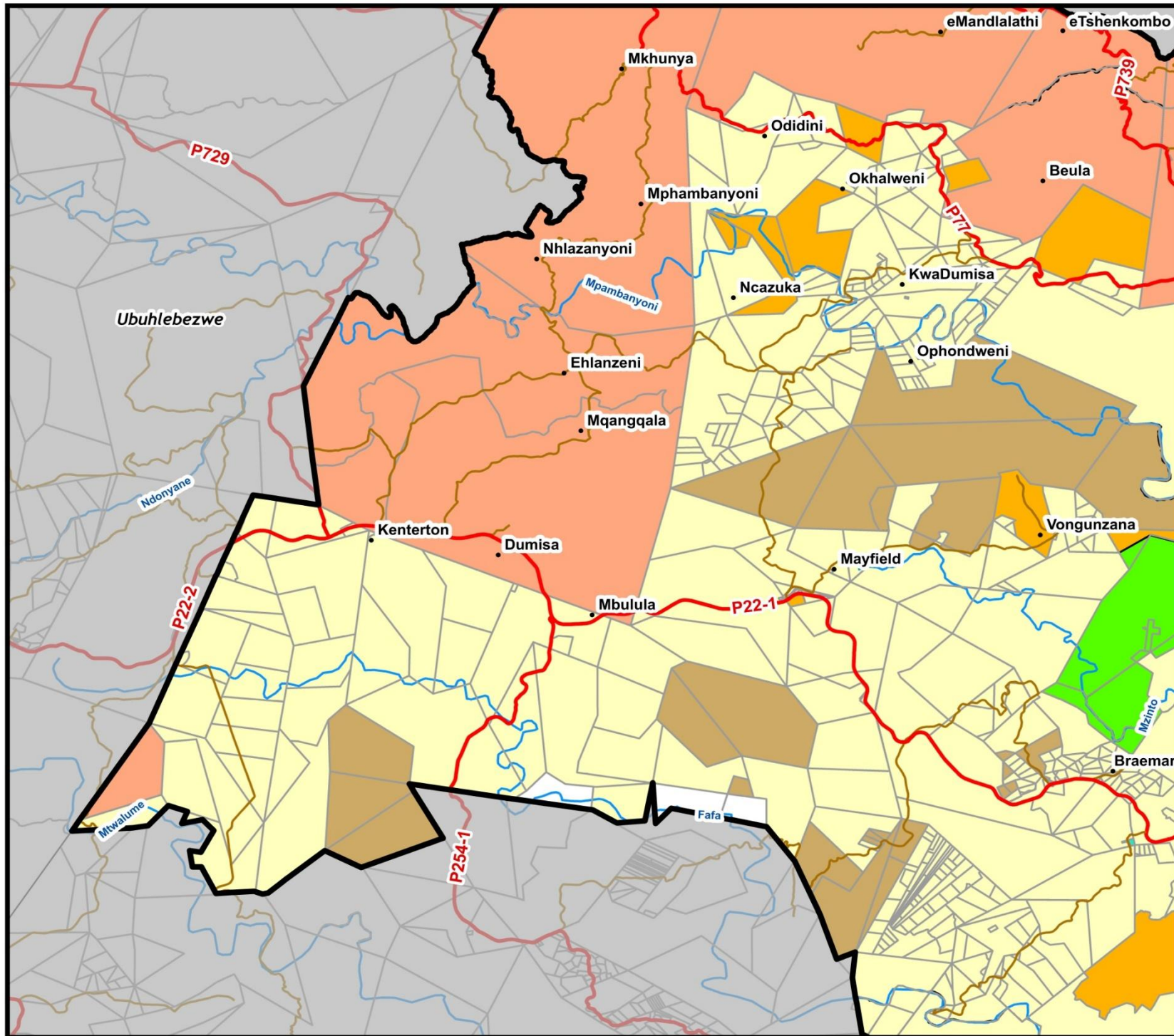
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- CPA
- ITB
- KZN GOVERNMENT
- LAND AFFAIRS
- MUNICIPALITY
- PRIVATE
- RSA
- SANRAL
- TRANSNET
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRD
 Cadastral: KZN SGO

0 0,5 1 2 3 4
 Kilometers

Map 22: Land Ownership Frame 2



Umdoni Local Municipality Land Ownership

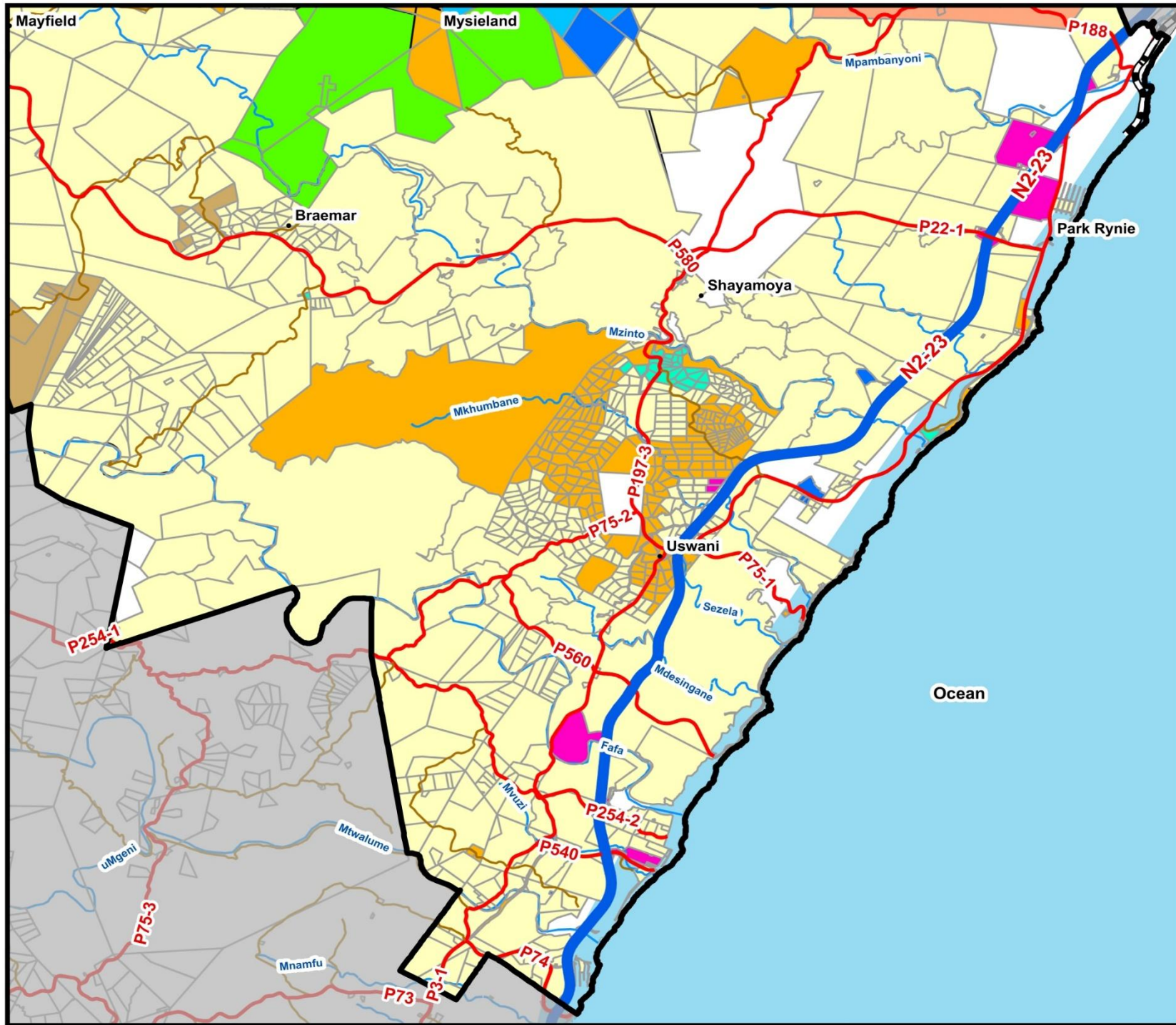
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- CPA
- ITB
- KZN GOVERNMENT
- LAND AFFAIRS
- MUNICIPALITY
- PRIVATE
- RSA
- SANRAL
- TRANSNET
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 23: Land Ownership Frame 3



Umdoni Local Municipality

Land Ownership

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- CPA
- ITB
- KZN GOVERNMENT
- LAND AFFAIRS
- MUNICIPALITY
- PRIVATE
- RSA
- SANRAL
- TRANSNET
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 24: Land Ownership Frame 4

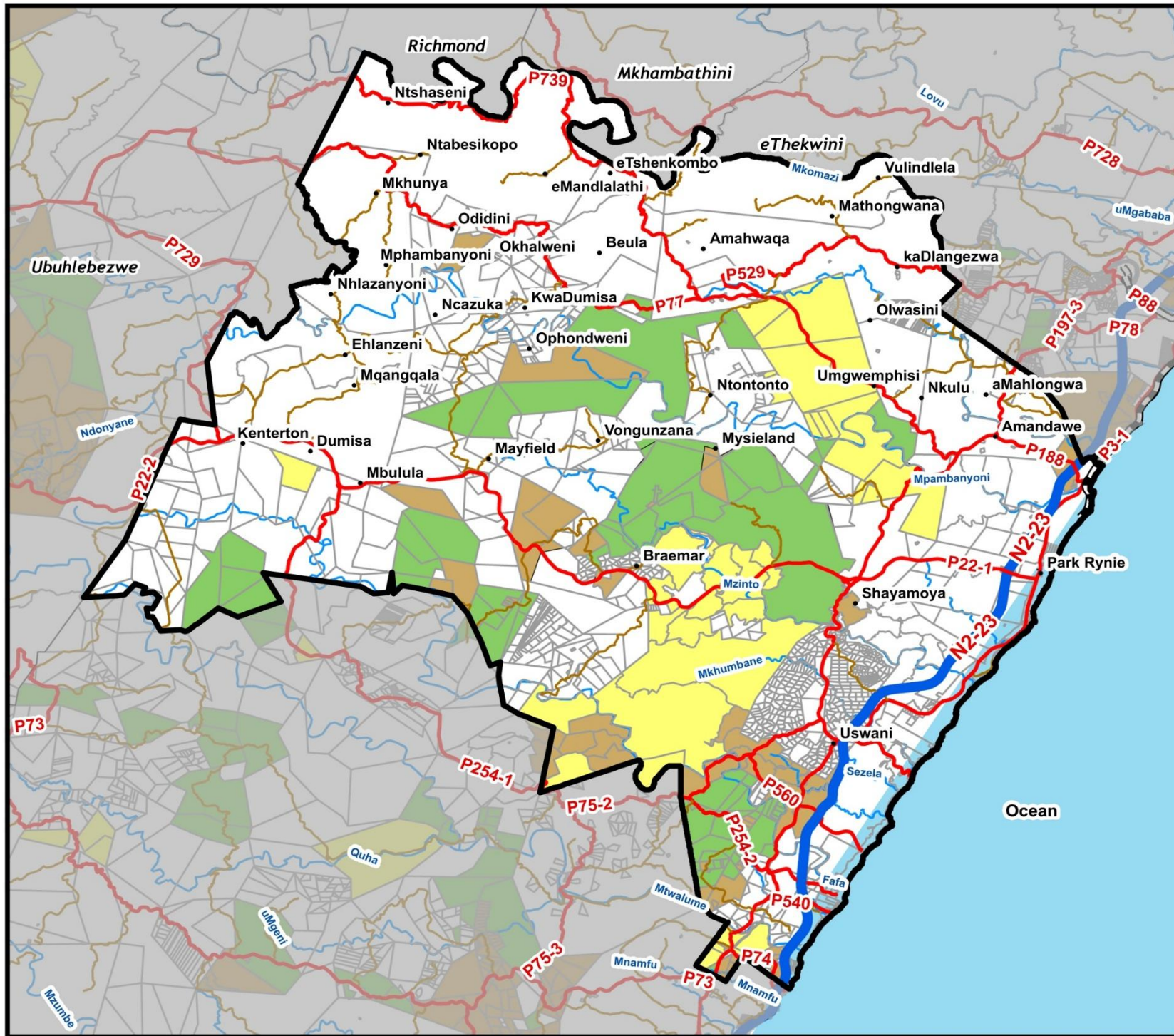
4.10. LAND REFORM

4.10.1. TRANSFERRED REDISTRIBUTION PROJECTS

Table 30: Transferred Redistribution Projects

LAND REFORM PROJECTS	PARCEL NO.	PRODUCT TYPE	LEGAL NAME	YEAR SETTLED
BENEEVA FARM	1/17466	Sugarcane Farming	RSA	2007
CEDARS FARM	1/6803; 1/10794; 1/8070; 1/1400; 2/1400;	2/1400 RE/1400 9250 2/8051 16580	Sugarcane, Bananas	Sibusiso Land Trust 2009
EQUEEFA SMALL SCALE FARMERS	34/17559; 32/17559; 31/17559; 28/17559; 30/17559; 29/17559; 27/17559; 24/17559; 26/17559; 11/17559	9/17559 12/17559 5/17559 4/17559 2/17559 1/17559 3/17559 25/17559 8/17559	Sugarcane Farming	Equeefa Small Scale Farmers Co-op 2002

LAND REFORM PROJECTS	PARCEL NO.	PRODUCT TYPE	LEGAL NAME	YEAR SETTLED
FARM INSONTI	17464; 2/17464 1/14812; 1/7701	Settlement	RSA	2010
GLEN ALIE/ PASTURE BJ GASA	2/6214; REM/2037 1/6214; REM/2037 REM/2037	Sugarcane Farming	B J Gasa Farm CC	2003
KYLASSA FARMING TRUST	RE/9672	Sugarcane, Forestry & Livestock	Kylassa Farming Trust	2009
MGAYI	18/16801 12/16801	Food Safety and Settlement	Amadunge CPA	2002
UMOBA FARMS (PTY) LTD	2/17466 2628	Sugarcane Farming	Umoba Farms Pty Ltd	2005



Umdoni Local Municipality Land Reform

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Settled Land Restitution Claims (June 2021)
- Transferred Redistribution Projects (August 2021)
- Gazetted Restitution Claims (April 2019)
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



DEVELOPMENT PROJECTS
DEVELOPMENT PLANNING



Map 25: Land Reform

4.11. DEVELOPMENT NODES

4.11.1. SCOTTBURGH MUNICIPAL DEVELOPMENT NODE

Table 31: Scottburgh Municipal Development Node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Scottburgh is the primary municipal development node in Umdoni and functions as a sub-regional service centre for the municipality and large parts of the former Vulamehlo hinterland. It is the municipality’s main investment, service and administrative focus
SPATIAL LOCATION	Scottburgh is strategically located on the coastal belt, directly linked to the N2 national corridor and the P3-1 coastal route, with the railway line running along the eastern urban edge. This gives the node strong regional accessibility and visibility.
LAND USE STRUCTURE	The Scottburgh shows a diverse and mature urban land use pattern, including Core Mixed Use, Multi-Purpose Retail, Medium Impact Mixed Use, Mixed Use Office, Suburban Office, Municipal and Government, Health and Welfare, Education, High Density Residential, Medium Density Residential, Petrol Filling Station, Utilities, Active and Passive Open Space, Public Parking and rail reservations. This confirms a compact mixed-use coastal node
COMMERCIAL STRUCTURE	Commercial activity is concentrated in the Scottburgh SP / CBD area and along the main internal road structure, where the scheme map indicates core mixed use, mixed-use office and retail zoning. This supports Scottburgh’s role as the municipality’s main formal business and service centre. The municipality’s planning department also identifies business licensing, market stalls and informal economy support as part of its LED and planning functions, which is relevant to Scottburgh as the principal economic node.
TOURISM ROLE	Scottburgh is one of the strongest tourism anchors in Umdoni. Official tourism sources identify it as a gateway to the KZN South Coast, and Scottburgh Beach is promoted as a major family beach with lifeguards, tidal pool and coastal recreation facilities. This gives the node a strong recreational and visitor economy overlay in addition to its municipal service function.
RESIDENTIAL CHARACTER	The node contains a mix of medium- and high-density residential areas, especially within Scottburgh SP and the beach-facing parts of the node, while Scottburgh South shows a more suburban residential pattern. The coexistence of higher-density and lower-density residential zoning indicates capacity for both consolidation and differentiated housing products.

NODAL ASPECT	DESCRIPTION
SOCIAL AND COMMUNITY FACILITIES	The Scottburgh node map confirms a notable concentration of schools, early childhood development centres, health facilities and a police station within the node. Named facilities visible on the map include Scottburgh Primary School, Scottburgh High School, Scottburgh Pre-Primary School, Casa Di Montessori, Hilltop Pre-Primary and Aftercare, Busy Bee Day Care and Sizathina Pre-School. This reinforces Scottburgh’s role as a higher-order social service node.
TRANSPORT AND ACCESSIBILITY	Scottburgh benefits from direct access to the N2, frontage to the P3-1, and proximity to the railway corridor, making it the most accessible node in the municipality. This strengthens its role as a service, tourism and commuter destination, and supports continued commercial and mixed-use activity.
ENVIRONMENTAL INTERFACE	Scottburgh’s urban structure is shaped by its sensitive coastal position. The environmental interface includes river reserve, open space, amenity reserve and private conservation-related land uses within and around the node. This means future expansion and intensification must respond carefully to coastal and riverine constraints.
KEY STRENGTHS	Strong regional access; established mixed-use core; tourism drawcard; concentration of social facilities; beachfront amenity; clear municipal service role; existing zoning diversity that supports intensification and mixed-use growth.
KEY CHALLENGES	Coastal environmental sensitivity; limited room for unconstrained outward expansion; pressure on the beachfront/CBD interface; traffic and parking pressures associated with tourism and service activity; need to maintain and upgrade an ageing urban core while protecting amenity and coastal quality. The municipality’s continued spending in the Scottburgh CBD indicates that the node remains an active management focus.
DEVELOPMENT OPPORTUNITIES	Strengthen the CBD and mixed-use core; improve beachfront–CBD integration; encourage infill and redevelopment in mixed-use and higher-density precincts; reinforce Scottburgh’s role as the municipality’s principal commercial and tourism hub; leverage N2 accessibility for investment attraction; improve public realm and parking management in the beach/CBD area. These directions are supported by the node’s existing land use structure and municipal role.



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



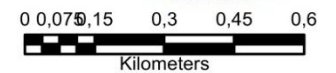
Umdoni Local Municipality

Scottburgh Municipal Development Node

Legend

- Places
- Schools
- Early Childhood Development Centres
- ✚ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▬ Railways
- ▭ Scottburgh
- ▭ Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 26: Scottburgh Municipal Development Node

4.11.2. UMZINTO COMMUNITY DEVELOPMENT NODE

Table 32: Umzinto Community Development Node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Umzinto is a secondary node / second-order community development node in the municipal settlement hierarchy. The IDP identifies secondary nodes as places that perform important local service delivery and economic functions even where they do not operate at a provincial scale.
SPATIAL LOCATION	Umzinto is the municipality’s main inland urban centre, located in the eastern half of Umdoni and strategically tied to the R612–N2 interface and the broader Park Rynie–Umzinto development corridor. The IDP specifically identifies the intersection area of the R612 and N2 as a key development focus linked to Umzinto and Park Rynie.
MUNICIPAL ROLE AND FUNCTION	Umzinto performs a community-serving urban role. Umzinto is a rapidly growing urban centre with residential property, public amenities, limited industry and commercial facilities. It functions as the principal inland service centre for surrounding rural and peri-urban communities.
LAND USE STRUCTURE	The Umzinto shows a diverse internal land use pattern rather than a single-use residential town. The node contains a Core Mixed Use spine, Multi-Purpose Retail, Medium Impact Mixed Use, medium- and high-density residential areas, education, worship, utilities, municipal/government-related land, open space, cemetery, and surrounding urban agriculture. This indicates a compact inland node with a recognisable mixed-use core and residential hinterland.
COMMERCIAL STRUCTURE	Commercial activity is concentrated in the central mixed-use core, supported by formally zoned retail and mixed-use land on the scheme map. Municipal performance reporting also confirms the importance of the Umzinto Bus Rank and Traditional Healers Market, which is being formalised through signage and rank-related improvements. That is significant because it shows that Umzinto’s commercial role is not only formal retail, but also market-based and transport-linked local trade.
RESIDENTIAL CHARACTER	Umzinto has a mixed residential structure. Umzinto reflects a combination of Residential Only zones, Medium Density Residential, and High Density Residential 2. Future growth to mixed-use and medium- to high-density residential development is anticipated along the corridor away from the nodal points. This gives Umzinto stronger densification potential than the municipality’s smaller inland settlements.

NODAL ASPECT	DESCRIPTION
ECONOMIC ROLE	The node has a broader economic role than a normal rural service centre. The R612/N2 intersection area associated with Umzinto and Park Rynie is intended for light industry, warehousing, office parks, industrial estates, motor-show rooms and large commercial centres of a regional or sub-regional character. This gives Umzinto a clear employment and enterprise function beyond neighbourhood-scale service delivery.
SOCIAL AND COMMUNITY FACILITIES	Umzinto contains a concentration of community facilities appropriate to a second-order node. The IDP already identifies it as having public amenities, and the official KwaZulu-Natal clinic listing confirms the presence of an Umzinto provincial clinic. The scheme map also shows education and other civic-type zones within the node.
TRANSPORT AND ACCESSIBILITY	Umzinto is well positioned in mobility terms. Its development role is strengthened by proximity to the N2, by the R612 corridor, and by its role in the Park Rynie–Umzinto–Kenterton development corridor identified in the IDP. The bus rank and traditional healers market further reinforce its function as a local movement and exchange point.
KEY STRENGTHS	Strong inland service role; recognisable CBD/mixed-use core; established clinic and community facilities; bus rank and market activity; strategic location on the R612/N2 development interface; existing zoning diversity that supports mixed-use growth, housing intensification and economic expansion.
KEY CHALLENGES	Rapid growth is already putting pressure on the node. This rapid growth placed a need to revitalise the precinct through an Urban Design Framework. This suggests challenges around urban management, integration of residential and commercial areas, and the need to improve the quality and structure of the town as it expands. The delayed implementation of bus-rank signage also hints at slower roll-out of some public realm/economic-support interventions.
DEVELOPMENT OPPORTUNITIES	The strongest opportunities are to: consolidate the mixed-use core, strengthen the bus rank / market precinct, support medium- and high-density residential infill, improve links between residential areas and the CBD, and leverage the R612/N2 interface for light industrial, warehousing and larger-scale commercial investment. These opportunities are already embedded in the IDP’s intended development direction for Umzinto



Umdoni Local Municipality

Umzinto Community Development Node

Legend

- Places
- Schools
- Early Childhood Development Centres
- ✚ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Umzinto
- Umdoni Municipality
- Cadastral

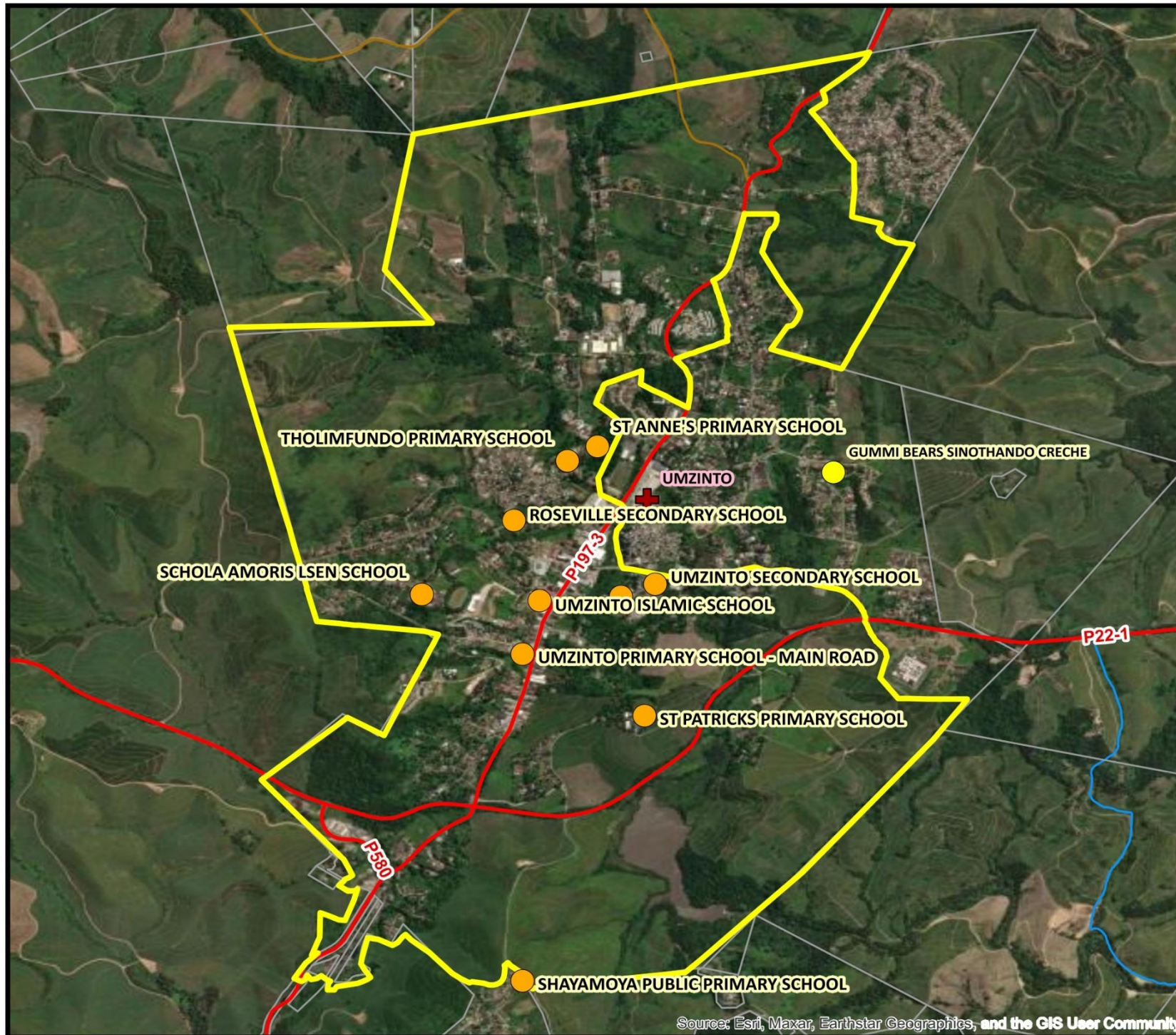
DATA SOURCES:
Towns: COGTA
Roads: DOT
Municipal/Ward Boundaries: MDB
Stats: STATSSA
Agricultural/Geological Data: DALRRD
Environmental Data: KZN Wildlife 2019
Hydrological Data: SANBI
Land Reform: DALRRD
Cadastral: KZN SGO



DEVELOPMENT PROJECTS
DEVELOPMENT PLANNING

0 0,125 0,25 0,5 0,75 1

Kilometers



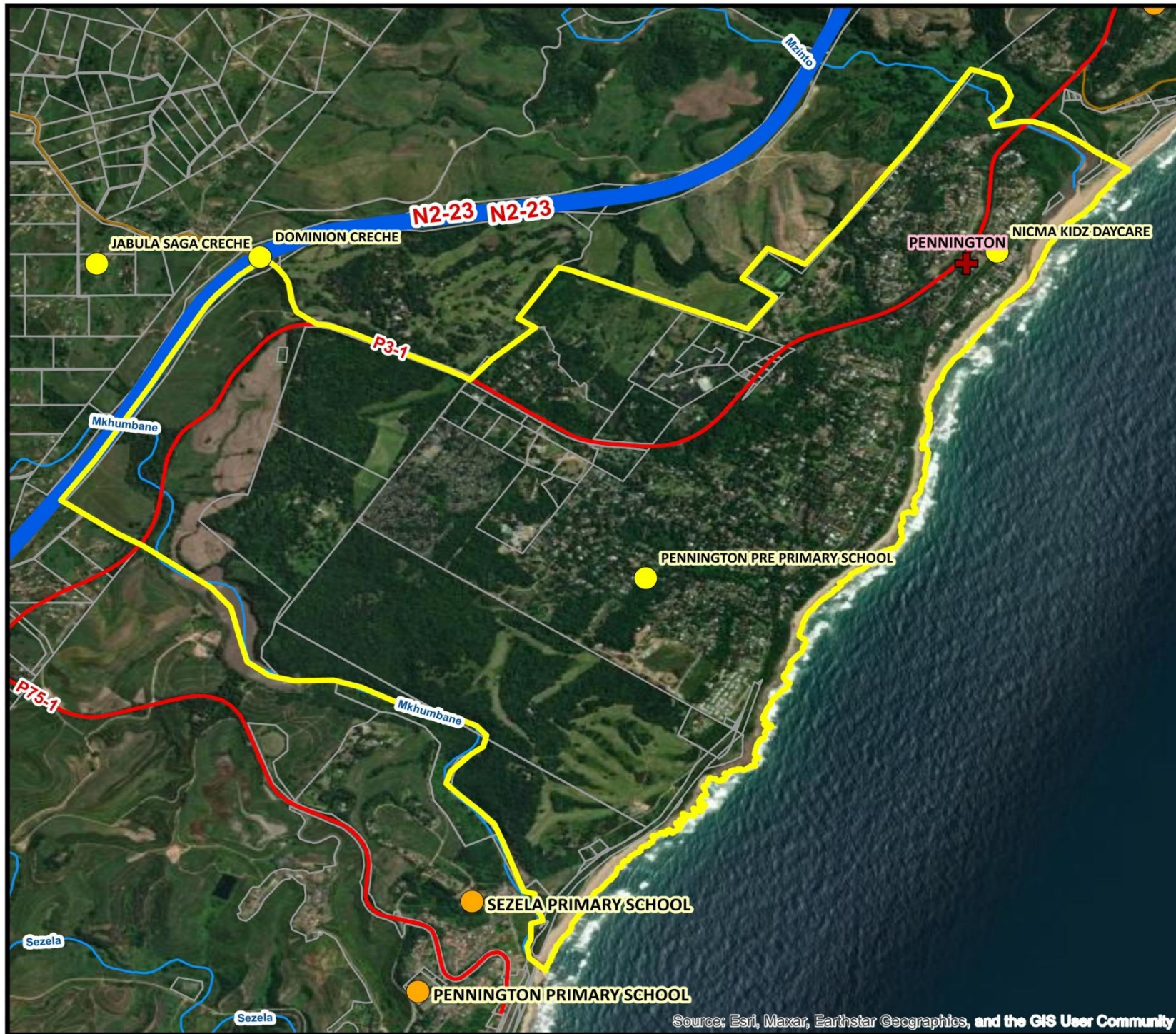
Map 27: Umzinto Community Development Node

4.11.3. PENNINGTON COMMUNITY DEVELOPMENT NODE

Table 33: Pennington Settlement Development Node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Pennington functions as a community development node within the Umdoni settlement hierarchy. It performs a localised service and residential role while supporting tourism activity along the South Coast corridor.
SPATIAL LOCATION	Pennington is located along the coastal belt of Umdoni Municipality, situated between Scottburgh and Sezela, with direct access to the P3-1 provincial coastal route and close proximity to the N2 national corridor. The Mzinto River system and coastal edge form important environmental boundaries shaping the node’s spatial extent.
MUNICIPAL ROLE AND FUNCTION	The node functions primarily as a residential and tourism-oriented coastal settlement, providing limited local services while supporting nearby tourism and recreational activities. It also serves surrounding residential estates and coastal communities.
LAND USE STRUCTURE	The land use structure indicates a predominantly residential coastal settlement structure with supporting mixed-use and tourism land uses. Significant portions of land are also allocated for conservation, open space and eco-agricultural recreation, reflecting environmental sensitivity along the coastline.
COMMERCIAL STRUCTURE	Commercial activity is relatively limited and generally concentrated along the P3-1 corridor, where Medium Impact Mixed Use and Multi-Purpose Retail zoning support small-scale retail and service activity catering to residents and visitors.
RESIDENTIAL CHARACTER	Residential development is characterised by low- to medium-density coastal housing, including traditional suburban layouts and gated residential estates. The map highlights areas such as Selbourne Golf Estate, which contributes to the node’s residential and recreational character.
TOURISM AND RECREATION ROLE	Pennington plays an important role in the coastal tourism economy of Umdoni. The presence of resort zoning, golf estates, caravan parks and beachfront access areas indicates a strong recreational and tourism function linked to the South Coast tourism corridor
SOCIAL AND COMMUNITY FACILITIES	The node contains several early childhood facilities including Pennington Pre-Primary School, and Nicma Kidz Daycare. The node also benefits from a primary healthcare clinic, i.e. Pennington Clinic, providing essential community services for local residents

NODAL ASPECT	DESCRIPTION
TRANSPORT AND ACCESSIBILITY	Accessibility is primarily provided by the P3-1 provincial road, which runs through the node and connects it to Scottburgh and Sezela. The N2 national highway located slightly inland further enhances regional connectivity.
ENVIRONMENTAL INTERFACE	The node is strongly influenced by environmental considerations, with extensive river reserves, amenity reserves, passive open spaces and conservation areas identified on the land use map. These environmental features limit urban expansion but also enhance the area’s recreational and tourism appeal.
KEY CHALLENGES	Limited economic diversification beyond tourism and residential uses; environmental constraints restricting expansion; seasonal tourism pressures; dependence on larger nodes such as Scottburgh for higher-order services
DEVELOPMENT OPPORTUNITIES	Opportunities exist to strengthen tourism and hospitality-related development, enhance small-scale commercial activity along the P3-1 corridor, and support sensitive residential infill development within existing settlement areas while protecting coastal environmental assets.



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

Pennington Tertiary Development Node

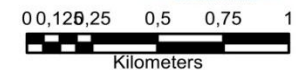
Legend

- Places
- Schools
- Early Childhood Development Centres
- ✚ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Pennington
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRD
 Cadastral: KZN SGO



DEVELOPMENT PROJECTS
 DEVELOPMENT PLANNING



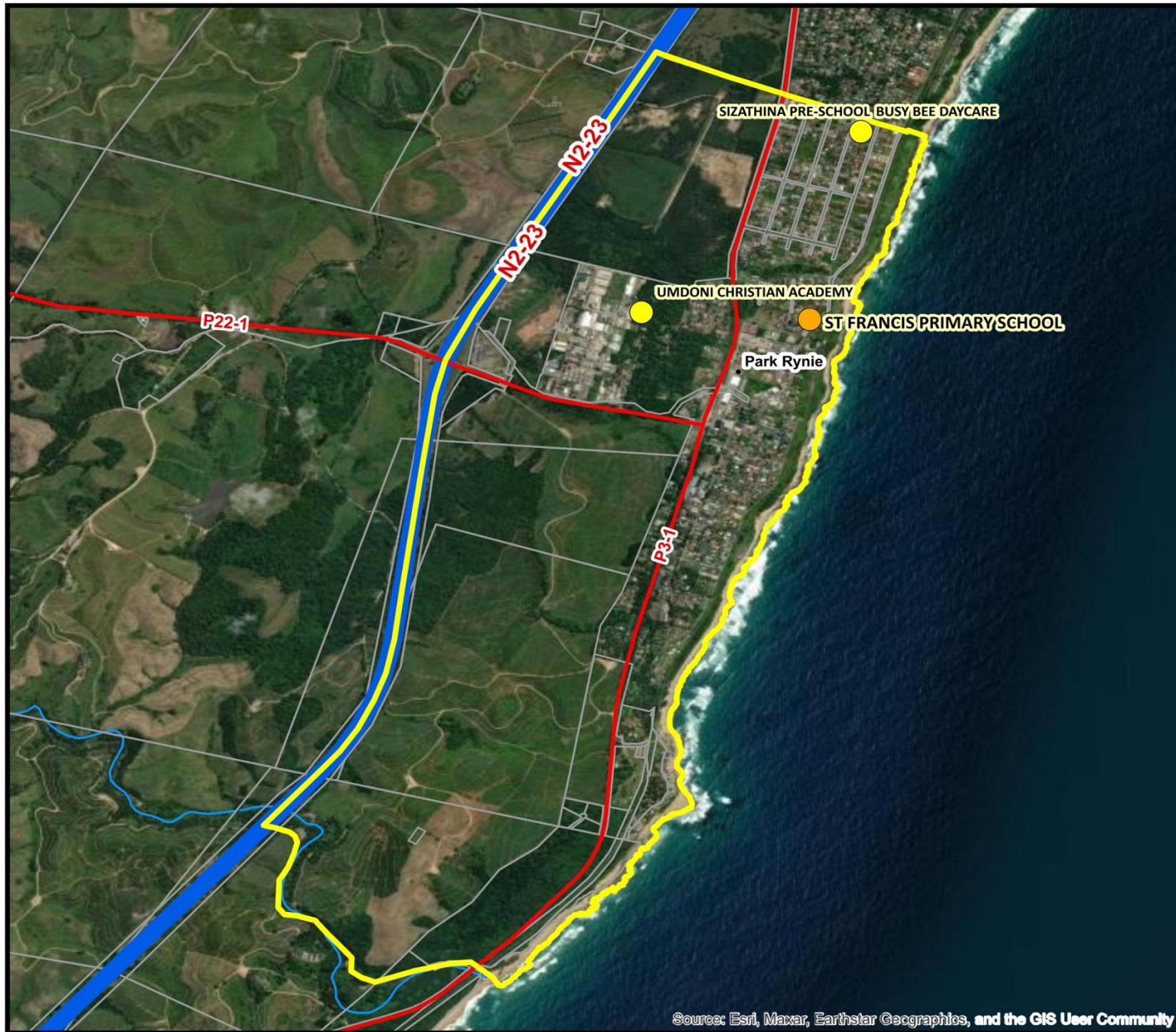
Map 28: Pennington Settlement Development

4.11.4. PARK RYNIE COMMUNITY DEVELOPMENT NODE

Table 34: Park Rynie settlement development node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Park Rynie functions as a community development node within the Umdoni municipal settlement hierarchy. The node performs a mixed residential, industrial and coastal service role, supporting surrounding settlements and economic activities along the coastal corridor
SPATIAL LOCATION	Park Rynie is located along the central coastal belt of Umdoni Municipality, positioned between Scottburgh and Pennington. The settlement lies adjacent to the N2 national corridor, with access provided via the P22-1 provincial road and the P3-1 coastal route, linking the node to surrounding coastal towns and inland rural areas
MUNICIPAL ROLE AND FUNCTION	The node functions as a secondary coastal service centre within the local settlement system, providing residential areas, community facilities and employment opportunities linked to nearby industrial activity and the coastal tourism economy
LAND USE STRUCTURE	Park Rynie has a diverse land use structure relative to other tertiary nodes. Residential areas dominate the coastal strip, while industrial land uses are located west of the settlement core along the P22-1 corridor. Additional land uses include medium impact mixed use, multi-purpose retail, institutional facilities, and municipal land use
COMMERCIAL STRUCTURE	Commercial activity is primarily concentrated along the P3-1 coastal route and within the central Park Rynie settlement area, where mixed-use and retail zoning support small businesses, local retail outlets and service activities that cater to residents and visitors
RESIDENTIAL CHARACTER	Residential development consists mainly of medium-density coastal housing, with areas of high density residential 2 and 3 zoning located near the settlement centre. Residential neighbourhoods extend linearly along the coastline and are interspersed with community facilities and mixed-use areas.
SOCIAL AND COMMUNITY FACILITIES	Community facilities identified within the node include St Francis Primary School, Umdoni Christian Academy, St Francis Primary School, providing educational services to the local population.
TRANSPORT AND ACCESSIBILITY	Accessibility is supported by the N2 national corridor, which runs parallel to the settlement inland, while the P22-1 road provides direct access to the node. The P3-1 coastal road forms the main local circulation route through the settlement and connects Park Rynie with neighbouring coastal towns.

NODAL ASPECT	DESCRIPTION
ENVIRONMENTAL INTERFACE	The settlement is bordered by the Indian Ocean coastline to the east and agricultural land to the west. Environmental features such as coastal buffers, river systems and open space areas influence the extent and pattern of development within the node
KEY CHALLENGES	Exposure to coastal environmental risks; limited expansion space due to environmental and agricultural constraints; dependence on larger nodes for higher-order services; infrastructure pressure in coastal areas during peak tourism periods.
DEVELOPMENT OPPORTUNITIES	Opportunities exist to strengthen the industrial and employment base, support mixed-use development along the P3-1 corridor, and enhance tourism-related activities associated with the coastline and recreational amenities.



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

Park Rynie Tertiary Development Node

Legend

- Places
- Schools
- Early Childhood Development Centres
- ⊕ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Park Rynie
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



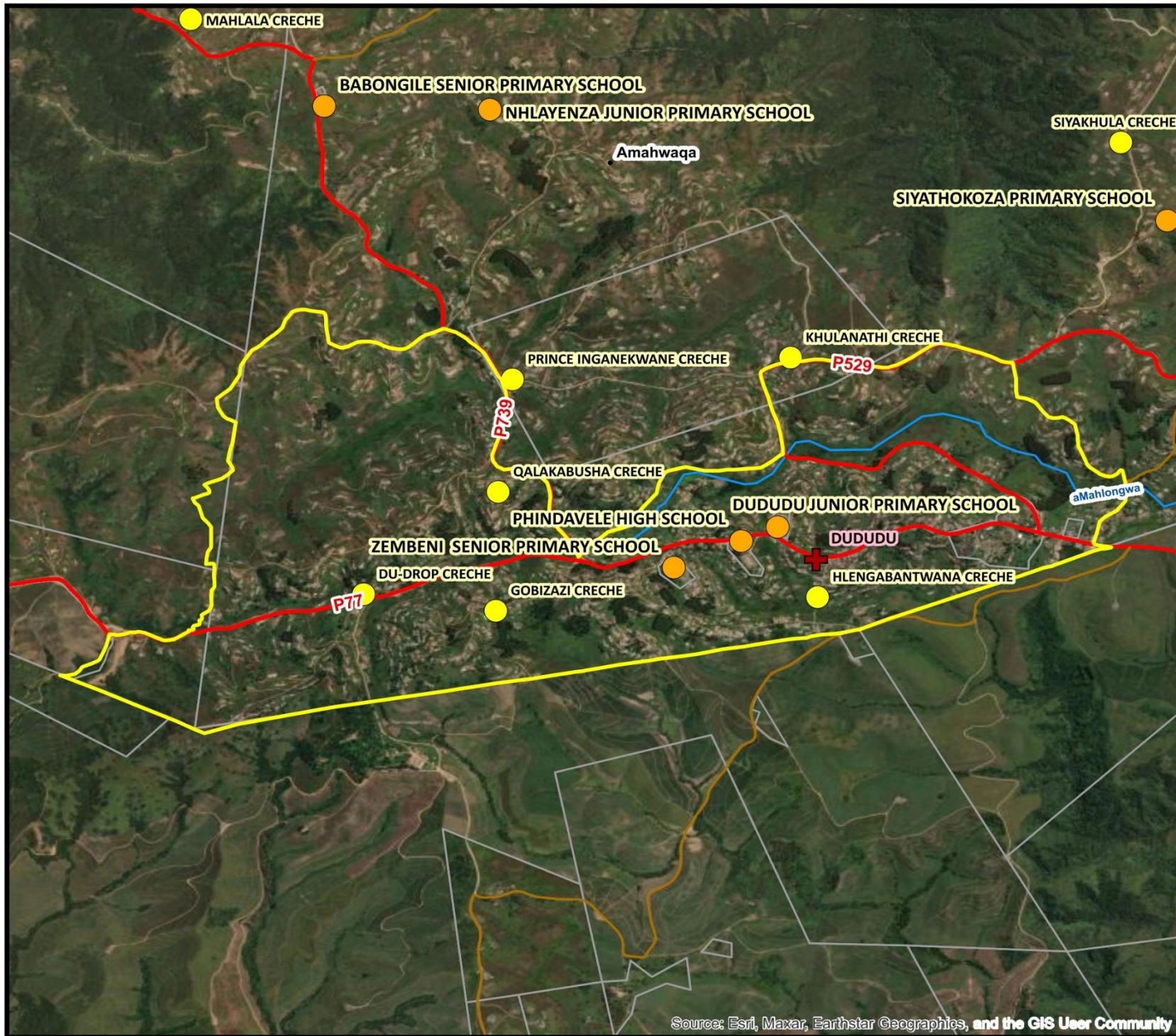
Map 29: Park Rynie Settlement Development Node

4.11.5. DUDUDU SETTLEMENT DEVELOPMENT NODE

Table 35: Dududu Community Development Node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Dududu functions as a settlement development node within the Umdoni municipal settlement hierarchy. It serves as the primary inland service centre for surrounding rural settlements and traditional authority areas.
SPATIAL LOCATION	Dududu is located in the western inland portion of Umdoni Municipality, forming part of the municipality’s rural hinterland. The settlement lies along provincial and district road connections that link the inland rural areas to the coastal urban corridor, particularly Scottburgh and Umzinto.
MUNICIPAL ROLE AND FUNCTION	The node primarily performs a community service and rural support role. It provides access to essential services such as education, health care, small-scale retail and administrative services for surrounding rural settlements including KwaDumisa, Nhlazanyoni, Mkhunya and other dispersed traditional settlements.
LAND USE STRUCTURE	The spatial structure of Dududu reflects a rural service centre embedded within an agricultural and traditional settlement landscape. The core node contains institutional facilities, small-scale commercial activity, and clustered residential development, while the surrounding area is characterised by traditional homesteads, agricultural land and dispersed rural settlements.
COMMERCIAL STRUCTURE	Commercial activity within Dududu is primarily small-scale and locally oriented, consisting of convenience retail, spaza shops, informal trading and service businesses that support daily household needs. These activities are typically concentrated along the main road corridor through the settlement and near community facilities.
RESIDENTIAL CHARACTER	Residential development in Dududu is largely low-density and traditional in character, consisting of dispersed homesteads and small rural settlements rather than formal township-style neighbourhoods. Housing development reflects incremental rural settlement patterns and extended family homestead structures.
ECONOMIC ROLE	The local economy is strongly linked to agriculture, small-scale trade and rural livelihoods. Land cover analysis indicates extensive agricultural land and cultivated areas surrounding the node, supporting activities such as crop production, grazing and smallholder farming.
SOCIAL AND COMMUNITY FACILITIES	As a community development node, Dududu contains a number of key social facilities, including schools, community services and local administrative functions that serve surrounding rural populations. These facilities reinforce Dududu’s role as a rural service hub.

NODAL ASPECT	DESCRIPTION
TRANSPORT AND ACCESSIBILITY	Dududu is connected to the broader municipal system through provincial and district roads linking the inland rural areas to coastal urban centres. Although accessibility is lower than that of the coastal nodes, the settlement functions as an important local transport and service point for surrounding communities.
ENVIRONMENTAL INTERFACE	The broader Dududu area includes significant agricultural land, natural vegetation and river systems, which influence settlement patterns and limit the expansion of compact urban development.
KEY CHALLENGES	Dispersed rural settlement patterns that complicate service delivery; limited formal economic base; infrastructure constraints associated with rural settlement patterns; limited commercial diversification.
DEVELOPMENT OPPORTUNITIES	Opportunities exist to strengthen Dududu’s role as a rural service node through improved social infrastructure, expansion of local retail and service activity, and support for agricultural and agro-processing value chains linked to surrounding farming areas.



Umdoni Local Municipality

Dududu Community Development Node

Legend

- Places
- Schools
- Early Childhood Development Centres
- ✚ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Dududu
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

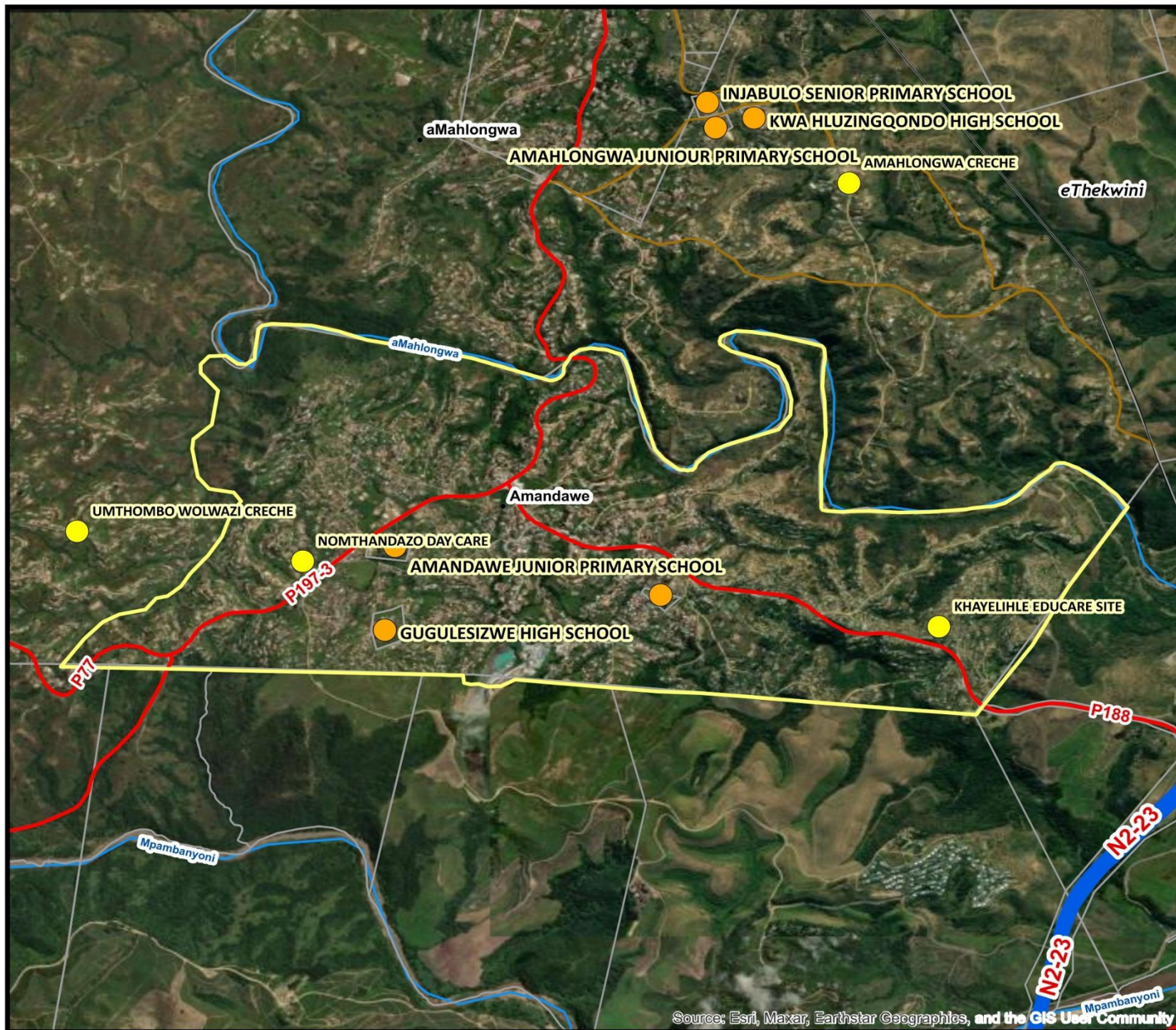
Map 30: Dududu Settlement Development Node

4.11.6. AMANDAWE SETTLEMENT DEVELOPMENT NODE

Table 36: Amandawe settlement development node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Amandawe functions as a tertiary node (Settlement Development Node) within the Umdoni municipal settlement hierarchy. The node performs a rural community service function and supports surrounding dispersed settlements located within traditional authority areas
SPATIAL LOCATION	Amandawe is located in the northern inland portion of Umdoni Municipality, close to the boundary with eThekweni Municipality. The node lies along the P197-3 provincial road corridor, with additional connections to the P188 road and the N2 national route further south, linking the area to coastal settlements such as Scottburgh and Umzinto.
MUNICIPAL ROLE AND FUNCTION	Amandawe serves as a localised rural service centre that supports surrounding communities such as aMahlongwa and neighbouring rural settlements. The node provides access to essential social infrastructure including schools and early childhood development facilities for the wider rural population
LAND USE STRUCTURE	The node is embedded within a predominantly rural landscape dominated by rural residential settlements, reflecting traditional homestead-based settlement patterns. These areas are interspersed with agriculture, as well as pockets of active open space and river reserve areas associated with the aMahlongwa river system.
COMMERCIAL STRUCTURE	Formal commercial development within Amandawe is limited. Economic activity largely consists of small-scale local retail and informal trading. These activities provide basic goods and services to surrounding rural households
RESIDENTIAL CHARACTER	Residential development is characterised by traditional homestead settlement patterns, with scattered dwellings distributed across the landscape rather than concentrated in a compact urban form. Settlement density varies across the node, with some areas reflecting higher intensity traditional settlement associated with the Rural Residential 2 zoning category.
SOCIAL AND COMMUNITY FACILITIES	Amandawe contains a cluster of educational facilities which support the surrounding population. Facilities identified on the node map include Amandawe Junior Primary School, Gugulesizwe High School, as well as several early childhood development centres such as Nomthandazo Day Care and Khayelihle Educare Site.

NODAL ASPECT	DESCRIPTION
TRANSPORT AND ACCESSIBILITY	The node is structured around the P197-3 provincial road, which acts as the main mobility spine linking the settlement to neighbouring rural areas and the broader regional road network. Secondary local roads provide access to dispersed homesteads and community facilities.
ENVIRONMENTAL INTERFACE	The settlement is closely associated with the aMahlongwa river corridor and surrounding natural vegetation areas, which create environmental constraints but also support agricultural activity and local livelihoods. These environmental systems play an important role in shaping settlement distribution within the node.
KEY CHALLENGES	Dispersed settlement patterns that complicate infrastructure provision; limited formal economic activity; dependence on higher-order nodes for employment and specialised services; environmental constraints associated with river systems and steep terrain
DEVELOPMENT OPPORTUNITIES	Opportunities exist to strengthen community service infrastructure, support small-scale rural enterprise development, and improve transport connectivity between dispersed settlements and the central service cluster.



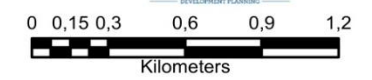
Umdoni Local Municipality

Amandawe Settlement Development Node

Legend

- Places
- Schools
- Early Childhood Development Centres
- ✚ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Amandawe
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

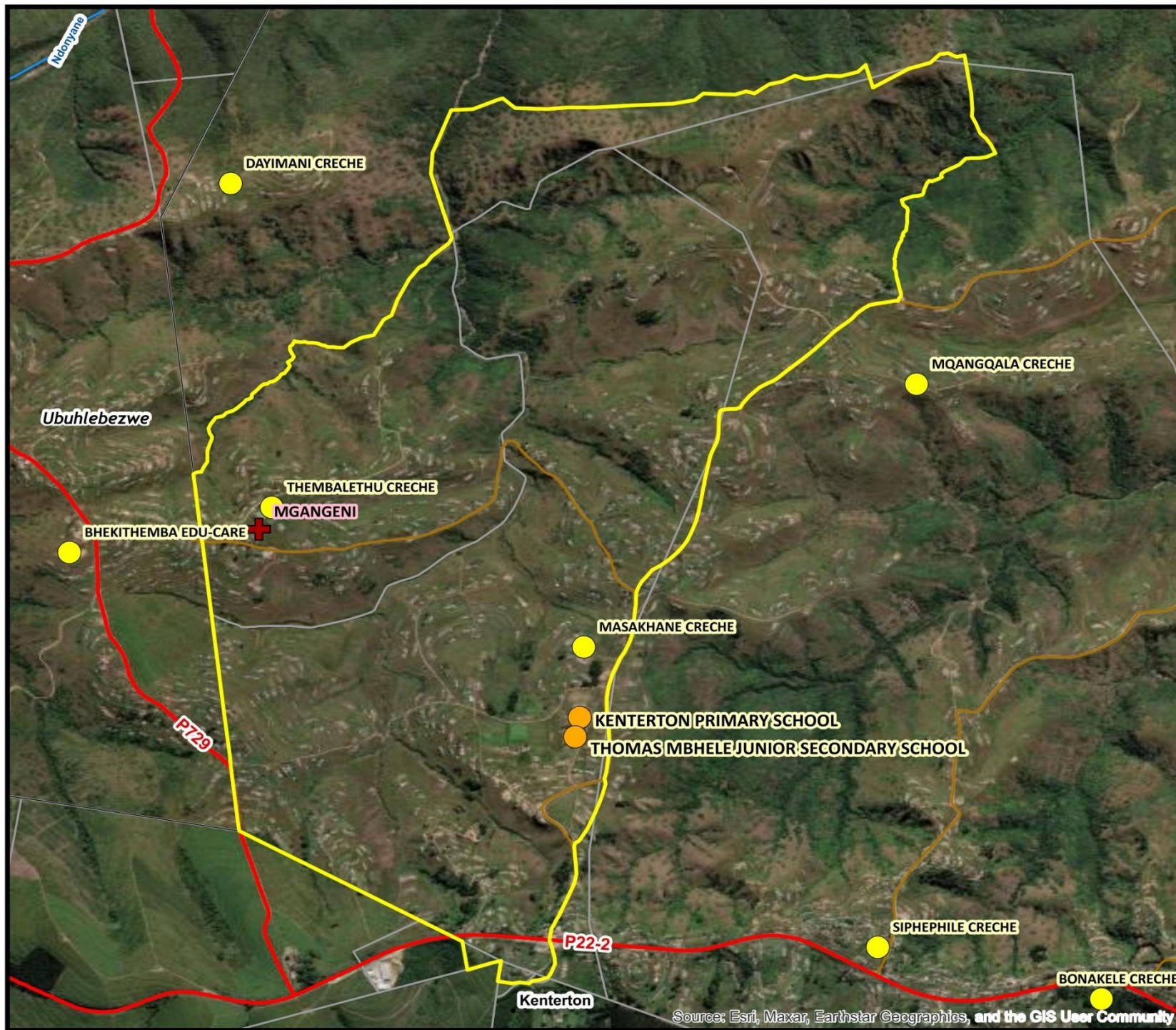
Map 31: Amandawe Settlement Development Node

4.11.7. KENTERTON SETTLEMENT DEVELOPMENT NODE

Table 37: Kenterton settlement development node

NODAL ASPECT	DESCRIPTION
NODE STATUS	Kenterton functions as a tertiary node (Settlement Development Node) within the Umdoni settlement hierarchy. It operates as a rural service point that supports surrounding dispersed settlements and agricultural communities in the western inland areas of the municipality.
SPATIAL LOCATION	Kenterton is located in the western inland portion of Umdoni Municipality, close to the municipal boundary with Johannes Phumani Phungula Municipality and Vulamehlo areas. The node is situated along the P22-2 provincial road, which provides connectivity between inland rural settlements and the broader regional road network.
MUNICIPAL ROLE AND FUNCTION	The node performs a localised community support role, providing access to essential services such as education and early childhood facilities for surrounding rural communities including Mgangeni, Mqangqala, and Dumisa areas
LAND USE STRUCTURE	Kenterton is located within a predominantly rural landscape dominated by Agriculture, with scattered areas of rural residential settlement zones representing traditional homestead-based settlement patterns. Limited pockets of low impact mixed use and institutional land uses occur within the central service cluster
COMMERCIAL STRUCTURE	Formal commercial activity within Kenterton is minimal. Economic activity is largely informal and service-oriented, typically occurring in small-scale trading or local community-based retail activities that support surrounding rural households.
RESIDENTIAL CHARACTER	Residential development is characterised by dispersed traditional homestead settlements, with households located on relatively large land parcels across the rural landscape.
SOCIAL AND COMMUNITY FACILITIES	The node contains several education and early childhood facilities which serve surrounding rural communities. Facilities shown on the node map include Kenterton Primary School, Thomas Mbhele Junior Secondary School, and multiple early childhood development centres such as Masakhane Creche, and, Themba lethu Creche. A health facility is also indicated within the node, i.e. Mgangeni Clinic
TRANSPORT AND ACCESSIBILITY	The P22-2 provincial road forms the main mobility spine through the settlement and provides connectivity to nearby rural areas and neighbouring municipalities. Local access roads and tracks connect dispersed homesteads to the central service area and surrounding facilities.

NODAL ASPECT	DESCRIPTION
ENVIRONMENTAL INTERFACE	The surrounding landscape is dominated by agricultural land and natural vegetation, with extensive areas zoned for agricultural production and open space. These environmental and agricultural areas play an important role in supporting local livelihoods and subsistence farming activities.
KEY CHALLENGES	Dispersed settlement patterns complicate service delivery; limited formal economic activity; dependence on larger nodes for higher-order services; constrained infrastructure provision across scattered rural settlements.
DEVELOPMENT OPPORTUNITIES	Strengthening local community services and facilities; improving road connectivity between dispersed settlements and the central node; supporting agricultural development and small-scale agro-based economic activity.



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

Kenterton Settlement Development Node

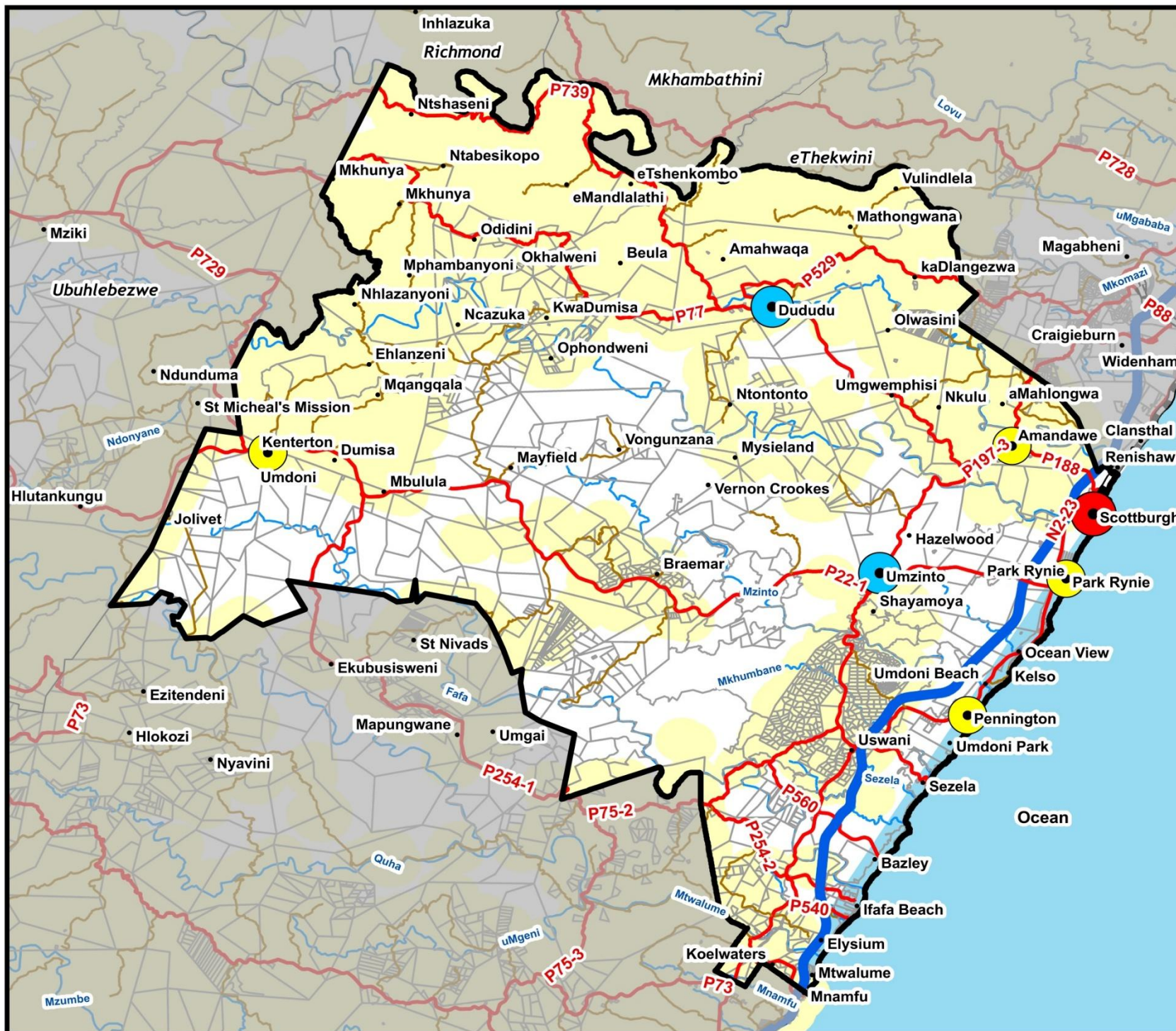
Legend

- Places
- Schools
- Early Childhood Development Centres
- ✚ Health Facilities
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Kenterton
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 32: Kenterton Settlement Node



Umdoni Local Municipality Development Nodes

Legend

- Places
- Blue line: National Road
- Red line: Provincial Road
- Orange line: District Road
- Blue line: NFEPA_Rivers
- Yellow area: Settlement Areas
- Thick black line: Umdoni Municipality
- Thin grey line: Cadastral

Development Nodes

- Red circle: Municipal Development Node
- Blue circle: Community Development Node
- Yellow circle: Settlement Development Node

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

Scale: 0 1,25 2,5 5 7,5 10 Kilometers

Map 33: Development Nodes

4.12. DEVELOPMENT CORRIDORS

4.12.1. PRIMARY DEVELOPMENT CORRIDOR: N2 NATIONAL CORRIDOR

Table 38: Primary Development Corridor: N2 National Corridor

PRIMARY DEVELOPMENT CORRIDOR: N2 NATIONAL CORRIDOR	
Corridor	N2 National Corridor
Hierarchy	Primary / National Development Corridor
Jurisdiction	National route managed by SANRAL forming part of South Africa’s strategic freight and mobility network.
Spatial Alignment within Municipality	Runs north–south through the eastern portion of Umdoni, parallel to the coastline. Key access points occur near Scottburgh, Park Rynie, Sezela and the Umzinto area where interchanges connect the corridor to local and provincial road networks.
Regional Connectivity Function	Provides direct regional connectivity between Umdoni and major economic centres including Durban (north) and Port Shepstone and the lower South Coast (south). The route carries significant freight, tourism and commuter traffic along the KwaZulu-Natal coastal corridor.
Municipal Development Role	Functions as the municipality’s primary economic mobility spine. The corridor provides strategic access to coastal settlements, supports industrial and logistics activity near interchange areas, and strengthens connectivity between coastal urban nodes and inland settlements through connecting routes such as the P197 corridor toward Umzinto and Amandawe.
Associated Economic Activities	Industrial and logistics activity associated with the Park Rynie and Umzinto areas; agro-processing linked to the Sezela sugar mill; tourism flows supporting coastal destinations such as Scottburgh and Pennington; commuter mobility linking Umdoni residents to employment opportunities along the South Coast and in eThekweni.
Linked Nodes	Scottburgh (primary coastal service centre), Park Rynie industrial area, Sezela agro-industrial node, Umzinto inland service town.
Land Use Characteristics Along Corridor	Mixed coastal settlement pattern consisting of tourism-oriented residential areas, agricultural land (particularly sugarcane production), industrial land around Park Rynie and Sezela, and scattered settlement expansion near interchange access points.

PRIMARY DEVELOPMENT CORRIDOR: N2 NATIONAL CORRIDOR	
Development Opportunities	Strategic location for industrial and commercial investment near interchange areas; potential logistics and agri-processing expansion linked to sugar industry and regional freight movement; tourism access corridor supporting the South Coast visitor economy.
Key Constraints	Controlled access restrictions limit direct frontage development; large sections of adjacent land remain under agricultural production; development must be coordinated with SANRAL access management regulations; spatial fragmentation between coastal urban areas and inland rural settlements reduces corridor integration.
Strategic Planning Direction	Encourage interchange-based development rather than ribbon development; strengthen connections between the N2 and inland service corridors (particularly toward Umzinto and Amandawe); align industrial and logistics development with existing industrial nodes; protect agricultural land from uncontrolled settlement encroachment.

4.12.2. SECONDARY DEVELOPMENT CORRIDORS: R102 AND P197/3

Table 39: R102 Coastal Development Corridor

R102 COASTAL DEVELOPMENT CORRIDOR	
Corridor	R102 Coastal Development Corridor
Hierarchy	Secondary Development Tourism Corridor (Sub-Regional)
Jurisdiction	Provincial route forming part of the KwaZulu-Natal coastal transport network.
Spatial Alignment within Municipality	Runs north–south parallel to the coastline through Freeland Park, Scottburgh, Park Rynie, Pennington, Sezela and toward Mtwalume, linking the coastal settlements within the municipality.
Regional Connectivity Function	Serves as the primary local coastal mobility corridor linking the chain of coastal towns. While the N2 carries high-speed through movement, the R102 functions as the development-facing route providing direct access to settlements, businesses and tourism destinations.
Municipal Development Role	Acts as the municipality’s principal coastal urban corridor, structuring development across the coastal settlement ribbon. It supports tourism activity, local commerce, and residential development associated with beach settlements and holiday accommodation.

R102 COASTAL DEVELOPMENT CORRIDOR	
Associated Economic Activities	Coastal tourism, hospitality, beachfront residential development, small-scale commercial activity, service businesses, and supporting tourism infrastructure linked to the South Coast visitor economy
Linked Nodes	Scottburgh (primary coastal service centre), Park Rynie (industrial and residential settlement), Pennington (tourism and residential settlement), Sezela (agro-industrial node associated with the sugar mill).
Land Use Characteristics Along Corridor	Linear pattern of coastal settlements interspersed with agricultural land, tourism establishments, beachfront residential areas, and industrial land associated with the Sezela mill and Park Rynie industrial area.
Development Opportunities	Strengthening coastal tourism economy; regeneration and expansion of Scottburgh CBD; improving public realm and tourism infrastructure along coastal towns; supporting mixed-use development and local commerce within coastal settlements.
Key Constraints	Fragmented settlement structure along the coastline; environmental sensitivity of coastal areas; transport conflicts between tourism traffic and local mobility; limited availability of development-ready land between coastal towns.
Strategic Planning Direction	Consolidate development within existing coastal settlements; promote tourism-oriented mixed-use development; enhance public realm and beachfront integration; prevent uncontrolled ribbon development between coastal towns.

Table 40: P197-3 Inland Development Corridor

P197-3 INLAND DEVELOPMENT CORRIDOR	
Corridor	P197-3 Inland Development Corridor
Hierarchy	Secondary Development Corridor (Municipal Structuring Corridor)
Jurisdiction	Provincial road managed by the KwaZulu-Natal Department of Transport.
Spatial Alignment within Municipality	Extends through the inland portion of Umdoni linking Amandawe, Umzinto and areas toward Ifafa Glebe, forming one of the main north–south routes within the interior of the municipality.
Regional Connectivity Function	Provides an inland mobility corridor connecting rural settlements and traditional authority areas with the coastal urban system and the N2 corridor.
Municipal Development Role	Serves as the municipality’s primary inland structuring corridor, supporting the consolidation of dispersed rural settlements and improving access to services and economic opportunities centred around Umzinto.

P197-3 INLAND DEVELOPMENT CORRIDOR	
Associated Economic Activities	Small-scale agriculture, rural service activity, local commerce within Umzinto, commuter mobility between inland settlements and coastal employment areas.
Linked Nodes	Amandawe (community service node), Umzinto (inland urban node and service centre), Ifafa Glebe (settlement area with potential for housing development).
Land Use Characteristics Along Corridor	Mixed landscape consisting of traditional authority areas, dispersed rural settlements, agricultural land (including sugarcane production), and urban settlement associated with Umzinto.
Development Opportunities	Strengthening Umzinto as an inland service hub; improving service access for Amandawe and surrounding rural settlements; supporting agricultural value chains and rural economic activity; potential consolidation of settlement around service nodes.
Key Constraints	Dispersed settlement patterns along the corridor; infrastructure capacity limitations in inland areas; land tenure complexities associated with communal land administration; limited development-ready land in proximity to services.
Strategic Planning Direction	Promote nodal development around Umzinto and Amandawe rather than linear ribbon growth; prioritise infrastructure investment within existing settlement nodes; support agricultural land protection while enabling structured rural settlement upgrading.

4.12.3. TERTIARY CORRIDORS: P77 AND PARK RYNIE – UMZINTO NORTH – BRAEMAR CONNECTOR CORRIDOR

Table 41: P77 Kenterton–Dududu Corridor

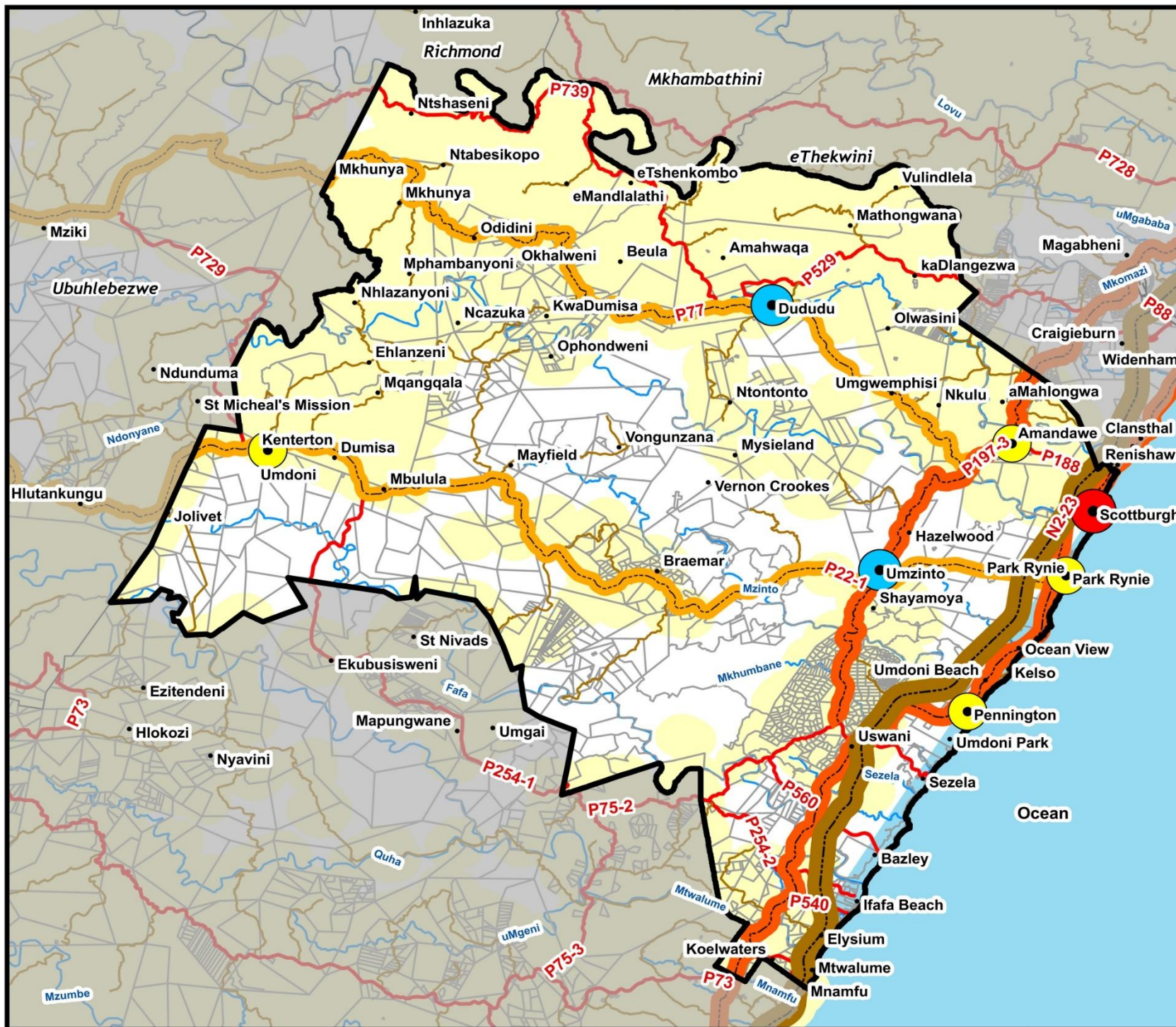
P77 Kenterton–Dududu Corridor	
Corridor	P77 Kenterton–Dududu Corridor
Hierarchy	Tertiary Corridor (Rural Service and Access Corridor)
Jurisdiction	Provincial road managed by the KwaZulu-Natal Department of Transport.
Spatial Alignment within Municipality	Extends westward from Kenterton through Dududu and surrounding settlements, providing one of the primary road connections serving the western hinterland of the municipality.

P77 Kenterton–Dududu Corridor	
Regional Connectivity Function	Links rural settlements in the western portion of the municipality with inland service centres and the broader municipal road network connecting to the coastal corridor.
Municipal Development Role	Serves as the main access corridor for the Dududu service area, which functions as a local service centre for surrounding rural settlements such as Qiko, Ncakuza, Mkhunya and Ophendweni.
Associated Economic Activities	Local retail services, small-scale agriculture, community facilities and administrative services centred around Dududu.
Linked Nodes	Kenterton (secondary inland node) and Dududu (western rural service node).
Land Use Characteristics Along Corridor	Predominantly rural landscape consisting of dispersed homestead settlements under traditional authority areas, agricultural land and small service clusters around Dududu.
Development Opportunities	Strengthening Dududu as a rural service centre; improving access to public facilities and social services for surrounding settlements; potential improvement of agricultural market access for rural producers.
Key Constraints	Poor road quality along portions of the corridor; limited infrastructure capacity within Dududu; dispersed settlement patterns that reduce development efficiency; limited economic activity outside of local services
Strategic Planning Direction	Prioritise road upgrading and maintenance to improve rural accessibility; consolidate public services within Dududu; avoid uncontrolled ribbon development along the corridor while strengthening nodal development at Dududu

Table 42: Park Rynie – Umzinto North – Braemar Connector Corridor

P22 PARK RYNIE – UMZINTO NORTH – BRAEMAR CONNECTOR CORRIDOR	
Corridor	Park Rynie – Umzinto North – Braemar Connector Corridor
Hierarchy	Tertiary Corridor (Local Connector Corridor)
Jurisdiction	Combination of provincial and local municipal road infrastructure forming part of the inland connector network.
Spatial Alignment within Municipality	Connects the coastal settlement of Park Rynie with inland areas including Umzinto North and continues toward Braemar and the broader interior settlements linking to the R612 corridor
Regional Connectivity Function	Provides an important east–west connection linking the coastal urban corridor with inland rural settlements and service areas beyond the municipality

P22 PARK RYNIE – UMZINTO NORTH – BRAEMAR CONNECTOR CORRIDOR	
Municipal Development Role	Functions as a connector corridor linking the coastal economic system with inland settlements, improving access between the coastal towns and the interior rural areas that historically formed part of the Vulamehlo municipal area
Associated Economic Activities	Agricultural production areas, commuter movement between inland settlements and coastal employment areas, and small-scale trading activities within roadside settlements
Linked Nodes	Park Rynie (coastal settlement), Umzinto (inland service town), and inland settlements toward Braemar and Highflats.
Land Use Characteristics Along Corridor	Mixed landscape including sugarcane agriculture, rural homestead settlements and transitional settlement areas closer to Umzinto.
Development Opportunities	Improved connectivity between inland communities and coastal economic opportunities; strengthening Umzinto’s role as an inland service centre; improved access for agricultural producers to coastal markets
Key Constraints	Road infrastructure limitations along sections of the corridor; dispersed settlement patterns; agricultural land constraints limiting large-scale settlement expansion
Strategic Planning Direction	Strengthen the corridor primarily as a mobility and access route rather than a linear development corridor; support nodal development in Umzinto while protecting agricultural land along the corridor



Umdoni Local Municipality

Development Nodes

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Primary Development Corridor
- Secondary Development Corridor
- Tertiary Development Corridor
- Settlement Areas
- ▭ Umdoni Municipality
- ▭ Cadastral

Development Nodes

- Municipal Development Node
- Community Development Node
- Settlement Development Node

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STA/PSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 1,25 2,5 5 7,5 10
 Kilometers

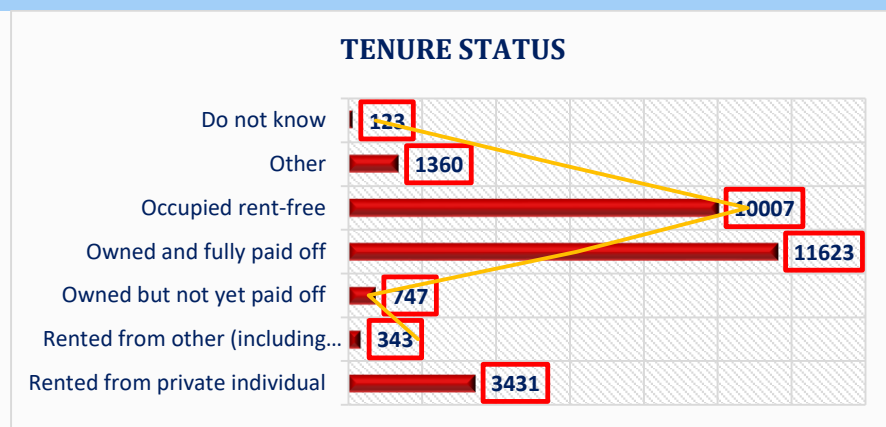
Map 34: Nodes and corridors

5. HUMAN SETTLEMENTS

5.1. NUMBER OF HOUSEHOLDS

The Municipality recorded 33 084 households in Census 2022, with household sizes dominated by smaller units. Single-person households (9 610) and two- to three-person households (11 498 combined) form the majority, while larger households of six or more persons, including 1 077 households with ten or more members, are less prevalent and mainly associated with rural and traditional authority areas.

5.2. TENURE STATUS



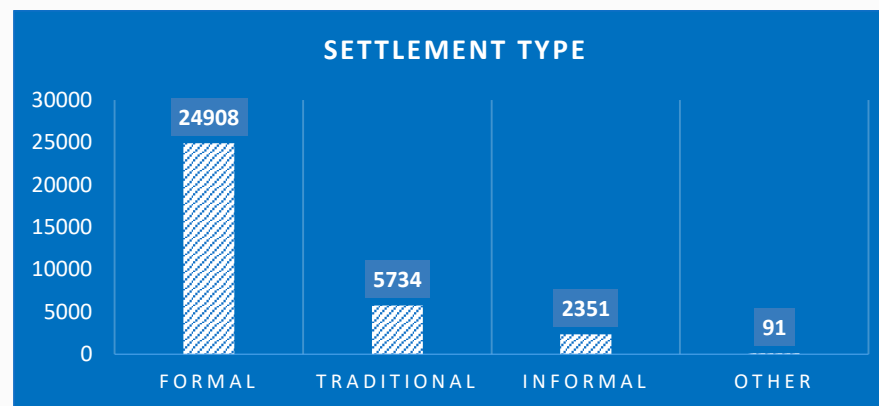
Graph 24: Tenure Status, Census 2022

Owned and fully paid-off dwellings account for 35.1% (11 623 households) and are most prevalent in established coastal and peri-urban areas such as Pennington, Park Rynie, Scottburgh South, Ifafa Beach, and Sezela, while rent-free occupation constitutes 30.3% (10 007 households) and is characteristic of rural and traditional settlements including Amahlongwa, Dududu, KwaCele, KwaNdimande, and Vulamehlo.

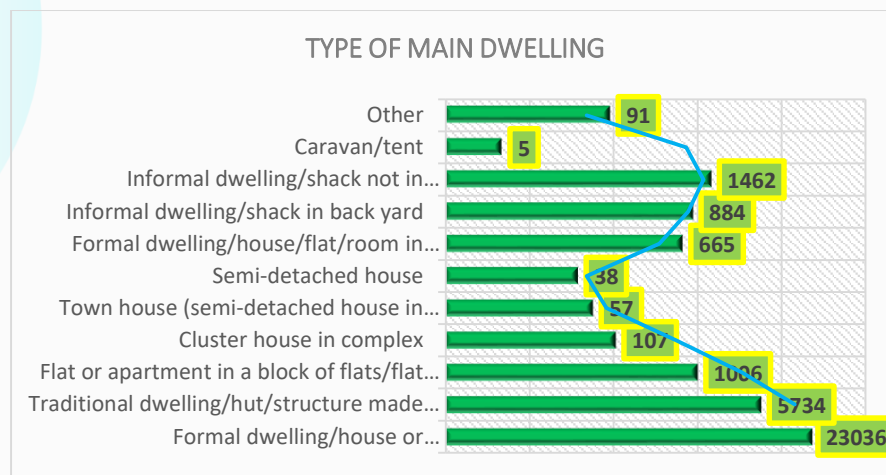
Formal rental remains limited (11.4% combined), mortgage-based ownership is low (2.3%), and a significant share of households fall under unspecified or other tenure categories (20.6%), indicating tenure informality and data gaps, particularly within inland wards.

5.3. SETTLEMENT TYPE

Census 2022 indicates that the housing stock is predominantly formal, with 69.6% (23 036 households) residing in formal dwellings such as brick or concrete houses on separate stands or farms. These dwelling types are most common in established coastal and peri-urban settlements including Pennington, Park Rynie, Scottburgh South, Ifafa Beach, and Sezela, reflecting higher levels of formalisation and service access. Traditional dwellings account for 17.3% (5,734 households) and are largely associated with inland rural and traditional authority areas such as Amahlongwa, Dududu, KwaCele, KwaNdimande, and Vulamehlo, where customary land tenure and incremental housing development remain prevalent.



Graph 25: Settlement Type, Census 2022



Graph 26: Type of dwelling, Census 2022

Informal dwellings constitute 2,346 households, including backyard structures and informal settlement housing, indicating pockets of housing informality primarily around service nodes and settlement edges. The 7.1% of households living in informal dwellings reflects thousands of residents experiencing insecure shelter, limited services, and heightened vulnerability, often at the margins of formal settlements. Flats, townhouses, and cluster housing together make up a small share (less than 4% combined), underscoring the limited role of higher-density housing typologies in the municipality.

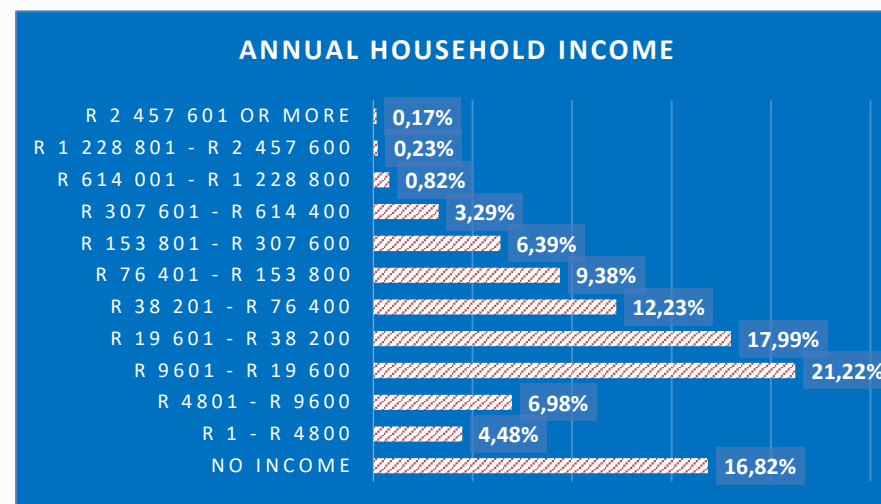
5.4. INFORMALITY

Slum-type informal settlements are concentrated within the urban regions of the municipality, and include Kiss Kiss, Alex and Mbetheni informal settlements. These areas consist of high-density informal structures on constrained land, marked by insecure occupation, inadequate sanitation,

illegal electricity connections, poor drainage, and high exposure to fire and flooding risks.

These settlements serve as arrival areas for low-income households and job-seekers drawn by proximity to transport routes, employment opportunities, and public services in Umzinto, resulting in persistent overcrowding and deteriorating living conditions that reflect deep-seated urban housing pressures rather than short-term or isolated informality.

5.5. HOUSEHOLD INCOME LEVELS

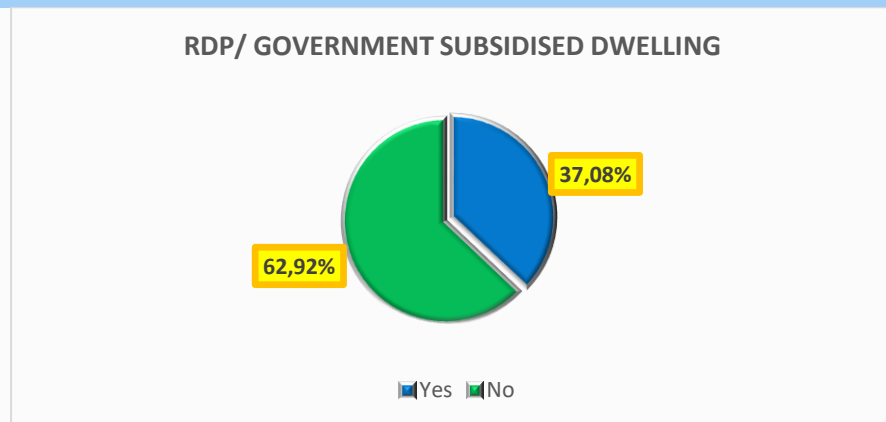


Graph 27: Annual Household Income, Census 2011

Umdoni's household income profile reflects widespread low-income vulnerability, particularly in rural areas. A significant share of households report no income (16.8%), with the largest concentration earning between R9 601 and R19 600 per year (21.2%); combined with households earning below R38 200 annually, well over half of all households survive on very low

incomes, constraining access to formal housing, reliable services, and transport. Higher-income households — those earning above R153 800 per year — represent a small minority concentrated in coastal settlements such as Pennington, Park Rynie, Sezela, Ifafa Beach, and Scottburgh South. This income structure results in persistent affordability pressures, strong dependence on subsidised housing and public services, and limited household resilience to economic shocks across much of the municipality.

5.6. RDP/GOVERNMENT SUBSIDISED DWELLING



Graph 28: RDP/ Government subsidised dwelling, Census 2022

The municipal area is also characterized by low-income (RDP/ government subsidized) dwellings that are provided by government, as stand-alone households. The graph below shows that 37.08% of households in Umdoni live in RDP/government-subsidised dwellings, while 62.92% do not. This confirms that a vast proportion of the municipality’s residential development has been driven by the state, which is consistent with the municipality’s low-income profile and historical housing backlog.

5.7. CURRENT HOUSING DEMAND/ BACKLOG

The municipality does not have a housing needs register. Calculations of the housing demand in the municipal area are therefore based on:

- An evaluation of the number for inadequate households in the municipal area
- Income eligibility criteria (proportion of households in each dwelling type by annual household income bracket)
- Housing status (RDP or government subsidized dwelling by rating overall quality of RDP or government subsidized dwelling)

The table below presents the housing backlog typologies in Umdoni Municipality, totalling 8 176 units, or 24.72% of total households. These backlogs are concentrated in non-conventional housing types, particularly traditional dwellings and informal structures – which are disproportionately located in underdeveloped, rural, or peri-urban areas.

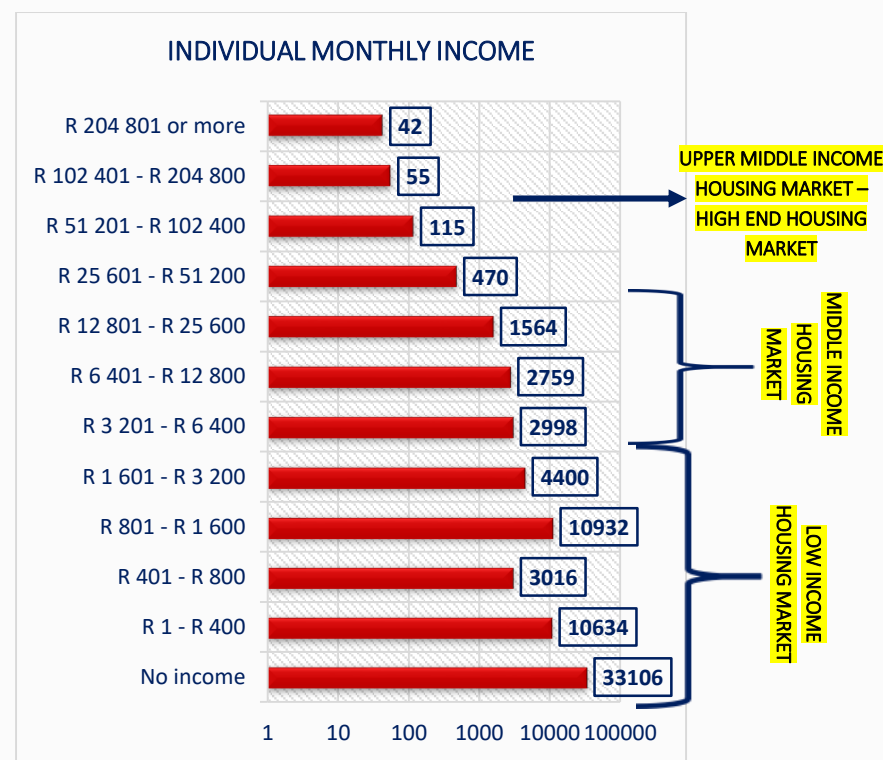
Table 43: Housing typologies that make up housing backlog

HOUSING TYPOLOGY	PERCENTAGE OF TOTAL NO. OF HOUSEHOLDS	NUMBEER OF UNITS
Traditional dwelling	17.33	5 734
Informal dwelling (shack in backyard)	2.67	884
Informal dwelling (not in the backyard)	4.42	1 462
Caravan/ Tent	0.02	5
Other	0.28	91
TOTAL	24.72%	8 176

It is assumed that the total number of households who are in need of housing based on the aforementioned housing typologies are 8 176 units. Other factors such as income, dependencies, extended households also further accentuate the need for housing within the municipality. The current backlog will be subject to change based on the number of housing projects within the municipality that are in the construction phase. This, coupled with all the projects that are currently in the planning / preliminary planning phase, would appear to eradicate the backlog in future if all the envisaged housing units are constructed in all projects. However, it is also noted that the demand for housing is not static, thus there needs to be continuous planning and delivery of housing

5.8. IMPACT OF POPULATION GROWTH ON DEMAND FOR HOUSING IN MEDIUM TO LONG TERM

Approximately 15 432 households in Umdoni Municipality are eligible for low-cost housing subsidies, including 3 847 destitute households with no disposable income and 6 403 households qualifying for Social Housing and FLISP. Middle-income households account for 28% of housing demand, reflecting a significant need for subsidised and gap-market housing. While social housing addresses rental needs, FLISP beneficiaries must secure mortgage finance or self-fund the balance. These estimates are based on Stats SA Census 2011 income data and remain subject to the Department of Human Settlements eligibility criteria. Higher-middle-income and affluent households represent only 4.52% of households, earning above R307 601 per annum and falling outside subsidy thresholds, indicating limited but distinct demand for open-market, Greenfield housing development.

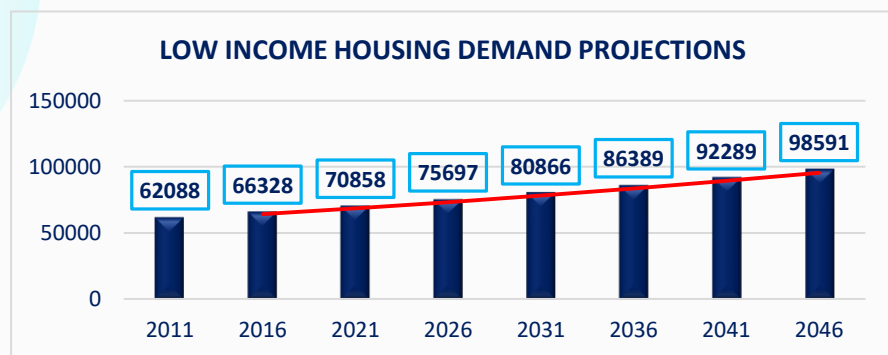


Graph 29: Individual monthly income

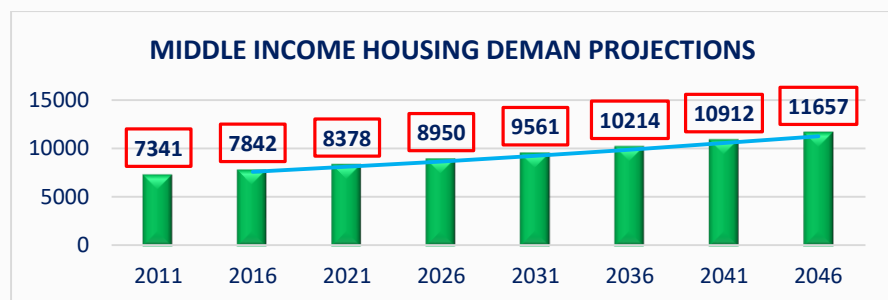
5.9. IMPACT OF POPULATION GROWTH ON LAND REQUIREMENTS FOR FUTURE HOUSING

Section 3 above calculated the annual growth rate for the municipal population to be 1.33% (compounded annual growth rate). From this figure, the housing demand for the municipality can be projected over the next 20 years. This will assist the municipality in identifying land for the development of housing within their jurisdiction.

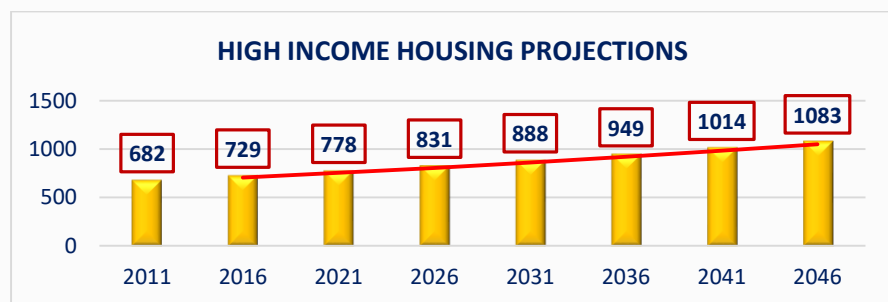
5.9.1. PROJECTED HOUSING DEMAND



Graph 30: Low income housing demand projections



Graph 31: Middle income housing demand projections



Graph 32: Higher income housing demand projections

LOW INCOME HOUSING DEMAND: To meet the demand of 98 591 low-cost housing households in 2046, Umdoni will need to procure or make available approx. 1 775 hectares of land for green field development. This is calculated using the minimum site size of 180m² for a low-cost housing project

MIDDLE INCOME HOUSING DEMAND: To meet the middle-income housing demand of 11 657 households in 2046, the Municipality will need to procure or make available approximately 350 hectares of land for green field development. This is calculated using the minimum site size of a FLISP housing project which is 300m².

HIGH-END INCOME HOUSING DEMAND: The high-income market is an open market and as such, there is no actual size for housing project, however it is often not less than 650m² depending on what and how the owner of the land deems to construct a particular housing. To meet the demand of 1083 households in 2046, the municipality will need to at least avail 70 hectares of green field development land. This is assumed using an average 650m² site size of an open market project.

5.10. HOUSING DEVELOPMENT CHALLENGES

5.10.1. SETTLEMENT PRESSURE IN UMZINTO AND THE COASTAL CORRIDOR

Housing demand in Umdoni is concentrated in the Umzinto–Sezela coastal corridor, where the municipality’s main economic activities, transport routes, and social services are located. As a result, settlement expansion is occurring primarily around Umzinto and adjacent coastal settlements, while inland areas remain characterised by dispersed rural homesteads. This

concentration of demand within a narrow coastal belt places pressure on available residential land and municipal services in these settlements.

5.10.2. INFORMAL SETTLEMENT EXPANSION IN OCEAN VIEW AND PERI-URBAN UMZINTO

Informal settlement growth is most evident in Ocean View and the peri-urban areas surrounding Umzinto, where informal structures occupy large areas of land. In Ocean View in particular, informal dwellings form a consolidated settlement footprint that extends across the landscape rather than appearing as scattered backyard structures. Informal occupation has also occurred on privately owned farmland on the edges of Umzinto, reflecting limited access to serviced residential land within the formal urban area.

5.10.3. COMMUNAL LAND ADMINISTRATION IN THE INLAND TRADITIONAL AUTHORITY AREAS

A substantial portion of the inland western areas of the municipality falls under communal land administered through traditional leadership structures and governed through Permission to Occupy (PTO) arrangements rather than registered title ownership. Housing development in these areas therefore requires agreements with traditional authorities and landholding institutions before projects can proceed. This tenure structure slows the preparation of formal housing projects and complicates land assembly for settlement development in the inland parts of the municipality.

5.10.4. LIMITED DEVELOPMENT LAND NEAR EXISTING INFRASTRUCTURE

Land that is both suitable for housing development and located near existing infrastructure is limited. Much of the land surrounding existing towns is either agricultural land associated with the sugarcane economy along the coastal belt or land subject to restitution claims. These conditions restrict the availability of development-ready land within proximity of Umzinto and other established settlements, placing additional pressure on the limited land that can realistically support housing expansion.

5.10.5. RURAL HOUSING QUALITY IN DISPERSED HOMESTEAD SETTLEMENTS

Inland traditional authority areas are characterised by scattered homestead settlements, where many dwellings have been constructed incrementally by households. While these settlements provide residential space, housing structures are often built using locally available materials and may lack full access to sanitation services. As a result, housing challenges in these areas are associated with incremental settlement upgrading and service provision, rather than the delivery of large formal housing projects.

6. BULK INFRASTRUCTURE ASSESSMENT

6.1. BULK WATER INFRASTRUCTURE

6.1.1. WATER SERVICES AUTHORITY (WSA)

Water services in Umdoni fall under the authority of Ugu District Municipality as the Water Services Authority, with bulk water supply forming part of regional schemes in which uMngeni-uThukela Water plays a supporting role as a bulk water utility.

6.1.2. REGIONAL WATER SUPPLY SYSTEM

Umdoni Municipality forms part of the South Coast System which comprises of 3 sub-systems namely:

- The Upper South Coast (Amanzimtoti to the uMkhomazi River);
- The Middle South Coast (uMkhomazi River to the Mtwalume River just north of Hibberdene); and
- The Lower South Coast (Mtwalume River to the Mtamvuna River)

Most of Umdoni, including Scottburgh, Umzinto, Pennington and Park Rynie, is supplied as part of the Middle South Coast sub-system, while the southernmost portion of the municipality interfaces with the Lower South Coast sub-system under the administration of Ugu District as the WSA.

6.1.3. BULK WATER SOURCES AND SUPPLY

Key bulk water supply sources for Umdoni Local Municipality form part of the South Coast water supply system, primarily within the Middle South Coast sub-system. This system supplies Scottburgh, Umzinto, Pennington and Park Rynie through regional surface water schemes and treatment

works located outside the municipal boundary, with bulk distribution managed by Ugu District as the WSA and supported at regional scale by uMngeni-uThukela Water.

Key Bulk Water Sources Include:

- Middle South Coast Sub-System, which is supplied by Nungwane Dam, Umzinto Dam, E.J. Smith Dam, Mhlabatshane Dam and the St Helen's Rock abstraction site, which together provide raw water to the Middle South Coast supply network serving Scottburgh, Umzinto, Pennington and Park Rynie.

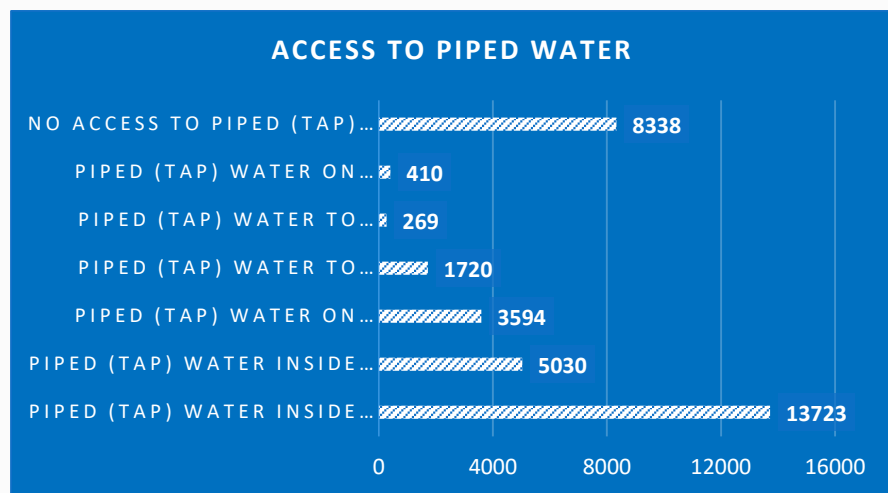
6.1.4. CONSTRAINTS AFFECTING THE DAMS SUPPLYING UMDONI'S BULK WATER SYSTEM

- Water security in Umdoni is influenced not only by local dams but also by inter-basin transfers and regional system performance, meaning disruptions or capacity constraints elsewhere in the network can affect the South Coast system.
- Certain treatment works serving the Middle South Coast operate close to or at full capacity, limiting the system's ability to accommodate significant additional demand without upgrades. Even if raw water is available in storage dams, treatment capacity can become a bottleneck in supplying additional settlements or supporting growth.
- The Nungwane Dam system experiences raw water quality challenges, particularly related to algal growth and water quality deterioration, which can affect treatment performance and potable water output. In addition, shortfalls in supply from Nungwane Dam have historically required augmentation from the uMngeni system,

with treated water from Wiggins Water Treatment Plant conveyed through the South Coast Augmentation (SCA) pipeline to Amanzimtoti WTP to supplement supply to the South Coast areas.

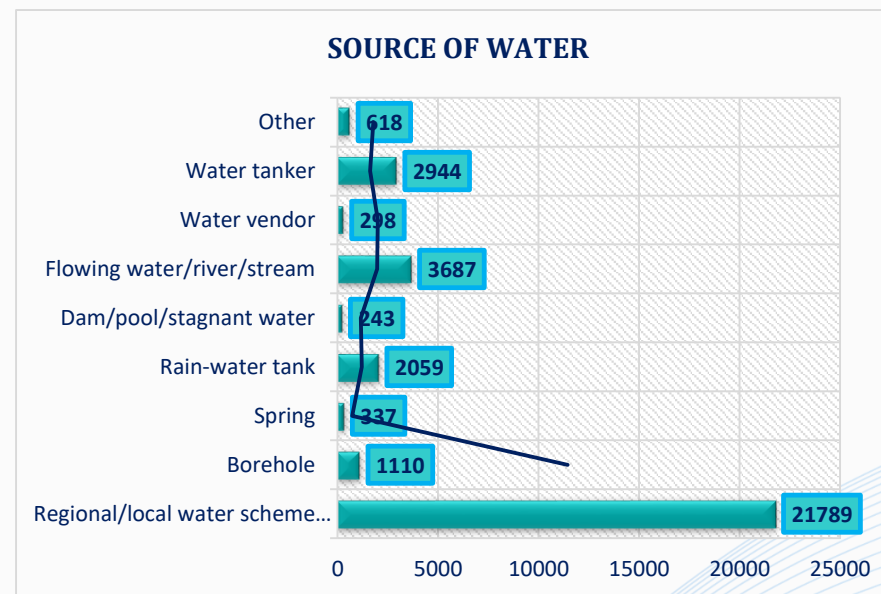
6.1.5. ACCESS TO WATER SERVICES

Household access to water services in Umdoni reflects a mixed service profile, with formal piped supply concentrated in coastal and urban settlements and more varied water sources in inland and rural areas. Of the municipality’s 33,084 households, 13,723 households have piped water inside the dwelling and 5,030 households have piped water within the yard, while a further 5,593 households rely on communal standpipes located within 500 m of the dwelling. However, 8,338 households have no access to piped water, indicating continued reliance on alternative sources.

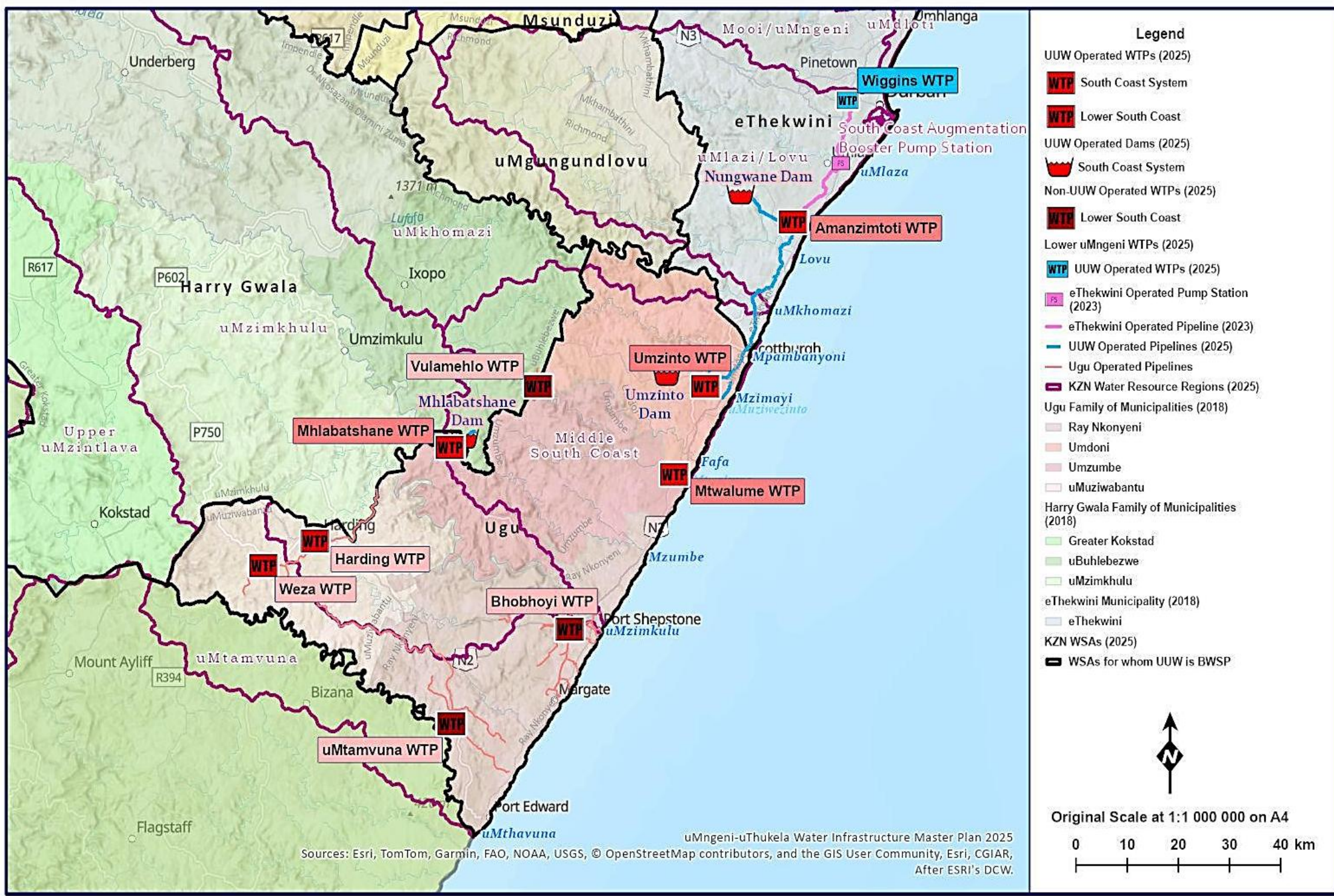


Graph 33: Access to piped water, Census 2022

In terms of supply, 21,789 households are served through regional or local water schemes, while others rely on rivers or streams (3,687 households), water tankers (2,944 households), rainwater tanks (2,059 households), boreholes (1,110 households), springs (337 households), dams or stagnant water (243 households), and water vendors (298 households). Spatially, higher levels of piped household access occur along the coastal corridor around Scottburgh, Park Rynie, Pennington, Sezela and Ifafa, where bulk supply infrastructure is established, whereas greater proportions of households without piped water occur in inland settlements such as Mkhunya, Ntabesikopo, Amahlongwa, Nontonto, Umgwenyeni, KwaDumisa and surrounding rural areas, where dispersed settlement patterns and topography constrain the extension of full reticulation networks.



Graph 34: Source of water, Census 2022



Legend

- UUW Operated WTPs (2025)
 - WTP South Coast System
 - WTP Lower South Coast
- UUW Operated Dams (2025)
 - South Coast System
- Non-UUW Operated WTPs (2025)
 - Lower South Coast
- Lower uMngeni WTPs (2025)
 - UUW Operated WTPs (2025)
- eThekwini Operated Pump Station (2023)
 - PS
- eThekwini Operated Pipeline (2023)
 - Pipeline
- UUW Operated Pipelines (2025)
 - Pipeline
- Ugu Operated Pipelines
 - Pipeline
- KZN Water Resource Regions (2025)
 - Region
- Ugu Family of Municipalities (2018)
 - Ray Nkonyeni
 - Umdoni
 - Umzumbe
 - uMuziwabantu
- Harry Gwala Family of Municipalities (2018)
 - Greater Kokstad
 - uBuhlebezwe
 - uMzimkhulu
- eThekwini Municipality (2018)
 - eThekwini
- KZN WSAs (2025)
 - WSA
- WSAs for whom UUW is BWSP
 - WSA

Original Scale at 1:1 000 000 on A4

0 10 20 30 40 km

uMngeni-uThukela Water Infrastructure Master Plan 2025
 Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, CGIAR, After ESRI's DCW.

Map 35: General layout of the South Coast System (Umgeni Water, 2025)

6.2. BULK SANITATION INFRASTRUCTURE

6.2.1. WASTEWATER TREATMENT WORKS (WWTW)

Sanitation treatment in Umdoni is supported by two (2) WWTW, located at Scottburgh and Umzinto, which serve the municipality’s formal urban and coastal settlements, including Scottburgh, Umzinto, Pennington and Park Rynie. Both WWTW operate within limited sewer service footprints, with no treatment infrastructure serving inland and traditional authority areas, which remain dependent on on-site sanitation systems.

6.2.2. SEWER RETICULATION AND PUMP INFRASTRUCTURE

Sewer reticulation and pump infrastructure in Umdoni is limited to the coastal urban settlements of Scottburgh, Umzinto, Pennington and Park Rynie, where gravity sewers, supported by localised pump stations and rising mains, convey wastewater to the Scottburgh and Umzinto WWTWs. No sewer or pump infrastructure exists in inland or traditional authority areas, which remain outside the bulk sanitation network. Aging sewer and pump assets and stormwater ingress place pressure on the system during wet-weather conditions, making sanitation performance in Umdoni dependent on infrastructure condition and maintenance within a limited reticulation network.

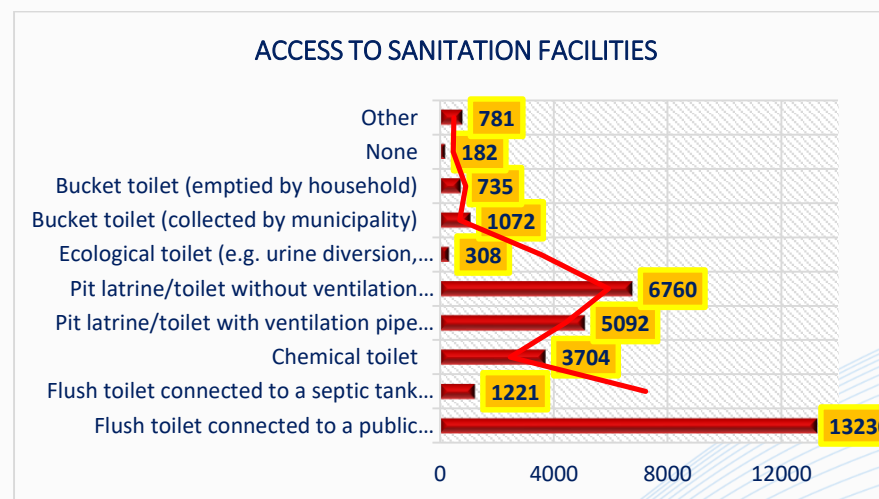
6.2.3. ON-SITE SANITATION SYSTEMS

On-site sanitation systems dominate sanitation provision in Umdoni’s inland and traditional authority areas, including Dududu, Dumisa, Amahlongwa, Kenterton, Malangeni, Mkhunya and Emandleni, where bulk sewer infrastructure is absent. Sanitation is provided primarily through VIP latrines, with limited use of septic tanks, supporting dispersed settlement patterns outside the coastal urban belt. For many households, on-site

sanitation systems require ongoing self-maintenance and emptying, placing time, cost and health burdens on residents.

6.2.4. HOUSEHOLD ACCESS TO SANITATION FACILITIES

Household access to sanitation in Umdoni is high overall but spatially unequal. Flush toilets connected to sewer (13,230 households) or septic tanks (1,221 households) dominate in coastal and urban areas, while on-site pit-based systems remain prevalent inland, including VIP latrines (5,092 households) and unventilated pit toilets (6,760 households). The lowest deprivation is predominately along the coast (Scottburgh, Park Rynie, Pennington, Umzinto) and highest deprivation in inland and traditional authority areas such as Dumisa, Kenterton, Dududu, Amahlongwa, Mkhunya and Emandleni, reflecting the limited reach of sewer infrastructure beyond the coastal corridor.



Graph 35: Sanitation Facilities, Census 2022

6.3. BULK ELECTRICITY INFRASTRUCTURE

6.3.1. ELECTRICAL SUBSTATIONS

One (1) electricity substation is confirmed within the boundary of Umdoni:

- Dududu 22/11 kV Substation
- Status: Commissioned
- Voltage: 22/11 kV
- Owner: Eskom Distribution
- Location: Dududu
- Commissioned: 2008

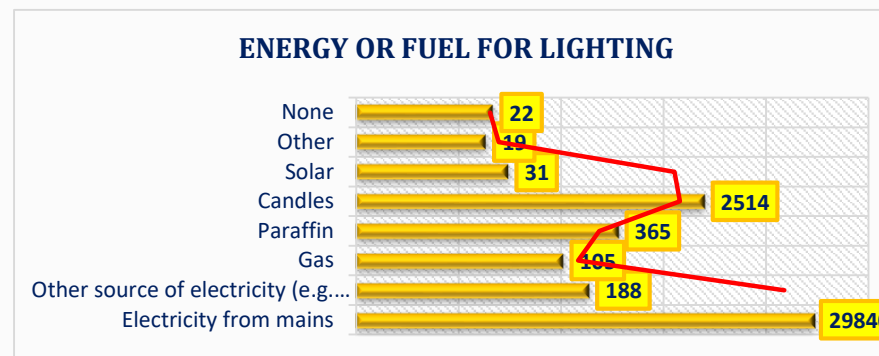
6.3.2. HIGH-VOLTAGE AND MEDIUM-VOLTAGE POWERLINES

Umdoni Municipality is traversed by an extensive network of Eskom-owned high-voltage powerlines, which form part of the broader South Coast electricity supply system. The HV cable dataset confirms the presence of multiple commissioned 88 kV and 132 kV lines within the municipal boundary, including corridors associated with Nkonka–Oribi, Nkonka–Scottburgh, Nkonka–Umzinto, Illovo–Nkonka, Bendigo–Nkonka and Nkonka–Rayon routes. These lines provide bulk electricity transmission and distribution feeding substations and local reticulation networks serving Scottburgh, Umzinto, Pennington, Park Rynie and inland settlements.

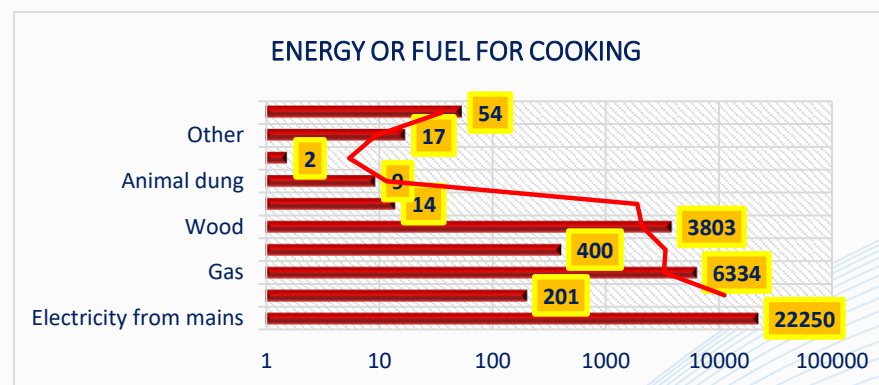
6.3.3. HOUSEHOLD ACCESS TO ELECTRICITY

Household access to electricity in Umdoni is high overall, but spatially uneven. Census 2022 data shows that the vast majority of households use electricity from the mains for lighting, with approximately 29 840 households relying on grid electricity, while only a small proportion depend

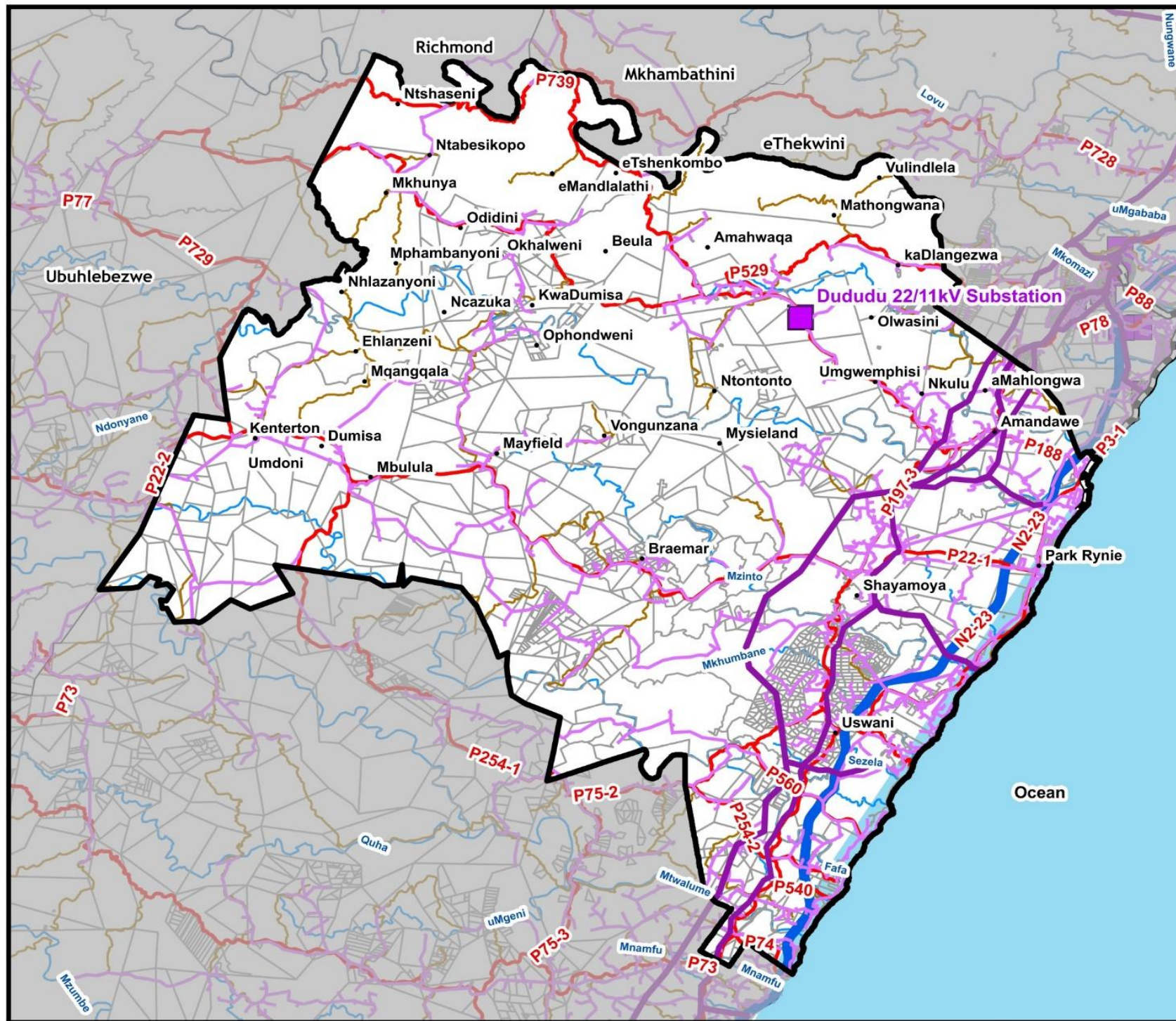
on alternatives such as paraffin, gas, candles or solar. For cooking, electricity also dominates, used by approximately 22 250 households, although a notable number of households continue to rely on gas (6 334 households), wood (3 803 households) and paraffin (400 households), indicating partial energy switching rather than exclusive dependence on electricity. This pattern reflects generally good electrification levels, alongside ongoing reliance on non-electric fuels for cooking in some households.



Graph 36: Energy or fuel for lighting, Census 2022



Graph 37: Energy or fuel for cooking, Census 2022



Umdoni Local Municipality

Bulk Electricity Infrastructure

Legend

- Places
- Substations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- HV Cable
- MV Cable
- ▭ Umdoni Municipality
- ▭ Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 36: Bulk Electricity Infrastructure

6.4. REFUSE REMOVAL

6.4.1. LANDFILL SITE

Waste disposal in Umdoni is reliant on the Humberdale Landfill Site, located on Portion 16 of the farm Humberdale No. 12770, with an approximate extent of 117,527 m². The site is municipally owned and operated, supported by a leachate management system and fogging infrastructure, and operates in terms of an approved Landfill Site Master Plan. The landfill is expected to reach the end of its permitted lifespan by July 2027, creating an urgent need for alternative waste disposal or treatment solutions. Continued reliance on the site places pressure on access infrastructure and transport efficiency, while limited post-closure planning poses potential environmental risks, particularly to groundwater and nearby watercourses.

6.4.2. WASTE TRANSFER STATION

The Municipality does not currently have a waste transfer station, requiring all collected waste to be transported directly to the Humberdale Landfill Site, which increases haulage distances, fuel consumption, vehicle wear and operational costs. The municipality is planning a transfer station in Umzinto (Erf 31), but the site is zoned for agriculture, necessitating rezoning and land use amendments, as well as environmental authorisation. Development is further constrained by capital and operational cost requirements.

6.4.3. GARDEN WASTE DROP-OFF FACILITY

Umdoni does not currently have a dedicated garden waste drop-off facility, resulting in organic waste being disposed of through general waste streams or illegally dumped. This leads to the unnecessary use of landfill space and

represents a missed opportunity for composting and soil improvement initiatives. The absence of a formal facility limits the municipality's ability to divert green waste from landfill. Establishing a garden waste drop-off facility would enable the collection of organic waste for composting, reduce landfill volumes and extend the lifespan of the Humberdale Landfill Site, while also creating opportunities for community composting, environmental education and small-scale urban agriculture.

6.4.4. WASTE MANAGEMENT FLEET

Umdoni relies on an aged waste management fleet, which is prone to breakdowns, inefficient fuel use and rising maintenance costs, resulting in service delays and reduced collection reliability. These constraints limit consistent service delivery, particularly in outlying areas.



6.4.5. RECYCLING AND WASTE MANAGEMENT INITIATIVES

Recycling and waste management initiatives in Umdoni are in place but remain underdeveloped, with significant volumes of recyclable material still being disposed of at the Humberdale Landfill Site. The municipality operates two recycling drop-off points, located in Pennington and Humberdale, but these facilities are underutilised and have not yet achieved meaningful diversion of waste from landfill. While the municipality has signed a Memorandum of Understanding with Umdonimuhle and HLG Packworld to establish a Public–Private Partnership for waste recycling, progress in implementing recycling programmes has been limited by low public awareness, weak participation and underdeveloped market demand for recyclables. Strengthening recycling initiatives presents opportunities to expand curb-side collection, buy-back centres and sorting operations, improve community awareness, and explore composting and waste-to-energy options, with potential benefits for landfill lifespan extension and local job creation.

6.4.6. WASTE COLLECTION

Waste collection services in the municipality vary markedly by settlement type and are reflected in the spatial pattern of refuse collection backlogs. Scottburgh and Umzinto CBDs receive daily refuse collection and regular street sweeping, while residential areas such as Pennington, Park Rynie and Ifafa Glebe are generally serviced once a week, resulting in relatively higher service reliability along the coastal corridor. In contrast, inland and traditional authority areas, including Dumisa, Kenterton, Dududu, Amahlongwa, Mkhunya and Emandleni, rely largely on skip-bin collection, which corresponds with the highest backlog levels shown on the map. Approximately 56 skip bins serve rural and peri-urban areas, with around 10

damaged, reducing collection effectiveness and contributing to waste accumulation and illegal dumping. The backlog pattern highlights a clear coastal–inland service gradient, driven by lower service frequencies, longer collection routes and aging refuse vehicles, underscoring the need for route optimisation, skip-bin replacement, fleet upgrades and strengthened community participation to improve waste collection equity and reliability.



6.5. TELECOMMUNICATION INFRASTRUCTURE

Adequate provision of telecommunication infrastructure in areas outside of the main towns and urban areas (in the outer rural wards) remains a challenge. Major cell phone companies provide coverage to the rural areas of the municipality, but internet access is not available in the majority of the municipality. The following data regarding internet access was extracted from the Statistics SA Community Survey 2016:

- Approximately 83.85% of the population have no access to internet services. This represents 121 208 persons of the 144 551 persons who reside in the LM (CS 2016)
- Of the 144 551 persons living in the LM (CS 2016), 8 091 access the internet from an internet café at a distance of more than 2km
- Approx. 15.29% access the internet via library facility connections
- 64 864 persons (or 44.87%) can access the internet from any place with their cell phones.

6.6. ROAD AND TRANSPORTATION INFRASTRUCTURE

6.6.1. NATIONAL ROAD NETWORK

The N2 national route traverses Umdoni in a north–south direction and is the municipality’s only national road and primary transport corridor. It is fully blacktop-surfaced and provides high-capacity connectivity between eThekweni Metropolitan Municipality and the South Coast, carrying commuter, freight and tourism traffic serving coastal settlements such as Scottburgh, Park Rynie and Pennington. The route functions as a through-

movement corridor, with access to surrounding settlements via controlled interchanges and provincial feeder roads, and its performance is critical to municipal mobility and economic activity.

6.6.2. PROVINCIAL/ REGIONAL ROAD NETWORK

The provincial road network in Umdoni provides the municipality’s main regional and sub-regional connectivity, linking coastal settlements, inland rural areas and the N2 national route. The R102 (Old South Coast Road) is the key coastal provincial corridor, running north–south parallel to the N2 and connecting Scottburgh, Park Rynie, Pennington and Umzinto, while accommodating public transport, tourism traffic and local freight and functioning as a critical secondary regional spine and relief route to the N2. Inland provincial routes, particularly the P22/P22-1 corridor, link the coastal belt to Dududu, Dumisa, Kenterton, Amahlongwa and Malangeni, supporting daily commuting and agricultural freight movement.

6.6.3. DISTRICT AND LOCAL ROAD NETWORK

District and local access roads in Umdoni function as a single lower-order access system serving inland and rural areas. These roads provide the only vehicular links between settlement clusters such as Dududu, Sawoti, Mkhunya, Dumisa, Amahlongwa, Kenterton, Malangeni and Emandleni and higher-order provincial routes, and are used daily for school travel, clinic access, public transport operations, agricultural movement and emergency response. Trips typically involve long taxi routes on gravel roads, with Class L tracks feeding into extended Class D distributors.

6.6.4. ROAD CONDITIONS

Road conditions in Umdoni vary sharply by hierarchy and location. The N2 and higher-order regional roads generally provide reliable year-round access along the coastal corridor, while most district and local access roads are gravel surfaced and prone to deterioration. In inland and traditional authority areas, poor drainage and rainfall exposure cause corrugation, rutting and periodic impassability during wet conditions, reducing travel reliability and constraining public transport, school access, service delivery and emergency response away from coastal and urban areas.

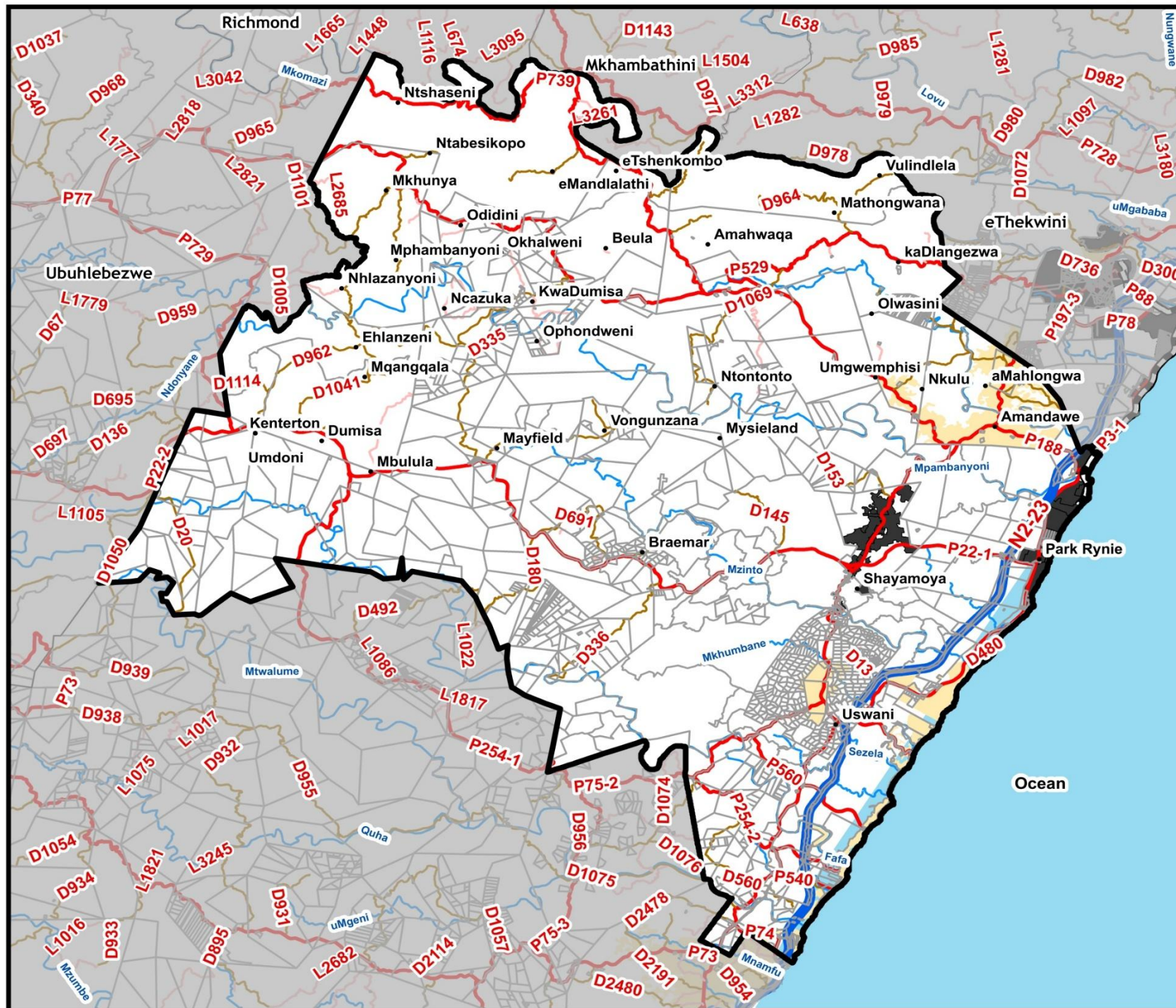
6.6.5. PUBLIC TRANSPORT FACILITIES

Public transport facilities in Umdoni consist of two (2) formal taxi ranks, located in Scottburgh and Umzinto, and a wider network of informal loading and off-loading points.

Outside these coastal nodes, public transport access relies on informal roadside facilities in settlements including Pennington, Park Rynie, Dududu, Dumisa, Amahlongwa, Kenterton, Malangeni and Sawoti. These informal facilities provide essential access for inland and traditional authority areas, enabling connections to the Scottburgh and Umzinto ranks and onward routes.

6.6.6. RAIL INFRASTRUCTURE

Rail infrastructure in Umdoni is confined to the former South Coast rail corridor, which runs parallel to the N2 and historically served Scottburgh, Park Rynie, Pennington and Umzinto. Passenger rail services along this line are not operational, and stations within the municipal area are inactive, resulting in rail infrastructure having no functional role in current commuter or freight movement

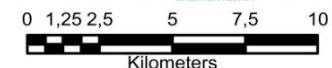


Umdoni Local Municipality Existing Road Network

Legend

- Places
- National Road
- Provincial Road
- District Road
- Local Road
- NFEPA_Rivers
- Railways
- Settlements
- Urban Areas
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 37: Existing Road Network

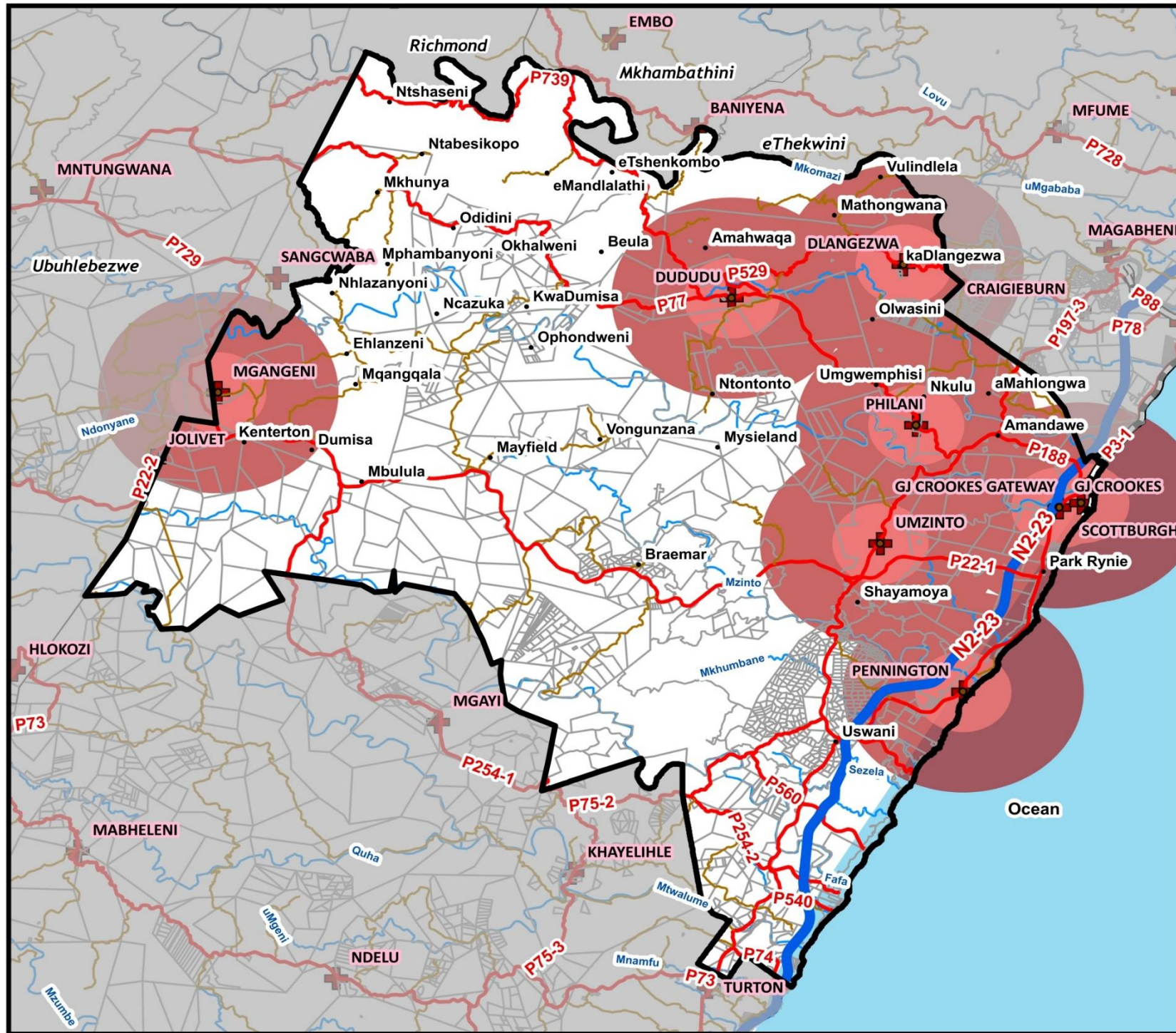
7. SOCIAL FACILITIES

7.1. HEALTH FACILITIES

Umdoni Municipality is served by fourteen (14) public health facilities, comprising one (1) district hospital, i.e. GJ Crookes District Hospital, ten (10) permanent clinics, and three (3) mobile clinics. The clinic network includes facilities in the main service settlements and corridors, with clinics in Scottburgh (Scottburgh Clinic and Environmental Health services), Pennington (Pennington Clinic), Umzinto (Umzinto Clinic C and Umzinto North Clinic, with Umzinto EMRS), Dududu (Dududu Clinic C), and the GJ Crookes/Gateway node (GJ Crookes Gateway Clinic), alongside additional clinics such as As-Salaam, Dlangezwa, Mgangeni, and Philani. Mobile services are anchored through three (3) Umzinto mobile clinic bases, extending outreach to lower-density areas.

Health care access in Umdoni is spatially unequal and capacity-constrained, particularly in the northern and inland wards. Wards 1, 2 and 4 lack nearby permanent clinics, placing large portions of the population beyond the DHS-recommended 5–10 km access distance. Dududu Clinic is persistently over-capacitated as the primary service point for multiple wards, resulting in high patient loads and long waiting times. Residents of Mkhunya, Qiko, Emandleni and Sawoti rely on Dududu Clinic or intermittent mobile services. Poor road conditions and dispersed settlement patterns further limit access.





Umdoni Local Municipality

Social Facilities: Health Facilities

Legend

- Places
- ⊕ Health Facilities
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- 2km Accessibility Radius
- 5km Accessibility Radius
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRD
 Cadastral: KZN SGO



DEVELOPMENT PROJECTS
DEVELOPMENT PLANNING

0 1,25 2,5 5 7,5 10

Kilometers

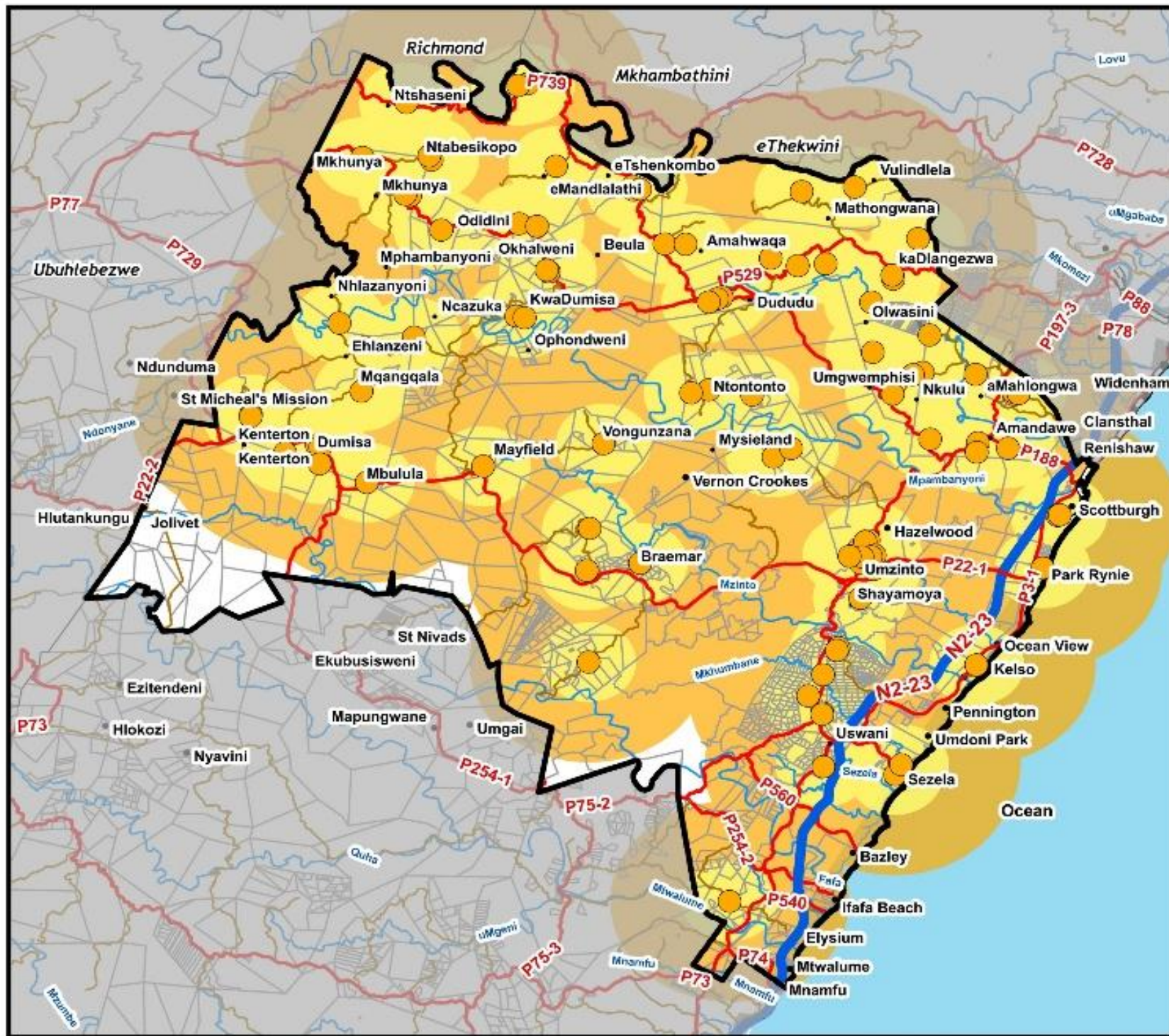
Map 39: Health Facilities

7.2. EDUCATIONAL FACILITIES

Umdoni Municipality contains 89 public schools, comprising 63 primary schools, 24 secondary schools and 2 intermediate schools, distributed across coastal and inland settlements. School provision is strongest in the western and inland areas, particularly Kenterton and Dumisa, with additional facilities serving Scottburgh, Pennington, Sezela, Umzinto, Ifafa, Bazley, Elysium, Amandawe, Emalangeni, Amahlongwa and Dududu. At municipal scale, the education network meets planning thresholds, with primary schools aligned to a 2,200–6,600 population range and secondary schools to a 4,000–10,000 range, indicating numerical adequacy. ECD facilities are present at neighbourhood level across the municipality, generally within 2–5 km access distances.

Despite this, education provision is locally uneven. Braemer lacks a secondary school, despite its strategic position between Kenterton and Sawoti and coastal centres such as Sezela, Scottburgh and Renishaw, increasing learner travel distances. Road infrastructure limitations and dispersed settlement patterns reduce effective accessibility, particularly in inland areas.





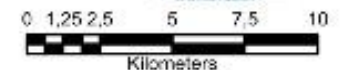
Umdoni Local Municipality

Social Facilities: Educational Facilities

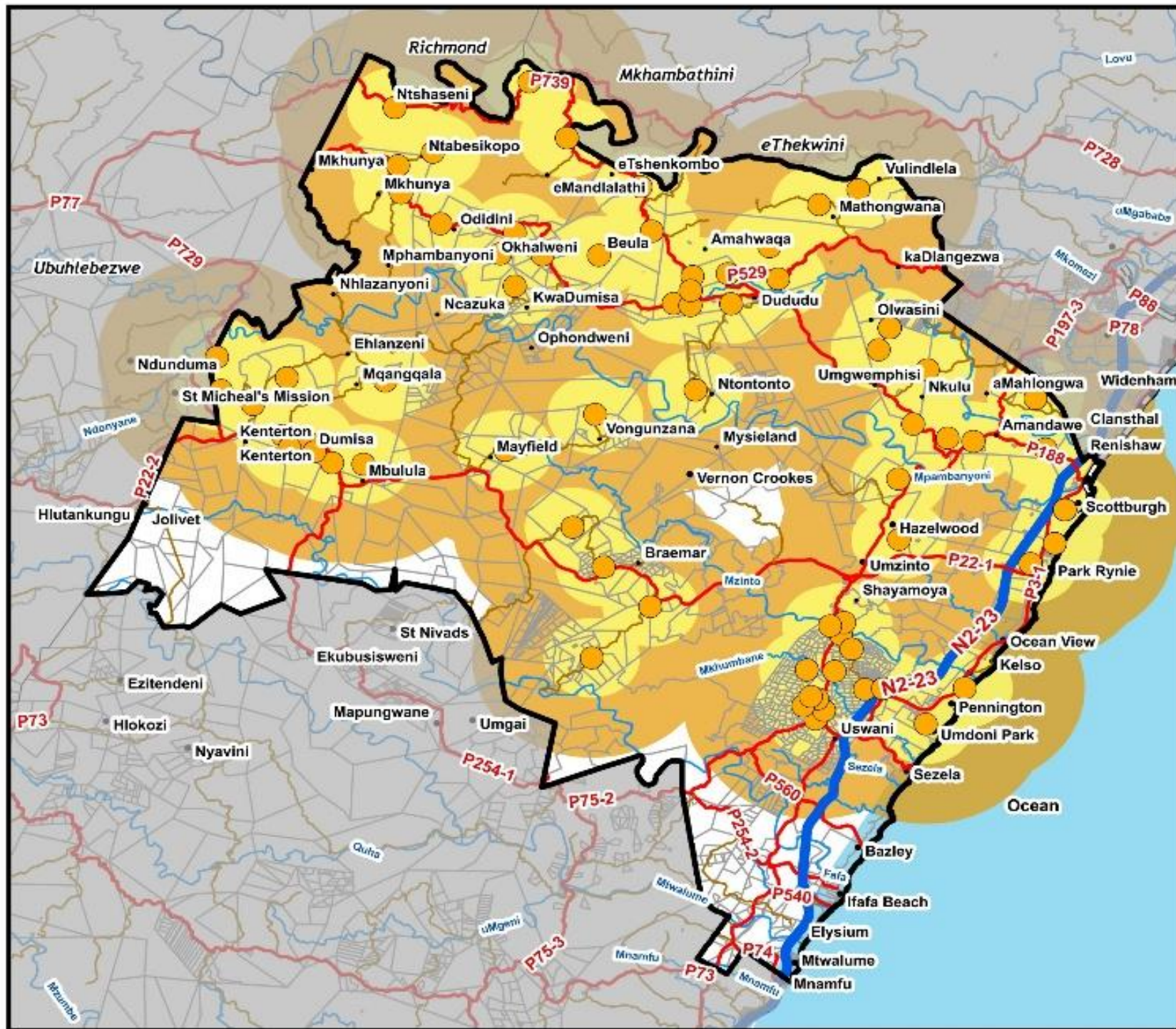
Legend

- Schools
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- 2km Accessibility Radius
- 5km Accessibility Radius
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COCTA
 Roads: DOT
 Municipal/Ward Boundaries: PDS
 Rivers: WATERS
 Agricultural/Geological Data: DALRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANES
 Land Reform: DALRD
 Cadastral: KZN DOD



Map 40: Educational Facilities



Umdoni Local Municipality

Social Facilities: Early Childhood Development Centres

Legend

- Early Childhood Development Centres
- National Road
- Provincial Road
- District Road
- NFEPA Rivers
- Railways
- 2km Accessibility Radius
- 5km Accessibility Radius
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COSTA
 Roads: DOT
 Municipal/Ward Boundaries: MMR
 Rivers: NFEPA
 Agricultural/Geological Data: DALRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANES
 Land Reform: DALRD
 Cadastral: KZN SOD



Map 41: Early Childhood Development Centres

7.3. LIBRARY

Umdoni Municipality has nine (9) operational public libraries, located in Scottburgh, Ifafa, Sezela, Pennington and Park Rynie along the coast, and Umzinto, Malangeni, Shayamoya and Dududu (Vulamehlo Library) inland. With a population of 156 443, this level of provision meets library planning standards of one library per 25 000 – 150 000 people, indicating numerical adequacy at municipal scale.

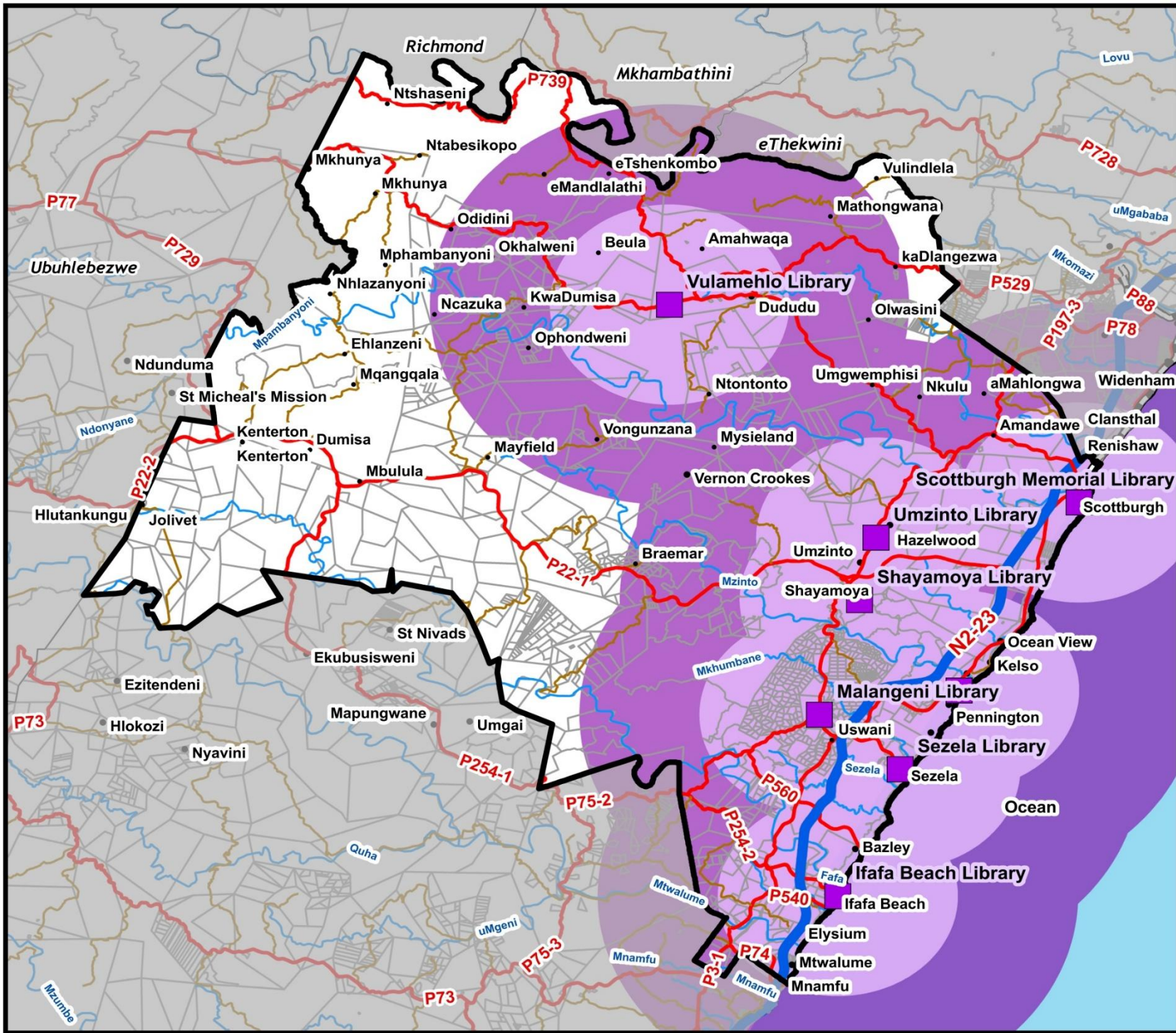
However, library access is uneven, with coastal settlements benefiting from closer proximity to multiple facilities, while inland libraries serve larger catchments. Malangeni, Shayamoya and Vulamehlo play a critical role in serving dispersed rural communities, but transport limitations and road conditions constrain effective access. Library provision in Umdoni is numerically sufficient but functionally uneven, with access challenges driven by location and connectivity, rather than by a lack of facilities.



7.4. COMMUNITY HALLS

Umdoni Municipality has thirty-one (31) community halls, distributed across both urban and rural settlements, including Scottburgh, Umzinto, Amahlongwa, Dumisa, Kenterton, Dududu, Malangeni, KwaQiko, Mnqiniseni, Bhewula, Ekuthuleni, Ubhudubhudu and Mahlathini, among others. These facilities function as key venues for community meetings, ward activities, social programmes, public participation processes and periodic service delivery. With a municipal population of 156 443, the number of community halls meets planning thresholds of one hall per 5000 – 60 000 people, with recommended access distances of 8–10 km in urban areas and 10 – 30 km in rural areas, indicating numerical adequacy at municipal scale. Accessibility varies by settlement type: urban areas such as Scottburgh and Umzinto benefit from closer proximity and higher-order facilities, while rural and traditional authority areas rely on single halls serving wide catchments, increasing travel distances.





Umdoni Local Municipality

Social Facilities: Libraries

Legend

- Libraries
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- 5km Accessibility Radius
- 10km Accessibility Radius
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: SANBI
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 42: Libraries

7.5. CEMETERIES AND BURIAL FACILITIES

Umdoni Municipality has a dual burial system comprising formal municipal cemeteries and informal burial practices within traditional authority areas. Formal burial facilities are located in Scottburgh, Park Rynie, Kelso/Humberdale (with a crematorium), Shayamoya and Umzinto, and constitute the municipality’s formally established cemetery infrastructure. Informal and customary burial practices occur within the municipality’s traditional authority areas including Amahlongwa, Dumisa, KwaQiko, Mkhunya, Emandleni and Sawoti, where burials take place in accordance with customary practices, typically within or adjacent to residential land.



7.6. SPORTS AND RECREATION FACILITIES

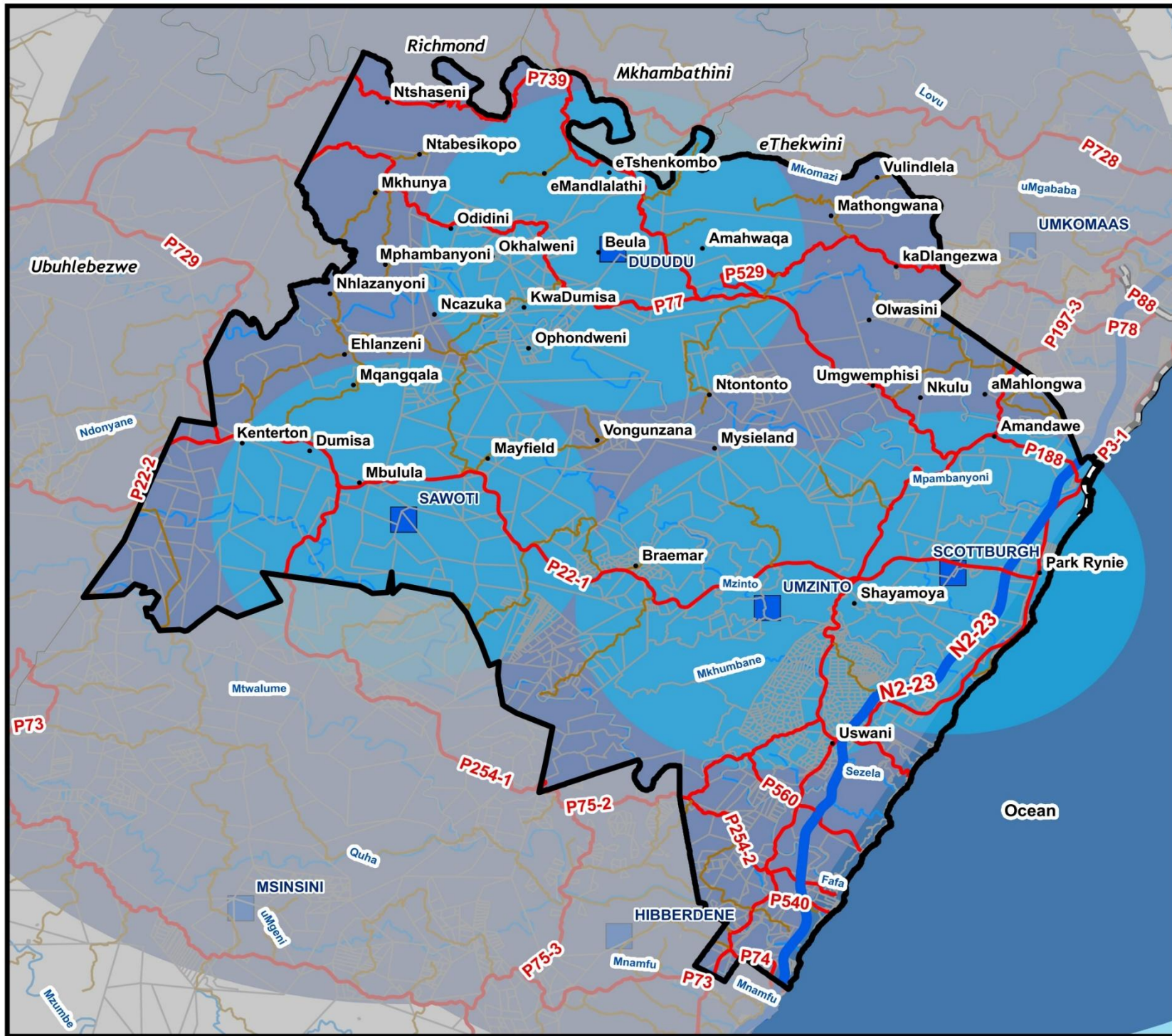
The municipality has 27 formal sports fields, supported by two outdoor gyms and a small number of higher-order recreational assets. Sports fields are unevenly distributed across the municipality, with clusters in Scottburgh, Umzinto, Gandhinagar, Emalangen, Amandawe, Amahlongwa, Malangeni, Dumisa, Kenterton and Dududu, while many rural settlements

rely on a single local field to serve large catchments. Several facilities, particularly in inland and traditional authority areas, are characterised by limited supporting infrastructure, with existing issues including vandalised change rooms, damaged surfaces, and a lack of ablution facilities at sites such as Kenterton, Amahlongwa and Malangeni. Higher-order recreational facilities, including Scottburgh Golf Course, Umdoni Park and Selbourne Park, are concentrated along the coast and primarily serve urban and tourism-related users.

7.7. SAFETY AND SECURITY: POLICE STATIONS

Umdoni is served by four SAPS police station: Scottburgh, Umzinto, Dududu and Sawoti, which together constitute the municipality’s permanent policing infrastructure. For a population of 156 443, this provision meets planning thresholds of one station per 10 000 – 60 000 people. Scottburgh and Umzinto serve urban and coastal areas within ≤ 8 km access distances, while Dududu and Sawoti provide coverage to inland and rural settlements where access distances of up to 24 km are acceptable.





Umdoni Local Municipality

Social Facilities: Police Stations

Legend

- Places
- Police Stations
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- 8km Accessibility Radius
- 24km Accessibility Radius
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/ Geological Data: DALRRD
 Environmental Data: KZN Wildlife 1919
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 43: Police Stations

7.8. SOCIAL FACILITIES NEED ANALYSIS

Table 44: Health Facilities Needs Analysis

POPULATION	FACILITY	CURRENT	REQUIRED	BACKLOGS	SURPLUS	COMMENTS
156 443 (Census 2022)	Hospital (L1)	1	1	0	0	Maintenance of the existing L1 Hospital is recommended
	Primary Health Clinic	10	16	6	0	Six (6) additional clinics are recommended, based on a population threshold of 10 000 people at an ideal maximum access distance of 5-10 km

Table 45: Safety and Security Needs Analysis

POPULATION	FACILITY	CURRENT	REQUIRED	BACKLOGS	SURPLUS	COMMENTS
156 443 (Census 2022)	Police Stations	4	5	1	0	One (1) additional facility is recommended in order to be able to cater to demand (based on a population threshold of 30 000 persons). Maintenance of existing facilities is recommended over long term is encouraged
	Fire Stations	1	N/A	1	0	Limited personnel only 10 trained fire reservists from the Ugu District may constrain capacity during multiple or large-scale incidents. Concentration in Umzinto CBD reduces the rapid response to remote areas. Satellite facility is recommended over long term

Table 46: Educational Facilities

POPULATION	FACILITY	CURRENT	REQUIRED	BACKLOGS	SURPLUS	COMMENTS
156 443 (Census 2022)	Primary Schools	63	71	8	0	Based on a population threshold of 2 200, eight (8) additional primary schools are required. Maintenance and upgrades of existing facilities is recommended long term
	Secondary Schools	24	39	15	0	Fifteen (15) additional secondary schools are recommended, based on a population threshold of 4 000. Targeted interventions should focus on growth pressure areas

Table 47: Other civic and social facilities

POPULATION	FACILITY	CURRENT	REQUIRED	BACKLOGS	SURPLUS	COMMENTS
156 443 (Census 2022))	Community Halls	31	15	0	16	Based on a population threshold of 10 000, no additional libraries are required. Maintenance and upgrades of existing facilities is recommended
	Libraries	9	6	0	3	Based on a population threshold of 25 000, no additional libraries are required. Satellite libraries are recommended to improved accessibility of library services to rural areas.
	Cemeteries	5	N/A	-	-	Existing facilities are near capacity. Feasibility study for additional cemeteries are recommended
	Sports ground/ recreation facilities	27	N/A	-	-	Umdoni does not appear to be encountering backlogs in terms of the adequacy of these facilities, but the challenge is maintaining these to keep them in good condition

8. BIOPHYSICAL ASSESSMENT

8.1. CRITICAL BIODIVERSITY AREAS (CBA)

The following outlines the occurrence of CBAs within Umdoni:

- CBA Irreplaceable occupies 16 513.43 Ha of the study area. These are areas required to meet biodiversity conservation targets where no alternative sites are available. The areas comprising CBA Irreplaceable are: Olwasini, Dududu, Nkulu, Amahlongwa, Umzinto, Pennington, Sezela, Ifafa Beach, and Mysieland. Approximately 1 968 households are located in CBA Irreplaceable Areas.
- CBA Optimal occupies 9 317.81 Ha of the study area. These are the most optimal areas to meet biodiversity conservation targets while avoiding high-cost areas. It is found in the following areas: Mkhunya, Ntabesikopo, Odidini, Emandlalathi, Ntontonto, and Vonguzana. Approximately 1 100 households are located in CBA Optimal Areas.
- Ecological Support Areas (ESA) occupy 6 929.27 Ha of the study area. These areas support the ecological functioning of protected areas and CBAs, and influence land-use management beyond biodiversity priorities alone — addressing other legislation and agreements such as EIA Regulations and the WHS Convention. ESAs are found in the following areas: Ntshaseni, Ntabesikopo, Etshenkombo, Mathongwa, and KaDlangezwa

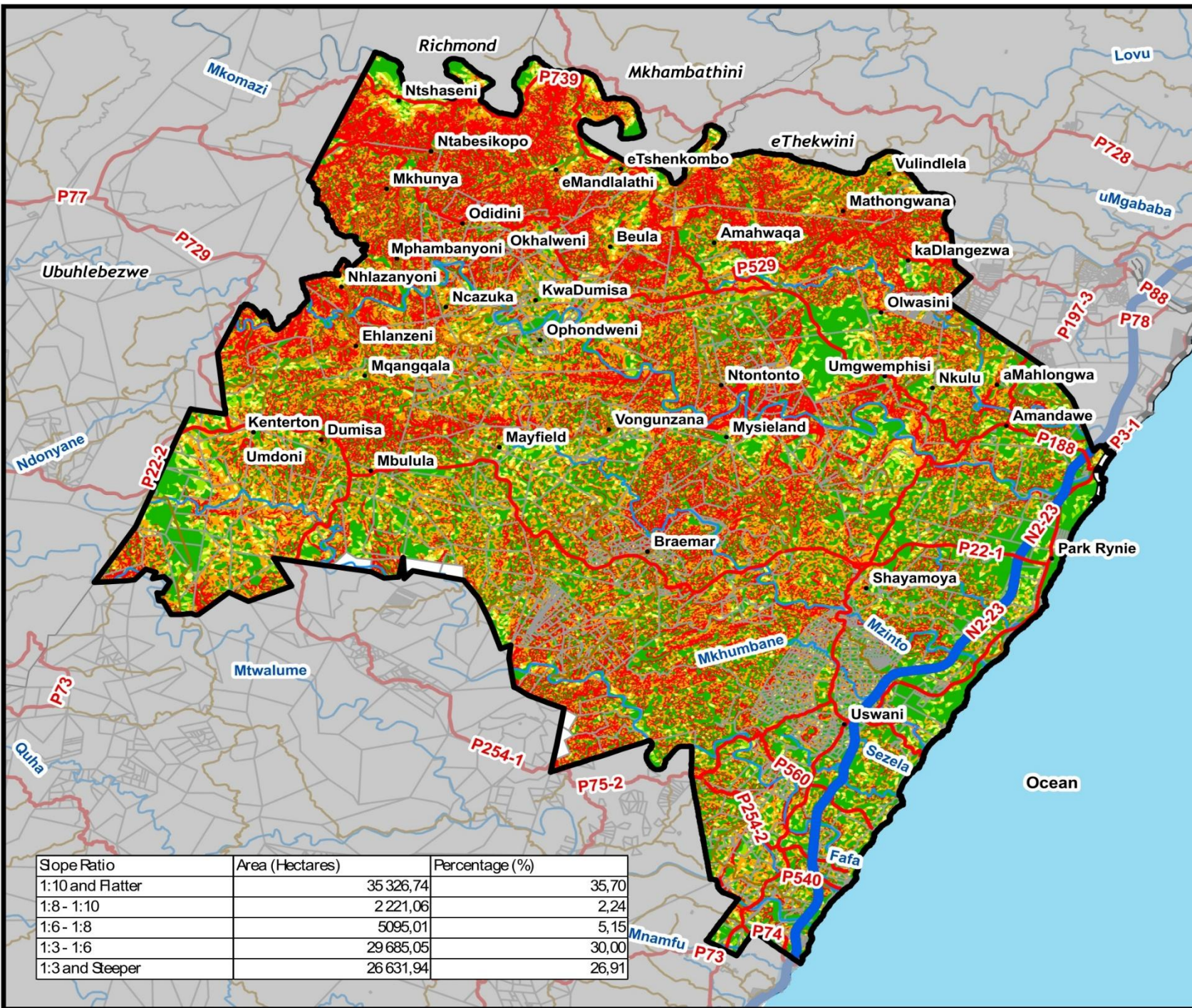
8.2. TOPOGRAPHY

The assessment below depicts the slope analysis in Umdoni:

- Slopes of 1:3 and Steeper cover 26 631.94 Ha (26.91%) of the municipality, affecting areas including Dududu, Mkhunya, Ntshaseni,

Ntabisokoppe, Odidini, Mphambanyoni, Okhalweni, Beula, KwaDumisa, Nhlazanyoni, Ncazuka, Ophondweni, Mqabqala, eZihlanzeni, Mayfield, Vonguzana, Mysieland, Ntontonto, Umgwenyiphi, Nkulu, Olwasini (upper catchment), Sezela (upper catchment), and Bazley (inland). These slopes present significant challenges including very steep terrain limiting formal settlement expansion, high erosion and slope instability risk, increased runoff and downstream flooding, and difficult access for roads and emergency services. There are 6 463 households located within steep slopes in Umdoni, facing risks of soil erosion, slope instability, foundation failure, and reduced access to bulk infrastructure and services.

- Slopes of 1:3–1:6 cover 29 685.05 Ha (30.00%), affecting Dududu, Odidini, Mkhunya, Mphambanyoni, Okhalweni, Beula, KwaDumisa, Ncazuka, Ophondweni, Ntontonto, Mayfield, Vernon Crookes, Umgwenyiphi, Nkulu, and Olwasini.
- Slopes of 1:6–1:8 cover 5 095.01 Ha (5.15%), found in Vernon Crookes, Braemar, Mayfield, Umzinto (central areas), and Shayamoya.
- Slopes of 1:8–1:10 cover 2 221.06 Ha (2.24%), affecting Umzinto (lower areas), Sezela (inland), Pennington (inland), and Bazley (inland).
- Slopes of 1:10 and Flatter cover 35 326.74 Ha (35.70%) of the municipality, found in Scottburgh, Park Rynie, Pennington, Ocean View, Ifafa Beach, Elysium, Vernon Crookes (coastal plateau), Umzinto (coastal plain), and Sezela (coastal plain). These relatively flat areas present the greatest opportunities for formal settlement expansion and infrastructure provision.

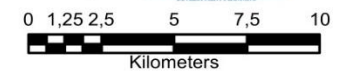


Umdoni Local Municipality Slope Analysis

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- 1:3 and Steeper
- 1:3 - 1:6
- 1:6 - 1:8
- 1:8 - 1:10
- 1:10 and Flatter
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Slope Ratio	Area (Hectares)	Percentage (%)
1:10 and Flatter	35 326,74	35,70
1:8 - 1:10	2 221,06	2,24
1:6 - 1:8	5 095,01	5,15
1:3 - 1:6	29 685,05	30,00
1:3 and Steeper	26 631,94	26,91

Map 44: Slope analysis

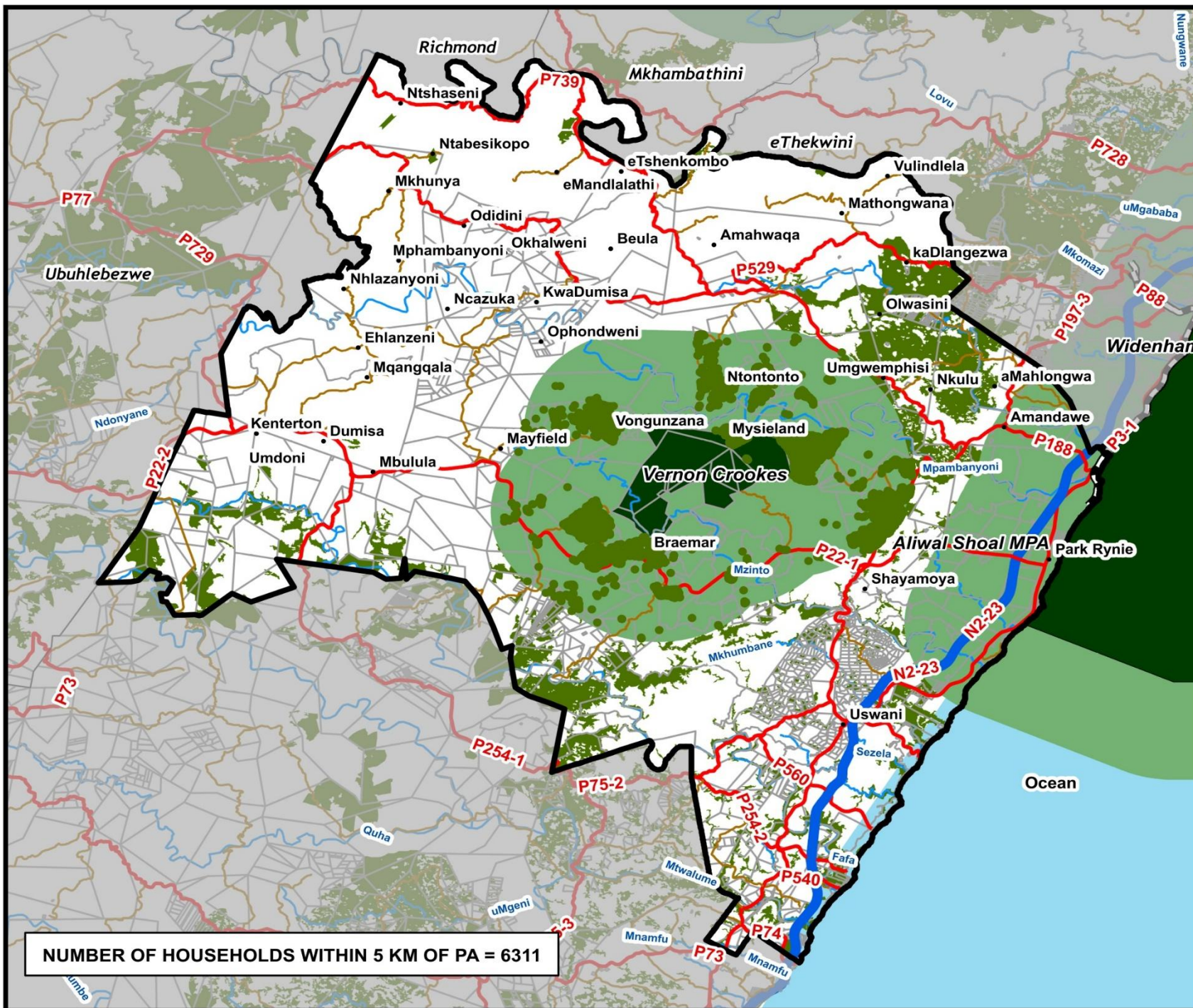
8.3. PROTECTED AREAS

The development and land use around Protected Areas needs to be compatible with the values of the protected areas, with a gradient of development/land use density and scale, as well as type, occurring from the edge of the protected area to the outer edge of the buffer.

To achieve this gradient, the control measures are divided into distance-based subsections. The strictest controls, aimed at mitigating activities that could cause noise, light, visual pollution, and animal conflict impacts, are implemented at the edge of the Protected Area and gradually decrease toward the outer boundary of the 5 km buffer zone around a Nature Reserve and the 10 km buffer zone around a World Heritage Site. Umdoni Local Municipality includes the Vernon Crookes Nature Reserve, which covers an area of 2 189 hectares. There are approximately 6 311 households located within a 5 km buffer of the protected area.

Table 48: Protected Areas

PROTECTED AREA	AREA (Ha)	PROTECTED SPECIES	IMPLICATIONS	EXISTING ACTIVITIES	POTENTIAL ACTIVITIES	PROCLAMATION STATUS	OWNERSHIP TYPE
Vernon Crookes	2 189 ha	<ul style="list-style-type: none"> African Crowned Eagle Martial Eagle Cape Vulture (nesting colony ±100) Blue Crane Oribi Reedbuck Eland Microchaetus vernoni (world’s largest earthworm – endemic & endangered) Various rare butterflies and indigenous flora 	<ul style="list-style-type: none"> High conservation sensitivity Development strictly limited Protection of grassland, forested ravines and wetland systems required Disturbance to nesting birds and endemic species must be avoided Activities must comply with NEM:PAA and provincial conservation legislation 	<ul style="list-style-type: none"> Game drives on dirt roads Hiking (short to long trails) Bird watching Picnicking & braai facilities Mountain biking (designated routes) Environmental education & guided walks 	<ul style="list-style-type: none"> Expanded eco-tourism (guided birding tours) Environmental education programmes Citizen science (bird counts, biodiversity monitoring) Controlled photographic safaris Research on endemic species and grassland ecosystems 	Formally proclaimed Provincial Nature Reserve under KwaZulu-Natal conservation legislation	Public ownership – managed by Ezemvelo KZN Wildlife

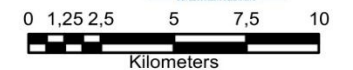


Umdoni Local Municipality Protected Areas

Legend

- Places
- Households
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Protected Areas
- 5km Protected Area Buffer
- KZN CBA Irreplaceable
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



8.4. HYDROLOGY

8.4.1. NATIONAL FRESHWATER ECOSYSTEM PRIORITY AREAS

The table below depicts the National Freshwater Ecosystem Priority Areas (NFEPA) Rivers in Umdoni local municipality.

Table 49: NFEPA Rivers

RIVER NAME	AREA OF OCCURRENCE	RIVER FLOW TYPE	RIVER TYPE	DESIRED STATE
CLASS B: LARGELY NATURAL				
Mdesingane	Central–northern Umdoni, flowing through rural settlements near Dududu and inland catchments	Impounded	Perennial	Land-use practices or activities that will lead to deterioration in the current condition of a river FEPA are not acceptable. River FEPAs should remain in good condition (A or B ecological category).
Mkhumbane	Central Umdoni, inland of Umzinto and Vernon Crookes area	Impounded	Perennial	
Mnamfu	Southern coastal belt around Ifafa Beach, Elysium and Mnamfu	Free-flowing	Perennial	
Mvuzi	Northern coastal catchment near Scottburgh and Park Rynie	Free-flowing	Perennial	
Sezela	Central-eastern Umdoni, flowing through Sezela and Pennington	Free-flowing	Perennial	
Amahlongwa	North-eastern inland areas near Amahlongwa settlement	Free-flowing	Perennial	
Mpambanyoni	Northern inland Umdoni near Dududu and surrounding rural settlements	Free-flowing	Perennial	
Mtwalume	Southern coastal boundary near Mtwalume settlement	Free-flowing	Perennial	
Ndonyane	Inland southern Umdoni near Umgai and rural settlements	Free-flowing	Perennial	
CLASS C: MODERATELY MODIFIED				
Fafa	South-western Umdoni	Impounded	Perennial	<ul style="list-style-type: none"> Rivers in this category have experienced moderate
Mkomazi	Northern boundary of Umdoni near Scottburgh and Park Rynie	Free-flowing	Perennial	

RIVER NAME	AREA OF OCCURRENCE	RIVER FLOW TYPE	RIVER TYPE	DESIRED STATE
				<p>modifications due to human activities.</p> <ul style="list-style-type: none"> While they still support some ecological functions, their biodiversity and habitat quality are reduced compared to A and B categories.
CLASS D: LARGELY MODIFIED				
Mzinto	Central Umdoni flowing from inland areas through Umzinto to the coast	Free-flowing	Perennial	<ul style="list-style-type: none"> These rivers are significantly altered and generally cannot be rehabilitated back to an A or B state. They often face severe degradation, impacting their ability to support native species and ecological processes.

8.5. VEGETATION

The following outlines the vegetation types occurring within Umdoni Local Municipality, their conservation status, and associated development guidelines:

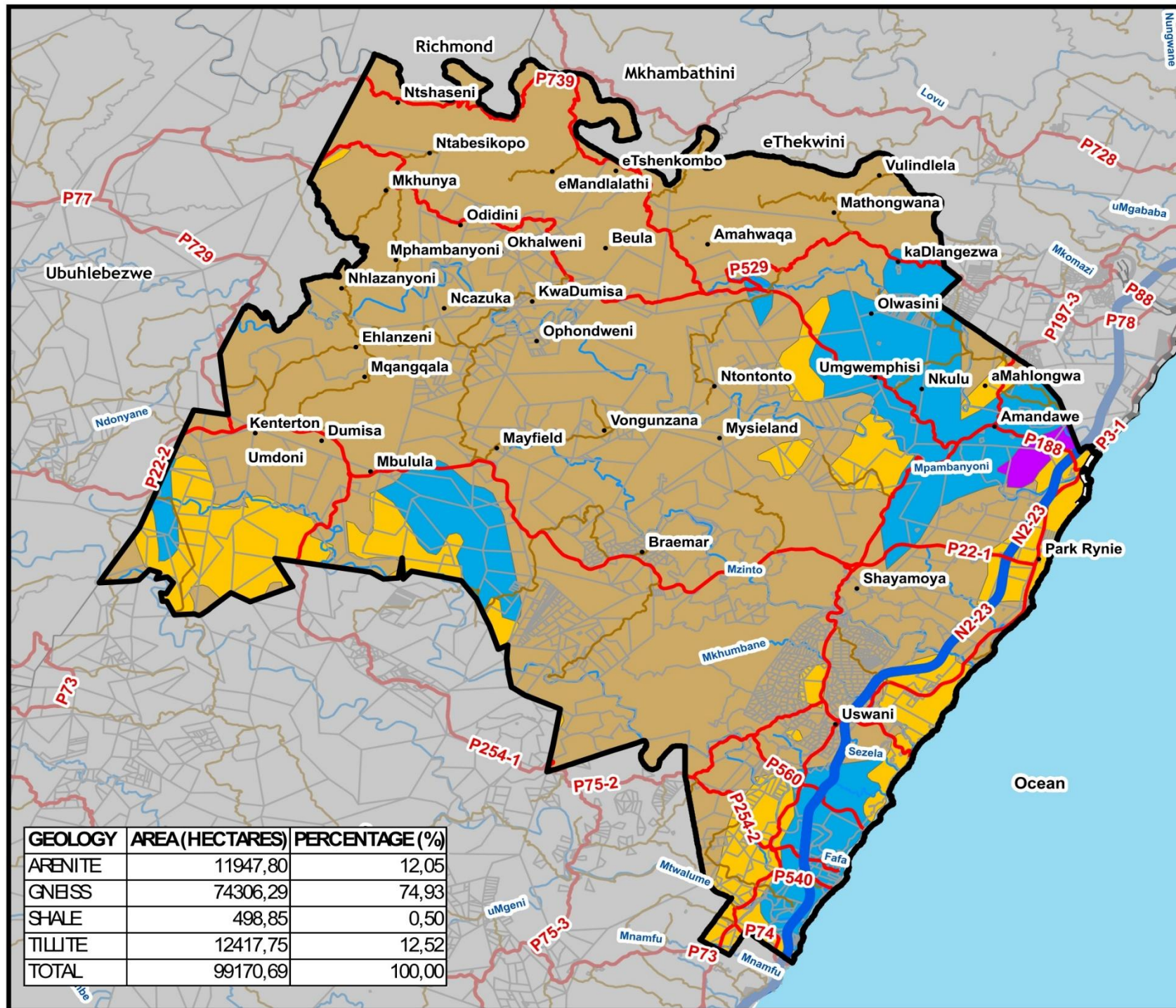
- Alluvial Wetlands cover 879.82 Ha (0.89%), occurring along river systems mainly around Umzinto, Vernon Crookes, Dududu, Umkomaas River, Mkhomazi River, Ocean View, and Park Rynie. Classified as Endangered, development guidelines require avoiding infilling, channel modification and disturbance of riparian buffers. An EIA is required for any development impacting wetlands, a 32m buffer from watercourses must be maintained, and wetland delineation and rehabilitation plans are required.
- Dry Coast Hinterland Grassland covers 606.70 Ha (0.61%) in inland areas around Dumisa. Classified as Vulnerable, development should avoid intact grassland patches and ridgelines, with restricted development footprint and biodiversity offsets where loss is unavoidable.
- Eastern Scarp Forests cover 1 006.01 Ha (1.01%) in localised forest patches near Dududu, Umgwephezi, Amahlongwa, and Nkulu. Classified as Endangered, no further loss of indigenous forest is permitted. Full ecological assessments are required and ecological corridors must be retained.
- Eastern Valley Bushveld is the dominant inland vegetation type, covering 14 927.76 Ha (15.04%) across Dududu, Beula, KwaDumisa, Ophondweni, Mayfield, and Vongunzana. Classified as Least Threatened, low-impact development is permissible subject to environmental controls, with alien vegetation control and clustered development to avoid fragmentation recommended.
- Freshwater Wetlands cover only 27.43 Ha (0.03%) in small isolated patches near Ezitendeni and Ekubusisweni. Classified as Critically Endangered, no development is permitted within the wetland footprint. Wetland protection, rehabilitation, and long-term monitoring are required.
- KwaZulu-Natal Coastal Belt Grassland is the largest vegetation type, covering 37 345.82 Ha (37.62%) with extensive coverage around Umzinto, Vernon Crookes, Hazelwood, Shayamoya, Pennington, and Ifafa Beach (inland). Classified as Vulnerable, urban expansion should avoid remaining intact grassland, with conservation servitudes encouraged.
- KwaZulu-Natal Coastal Belt Thornveld covers 14 129.06 Ha (14.23%) across coastal and near-coastal areas including Scottburgh, Park Rynie, Pennington, and Ocean View. Classified as Vulnerable, clearing should be limited and habitat connectivity maintained, avoiding linear infrastructure fragmentation.
- KwaZulu-Natal Coastal Forests cover 3 335.79 Ha (3.36%) in patches near Scottburgh, Pennington, Bazley, Ifafa Beach, and Sezela. Classified as Endangered, no transformation of primary forest areas is permitted, with strict development controls and ecological buffer zones required.
- KwaZulu-Natal Dune Forests cover 206.66 Ha (0.21%) in a narrow coastal strip at Pennington, Bazley, and Ifafa Beach. Classified as Critically Endangered, development is highly restricted due to instability and sensitivity. Coastal setback lines must be enforced and disturbed dunes rehabilitated.
- KwaZulu-Natal Hinterland Thornveld covers 447.79 Ha (0.48%) in scattered inland areas near Dumisa. Classified as Vulnerable, land-use change and clearing should be minimised, with conservation-oriented land uses encouraged.

- KwaZulu-Natal Sandstone Sourveld covers 3 891.21 Ha (3.92%) concentrated around Ekubusisweni and Ezitendeni. Classified as Critically Endangered, no further loss of natural habitat is permitted. Mandatory EIA, biodiversity offsets, and stewardship agreements are required.
- Marine Saline Wetlands cover 256.40 Ha (0.26%) in estuarine environments near Umzinto Estuary, Sezela Estuary, and Ifafa Beach. Classified as Endangered, no infilling or alteration of estuarine systems is permitted. Estuarine management plans and maintenance of natural tidal flows are required.
- Moist Coast Hinterland Grassland covers 22 042.44 Ha (22.20%) across large inland areas around Mayfield, Vernon Crookes, Braemar, and Dududu. Classified as Vulnerable, controlled development with conservation planning is required, with environmental screening prior to any rezoning.
- Subtropical Coastal Lagoons cover 51.89 Ha (0.05%) in coastal water bodies near Ifafa Beach, Pennington, and Sezela. Classified as Critically Endangered, no development within lagoon functional zones is permitted and lagoon protection buffers must be maintained.
- Subtropical Seashore Vegetation covers 86.56 Ha (0.09%) along the immediate coastline at Scottburgh, Pennington, Bazley, and Ifafa Beach. Classified as Endangered, development is restricted by coastal management lines, with coastal setback enforcement and dune and vegetation stabilisation required.

8.6. GEOLOGY

The following outlines the geology of Umdoni Local Municipality, with associated spatial development challenges and opportunities:

- Arenite covers 11 947.80 Ha (12.05%), occurring in Ekubusisweni, Pennington (inland portions), and Bazley (pockets). This geology presents moderate to low water-holding capacity, susceptibility to erosion when vegetation is removed, and variable foundation stability for heavy structures. It is, however, suitable for certain crops with soil improvement, a potential source of construction material, and favourable for light industrial and residential development.
- Gneiss is the dominant geology, covering 74 306.29 Ha (74.93%) across Dududu, Umzinto, Vernon Crookes, Mphambanyoni, Nhlazanyoni, Ophondweni, Braemar, and Shayamoya. Challenges include shallow soils in some areas, rock outcrops increasing construction costs, and limited groundwater storage in fractured zones. Gneiss offers very stable bedrock for infrastructure and is suitable for major roads, industrial buildings, settlements, and supports forestry and grazing activities.
- Shale covers 498.85 Ha (0.50%) in localised pockets near Nhlazanyoni and small occurrences around Mkhunya and Ntontonto. It presents poor drainage, expansive soils affecting building foundations, and higher erosion risk when exposed. However, it offers fertile soils suitable for crop cultivation, potential for brick-making materials, and supports subsistence and small-scale agriculture.
- Tillite covers 12 417.75 Ha (12.52%) across Umgwempisi, Nkulu, Scottburgh, Hazelwood, Park Rynie, Ocean View, Sezela, Elysium, and Ifafa Beach. Hard rock increases excavation costs, soil depth is limited in coastal zones, and potential slope instability exists in incised valleys. Tillite provides excellent foundation conditions for infrastructure, is suitable for coastal development and transport corridors, and supports tourism-related development and urban expansion.



GEOLOGY	AREA (HECTARES)	PERCENTAGE (%)
ARENITE	11947,80	12,05
GNEISS	74306,29	74,93
SHALE	498,85	0,50
TILLITE	12417,75	12,52
TOTAL	99170,69	100,00



Umdoni Local Municipality

Geology

Legend

- Places
- █ National Road
- █ Provincial Road
- █ District Road
- █ NFEPA_Rivers
- Railways
- ARENITE
- GNEISS
- SHALE
- TILLITE
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 46: Geology

8.7. LANDCOVER

The table below illustrates the land cover in Umdoni Local Municipality, as well as detailing the challenges and opportunities for spatial development within the municipality:

Table 50: Landcover

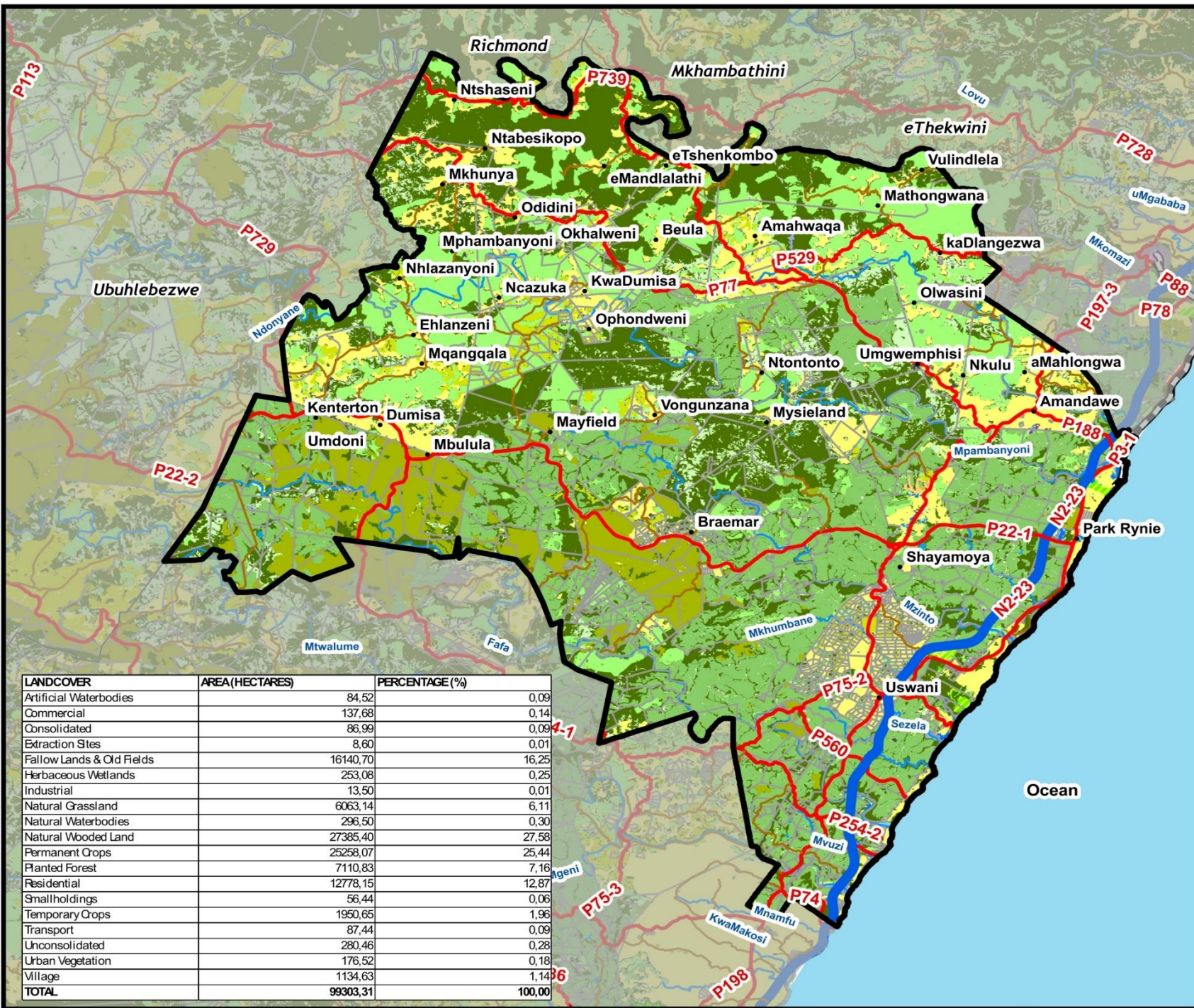
LANDCOVER	AREA SIZE	AREA OF OCCURRENCE	CHALLENGES	OPPORTUNITIES
Artificial Waterbodies	84.52 Ha (0.09%)	Inland agricultural areas around Dududu, KwaDumisa, Nhlazanyoni, Mkhunya, Mphambanoyi	Limited artificial storage increases reliance on river systems; risk of pollution from agriculture	Expansion of farm dams, irrigation support, aquaculture and drought resilience
Commercial	137.68 Ha (0.14%)	Concentrated along the coast and urban nodes: Scottburgh, Umzinto, Pennington, Sezela	Coastal commercial pressure may strain infrastructure	Tourism-driven commercial growth and mixed-use development
Consolidated	86.99 Ha (0.09%)	Established urban areas of Scottburgh, Umzinto, Pennington	Indicates limited densification	Urban infill and service optimisation
Extraction Sites	8.60 Ha (0.01%)	Isolated inland areas near Dududu and KwaDumisa	Localised land degradation	Rehabilitation and post-mining land reuse
Fallow Lands & Old Fields	16,140.70 Ha (16.25%)	Extensive inland areas including Dududu, Nqabeni, Beula, Ophondweni, Amahlongwa, Ntondoto	Underutilised land vulnerable to erosion and invasion	Agricultural re-activation, grazing, land restoration
Herbaceous Wetlands	253.08 Ha (0.25%)	Riverine and low-lying zones around Umzinto River, Mkhumbane, Nkululu, Amahlongwa	Sensitive ecosystems at risk from drainage and pollution	Wetland conservation and flood regulation
Industrial	13.50 Ha (0.01%)	Limited nodes near Umzinto and Scottburgh	Constrained industrial base	Small-scale agro-processing and light industry
Natural Waterbodies	296.50 Ha (0.30%)	Umzinto River, tributaries near Amahlongwa, Dududu, Pennington	Essential ecosystem services under pressure	River corridor protection and tourism

LANDCOVER	AREA SIZE	AREA OF OCCURRENCE	CHALLENGES	OPPORTUNITIES
Natural Wooded Land	27 385.40 Ha (27.58%)	Dominant inland areas: Dududu, Mkhunya, Nqabeni, Beula, Amahlongwa, Ntondoto	Core biodiversity areas threatened by expansion	Conservation areas, carbon sequestration, eco-tourism
Permanent Crops	25 258.07 Ha (25.44%)	Extensive agricultural zones around Dududu, Amahlongwa, Mkhunya, Nqabeni, KwaDumisa	Heavy reliance on monoculture (mainly sugarcane)	Crop diversification, agro-processing
Planted Forest	7 110.83 Ha (7.16%)	Inland forestry areas near Dududu, Amahlongwa	Alters hydrology and natural habitats	Sustainable forestry and rehabilitation buffers
Residential	12 778.15 Ha (12.87%)	Coastal and inland settlements: Scottburgh, Umzinto, Pennington, Sezela, Dududu, Amahlongwa	Increased service delivery demand	Integrated settlement planning
Smallholdings	56.44 Ha (0.06%)	Peri-urban zones near Scottburgh and Umzinto	Limited spatial footprint	Local food production and niche farming
Temporary Crops	1 950.65 ha (1.96%)	Agricultural areas around Dududu, Amahlongwa, KwaDumisa	Seasonal soil exposure	Conservation agriculture
Transport	87.44 Ha (0.09%)	N2 corridor, provincial and district roads linking Scottburgh, Umzinto, Dududu, Sezela	Habitat fragmentation	Improved accessibility and economic linkages
Unconsolidated	280.46 Ha (0.28%)	Transitional settlement areas near Dududu and Amahlongwa	Informal expansion pressures	Settlement upgrading
Urban Vegetation	176.52 Ha (0.18%)	Urban green spaces in Scottburgh, Umzinto, Pennington	Limited urban resilience	Urban greening initiatives
Village	1 134.63 Ha (1.14%)	Rural villages including Mkhunya, Nqabeni, Beula, KwaDumisa, Amahlongwa, Ntondoto	Dispersed settlements complicate service delivery	Rural nodal development



Umdoni Local Municipality

Landcover



Legend

- Places
- Blue line: National Road
- Red line: Provincial Road
- Thin black line: District Road
- Blue line: NFEPA_Rivers
- Light orange: Smallholdings
- Light green: Permanent Crops
- Yellow-green: Temporary Crops
- Light green: Fallow Lands & Old Fields
- Light green: Planted Forest
- Light green: Natural Grassland
- Dark green: Natural Wooded Land
- Light green: Shrubs
- Light brown: Barren Land
- Red: Transport
- Yellow: Residential
- Blue: Commercial
- Purple: Industrial
- Purple: Extraction Sites
- Orange: Surface Infrastructure
- Grey: Village
- Green with diagonal lines: Urban Vegetation
- Brown: Waste & Resource Dumps
- Light blue: Natural Waterbodies
- Light blue: Herbaceous Wetlands
- Dark blue: Artificial Waterbodies
- Dark blue: Woody Wetlands
- Thick black outline: Umdoni Municipality

LANDCOVER	AREA (HECTARES)	PERCENTAGE (%)
Artificial Waterbodies	84,52	0,09
Commercial	137,68	0,14
Consolidated	86,99	0,09
Extraction Sites	8,60	0,01
Fallow Lands & Old Fields	16140,70	16,25
Herbaceous Wetlands	253,08	0,25
Industrial	13,50	0,01
Natural Grassland	6063,14	6,11
Natural Waterbodies	296,50	0,30
Natural Wooded Land	27385,40	27,58
Permanent Crops	25258,07	25,44
Planted Forest	7110,83	7,16
Residential	12778,15	12,87
Smallholdings	56,44	0,06
Temporary Crops	1950,65	1,96
Transport	87,44	0,09
Unconsolidated	280,46	0,28
Urban Vegetation	176,52	0,18
Village	1134,63	1,14
TOTAL	99303,31	100,00

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SAMBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 1,25 2,5 5 7,5 10
 Kilometers

Map 47: Landcover

8.8. UGU DM ENVIRONMENTAL MANAGEMENT FRAMEWORK

Ugu District Municipality has adopted a strategic approach to environmental sustainability through the development and implementation of a Strategic Environmental Management Plan (SEMP), supported by biodiversity planning instruments and local environmental management by-laws. These tools collectively guide land use management, environmental protection, and sustainable development across the district, including within Umdoni Local Municipality.

In line with the principles of the National Environmental Management Act No. 107 of 1998, environmental management within the Ugu District is informed by an integrated assessment of biophysical systems, ecological sensitivity, and human settlement patterns. The district contains a diverse range of sensitive environmental assets, including coastal ecosystems, river systems, wetlands, indigenous forests, and areas of high agricultural potential, all of which require differentiated land use management responses.

The Environmental Management Framework applicable to Ugu District identifies environmental sensitivity zones that are critical for spatial planning and development decision-making. These include:

- Coastal protection zones and estuaries
- Wetlands and river corridors
- Areas of high biodiversity value and ecological support areas
- Flood-prone areas
- Prime agricultural land

Within Umdoni Local Municipality, these sensitivities are particularly evident along the coastline, river systems, and inland ecological corridors.

The EMF principles therefore play a critical role in informing the municipal SDF by directing development away from high-risk and environmentally sensitive areas and promoting sustainable land use practices that balance development needs with ecological integrity.

8.8.1. AIR QUALITY

Air quality within Ugu District Municipality, including Umdoni Local Municipality, is generally good, reflecting the predominantly rural and peri-urban character of much of the district and the absence of heavy industrial activities. The main sources of air pollution are associated with agricultural practices, residential fuel use, and transport-related activities.

In Umdoni LM, air pollution is most commonly linked to:

- Seasonal sugarcane burning associated with agricultural activities
- The use of fuel wood and other solid fuels for household energy in some settlements
- Dust emissions from unpaved roads and construction activities

These sources are generally localised and episodic, and they do not currently pose a significant district-wide air quality concern. However, the cumulative impacts of these activities can affect local environmental health, particularly in densely settled or low-lying areas.

Environmental health and air quality management are supported through the enforcement of municipal Environmental Health and Encroachment By-laws, which regulate activities that may negatively affect environmental quality and public health within Ugu District and its local municipalities. At present, there is no standalone Air Quality Management Plan specific to Umdoni Local Municipality.

8.9. ENVIRONMENTAL SENSITIVITY

Umdoni Local Municipality displays high to very high environmental sensitivity, particularly along the coastal belt, river corridors, wetlands, and inland biodiversity priority areas. The municipality contains a dense overlap of CBAs, threatened ecosystems, aquatic systems, and protected buffers, indicating limited capacity for further intensive land transformation.

8.9.1. COASTAL AND ESTUARINE SENSITIVITY (VERY HIGH)

The entire coastline, including areas around Park Rynie, Scottburgh, Pennington, Sezela, Bazley, and Ifafa Beach, is classified as highly sensitive.

Coastal zones are dominated by:

- Estuaries
- NFEP A wetlands
- Floodlines
- 32 m river buffers

These systems provide coastal protection, nursery habitats, water filtration, and climate resilience, making them irreplaceable. Development pressure is evident, but ecological risk is extremely high, particularly from:

- Urban expansion
- Tourism-related infrastructure
- Coastal erosion and sea-level rise

Only low-impact, carefully managed development may be considered, subject to strict environmental authorisations.

8.9.2. RIVER SYSTEMS AND WETLANDS (VERY HIGH SENSITIVITY)

Major river systems (e.g. Umzinto River and tributaries) and inland drainage networks are clearly mapped with:

- KZN rivers
- Wetlands and 500 m buffers
- Flood-prone areas

Wetlands are widely distributed across both coastal and inland areas, acting as:

- Flood attenuation systems
- Groundwater recharge zones
- Biodiversity refuges

Development within wetland buffers and floodlines should be avoided. These areas are best suited for conservation, ecosystem restoration, or controlled agriculture.

8.9.3. CRITICAL BIODIVERSITY AREAS (CBAS)

The map below identifies several categories of biodiversity priority, including:

- (1) CBA Irreplaceable (Very High Sensitivity) concentrated in:
 - Southern and south-eastern parts of the municipality
 - Large contiguous inland areas south of Vernon Crookes Nature Reserve
 - These areas are essential to maintain ecosystem functioning and connectivity.

Transformation in these areas should be strictly prohibited. Only conservation-compatible land uses are appropriate.

- (2) CBA Optimal (High Sensitivity) located mainly in:
 - Inland areas north and west of Vernon Crookes

- Transitional zones between natural and transformed land
- These areas support ecological corridors and species movement.

Limited, low-impact land uses may be considered in these areas, but ecological integrity must be retained.

8.9.4. THREATENED ECOSYSTEMS

The municipality contains multiple categories of threatened ecosystems:

- Critically Endangered (Dominant in the southern and coastal zones)
- Endangered (Interspersed through inland and coastal landscapes)
- Vulnerable (Found in transitional inland areas)

These ecosystems have experienced extensive historical transformation (e.g. sugarcane cultivation, settlements). Remaining intact portions are extremely valuable and should be prioritized for protection and rehabilitation.

8.9.5. PROTECTED AREAS AND BUFFERS

Vernon Crookes Nature Reserve is a major ecological anchor. Surrounding areas include:

- Protected area buffers (500 m)
- Linked CBAs supporting landscape-scale biodiversity.
- These zones are essential for:
 - Reducing edge effects
 - Maintaining ecological processes

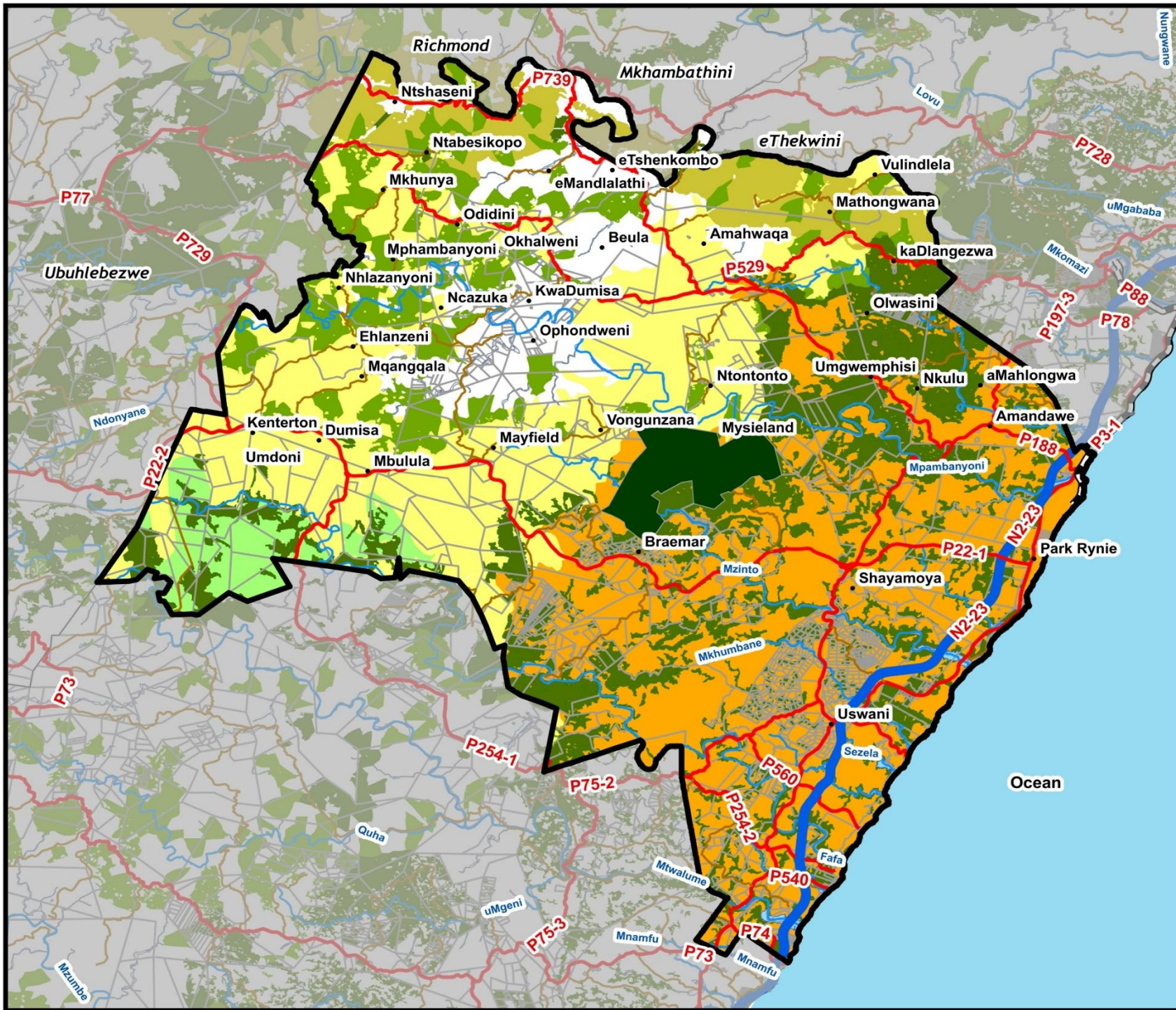
Land uses in buffers must be compatible with conservation objectives.

8.9.6. AREAS OF LOWER SENSITIVITY (RELATIVE)

More modified agricultural areas, particularly sugarcane fields around and Umzinto show relatively lower sensitivity, though still intersected by:

- Rivers
- Wetland buffers
- CBA corridors

These areas offer the greatest potential for carefully managed development, provided environmental constraints are respected.

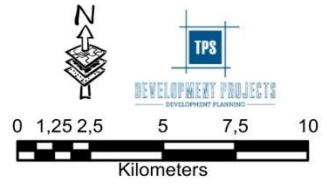


Umdoni Local Municipality Environmental Sensitivity

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA Rivers
- Railways
- KZN CBA Irreplaceable
- KZN CBA Optimal
- KZN ESA
- Critically Endangered
- Endangered
- Vulnerable
- Floodline
- Estuaries
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



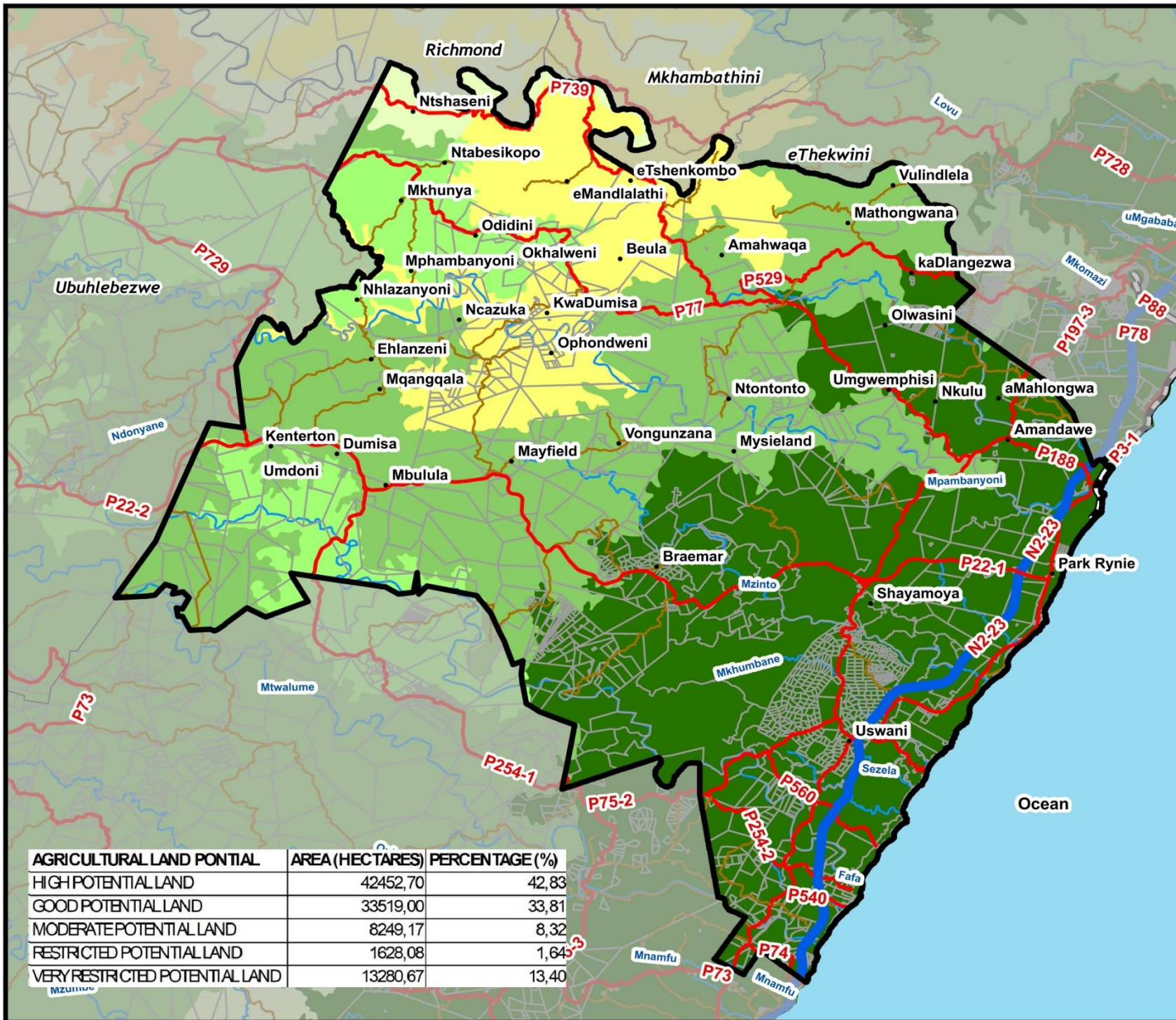
Map 48: Environmental Sensitivity

9. AGRICULTURE

9.1. AGRICULTURAL LAND POTENTIAL

The following outlines the agricultural land potential within Umdoni Local Municipality. A total of 40 364 households are located within areas classified as high agricultural potential in the municipality.

- High Potential Land covers approximately 42 452.70 Ha (42.83%) of the municipality. This land is well-suited for a wide range of crops and livestock, typically having deep, fertile soils, a favourable climate, and good drainage, capable of producing high yields with minimal inputs. It is mainly found in: Vernon Crookes, Umzinto, Hazelwood, Ocean View, Pennington, Ifafa Beach, Elysium, and Mnambithi (southern coastal hinterland).
- Good Potential Land covers approximately 33 519.00 Ha (33.81%) of the municipality. This land is suitable for a wide range of agricultural crops and livestock but may have some limitations such as shallow soils or a less favourable climate, and can still produce high yields with some inputs. It occurs mainly in: Dududu, Ntontonto, KwaDumisa, Ophondweni, Mayfield, Dumisa, and Ekubusiweni.
- Moderate Potential Land covers approximately 8 249.17 Ha (8.32%) of the municipality. This land is suitable for some agricultural crops and livestock but has more limitations such as shallow soils or a less favourable climate, with yields potentially lower than high or good potential land. It is mainly located in: Nhlazanyoni, Mkhunya, Ntabezikhopo, and peripheral areas around Dududu.
- Restricted Potential Land covers approximately 1 628.08 Ha (1.64%) of the municipality. This land is only suitable for a limited range of crops or livestock and requires significant inputs to be productive, with poor soils, a harsh climate, or steep slopes potentially limiting yields even with significant inputs. It is found primarily in: Mphambanyoni, Odidini, Beula, Amahlongwa, and upper catchment areas north of Dududu.
- Very Restricted Potential Land covers approximately 13 280.67 Ha (13.40%) of the municipality. This land is only suitable for a very limited range of crops or livestock and requires very significant inputs, with very poor soils, a very harsh climate, or very steep slopes severely limiting yields. It occurs mainly in: Ntshaseni, upper parts of Nhlazanyoni, the northern Dududu periphery, and mountainous and escarpment areas.



Umdoni Local Municipality

Agricultural Land Potential

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- High Potential
- Good Potential
- Moderate Potential
- Restricted Potential
- Very Restricted Potential
- Low Potential
- Very Low Potential
- Vleis
- Dams
- Umdoni Municipality
- Cadastral

AGRICULTURAL LAND POTENTIAL	AREA (HECTARES)	PERCENTAGE (%)
HIGH POTENTIAL LAND	42452,70	42,83
GOOD POTENTIAL LAND	33519,00	33,81
MODERATE POTENTIAL LAND	8249,17	8,32
RESTRICTED POTENTIAL LAND	1628,08	1,64
VERY RESTRICTED POTENTIAL LAND	13280,67	13,40

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 49: Agricultural land potential

9.2. PROTECTED AGRICULTURAL AREAS

Protected Agricultural Areas (PAAs) in Umdoni comprise strategically important, high-value agricultural land essential to food security, sustained production, and rural economic development. These areas are delineated using National DALRRD methodology, based on land capability, crop suitability, and agro-ecosystem conditions. In Umdoni, PAAs are primarily located within the coastal hinterland, river valleys, and inland agricultural nodes where favourable soils, climate, and water access support rain-fed and irrigated agriculture. The PAA designation serves as a key spatial planning mechanism to protect productive agricultural land from inappropriate development and fragmentation, while reinforcing Umdoni’s role in regional agri-economic systems.

Table 51: Protected Agricultural Areas

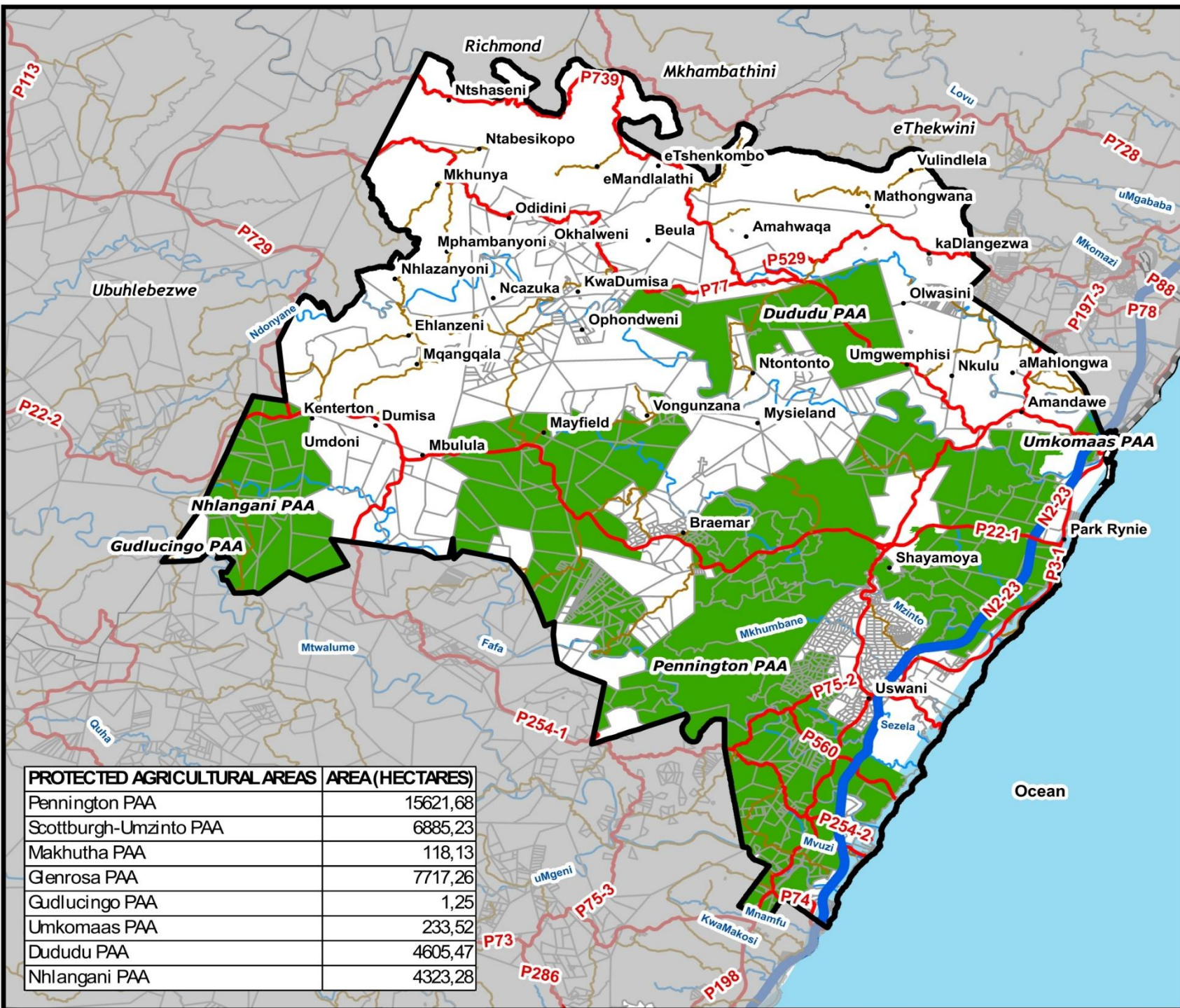
PAA	AREA (Ha)	AREAS OF OCCURRENCE	PLANNING SIGNIFICANCE
Pennington PAA	15 621.68 ha	Pennington, Ocean View, Umtentweni coastal hinterland, areas south of Umzinto	Forms the largest PAA in the municipality; supports intensive agriculture and is closely linked to coastal agri-economies and irrigation potential.
Scottsburgh–Umzinto PAA	6 885.23 ha	Umzinto, Hazelwood, Braemar, Scottsburgh hinterland	Strategically located near established transport routes; supports mixed farming and agri-processing opportunities.
Genrosa PAA	7 717.26 ha	Glenrosa, Mayfield, Mbulula, areas south-west of Dududu	Key inland agricultural node with strong rain-fed cultivation potential forming part of a larger agro-ecosystem.
Dududu PAA	4 605.47 ha	Dududu, Ntontonto, Umgwenyphisi	Important rural agricultural area supporting subsistence and emerging commercial farming.
Nhlangani PAA	4 323.28 ha	Nhlangani, areas north-west of Dududu	Supports agricultural livelihoods in predominantly rural settlement areas; requires careful land-use management to prevent fragmentation.
Umkomaas PAA	233.52 ha	Umkomaas River corridor, inland of coastal settlements	Small but strategically important irrigated agricultural area associated with river systems.
Makhutha PAA	118.13 ha	Makhutha area (north-western Umdoni)	Localised high-value agricultural pocket within a predominantly rural landscape.
Gudlucingo PAA	1.25 ha	Gudlucingo area near Ekubusiweni	Very small PAA, mainly of local agricultural importance; sensitive to land-use change.



Umdoni Local Municipality Protected Agricultural Areas

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Protected Agricultural Areas
- Umdoni Municipality
- Cadastral



PROTECTED AGRICULTURAL AREAS	AREA (HECTARES)
Pennington PAA	15621,68
Scottburgh-Umzinto PAA	6885,23
Makhutha PAA	118,13
Glenrosa PAA	7717,26
Gudlucingo PAA	1,25
Umkomaas PAA	233,52
Dududu PAA	4605,47
Nhlangani PAA	4323,28

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SAMBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 1,25 2,5 5 7,5 10
Kilometers

Map 50: Protected Agricultural Areas

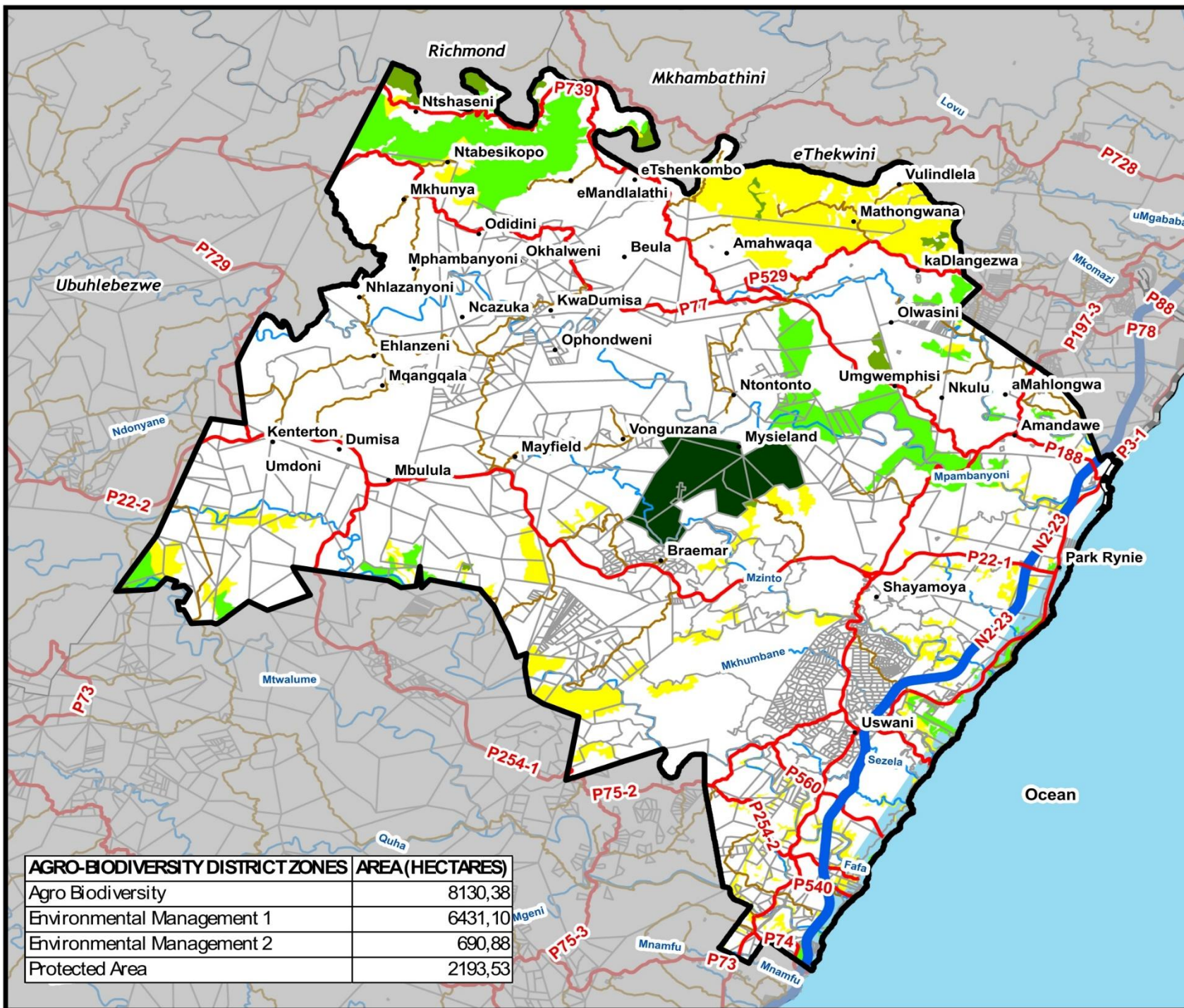
9.3. AGRO-BIODIVERSITY ZONE DISTRICTS

The Agro-Biodiversity Zone Districts in Umdoni Local Municipality represent a strategic spatial designation that integrates sustainable agricultural production with the conservation of high-value biodiversity assets. As reflected on the Agro-Biodiversity Zone Districts map, this zone occurs predominantly within rural landscapes characterised by moderate to high agricultural potential, ecological corridors, NFEPA rivers, wetlands and proximity to formally protected areas. The purpose of this designation is to ensure that agricultural development within the Umdoni SDF does not undermine ecosystem services, food security, or long-term environmental resilience, but rather enhances them through compatible land-use practices. In line with the KwaZulu-Natal Agricultural Land Potential and General Development Principles, the Agro-Biodiversity Zone supports extensive grazing, sustainable farming, and conservation-oriented land uses while discouraging irreversible transformation, fragmentation of productive land, and activities that compromise biodiversity and water resources.

Table 52: Agro-Biodiversity Zone Districts

AGRO-BIODIVERSITY CATEGORY	DESCRIPTION	AREA OF OCCURRENCE	PERMITTED LAND USES	PROHIBITED LAND USES
Agro-Biodiversity	Areas with high to moderate agricultural potential combined with high biodiversity value, intended to balance sustainable agriculture with conservation and ecological connectivity. Indigenous vegetation should be retained and ecological corridors maintained.	The agro-biodiversity zone consists of 8 130 ha. Predominantly within the central and western rural hinterland of Umdoni, including areas around Mthwalume inland, Mkhumbane, KwaCele, KwaFakazi, and portions of Mbangweni. These areas form ecological linkages between agricultural land and protected areas.	Extensive grazing, sustainable agriculture, conservation, eco-tourism activities (low-impact), single primary dwelling, agricultural support infrastructure (clustered).	Mining, large-scale industrial development, intensive urban uses, irreversible land transformation, major transport infrastructure.
Environmental Management 1	Environmentally sensitive areas requiring strict management to protect ecological functioning,	Comprises of 6 431 ha and it is concentrated along NFEPA river corridors and wetlands, including the Mthwalume River,	Conservation, rehabilitation, controlled grazing, eco-tourism,	Intensive agriculture, urban development, mining, infrastructure that

AGRO-BIODIVERSITY CATEGORY	DESCRIPTION	AREA OF OCCURRENCE	PERMITTED LAND USES	PROHIBITED LAND USES
	including river buffers, wetlands, and steep or erosion-prone land.	Mkhumbane River, Mnyameni River, Mhlangamkulu tributaries, and inland wetland systems north of Umzinto.	environmental education, low-impact agriculture.	alters natural hydrological or ecological processes.
Environmental Management 2	Moderately sensitive environmental areas acting as buffers between conservation areas and productive land, allowing limited compatible use.	Occupies 691 ha and occurs mainly in transition zones surrounding Environmental Management 1 areas, including parts of KwaMavundla, KwaZikhali, Mthwalume inland, and areas adjacent to river catchments feeding into the Umzinto coastal system.	Extensive agriculture, conservation-compatible activities, eco-tourism, limited rural dwellings (subject to controls).	High-impact land uses, mining, large-scale commercial or industrial development.
Protected Area	Formally protected conservation areas of high biodiversity importance, forming the ecological core of the Agro-Biodiversity network.	Occupies 2 194 ha, it includes Vernon Crookes Nature Reserve and associated formally protected conservation areas within the north-western portion of Umdoni LM.	Conservation, biodiversity management, research, environmental education, controlled eco-tourism.	Agriculture (except conservation management), mining, urban or industrial development, infrastructure not related to conservation.



Umdoni Local Municipality

Agro-Biodiversity District Zones

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Agro Biodiversity
- Environmental Management 1
- Environmental Management 2
- Protected Area
- Umdoni Municipality
- Cadastral

AGRO-BIODIVERSITY DISTRICT ZONES	AREA (HECTARES)
Agro Biodiversity	8130,38
Environmental Management 1	6431,10
Environmental Management 2	690,88
Protected Area	2193,53

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

Map 51: Agro-Biodiversity District Zones

10. DISASTER RISK ASSESSMENT

Table 53: Disaster Risk Assessment

DISASTER RISK & WARDS	HIGH RISK AREAS	MODERATE RISK AREAS	CONSEQUENCES
FLOOD RISK	Wards 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19	Wards: 1, 2, 5, 18	<ul style="list-style-type: none"> • Loss of life and severe injury • Loss of homes and displacement • Increased risk of waterborne disease • Reduced workforce availability • Damage to factories, machinery, warehouses, stock • Interruption of production cycles & supply chains • Damage to roads, bridges, and transport access • Damage to electricity, water, stormwater, telecoms • Pollution from industrial chemicals • Wetland and river degradation, erosion, sedimentation • Loss of agricultural produce
STRONG WINDS	Wards 1, 2,3,4,5, 7, 8, 9,14, 17, 18 and 19	Wards 6, 10, 11, 12, 13, 15, 16	<ul style="list-style-type: none"> • Injury or fatality from falling structures or trees • Damage to factories, warehouses, roofs, and equipment • Loss of stock and materials exposed to wind • Damage to electrical infrastructure and power outages • Blocked roads due to fallen trees • Disrupted transport and logistics networks • Uprooted trees causing erosion or damage to natural buffers • Potential secondary hazards such as fires from downed power lines

DISASTER RISK & WARDS	HIGH RISK AREAS	MODERATE RISK AREAS	CONSEQUENCES
LIGHTNING	Wards 1, 2,3,4, 5, 6, 9, 11, 14, 16, 17, 18, 19	Wards 7, 8, 10, 12, 13, 15	<ul style="list-style-type: none"> • Injury or fatality to workers and community members • Risk to animals on farms or near industrial zones • Damage to factories, warehouses, and machinery • Loss of data and electronic equipment • Disruption of industrial operations and downtime • Damage to electrical infrastructure, transformers, and municipal power supply • Disruption of water and communication services • Risk of fires caused by lightning strikes • Fires ignited in vegetation or storage areas • Secondary hazards from damaged infrastructure (oil spills, chemical leaks)

10.1. DISASTER INCIDENTS

The table and maps below indicate that disaster incidents across Umdoni Municipality are predominantly related to structural fires, heavy rainfall, and strong winds, affecting almost all wards. Structural fires are the most frequent incidents and account for the highest number of injuries, particularly in Wards 3, 6, 12, 13, and 19. Causes include unknown factors, illegal electricity connections, and general fire outbreaks.

Weather-related incidents such as heavy rainfall, strong winds, mudslides, and flooding-related structural damage are widespread, especially in Wards 2, 3, 4, 6, 7, 8, 13, 15, and 17. These incidents have resulted in injuries in several wards, notably where mudslides, drowning, and electricity-related impacts occurred. Less frequent but notable incidents include drownings and lightning strikes, mainly associated with heavy rains, with drowning incidents recorded in Wards 4 and 19.

Overall, the data indicate that fire hazards and climate-related events pose the most significant disaster risk within the municipality, with injuries concentrated in areas experiencing repeated fires and severe weather impacts. This underscores the need for strengthened fire prevention measures, safer electrical connections, and climate resilience interventions, particularly in high-risk wards.

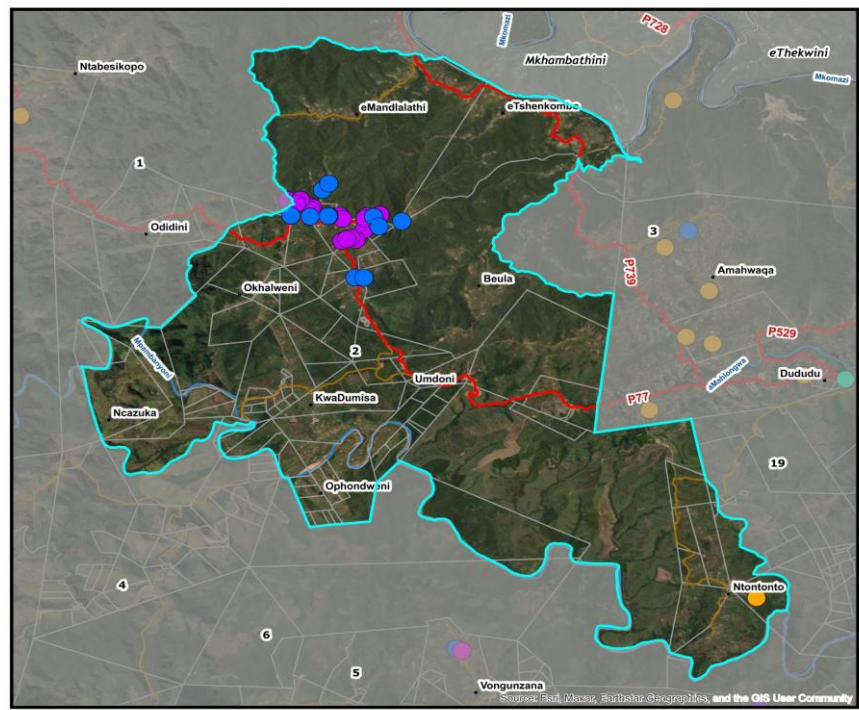
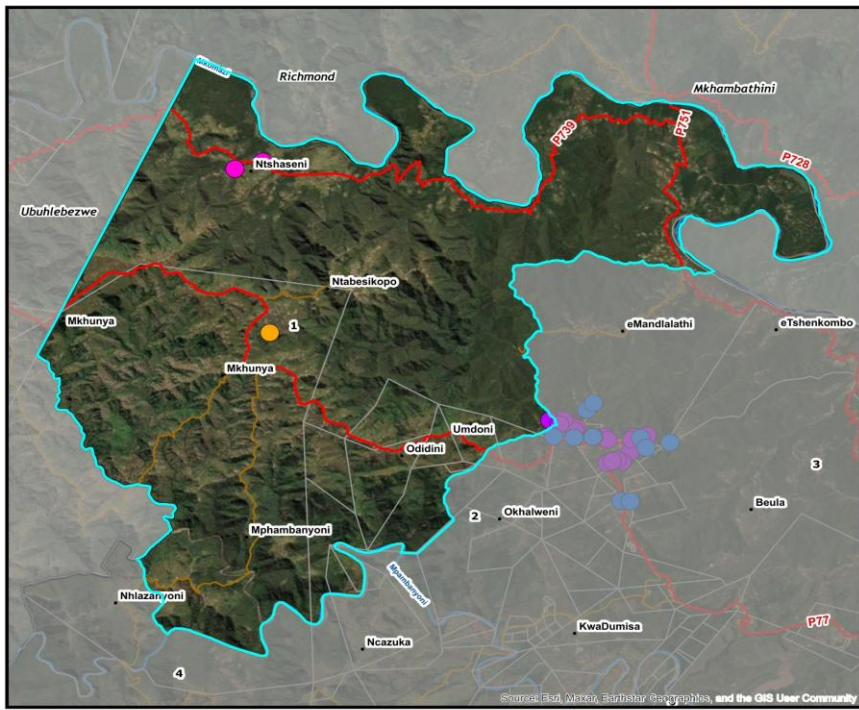
Table 54: Umdoni LM Disaster Incidents- Source: KwaZulu-Natal Department of Cooperative Governance and Traditional Affairs (KZN COGTA)

UMDONI MUNICIPALITY DISASTER INCIDENTS			
LOCATION	INCIDENT TYPE	INCIDENT CAUSE	INJURED
Ward 1	Structural damage	Structural Fire	0
	Structural fire	Unknown	2
Ward 2	Heavy Rainfall	Heavy Rains	0
	Strong Winds	Strong Wind	0
	Structural Fires	House fire	2
Ward 3	Structural fire	Fire	6
	Heavy Rainfall	Heavy Rains	0
Ward 4	Strong Winds	Strong Wind	2
	Mud Slide	Heavy Rains	2

UMDONI MUNICIPALITY DISASTER INCIDENTS			
LOCATION	INCIDENT TYPE	INCIDENT CAUSE	INJURED
	Drowning	Heavy rains	2
	Structural Damages	Heavy Rains Electricity	4
Ward 5	Structural Damage	Unknown	2
	Strong Winds	Strong wind	2
	Structural Fires	Unknown	2
Ward 6	Structural Fire	Structural fire Illegal electricity connections	6
	Heavy Rainfall	Heavy rain	2
	Strong Winds	Strong Wing	2
Ward 7	Structural Damage	Heavy Rains	2
	Strong Winds	Strong Winds	6
	Structural Fire	Unknown	0
	Heavy Rainfall	Heavy Rainfall	0
Ward 8	Structural Fire	Structural Fire	3
	Strong Winds	Strong Wind	0
	Structural Damage	Heavy rain	0
Ward 9	Structural Fire	Unknown	0
	Structural Damage	Heavy rains	0
Ward 10	Structural Fires	Unknown	0
Ward 11	Structural Fires	Unknown	0

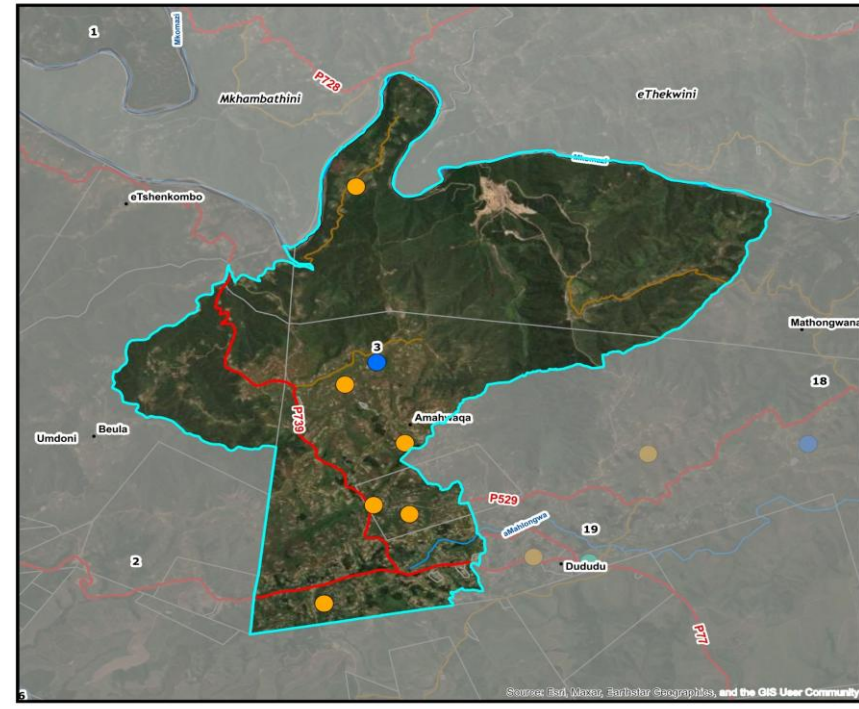
UMDONI MUNICIPALITY DISASTER INCIDENTS			
LOCATION	INCIDENT TYPE	INCIDENT CAUSE	INJURED
	Lightning	Lightning	0
Ward 12	Structural Fire	Structural Fire	4
Ward 13	Heavy Rainfall	Heavy Rains	0
	Structural Fire	Structural Fire	12
	Lightning	Lightning	0
Ward 14	Structural Damage	Unknown	0
	Structural Fire	Structural Fire	2
Ward 15	Structural Damage	Heavy Rain	0
Ward 16	Structural Fire	Structural Fire	2
	Strong Winds	Strong Winds	0
Ward 17	Strong Winds	Strong Winds	0
	Structural Fires	Unknown	2
	Mudslide	Heavy Rains	0
	Structural Damages	Heavy Rains	0
Ward 18	Structural Fires	Unknown	0
	Structural Damage	Strong Winds	2
Ward 19	Structural Fire	Structural Fire	4
	Drowning	Drowning	0

Source: KwaZulu-Natal Department of Cooperative Governance and Traditional Affairs (KZN COGTA)

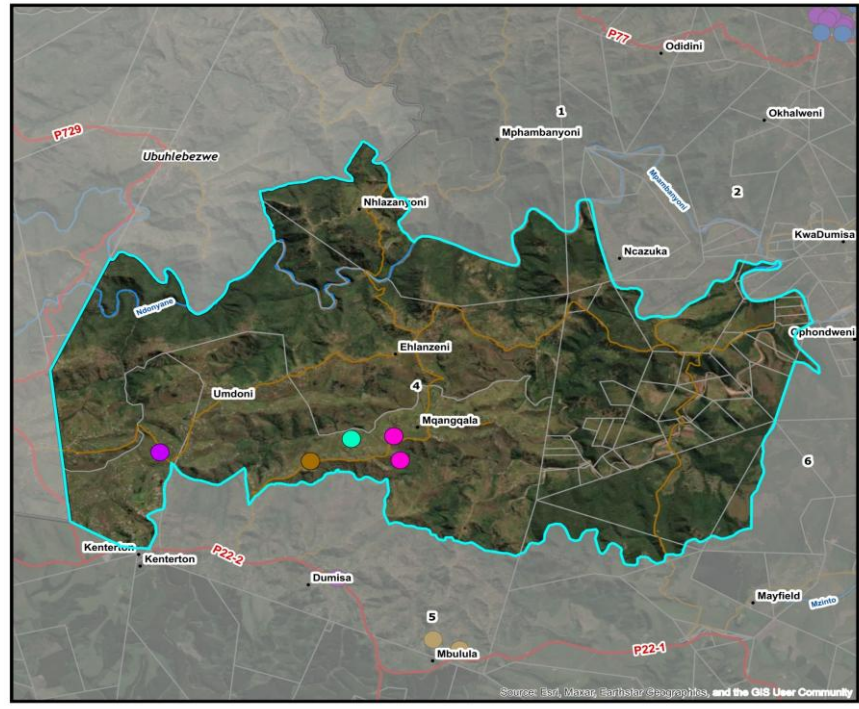


Map 59: Disaster Incidents Ward 1

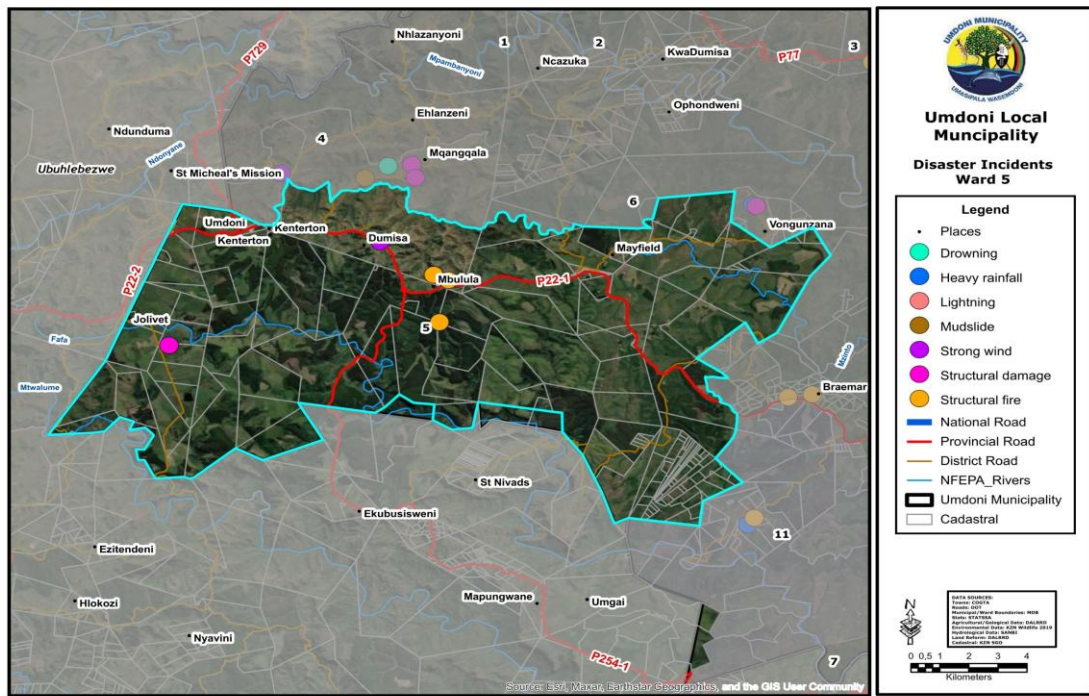
Map 58: Disaster Incidents Ward 2



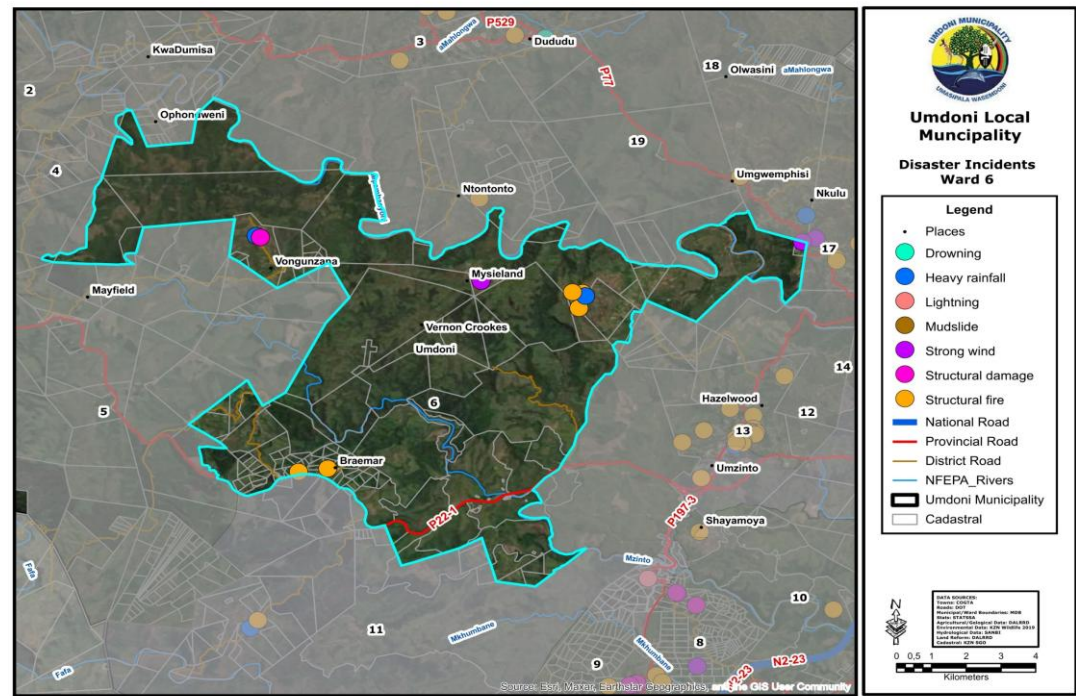
Map 57: Disaster Incidents Ward 3



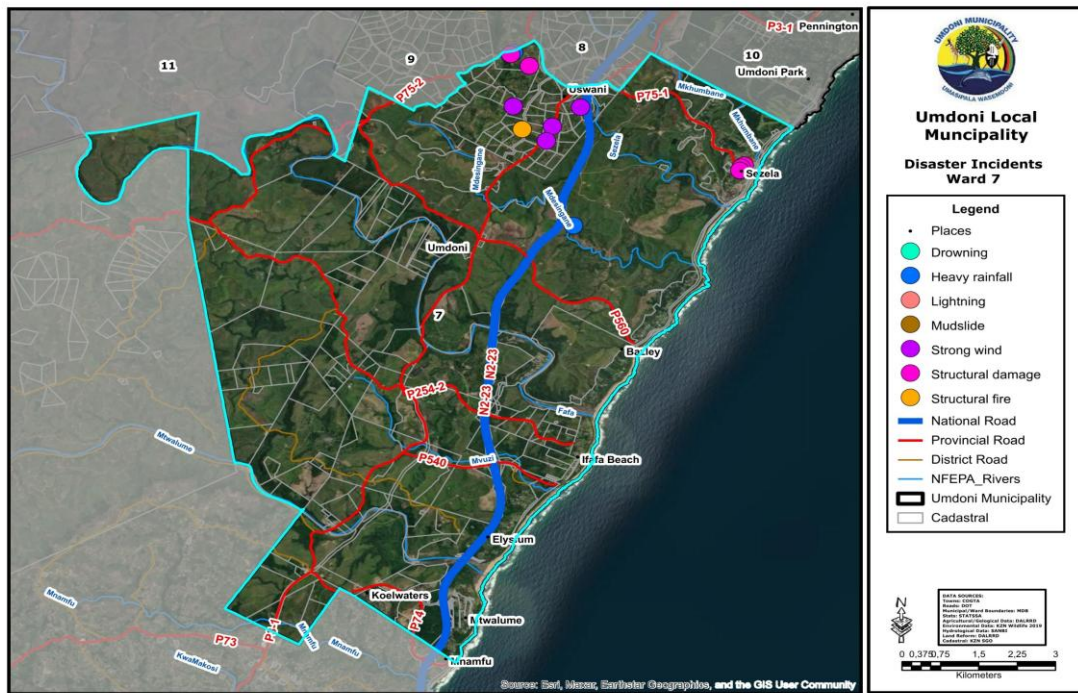
Map 56: Disaster Incidents Ward 4



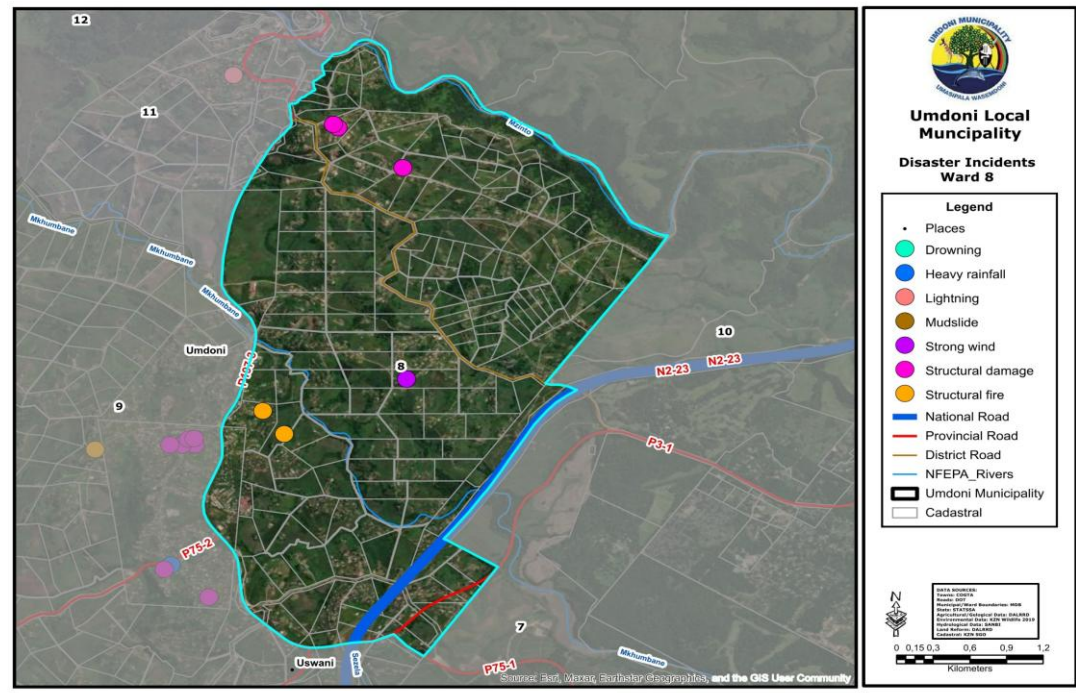
Map 63: Disaster Incidents Ward 5



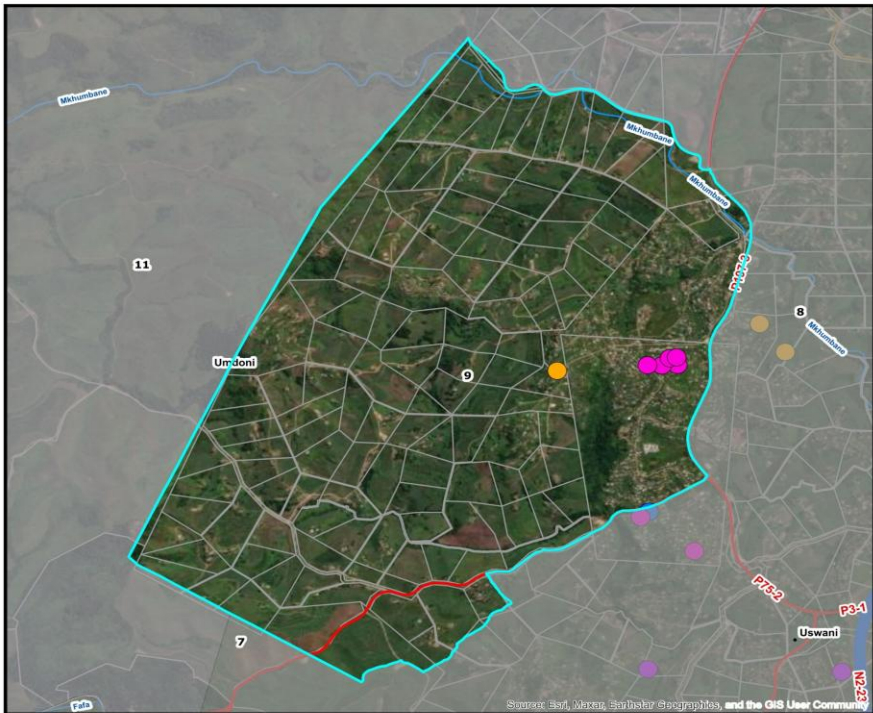
Map 62: Disaster Incidents Ward 6



Map 61: Disaster Incidents Ward 7



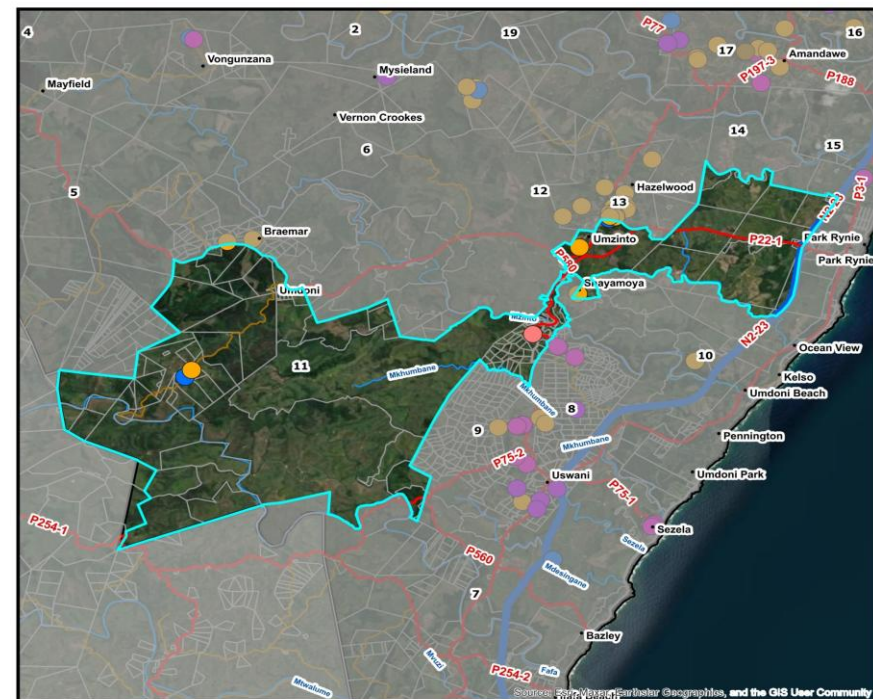
Map 60: Disaster Incidents Ward 8



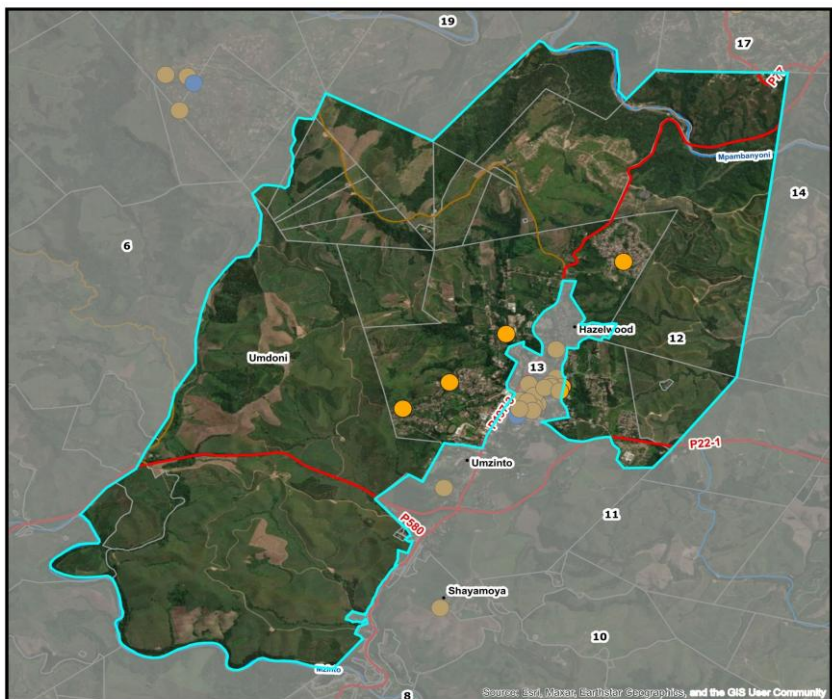
Map 67: Disaster Incidents Ward 9



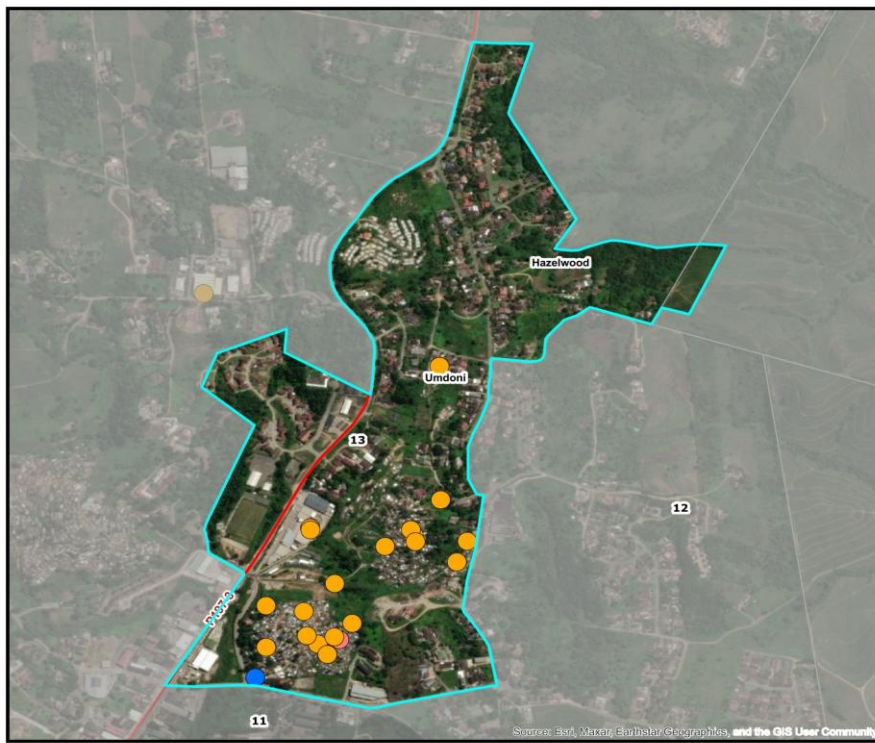
Map 66: Disaster Incidents Ward 10



Map 65: Disaster Incidents Ward 11



Map 64: Disaster Incidents Ward 12



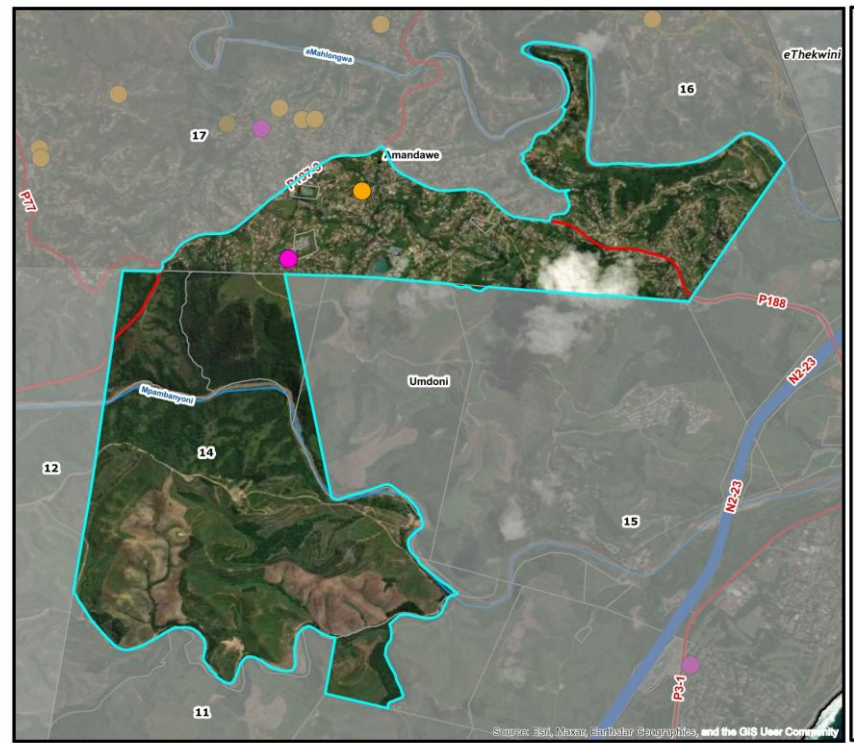
Umdoni Local Municipality
Disaster Incidents Ward 23

Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

Scale: 0 0.05 0.1 0.2 0.3 0.4 Kilometers

Map 71: Disaster Incidents Ward 23



Umdoni Local Municipality
Disaster Incidents Ward 14

Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

Scale: 0 0.15 0.3 0.5 0.9 1.2 Kilometers

Map 70: Disaster Incidents Ward 14



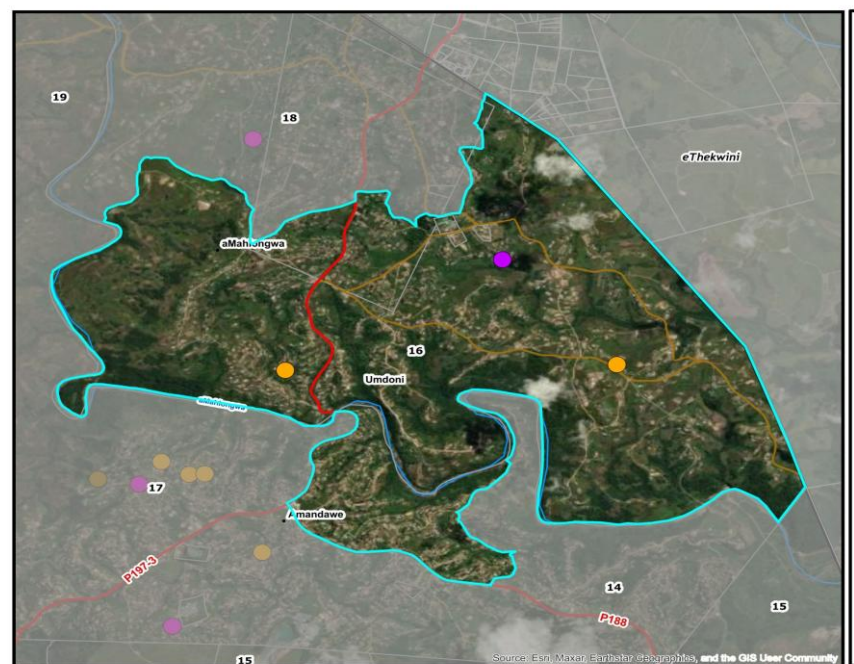
Umdoni Local Municipality
Disaster Incidents Ward 15

Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

Scale: 0 0.15 0.3 0.6 0.9 1.2 Kilometers

Map 69: Disaster Incidents Ward 15



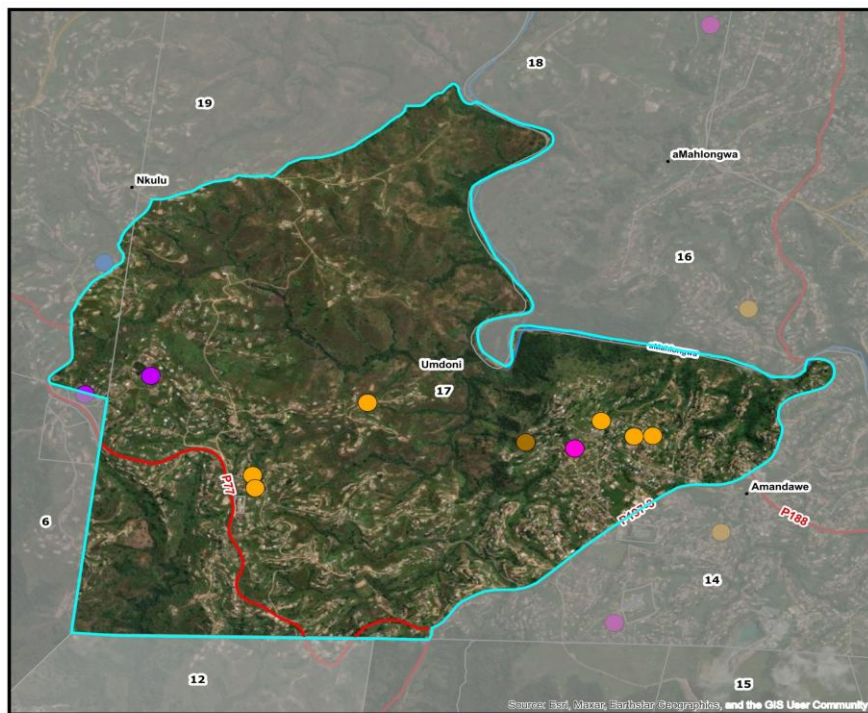
Umdoni Local Municipality
Disaster Incidents Ward 16

Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

Scale: 0 0.12 0.25 0.5 0.75 1 Kilometers

Map 68: Disaster Incidents Ward 16



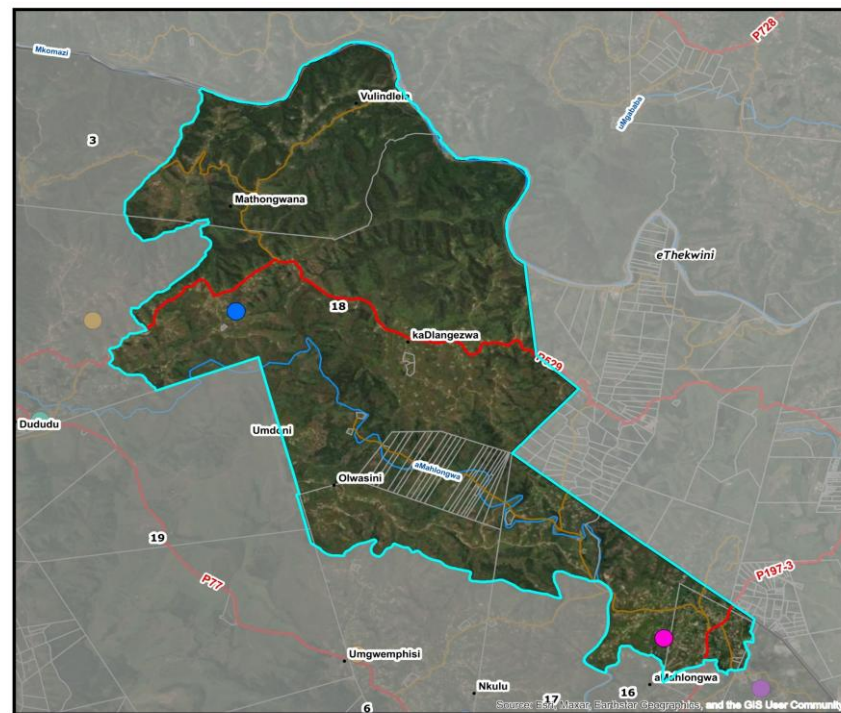
UMDONI MUNICIPALITY
UMDONI LOCAL MUNICIPALITY

Umdoni Local Municipality
Disaster Incidents
Ward 17

Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

0 0.1 0.2 0.4 0.6 0.8
Kilometers



UMDONI MUNICIPALITY
UMDONI LOCAL MUNICIPALITY

Umdoni Local Municipality
Disaster Incidents
Ward 18

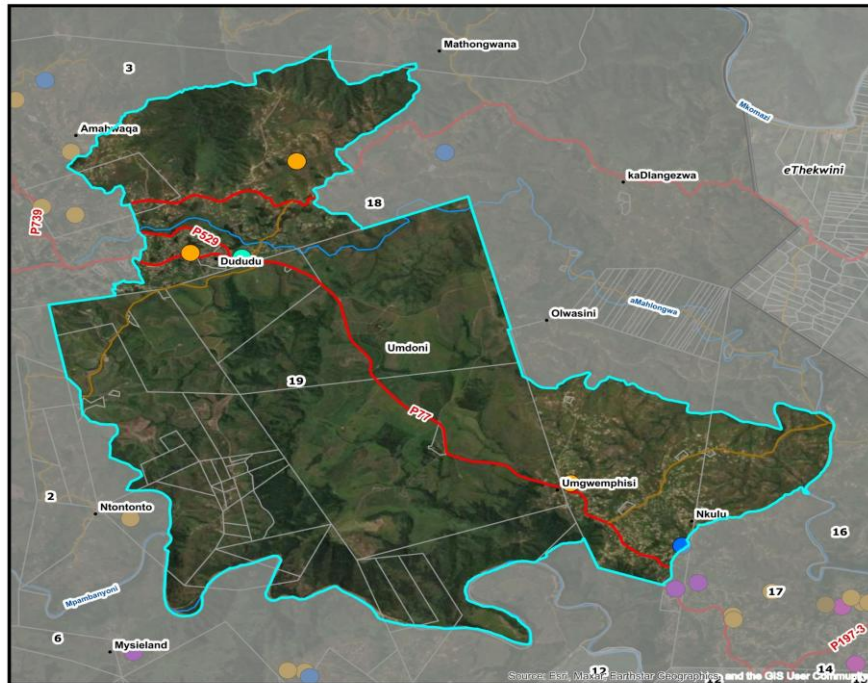
Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

0 0.320 0.65 1.3 1.95 2.6
Kilometers

Map 73: Disaster Incidents Ward 17

Map 74: Disaster Incidents Ward 18



UMDONI MUNICIPALITY
UMDONI LOCAL MUNICIPALITY

Umdoni Local Municipality
Disaster Incidents
Ward 19

Legend

- Places
- Drowning
- Heavy rainfall
- Lightning
- Mudslide
- Strong wind
- Structural damage
- Structural fire
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

0 0.320 0.65 1.3 1.95 2.6
Kilometers

Map 72: Disaster Incidents Ward 19

10.2. DISASTER HAZARDS

Umdoni Local Municipality faces multiple disaster hazards, with climate-related risks being the most prominent according to the Green Book. The hazards below indicate current disaster hazards and are projected for the year 2050 in the municipality as sourced from the Green book.

10.2.1. HEAT STRESS HAZARD

The Umdoni Municipality's annual number of very hot days (exceeding 35°C) ranges from 0 to 10 days. Approximately 2 heat wave days per year are in the eastern, southern and central parts of the municipality and the western and northern parts of the municipality experience 3 heat wave days per year. The risk of an increase in heat stress (combination of increasing number of very hot days and heatwave days) by 20250 for Umzinto, Hazelwood, Shayamoya, Scottburgh, Park Rynie, Uswani, Pennington, Sezela, Bazley, Ifafa Beach, and Elysium settlements is very low.



10.2.2. FIRE HAZARD



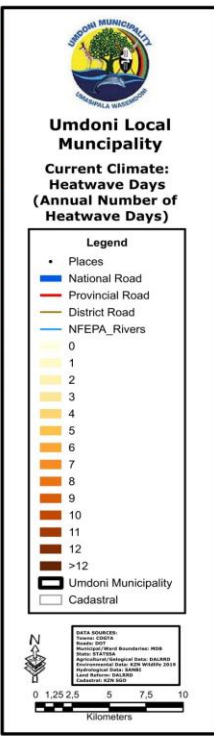
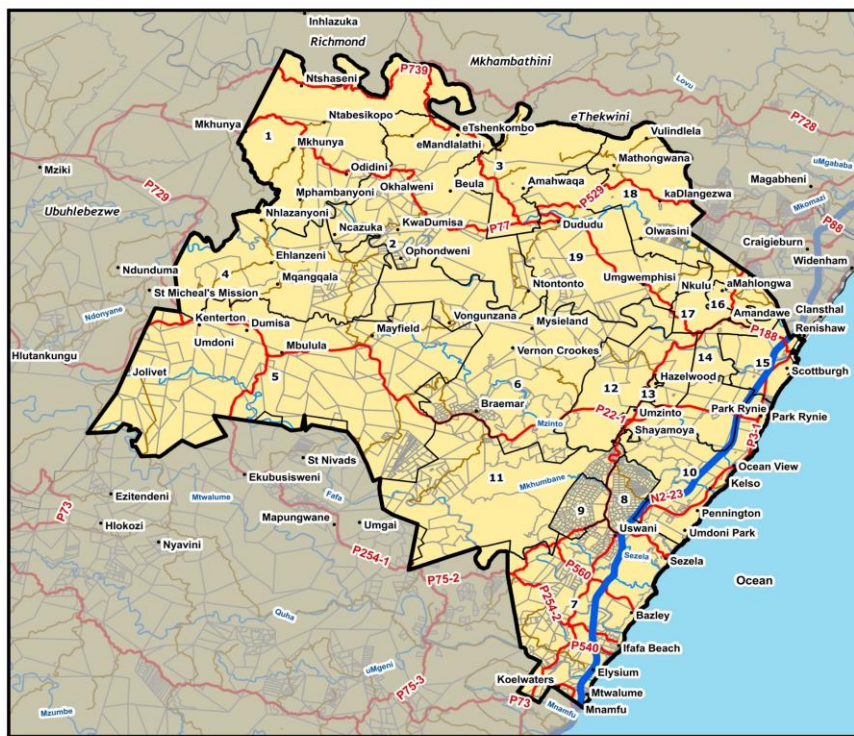
There is likelihood for fire to occur in Umdoni Municipality in areas such as Umzinto, Hazelwood and Uswani. . By 2050 the projected change in number of fire danger days under an 8.5 RCP is 0 for the Umdoni Municipality. The risk of increase in wildfires is moderate for areas such as Umzinto, Shayamoya and Uswani; while; increase in wildfires for settlements along the coast is very low.

10.2.3. FLOOD HAZARD

The flood risk index for the Umdoni municipality is medium. By 2050, the projected change in extreme rainfall days are significant increase for the majority the municipality and slight increase in the following areas:

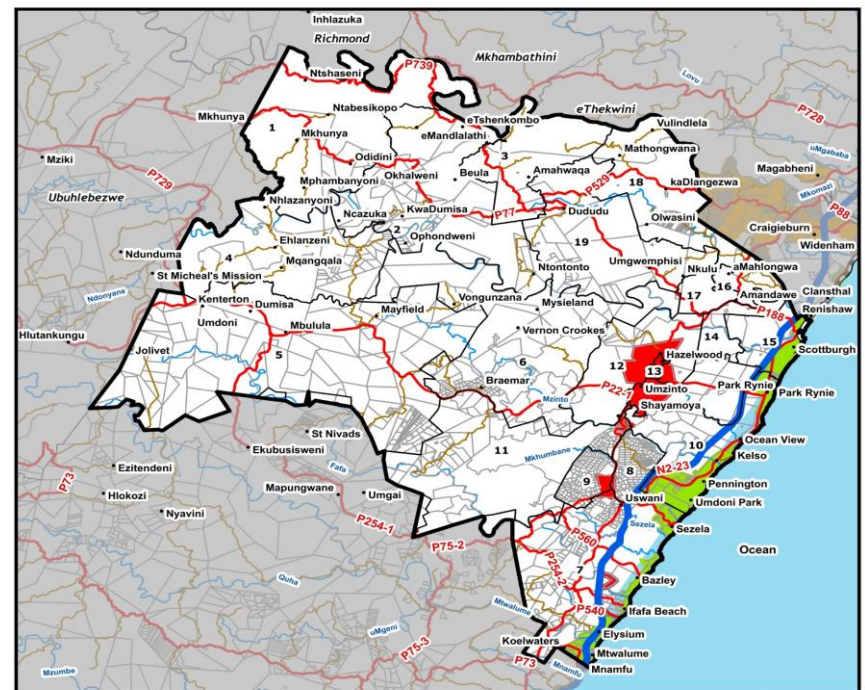
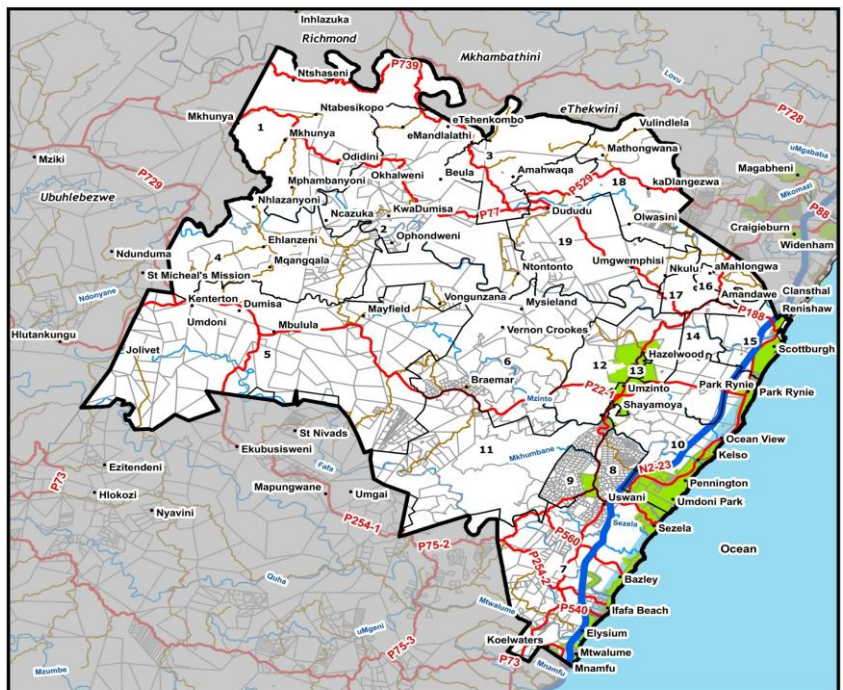
- Umzinto; Hazelwood
- Shayamoya; Uswani
- Pennington; Umdoni Park
- Sezele

The risk of an increase in flooding under an 8.5 RCP by 2050 is low for areas such as Umzinto, Hazelwood, Shayamoya, Scottburgh, Park Rynie, Uswani, Pennington, Sezela, Bazley, Ifafa Beach, and Elysium.



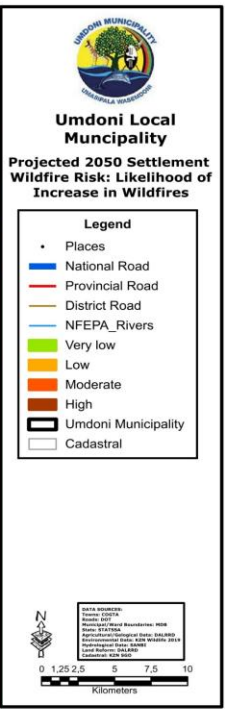
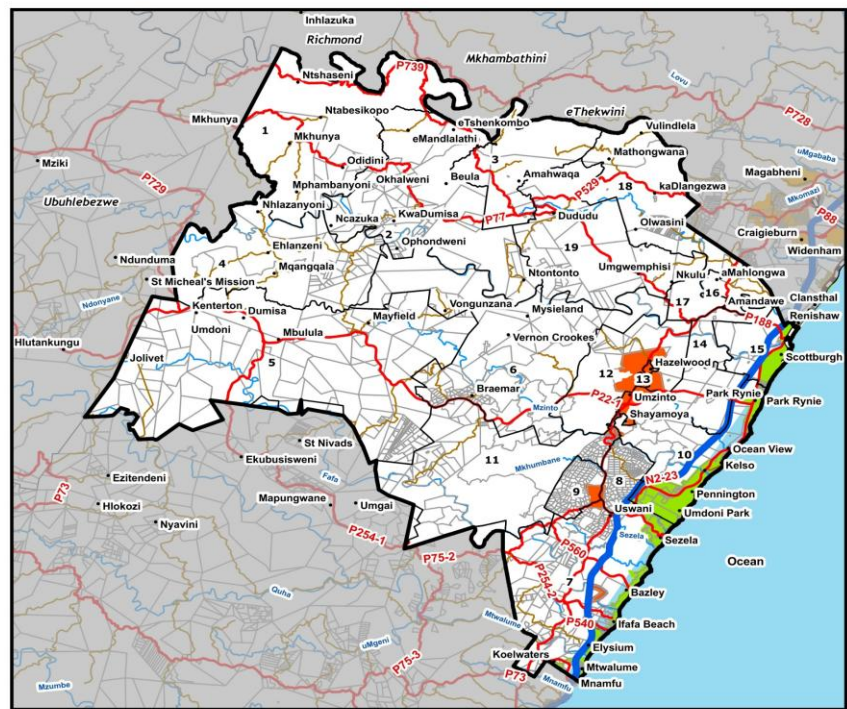
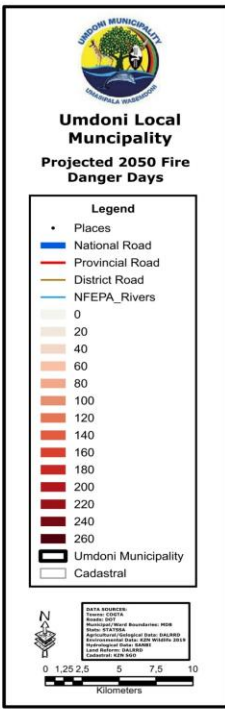
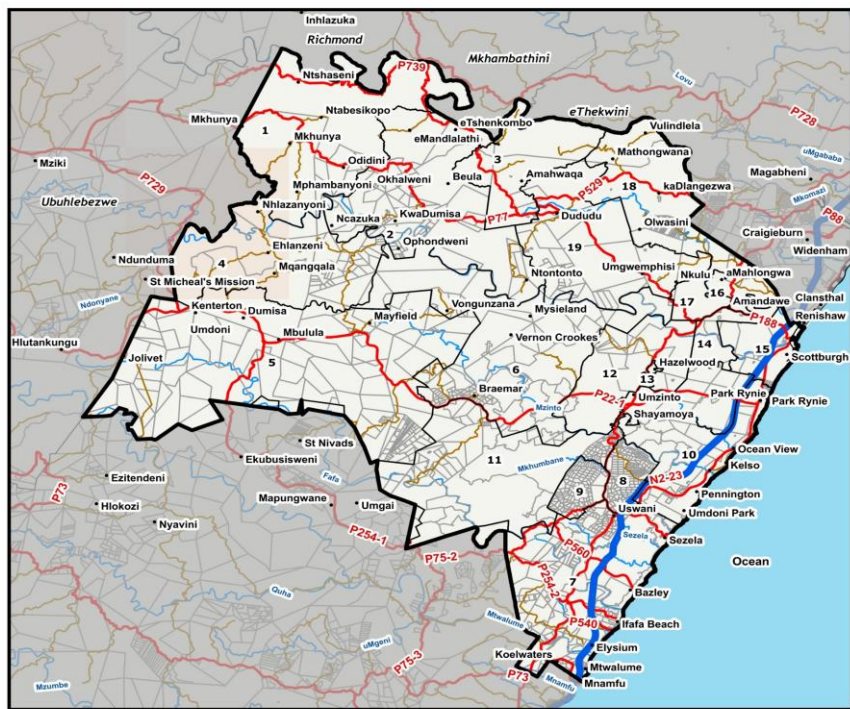
Map 76: Annual Number of Very Hot Days

Map 75: Annual Number of Heatwave Days



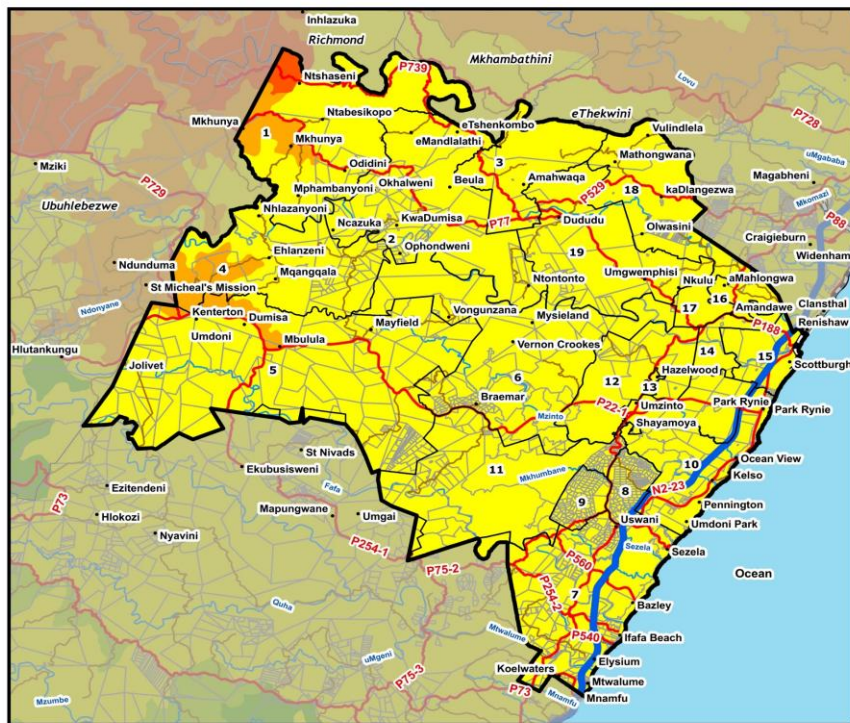
Map 77: Projected 2050 Settlement Heat Risk

Map 78: Current Fire Settlement Risk

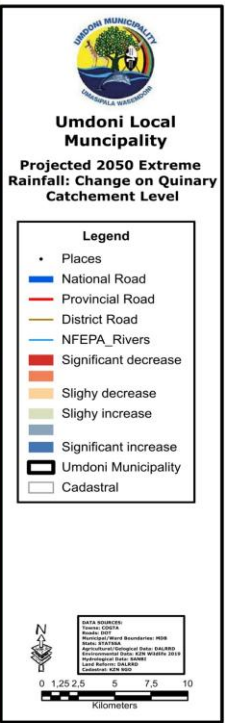
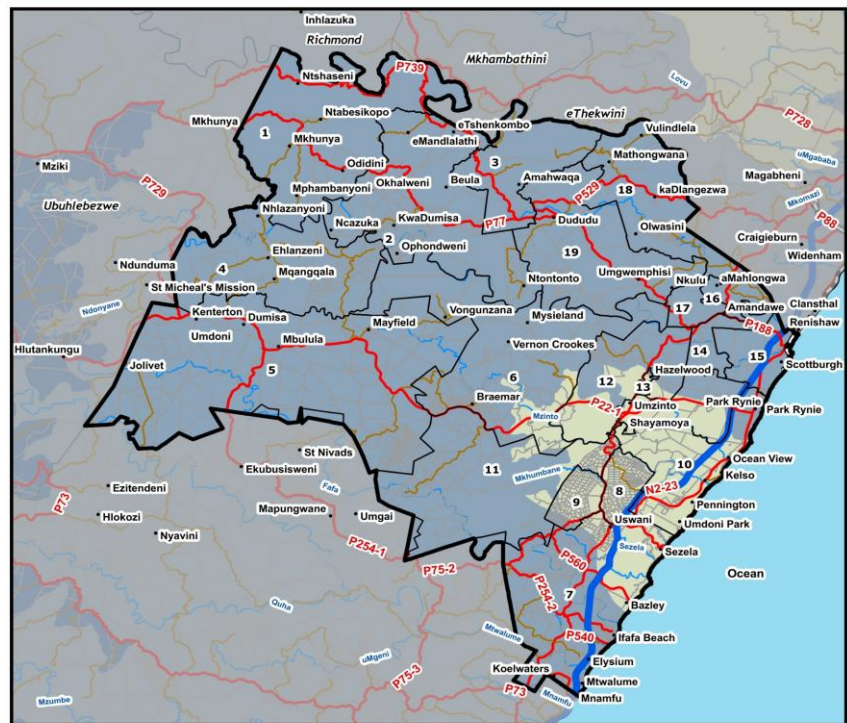


Map 82: Projected 2050 Fire Danger Days

Map 80: Projected 2050 Settlement Wildfire Risk



Map 81: Current Flood Hazard Index



Map 79: Projected 2050 Extreme Rainfall

11. CROSS BORDER ALIGNMENT

11.1. RICHMOND LOCAL MUNICIPALITY

Umdoni shares a predominantly rural and environmentally sensitive north-western boundary with Richmond, characterised by dispersed rural settlements, agricultural land, and continuous river and biodiversity systems.

MOVEMENT LINKAGES: Movement linkages between Umdoni and Richmond are primarily defined by tertiary provincial and district roads, including routes such as P115, P118, P257, P70, P729, provide basic physical connectivity across the municipal boundary.

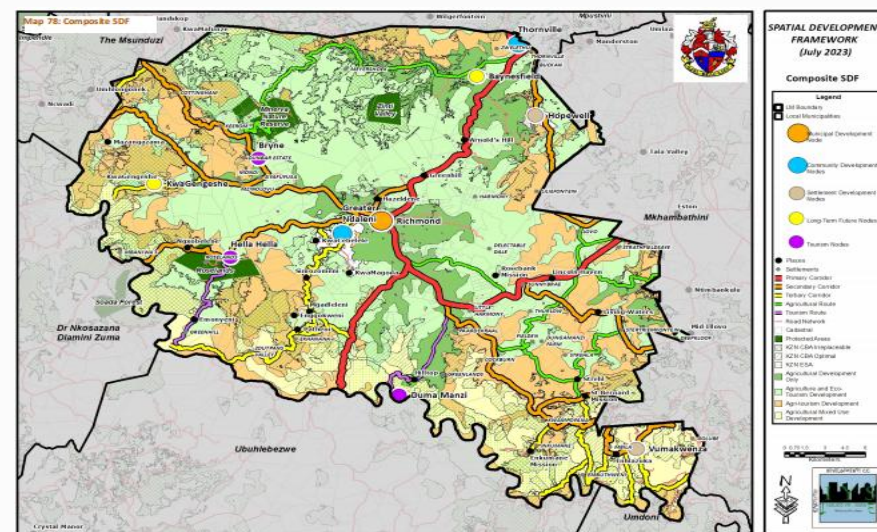
ENVIRONMENTAL LINKAGES: The Umdoni–Richmond boundary is characterised by strong ecological continuity, with CBA Irreplaceable and Optimal, ESAs, river corridors, and protected landscapes extending across the municipal boundary. The Umdoni interface acts as part of a southern conservation corridor for Richmond, requiring careful land-use control to prevent intrusion into environmentally sensitive areas.

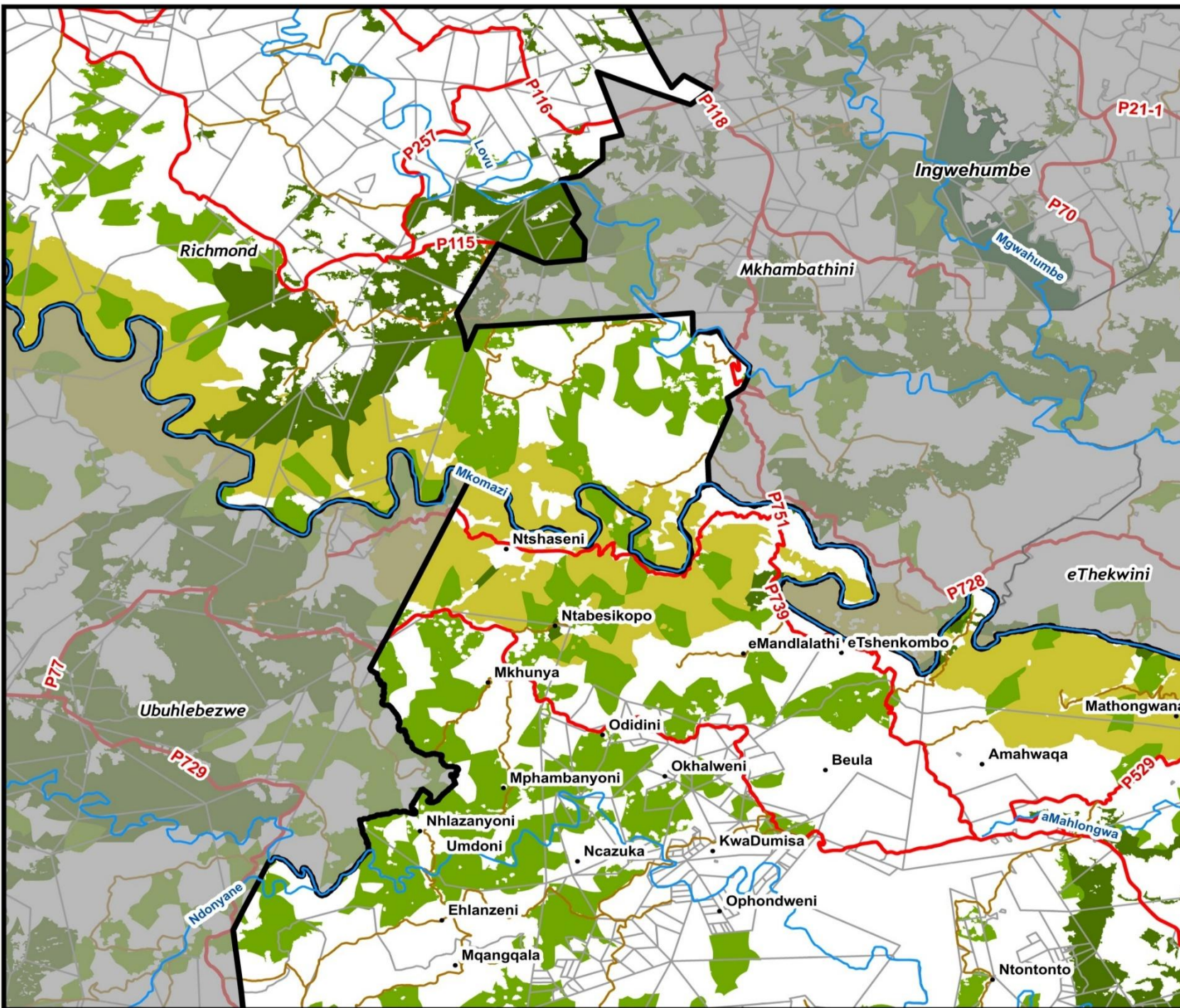
BORDERING SETTLEMENTS: The interface between Umdoni and Richmond is marked by clusters of rural settlements located in close proximity to the municipal boundary, including Mkhunya, Ntshaseni, Ntabesikopo, Odidini, Beula, Okhalweni, KwaDumisa, Ncazuka, Nhlazanyoni, and eMandlalathi.

CROSS-BORDER CONFLICTS: Cross-border conflicts between Umdoni and Richmond arise primarily from incremental land-use change within environmentally sensitive rural areas, particularly around settlements such as Mkhunya, Ntshaseni, Ntabesikopo, Odidini, Beula, Okhalweni,

KwaDumisa, Ncazuka, and eMandlalathi. These areas coincide with existing CBAs, ESAs, and river corridors, creating tension between settlement expansion, agriculture, forestry activities, and conservation objectives.

CROSS-BORDER OPPORTUNITIES: The Umdoni–Richmond boundary presents clear opportunities for coordinated rural and environmental management, given the continuity of natural grasslands, wooded land, agricultural areas, and biodiversity priority zones across the interface. Shared ecological assets surrounding settlements such as Mphambanyoni, Nhlazanyoni, Ncazuka, and KwaDumisa, as well as river systems traversing the boundary, provide a basis for aligned conservation initiatives, catchment management programmes, and stewardship-based land-use practices.





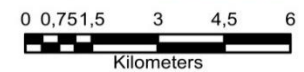
Umdoni Local Municipality

Cross-border Conservation Status Between Umdoni & Richmond Municipality

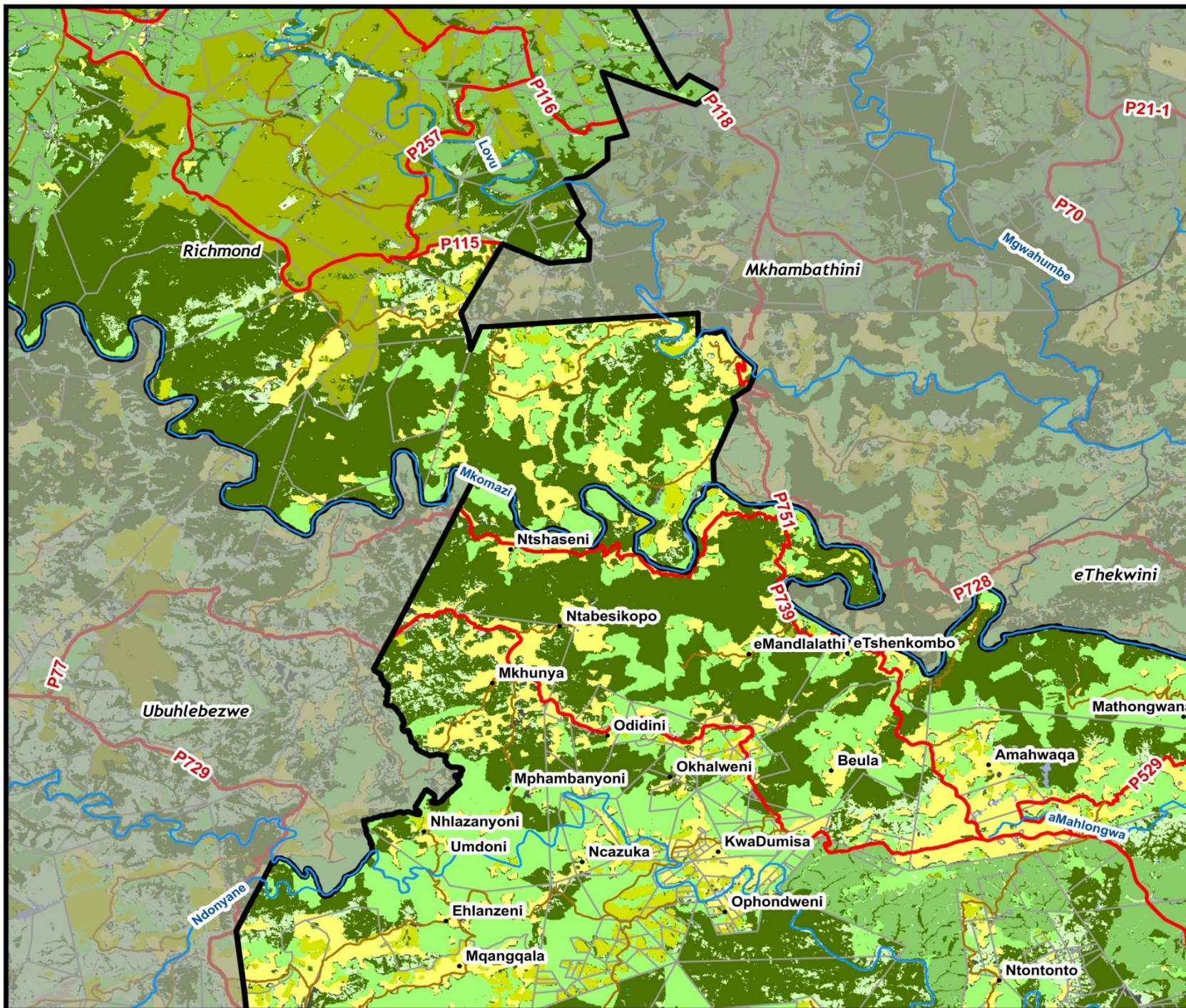
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Protected Areas
- KZN CBA Irreplaceable
- KZN CBA Optimal
- KZN ESA

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reforms: DALRRD
 Cadastral: KZN SGO



Map 83: Umdoni-Richmond Conservancy Status



Umdoni Local Municipality

Cross-border Landcover Between Umdoni & Richmond Municipality

- Legend**
- Places
 - National Road
 - Provincial Road
 - District Road
 - NFEPA_Rivers
 - Railways
 - Smallholdings
 - Permanent Crops
 - Temporary Crops
 - Fallow Lands & Old Fields
 - Planted Forest
 - Natural Grassland
 - Natural Wooded Land
 - Shrubs
 - Barren Land
 - Transport
 - Residential
 - Commercial
 - Industrial
 - Extraction Sites
 - Surface Infrastructure
 - Village
 - Urban Vegetation
 - Waste & Resource Dumps
 - Natural Waterbodies
 - Herbaceous Wetlands
 - Artificial Waterbodies
 - Woody Wetlands

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGG



11.2. ETHEKWINI MUNICIPALITY

MOVEMENT LINKAGES: Movement linkages between Umdoni Local Municipality and eThekweni Metropolitan Municipality are strongly shaped by project-driven travel and logistics flows, rather than by neutral background mobility. The N2 corridor is the primary structuring route, linking Park Rynie, Pennington, Umzinto and Mtwalume (Umdoni) with Widenham, uMgababa, aMahlongwa and southern Durban (eThekweni).

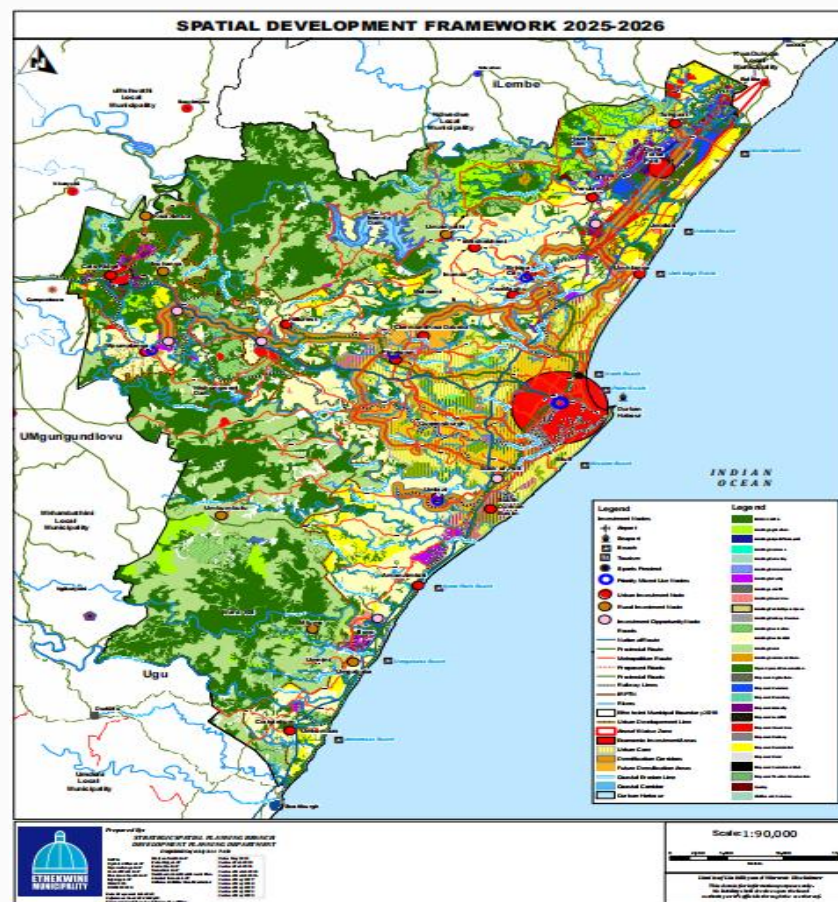
ENVIRONMENTAL LINKAGES: Environmental linkages across the Umdoni–eThekweni boundary are highly sensitive, with CBAs, ESAs, river corridors, coastal systems, and the Aliwal Shoal Marine Protected Area forming a continuous ecological system across both jurisdictions.

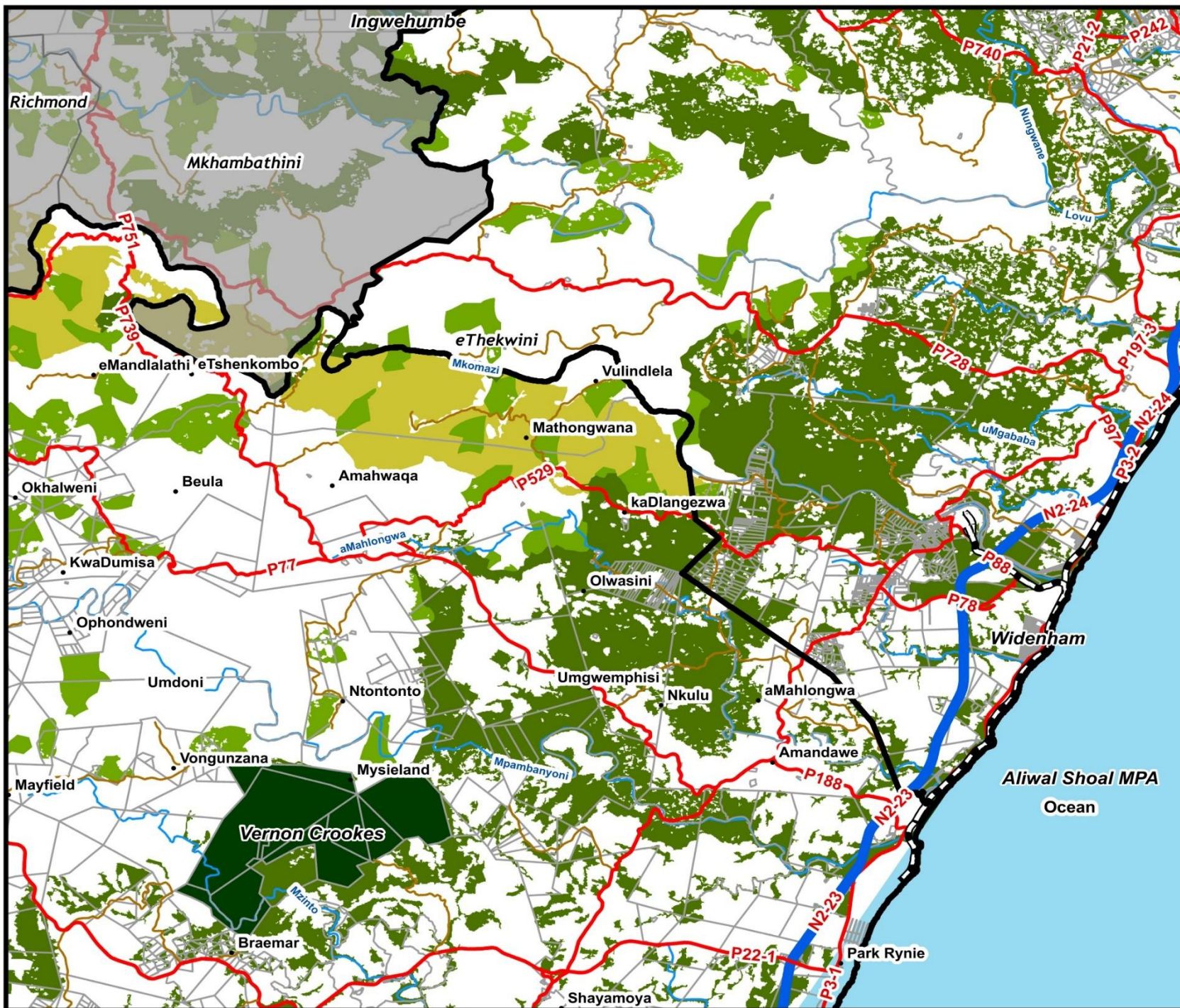
BORDERING SETTLEMENTS: The interface is defined by coastal and peri-urban settlement spillover, rather than a clear urban–rural break. Bordering settlements include Park Rynie and Pennington (Umdoni) and Widenham and uMgababa (eThekweni) along the coast, with inland settlement clusters extending toward aMahlongwa and southern eThekweni rural areas.

CROSS BORDER CONFLICTS: Large-scale eThekweni logistics and industrial projects (e.g. Cato Ridge logistics and freight-oriented developments, metropolitan industrial intensification) increase regional freight movement that is partly absorbed by N2 segments and provincial roads passing through Umdoni. This creates a conflict where Umdoni bears infrastructure wear, congestion, and safety risks without proportional economic benefit or infrastructure funding.

CROSS BORDER OPPORTUNITIES: Umdoni can complement eThekweni’s large-scale industrial economy by accommodating small-to-medium industrial and agri-processing activities at N2-accessible locations, linked to

metro food markets and distribution hubs without duplicating heavy infrastructure. This economic alignment, combined with shared coastal and infrastructure pressures, creates opportunities for joint coastal, estuarine, and catchment management initiatives, particularly within the Aliwal Shoal MPA buffer environment.





Umdoni Local Municipality

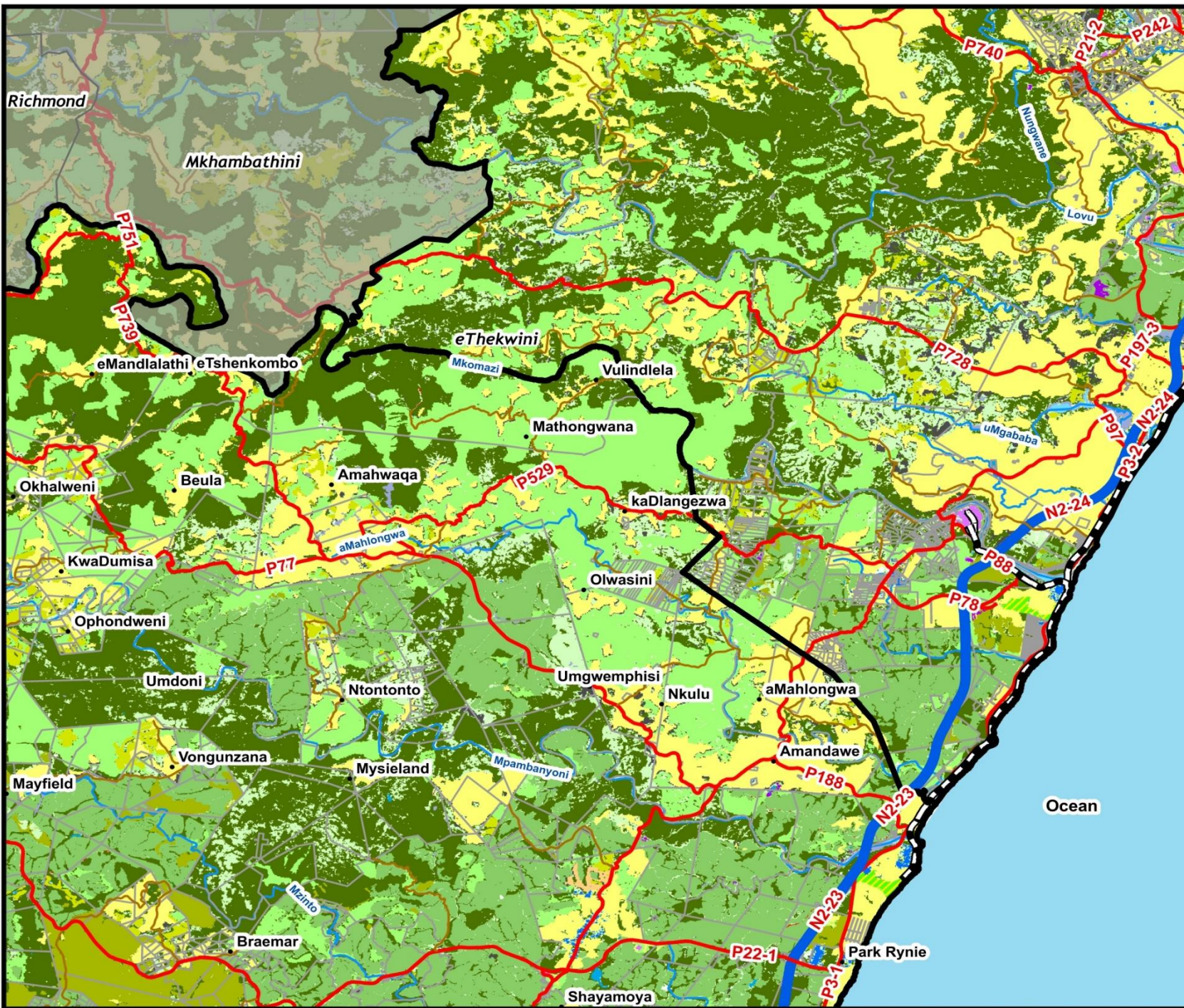
Cross-border Conservation Status Between eThekweni and Umdoni Municipality

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Protected Areas
- KZN CBA Irreplaceable
- KZN CBA Optimal
- KZN ESA
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural / Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO





Umdoni Local Municipality

Cross-border Landcover Between eThekweni and Umdoni Municipality

- Legend**
- Places
 - National Road
 - Provincial Road
 - District Road
 - NFEPA_Rivers
 - Railways
 - Smallholdings
 - Permanent Crops
 - Temporary Crops
 - Fallow Lands & Old Fields
 - Planted Forest
 - Natural Grassland
 - Natural Wooded Land
 - Shrubs
 - Barren Land
 - Transport
 - Residential
 - Commercial
 - Industrial
 - Extraction Sites
 - Surface Infrastructure
 - Village
 - Urban Vegetation
 - Waste & Resource Dumps
 - Natural Waterbodies
 - Herbaceous Wetlands
 - Artificial Waterbodies
 - Woody Wetlands



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 86: Umdoni-eThekweni Landcover

11.3. UMZUMBE LOCAL MUNICIPALITY

Umzumbe Municipality forms Umdoni's southern boundary, with the interface between the two municipalities playing an important role in regional mobility, environmental management, agricultural production, and service access within the Ugu District.

ENVIRONMENTAL LINKAGES: The Mtwalume River forms the primary environmental linkage between the two municipalities, flowing through southern Umdoni into northern uMzumbe. The river corridor and its tributaries traverse areas classified as CBA and ESAs. Inland, this linkage extends through natural vegetation, riverine buffers, and conservation landscapes connecting to the Vernon Crookes Nature Reserve system.

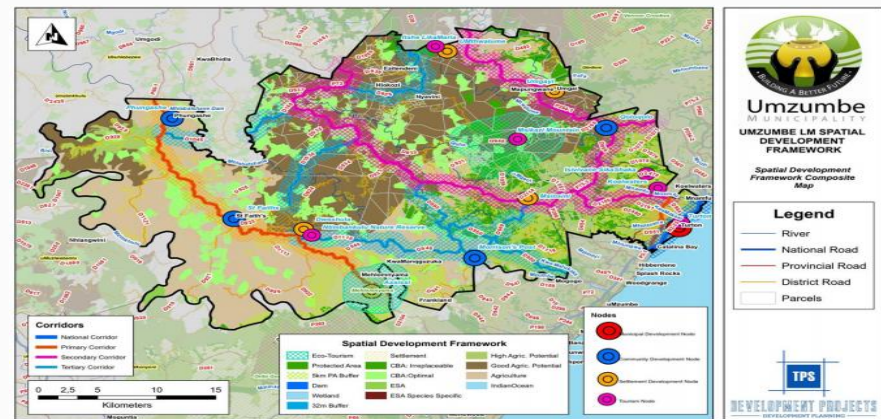
MOVEMENT LINKAGES: The N2 National Road forms the primary movement linkage between the municipalities, traversing the southern edge of Umdoni and continuing through the northern coastal strip of uMzumbe, providing direct access between Scottburgh, Park Rynie and Pennington in Umdoni and Mtwalume and Hibberdene in uMzumbe.

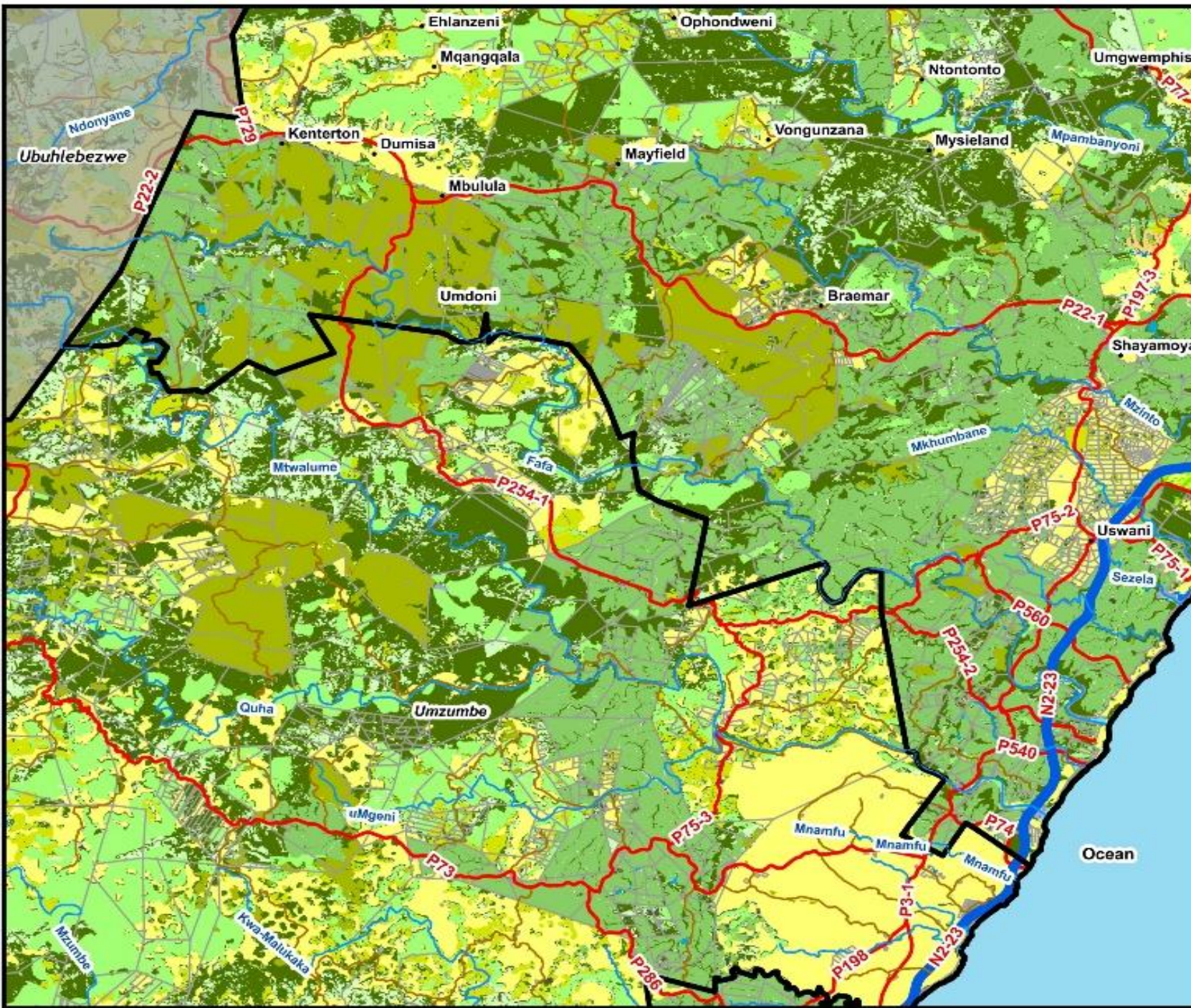
BORDERING SETTLEMENTS: Settlements along the Umdoni–uMzumbe boundary are predominantly rural and traditional, with settlement clusters located within the southern wards of Umdoni and the northern wards of uMzumbe.

CROSS-BORDER CONFLICTS: MIG-funded road projects in Umdoni, including Bhadane Regravelling of Lundi Road and Pennington South Road Rehabilitation, improve access toward the municipal boundary but transfer increased traffic volumes onto the R102 and coastal access routes near

Mtwalume in Umzumbe. Where road upgrades are not synchronised, this results in congestion, uneven infrastructure loading, and accelerated road deterioration, compounded by settlement stabilisation and increased service demand near the boundary.

CROSS-BORDER OPPORTUNITIES: Shared reliance on the Mtwalume bulk water system presents an opportunity for coordinated bulk water planning, reticulation upgrades, and water-resilience interventions to stabilise supply across southern Umdoni and northern uMzumbe. Opportunities also exist to align tourism and movement planning, with Umdoni's coastal initiatives — including the Park Rynie Industrial Park and Promenade — complementing uMzumbe's assets such as Mtwalume Beach and the Isivivane SikaShaka Tourism Site. Coordinated coastal development and road planning between Scottburgh, Umzinto, Mtwalume, and Hibberdene could strengthen regional economic integration and improve mobility efficiency.





Umdoni Local Municipality

Cross-border Landcover Between Umdoni & Umzumbe Municipality

- Legend**
- Places
 - National Road
 - Provincial Road
 - District Road
 - NFEPA Rivers
 - Railways
 - Smallholdings
 - Permanent Crops
 - Temporary Crops
 - Fallow Lands & Old Fields
 - Planted Forest
 - Natural Grassland
 - Natural Wooded Land
 - Shrubs
 - Barren Land
 - Transport
 - Residential
 - Commercial
 - Industrial
 - Extraction Sites
 - Surface Infrastructure
 - Village
 - Urban Vegetation
 - Waste & Resource Dumps
 - Natural Waterbodies
 - Herbaceous Wetlands
 - Artificial Waterbodies
 - Woody Wetlands



DATA SOURCES:
 Town: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDD
 Status: NTC/1990
 Aerial Photo / Geological Data: DALERO
 Environmental Data: KOD Wukle JES
 Hydrological Data: SAHOD
 Local Policies: DALROD
 Cadastre: KZN SDO



Map 88: Umdoni-Umzumbe Landcover

11.4. JOHANNES PHUMANI PHUNGULA LOCAL MUNICIPALITY

Umdoni Local Municipality shares a predominantly rural western boundary with Johannes Phumani Phungula Local Municipality, characterised by dispersed settlements, agricultural land, and extensive ecological systems forming part of the inland upland landscape of southern KwaZulu-Natal.

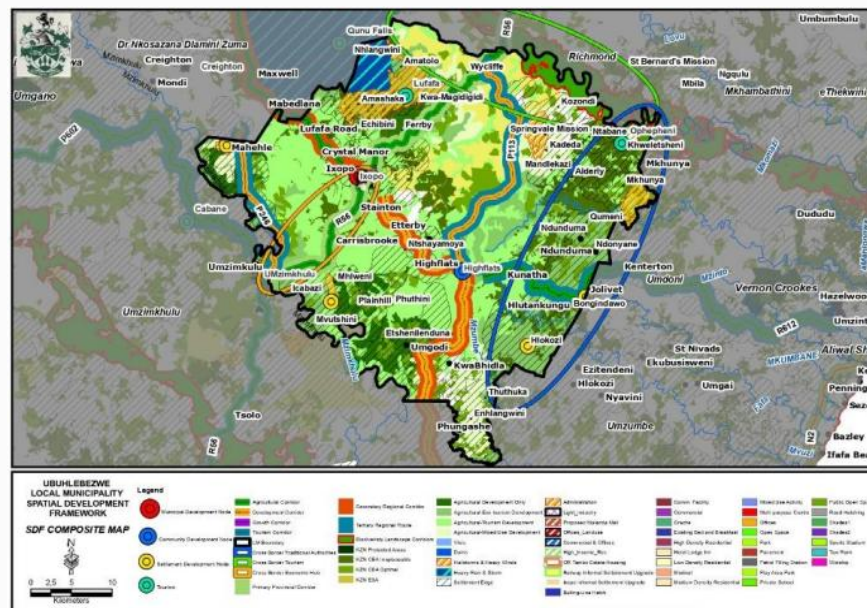
MOVEMENT LINKAGES: The R612 forms the major link between the municipalities, serving as an essential coastal-hinterland linkage through towns Umzinto, Highflats, Ixopo, Donnybrook and Bulwer

ENVIRONMENTAL LINKAGES: The Umdoni–JPP boundary is characterised by strong environmental continuity, with extensive areas of CBA, ESAs, wetlands, and river corridors extending seamlessly across the municipal boundary. Natural grasslands, wooded areas, and riparian buffers dominate the interface, particularly around Mphambanyoni, Nhlazanyoni, Ncazuka, eMandlalathi, and Mkhunya, underscoring the ecological sensitivity of the boundary zone.

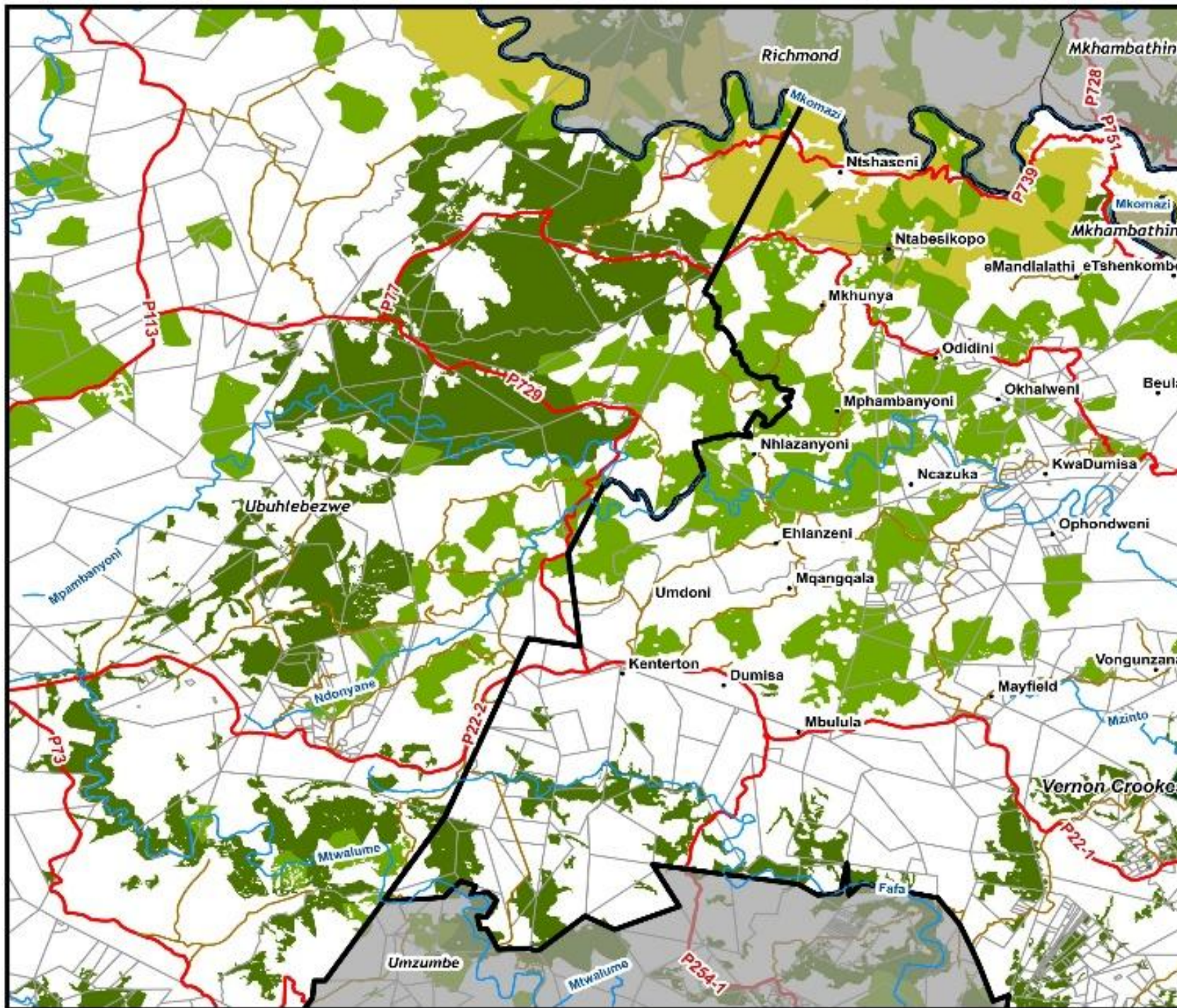
BORDERING SETTLEMENTS: Settlements located at the border include Mkhunya and Jolivet. St Micheal’s Mission (located in JPP LM) and Kenterton (located in Umdoni) are also noteworthy cross border settlements. Hlutankungu and Ndunduma are settlements located in JPP that are located near the border of the two municipalities. Generally, land uses along the border comprise of rural/traditional settlements, and agricultural activities (including permanent crops, old fields, natural wooded land, etc.).

CROSS BORDER CONFLICTS: Cross-border conflicts between Umdoni and JPP arise primarily from the intersection of rural settlement growth, agricultural land use, and high-value ecological systems. Settlements such as Mkhunya,

Ntshaseni, Ntabesikopo, Odidini, Okhalweni, Ncazuka, KwaDumisa, and Nhlazanyoni are located in close proximity to CBAs, ESAs, and river corridors, creating ongoing tension between housing demand, livelihood activities, and environmental protection.



CROSS BORDER OPPORTUNITIES: The continuity of rural landscapes, biodiversity corridors, and agricultural land across the Umdoni–JPP interface presents clear opportunities for coordinated rural and environmental management. Shared ecological assets around Mphambanyoni, Nhlazanyoni, Ncazuka, eMandlalathi, and Okhalweni, together with linked river systems, provide a strong basis for aligned conservation planning, catchment management initiatives, and stewardship-based land-use practices.



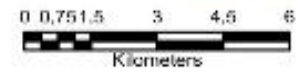
Umdoni Local Municipality

Cross-border Conservation Status Between Umdoni & Ubuhlebezwe Municipality

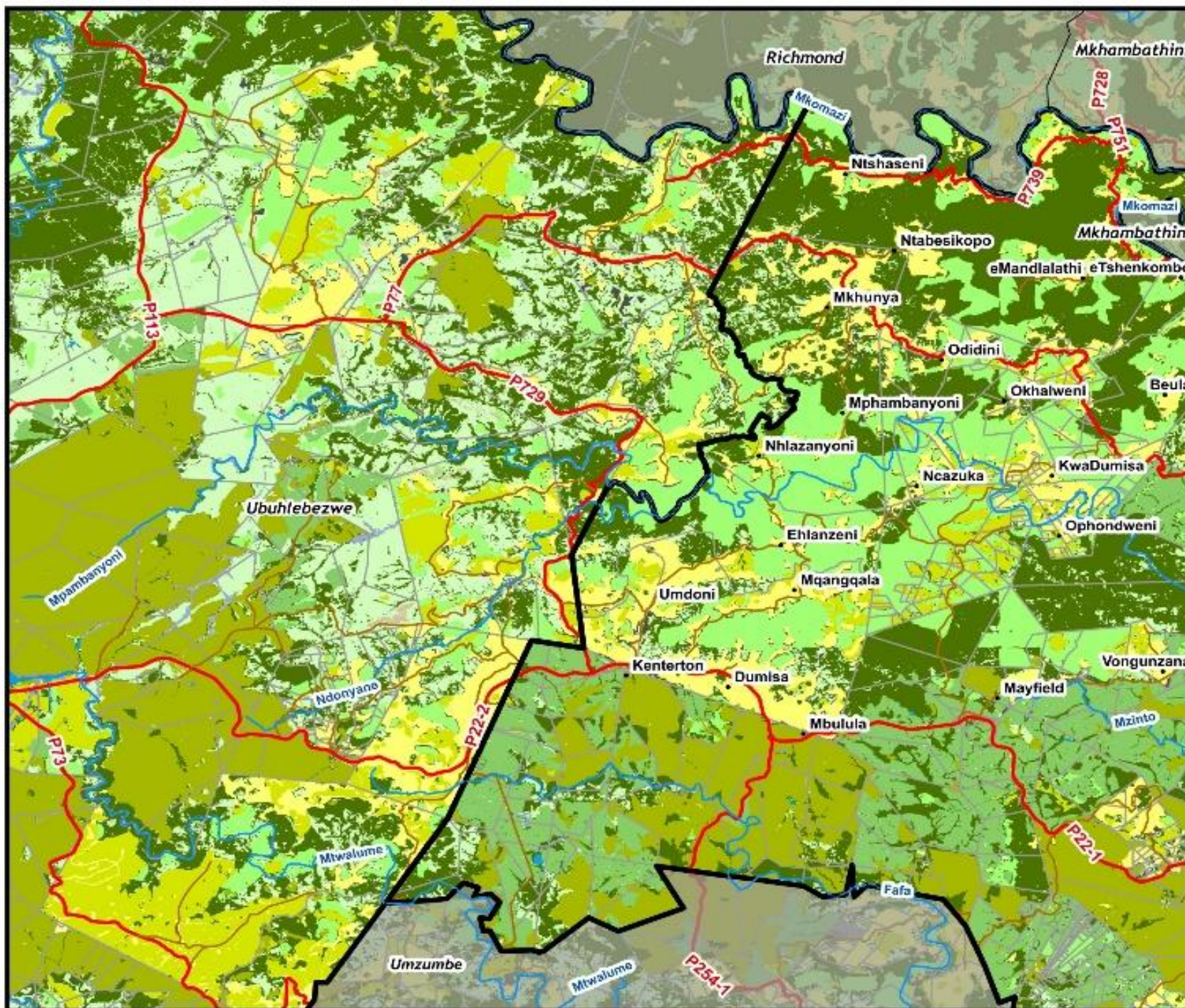
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Protected Areas
- KZN CBA Irreplaceable
- KZN CBA Optimal
- KZN ESA

DATA SOURCES:
 Towns: GETA
 Roads: DDT
 District Boundaries: Department of Environmental Affairs
 Environmental Data: KZN Wildlife 2010
 Hydrological Data: SAGU
 Local Names: SAGU
 UMDONI: KZN SAU



Map 89: Umdoni-JPP Conservation Status

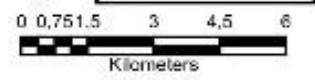


Umdoni Local Municipality

Cross-border Landcover Between Umdoni & Ubuhlebezwe Municipality

- Legend**
- Places
 - National Road
 - Provincial Road
 - District Road
 - NFEPA_Rivers
 - Railways
 - Smallholdings
 - Permanent Crops
 - Temporary Crops
 - Fallow Lands & Old Fields
 - Planted Forest
 - Natural Grassland
 - Natural Wooded Land
 - Shrubs
 - Barren Land
 - Transport
 - Residential
 - Commercial
 - Industrial
 - Extraction Sites
 - Surface Infrastructure
 - Village
 - Urban Vegetation
 - Waste & Resource Dumps
 - Natural Waterbodies
 - Herbaceous Wetlands
 - Artificial Waterbodies
 - Woody Wetlands

DATA SOURCES:
 TOPOG: COSA
 MOBILE: IPI
 MUNICIPAL BOUNDARIES: MPA
 CLIMATE: SCS
 AGRICULTURE: Original Data SAHOD
 HYDROLOGICAL DATA: KOP 1984/1990
 LAND: SAHOD
 CENSUS: SCS



Map 90: Umdoni-JPP Landcover

11.5. MKHAMBATHINI LOCAL MUNICIPALITY

MOVEMENT LINKAGES: Movement linkages between Umdoni and Mkhambathini Local Municipalities are limited and predominantly rural, with no primary or secondary regional corridors directly traversing the shared boundary. Connectivity is facilitated mainly through a small number of provincial and district roads (including P115, P118, P70 and P257) that link dispersed rural settlements rather than supporting high-volume inter-municipal movement.

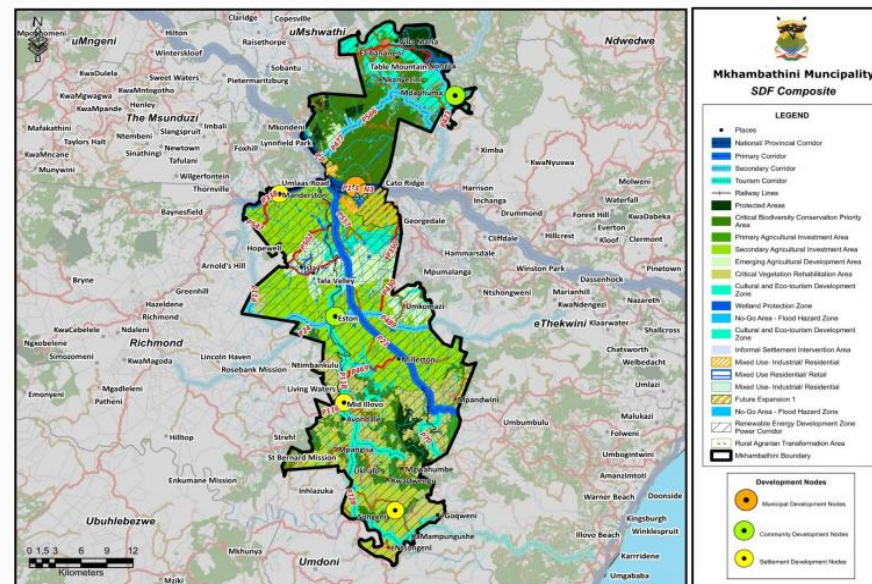
ENVIRONMENTAL LINKAGES: The Umdoni–Mkhambathini boundary is characterised by a highly sensitive environmental interface, with extensive areas of CBA and ESA along both sides of the boundary. This creates a continuous ecological system linking upland landscapes within Mkhambathini to downstream river catchments and ecological systems within Umdoni.

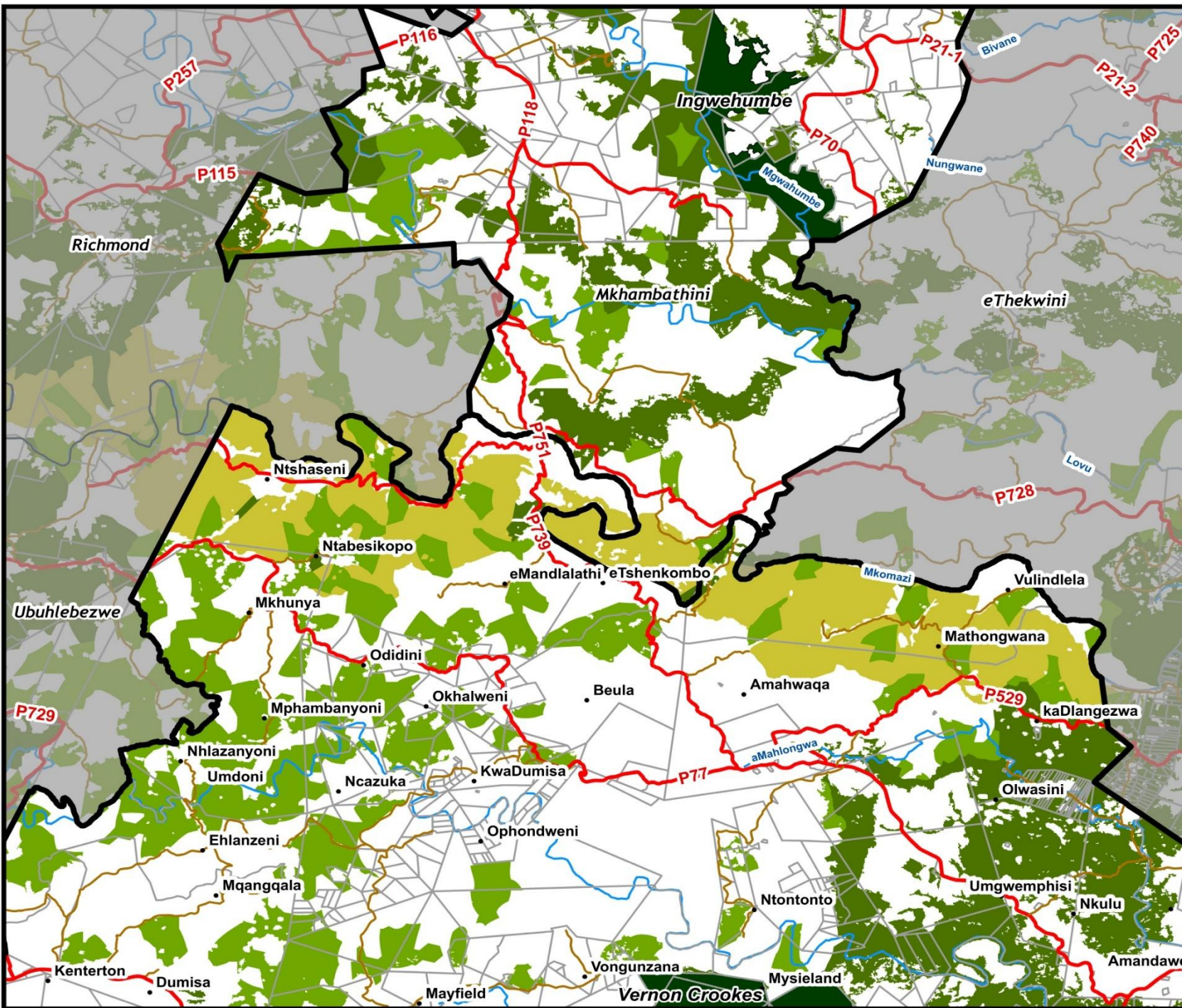
BORDERING SETTLEMENTS: The shared boundary is defined by a dispersed rural settlement interface, rather than a consolidated settlement edge or urban transition zone. Settlements in close proximity to the boundary include Mkhunya, Odidini, Ntshaseni, Ntabesikopo, eMandlalathi, Mphambanyoni, Nhlazanyoni, Ncazuka, KwaDumisa, Ehlanzeni and Ophondweni.

CROSS BORDER CONFLICTS: The interface between Umdoni’s agriculturally oriented land and Mkhambathini’s ESA creates a persistent management conflict, particularly where farming practices, fencing, access tracks, or settlement infill approach sensitive habitats without harmonised controls. Because there are few cross-boundary access routes, infrastructure maintenance failures, disaster response, and environmental enforcement

can be fragmented, increasing vulnerability in remote settlements along the boundary.

CROSS BORDER OPPORTUNITIES: Mkhambathini’s identification of eco- and adventure-based tourism routes linking inland landscapes toward the Umkomaas River system creates opportunities for cross-border tourism initiatives that extend into Umdoni, provided access and environmental controls are carefully managed. Given the shared ecological systems and downstream impacts, the boundary is well-suited for joint catchment rehabilitation, alien vegetation control, and climate-resilience projects, which are more fundable and effective when framed at a cross-municipal scale.





Umdoni Local Municipality

Cross-border Conservation Status Between Umdoni & Mkhambathini Municipality

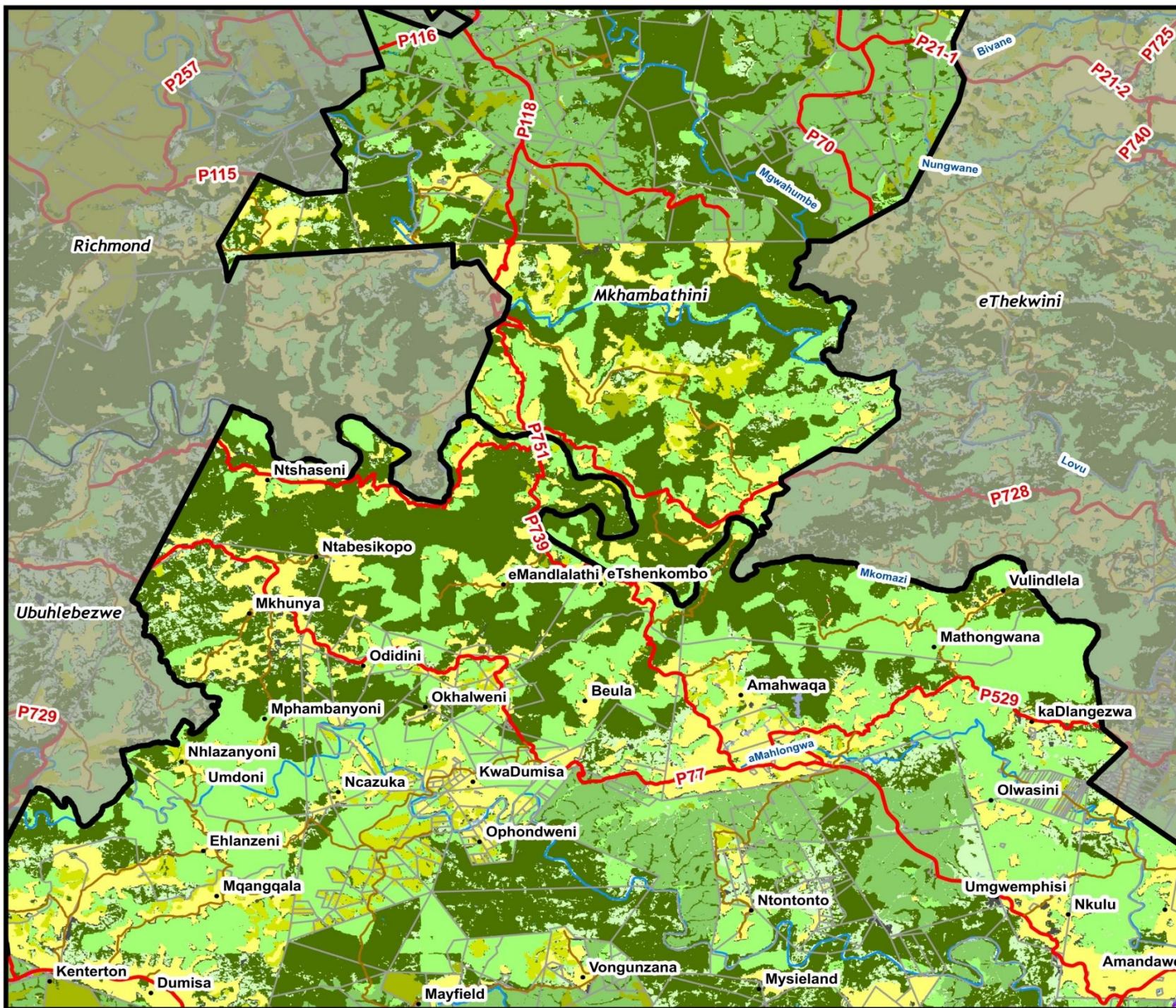
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Protected Areas
- KZN CBA Irreplaceable
- KZN CBA Optimal
- KZN ESA

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 0,75 1,5 3 4,5 6
Kilometers

Map 91: Umdoni-Mkhambathini Conservation Status



Umdoni Local Municipality

Cross-border Landcover Between Umdoni & Mkhambathini Municipality

- Legend**
- Places
 - National Road
 - Provincial Road
 - District Road
 - NFEPA Rivers
 - Railways
 - Smallholdings
 - Permanent Crops
 - Temporary Crops
 - Fallow Lands & Old Fields
 - Planted Forest
 - Natural Grassland
 - Natural Wooded Land
 - Shrubs
 - Barren Land
 - Transport
 - Residential
 - Commercial
 - Industrial
 - Extraction Sites
 - Surface Infrastructure
 - Village
 - Urban Vegetation
 - Waste & Resource Dumps
 - Natural Waterbodies
 - Herbaceous Wetlands
 - Artificial Waterbodies
 - Woody Wetlands

DATA SOURCES:
 Towns: COGTA
 Roads: DDT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 0,75 1,5 3 4,5 6
Kilometers

Map 92: Umdoni-Mkhambathini Landcover

12. SUMMARY OF CHALLENGES AND OPPORTUNITIES

Table 55: Summary of Challenges and Opportunities

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Growing workforce. Expanding working-age population supports future labour demand, particularly along the coastal corridor and Umzinto growth area.</p>	<p>Low skills base. Labour force dominated by semi- and low-skilled workers; high unemployment, low incomes, and household vulnerability persist, especially in inland and traditional authority areas.</p>	<p>Working-age demographic dividend. Converting the growing working-age population into an economic asset through skills development, labour-market alignment, entrepreneurship support, and post-school training.</p>	<p>Youth unemployment and social dependency. If employment growth does not keep pace with population growth, the municipality risks widening youth unemployment, social dependency, poverty, and crime, especially in inland labour-sending settlements.</p>
<p>Diversified local economy. Community services, finance, trade, tourism, manufacturing, and construction provide a functioning economic base, with strong long-term tourism growth and N2 corridor positioning.</p>	<p>Uneven infrastructure access. Inland and traditional authority areas face major backlogs in piped water, sanitation, waste collection, roads, and internet. Housing backlog estimated at 8,176 units.</p>	<p>Economic diversification. Scope to expand inland tourism, agro-processing, small-enterprise development, value-added manufacturing, local contractor development, and formalisation of small-scale mining and construction supply.</p>	<p>Economic fragility. Continued dependence on a narrow set of service and tourism functions exposes the municipality to seasonal volatility and external shocks. Unregulated extraction and weak local value chains may deepen environmental damage without broad-based economic gains.</p>
<p>Defined spatial structure. Coastal urban belt anchored by Scottburgh and Umzinto, supported by N2, R102, and P197/3 corridors, provides a strong regional</p>	<p>Functionally uneven facilities. Long travel distances and over-reliance on a limited number of facilities in inland areas. Dududu Clinic is over-capacitated, Braemer lacks a</p>	<p>Node and corridor consolidation. Existing structure supports targeted densification, infill, corridor investment, and settlement consolidation, especially in Umzinto,</p>	<p>Unmanaged growth and sprawl. Without managed growth, rising service costs, land-use conflict, encroachment onto agricultural and sensitive land, and weakening of the intended spatial hierarchy are likely.</p>

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
movement and development framework	secondary school, and many inland sports facilities are poorly equipped	Scottburgh, and selected inland service points.	
<p>Substantial infrastructure base. Formal coastal settlements, South Coast bulk water system, two WWTWs, high electrification, formal taxi ranks, and bulk road corridors.</p>	<p>Environmental constraints. Development space constrained by environmental sensitivity, hydrology, topography, fragmented rural landholding, and weak agricultural support. Emerging farmers face limited access to finance, irrigation, and markets.</p>	<p>Infrastructure investment leverage. Planned housing projects, service upgrades, corridor-linked growth, and renewable energy potential provide opportunity to direct investment toward under-served inland settlements.</p>	<p>Infrastructure ageing and climate stress. Ageing sewer, pump, and water infrastructure; limited inland service reach; waste-service limitations; and climate pressure on bulk systems create long-term risks of rising maintenance costs and widening spatial inequality.</p>
<p>Adequate social facilities. 14 public health facilities, 89 schools, 9 libraries, 31 community halls, 27 sports fields, and 4 police stations provide a strong municipal facility platform.</p>	<p>Fragmented spatial form. Rural settlement complexity, tenure fragmentation, illegal land uses, and limited enforcement weaken the spatial hierarchy, particularly in Dududu, Amandawe, and KwaDumisa.</p>	<p>Better spatial targeting of facilities. Existing networks can be improved through outreach expansion, selective infill, upgrading of under-performing assets, and stronger alignment with growth pressure areas.</p>	<p>Persistent spatial inequality in services. If accessibility constraints persist, inland communities will face unequal service access, long travel burdens, weakened educational and health outcomes, and reduced social cohesion.</p>
<p>Strong environmental assets. Productive agricultural land, sugarcane and forestry systems, CBAs, river corridors, Vernon Crookes Nature Reserve, and coastal/estuarine systems underpin ecological and productive capacity</p>	<p>Service-heavy, fragile economy. Limited higher-value industrial activity, modest local beneficiation, and sensitivity to broader economic conditions. Tourism is seasonal; construction and manufacturing constrained by weak investment and supply-chain dependence.</p>	<p>Climate-smart agriculture. Significant potential for climate-smart farming, farmer support infrastructure, agro-processing, eco-tourism, and conservation-compatible development, with stronger integration into district and provincial programmes.</p>	<p>Agricultural and ecosystem degradation. Settlement expansion, climate variability, flooding, erosion, and pressure on sensitive biodiversity areas threaten both agricultural productivity and ecosystem integrity, especially where development control is weak</p>

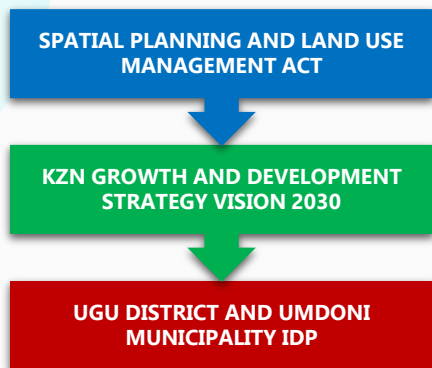
STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Strategic cross-border position. Location between Durban and Port Shepstone, with links to eThekweni, Umzumbe, Richmond, Ubuhlebezwe, and Mkhambathini, creates strong functional linkages</p>	<p>Cross-border dependency. Functional dependence on eThekweni and Ray Nkonyeni for employment and economic pull, with some cross-border linkages generating pressure without equivalent local benefit.</p>	<p>Cross-border collaboration. Joint corridor planning, catchment management, biodiversity protection, freight and mobility planning, and coordinated investment in shared interface areas.</p>	<p>Cross-border absorption without benefit. Risk of continuing to absorb freight pressure, infrastructure wear, environmental spillover, and unmanaged settlement pressures without proportional funding, local benefit capture, or harmonised controls.</p>
<p>Disaster management platform. 24-hour emergency control function and ward-level hazard data support targeted resilience planning.</p>	<p>Disaster vulnerability. Repeated incidents of structural fires, flooding, strong winds, and unsafe electricity connections. Institutional capacity in rural response remains limited</p>	<p>Disaster risk reduction. Existing risk evidence base can strengthen fire prevention, flood mitigation, settlement risk management, climate adaptation, and safer infrastructure planning in high-risk wards</p>	<p>Climate shocks and disaster escalation. Repeated weather events and fire incidents threaten to intensify infrastructure damage, household vulnerability, displacement, and service disruption, especially in already under-served settlements.</p>



UMDONI LOCAL MUNICIPALITY
SPATIAL DEVELOPMENT FRAMEWORK

SPATIAL DEVELOPMENT STRATEGIES

13. VISION DIRECTIVES



This report has provided the policies and legislation underpinning and guiding the development of the Spatial Development Framework for the Umdoni Local Municipality. The policies and legislation were reviewed and assessed from all three spheres of government being National, Provincial and Local government. It is imperative that the SDF be developed in connection with government priorities and objectives to ensure proper alignment of all development interventions, policies, legislation, goals and objectives of development planning in South Africa. The Umdoni Local Municipality Spatial Vision needs to be guided by the principles of SPLUMA, the Provincial Growth and Development Strategy and Plan as well as the district and local municipality Integrated Development Plans as contemplated in section 21 (c) of SPLUMA. Translated into spatial planning, the vision commits the municipality to Batho Pele Principles which includes “people focused”. It further states that the municipality will strive in providing efficient and cost-effective municipality services and people focused socio-economic development.

13.1. SUMMARY (PGDS) AND THEMES FOR UMDONI LOCAL MUNICIPALITY VISION STATEMENT

Table 56: Summary of Objectives and Themes

PGDS GOALS	PSDS OBJECTIVES	THEMES FOR THE UMDONI LM SDF
	INCLUSIVE ECONOMIC GROWTH	
Aligned with National Outcome 4, this goal focuses on the following: <ul style="list-style-type: none"> • Growth in labour absorption • Increase in competitiveness to growth the municipality’s production base, to withstand international trade, raising of net exports, growth of trade as a share of the world trade, improvement of its composition. • Improvement of support to a variety of businesses including small businesses by reducing the cost of doing business. 	<ul style="list-style-type: none"> • Development and promotion of agricultural potential • Enhancement of sectorial development through trade investment and business retention. • Enhancement of spatial economic development • Improvement of efficiency, innovation and variety of government-led job creation programmes • Promotion of SMME and entrepreneurial development • Enhancement of the knowledge economy 	<ul style="list-style-type: none"> • Development of the municipality’s local economy • Growth of the economy • Retention of business and expansion of SMME development

PGDS GOALS	PSDS OBJECTIVES	THEMES FOR THE UMDONI LM SDF
ENVIRONMENTAL SUSTAINABILITY		
<p>The province’s environmental assets and natural resources must be well protected and continually enhanced through synergistic development practices, this goal is linked to National Outcome 10: Environmental assets and natural resources are well protected and continually enhanced.</p>	<ul style="list-style-type: none"> • Enhancement of resilience of ecosystem • Expansion of application of green technologies • Adaption and response to climate change 	<ul style="list-style-type: none"> • Protection of environmentally sensitive areas and optimization of existing and potential environmental assets • Sustainable use of environmentally sensitive areas for economic development • Environmental awareness
SPATIAL EQUITY		
<ul style="list-style-type: none"> • Although the desired outcome of this Strategic Goal not directly linked to a specific National Outcome, it is implicit in all national outcomes. • This outcome will concentrate its focus on the promotion of spatial concentration, coordination of development interventions, the integration of spatial planning initiatives and effective land use management. 	<ul style="list-style-type: none"> • Ensuring that land use management across the province of KwaZulu Natal is integrated. • Ensuring equitable access to goods and services and attracting social and financial investment. • Enhancement of the resilience of new and existing cities, towns and rural nodes and ensuring equitable access to resources, as well as social and economic opportunities. 	<ul style="list-style-type: none"> • Using land use management as a tool to attract additional investment in the municipality • Spatial integration • Nodal development
GOVERNANCE AND POLICY		
<p>This Strategic Goal is in alignment with National Outcome 9 which focuses on the following:</p> <ul style="list-style-type: none"> • Transformed and transformative government. Both these aspects seek to make the government more effective, efficient, responsive and accountable as well as inclusive in its planning, implementation, monitoring and evaluation of delivery. 	<ul style="list-style-type: none"> • Promotion of participative, facilitative and accountable governance. • Eradication of fraud and corruption • Strengthening of policy, strategy coordination of inter-governmental relations (IGR). 	<ul style="list-style-type: none"> • Clean governance • Capacity Building • Gain community trust in Municipal processes

PGDS GOALS	PSDS OBJECTIVES	THEMES FOR THE UMDONI LM SDF
HUMAN AND CAPITAL DEVELOPMENT		
<p>This goal related to a number of outcomes and is aimed at enabling a long and healthy life for all people in KwaZulu-Natal: All people are and feel safe. Vibrant, equitable, sustainable rural communities contributing towards food security for all. Sustainable human settlements and improved quality of household life</p>	<ul style="list-style-type: none"> • Eradicate poverty and improve social welfare services • Enhance health of communities and citizens • Safeguard and enhance sustainable livelihoods and food security • Promote sustainable human settlements • Enhance safety and security • Advance social cohesion and social capital • Promote youth, gender and disability advocacy and the advancement of women 	<ul style="list-style-type: none"> • Local economic development • Improvement of socio-economic infrastructure • Social development services • Social facilities in all communities • Decent shelter and sustainable human settlements • Poverty alleviation • Focus on poor communities and vulnerable groups
STRATEGIC INFRASTRUCTURE		
<p>This Strategic Goal is aligned to the National Outcome 6 (An efficient, competitive and responsive economic Infrastructure network) which focuses on maintaining and building an efficient and effective infrastructure network</p>	<ul style="list-style-type: none"> • Development of seaports and airports • Develop Road and rail networks • Develop ICT infrastructure • Ensure availability and sustainable management of water and sanitation for all • Ensure access to affordable, reliable, sustainable and modern energy for all • Enhance KZN waste management capacity 	<ul style="list-style-type: none"> • Basic Infrastructure development (water, electricity, sanitation) • Strategic economic infrastructure development (ICT and land transport) • Sustainability factors in infrastructure provision • Gear infrastructure towards fourth industrial revolution
HUMAN RESOURCE DEVELOPMENT		
<p>This goal is aligned to National Outcomes 1, Education, and Outcome 5, Skills Development. National Outcome 1: Education which is aimed the education sector in all it's from early childhood to tertiary level leaning and provision of adequate infrastructure and is interlinked to the provision of adequate skills in this sector as per Outcome 5.</p>	<ul style="list-style-type: none"> • Improve Early Childhood Development, Primary and Secondary Education • Support skills alignment to economic growth • Enhance youth and adult skills development and life-long learning. 	<ul style="list-style-type: none"> • Capacity building in the education sector • Provision of sufficient and sustainable education facilities • Early childhood development ABET • Vocational training for, especially for the youth

13.2. UMDONI LOCAL MUNICIPALITY GOALS, OBJECTIVES AND THEMES FOR SPATIAL VISION STATEMENT

Table 57: Themes for the Spatial Vision and Proposed Umdoni LM Spatial Vision

SPLUMA PRINCIPLES	PSDF THEMES	PDGS THEMES	DGDP THEMES	UMDONI IDP THEMES	UMDONI SPATIAL THEMES
<ul style="list-style-type: none"> • Spatial justice • Spatial efficiency • Spatial resilience • Spatial sustainability • Good administration 	<ul style="list-style-type: none"> • Agricultural development • Green economy • Regional infrastructure networks to support economic production • Productive rural regions • Sustainable and integrated human settlements • Spatial integration • Spatial transformation and restructuring • Protection of critical natural resources • Water resource and quality management • Human vulnerability and environmental change • Participation in decision making 	<ul style="list-style-type: none"> • Growing the economy • Skills development • Pro-poor social development • Infrastructure development (basic and catalytic) • Environmental sustainability • Clean governance • Spatial equity 	<ul style="list-style-type: none"> • Expanded district economic outputs • Increased quantity and quality of employment opportunities • Excellence in governance and leadership • Integrity • Quality physical environment underpinned by coherent spatial development • Improved quality of life • High quality infrastructure network 	<ul style="list-style-type: none"> • Efficiency • Accountable municipality • Increased access to basic services • Economic growth and equitable economic development • Human development • Clean governance • Active citizenry and capable public servants 	<ul style="list-style-type: none"> • Environmental Sustainability • Equitable Economic Development • Spatial transformation and integration • Sustainable human settlements • Community Development • Spatial Integration

13.3. DRAFT SPATIAL VISION STATEMENT

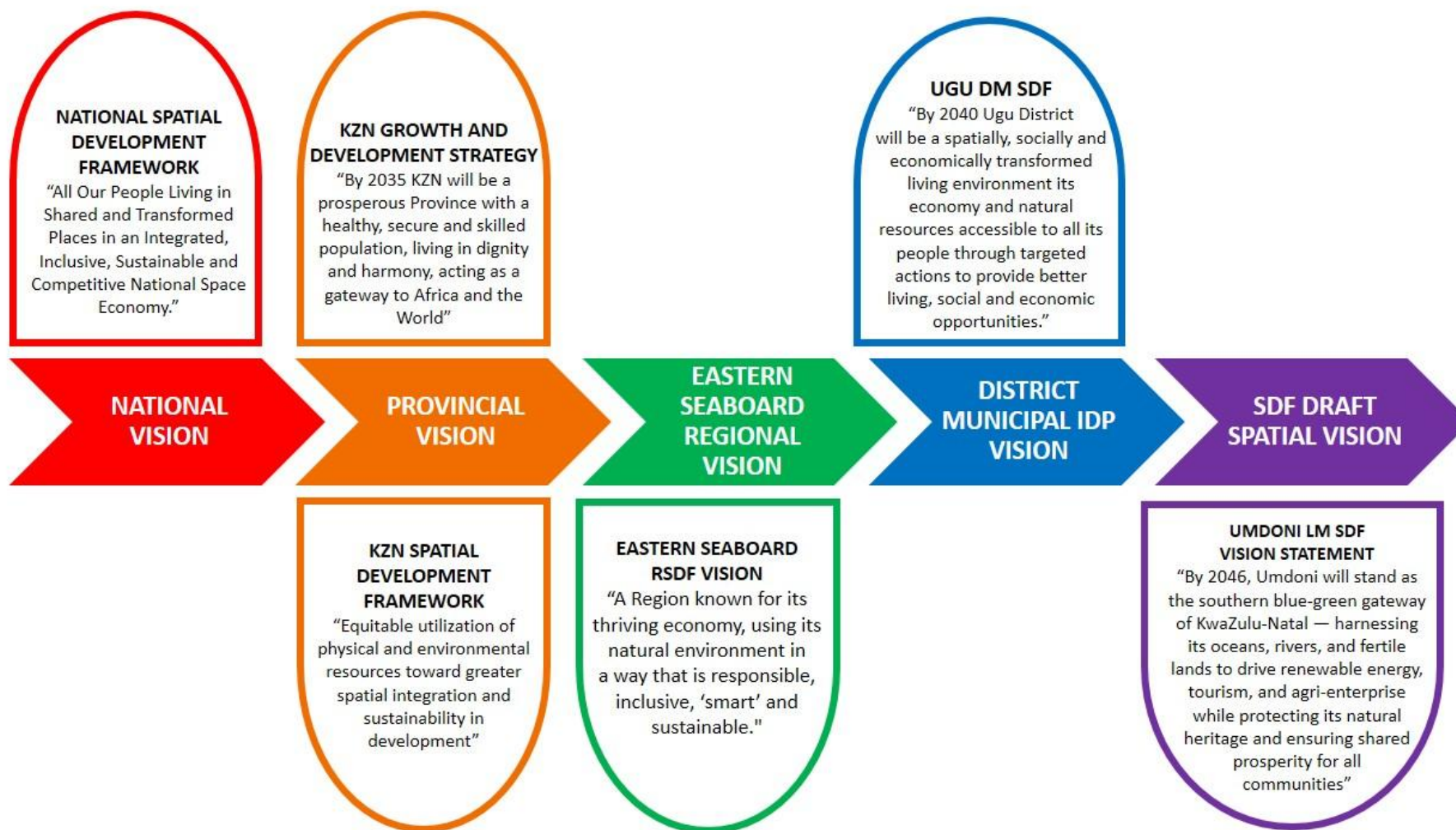


Figure 3: Draft Spatial Vision Statement

14. CONCEPTUAL FRAMEWORK: CONCEPTS AND DEVELOPMENT STRATEGIES

14.1. SPATIAL OBJECTIVES AND STRATEGIES

The spatial objectives of the Umdoni Municipality SDF translate the long-term spatial development vision into tangible, time-bound commitments that indicate what the municipality aims to achieve and how it intends to do so. Each objective is structured using the 'what-by-how' methodology, in which the 'what' describes the spatial outcome to be realised and the 'how' provides the strategy through which it will be achieved.

The twelve (12) spatial objectives set out below are directly derived from the six strategies of the conceptual framework and the challenges and opportunities identified in the status quo summary analysis above. Together, they provide the operational framework through which the spatial vision will be realised over the 20-year planning horizon (2025–2044).

The objectives are aligned with the National Development Plan (2030), the Medium Term Strategic Framework (2019–2024), the Provincial Growth and Development Strategy (PGDS), the Ugu District Growth and Development Plan (DGDP), and the Umdoni IDP, in compliance with MSA/LG REGS 2(4)(b) and SPLUMA Section 12(1)(d); (h) and 21(c).

Table 58: Umdoni SDF Spatial Objectives and Strategies (2026–2046)

NO.	KEY CHALLENGES / ISSUES	SPATIAL OBJECTIVE	STRATEGY	TIMEFRAME	POLICY ALIGNMENT
STRATEGY 1: INTEGRATED SETTLEMENT DEVELOPMENT AND HIERARCHY STRENGTHENING					
01	Fragmented settlement patterns; urban sprawl into agricultural and sensitive land; illegal land uses; limited enforcement capacity in TA areas; absence of formally defined urban edges for most nodes.	To achieve integrated and compact settlement development by directing urban growth into designated nodes and along defined corridors, away from sensitive environmental areas and high-value agricultural land.	Implement urban edge framework for 8 nodes (Scottburgh, Umzinto, Dududu, Pennington, Park Rynie, Amandawe, Kenterton, Bazley/Elysium/Ifafa); enforce SPLUMA land use scheme controls; commission Local Area Plans for 9 growth pressure areas; implement LUMS single scheme amendments	<i>Short–Medium Term (2025–2036)</i>	NDP Ch. 8; MTSF Priority 1; PGDS: Spatial Equity; SPLUMA: Spatial Justice, Spatial Efficiency.
02	Scottburgh and Umzinto nodes underperforming relative to their roles; WTW operating at or near capacity; aging public amenities; CBD deterioration in Umzinto; limited private investment attraction.	To strengthen the Scottburgh primary node and Umzinto community development node as the main urban anchors of the municipality, with improved public amenities, economic activity, and residential densification.	Implement node upgrade proposals; implement Umzinto CBD Revitalisation (LED-13); advance Scottburgh Tourism Hub and Aliwal Shoal MPA eco-tourism product (LED-08); enforce infill and densification within urban edges.	<i>Short–Medium Term (2025–2036)</i>	NDP Ch. 8; MTSF Priority 1; PGDS: Spatial Equity; Umdoni IDP: Economic growth.
03	Uneven access to services across the settlement hierarchy; inland communities travelling long distances to access facilities; absence of functional secondary/tertiary nodes; Dududu and Braemar under-serviced relative to catchment populations.	To develop and formalise a hierarchy of secondary nodes, tertiary nodes, rural service points, and tourism circuit nodes that provide equitable access to services and economic opportunities across the full municipal area.	Implement node upgrade proposals for Dududu, Pennington, Park Rynie, Amandawe, Kenterton; develop South Coast Eco-Tourism Circuit nodes; develop Braemar Rural Service Centre; complete Dududu Socio-Economic Amenities complex (SF-05); implement social facilities CEF (SF-series).	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 8; MTSF Priority 2; PGDS: Human and Capital Development; Umdoni IDP: Increased access to basic services.

NO.	KEY CHALLENGES / ISSUES	SPATIAL OBJECTIVE	STRATEGY	TIMEFRAME	POLICY ALIGNMENT
STRATEGY 2: RURAL DEVELOPMENT AND INCREMENTAL UPGRADING					
04	Approx. 27,000 HH without adequate sanitation; piped water absent in rural wards; gravel road network impassable in wet season; tenure complexity on Ingonyama Trust land preventing formal service delivery; no spatial plans for Traditional Authority areas.	To incrementally upgrade rural and peri-urban settlements in Traditional Authority areas through phased service delivery, basic infrastructure provision, and the preparation of Traditional Settlement Master Plans.	Prepare TSMPs for 6 TA areas (Zembe, Qiko, Nyuswa, Mbhele, Ilanga, Dumisa); implement rural roads regravelling and upgrade programme (INF-01–03; INF-35–57); implement VIP sanitation rollout (INF-14, R250m); implement borehole programme (INF-13); establish Incremental Upgrading Designation in LUMS (IUD-1 and IUD-2); establish Ingonyama Trust MOU.	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 6; MTSF Priority 1; PGDS: Human and Capital Development; CRDP; Umdoni IDP: Increased access to basic services.
05	Rapid growth pressure in 6 identified peri-urban areas (Asoka Heights, Bazley Beach, Hazelwood, Pennington, Scottburgh, Umzinto) without spatial guidance; risk of unmanaged sprawl; inadequate planning capacity to manage application volumes.	To address growth pressure in identified peri-urban areas through Local Area Plan preparation and the application of shortened development procedures, ensuring that incremental urbanisation is spatially guided.	Commission Local Area Plans for growth pressure areas; apply MPT SDF Decision Support Framework; fill the Town Planning Officer post to manage the Local Area Plan programme; apply LUMS IUD-2 designation to 8 informal settlement areas.	<i>Short–Medium Term (2025–2036)</i>	SPLUMA Section 24(2)(c); MSA/LG REGS 2(4)(b); PGDS: Spatial Equity; Umdoni IDP: Efficiency.
STRATEGY 3: REGIONAL INTEGRATION AND CONNECTIVITY					
06	Functional dependence on eThekweni and Ray Nkonyeni for employment and higher-order services; unresolved cross-boundary issues with eThekweni,	To strengthen regional connectivity and cross-boundary coordination by aligning the Umdoni SDF with	Implement Development Corridor Framework anchoring N2, R102, and P197/3 corridors; establish cross-boundary planning forums with	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 8; MTSF Priority 1; PGDS: Strategic Infrastructure;

NO.	KEY CHALLENGES / ISSUES	SPATIAL OBJECTIVE	STRATEGY	TIMEFRAME	POLICY ALIGNMENT
	uMzumbe, Mkhambathini, and Johannes Phumani Phungula; P197/3 inland corridor under-utilised; no formal cross-boundary planning forums in place.	the spatial plans and capital programmes of neighbouring municipalities, district structures, and key sector departments.	eThekwini, uMzumbe, Richmond, and Johannes Phumani Phungula; engage KZN DoT and SANRAL on P77, P197/3, R102 and N2 improvements (INF-39, INF-51)		Umdoni IDP: Spatial integration; IGR Act.
STRATEGY 4: ECONOMIC DEVELOPMENT AND INVESTMENT FACILITATION					
07	Economy service-heavy and fragile; tourism spatially concentrated and seasonal; no industrial land available; unemployment above 60%; limited industrial investment on the South Coast; absence of a formal investment prospectus; LED Officer capacity insufficient.	To grow and diversify the local economy by facilitating targeted industrial investment, agro-processing development, and a competitive coastal and inland tourism economy.	Develop Ifafa Industrial Park catalytic project (LED-06) with USFDA; implement N2/R612 Light Industrial and Logistics Zone at Umzinto; develop agro-processing cluster (AGR-series); advance South Coast Eco-Tourism Circuit; develop Scottburgh Tourism Hub.	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 3; MTSF Priority 2; IPAP; PGDS: Inclusive Economic Growth; Umdoni IDP: Economic growth.
08	Emerging farmers face limited access to finance, irrigation, inputs, markets, and extension services; fragmented smallholder landholdings; underutilised land reform farms (Cedars, Equeefa, Umoba, Beneeva); inadequate agro-processing infrastructure; PAA land at risk from subdivision pressure.	To support agricultural modernisation, small-scale farmer development, and land reform implementation through spatially targeted agricultural investment and the protection of prime and unique agricultural land.	Implement Agricultural Sector Plan (AGR-11); protect Pennington PAA (15,621 ha) and Scottburgh-Umzinto PAA (6,885 ha) through AMO-1 hard no-go designation; implement agro-production cluster support; develop community packhouses, irrigation schemes, and Lasa Farm Greenhouse Redevelopment (AGR-01 to AGR-12); engage Dept. Agriculture for extension support.	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 6; MTSF Priority 1; PGDS: Inclusive Economic Growth; APAP; DAFF land reform policy.

NO.	KEY CHALLENGES / ISSUES	SPATIAL OBJECTIVE	STRATEGY	TIMEFRAME	POLICY ALIGNMENT
STRATEGY 5: COMPETITIVE INFRASTRUCTURE-LED GROWTH					
09	Middle South Coast WTW at or near full capacity — binding constraint on all coastal node development; aging sewer infrastructure; Approx. 27,000 HH without adequate sanitation; 3,985 HH without electricity; Humberdale landfill reaching end of Phase 1 life	To ensure reliable, equitable, and resilient basic infrastructure services across the municipality by coordinating capital investment in water, sanitation, energy, roads, and solid waste infrastructure through the CEF.	Implement 20-year CEF infrastructure programme (INF-series, 57 projects); coordinate with UGU District as WSA for bulk water and sanitation (INF-11 to INF-15); implement INEP electrification programme (INF-16, 28, 30, 43, 48, 55); advance Humberdale Landfill Master Plan and waste transfer station (INF-17, INF-18)	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 4; MTSF Priority 1; PGDS: Strategic Infrastructure; SDG 6, 7, 9; Umdoni IDP: Basic services.
10	8 rural wards with no fixed healthcare clinic; 8 primary school and 15 secondary school backlogs; housing backlog of 8,176 units; 31 ICT access point backlogs; sports fields poorly equipped; limited skills development infrastructure; social facilities concentrated in coastal nodes while inland communities face long travel distances.	To improve access to social and community infrastructure across all wards, with particular focus on deep rural wards and Traditional Authority areas that face the greatest backlogs in clinics, schools, community halls, and skills development facilities.	Implement 20-year CEF social facilities programme (SF-series, 97+ projects); submit annual clinic backlog motivation to KZN DoH prioritising Ward 7 (zero facilities), Wards 2, 5, 6, 8, 9; submit school backlog motivation to KZN DoE prioritising Braemar secondary school; register all housing projects in KZN DHS pipeline (HSG-01 to HSG-25); implement EPWP 300-jobs-per-annum programme (LED-10).	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 13; MTSF Priority 1; PGDS: Human and Capital Development; SDG 3, 4; Umdoni IDP: Human development.
STRATEGY 6: SUSTAINABLE USE AND PRESERVATION OF THE NATURAL ENVIRONMENT					
11	Settlement encroachment on CBA Irreplaceable (16,513 ha) and Optimal (9,317 ha) areas; degradation of	To protect, manage, and sustainably use the municipality's natural	Enforce CBA Irreplaceable as not-developable and CBA Optimal as EIA-gate zones through EMO-1 and EMO-2 LUMS	<i>Short–Long Term (2025–2044)</i>	NDP Ch. 5; MTSF Priority 1; PGDS: Environmental

NO.	KEY CHALLENGES / ISSUES	SPATIAL OBJECTIVE	STRATEGY	TIMEFRAME	POLICY ALIGNMENT
	<p>wetlands and riparian buffers; unsustainable land uses within the Vernon Crookes NR buffer; insufficient differentiation of environmental constraint categories in the LUMS EMO; coastal development pressure exceeding ICMA setback controls.</p>	<p>environment, including Critical Biodiversity Areas, hydrological systems, coastal assets, agricultural land, and ecological corridors.</p>	<p>designations; implement Wetland Protection, Coastal Forest, Dune Stabilisation, and Grassland Conservation programmes; enforce NFEPA 32m riparian buffers; engage Ezemvelo KZN Wildlife on trans-boundary conservation for Vernon Crookes NR; enforce ICMA setback lines; fill Environmental Planning Officer post.</p>		<p>Sustainability; NEMA; NEMPA; ICMA; SPLUMA: Spatial Sustainability.</p>
12	<p>Repeated disaster incidents across 19 wards (flooding, structural fires, strong winds, mudslides, drowning, lightning); 87 HH in active floodlines and 6,463 HH on slopes steeper than 1:3; limited institutional capacity for rural disaster response; climate change intensifying weather event frequency; inadequate floodline enforcement in land use decisions.</p>	<p>To build long-term climate and disaster resilience by directing development away from high-risk areas and implementing spatially targeted flood mitigation, slope stabilisation, and climate adaptation measures.</p>	<p>Restrict expansion in floodplains, steep slopes, and coastal risk areas through SPLUMA approvals; implement phased household relocation from at-risk areas; enforce floodline restrictions through land use approvals; implement Renewable Energy Development Zone; implement disaster risk spatial proposals for 6 hazard types across high-incident wards.</p>	<p><i>Short–Long Term (2025–2044)</i></p>	<p>NDP Ch. 5; MTSF Priority 1; PGDS: Environmental Sustainability; Sendai Framework; SDG 13; Umdoni IDP: Community resilience.</p>

14.2. STRATEGY 1: INTEGRATED SETTLEMENT DEVELOPMENT AND HIERARCHY STRENGTHENING

14.2.1. ECONOMIC DEVELOPMENT AND CATALYTIC PROJECTS

Within the node hierarchy, the SDF identifies a set of catalytic economic projects that are intended to build local productive capacity, enhance value chains, and create sustainable employment in both urban and rural settlements. These projects are not aspirational — they are grounded in the economic character of specific places and in identifiable funding mechanisms. Each is spatially located and linked to CEF programming.

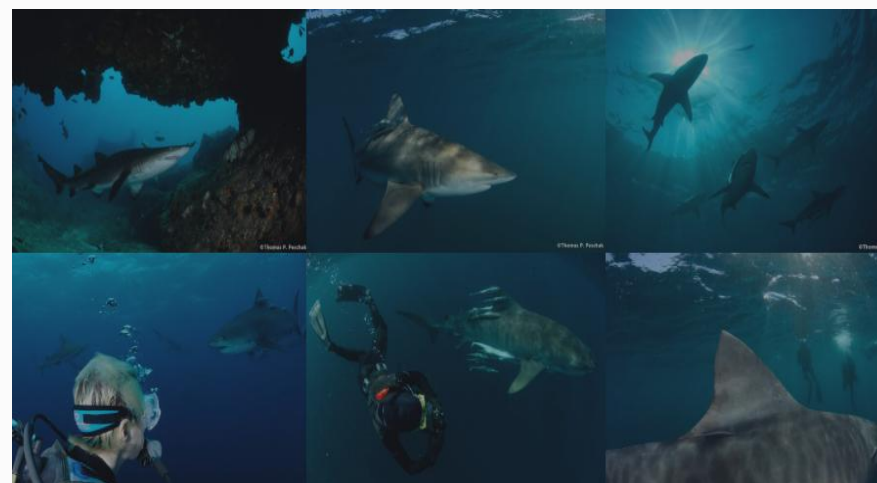
14.2.2. N2/R612 LIGHT INDUSTRIAL AND LOGISTICS ZONE — UMZINTO

The N2/R612 interface at Umzinto is the single most significant economic development opportunity in the municipality. Located within approximately 80 kilometres of Durban Harbour with direct national road access, it is positioned to attract investment that is complementary to eThekweni's metropolitan economy rather than competing with it. This interface is designated as a light industrial and logistics zone with the following specific permitted use categories: agri-processing facilities and cold storage warehousing; motor trade showrooms and service centres; regional commercial retail in the furniture, building materials, and farm supply sectors; business park office development; and logistics and freight support services. The zone boundary, design standards, and development conditions are to be specified in the proposed Umzinto Urban Design Framework (LED-13) within the first three years of this SDF adoption.

14.2.3. IFAFA INDUSTRIAL PARK — N2/IFAFA INTERCHANGE (LED-06)

The Ifafa Industrial Park is designated as a Strategic Development Area at the N2/Ifafa interchange in Ward 7. It represents a ten-year greenfield industrial development programme providing light industrial premises for investors within a 50-kilometre radius of Durban Harbour. Phase 1 involves land servicing, bulk infrastructure installation, and the development of the first industrial units. The park is linked to a planned provision of approximately 500 rental housing units in the surrounding area to house the workforce. The SDF endorses this project as a catalytic investment and proposes that it be given a formal Strategic Development Area designation in the Single Land Use Scheme to streamline development applications and provide investor certainty.

14.2.4. SCOTTBURGH ALI WAL SHOAL TOURISM HUB



Scottburgh's beachfront tourism product is the municipality's most visible economic asset but the Aliwal Shoal Marine Protected Area — located approximately nine kilometres offshore and one of KwaZulu-Natal's most significant dive tourism attractions — is inadequately captured in the existing visitor economy. The SDF proposes the development of a Scottburgh Aliwal Shoal Tourism Hub as a medium-term catalytic investment: a waterfront precinct integrating dive charter operations, marine interpretation, tourist accommodation, and food and beverage retail. This is to be developed through a public-private partnership facilitated through EDTEA's tourism investment programme. The hub's footprint, design standards, and ICMA compliance requirements are to be specified in the Scottburgh CBD and Waterfront Precinct Local Area Plan.

14.2.5. SOUTH COAST ECO-TOURISM CIRCUIT

The five coastal tourism nodes south of Scottburgh — Mtwalume, Sezela, Ntshenkombu, Bazley, and Elysium — are designated collectively as the South Coast Eco-Tourism Circuit. The circuit is anchored by the Aliwal Shoal MPA and Vernon Crookes Nature Reserve and is connected by the R102 Coastal Tourism Spine. A coastal trail and consistent tourism wayfinding and signage system are proposed as the physical circuit linking elements. EDTEA tourism infrastructure grants are the primary funding mechanism for circuit branding and access infrastructure.

14.2.6. AGRO-PROCESSING CLUSTER

The inland agricultural zone west of the P197/3 corridor presents a significant agro-processing opportunity grounded in the existing sugarcane, horticulture, and smallholder farming base. The SDF proposes the spatial identification and development of an agro-processing cluster linked to the

Ugu Agri-Park programme, providing pack-house facilities, cold storage, and market linkage infrastructure for smallholder producers. The cluster is to be located in proximity to Umzinto or Kenterton where road access and water supply can be confirmed, and its development is to be linked to the P197/3 corridor upgrading programme described in Strategy 3.

14.2.7. UMZINTO/KENTERTON RURAL AGRICULTURAL MARKET

Umzinto/ Kenterton is proposed as the location for a rural agricultural market facility — a first-principles spatial proposal grounded in the finding that smallholder produce in the inland areas has no pack-house, storage, or market linkage infrastructure. The facility is to be designed to EPWP standards, operated through a co-operative arrangement, and linked to the Ugu Agri-Park extension services programme. It is to be co-located with Umzinto/ Kenterton Rural Services Cluster described in the node table below.



Umdoni LM

Umzinto

**Feasibility Study and Business Plan
For Agro-Processing Hub Precinct**

Legend

- Places
-  National Road
-  Provincial Road
-  District Road
-  Local Road
-  Cadastral
-  Agro-Processing Hub Precinct
-  Umzinto Industrial Node



Map 93: Agro-Processing Hub Precinct



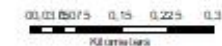
Umdoni LM

Proposed Ifafa Industrial Park

Remainder of Portion 1 of the Farm Elysium No. 15582

Legend

- Places
- National Road
- Provincial Road
- District Road
- Local Road
- KZN Rivers
- ▨ Proposed Ifafa Industrial Park
- Cadastral



Map 94: Proposed Ifafa Industrial Park





Umdoni LM

Umzinto
Industrial Areas

Upgrade of the industrial area in
Umzinto Lot 154

Legend

- Places
-  National Road
-  Provincial Road
-  District Road
-  Local Road
-  Umzinto Lot 154









Umdoni LM

Umzinto
Industrial Areas

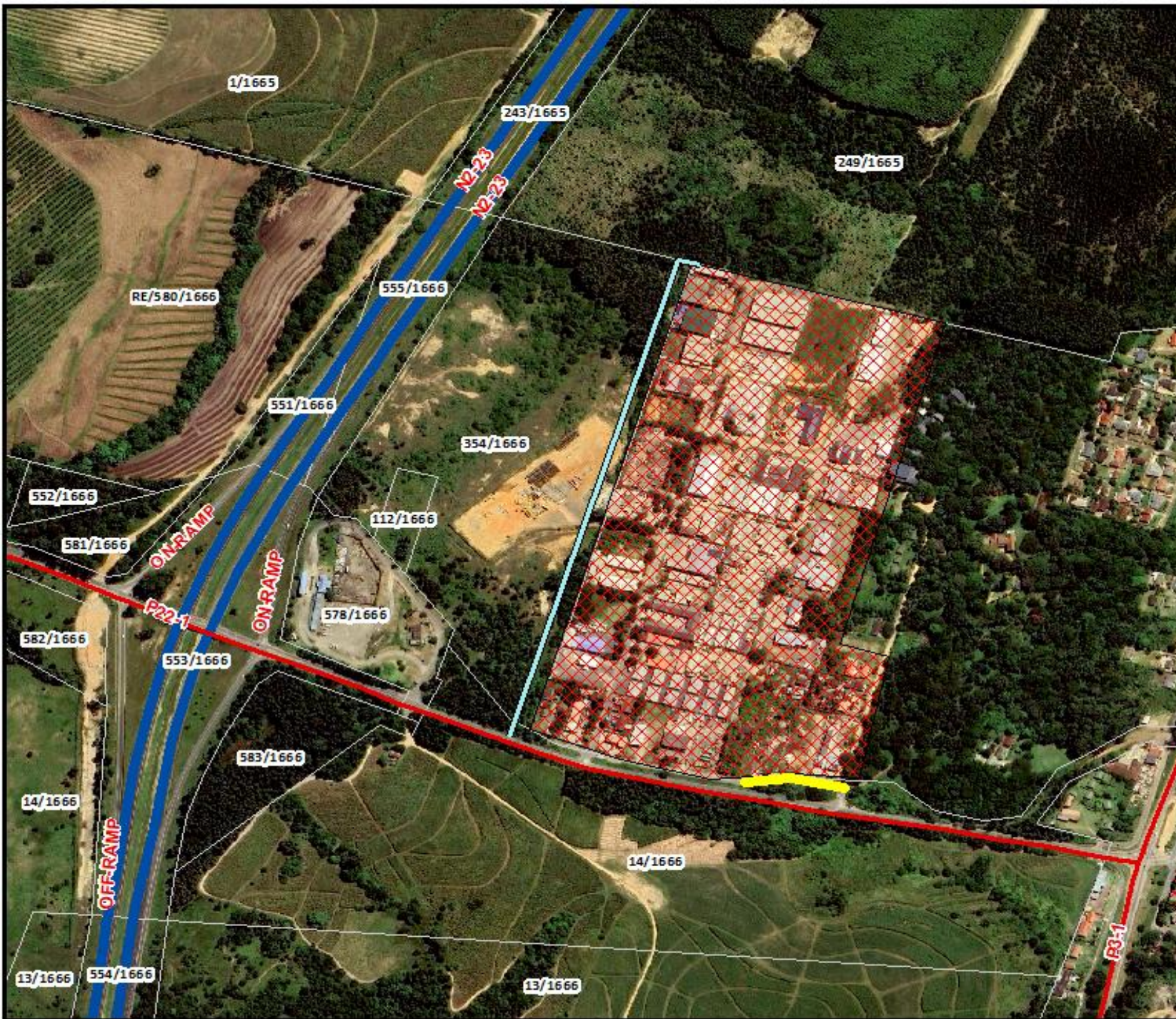
Facilitate industrial expansion in Lot No. 7
Umzinto

Legend

- Places
-  National Road
-  Provincial Road
-  District Road
-  Local Road
-  Lot No.7 Umzinto



Map 96: Lot No. 7 Umzinto Industrial Expansion Area

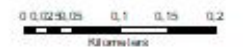


Umdoni LM

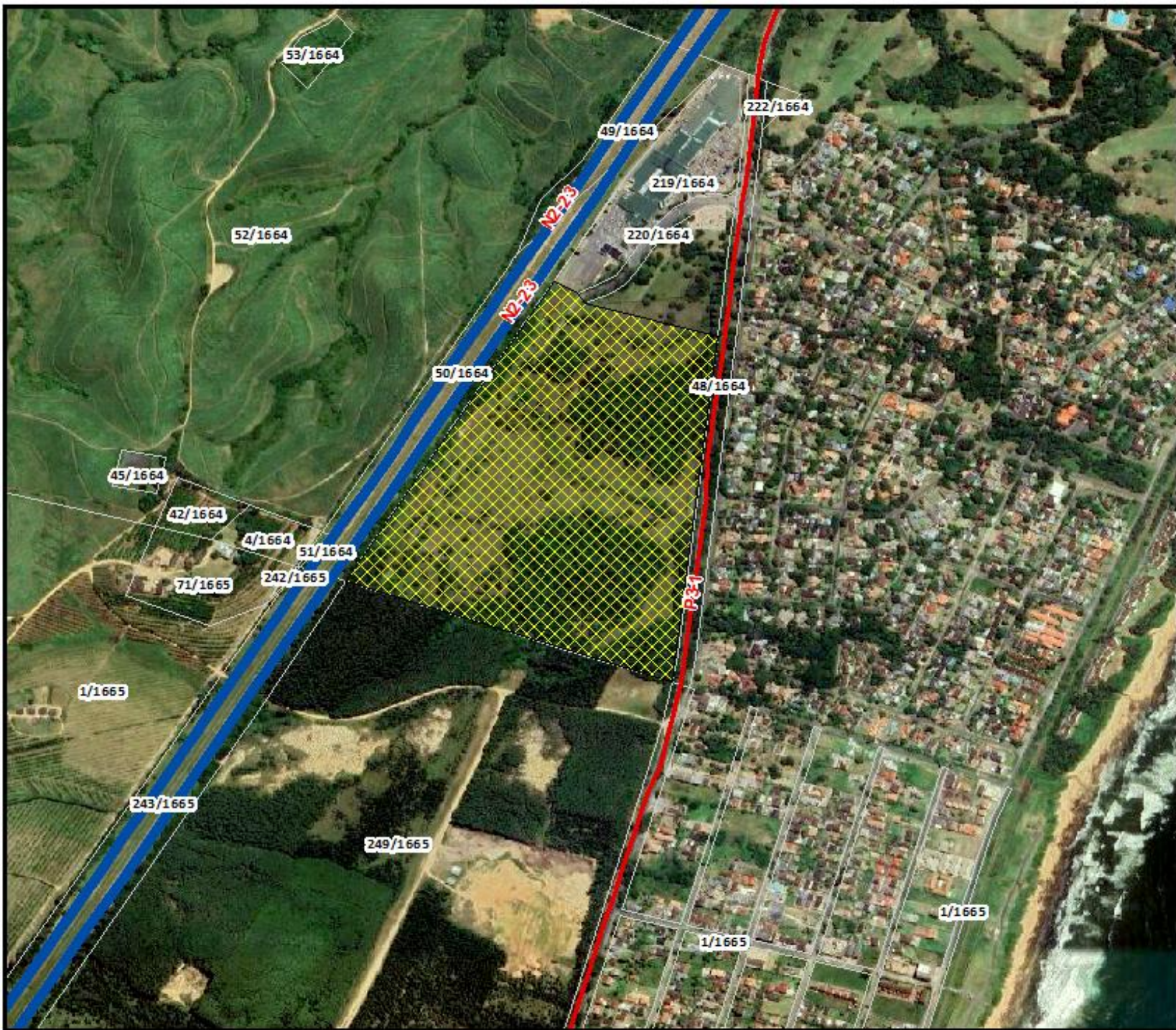
Park Rynie
Industrial Node

Legend

- Places
- Construction of Alternative Access Route
- Road Resurfacing
- National Road
- Provincial Road
- District Road
- Local Road
- KZN Rivers
- ▨ Park Rynie Industrial Node
- ▭ Cadastral
- ▭ Umdoni LM
- ▭ Local Municipalities



Map 97: Park Rynie Industrial Node



Umdoni LM
Industrial Sector Plan

Feasibility study for new industrial site in Scottburgh

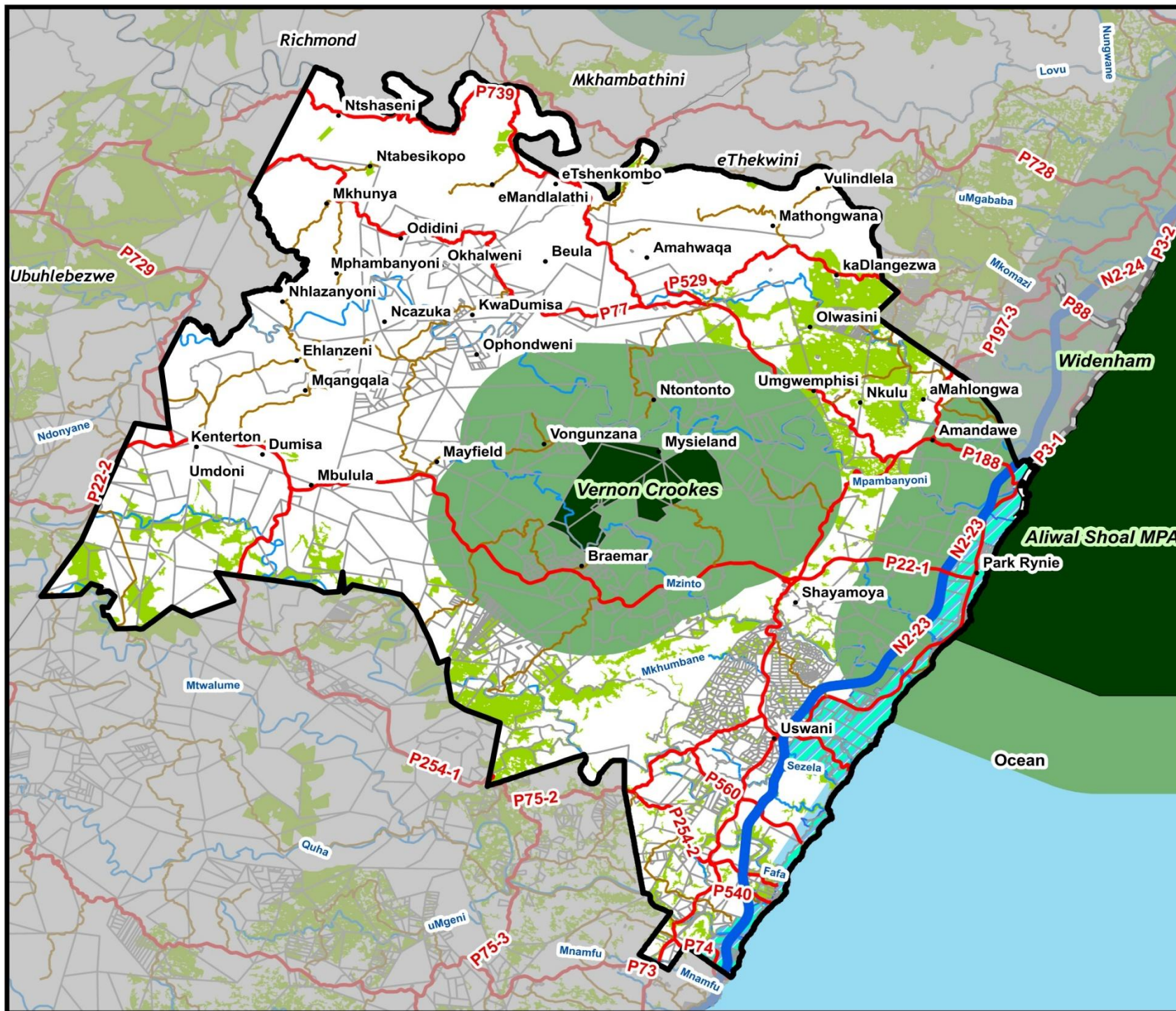
Legend

- Places
- National Road
- Provincial Road
- District Road
- Local Road
- KZN Rivers
- ▨ Proposed Industrial Node
- Cadastral

AREA= 29.19 Ha



Map 98: Feasibility Study for New Industrial Site in Scottburgh



Umdoni Local Municipality

Aliwal Shoal MPA and Eco-Tourism Circuit

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Eco-Tourism Circuit
- Protected Areas
- 5km Protected Area Buffer
- KZN CBA Irreplaceable
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/ Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 99: Alwal Shoal MPS and Eco-Tourism Circuit

14.2.8. COMPACT DEVELOPMENT AND INFILL

The SDF's primary land supply strategy for the coastal urban belt is the intensification of development within existing nodes rather than outward expansion into environmentally sensitive or agriculturally protected areas. This sub-strategy identifies the specific infill and densification zones by name and precinct within each coastal node.

In Scottburgh, the primary infill zones are the CBD backland parcels around the main commercial strip where fragmented ownership, vacant plots, and underutilised commercial buildings offer mixed-use redevelopment potential; the residential areas within the urban edge where subdivision of oversized erven and backyard rental formalisation can increase density without requiring new bulk infrastructure; and the hospital precinct surrounds where health-aligned commercial and accommodation uses are proposed. In Umzinto, the mixed-use intensification zone along the N2 frontage and the CBD core is the primary infill target, with specific attention to the informal trading areas and the vacant land between the Bus Rank and the Traditional Healers Market precinct. In Park Rynie, the industrial strip along the R612 approach is the primary intensification zone for industrial uses, and the beachfront residential area offers backyard rental and subdivision potential. In Pennington, infill is constrained by the adjacent Protected Agricultural Area boundary and the environmental sensitivity to the east — densification is limited to the existing residential footprint through subdivision and backyard rental formalisation only.

14.2.9. LAND RELEASE AND DEVELOPMENT PROGRAMME

In addition to coastal node infill, the SDF identifies a set of fallow land and old-field reactivation areas in the inland rural zone as the primary additional

land supply for housing over the medium to long term. These areas cover approximately 16,141 hectares of fallow land and old fields across the municipal area, of which approximately 800 hectares are estimated to be proximate to existing nodes and infrastructure, not classified as CBA or threatened ecosystem, and not under active agriculture — making them appropriate for managed development.

The four priority fallow land release areas are: Dududu (approximately 200 hectares in the vicinity of the Dududu secondary node, to be released progressively as water supply and road access thresholds are confirmed); Nqabeni (approximately 150 hectares, to be screened for environmental constraints before any release); Beula (approximately 180 hectares, located within proximity of the Dumisa road corridor); and Ophondweni (approximately 100 hectares, lying along the inland agricultural zone). For each release area, the SDF requires environmental screening before any development application proceeds, confirmation of water supply extension from UGU District Municipality, and a gravel road access standard of at minimum all-weather passability as a precondition for development approval.

No development applications on these sites will receive SDF endorsement until the environmental screening is complete, the water supply threshold is confirmed in writing by UGU District Municipality, and the access road standard is confirmed as meeting the all-weather threshold.

14.2.10. SUSTAINABLE AND INCLUSIVE HUMAN SETTLEMENTS

Umdoni's housing backlog stands at 8,176 units (24.72% of all households), concentrated in traditional dwellings (5,734 units), informal backyard structures (884 units), and informal settlements (1,462 units) — all

disproportionately located in unserviced rural and peri-urban areas. By 2046 the municipality must accommodate approximately 98,591 low-income housing units (requiring approximately 1,775 hectares), 11,657 middle-income units (requiring approximately 350 hectares), and 2,785 high-income units (requiring approximately 70 hectares).

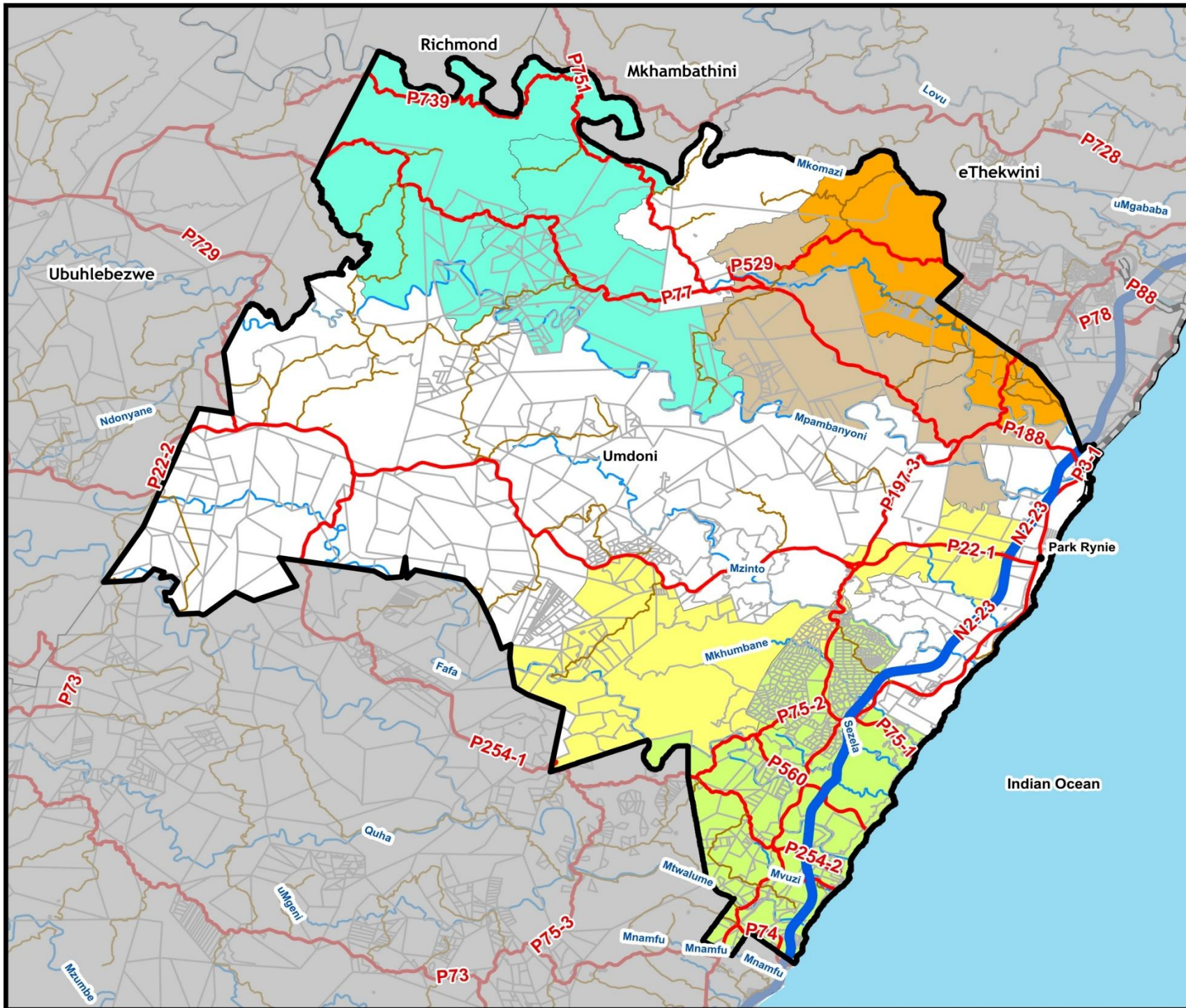
The following housing projects are programmed in the CEF and constitute the short-to-medium term housing delivery baseline for the SDF:

- Vulamehlo Rural Housing Project — Wards 1 and 2 (HSG-01): 2,000 rural housing subsidy units; 1,532 completed to date; outstanding units being completed by appointed contractor.
- Malangeni Rural Housing Project Phase 2 — Wards 7, 8, 9, and 11 (HSG-02): 500 units in Nkombo and Mafithini; 483 completions achieved; contractor completing final units.
- Amahlongwa Rural Housing Project Phase 2 — Wards 16 and 18 (HSG-03): 300 units in Zembeni, Danganya, Nsongeni, and Gqolweni; contractor completing following breach resolution.
- Amandawe/KwaCele Rural Housing Project — Wards 14, 16, 17, 18, and 19 (HSG-04): 600 units; contractor on site from December 2023.
- Ifafa Glebe Rehabilitation Project Phase 1 — Wards 7, 8, and 9 (HSG-05): 300 rectification units; includes 70-unit OSS component in Ward 18.
- Vulamehlo 8, 9 and 10 Rural Housing Project Phase 2 — Ward 6 (HSG-06): 500 units in Mistake Farm and Mysie Land; tripartite agreement signed.

- Long-Term Planned Rural Housing — All Remaining Wards (HSG-07): phased rural subsidy delivery across all wards to 2044; Ward 5 (3,420 units), Ward 6 (3,650 units), Ward 19 (4,410 units) represent the largest ward-level demands.

14.2.10.1. RELOCATION OF AT-RISK HOUSEHOLDS

Eighty-seven households are located within hydrological features including floodlines and wetlands, and 6,463 households are located on slopes steeper than 1:3. These households face immediate structural and environmental risk and constitute a priority relocation programme. The SDF requires that receiving sites for the 87 households in hydrological features be identified in the relevant ward-level incremental upgrading plans, and that construction-standard slope assessments be conducted for the most at-risk households on steep slopes before any in-situ upgrading investment is committed. Receiving sites must be within reasonable walking distance of the original settlement, not within any environmental constraint designation, and must have confirmed water supply and access.

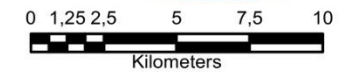


Umdoni Local Municipality
Human Settlement Development Areas

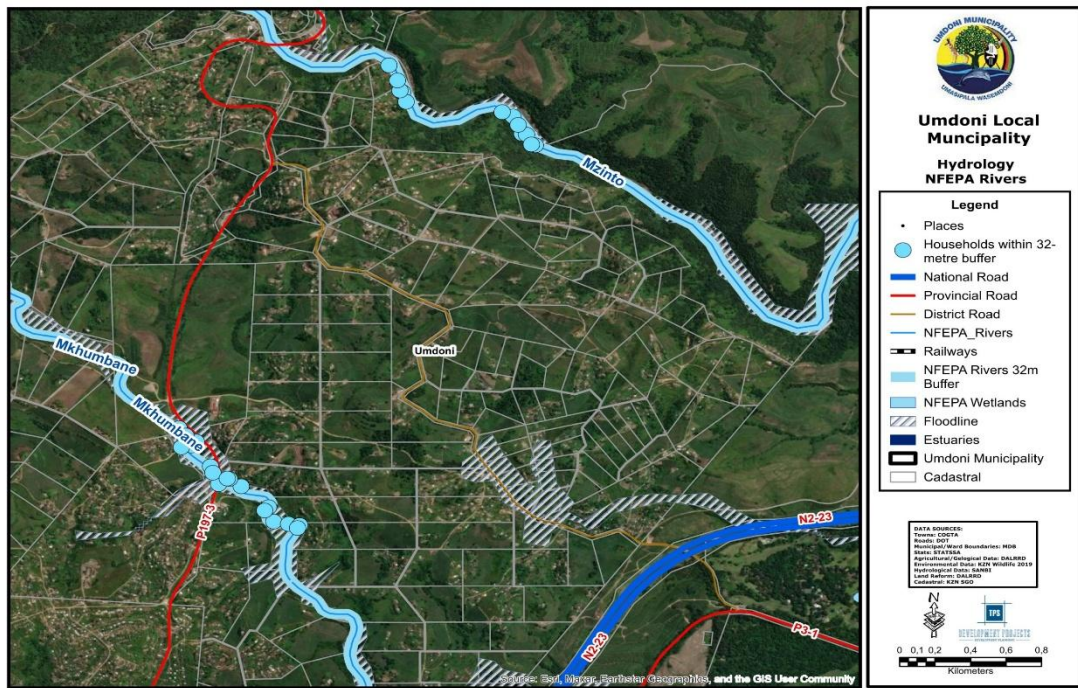
Legend

- Places
- National Road
- Provincial Road
- District Road
- Railways
- NFEPA_Rivers
- Umdoni Municipality
- Cadastral
- Ifafa Glebe
- Rehabilitation Project Phase 1 (HSD-05)
- Amandawe/KwaCele RHP (HSD-04)
- Amahlongwa RHP Phase 2 (HSD-03)
- Malangeni RHP Project Phase 2 (HSD-02)
- Vulamehlo RHP —
- Wards 1 and 2 (HSG-01)

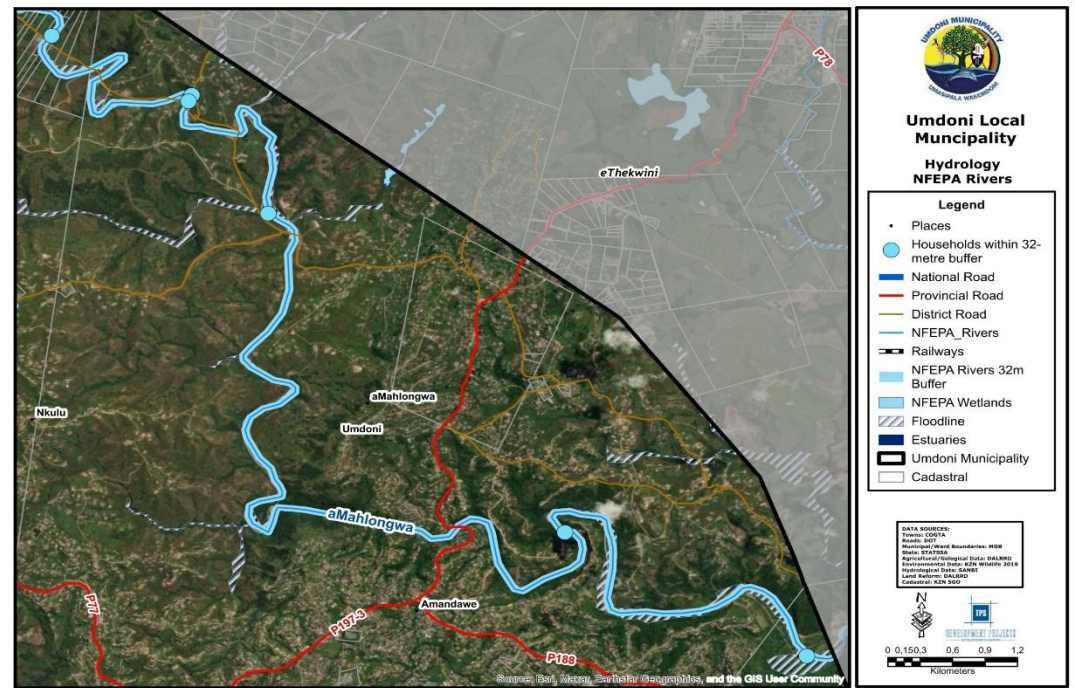
DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDR
 Stats: STATSSA
 Agricultural/Giological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



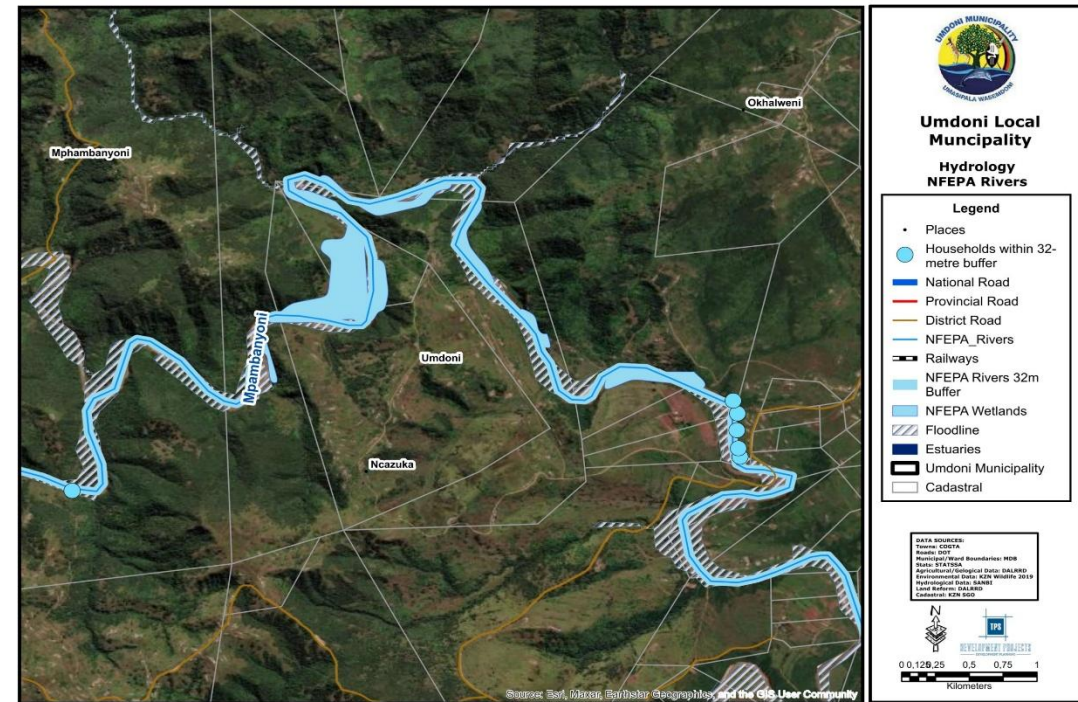
Map 100: Human Settlement Development Areas



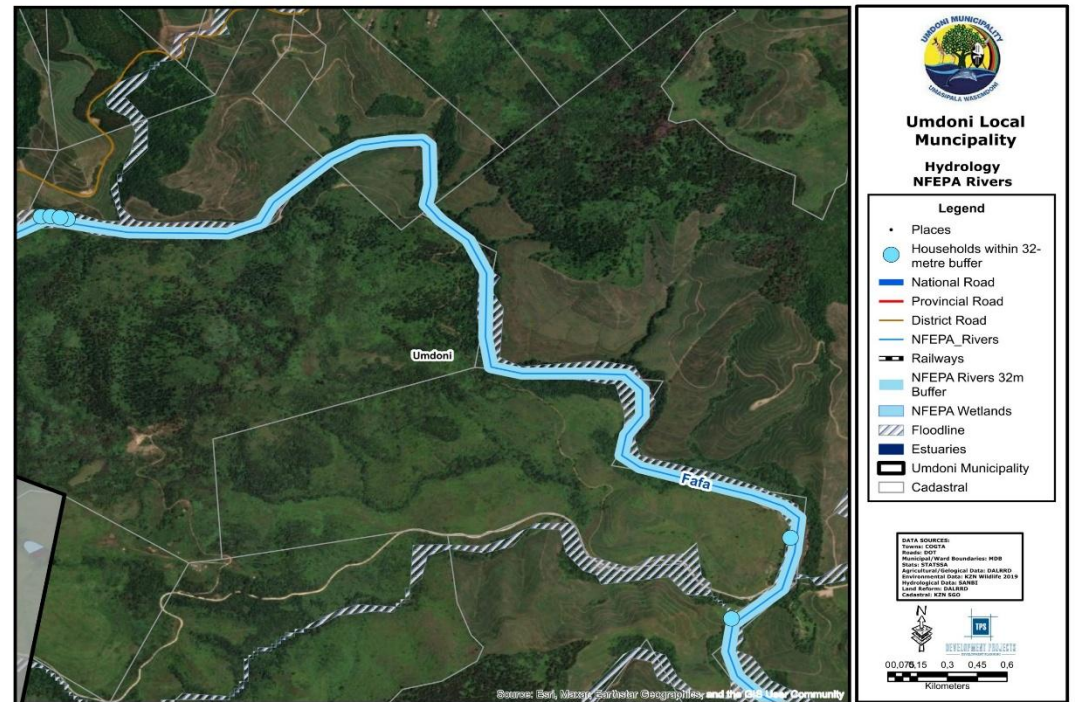
Map 104: Relocation of Households in Hydrological Areas Frame 1



Map 103: Relocation of Households in Hydrological Areas Frame 2



Map 102: Relocation of Households in Hydrological Areas Frame 3



Map 101: Relocation of Households in Hydrological Areas Frame 4

14.2.11. AREAS FOR LOCAL PLANS AND TARGETED FUTURE SHORTENED DEVELOPMENT AREAS

SPLUMA Section 12(1)(k) requires the SDF to designate areas in which more detailed Local Plans must be prepared. This designation gives legal status to subsequent Local Plan requirements and enables the Municipal Planning Tribunal to require a Local Plan as a condition of development approval in designated areas. The following areas are formally designated as requiring Local Area Plans within the timeframes specified.

Table 59: Areas for Local Area Plans and Shortened Development Procedures

LOCAL PLAN AREA	PLAN TYPE	PRIORITY PERIOD	KEY PLANNING ISSUES	RESPONSIBLE PARTY
Scottburgh CBD and Waterfront Precinct	Precinct Plan / Urban Design Framework	Year 1–3 (2025–2028)	Urban edge; Aliwal Shoal Tourism Hub; hospital health economy precinct; public transport interchange; traffic management; parking; beachfront tourism product upgrade	Umdoni LM Planning
Umzinto Urban Design Framework	Urban Design Framework (statutory)	Year 1–3 (2025–2028)	Mixed-use intensification zone; N2/R612 industrial zone boundary; informal settlement management; stormwater dependency (INF-09); Bus Rank layout; Traditional Healers Market integration	Umdoni LM / COGTA support
Dududu Local Area Plan	Local Area Plan	Year 2–4 (2027–2030)	Node boundary and scheme zone schedule; bulk infrastructure threshold as development precondition; civic facility co-location; incremental upgrading interface	Umdoni LM
Pennington Eco-Tourism Precinct Plan	Precinct Plan	Year 2–4 (2027–2030)	Urban edge; ICMA compliance framework; short-term accommodation controls; PAA buffer management; golf estate interface	Umdoni LM / DFFE

LOCAL PLAN AREA	PLAN TYPE	PRIORITY PERIOD	KEY PLANNING ISSUES	RESPONSIBLE PARTY
Ocean View Informal Settlement Upgrade Plan	Upgrade Framework Plan	Year 1–3 (2025–2028)	Settlement consolidation; service installation sequencing; relocation of at-risk households; tenure status; long-term land use designation	Umdoni LM / DLALR
Asoka Heights Growth Management Plan	Growth Management Plan	Year 2–5 (2027–2031)	Development edge; environmental interface management; infrastructure triggering conditions; formalisation approach	Umdoni LM
Bazley Beach Coastal Node Plan	Coastal Node Management Plan	Year 3–5 (2028–2031)	ICMA setbacks; maximum development footprint and intensity; access road upgrade requirement; environmental constraint mapping	Umdoni LM / DFFE
Industrial Development Precinct Plan	Special Development Area Plan	Year 1–5 (2025–2026) (Already in progress)	Industrial zone layout; workforce housing interface; N2 access design; environmental screening; bulk services sequencing	Umdoni LM
Hazelwood Growth Management Plan	Growth Management Plan	Year 3–6 (2028–2032)	Informal settlement / agricultural land boundary interface; stormwater risk management; service installation threshold	Umdoni LM

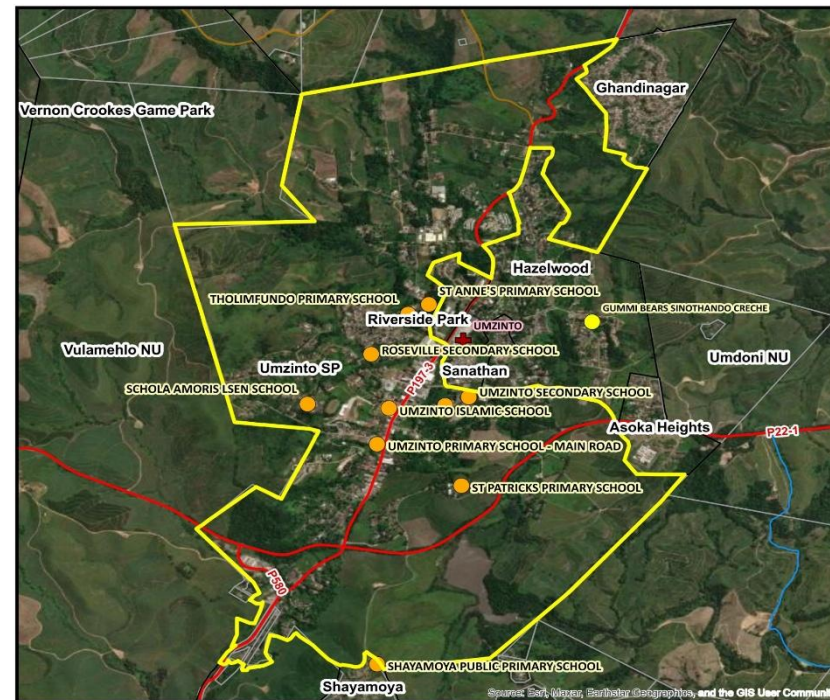


Map 108: Asoka Heights High Growth Pressure Area

Map 107: Bazley Beach High Growth Pressure Area



Map 106: Pennington High Growth Pressure Area



Map 105: Umzinto High Growth Pressure Area

14.2.12. SETTLEMENT INTEGRATION AND HIERARCHY STRENGTHENING

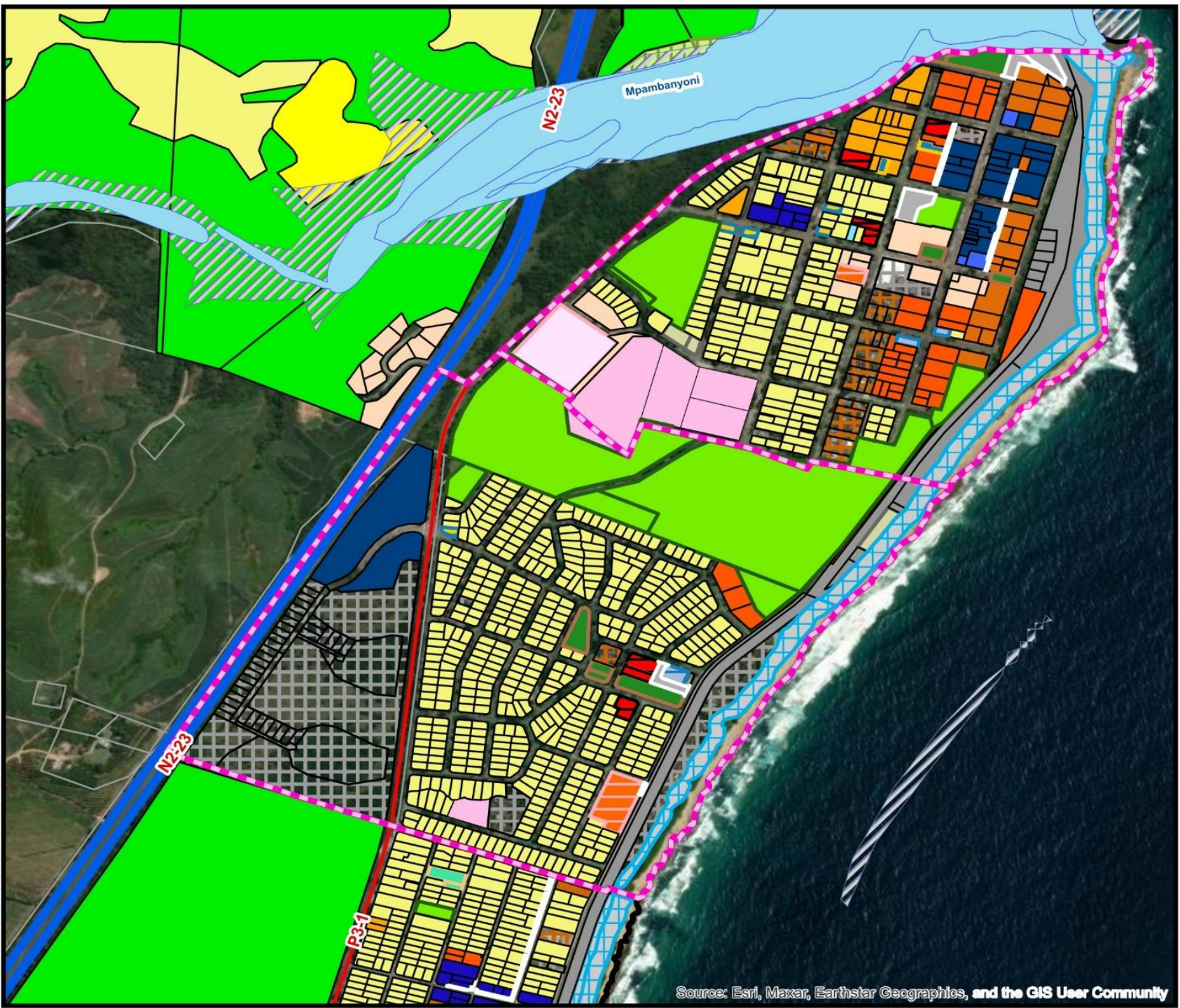
The following node portfolios describe the existing spatial structure, key planning challenges, and specific upgrade proposals for each node in the Umdoni settlement hierarchy. Each portfolio is presented in a two-column format: the left column describes the node’s existing role and challenges; the right column lists the specific, spatially located upgrade proposals with CEF cross-references and responsible agencies. Each node table is followed by two map placeholders: the first showing the urban edge and spatial proposals at node scale; the second showing the development strategy linked to the CEF.

14.2.12.1. SCOTTBURGH MUNICIPAL DEVELOPMENT NODE

Table 60: Scottburgh Municipal Development Node Upgrade Proposals

SCOTTBURGH: EXISTING SPATIAL STRUCTURE AND CHALLENGES	SCOTTBURGH MUNICIPAL DEVELOPMENT NODE UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>Scottburgh is the primary urban node of Umdoni, hosting GJ Crookes Regional Hospital (the largest single employer in the municipality), the primary coastal tourism product (beachfront, tidal pool, campsite), the municipal administrative centre, and the dominant retail and commercial node serving the southern coastal belt.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • CBD vacancy and underutilisation of commercial properties along the main commercial strip • CBA Optimal areas to the west and Scottburgh-Umzinto PAA (6,885 ha) to the south and inland constrain outward expansion • WTW operating at or near full capacity limits intensification • Scottburgh Clinic spatially divorced from GJ Crookes Hospital, creating healthcare service inefficiency. 	<p>Urban edge formalised at the current extent of zoned residential and commercial land. No expansion approved into CBA Optimal or Scottburgh-Umzinto PAA-designated land. Within the edge, mixed-use intensification, CBD infill, and high-density residential development are endorsed.</p> <ul style="list-style-type: none"> • Beach Pavilion refurbishment (LED-01): full structural repair, electrical upgrade, ablution replacement, and aesthetic improvement. Completion by 2027. Primary tourism asset reinvestment. • Crafters Market formalisation (LED-03): trading stalls, roofing, ablutions, electricity, and signage. Supports local artisan and informal economy programme. • Beach Swimming Pool upgrade (SF-26): structural repair, filtration system replacement, tiling, safety infrastructure. Critical recreation and tourism retention asset. • Beach Campsite upgrade — Phases 1 and 2 (SF-28): ablution upgrades, electrical improvements, paving, lighting, signage, landscaping.

SCOTTBURGH: EXISTING SPATIAL STRUCTURE AND CHALLENGES	SCOTTBURGH MUNICIPAL DEVELOPMENT NODE UPGRADE PROPOSALS
<ul style="list-style-type: none"> • Aliwal Shoal MPA (approx. 9 km offshore) generates visitor traffic that passes through Scottburgh without adequate economic capture. • Informal crafters market and public transport facilities unstructured; pedestrian-vehicle conflict at taxi rank. 	<p>Revenue-generating asset to be maintained at tourism-competitive standard.</p> <ul style="list-style-type: none"> • Scottburgh Aliwal Shoal Tourism Hub: PPP-facilitated waterfront precinct integrating dive charter operations, marine interpretation, tourist accommodation, and food and beverage retail. Medium-term catalytic investment; facilitated through EDTEA. Footprint and design standards to be specified in Local Area Plan. • GJ Crookes Hospital health economy cluster: clinic relocation to hospital precinct (SF-06); allied health services commercial zone; health-aligned accommodation. Health Economy Precinct designation in Local Area Plan. • Public transport interchange (INF-08): Scottburgh Taxi Rank formalisation; passenger shelters; ablutions; formal pedestrian linkage to beachfront; wayfinding system. • Library upgrade and expansion (SF-08): ICT facilities, additional reading and study space, improved disability access. • GJ Crookes Hospital pedestrian infrastructure improvements (SF-09): pathways, lighting, safe crossing points. • Humberdale Road upgrade gravel to asphalt (INF-46): brings road to urban-suburban standard; supports amenity of surrounding area. • Scottburgh CBD and Waterfront Precinct Local Area Plan: commission by 2027; must include traffic management framework, urban edge confirmation, health economy precinct designation, and Aliwal Shoal Tourism Hub feasibility and footprint.



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

Scottburgh Urban Edge

Legend

- National Road
- Provincial Road
- Scottburgh Urban Edge
- Infill Development Areas
- Amenity Reserve (Reservation of Land)
- Cemetery
- Core Mixed Use
- Education
- Health and Welfare
- High Density Residential 1
- High Density Residential 2
- High Density Residential 3
- Institution
- Low Impact Mixed Use 1
- Medium Density Residential 1
- Medium Density Residential 2
- Medium Impact Mixed Use
- Mixed Use Office
- Multi-Purpose Retail
- Municipal and Government
- New Roads and Widening of Existing Roads (Reservation of Land)
- Passive Open Space
- Petrol Filling Station
- Private Conservation
- Public Parking (Reservation of Land)
- Railways (Reservation of Land)
- Residential Only 1
- Residential Only 3
- River Reserve(Reservation of Land)
- Road Closures (Reservation of Land)
- Special Zone
- Suburban Office
- Urban Agriculture 1
- Utilities Facility
- Worship 2
- Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



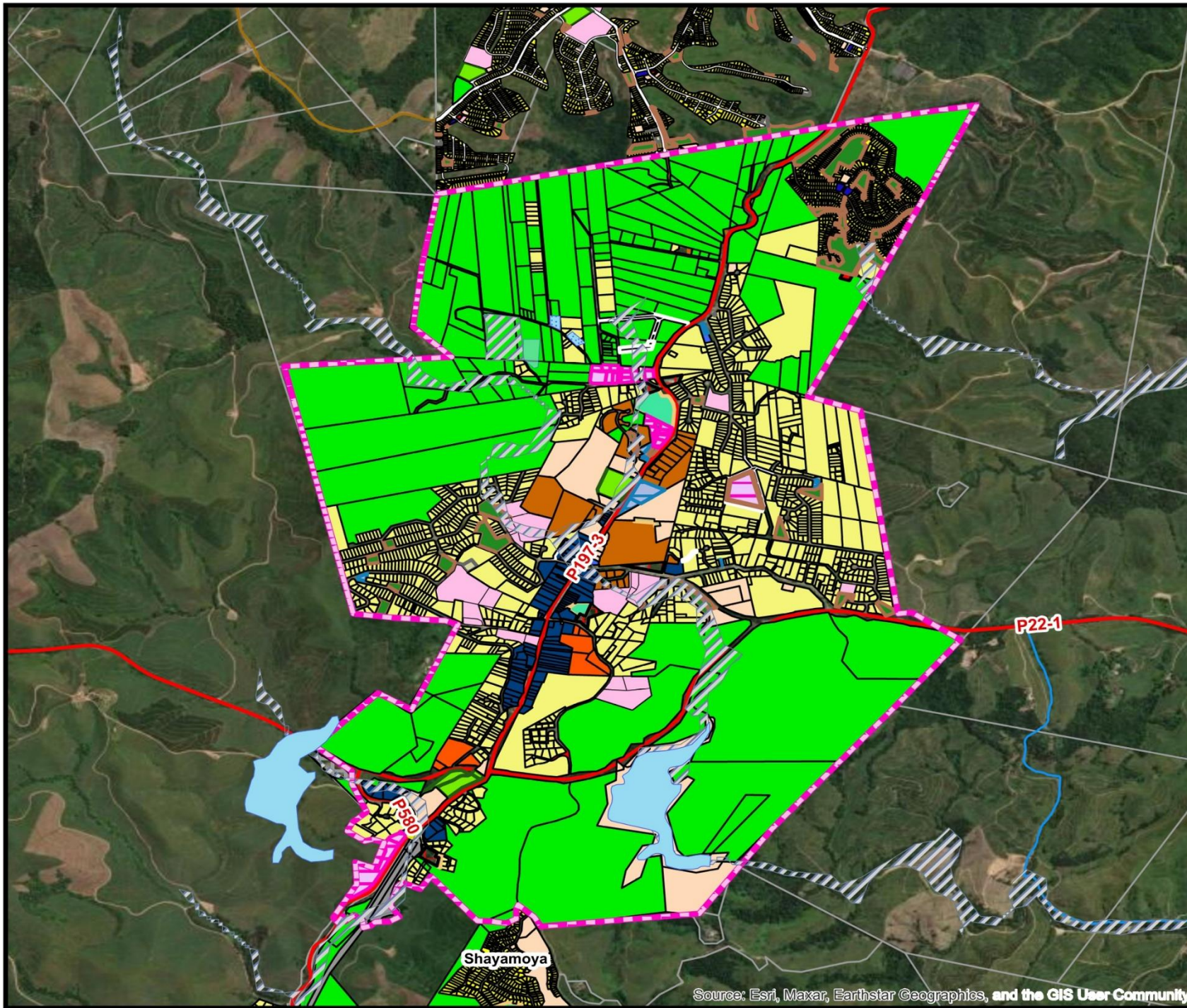
Map 109: Scottburgh Urban Edge

14.2.12.2. UMZINTO COMMUNITY DEVELOPMENT NODE

Table 61: Umzinto Community Development Node Upgrade Proposals

UMZINTO: EXISTING SPATIAL STRUCTURE AND CHALLENGES	UMZINTO COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>Umzinto is the municipality's fastest-growing node and primary inland administrative and commercial service centre. The N2/R612 intersection — approximately 80 km from Durban Harbour — makes it the most nationally accessible economic development location in Umdoni and the primary target for light industrial and logistics investment.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • Rapid growth without an adopted Urban Design Framework; precinct management lagging behind development pressure • Settlement expansion on privately owned farmland at the urban edge • Stormwater flooding in CBD and residential areas during heavy rainfall events (INF-09 required). • Bus Rank and Traditional Healers Market operating informally without planning framework or amenity infrastructure. • No formal urban edge designation in current planning scheme — incremental rezoning on the fringe is occurring without reference to a spatial framework. • Wastewater treatment capacity constrained; no WWTW infrastructure serving inland areas. 	<ul style="list-style-type: none"> • N2/R612 Light Industrial and Logistics Zone: formally designated with specific permitted uses — agri-processing, cold storage, motor trade, regional commercial (furniture, building materials, farm supplies), and business park office development. Zone boundary to be determined in Urban Design Framework. EDTEA to be engaged for investor recruitment programme. • Umzinto Urban Design Framework (LED-13): commission and adopt as statutory instrument by 2028. Must resolve: CBD intensification zone and design standards; N2/R612 industrial zone boundary; informal trading layout and Bus Rank design; stormwater infrastructure dependency; urban edge and fringe growth management; Traditional Healers Market integration as heritage-commercial precinct. • Stormwater infrastructure — detention and retention pond system (INF-09, R15 million): prerequisite for CBD densification approvals; must be commissioned before development applications above existing approved density are processed in the CBD catchment area. • Informal trader stalls (LED-04): structured trading infrastructure in CBD core — shade structures, storage, water connection, electricity, ablutions. • Umzinto CBD Revitalisation — streetscaping, lighting, and entrance features (LED-13 programme): public realm upgrade to improve the commercial environment and attract private sector reinvestment.

UMZINTO: EXISTING SPATIAL STRUCTURE AND CHALLENGES	UMZINTO COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
	<ul style="list-style-type: none"> • Umzinto Sports Field Phase 3 upgrade (SF-18): playing surfaces, drainage, spectator facilities, security lighting, fencing. • Waste Transfer Station (INF-18): site in Ward 12 or 13 area; operational by 2029 at the latest; prerequisite for managing the Humberdale Landfill capacity crisis (July 2027 deadline). • Pedestrian walkways along key local roads (INF-40 Ward 10 component; DoT advocacy for provincial routes INF-39). • Urban edge to be set in Urban Design Framework at boundary that protects the Scottburgh-Umzinto PAA from further residential encroachment.



Umdoni Local Municipality

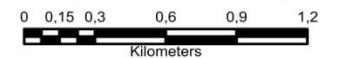
Umzinto Urban Edge

Legend

- Provincial Road
- District Road
- Umzinto Urban Edge
- Infill Development Areas
- Approximate Position of Future New Roads (Reservation of Land)
- Cemetery
- Core Mixed Use
- Education
- Existing Roads (Reservation of Land)
- High Density Residential 2
- Light Industry 2
- Medium Density Residential 1
- Medium Density Residential 2
- Medium Impact Mixed Use
- Multi-Purpose Retail
- Municipal and Government
- New Roads and Widening of Existing Roads (Reservation of Land)
- Passive Open Space
- Petrol Filling Station
- Railways (Reservation of Land)
- Residential Only 1
- Residential Only 3
- Special Zone
- Urban Agriculture 1
- Utilities Facility
- Worship 1
- Worship 2
- Umzinto Lot 154
- Lot No.7 Umzinto
- Lasa Farm
- Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

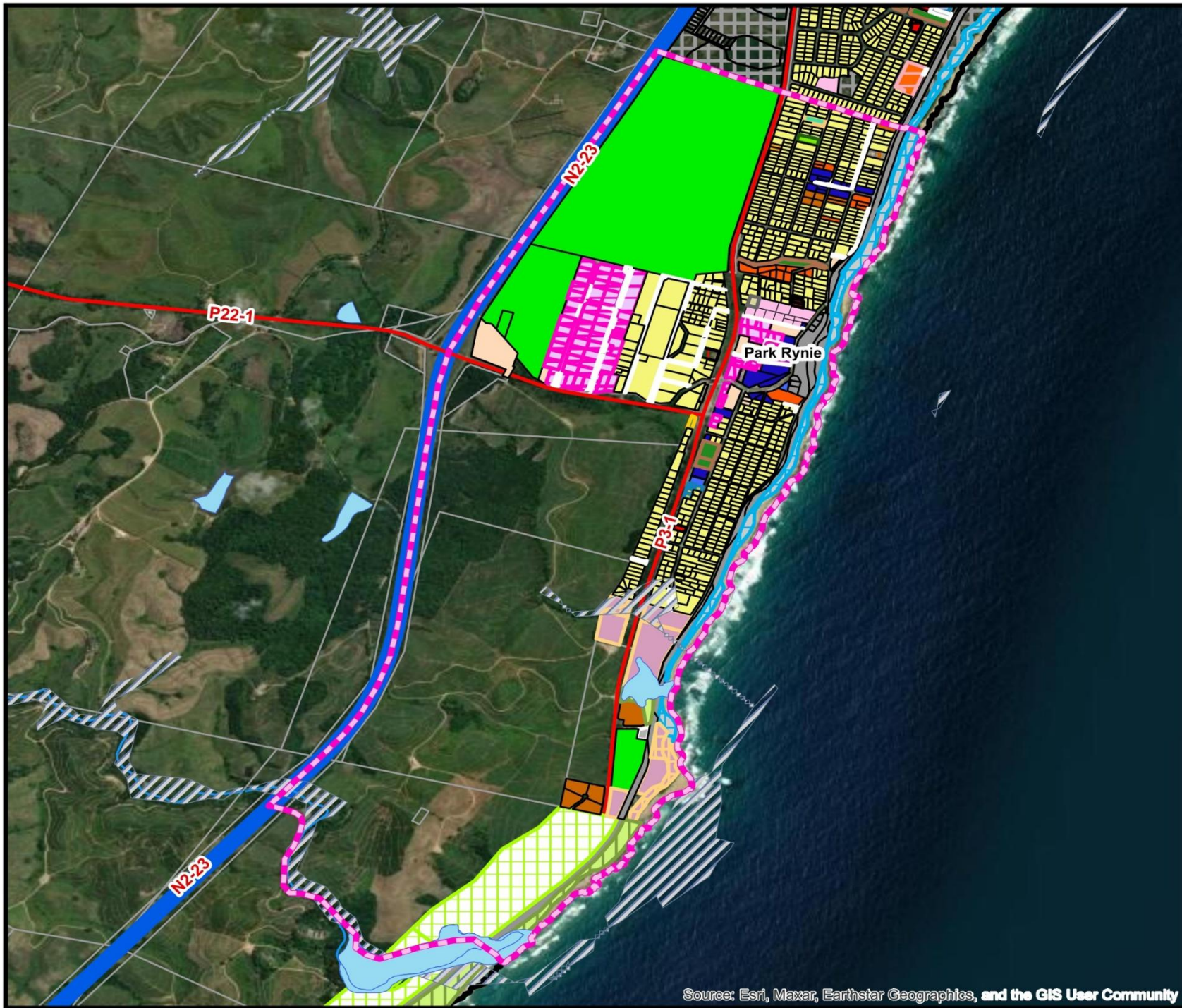
Map 110: Umzinto Urban Edge

14.2.12.3. PARK RYNIE COMMUNITY DEVELOPMENT NODE

Table 62: Park Rynie Community Development Node

PARK RYNIE: EXISTING SPATIAL STRUCTURE AND CHALLENGES	PARK RYNIE COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>Park Rynie is a dual-function secondary node: a coastal recreation and residential node on its eastern side, and a functioning light industrial strip on its western side along the R612 approach. The N2/R612 intersection approximately 6 km inland gives it strong logistics accessibility.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • Industrial strip infrastructure ageing and unattractive — deterring investment retention and attraction • Beach campsite and recreational assets (tidal pool, promenade) require maintenance investment. • Humberdale Road (gravel) creates a dust, access, and drainage problem in an otherwise suburban ward. • No pedestrian walkways on key local roads; child safety hazard near St Francis School. 	<p>Park Rynie is endorsed as Umdoni's primary light industrial node outside of the Umzinto N2/R612 zone. The industrial strip is a recognised economic asset and its upgrading is intended to retain and attract light industrial businesses with N2 corridor accessibility. The recreational and tourism amenity on the eastern side is to be maintained at a competitive standard.</p> <ul style="list-style-type: none"> • Park Rynie Industrial Strip facelift and infrastructure upgrade (LED-07): road resurfacing, stormwater management, signage, lighting, landscaping, and boundary improvements. Investment signal to existing and prospective industrial tenants. • Proposed development of a shopping mall/ retail centre • Park Rynie Promenade enhancement (LED-08 component): promenade improvement, seating, lighting, landscaping — maintains beachfront amenity and visitor appeal. • Beach Campsite maintenance (LED-02, Ward 10): routine maintenance of campsite at Park Rynie/Kelso. • Tidal pool wall repairs (SF-27, Ward 10): structural repair, waterproofing, safety infrastructure. • Pedestrian walkways (INF-40): Payne and Smith Street walkways in the industrial area; Pennington Drive; 2nd Avenue; Cane/Convent Road (St Francis School traffic study to be conducted first).

PARK RYNIE: EXISTING SPATIAL STRUCTURE AND CHALLENGES	PARK RYNIE COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
	<ul style="list-style-type: none">• Humberdale Road upgrade gravel to asphalt (INF-41, Ward 10): upgrade to suburban road standard; reduce dust, improve access and drainage.• N2/R612 activity node designation: the intersection of the N2 and R612 near Park Rynie is designated as a commercial and logistics activity node within the N2 corridor intensification zone



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

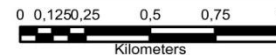
Park Rynie Urban Edge

Legend

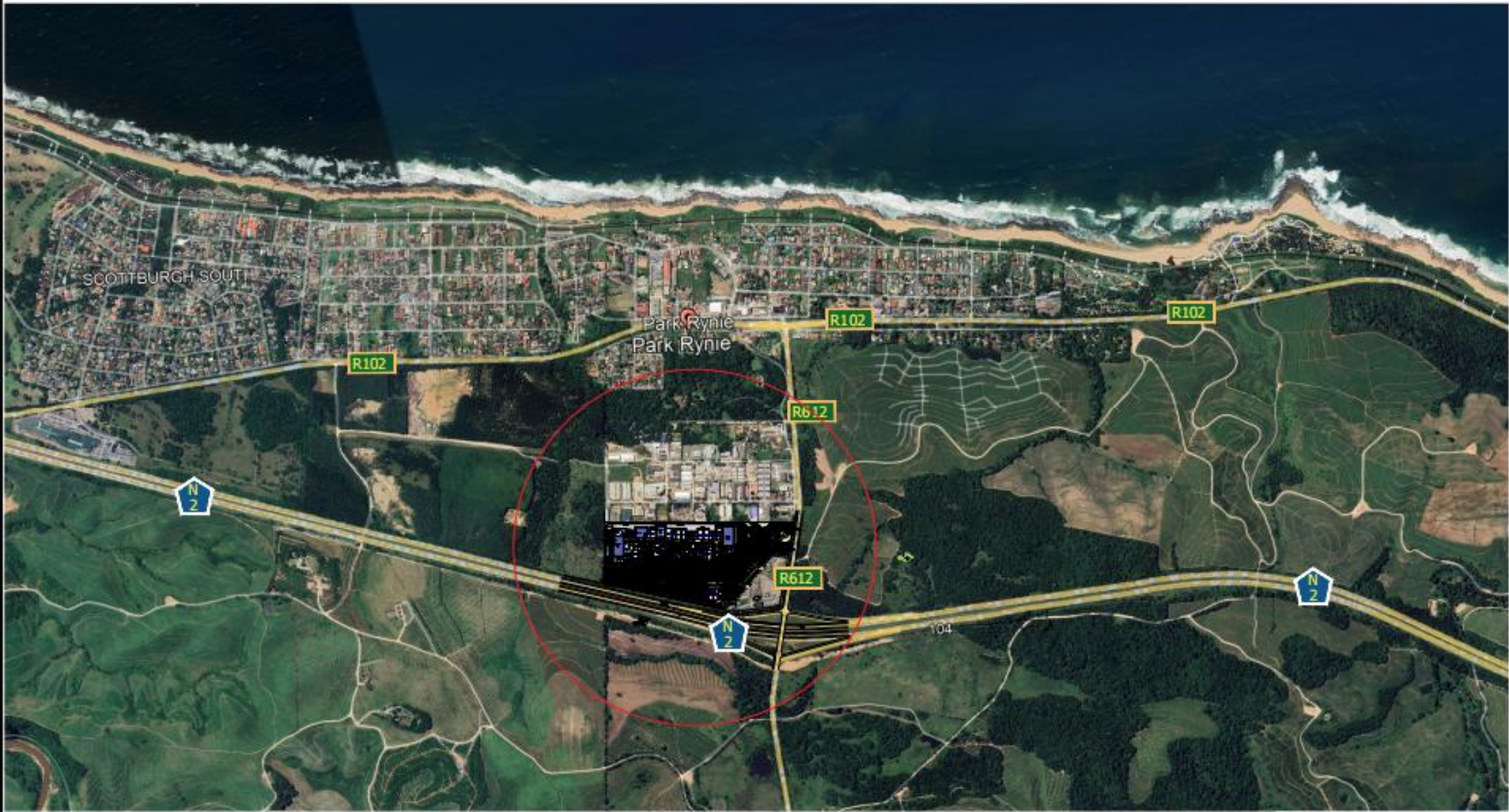
- National Road
- Provincial Road
- Park Rynie Urban Edge
- Infill Development Areas
- Amenity Reserve (Reservation of Land)
- Cemetery
- Eco-Agric-Recreation
- Education
- High Density Residential 2
- High Density Residential 3
- Institution
- Light Industry 2
- Light Industry 3
- Medium Density Residential 1
- Medium Density Residential 2
- Medium Impact Mixed Use
- Mixed Use Office
- Multi-Purpose Retail
- Municipal and Government
- New Roads and Widening of Existing Roads (Reservation of Land)
- Passive Open Space
- Petrol Filling Station
- Private Conservation
- Public Parking (Reservation of Land)
- Railways (Reservation of Land)
- Residential Only 3
- Resort 1
- Resort 5 (Caravan Park)
- Road Closures (Reservation of Land)
- Special Zone
- Suburban Office
- Urban Agriculture 1
- Utilities Facility
- Worship 1
- Worship 2
- Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 111: Park Rynie Urban Edge



MACRO AERIAL

scale 1:7500 REVISIONS 2024-12-04

PARK RYNIE MALL



Parking Calculation:

REQUIRED	
Retail @ 40% (10 200m ²)	2412 Bays
6 bays / 100m ²	
Retail @ 30% (10 000m ²)	200 Bays
2 bays / 100m ²	
Total Bays Required	= 2612 Bays
PROVIDED	
Public Bays	= 2200 Bays
Tenant Bays	= 400 Bays
Total Bays Provided	= 2600 Bays
Excess Bays Provided	= 71 Bays

GLA of Centre:

Shopping Centre -	= 45 360m ²
Drive Thru -	= 440m ²
Showrooms -	= 2681m ²
Filling Station -	= 300m ²
Car Wash -	= 360m ²
Total GLA	= 50 236m²



Park Rynie Mall

Area	GLA (m ²)
Shopping Centre	45 360
Drive Thru	440
Showrooms	2 681
Filling Station	300
Car Wash	360
Total	50 236

Park Rynie Mall

Area	GLA (m ²)
Shopping Centre	45 360
Drive Thru	440
Showrooms	2 681
Filling Station	300
Car Wash	360
Total	50 236

PARK RYNIE MALL

Site Proposal Plan

SCALE - 1 : 750

REV 2

24-06-2025

Client

PROPERTY HOLDINGS

Architect

Greenfield House
51 Ridge rd,
Newmarket 2162
P.O. Box 2229, Houghton 2011

OVERALL GLA
50 264 m²

* This design or layout is intended and attached for illustrative purposes only and should not be regarded as a final design or layout. This design and layout is therefore subject to change in the discretion of the landowner.

** All dimensions to be confirmed on site prior to any installation and manufacturing. Any discrepancies to be reported without delay.

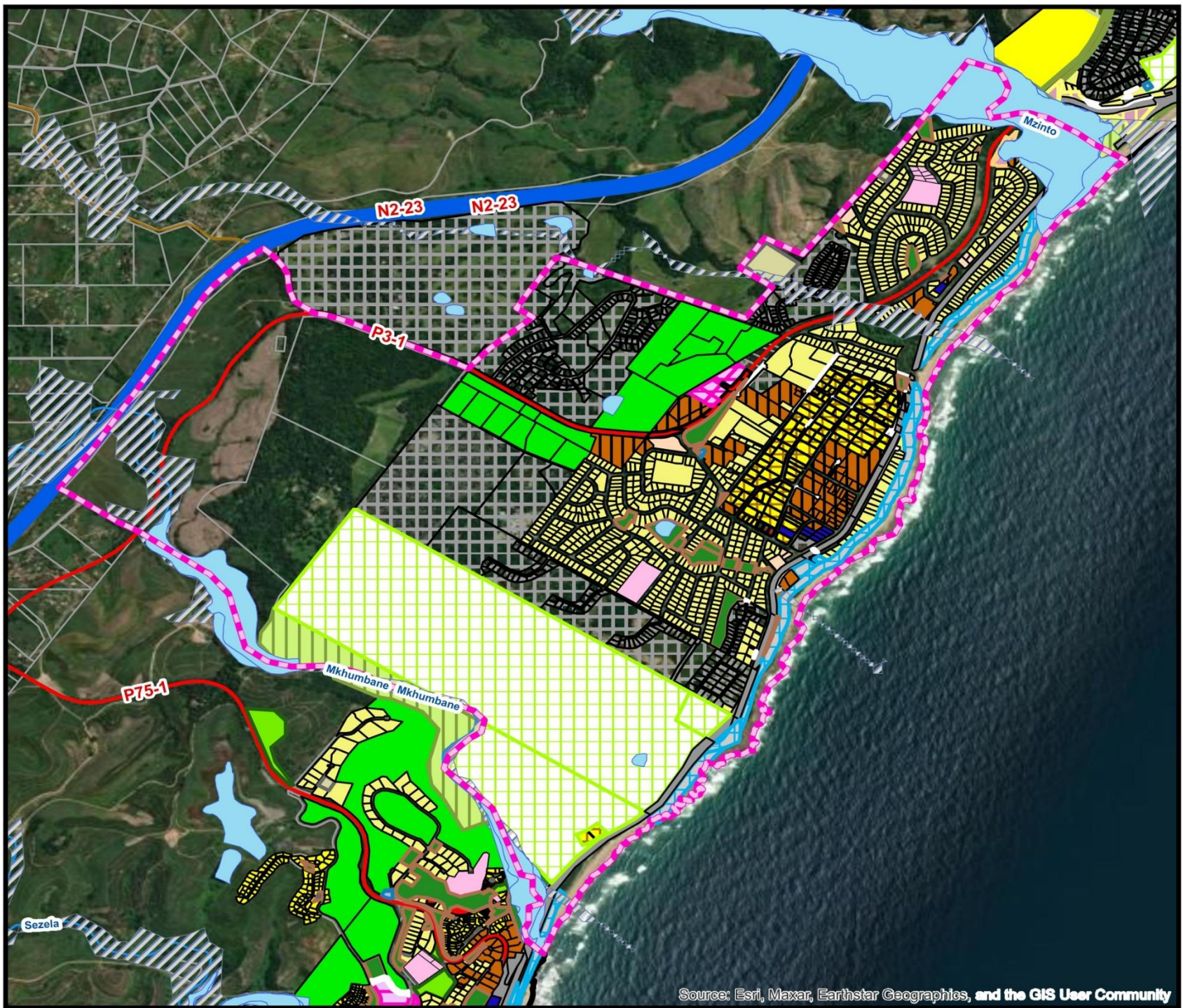
Map 113: Park Rynie Mall Site Proposal

14.2.12.4. PENNINGTON COMMUNITY DEVELOPMENT NODE

Table 63: Pennington Community Development Node Proposals

PENNINGTON: EXISTING SPATIAL STRUCTURE AND CHALLENGES	PENNINGTON COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>Pennington is Umdoni's premier coastal lifestyle and eco-tourism node, serving a permanent residential population and a substantial second-home visitor economy. Its character is defined by low-to-medium density residential development, golf course and recreational amenity, and direct beach access.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • Pennington PAA (15,621 ha) directly abuts the node's western boundary — outward residential expansion would consume prime agricultural land • Pennington Waterborne Sanitation Phase 3A outstanding — limits service coverage and long-term growth capacity (INF-15). • No formal Eco-Tourism Precinct Plan — short-term accommodation establishments and tourism facilities operating without a coordinated ICMA-compliant planning framework. • Road infrastructure requires ongoing maintenance to tourism standard — R102 condition affects visitor experience. 	<ul style="list-style-type: none"> • Pennington is to be managed as an eco-tourism and residential lifestyle node at its current character and development intensity. No outward expansion into the Pennington PAA will be approved. Densification is limited to the existing residential footprint through subdivision and backyard rental formalisation only. • Urban edge formalisation: set urban edge at the current zoned residential area boundary abutting the Pennington PAA. This is a hard constraint with no discretion for the MPT — the PAA boundary is the development limit. • Pennington Waterborne Sanitation Phase 3A completion (INF-15 programme, R23 million component): advocate to UGU District for prioritisation; prerequisite for any net new residential development within the node. • Beach Campsite maintenance (LED-02, Ward 10): routine maintenance of campsite facilities at Park Rynie/Kelso — linked campsite serving the Pennington coastal area. • Tidal pool wall repairs (SF-27, Ward 10): structural repair of tidal pool walls; waterproofing and safety features. • Pedestrian walkway improvements (INF-40): Pennington Drive, 2nd Avenue, Cane/Convent Road walkways; St Francis School traffic study.

PENNINGTON: EXISTING SPATIAL STRUCTURE AND CHALLENGES	PENNINGTON COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
	<ul style="list-style-type: none">• Pedestrian and bus shelter infrastructure on R102 and R612 corridors (INF-39): advocate to KZN DoT and SANRAL.• Pennington Eco-Tourism Precinct Local Area Plan: commission by 2030; must include urban edge confirmation, ICMA compliance framework for short-term accommodation, maximum development intensity controls, golf estate interface management, and PAA buffer management protocol.



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

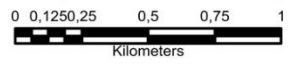
Pennington Urban Edge

Legend

- National Road
- Provincial Road
- District Road
- Pennington Urban Edge
- Infill Development Areas
- Amenity Reserve (Reservation of Land)
- Eco-Agric-Recreation
- Education
- Light Industry 2
- Medium Density Residential 2
- Medium Density Residential 3
- Medium Impact Mixed Use
- Multi-Purpose Retail
- Municipal and Government
- New Roads and Widening of Existing Roads (Reservation of Land)
- Passive Open Space
- Private Conservation
- Public Parking (Reservation of Land)
- Railways (Reservation of Land)
- Refuse Site (Reservation of Land)
- Residential Only 1
- Residential Only 3
- Residential Only 4
- Resort 2
- Resort 4 (Caravan Park)
- River Reserve(Reservation of Land)
- Road Closures (Reservation of Land)
- Special Zone
- Urban Agriculture 1
- Utilities Facility
- Worship 1
- Worship 2
- Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



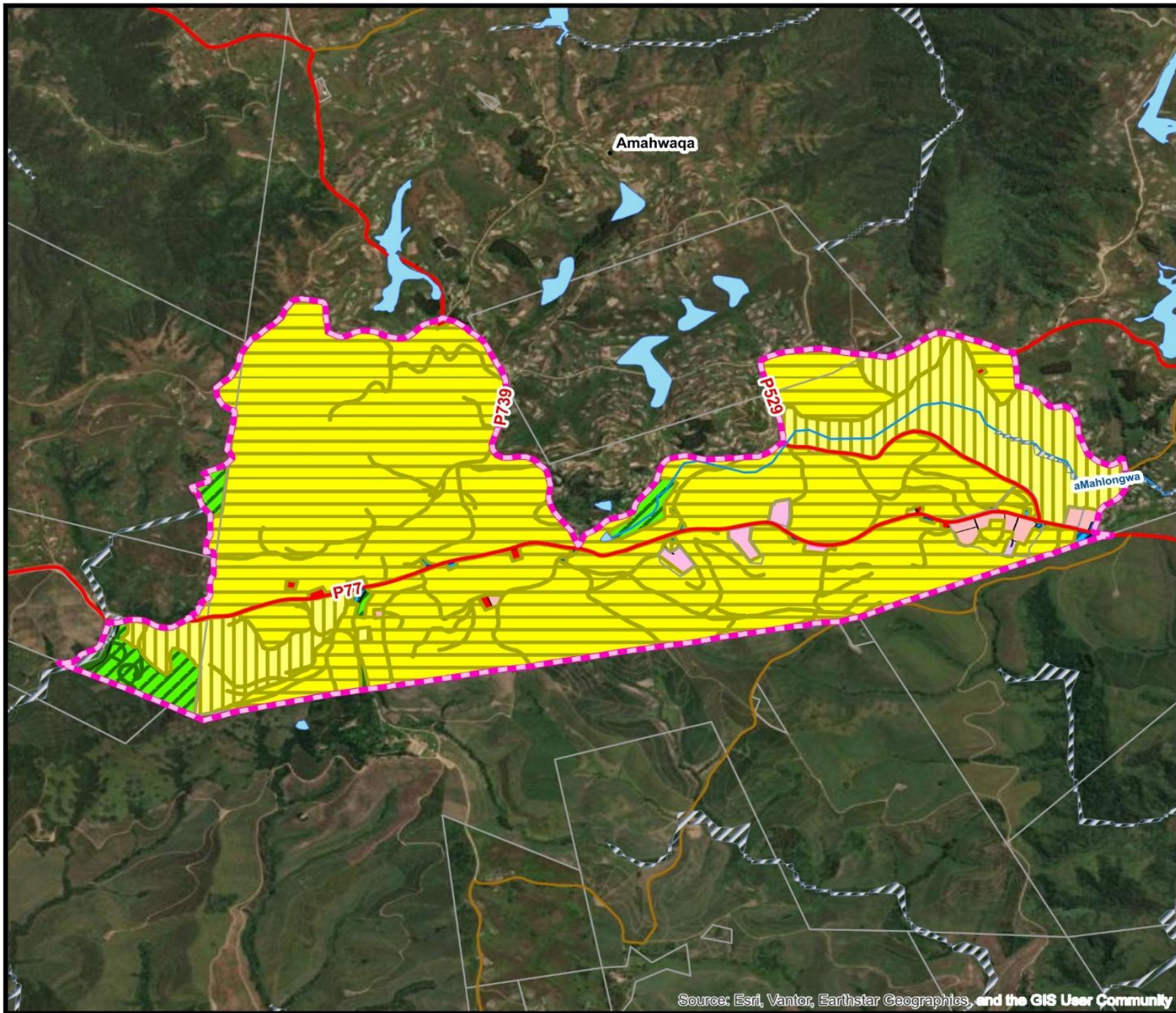
Map 114: Pennington Urban Edge

14.2.12.5. DUDUDU SETTLEMENT DEVELOPMENT NODE

Table 64: Dududu Settlement Development Node Upgrade Proposals

DUDUDU: EXISTING SPATIAL STRUCTURE AND CHALLENGES	DUDUDU COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>Dududu is a government services and community services concentration point rather than a commercial hub. It is the primary accessible service point for Wards 3, 5, 6, and 19 and the surrounding inland communities — a catchment population of approximately 30,000 with no alternative accessible service centre of comparable scale.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • Dududu Clinic over-capacitated; sole accessible fixed health facility for Mkhunya, Qiko, Emandleni, and Sawoti communities • No reticulated water supply or waterborne sanitation in the node — all inland and TA areas rely on pit-based systems. • No formal planning scheme zone schedule for the Dududu node — development is occurring without planning controls. • Gravel road network in surrounding rural area deteriorates in wet season, cutting the catchment population off from the node's services. 	<ul style="list-style-type: none"> • Dududu is to be developed as a rural service delivery hub — the SDF's investment at this node is in civic co-location and community infrastructure, not commercial or industrial development. The following facilities are targeted for co-location within a defined node boundary: • Completion and commissioning of Dududu Socio-Economic Amenities complex (SF-05, 75% complete): community hall, small business centre, crèche and activity room, multi-use sports field and change rooms. Highest priority short-term action at this node. • Dududu Clinic capacity expansion: advocate to KZN DoH for funding; interim mobile clinic service enhancement while permanent expansion is programmed (SF-43 provides evidence basis for Ward 3 additional clinic need). • Satellite Thusong Service Centre: co-locate SASSA helpdesk, DHA outreach, and municipal service delivery point within or adjacent to the Socio-Economic Amenities complex. • Formalised taxi rank (INF-33): formal layout, passenger shelters, ablutions, hardened surfaces, signage, electricity. Dududu Taxi Rank to anchor the node's transport interchange function. • Pension payout shelter: covered waiting area, seating, ablutions, and security fencing at the existing pension payout point. • Waste collection transfer point: formal skip-bin location with fenced enclosure and collection access. First step toward a formal waste removal service for Ward 19 (INF-53 provides basis).

DUDUDU: EXISTING SPATIAL STRUCTURE AND CHALLENGES	DUDUDU COMMUNITY DEVELOPMENT NODE UPGRADE PROPOSALS
	<ul style="list-style-type: none"> • Mjunundu Skills Centre (SF-17): vocational training, skills development, and community economic infrastructure at the Dududu node — complement to the Socio-Economic Amenities complex. • Satellite Police Station — Ward 3 / Dududu area (SF-49): motivation to SAPS; co-locate with civic cluster. • Single Land Use Scheme zone schedule for Dududu node: priority Scheme amendment to introduce formal zone designations, permitted uses, and development controls. This is a legal prerequisite for MPT decision-making at the node. • Dududu Local Area Plan: commission by 2030; must specify node boundary, bulk infrastructure threshold as development precondition, civic facility co-location layout, and incremental upgrading interface with surrounding TA area.



Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community



Umdoni Local Municipality

Dududu Urban Edge

Legend

- Provincial Road
- District Road
- Dududu Urban Edge
- Agriculture 1
- Agriculture 2
- Education
- Existing Road (Reservation of Land)
- Health and Welfare
- Light Industry 1
- Low Impact Mixed Use 2
- Municipal and Government
- River Reserve (Reservation of Land)
- Rural Residential 1 (Low Intensity Traditional Settlement)
- Rural Residential 2 (High Intensity Traditional Settlement)
- Tracks
- Utilities Facility
- Worship 2
- Floodline
- NFEPA Wetlands
- Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



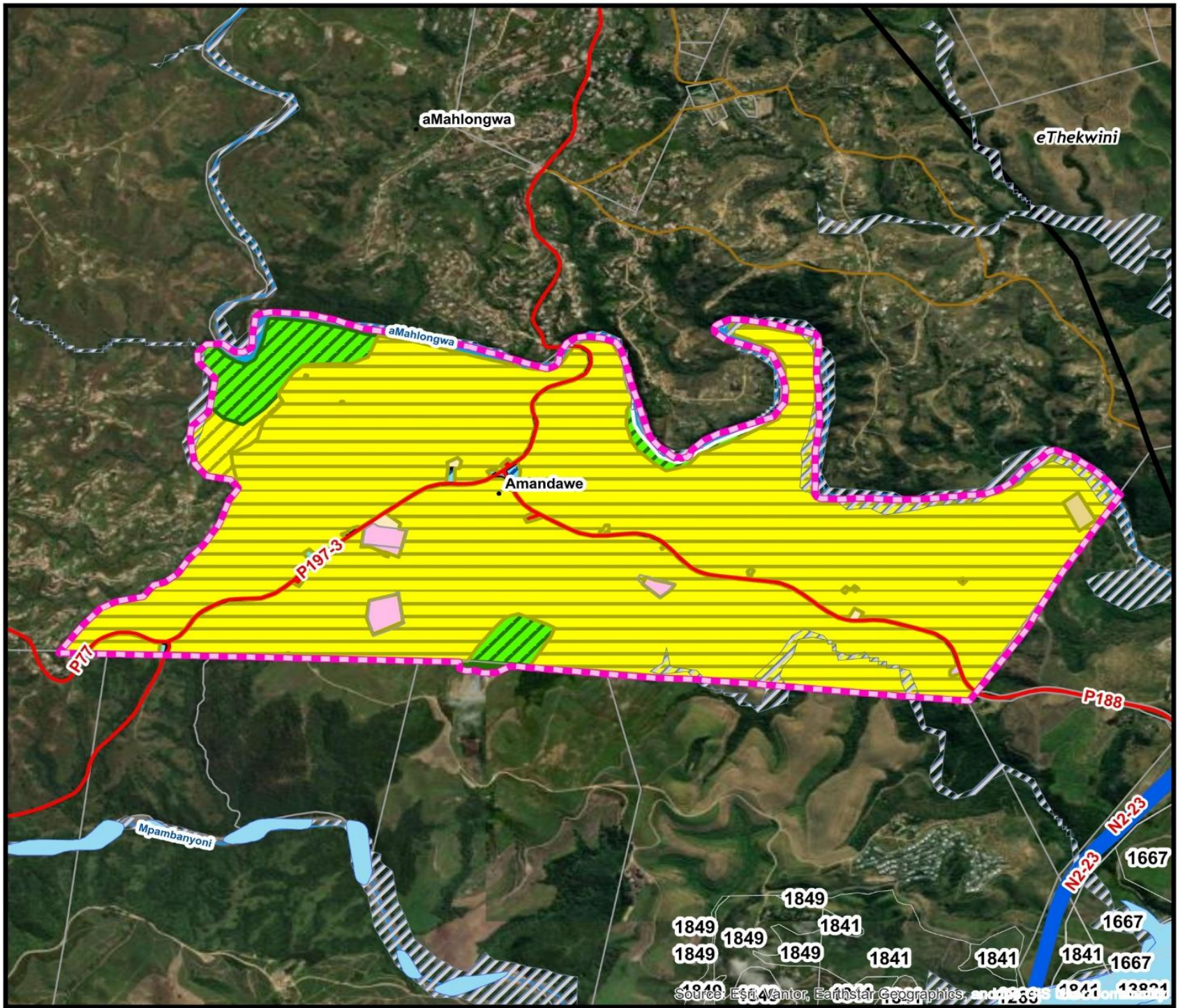
Map 115: Dududu Urban Edge

14.2.12.6. AMANDAWE SETTLEMENT DEVELOPMENT NODE

Table 65: Amandawe Settlement Development Node

AMANDAWE: EXISTING SPATIAL STRUCTURE AND CHALLENGES	AMANDAWE SETTLEMENT DEVELOPMENT NODE UPGRADE PROPOSALS
<p>ROLE</p> <p>Amandawe is an emerging rural service centre and tertiary node serving Ward 17 and surrounding inland communities. It sits at the convergence of the P188 and R102 roads — a genuine accessibility advantage that supports its function as a transport interchange and service delivery point for the communities of the inland coastal hinterland.</p> <p>KEY CHALLENGES</p> <ul style="list-style-type: none"> • No fixed health facility in Ward 17 — the ward has no recorded health facility of any kind • No formal public transport infrastructure — commuters exposed to elements at an informal roadside loading point. • No library or ICT access facility in the ward. • P188/R102 intersection uncontrolled — high accident risk at a busy junction (INF-07). • Entirely gravel road network in the surrounding ward area; impassable in wet season. 	<ul style="list-style-type: none"> • Amandawe is to be developed as a multi-function community hub anchored by formalised transport infrastructure, a library, and health services. The agricultural hinterland west of the R102 provides market linkage potential that should be incorporated into the transport interchange design. • Amandawe Taxi Rank development (LED-05, INF-08): passenger shelters, hardened surfaces, signage, ablutions, and formal layout. The taxi rank formalises the node's transport interchange function and is the primary short-term investment at this node. • Traffic lights at P188/R102 (Cutty Sark) intersection (INF-07, R3.5 million): improve safety and traffic flow at the high-volume junction; coordinate with KZN DoT and Eskom. • Amandawe Library (SF-07): book collection, ICT terminals, reading areas, community meeting space. To be co-located with or adjacent to the taxi rank as a multi-function community hub. • Primary health clinic — Ward 17, KwaCele/Amandawe (SF-81): fixed clinic to replace absence of any health facility in Ward 17; motivation to KZN DoH. Medium-term target. • Youth Centre with ICT and ECD facility (SF-82): ICT facilities, digital skills training, and crèche function. Co-locate with library where feasible.

AMANDAWE: EXISTING SPATIAL STRUCTURE AND CHALLENGES	AMANDAWE SETTLEMENT DEVELOPMENT NODE UPGRADE PROPOSALS
	<ul style="list-style-type: none">• Ward 17 road upgrading programme (INF-47): Komkhulu, Mavaba, 50/50, Zalukwazini, Gcwensa, Pakisi, Mzizi, Msani, and Epulangweni roads — upgrade steep hills to concrete; address stormwater damage.• Smallholder market linkage facility: incorporate a simple produce display and collection area into the taxi rank precinct design to enable farmgate marketing for the agricultural hinterland communities.



Umdoni Local Municipality

Amandawe Urban Edge

- Legend**
- National Road
 - Provincial Road
 - District Road
 - Amandawe Urban Edge
 - Active Open Space
 - Agriculture 1
 - Agriculture 2
 - Bus and Taxi Rank (Reservation of Land)
 - Education
 - Existing Road (Reservation of Land)
 - Light Industry 1
 - Low Impact Mixed Use 2
 - Municipal and Government
 - River Reserve (Reservation of Land)
 - Rural Residential 1 (Low Intensity Traditional Settlement)
 - Rural Residential 2 (High Intensity Traditional Settlement)
 - Utilities Facility
 - Worship 2
 - Floodline
 - NFEPA Wetlands
 - Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 0,1250,25 0,5 0,75 1
 Kilometers

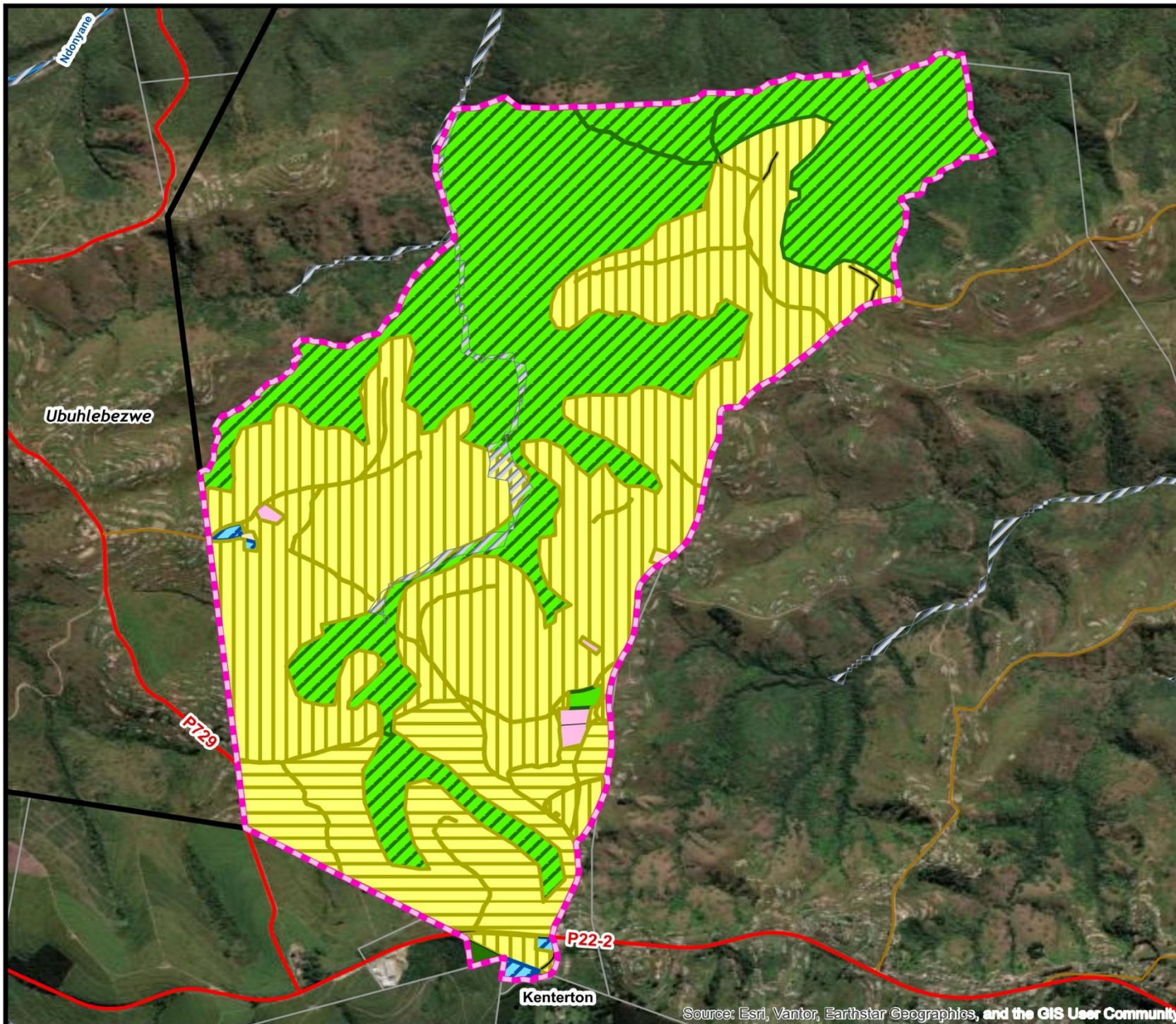
Map 116: Amandawe Urban Edge

14.2.12.7. KENTERTON SETTLEMENT DEVELOPMENT NODE

Table 66: Kenterton Settlement Development Node

KENTERTON: EXISTING SPATIAL STRUCTURE AND CHALLENGES	KENTERTON SETTLEMENT DEVELOPMENT NODE UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>Kenterton is the westernmost tertiary node in Umdoni and the most strategically important node for inland rural service delivery. It serves as the primary accessible service point for Ward 4 and for communities in the western interior that are among the most geographically isolated in the municipality. Its role is as a rural service delivery and agricultural market node, not a commercial centre.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • No library, skills development facility, or Thusong service delivery point in Ward 4. • No fixed health clinic in Ward 4 — deeply rural ward of 6,853 people served only by mobile clinics (SF-39). • Ward 4 has the highest incidence of lightning strikes in the municipality — public facilities unprotected (SF-32, SF-52). • Kenterton School Road floods and erodes due to inadequate stormwater drainage (INF-36). • Road access from Dududu via the P197/3 corridor is seasonal and unreliable — the node's entire service catchment function is undermined by poor road access. 	<ul style="list-style-type: none"> • Kenterton is to be developed as a Rural Services Cluster — the SDF's investment here is in civic and agricultural market infrastructure rather than in commercial development. All proposed facilities are to be co-located within a defined cluster footprint to maximise accessibility and operational efficiency. • Community Library (SF-30): reading area, book collection, ICT terminals, and ablutions. This is the priority short-term facility at Kenterton; represents the first formal public facility at this node. • High mast lighting — 4 units (SF-31): key community nodes at Amanyuswa, Kenterton, Bhadane, Qwembe. Improve safety and visibility. • Thusong satellite service delivery point: SASSA helpdesk, DHA outreach, and municipal services access. To be co-located with library building. • Formal taxi rank and transport stop: incorporate into the LED-12 Local Public Transport Infrastructure Plan; hardened surface, shelters, signage. • Rural Agricultural Market Facility: simple pack-house shed, produce display area, collection point for smallholder producers. EPWP-standard construction; co-operative operation linked to Ugu Agri-Park extension services. • Skills Development Centre (SF-36): vocational training, ICT skills, and livelihood training. Co-locate with library where feasible to reduce construction cost.

KENTERTON: EXISTING SPATIAL STRUCTURE AND CHALLENGES	KENTERTON SETTLEMENT DEVELOPMENT NODE UPGRADE PROPOSALS
<ul style="list-style-type: none"> No smallholder market linkage infrastructure despite the agricultural hinterland character of the surrounding area 	<ul style="list-style-type: none"> Primary healthcare clinic — Ward 4 (SF-39): fixed clinic between Dududu and Umkhunya; motivation to KZN DoH. Medium-term target. Lightning conductor installation at all public facilities (SF-32, SF-52): priority given the documented lightning risk in Ward 4. Kenterton School Road stormwater management (INF-36): side drains, mitre drains, culverts. Package with road regravelling programme. Khawula Road Bridge — Ward 4 (INF-37, R5 million): permanent all-weather river crossing; critical for all-year access to Bhadane community.



Umdoni Local Municipality

Kenterton Urban Edge

Legend

- Provincial Road
- District Road
- Kenterton Urban Edge
- Active Open Space
- Agriculture 1
- Agriculture 2
- Education
- Existing Road (Reservation of Land)
- Health and Welfare
- Low Impact Mixed Use 2
- Municipal and Government
- Rural Residential 1 (Low Intensity Traditional Settlement)
- Rural Residential 2 (High Intensity Traditional Settlement)
- Tracks
- Utilities Facility
- Floodline
- Cadastral



DATA SOURCES:
 Towns: COGTA
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 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Map 117: Kenterton Urban Edge

14.2.12.8. TOURISM CIRCUIT NODES — SOUTH COAST ECO-TOURISM CIRCUIT (BAZLEY, ELYSIUM, SEZELA, MTWALUME)

Table 67: Tourism Circuit Nodes — South Coast Eco-Tourism Circuit (Bazley, Elysium, Sezela, Mtwalume, Ntshenkombu)

TOURISM CIRCUIT NODES : EXISTING SPATIAL STRUCTURE AND CHALLENGES	TOURISM CIRCUIT NODES UPGRADE PROPOSALS
<p><u>ROLE</u></p> <p>The five coastal tourism nodes south of Scottburgh — Mtwalume, Sezela, Ntshenkombu, Bazley, and Elysium — function collectively as the South Coast Eco-Tourism Circuit, anchored by the Aliwal Shoal Marine Protected Area (offshore) and the Vernon Crookes Nature Reserve and agro-biodiversity zone (inland). Each node has a distinct character but together they form a continuous coastal tourism product.</p> <p><u>KEY CHALLENGES</u></p> <ul style="list-style-type: none"> • Tourism nodes operate as isolated points rather than a coherent branded circuit — no unified wayfinding, signage, or visitor routing. • Road access to tourism nodes (INF-06) deteriorating — deterring higher-value visitors. • All nodes within the ICMA coastal management area and CBA sensitive zones — development pressure from tourism accommodation proposals is ongoing without a formal development envelope. 	<p>The South Coast Eco-Tourism Circuit is designated as a spatial planning category in this SDF. All local area plans, investment decisions, and development applications for nodes within the circuit are to be assessed against the circuit concept — not as individual nodes in isolation. The circuit's key development parameters are:</p> <ul style="list-style-type: none"> • Maximum development intensity: low-to-medium density tourist accommodation not exceeding 30 units per hectare within defined node boundaries. No development outside node boundaries within the circuit area. • Mandatory 32-metre setback from the high water mark; no development within active dune vegetation areas; no building height above two storeys above natural ground level. • All development applications within circuit nodes require confirmation of ICMA compliance and a completed, approved EIA record of decision before the MPT may consider the application. • Tourism node road upgrades (INF-06): rehabilitation of Marine Drive (Ifafa Beach), Ridge Road/Bazley, Ifafa Beach Road, Elysium Main Road, Coveaway Road, Buccaneer Walk Road. Priority investment for circuit access quality. • Coastal trail development: non-motorised transport and tourism trail linking all five nodes along the R102 corridor and beach access points.

TOURISM CIRCUIT NODES : EXISTING SPATIAL STRUCTURE AND CHALLENGES	TOURISM CIRCUIT NODES UPGRADE PROPOSALS
<ul style="list-style-type: none"> • Tidal pool walls across Wards 7, 10, and 15 damaged — reducing visitor amenity and presenting safety risk (SF-27). • No streetlight maintenance programme in Ward 7 — safety risk for tourists and residents (INF-56). • P3 Bazley Road (provincial) in poor condition; speeding vehicles; key coastal access route (INF-51 — DoT advocacy required). 	<p>Funding through EDTEA tourism infrastructure grants and municipality's EPWP programme.</p> <ul style="list-style-type: none"> • South Coast Eco-Tourism Circuit branding and signage: unified signage and wayfinding system; circuit map and visitor guide; digital presence. Developed through Umdoni tourism marketing programme. • Tidal pool wall repairs — Wards 7, 10, and 15 (SF-27): structural repair, waterproofing, safety features across all coastal nodes. • Bazley Road P3 rehabilitation (INF-51): formal motivation to KZN DoT for rehabilitation and speedhumps; advocate through IDP IGR structures. • Duma Road steep hill upgrade (INF-52, R1.8 million): Ward 7 gravel to concrete — improves access for coastal hinterland communities to circuit nodes. • Streetlight maintenance — Ward 7 (INF-56): annual maintenance contract for all Ward 7 streetlights; improve safety across circuit tourism area. • Sezela agri-tourism linkage: the Sezela Sugar Mill on the R102 presents an agri-tourism opportunity — its industrial heritage and agricultural processing character should be incorporated into the circuit tourism product. Umdoni to engage Illovo Sugar Africa through the tourism marketing programme. • Ntshenkombo inland eco-tourism connector: the node's position at the interface of the coastal circuit and the Vernon Crookes Nature Reserve buffer is the circuit's primary inland link. Guided birding, hiking, and nature walks to be developed in conjunction with Ezemvelo KZN Wildlife.

14.2.12.9. RURAL SERVICE CENTRES — BRAEMAR (WARD 6)

Table 68: Rural Service Centres — Braemar (Ward 6)

RURAL SERVICE CENTRES : EXISTING SPATIAL STRUCTURE AND CHALLENGES	RURAL SERVICE CENTRES (BRAEMAR) UPGRADE PROPOSALS
<p>ROLE</p> <p>Braemar (Ward 6) is designated rural service centres — an area in which this SDF signals to sector departments and the private sector that service delivery investment in the inland rural areas should be concentrated rather than dispersed across the full extent of the rural areas its serves.</p> <p>KEY CHALLENGES</p> <ul style="list-style-type: none"> • Ward 6 (Braemar area) has no fixed clinic — only Braemar Mobile Clinic serves 7,704 residents across a large rural ward under three Traditional Authority areas (SF-54). • Braemar lacks a secondary school despite its strategic position between Kenterton, and the coastal belt. • Lack formal community halls — no venue for community meetings, civic functions, or service delivery outreach. • Road access is seasonal — the infrastructure threshold for investment is not yet met. 	<p>BRAEMAR RURAL SERVICES CLUSTER</p> <ul style="list-style-type: none"> • Nkululeko Community Hall (SF-01, Ward 6): new construction including main hall, ablutions, kitchen, storage, and paving. This is the anchor civic facility for Braemar and is already programmed in the CEF. • Fixed primary healthcare clinic (SF-54): fixed clinic to replace Braemar Mobile Clinic dependence for 7,704 residents; motivation to KZN DoH. Medium-term target. • Secondary school advocacy: formal motivation to KZN Department of Education for a secondary school at or near Braemar to serve the southern inland ward cluster • Skills Development Centre (SF-55): vocational training and livelihood skills for Ward 6 youth. No such facility currently exists in the ward. • Rural market facility: co-located at or adjacent to the Braemar community hub; enables agricultural produce exchange between the farming community and the coastal market. • Ward 6 roads programme (INF-35): comprehensive road regraveling and bridge construction across the ward network; prerequisite for sustained accessibility to the Braemar hub.

14.3. STRATEGY 2: RURAL DEVELOPMENT AND INCREMENTAL UPGRADING

14.3.1. GROWTH PRESSURE AREAS — RURAL AND PERI-URBAN

Growth pressure areas are settlements where population growth, settlement densification, demand for social facilities, urban sprawl, conflicting land uses, or proximity to natural environment constraints require the preparation of more detailed local or precinct plans. In Umdoni, growth pressure areas have been identified both in the coastal peri-urban zone and in the inland rural areas where settlement expansion is occurring informally without planning controls.

The following coastal and peri-urban settlements are identified as high-growth-pressure areas requiring specific growth management interventions:

- Asoka Heights: high growth pressure; proximity to Scottburgh urban edge; informal expansion threatening coastal environmental buffers. Requires growth management plan within first five years.
- Bazley Beach: high growth pressure; ICMA coastal management constraints; no formal development envelope. Requires coastal node management plan within first five years.
- Ghandinagar: high growth pressure in peri-urban Umzinto area; informal settlement expansion on agricultural fringe.
- Hazelwood: high growth pressure; agricultural land boundary interface; stormwater risk on low-lying land; informal settlement growth. Requires growth management plan within first six years.

- Ifafa: high growth pressure; tourism node and residential expansion; proximity to Ifafa Industrial Park development area. Incorporated into the Ifafa Industrial Park Precinct Plan.
- Kelso: medium growth pressure; residential and campsite expansion near tidal pool; environmental sensitivity.
- Pennington: medium growth pressure; outward residential expansion pressure on PAA boundary — managed through urban edge and eco-tourism precinct plan.
- Riverside Park, Sanathan, Sezela: medium growth pressure — managed through respective local plans or ICMA compliance framework.

In the inland traditional authority areas, growth pressure manifests differently — not as high-density urban sprawl but as incremental homestead expansion and informal subdivision that gradually consumes available agricultural and fallow land and pushes against CBA and agro-biodiversity zone boundaries. The following inland settlements are identified as emerging growth pressure areas requiring spatial management through the Traditional Settlement Master Plan programme:

- Mkhunya (Ward 1): expanding incrementally toward CBA Irreplaceable boundary; 9,879-person ward population with no fixed health facility.
- Ntshaseni and Ntabesikopo: settlement expansion into CBA Optimal areas at the Vernon Crookes Nature Reserve buffer interface.
- Odidini and Beula: incremental expansion on steep slopes and within the agro-biodiversity zone transition area.

- KwaDumisa: expansion toward agricultural land and CBA interface; Ward 5 has very high housing demand (3,420 planned units).
- Ncazuka: expansion into CBA Optimal area; requires TSMP consolidation boundary to prevent further encroachment.
- Amahlongwa (Wards 16 and 18): significant housing delivery area (HSG-03 and HSG-04); expansion pressure on agricultural and environmental land.

14.3.2. RURAL SERVICE POINT STRENGTHENING

Beyond the two designated rural service centres (Emalangeneni and Braemar, addressed in Strategy 1), the SDF identifies a programme of rural service point strengthening across the traditional authority areas. The approach is drawn from the evidence of service deficits at ward level and concentrates investment at settlements selected for their population size, accessibility, and observed infrastructure gaps — rather than attempting to serve every dispersed homestead cluster equally.

The following categories of rural service point investment are proposed across the inland ward cluster:

14.3.2.1. MULTI-SERVICE CENTRES AND COMMUNITY HUB CO-LOCATION

Community halls are the primary existing public infrastructure in rural wards and the logical anchor for service co-location. The following new community halls are programmed in the CEF and are designated as rural service points for multi-function co-location:

- Ngwadini Community Hall — Ward 3 (SF-02): new construction; serves Nhlayenza, Nkampula, KwaGoqo, Zembeni, Skebheni communities.
- Nhlayenza Community Hall — Ward 3 (SF-24): new construction; complements Ngwadini Hall in covering the full Ward 3 rural area.
- Nhlonhlweni Community Hall — Ward 3 (SF-24): new construction.
- Dlangezwa Community Hall — Ward 18 (SF-10): new construction; serves Amahlongwa area.
- Mayfield Community Hall — Ward 5 (SF-11): new construction; serves Dumisa and Sizophumelela communities.
- Mandlalathi Community Hall — Ward 2 (SF-12): new construction; serves deep rural Ward 2 communities.
- Mgangeni Community Hall — Ward 4 (SF-13): new construction; serves Kenterton rural area.
- Dumisa Skills Centre refurbishment — Ward 5 (SF-14): restores skills training and community hall function in the Dumisa area.
- Entshaseni and Nkanini Community Halls — Ward 1 (SF-21): two new halls in deep rural Ward 1; among the most isolated communities in the municipality.

At each of the above community halls, the SDF proposes co-location of the following services where space and accessibility permit: SASSA outreach helpdesk; pension payout shelter; ICT access terminal (addressing the 31-unit backlog); and mobile clinic stop formalisation where a fixed clinic is not yet available.

14.3.2.2. ICT ACCESS POINTS PROGRAMME

The backlog of 31 ICT access points across the municipality is to be met through the community hall co-location programme rather than through standalone ICT facility construction. This approach is both more cost-effective and more sustainable — it avoids the construction of dedicated single-purpose buildings in locations that cannot maintain them independently. Every new community hall constructed in the rural interior must be designed and wired to accommodate at minimum four ICT terminals and a WIFI access point, and the fitout of terminals is to be funded through the SITA Rural ICT programme and the Department of Communications and Digital Technologies' access point rollout.

14.3.2.3. PENSION PAYOUT POINT SHELTERS

Pension and social grant payout points in rural areas are among the most regularly visited public spaces by the most vulnerable residents — elderly and disabled grant recipients who often wait for extended periods in the open. The SDF designates the following pension payout points for formal shelter construction as a priority within the first five years:

- Inkampula pension payout point — Ward 3 (SF-48): roof cover, seating, ablutions, security fencing.
- KwaGoqo pension payout point — Ward 3 (SF-48): same standard.
- Ward 10 pension payout points (SF-61): locations to be confirmed with SASSA; shelter standard as above.

Additional pension payout shelter needs across the inland rural wards are to be identified through the Traditional Settlement Master Plan process and incorporated into the TSMP action plans.

14.3.2.4. PRIMARY HEALTHCARE CLINIC PROGRAMME — RURAL WARDS

The shortage of six primary healthcare clinics across the municipality is most acute in the deep rural inland wards. The following fixed clinics are proposed and are to be motivated formally to the KZN Department of Health within the first three years of SDF adoption:

- Ward 1 — between Dududu and Umkhunya (SF-39): priority 3 community need in Ward 1 WBP; population 9,879 served only by mobile clinic stops.
- Ward 2 — Khakhama/Mandalalathi area (SF-33): priority 5 in Ward 2 WBP; deep rural ward of 4,467 with no fixed health facility.
- Ward 3 — Nkampula/Nhlayenza area (SF-43): supplements existing Dududu Clinic for the 75% rural portion of Ward 3.
- Ward 5 — Dumisa/Sizophumelela area (SF-45): priority 5 in Ward 5 WBP; 8,639-person ward dependent on mobile clinic only.
- Ward 6 — Breamar/Mbungulu area (SF-54): Braemar Mobile Clinic the only health service for 7,704 residents across three TA areas.
- Ward 7 — Khuphuka/Emalangeneni area (SF-57): Ward 7 has NO health facilities of any kind — highest priority rural clinic need in the municipality.

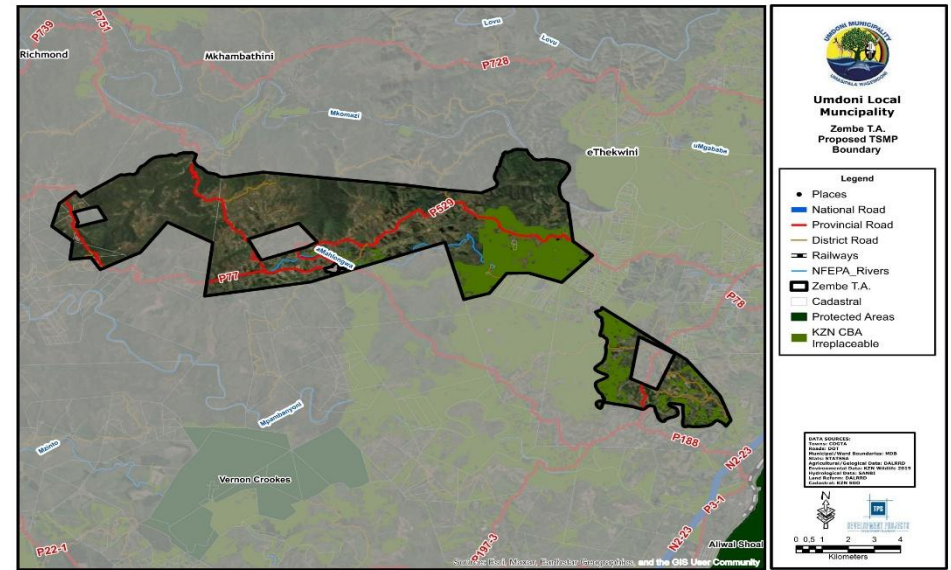
Clinics in Wards 8, 9, and 11 are also proposed in the CEF (SF-59, SF-65, SF-73) and are to be motivated to KZN DoH. The spatial location of each clinic must be confirmed through consultation with the relevant Traditional Authority and the KZN Department of Health before any land is committed or construction is programmed.

14.3.3. TRADITIONAL SETTLEMENT MASTER PLANS — PROGRAMME

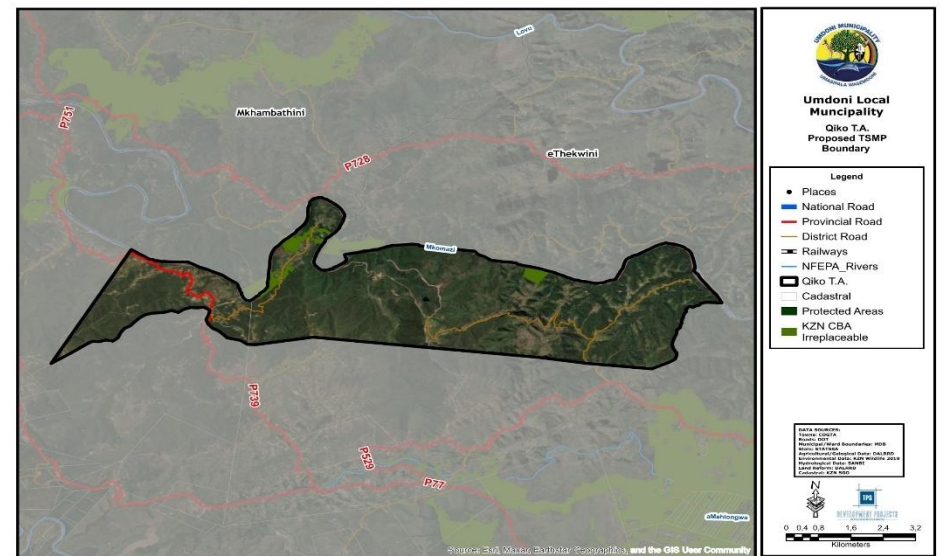
The SDF recommends the commissioning of Traditional Settlement Master Plans for all five Traditional Authority areas above. TSMPs are place-based planning documents that — in consultation with Traditional Authorities — establish settlement boundaries, identify community facility location principles, map environmental constraints, delineate road reserve corridors, and set infrastructure extension priorities. They do not create freehold title and do not impose formal zoning — they provide the spatial intelligence and institutional agreement that enables investment to be targeted effectively.

The TSMP programme is to be commissioned by the municipality through the COGTA IGR support programme within the first five years of SDF adoption. TSMPs must be prioritised Zembe, Mbele, Qiko and Nyuswa. Traditional Authority agreement is a formal prerequisite for each plan — no TSMP can proceed without the written endorsement of the relevant Inkosi and Traditional Authority Council.

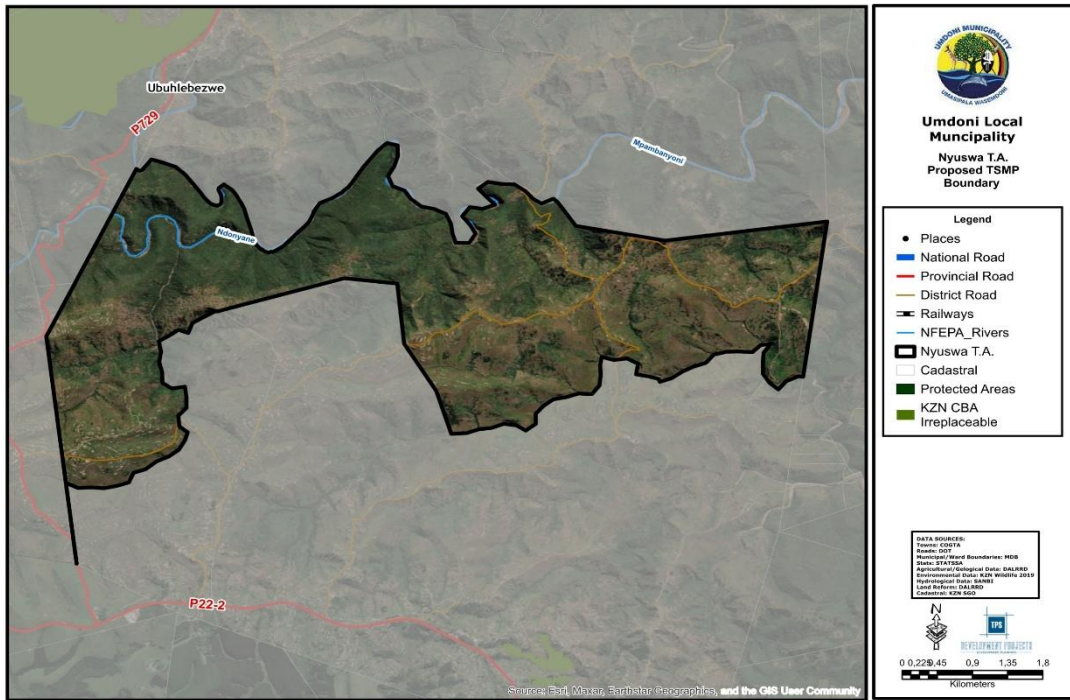
Each TSMP must address at minimum: settlement pattern mapping and household density analysis; identification of consolidation boundaries that prevent further expansion into CBA or agricultural constraint areas; community facility cluster locations consistent with this SDF's rural service point strengthening framework; road reserve identification and infrastructure extension priorities; and environmental constraint mapping including slope, floodline, and vegetation sensitivity overlays.



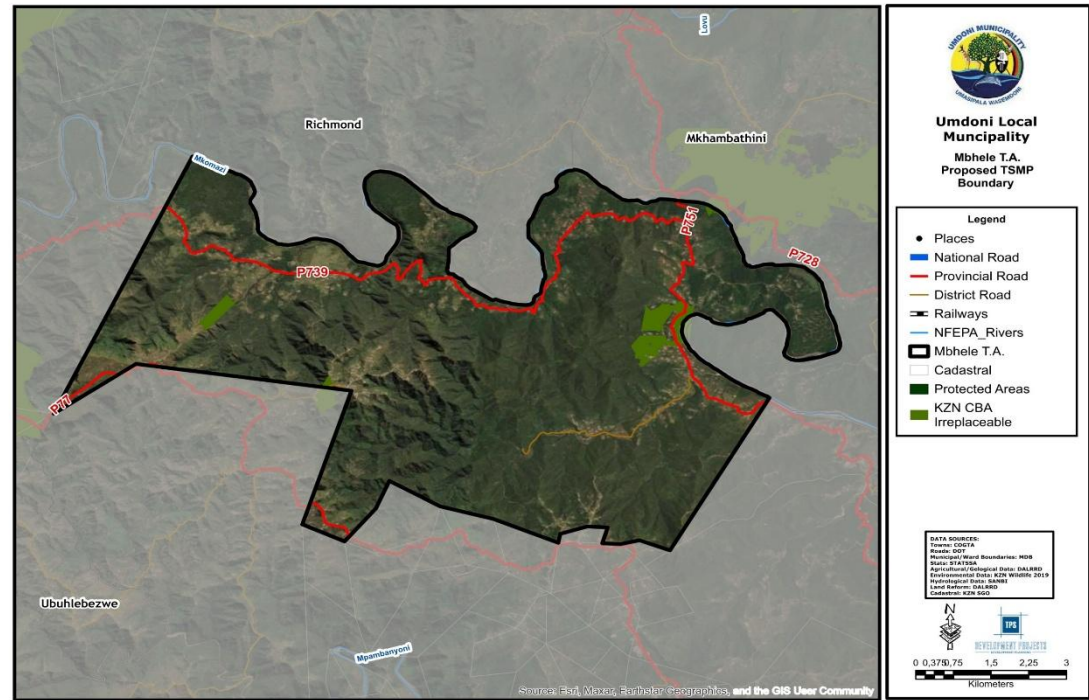
Map 119: Zembe TSMP Boundary



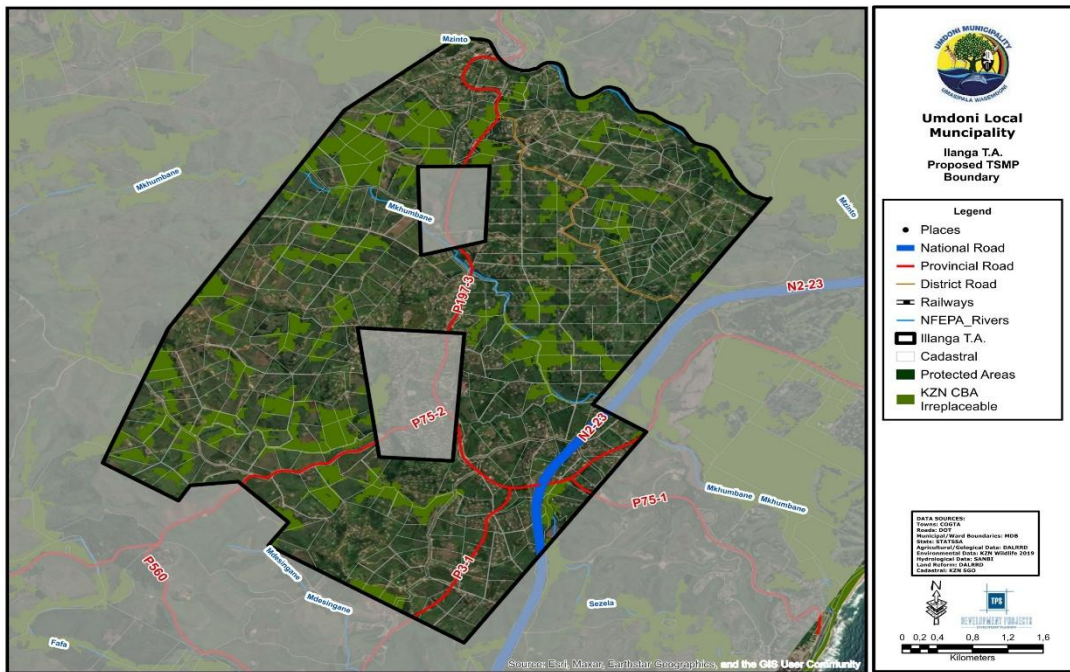
Map 118: Qiko TSMP Boundary



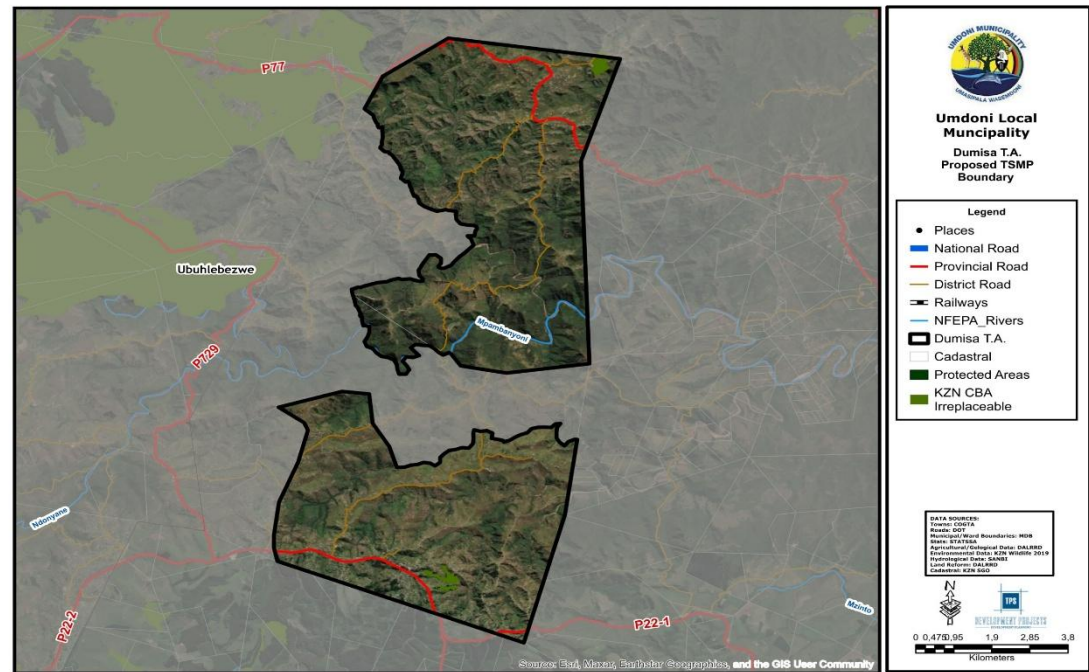
Map 121: Nyuswa TSM Boundary



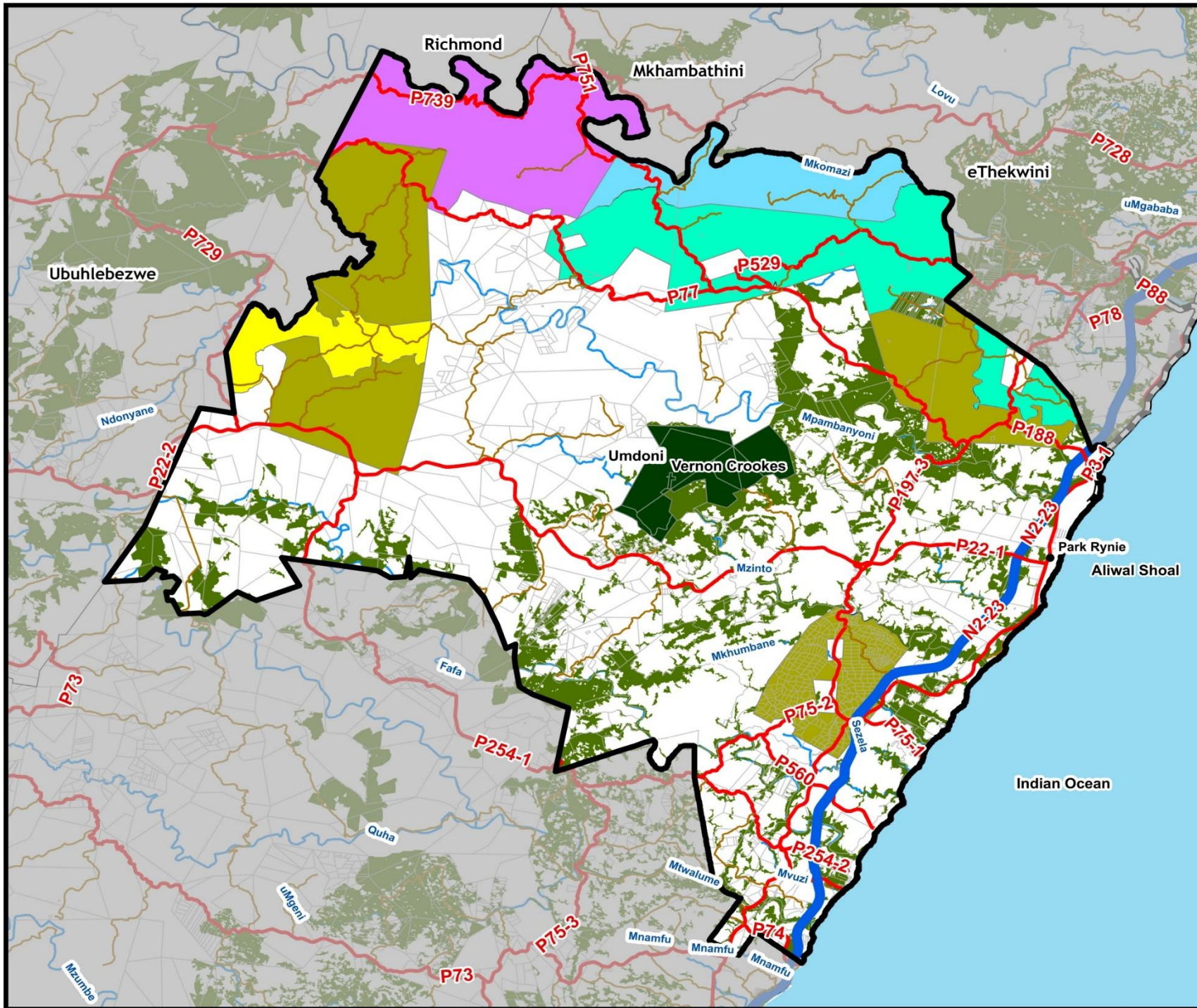
Map 122: Mbhele TSM Boundary



Map 120: Ilanga TSM Boundary



Map 123: Dumisa TSM Boundary



Umdoni Local Municipality

Traditional Authority Areas

Legend

- Places
- ▬ National Road
- ▬ Provincial Road
- ▬ District Road
- ▬ Railways
- ▬ NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral
- ▭ MBHELE T.A.
- ▭ NYUSWA T.A.
- ▭ QIKO T.A.
- ▭ ZEMBE T.A.
- ▭ Unknown
- ▭ Protected Areas
- ▭ KZN CBA Irreplaceable
- ▭ Ocean

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 124: Proposed TSMP Areas

14.4. STRATEGY 3: REGIONAL INTEGRATION AND CONNECTIVITY

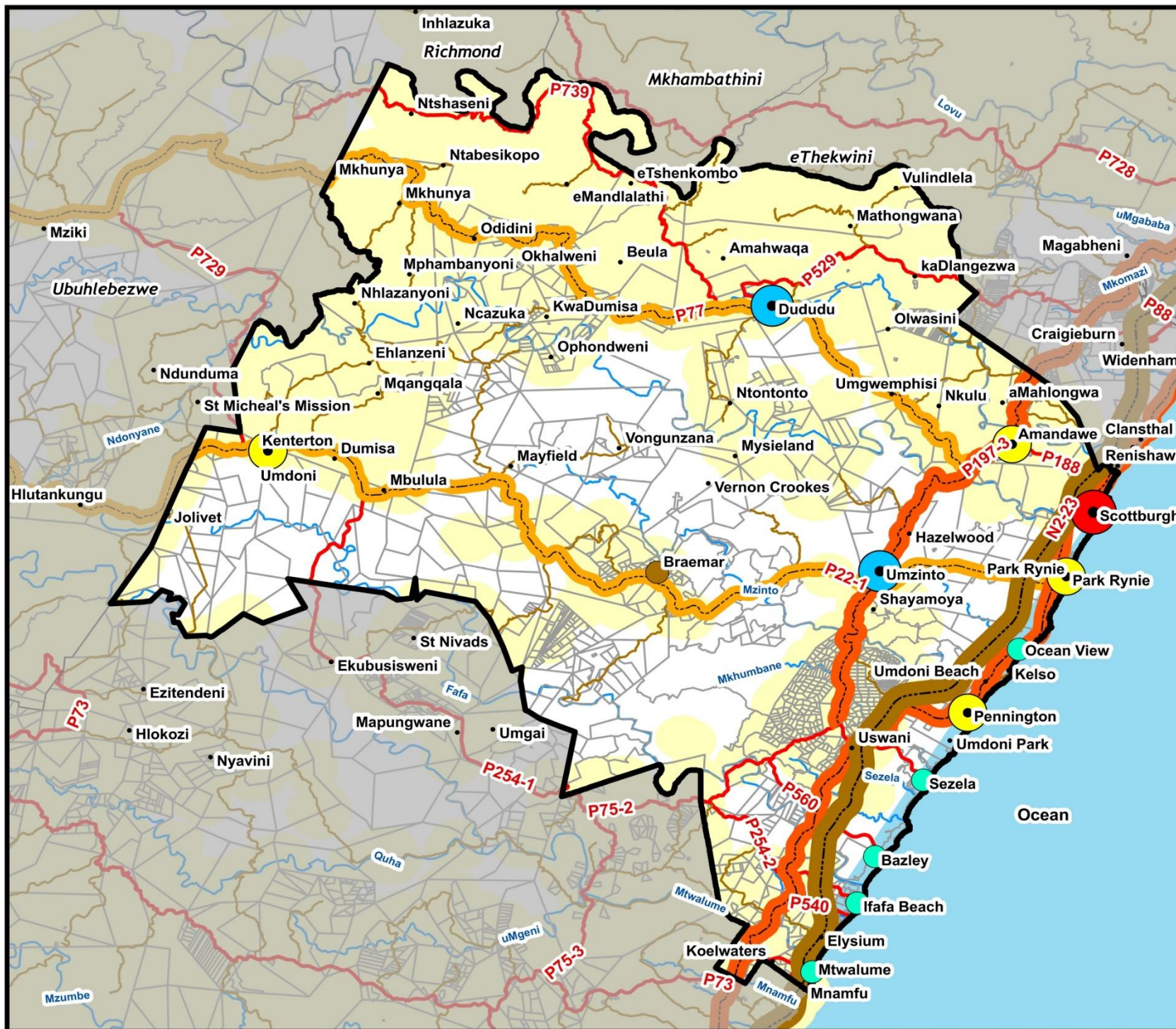
14.4.1. DEVELOPMENT CORRIDOR FRAMEWORK

Development corridors in this SDF are more than roads — they are spatial development instruments that define where economic activity should be concentrated, where land use transitions are appropriate, and where infrastructure investment should be sequenced ahead of development approvals. Each corridor carries a specific permitted land use intensity and development standard that applies along its length, distinguishing between the intensification zones at node intersections and the protected inter-node stretches where ribbon development is prohibited.

Table 69: Development Corridor Framework

CORRIDOR	ROUTE AND LENGTH	PRIMARY FUNCTION	PERMITTED LAND USE INTENSITY	KEY SDF PROPOSALS
Primary — N2 National Development Corridor	N2 from northern to southern municipal boundary; approx. 35 km through Scottburgh, Umzinto, Park Rynie, Pennington	National freight and passenger mobility; primary economic spine	Large industrial hubs and large commercial at node intersections only; NO strip commercial between nodes; ICMA-compliant where within coastal zone	Mixed-use intensification zones at 3 node intersections; Ifafa Industrial Park (LED-06); truck logistics support node feasibility; freight management measures; bulk water dependency
Primary — R102 Coastal Tourism Spine	R102 coastal route from northern to southern boundary; approx. 40 km parallel to coastline	Coastal tourism traffic; coastal residential access; public transport spine	Tourist accommodation max 30 units/ha within defined node boundaries only; no commercial strip between nodes; ICMA setback applies throughout corridor	South Coast Eco-Tourism Circuit branding and signage; coastal trail; INF-06 node road upgrades; ICMA compliance condition on all development applications
Secondary — P197/3 Inland	P197/3 from coastal belt through Dududu, Dumisa,	Spatial transformation; rural-coastal connectivity;	Rural service centre uses at designated nodes; no commercial	15-year gravel-to-asphalt upgrade programme (INF-01, 02, 03 + provincial advocacy); rural taxi rank

CORRIDOR	ROUTE AND LENGTH	PRIMARY FUNCTION	PERMITTED LAND USE INTENSITY	KEY SDF PROPOSALS
Transformation Corridor	Sawoti, Kenterton to Braemar; approx. 55 km	agricultural freight; inland service delivery spine	development between nodes; agricultural freight route protection	formalisation at Dumisa and Kenterton
Conservation Servitude — Former South Coast Rail	Former Transnet rail servitude through coastal belt; passes through or adjacent to Scottburgh, Park Rynie, Pennington, Umzinto	Corridor protection; future mobility option reservation; tourism trail potential	No development within servitude; standard residential controls on adjoining land	Servitude designation in Scheme; rail-to-trail conversion feasibility study; former station site precinct plans as brownfield development opportunities



Umdoni Local Municipality Development Nodes and Corridors

Legend

- Places
- Blue line: National Road
- Red line: Provincial Road
- Brown line: District Road
- Blue line: NFEPA_Rivers
- Brown line: Primary Development Corridor
- Orange line: Secondary Development Corridor
- Yellow line: Tertiary Development Corridor
- Yellow fill: Settlement Areas

Development Nodes

- Red circle: Municipal Development Node
- Blue circle: Community Development Node
- Yellow circle: Settlement Development Node
- Green circle: Tourism Circuit
- Brown circle: Rural Service Centre

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

0 1,25 2,5 5 7,5 10
Kilometers

Map 125: Nodes and corridors

14.4.2. CROSS-BORDER CONNECTIVITY

Table 70: Johannes Phumani Phungula (Ubuhlebezwe) Local Municipality Interface

REF.	JPP PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
TRANSPORT & MOVEMENT INFRASTRUCTURE				
JPP-T1	R612 Highflats Road Works — completion and upgrading of R612 through Highflats	R612 — Highflats (Wards 1, 11 & 13 of JPP)	The R612 is the primary connector between Umdoni's inland western wards (Wards 1–6, Vulamehlo) and the Highflats node. Upgrades to the R612 on the JPP side will increase traffic volumes and freight on the Umdoni section of the R612, impacting rural road conditions in Wards 1, 2 and 3.	INF-29; INF-32; INF-57 (Ward 1, 2, 3 road upgrades); INF-39 (R612 commuter facilities, Park Rynie end)
JPP-T2	R612 Non-Motorised Transport (NMT) Corridor — Ixopo towards Highflats and Highflats towards Jolivet	R612 corridor — Ixopo to Highflats to Jolivet	The NMT corridor proposal extends the R612 pedestrian and cycling infrastructure from Ixopo to Jolivet, approaching the Umdoni boundary. Umdoni's inland settlements in Wards 1–3 are within commuting distance of Jolivet and would benefit from a continuous NMT link.	INF-08 (taxi rank/bus shelters); LED-12 (local public transport plan)
JPP-T3	Jolivet Taxi Rank Upgrade	Jolivet — near Umdoni Ward 1/2 boundary	Jolivet is a key transit node for residents crossing between JPP and Umdoni's western inland wards. A formalised taxi rank at Jolivet would consolidate cross-boundary public transport, requiring aligned taxi route designation with Umdoni.	LED-12 (local public transport plan); INF-08 (bus shelters)
JPP-T4	D110 Concrete Road Upgrade — rural access road	D110 — Ward 13 JPP, approaches Umdoni western boundary	The D110 provides alternative hinterland access between JPP communities and Umdoni's Ward 1 area. Upgrading on the JPP side without co-ordinated upgrading on the Umdoni side creates a split-standard access route.	INF-29 (Ward 1 road upgrades)

REF.	JPP PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
BULK WATER & SANITATION				
JPP-W1	Greater Highflats Bulk Water Supply Scheme — bulk infrastructure upgrade and reticulation, Wards 1, 11 & 13	Highflats node and surrounds — Wards 1, 11, 13 JPP	Umdoni's western inland wards (1–3, Vulamehlo) currently draw from the same Ugu Water Authority bulk system that feeds down from the Highflats area. JPP's bulk water upgrade will affect system pressure and supply availability at the Umdoni boundary.	INF-11 (water pipeline replacement); INF-20 (JoJo tanks Ward 2); INF-13 (emergency boreholes rural wards)
JPP-W2	Mkhunya Water Treatment Plan (MIG)	Mkhunya — JPP/Umdoni Ward 1 boundary zone	Mkhunya straddles the JPP–Umdoni boundary. Water treatment infrastructure at Mkhunya on the JPP side services settlements that cross the boundary into Umdoni Ward 1, creating shared service dependencies.	INF-11; INF-13; INF-20; HSG-01 (Vulamehlo housing, Wards 1 & 2)
JPP-W3	Ncakubana Water Supply Scheme Phase extension (DWS/MIG)	Ncakubana — JPP interior, eastern extent	The Ncakubana scheme extends water supply toward the boundary zone. Coordinated planning with Ugu Water Services Authority is needed to avoid parallel infrastructure and ensure Umdoni's rural Wards 1–3 are included in the broader bulk water district planning.	INF-11; INF-13; INF-20
LOCAL ECONOMIC DEVELOPMENT & AGRICULTURE				
JPP-L1	Industrial Parks in Highflats and Ixopo — LED flagship projects	Highflats and Ixopo nodes	Industrial development at Highflats and Ixopo will generate employment demand from Umdoni's western rural wards (Wards 1–6), increasing commuter traffic on the R612 and district roads. Umdoni should advocate for local labour pipelines and skills development linkages.	LED-10 (EPWP); LED-09 (SMME/Co-op support); SF-14 (Dumisa Skills Centre); SF-34/36 (Ward 2 & 4 skills centres)
JPP-L2	Highflats Agro-Processing Facility — construction of agro-processing and packing facility	Highflats / Emazabekweni	Umdoni's inland wards (Wards 1–6) have significant subsistence and small-scale commercial agricultural output. Access to the Highflats agro-processing facility would provide a market and value chain	LED-09; LED-10; INF-29; INF-57 (Ward 1 & 2 road access)

REF.	JPP PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
			linkage for Umdoni rural producers, requiring road access improvements on the R612.	
JPP-L3	Highflats Mall — development of a new shopping mall	Highflats town centre	A mall at Highflats will draw retail spending from Umdoni's Wards 1–6, potentially reducing commercial activity at Umzinto and Scottburgh. The Umdoni CBD revitalisation and Umzinto informal trader stalls must respond to this competitive pressure.	LED-13 (Umzinto CBD revitalisation); LED-04 (Umzinto trader stalls)

Table 71: Richmond Projects Spatially Relevant to Umdoni (2025–2044)

REF.	RICHMOND PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
TRANSPORT & MOVEMENT INFRASTRUCTURE				
RIC-T1	Tarring of D158 and P115 — rural access roads (Ward 5)	Ward 5 Richmond — approaches Dumisa / Sizophumelela boundary with Umdoni	D158 and P115 serve boundary settlements between Richmond and Umdoni's Ward 5 (Dumisa area). Tarring on the Richmond side without equivalent upgrading in Umdoni Ward 5 creates a split-standard route deterring through-movement.	INF-35 (Ward 6 roads); SF-45 (Dumisa clinic); SF-46 (Dumisa police)
RIC-T2	Shayimpahla / Mkhomazi Bridge — construction of bridge across Mkhomazi River	Shayimpahla — Mkhomazi River crossing, Richmond/Umdoni boundary	The Mkhomazi River forms part of the Richmond–Umdoni boundary. A bridge at Shayimpahla would be a shared cross-boundary asset, enabling access between Richmond's Byrne/Nhlazuka area and Umdoni's Ward 5/6. Joint planning and co-funding with DoT and Umdoni is essential.	INF-05 (rural bridge construction); INF-35 (Ward 6 roads)
RIC-T3	Tarring of roads — Mbanjwa to Luwanda	Ward 6 Richmond — interior route approaching Umdoni hinterland	The Mbanjwa–Luwanda route provides connectivity from the Richmond interior toward the Umdoni boundary. Improved surfacing will increase agricultural and commuter traffic crossing into Umdoni's Wards 5 and 6.	INF-35; SF-11 (Mayfield Hall, Ward 5); SF-14 (Dumisa Skills Centre)
ENVIRONMENTAL & AGRICULTURAL MANAGEMENT				
RIC-E1	Rehabilitation and Preservation of Environmentally Sensitive Areas —	Ndaleneni, Byrne, Hopewell — northern Richmond, Mkhomazi headwaters	The Mkhomazi River originates in Richmond and flows into Umdoni, creating a shared catchment. ESA rehabilitation upstream in Richmond directly benefits Umdoni's biodiversity corridors and water quality in Wards 5, 6 and beyond.	ENV-01 (SEA); ENV-02 (LUMS); INF-05 (rural bridges)

REF.	RICHMOND PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
	Greater Ndaleni, Byrne and Hopewell			
RIC-E2	Agricultural Management Plan — Municipal-wide (climate response)	Municipal-wide Richmond	Richmond's agricultural land borders Umdoni's high-potential agricultural areas in Wards 5 and 6. Aligned agricultural management policies would protect the shared productive landscape and prevent uncoordinated land use changes along the boundary.	ENV-01; ENV-02 (LUMS review)
LOCAL ECONOMIC DEVELOPMENT & TOURISM				
RIC-L1	Construction of Acro-branch Tourism Park — Nhlazuka, Byrne and Hella Hella	Nhlazuka / Byrne / Hella Hella — Richmond hinterland tourism	An adventure tourism park in the Byrne/Hella Hella area draws on the Mkhomazi River gorge landscape that straddles the Umdoni–Richmond boundary. A joint tourism route linking this park to Umdoni's Eden Rock Agri-Tourism (Ward 7) and Scottburgh Aeropark would create a multi-municipality inland-to-coast tourism corridor.	LED-08 (Eden Rock/Aeropark tourism); LED-12 (transport plan)
RIC-L2	Agro-Processing Market — Thornville (agro-processing and SMME market)	Thornville — Richmond northern interior	Richmond's Thornville agro-processing market will serve producers on both sides of the boundary. Umdoni's inland agricultural communities in Wards 5 and 6 should be included in market access planning and transport routes to Thornville.	LED-09; LED-10; HSG-12 (Ward 5 housing — increased population needing LED)

Table 72: Mkhambathini Projects Spatially Relevant to Umdoni (2025–2044)

REF.	MKHAMBATHINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
TRANSPORT & MOVEMENT INFRASTRUCTURE				
MKH-T1	Tourism Route Road Upgrades — P477, P556, AE3611, P26, L823, P21-1 (phased, LED-05)	P477, P556 and P21-1 — Mkhambathini corridors approaching Umdoni northern boundary	Mkhambathini's tourism road upgrades on the P477 and P556 corridors connect directly to Umdoni's northern inland wards (Wards 3, 4, 5) and the Table Mountain / mid-Illovo landscape. Improved access from Mkhambathini will generate cross-boundary visitor flows.	LED-08 (agri-tourism, Eden Rock); INF-35 (Ward 6 roads); INF-05 (rural bridges)
MKH-T2	R603 and P556 Corridor Micro-Logistics — last-mile logistics network (LED-10)	R603 and P556 — Mkhambathini interior and boundary zone	The R603 / P556 micro-logistics corridor approaches Umdoni's northern boundary in the Dumisa / Ward 5 area. A coordinated logistics strategy would enable Umdoni's rural agricultural producers to access the Mkhambathini distribution network.	LED-09; LED-10; INF-29 (Ward 1); INF-32 (Ward 3)
MKH-T3	Upgrade of Primary Access Roads to Engineered Gravel Standard — Macala-Gwala (INF-10)	Macala-Gwala — Mkhambathini, northern approach to Umdoni Ward 3/4	The Macala-Gwala road upgrade improves access from the Mkhambathini interior to Umdoni's northern boundary wards. Umdoni must ensure its matching rural road programme in Wards 3 and 4 is programmed to receive the resulting through-traffic.	INF-32 (Ward 3); INF-35 (Ward 6); INF-37 (Ward 4 bridge)
ENVIRONMENTAL MANAGEMENT				
MKH-E1	River and Wetland Rehabilitation — Lowu River, uMbango River,	Mkhomazi River — shared catchment corridor, Mkhambathini / Umdoni boundary	The Mkhomazi River is a shared boundary asset between Mkhambathini and Umdoni. Wetland and river rehabilitation in Mkhambathini directly improves water quality and biodiversity	ENV-01 (SEA); ENV-02 (LUMS)

REF.	MKHAMBATHINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
	Mkhomazi River (ENV-04)		flowing into Umdoni's northern wards. Joint catchment management planning is required.	
MKH-E2	Forest and Biodiversity Restoration — Ngilanyoni, Entsenjeni, KwaDwengu (ENV-06)	Ngilanyoni and Entsenjeni — Mkhambathini interior approaching Umdoni boundary	Biodiversity restoration in the Ngilanyoni and Entsenjeni areas feeds into shared ecological corridors that extend into Umdoni's CBA network in the northern inland wards. Alignment with Umdoni's SEA and LUMS is required to prevent edge effects.	ENV-01; ENV-02
MKH-L1	Table Mountain–Maqongqo Cultural and Heritage Tourism Precinct (LED-07)	Maqongqo / Table Mountain — Mkhambathini, adjacent to Umdoni northern wards	The Table Mountain–Maqongqo precinct is a high-value tourism asset immediately north of Umdoni's Ward 3/5 boundary. A joint Umdoni–Mkhambathini tourism route connecting this precinct to Umdoni's agri-tourism and coastal offerings would create a compelling inland-to-coast visitor experience.	LED-08 (agri-tourism, Eden Rock); LED-12 (transport plan)
MKH-L2	Nhlazanyoni Agro-Processing Rural Market — production to market facility (LED-06)	Nhlazanyoni — Mkhambathini rural interior	The Nhlazanyoni agro-processing market will serve rural agricultural producers in a zone that is accessible from Umdoni's Wards 3, 4 and 5. Umdoni should engage with Mkhambathini and Ugu / uMgungundlovu district to ensure Umdoni producers have access to the market and the associated value chains.	LED-09; LED-10; HSG-12 (Ward 5 population growth)
BULK WATER & SERVICES				
MKH-W1	Mid-Illovo Water Scheme Extension — reticulation extension to Mid-Illovo settlements (INF-17)	Mid-Illovo — Mkhambathini, adjacent to Umdoni Ward 3/5 boundary zone	Mid-Illovo water scheme extensions approach the Umdoni boundary in Wards 3 and 5. Cross-boundary water service planning with Ugu and uMgungundlovu Water Services Authorities is needed to ensure equitable and non-conflicting bulk water supply.	INF-11; INF-12; INF-13 (emergency boreholes, rural wards)

Table 73: uMzumbe Projects Spatially Relevant to Umdoni (2025–2044)

REF.	UMZUMBE PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
TRANSPORT & MOVEMENT INFRASTRUCTURE				
UMZ-T1	N2 On-Ramp Upgrade — Turton Beach Access (D945 bridge & on-ramp)	Turton / N2 (uMzumbe northern edge, adjacent Ward 7 boundary)	Turton Beach is < 3 km south of Ifafa/Ward 7. Increased N2 traffic volumes will impact the Cutty Sark / P188 interchange and R102 corridor in Umdoni.	INF-07 (Traffic lights P188/R102); INF-39 (DoT commuter facilities R102)
UMZ-T2	Upgrading of R102 Tourism Corridor — Turton to Pennington (provincial road alignment)	R102 north of Turton into Umdoni Ward 7 / Ward 10	The R102 is identified in both SDFs as a shared tourism route. Turton acts as a gateway to the rural south; Scottburgh / Park Rynie act as the northern tourism anchor.	INF-03; INF-06; LED-08 (Park Rynie Promenade, tourism)
UMZ-T3	Upgrading of P73 (Sipofu Road) — Turton to Nyavini	P73 corridor, uMzumbe rural interior; crosses into Ward 4/5 Umdoni at Bhadane	P73 provides hinterland connectivity between Umdoni wards 4, 5, 6 and Turton. Road upgrades will increase traffic loads on Umdoni's unpaved rural feeder roads.	INF-37 (Khawula Road Bridge, Ward 4); INF-35 (Ward 6 roads)
UMZ-T4	MIG-Funded Bhadane Regravelling of Lundi Road	Lundi Road — uMzumbe side of Bhadane / Mtwalume boundary	Improves access to Mtwalume node but transfers traffic onto Umdoni's R102 and coastal access routes. Confirmed cross-border conflict per Umzumbe SDF.	INF-04; INF-08 (Mtwalume / R102 commuter facilities)
UMZ-T5	Pennington South Road Rehabilitation	Southern approach to Pennington / Hibberdene boundary	Road upgrades on the uMzumbe side create uneven infrastructure loading at the Hibberdene / Pennington	INF-39; INF-40; INF-41 (Pennington / Park Rynie corridor)

REF.	UMZUMBE PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
			junction — a confirmed cross-border conflict in the uMzumbe SDF.	
ENVIRONMENTAL & COASTAL MANAGEMENT				
UMZ-E1	Protection of Mtwalume River Corridor & CBA Irreplaceable / Optimal Areas	Mtwalume River — shared border (Umdoni Ward 7 / uMzumbe Ward 1)	Mtwalume River is the primary environmental border between both municipalities. Riparian buffer degradation on either side affects biodiversity connectivity into the Vernon Crookes Nature Reserve system.	ENV-01 (SEA); ENV-02 (LUMS); INF-28 (Ward 7 electrification — reduce pressure)
UMZ-E2	Agricultural Land Protection — Sugarcane and High-Potential Agricultural Land (Act 70 Policy)	Border zone — Umgai, Mapungwane, Koelwaters, Elysium, Ifafa area	Both SDFs seek to protect commercial agriculture and biodiversity along the border. Uncoordinated subdivision approvals risk piecemeal erosion of the shared agricultural buffer.	ENV-01; ENV-02 (LUMS review)
TOURISM & LOCAL ECONOMIC DEVELOPMENT				
UMZ-L1	Turton Town Formalisation & Revitalisation Plan (CBD upgrade, infill housing, R102/P73 streetscaping)	Turton — primary node of uMzumbe, 5 km south of Ifafa interchange	Turton's growth as a commercial node will generate demand for goods and services from Scottburgh and Umzinto. Formalisation increases regional catchment pressure on Umdoni's urban nodes.	LED-06 (Ifafa Industrial Park); LED-13 (Umzinto CBD Revitalisation)

REF.	UMZUMBE PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
UMZ-L2	Hibberdene Small Craft Harbour — Feasibility and Development (exploratory)	Hibberdene / Pennington boundary zone (Ward 7 Umdoni / uMzambe northern coast)	A small craft harbour in Hibberdene would create a shared coastal tourism asset that both municipalities could jointly market. Port Rynie already serves as a regional small craft harbour anchor.	LED-08 (Tourism development, Park Rynie Promenade); SF-27 (Tidal pool walls)
UMZ-L3	R102 Tourism Corridor Promotion — Turton as gateway to rural tourism routes	R102 south of Pennington into uMzambe	Both SDFs identify the R102 as a coastal tourism route. A joint tourism corridor strategy linking Scottburgh, Park Rynie, Hibberdene (Umdoni) with Turton Beach (uMzambe) would strengthen regional tourism.	LED-01; LED-02; LED-08; LED-13
BULK WATER & SERVICES				
UMZ-W1	Mtwalume Bulk Water System — Shared Reticulation and Resilience Upgrades	Mtwalume node — shared water system serving southern Umdoni and northern uMzambe	Both municipalities rely on a shared Mtwalume bulk water system. Uncoordinated upgrades risk supply interruption and inequitable infrastructure investment across the boundary.	INF-11 (Water pipeline replacement); INF-12 (Malangeni reticulation)

Table 74: eThekweni Projects Spatially Relevant to Umdoni (2025–2044)

REF.	ETHEKWINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
TRANSPORT, MOVEMENT & PUBLIC TRANSPORT INFRASTRUCTURE				
ETK-T1	N2 South Corridor — ongoing upgrade, rehabilitation and capacity management (SANRAL/eThekweni, South SDP priority)	N2 from Amanzimtoti / Kingsburgh southward to Umdoni boundary at Renishaw / Freeland Park	The N2 is the primary movement spine shared by both municipalities. Capacity improvements and maintenance on the eThekweni section directly affect traffic volumes, freight movement and road safety at the Umdoni boundary node (Scottburgh/Freeland Park). Infrastructure decisions on the eThekweni side determine the development pressure experienced in Umdoni's Ward 15.	INF-04; INF-46 (Scottburgh/Renishaw/Freeland Park roads); INF-39 (R102/R612 commuter facilities)
ETK-T2	IPTN / BRT Southern Extension — Integrated Public Transport Network trunk route and feeder routes serving Isipingo to Amanzimtoti / Kingsburgh corridor	Kingsburgh / Amanzimtoti — south terminus of IPTN Trunk C2 rail and BRT network	The IPTN's southern rail terminus at Isipingo / Amanzimtoti is the closest formal rapid transit node to Umdoni. Umdoni residents commuting to eThekweni for employment rely on public transport feeder services that begin at the Scottburgh end of the N2 and R102. The IPTN design does not currently extend to Umdoni — a gap that Umdoni's local transport plan must address.	LED-12 (Local Public Transport Infrastructure Plan); INF-08 (bus shelters and taxi ranks)
ETK-T3	P725 and P728 Provincial Road Upgrades — layerworks and surfacing (DoT KZN, MTEF 2024/25–2026/27)	P725 and P728 — south eThekweni, approaching Umdoni boundary zone	The P725 and P728 are provincial roads on the eThekweni side that feed into the Umdoni boundary corridor. Upgrades will increase traffic flows onto corresponding Umdoni district and local roads, particularly in the Freeland Park / Scottburgh South / Renishaw Hills area.	INF-04; INF-46 (Ward 15 road rehabilitation, Scottburgh South, Renishaw, Freeland Park)
ETK-T4	R197 Cross-Boundary Road Link — Amahlongwa Traditional Settlement	R197 — inland corridor crossing eThekweni Ward	The R197 is explicitly identified in the eThekweni SDF cross-border planning meeting (April 2025) as a shared route connecting the Amahlongwa Traditional Settlement across	INF-03 (Ward 18/19 road upgrades); INF-42 (Ward 19 regravelling); HSG-03; HSG-04

UMDONI MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

DRAFT SDF – JUNE 2026

REF.	ETHEKWINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
	connectivity across N2 (traversing Umdoni, Ugu and eThekwini)	99/105, Umdoni Wards 16/18/19, and Ugu DM	the N2, traversing Umdoni, Ugu and eThekwini. Umdoni's inland housing delivery in Wards 16, 18 and 19 depends on functional access along this route.	(Amahlongwa/KwaCele housing)
ETK-T5	Ward 105 Local Area Plan and Scheme — Isimahla Traditional Council; proposed inclusion of portions of Ward 105 in Mkhambathini (MDB demarcation process)	Ward 105 (formerly Vulamehlo) — eThekwini/Umdoni/Mkhambathini boundary zone at Isimahla TC	The MDB demarcation process — identified at the April 2025 cross-border meeting — proposes the absorption of portions of eThekwini Ward 105 into Mkhambathini. This directly affects the Isimahla Traditional Council, which straddles the Umdoni–eThekwini boundary in the area of Wards 15–16 (Umdoni). Any boundary change will alter service delivery responsibilities and planning jurisdictions.	HSG-03; HSG-04; INF-03; INF-47 (Ward 16/17/18/19 — boundary zone wards)
HOUSING, LAND USE & SETTLEMENT MANAGEMENT				
ETK-H1	Amahlongwa Rural Housing Project — 1 679 units, Ward 99, KZN DHS (R19.8m, planning phase)	Ward 99 eThekwini — Amahlongwa TC, adjacent to Umdoni Ward 16/18 boundary	The Amahlongwa Traditional Settlement straddles the eThekwini–Umdoni boundary. eThekwini's housing project on its side of the boundary (Ward 99) will generate service demands — water, sanitation, roads, social facilities — that connect to Umdoni's Wards 16 and 18 on the other side. The Amahlongwa Rural Water and Sanitation Project (confirmed at the April 2025 cross-border meeting) must be jointly planned.	HSG-03; HSG-04; INF-47; INF-42; INF-43; INF-48
ETK-H2	Isimahla South Rural Housing — 1 000 units, Ward 105, KZN DHS (R8.05m, planning phase)	Ward 105 eThekwini — Isimahla South, boundary zone with Umdoni northern wards	Isimahla South rural housing is directly adjacent to Umdoni's northern boundary wards. Both municipalities are planning rural housing in close proximity. Uncoordinated delivery will result in competing infrastructure investment and potential duplication of social facilities at the boundary.	HSG-01 (Vulamehlo / Wards 1 & 2); INF-11; INF-14

REF.	ETHEKWINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
ETK-H3	Renishaw Hills Development — high-end residential development along N2, southern eThekwini/Umdoni boundary	Renishaw Hills — N2 coastal strip, eThekwini/Umdoni boundary, Ward 15 Umdoni / southern eThekwini	Renishaw Hills is a large-scale high-end residential development straddling or immediately adjacent to the eThekwini–Umdoni boundary. Bulk water, sanitation, road access and land use zoning must be co-ordinated between both municipalities, Ugu DM and eThekwini. The development will affect the character of the Freeland Park / Scottburgh South corridor.	INF-46 (Humberdale Road/Scottburgh South/Renishaw); INF-15 (sewer refurbishment, urban coastal strip); HSG-21 (informal settlement upgrading, Ward 15)
ETK-H4	Freeland Park Sugarcane Agricultural Strip — active agricultural land management between Freeland Park (Umdoni), Umkomaas (eThekwini) and Ugu DM	Freeland Park / N2 coastal agricultural strip — eThekwini / Umdoni / Ugu interface	A shared sugarcane agricultural strip between Freeland Park (Umdoni Ward 15), Umkomaas (eThekwini) and Ugu DM was specifically flagged at the April 2025 cross-border meeting. Uncoordinated land use decisions — especially subdivision or rezoning on either side — risk eroding this productive buffer.	ENV-01 (SEA); ENV-02 (LUMS); INF-46 (Freeland Park road infrastructure)
ENVIRONMENTAL, COASTAL & WATER MANAGEMENT				
ETK-E1	Lower Umkhomazi Bulk Water Project — bulk water supply infrastructure for the Umkhomazi catchment area	Umkhomazi River catchment — shared boundary corridor, eThekwini Umkomaas / Umdoni northern wards	The Lower Umkhomazi Bulk Water Project was raised as a formal cross-border planning issue at the April 2025 meeting, with Ugu DM requesting clarification on project status from eThekwini. This project is the primary bulk water scheme for the Umkomaas area and has direct implications for Umdoni's bulk water supply in its coastal and peri-urban wards.	INF-11 (water pipeline replacement, district-wide); INF-13 (emergency boreholes); INF-12 (Malangeni reticulation)
ETK-E2	Amahlongwa Rural Water and Sanitation Project —	Amahlongwa TC — straddling eThekwini	The Amahlongwa Rural Water and Sanitation Project was jointly raised at the April 2025 cross-border meeting. As the Amahlongwa TC straddles the boundary, both municipalities	INF-11; INF-14 (VIP sanitation, rural wards); INF-48 (electrification Ward 18)

UMDONI MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

DRAFT SDF – JUNE 2026

REF.	ETHEKWINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
	bulk water and sanitation for Amahlongwa TC area	Ward 99 and Umdoni Wards 16/18	must co-ordinate with Ugu Water Services Authority to avoid parallel infrastructure and achieve equitable service coverage on both sides.	
ETK-E3	Umkhomazi Local Area Plan (2010, under review) – coastal environmental management including Aliwal Shoal MPA, Sappi-Saiccor industrial zone, Umkhomazi and Clansthal conservancies	Umkomaas / Craigieburn – eThekwini south coast, immediately north of Umdoni	The Umkhomazi LAP identifies eThekwini's immediate northern context as comprising industrial (Sappi-Saiccor), conservancy and coastal tourism uses. The Aliwal Shoal MPA extends into the ocean adjacent to Umdoni's northern coast. Marine water quality from Sappi-Saiccor discharges directly affects Umdoni's coastal tourism assets.	LED-08 (coastal tourism – Scottburgh, Park Rynie, Kelso); SF-27 (tidal pool walls); ENV-01 (SEA)
ETK-E4	eThekwini Traditional Rural Spatial Framework and Land Use Management Plan – adopted June 2025; Amahlongwa TC participation requested from Umdoni	eThekwini rural areas south – Amahlongwa TC, Isimahla TC (Ward 105), boundary zone	eThekwini has formally requested Umdoni's participation in the eThekwini Traditional Rural Spatial Framework on matters affecting the Amahlongwa Traditional Council. Umdoni must engage with eThekwini's planning department and review the framework to ensure Umdoni's land use policies for Wards 16, 18 and 19 are aligned.	ENV-01; ENV-02; HSG-03; HSG-04; INF-47; INF-42
LOCAL ECONOMIC DEVELOPMENT & COASTAL TOURISM				
ETK-L1	Umkomaas / Craigieburn Redevelopment – South SDP Phase 1 Priority Area; coastal and industrial regeneration including	Umkomaas / Craigieburn – eThekwini southern coast, immediately north of Umdoni coastal corridor	The Umkomaas/Craigieburn redevelopment is a Phase 1 Priority in eThekwini's South SDP. Regeneration of the Umkomaas coastal node creates a directly competing tourism and residential offer to Umdoni's Scottburgh and Park Rynie nodes. Joint coastal tourism marketing and co-ordination of	LED-01; LED-02; LED-03; LED-08 (Scottburgh/Park Rynie tourism and beach pavilion); LED-13 (Umzinto CBD)

UMDONI MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

DRAFT SDF – JUNE 2026

REF.	ETHEKWINI PROJECT / PROPOSAL	LOCATION	CROSS-BORDER RELEVANCE TO UMDONI	UMDONI CEF ALIGNMENT
	Sappi-Saiccor precinct and Craigieburn housing project		development controls along the N2/R102 corridor between Umkomaas and Scottburgh is necessary.	
ETK-L2	Illovo Flats Development Opportunity — potential future diversification from sugarcane to residential, recreation/tourism and economic development	Illovo Flats — eThekwini south, sugarcane agricultural land north of Umdoni boundary	The Illovo Flats are identified as a potential development opportunity area in eThekwini's South SDP. Any intensification of land use in the Illovo area will increase development pressure southward along the N2/R102 corridor into Umdoni's Ward 10 and Ward 15 areas, particularly around Park Rynie and Kelso.	LED-07 (Park Rynie Industrial Strip); LED-08; ENV-01; ENV-02 (manage boundary-zone land use)
ETK-L3	eThekwini South Sub-Planning Scheme — public participation process underway; Ugu and Umdoni requested to provide comments	eThekwini South MPR — encompassing Ward 105 and boundary zone with Umdoni	The eThekwini South Sub-Planning Scheme is currently open for public participation. Umdoni has a formal obligation to submit comments, particularly on land use decisions in Ward 105 and the coastal boundary zone that will affect Scottburgh, Freeland Park, Renishaw Hills and the Amahlongwa TC area.	ENV-01; ENV-02; INF-46; HSG-21 (Scottburgh South/Renishaw/Freeland Park)

14.5. STRATEGY 4: ECONOMIC DEVELOPMENT AND INVESTMENT FACILITATION

Umdoni's economy is service-heavy, consumption-oriented, and eThekweni-dependent. Approximately 60% of the working-age population commutes northward for employment, returning the municipality to a primarily residential and agricultural function within the broader city-region economy. Unemployment sits above 60% and the Gini coefficient is among the highest in the Ugu District, reflecting deep income inequality. The structural challenge is not simply a lack of economic activity — it is the absence of a diverse, productive economic base that can retain value locally, absorb labour within the municipality, and resist the cyclical shocks to which monoculture-dependent and tourism-dependent economies are vulnerable.

14.5.1. AGRICULTURAL MODERNISATION AND AGRO-PROCESSING

Agriculture — including sugarcane cultivation, horticulture, and smallholder farming — is Umdoni's most significant productive economic sector by land coverage, employing a large portion of the formal agricultural workforce and supporting rural livelihoods across the traditional authority areas. The sector's structural weakness is the absence of value addition: raw agricultural products leave Umdoni largely unprocessed, with the value-addition margin captured by facilities outside the municipality.

14.5.1.1. FARMER PRODUCTION SUPPORT UNIT

The establishment of a Farmer Production Support Unit (FPSU) is recommended as the primary institutional anchor for agricultural sector support — modelled on the national DRDLR Agri-Park programme. The SDF spatially locates the FPSU in proximity to the Dududu or Kenterton rural service node, where accessibility from the inland agricultural hinterland is

greatest. The FPSU must provide: input supply (seeds, fertiliser, equipment); extension services and training; pack-house and cold storage facilities; and market linkage coordination. The funding mechanism is the DRDLR Agri-Park programme combined with the municipality's LED budget.

14.5.1.2. AGRO-PROCESSING HUB — UMZINTO (LOT 11)

A feasibility study and business plan for an agro-processing hub precinct is proposed on Lot 11, Umzinto, at an estimated cost of R700,000. The study must address: market demand for the proposed processing functions; infrastructure service availability (water, electricity, waste management); environmental screening; and the land use and design standard requirements for a food-safety-compliant processing facility. Once the feasibility study is adopted, Lot 11 is to receive a formal agro-processing zone designation through the Umzinto Urban Design Framework.



14.5.1.3. GREENHOUSE AND HYDROPONIC FARMING — LASA FARM REDEVELOPMENT

The redevelopment of existing greenhouse infrastructure is proposed as a priority agro-industrial investment area that is to be located at Lasa Farm (Lot 12, Umzinto). The proposed study area would permit permitting greenhouse, hydroponic, and tunnel farming operations as primary land uses. The municipality's role is facilitation of planning approvals, infrastructure coordination, and access to the KZN Department of Agriculture's extension support programme. This is a private-sector-led initiative with municipal enabling support.



14.5.1.4. TRADITIONAL MEDICINE AND MEDICINAL PLANTS ENTERPRISE

The LED Strategy identifies a feasibility study for a traditional medicines and medicinal plants processing centre linked to the Traditional Healers Market at Umzinto (LED-11). This SDF endorses this as a medium-term LED initiative that strengthens the economic value of the Traditional Healers Market precinct — an asset that Strategy 1 designates as a heritage-commercial node within the Umzinto Urban Design Framework. The feasibility study is to be incorporated into the Umzinto Urban Design Framework process as a component of the market precinct design brief.





Umdoni LM

Umzinto
Facilitation of the Redevelopment of
Greenhouse Farming
at Lasa Farm (Lot no. 12 Umzinto)

Legend

- Places
-  National Road
-  Provincial Road
-  District Road
-  Local Road
-  Cadastral
-  Lasa Farm
-  Umzinto Industrial Node



Map 126: Redevelopment of Lasa Farm into Greenhouse Farming

14.5.2. MANUFACTURING AND INDUSTRIAL DEVELOPMENT

The Industrial Sector Plan provides the detailed project pipeline and implementation framework for manufacturing and industrial development in Umdoni. The following industrial development proposals are endorsed spatially in this SDF, drawing directly from the Industrial Sector Plan's Implementation Plan:

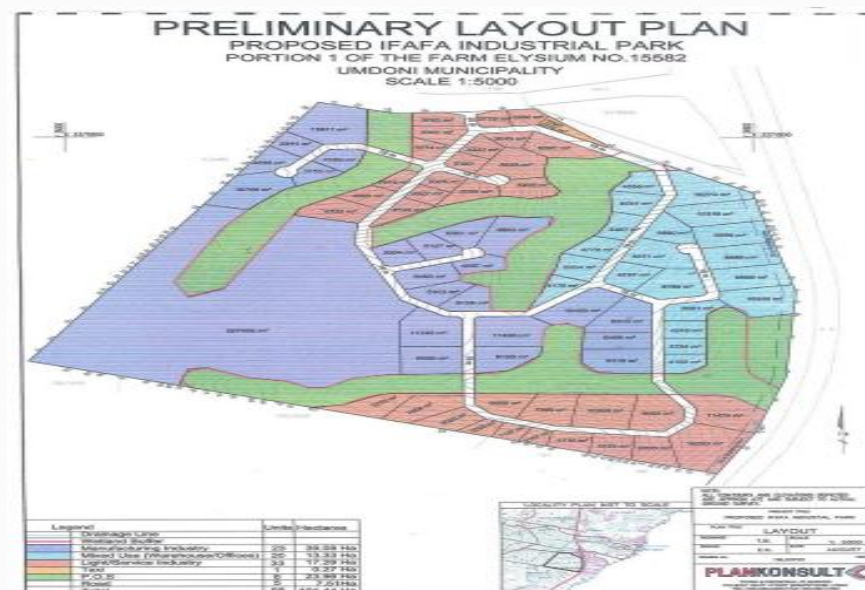
14.5.2.1. STRENGTHENING THE EXISTING INDUSTRIAL NODES – PARK RYNIE AND UMZINTO

At Park Rynie, the immediate infrastructure priorities are road resurfacing and maintenance across the node, and the construction of an alternative western access route to relieve congestion and improve logistics movement. At Umzinto, the focus is on the rehabilitation of Lot 154 and the facilitation of private light industrial expansion on adjacent lots. These interventions are short-to-medium-term commitments drawing on MIG allocations, KZN EDTEA programme funding, and private developer contributions.

14.5.2.2. IFAFA INDUSTRIAL PARK

An industrial park is proposed in Ifafa. This park is to be located on the Remainder of Portion 1 of Farm Elysium No. 15582 in Ward 7. The site benefits from direct N2 access via the Ifafa interchange, making it the most logistically competitive industrial location in the municipality. The park is to be a co-investment between the Ugu South Coast Development Agency and Umdoni Local Municipality, with a total project value in the order of R182 million. A workforce housing component of approximately 500 rental units is proposed in proximity to the park; this is not incidental to the industrial

proposal but is a functional requirement, since sustained industrial investment depends on an accessible and stable labour supply.



14.5.2.3. SCOTTBURGH INDUSTRIAL NODE

A feasibility study is proposed for a new industrial park in Scottburgh, covering site identification and suitability analysis. The SDF endorses this feasibility study as a short-term action and designates the process as a component of the Scottburgh CBD and Waterfront Precinct Local Area Plan. The Small Business Light Industrial Incubation Hub proposed for Scottburgh is endorsed as the immediate-term anchor for the Scottburgh industrial node, providing incubation premises for SMMEs in light manufacturing, artisan services, and coastal-related production activities

14.5.3. COASTAL TOURISM AND OCEAN ECONOMY

Tourism is Umdoni's most visible economic sector and the one with the greatest potential for rapid growth given the existing natural asset base — the Indian Ocean coastline, the Aliwal Shoal MPA, the Vernon Crookes Nature Reserve, and the South Coast leisure amenity that already generates significant visitor traffic. Umdoni benefits from three dimensions of the coastal economic opportunity: the beach and coastal tourism product, the ocean economy under Operation Phakisa, and coastal estate and mixed-use property investment:

14.5.3.1. BEACHFRONT REVITALISATION AND TOURISM PRODUCT UPGRADING



The LED Strategy calls for the fast-tracking of the Scottburgh Beachfront Master Plan implementation through project packaging for public and private investment, maintenance plans linked to South Coast Tourism annual inspections, and private sector concession agreements for beachfront services. The SDF spatially endorses this through the Scottburgh CBD and Waterfront Precinct Local Area Plan — which must include the beachfront master plan as a component of its precinct design brief — and through the CEF projects LED-01 (Beach Pavilion), LED-03 (Crafters Market), SF-26 (Swimming Pool), and SF-28 (Beach Campsite). The Aliwal Shoal

Tourism Hub proposed in Strategy 1 is the medium-term catalytic private investment within this sub-strategy

14.5.3.2. SCOTTBURGH ECO-ESTATE AND COASTAL PROPERTY INVESTMENT

The Scottburgh Eco-Estate as a catalytic private-sector investment opportunity — a low-density eco-residential estate with environmentally sensitive design, internal roads, green open spaces, and stormwater systems. The development must be assessed against and comply with the ICMA Development Setback Lines, the CBA Optimal area conditions applicable to its site, and the Scottburgh urban edge as established in Strategy 1. The potential revenue streams identified include property rates, service charges, development contributions, and building plan fees

14.5.3.3. RENISHAW COASTAL PRECINCT

The Renishaw development represents the most significant large-scale mixed-use property investment currently in planning in Umdoni, incorporating residential estate, light industrial erven, commercial, and tourism components on a substantial land parcel in the Scottburgh/Park Rynie coastal corridor. The SDF endorses the municipality's role as an active planning facilitator for this development — coordinating the land use approvals process, aligning bulk service planning, and ensuring that the environmental and ICMA conditions applicable to the coastal precinct are incorporated into the development framework.



14.6. STRATEGY 5: COMPETITIVE INFRASTRUCTURE-LED GROWTH

14.6.1. ENERGY INFRASTRUCTURE DEVELOPMENT

14.6.1.1. RURAL ELECTRIFICATION BACKLOG

Approximately 3,985 households across Wards 1, 2, 7, 8, 18, and 19 remain without formal electricity connections (INF-16, INF-28, INF-30, INF-43, INF-48, INF-55), with the largest backlogs in Ward 19 (1,675 households), Ward 8 (910 households), and Ward 18 (280 households). These backlogs are primarily in Ingonyama Trust areas where grid extension requires servitude agreements with Traditional Authorities — the framework for which is established in Strategy 2. Umdoni Municipality must formally advocate to DMRE and Eskom through the IDP's MTREF and SDBIP process for the INEP electrification programme to prioritise these six wards. All rural service centre facilities in Wards 1, 2, 7, 8, 18, and 19 must receive electrical connections as a prerequisite for community use — the lightning conductor installation programme (SF-32, SF-52, INF-54) is a companion investment that addresses documented safety risks at unprotected public facilities.

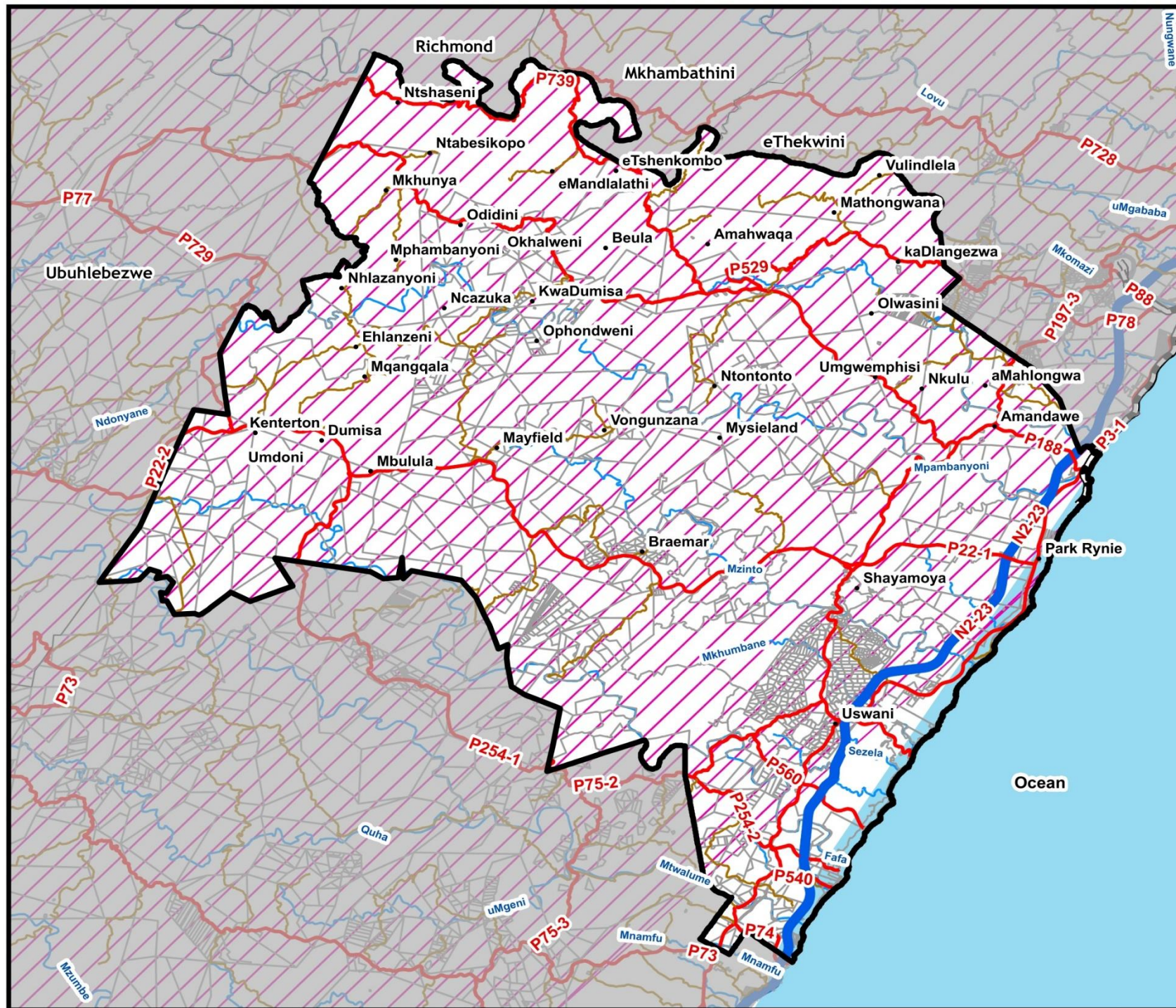
14.6.1.2. RENEWABLE ENERGY DEVELOPMENT CORRIDOR

It is proposed that the municipality leverage its inclusion within the Renewable Energy Development Zones (REDZ) Eastern Corridor, as identified through the national Strategic Environmental Assessment (SEA) for Wind and Solar PV. The Eastern Corridor spans from eThekweni through Umdoni, presenting high solar irradiation levels, suitable topography, and proximity to existing Eskom transmission infrastructure.

Designating a Renewable Energy Investment Precinct within the municipality, particularly in the rural hinterlands, would unlock opportunities for:

- Solar photovoltaic and hybrid micro-grid projects supplying nearby industrial, logistics, and agricultural clusters;
- Battery-storage and energy-service facilities supporting grid reliability;
- Green skills and employment hubs linked to youth development and community beneficiation programmes





Umdoni Local Municipality

Renewable Energy Development Zone Power Corridor

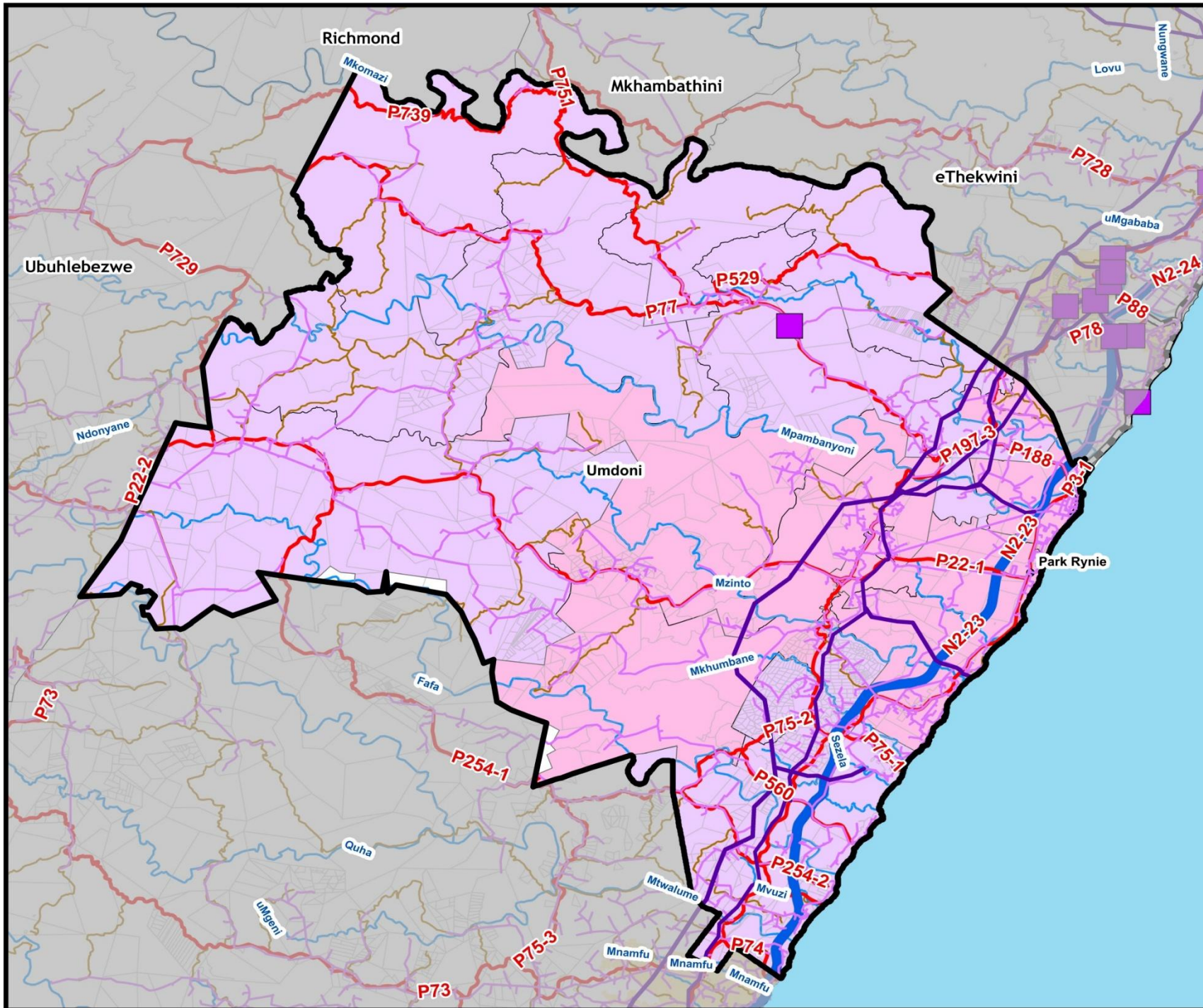
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Renewable Energy Dev Zone Power corridor
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 128: Renewable Energy Development Zone Power Corridor



Umdoni Local Municipality

Wind Renewable Energy Potential Areas

Legend

- Places
- Substations
- National Road
- Provincial Road
- District Road
- Railways
- NFEPA_Rivers
- HV Cable
- MV Cable
- Umdoni Municipality
- Settlements
- High Strong Winds
- Moderately Strong Winds

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 129: Wind Renewable Energy Potential Areas

14.6.2. BULK WATER AND SANITATION INFRASTRUCTURE

The most critical bulk water infrastructure constraint in Umdoni is the Middle South Coast bulk water treatment works system serving Scottburgh, Umzinto, Park Rynie, and Pennington, which is operating at or near full capacity. This is the binding constraint on all densification, commercial intensification, and industrial development proposals in the coastal urban corridor.

14.6.2.1. MALANGENI WATER AND SEWER RETICULATION

The Malangeni water and sewer reticulation programme (INF-12, total cost R164.3 million across Phases 2D–2G) is the most significant current infrastructure investment in inland water supply and must be maintained as an implementation priority through the current IDP term. The programme covers Malangeni settlement in Wards 7, 8, 9, and 11 — a catchment that is both a current housing delivery area (HSG-02 and HSG-05) and a future growth area with the Ifafa Industrial Park proximity. It is proposed that phases of the Malangeni reticulation programme be sequenced ahead of housing delivery approvals in the corresponding sub-areas, ensuring that infrastructure leads rather than follows residential development.

14.6.2.2. RURAL BOREHOLE EMERGENCY PROGRAMME

The emergency borehole programme (INF-13, R28.7 million) provides interim water supply to rural communities in Wards 2, 3, 4, 5, 7, 14, 17, and 19 where piped water is absent. This programme is identified as a short-term (2026–2031) essential service programme that creates the infrastructure threshold for rural service centre activation at Ward 7 and Braemar (Ward 6) as described in Strategy 1. The borehole sites at each

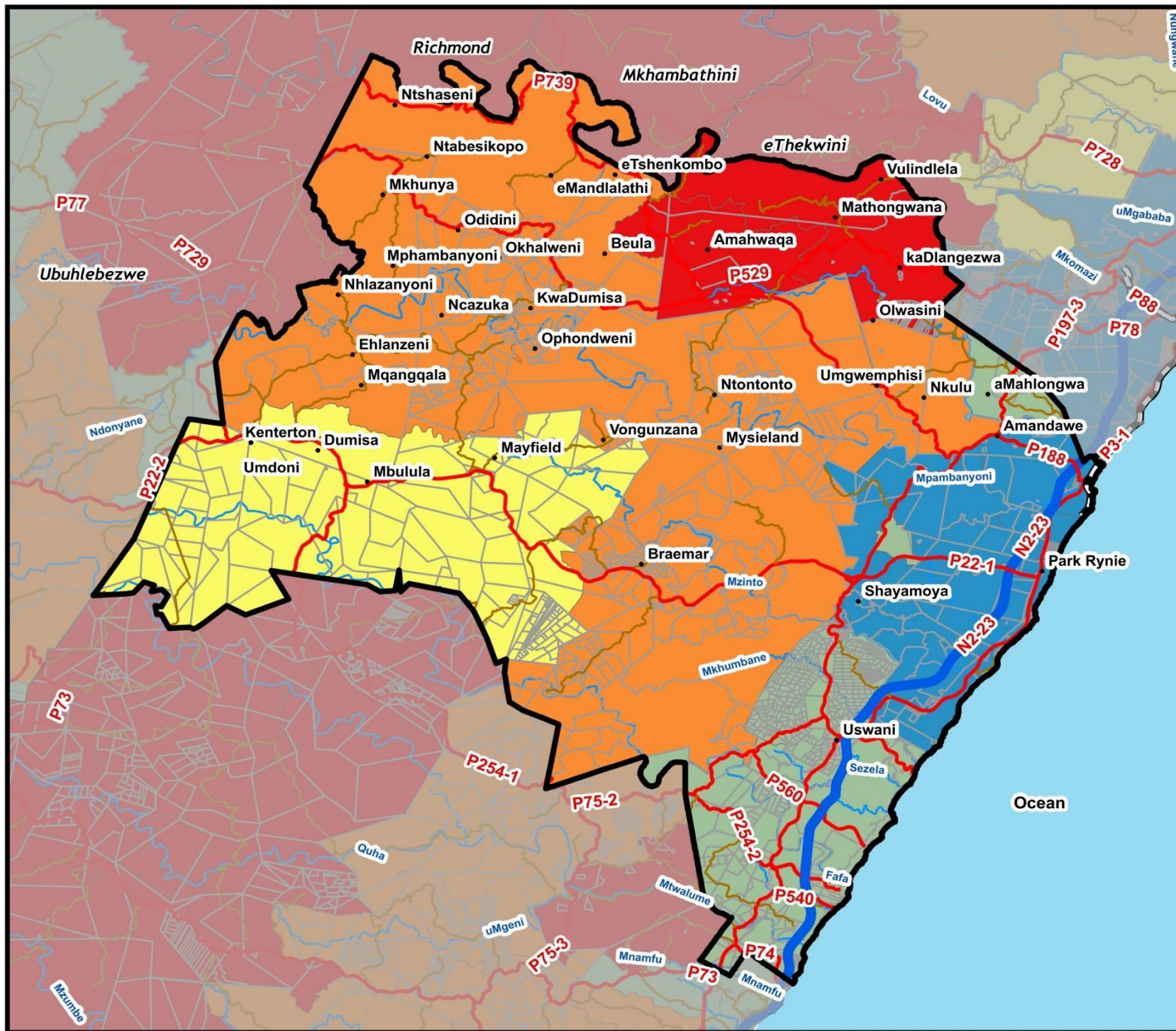
rural service centre must be confirmed and developed before any community facility construction is committed. A borehole maintenance protocol and a pump replacement reserve fund are to be incorporated into the municipality's operational budget as ongoing programme commitments — boreholes without maintenance funding are not a durable infrastructure solution.

14.6.2.3. VIP SANITATION ROLLOUT — RURAL WARDS

Approximately 27,000 households across all rural wards of Umdoni lack access to adequate sanitation — the majority dependent on unventilated pit latrines or open defecation. The VIP sanitation rollout programme (INF-14) is a fifteen-year continuous programme funded through UGU District Municipality and DWS capital allocations.

14.6.2.4. URBAN SEWER REFURBISHMENT AND EXTENSION

The coastal urban corridor sewer refurbishment and extension programme (INF-15, estimated total cost R55 million) covers Scottburgh, Park Rynie, Kelso, and Pennington waterborne sanitation infrastructure — pump station refurbishment, rising main replacement, and sewer network extension. Pennington Waterborne Sanitation Phase 3A (approximately R23 million within INF-15) is the most critical outstanding component and is a dependency for Pennington's continued functioning as a residential and tourism node. The SDF requires that INF-15 be maintained as a continuously funded programme within UGU District's capital programme and that Pennington Phase 3A be completed before any net new residential development approvals are granted in the Pennington node.



Umdoni Local Municipality

Water Access Infrastructure Investment Priority Zones

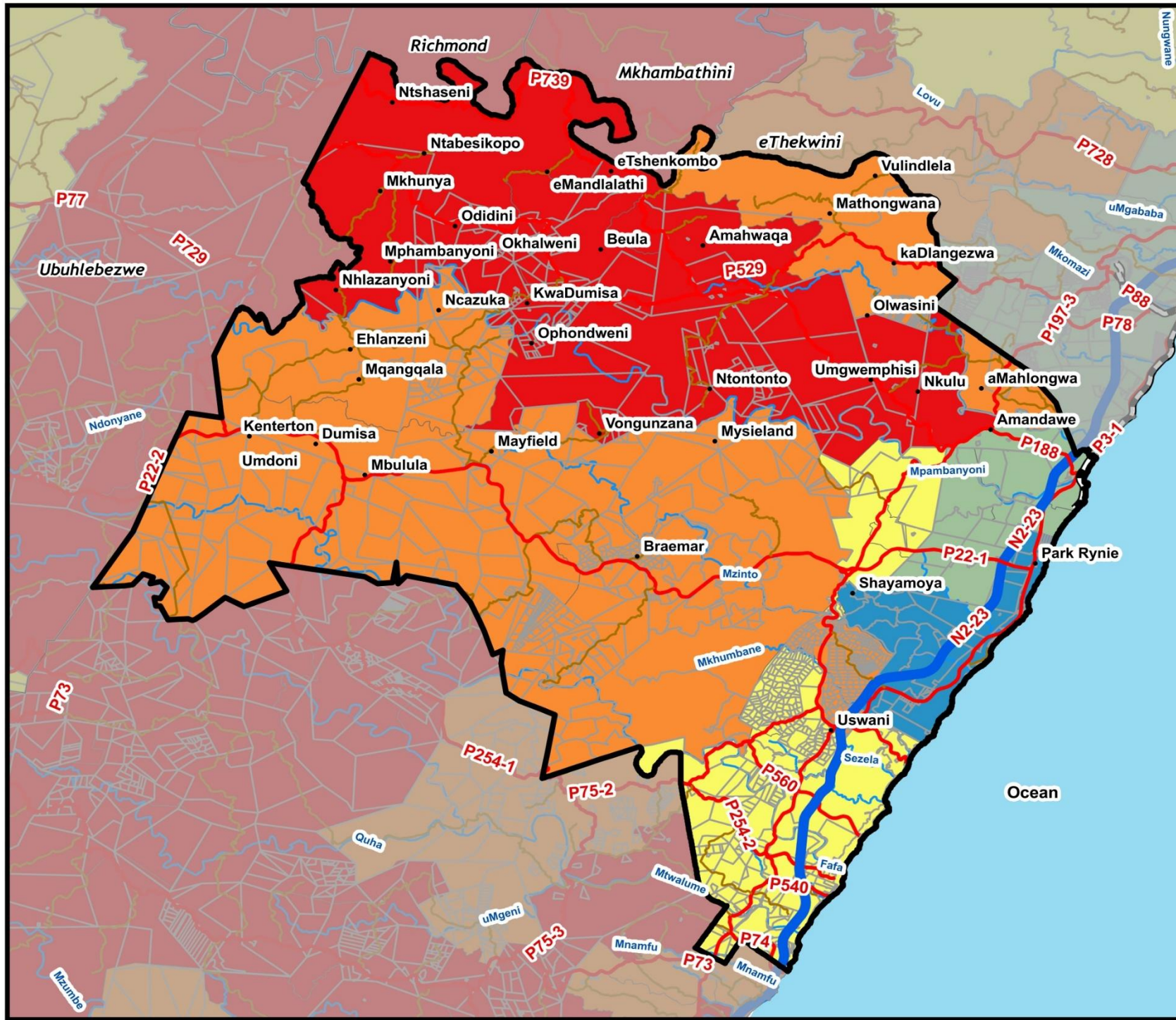
Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Adequately Served
- Maintenance Region
- Priority Intervention Area 3
- Priority Intervention Area 2
- Priority Intervention Area 1
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 130: Water Infrastructure Priority Investment Areas



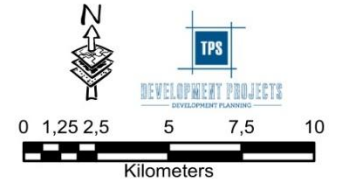
Umdoni Local Municipality

Sanitation Access Infrastructure Investment Priority Zones

Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Adequately Served
- Maintenance Region
- Priority Intervention Area 3
- Priority Intervention Area 2
- Priority Intervention Area 1
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 131: Sanitation Infrastructure Priority Investment Areas

14.6.3. WASTE MANAGEMENT

14.6.3.1. LANDFILL TRANSITION AND FUTURE DISPOSAL

Transition from Humberdale landfill dependency to a diversified, spatially optimised waste system

- Protect and formalise the Humberdale landfill site as the short-term disposal node until its closure in 2027
- Develop and implement a comprehensive landfill Master Plan, including: operational management; environmental monitoring; phased closure and rehabilitation
- Establish a 500 m environmental buffer to protect surrounding sensitive areas
- Upgrade the access road to a surfaced standard to improve logistics and reduce operational inefficiencies
- Identify and reserve land for a new regional landfill site in the western/central municipality, prioritising proximity to R612 and N2 corridors
- Develop a post-closure land use strategy, including: ecological restoration; solar energy generation; controlled open space

14.6.3.2. WASTE TRANSFER AND DECENTRALISATION (UMZINTO NODE)

Introduce a decentralised transfer and processing system to reduce haulage costs

- Fast-track Environmental Impact Assessment (EIA) and rezoning for Erf 31, Umzinto
- Develop a Waste Transfer/Recycling Station in Umzinto as a secondary waste node

- Establish a multi-functional facility, including: transfer station; recycling sorting facility; public drop-off centre; composting area; small buy-back centre
- Reduce direct waste haulage to Humberdale through waste consolidation and transfer systems

14.6.3.3. RECYCLING INFRASTRUCTURE AND CIRCULAR ECONOMY

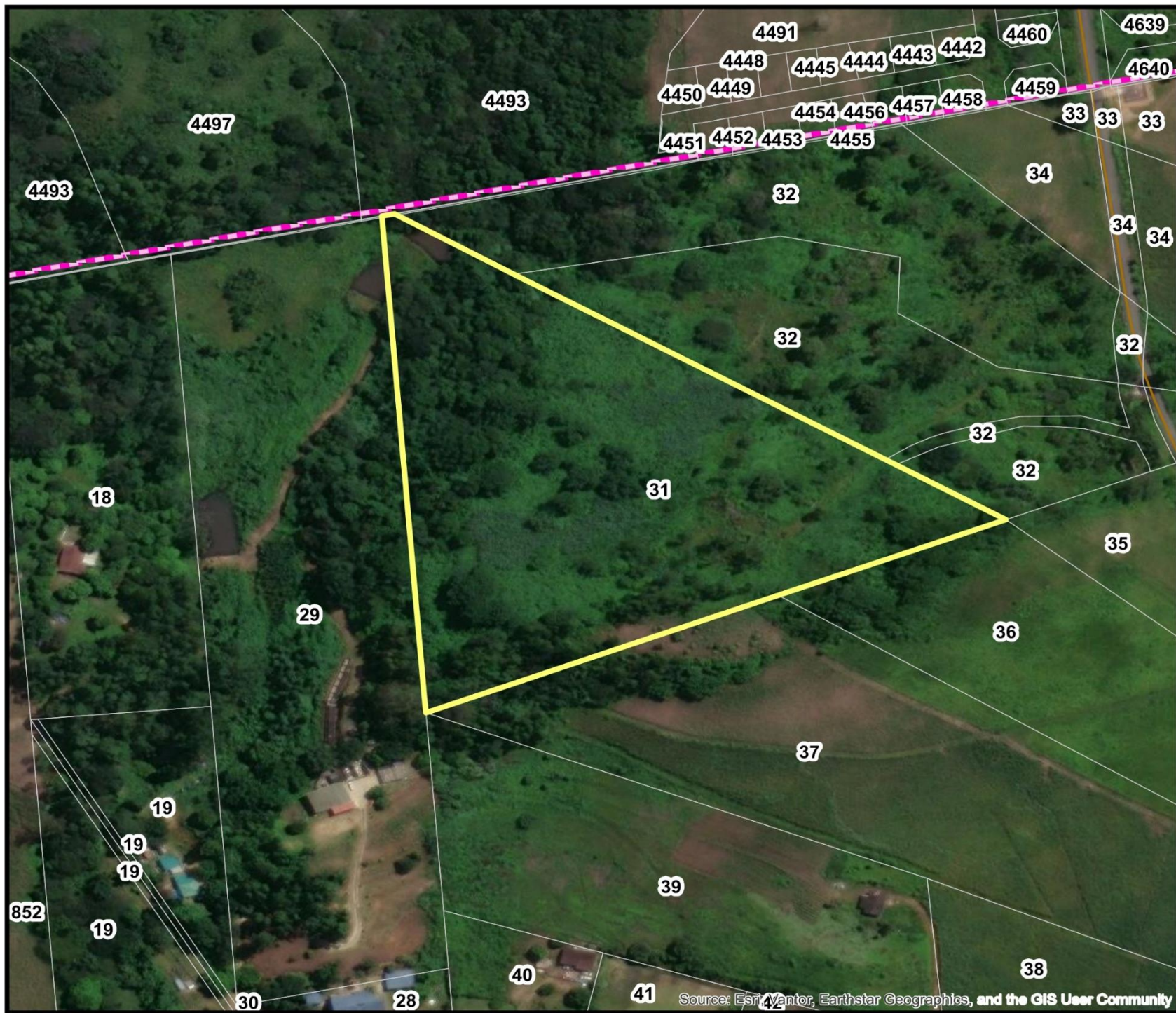
Develop a spatially distributed recycling network linked to key nodes

- Establish a network of recycling hubs at: Pennington Depot, Humberdale landfill precinct, Umzinto transfer station, Scottburgh CBD
- Upgrade existing depots into fully operational Material Recovery Facilities (MRFs)
- Implement separation-at-source programmes with the distribution of recycling bags
- Develop buy-back centres in high-footfall areas (CBDs, taxi ranks, community halls)
- Strengthen and operationalise PPP agreements with local recycling companies

14.6.3.4. ILLEGAL DUMPING AND ENVIRONMENTAL PROTECTION

Protect environmentally sensitive areas through enforcement and spatial controls

- Identify and monitor illegal dumping hotspots
- Install signage, surveillance, and enforcement measures
- Protect rivers, wetlands, and agricultural land through buffer zones
- Link waste management interventions to environmental management programmes



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



**Umdoni
Local
Municipality**

**Proposed Waste
Transfer Station
Erf 31 Umzinto**

Legend

-  District Road
-  Umzinto Urban Edge
-  Proposed Waste Transfer Station
-  Cadastral



DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 132: Proposed Waste Transfer Station - Erf 31 Umzinto

14.6.4. SOCIAL FACILITIES DEVELOPMENT

The social facility backlog in Umdoni is the most direct spatial expression of the coastal-inland inequality that this SDF is committed to addressing. Six wards lack fixed primary healthcare clinics, eight primary school backlogs and fifteen secondary school backlogs remain unaddressed, and thirty-one ICT access point backlogs exist across the municipal area. These deficits are not distributed randomly — they are concentrated in the inland traditional authority areas of Wards 1, 2, 4, 5, 6, 7, 8, 9, and 17, and they compound the service access inequality that the node hierarchy and corridor network are designed to address.

14.6.4.1. PRIMARY HEALTHCARE CLINIC PROGRAMME

The following clinic investments are to be formally motivated to the KZN Department of Health, in order of spatial priority based on population served per kilometre of travel time to the nearest existing clinic:

- Ward 7 — Emalangeneni area (SF-57): absolute first priority — Ward 7 has NO health facilities of any kind.
- Ward 1 — between Dududu and Umkhunya (SF-39): population 9,879 with no fixed clinic.
- Ward 5 — Dumisa/Sizophumelela area (SF-45): population 8,639 served only by mobile clinic.
- Ward 6 — Braemar/Mbungulu area (SF-54): 7,704 residents across three TA areas.
- Ward 2 — Khakhama/Mandlalathi area (SF-33): deep rural ward of 4,467.
- Ward 3 — Nkampula/Nhlayenza area (SF-43): supplements over-capacitated Dududu Clinic.

Additional clinic needs in Wards 8, 9, and 11 (SF-59, SF-65, SF-73) are endorsed in the CEF and must be included in the same advocacy to KZN DoH. All clinic sites must be confirmed with the relevant Traditional Authority and KZN DoH before land commitment.

14.6.4.2. ICT ACCESS POINTS CO-LOCATION

The thirty-one ICT access point backlog is to be addressed through the community hall co-location model described in Strategy 2. All new community halls constructed under the CEF social facilities programme (SF-01 through SF-25 and all new hall projects) must be wired for ICT terminal installation and WIFI access from the construction phase. The actual terminal fitout is to be funded through the SITA Rural ICT programme and the Department of Communications and Digital Technologies access point rollout. The co-location model is both more cost-effective and more sustainable.

14.6.4.3. THUSONG SATELLITE SERVICE POINTS

Satellite Thusong Service Centres at Dududu and Dumisa/Sawoti are to be advocated through the COGTA Thusong programme. These service delivery points bring government services — SASSA, DHA, SARS education, municipal services — to the inland communities without those communities having to travel to Scottburgh or Umzinto for routine transactions. The Thusong satellite points are to be co-located with or adjacent to the community facilities proposed in each node's upgrade plan (Strategy 1 node tables, Dududu node and Strategy 2 rural service point strengthening programme).

14.6.5. BULK INFRASTRUCTURE DEMAND ASSESSMENT AND FUTURE PROVISIONING REQUIREMENTS

In accordance with SPLUMA Section 12(1)(k) and (l), MSA/LG REGS 2(4)(i), and Section 21(h) of SPLUMA, the SDF is required to identify, quantify, and locate the engineering infrastructure and services provision needed to support future development over the 20-year planning horizon. This section provides that assessment across the five core service categories: potable water supply, wastewater treatment and sanitation, electricity supply, solid waste management, and stormwater infrastructure.

The table below translates Umdoni's projected population growth into service demand across the planning horizon. The population projections are based on a CAGR of 1.33% applied to the 2016–2022 StatsSA consistent-boundary growth data, yielding a projection from approximately to 217 674 by 2047. Household size is assumed at 3.5 persons per household, consistent with the Umdoni IDP baseline.

Water demand is calculated using CSIR guidelines: 25 L/person/day (rural minimum); 200 L/person/day (urban standard); weighted by the projected urban/rural split. Wastewater demand is calculated at 80% of urban water demand for waterborne areas, and VIP provision for rural areas. Electricity demand uses 0.15 kW/HH (rural) and 1.5 kW/HH (urban). Solid waste generation is estimated at 0.5 kg/person/day (urban) and 0.2 kg/person/day (rural).

Table 75: Umdoni LM Municipal Infrastructure Demand Projections (2047)

Year	Population	Households	Urban Share	Rural Share	Water Demand (Ml/d)	Wastewater (Ml/d)	Electricity Demand	Solid Waste (t/d)
2025 (Base)	160,000	45,714	44%	56%	16.0 Ml/d	8.0 Ml/d	24.5 MW	53 t/d
2027 (IDP Term)	167,127	47,750	46%	54%	17.2 Ml/d	8.5 Ml/d	25.8 MW	56 t/d
2032 (Short-term)	178,541	51,012	48%	52%	18.5 Ml/d	9.2 Ml/d	27.6 MW	61 t/d
2037 (Medium-term)	190,734	54,495	50%	50%	20.2 Ml/d	10.0 Ml/d	29.9 MW	67 t/d
2042 (Long-term)	203,759	58,217	51%	49%	21.7 Ml/d	10.8 Ml/d	32.0 MW	72 t/d
2047 (SDF Horizon)	217,674	62,193	52%	48%	23.3 Ml/d	11.6 Ml/d	34.2 MW	77 t/d

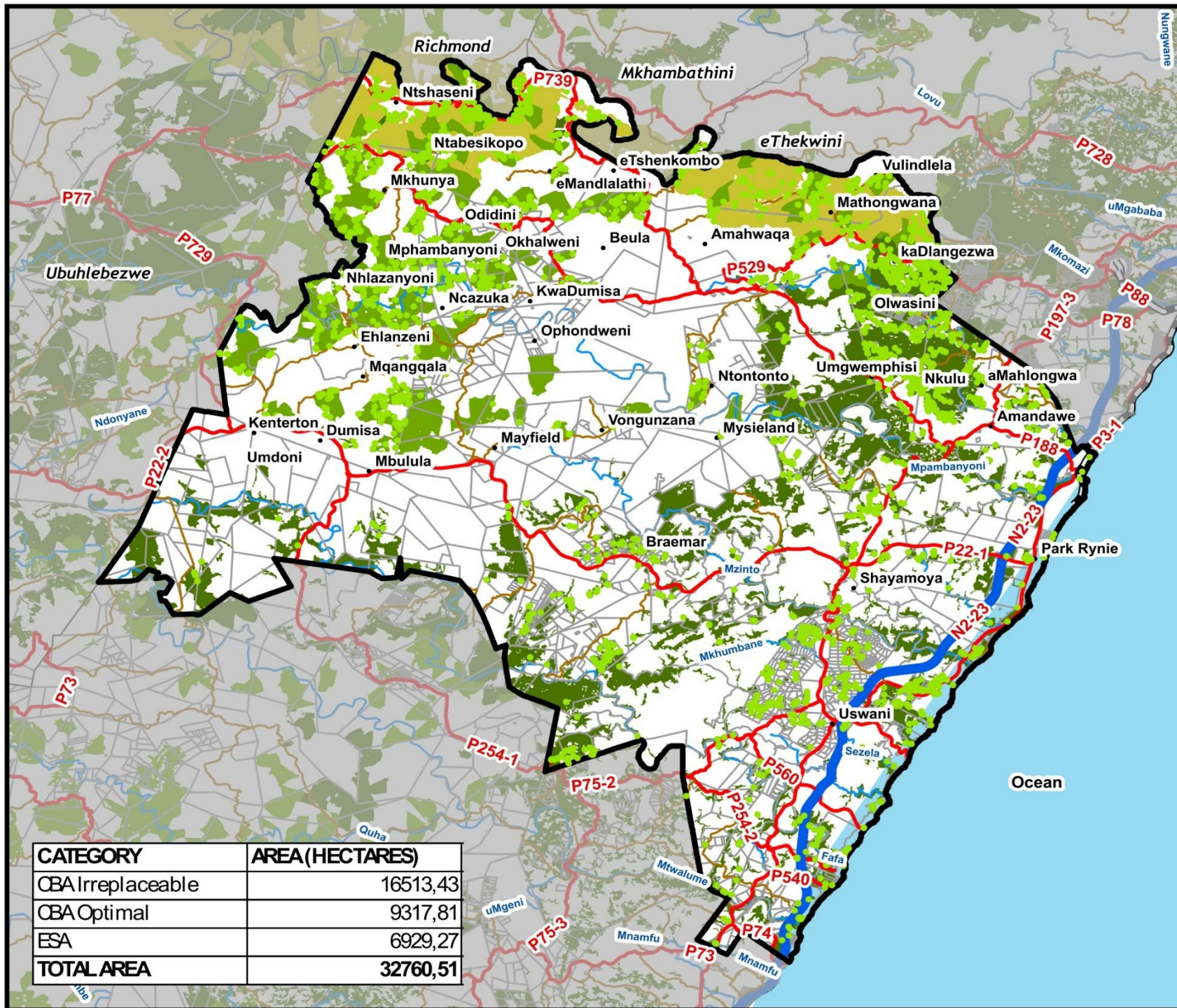
14.7. STRATEGY 6: SUSTAINABLE USE AND PRESERVATION OF THE NATURAL ENVIRONMENT

14.7.1. PROPOSALS IN CRITICAL BIODIVERSITY AREAS

The table below outlines proposed interventions, guidelines, and development proposals for CBAs. Based on the Umdoni SDF situational analysis findings, the municipality contains a substantial extent of CBAs, comprising CBA Irreplaceable (16 513 ha) and CBA Optimal (9 317 Ha).

Table 76: Critical Biodiversity Areas Proposals

CATEGORY	AFFECTED AREAS	PROPOSALS	INTERVENTIONS
CBA Irreplaceable	CBA Irreplaceable occupies 16 513.43 hectares of the study area. The areas comprising CBA Irreplaceable are: <ul style="list-style-type: none"> • Olwasini; Dududu • Nkulu; Amahlongwa • Umzinto; Pennington • Sezela; Ifafa Beach • Mysieland 	Implementation of CBA Irreplaceable Biodiversity Protection Plan	<ul style="list-style-type: none"> • Formal declaration of conservation servitudes • Alien invasive clearing project (Working for Water) • Rehabilitation of degraded patches • Enforcement of no-go development zones • Implement stewardship agreements with landowners
		Implementation of Local Conservation and Eco-Tourism Development Project	<ul style="list-style-type: none"> • Development of eco-trails near Vernon Crookes buffer • Development of community guides and biodiversity monitoring • Establish low-impact tourism infrastructure (such as eco-trails and boardwalks)
CBA Optimal	CBA optimal occupies 9 317.81 hectares of the study area. It is found in the following areas: <ul style="list-style-type: none"> • Mkhunya; Ntabesikopo • Odidini; Emandlalathi • Ntontonto; Vongunzana • Vulindlela 	Implement Ecological Corridor Restoration and Management Project	<ul style="list-style-type: none"> • Maintain habitat connectivity • Control settlement expansion • Promote agro-ecological land uses
		Implement Sustainable Land Use Change Management Project	<ul style="list-style-type: none"> • Support sustainable grazing • Implement conservation agriculture • Establish Incentivise clustered rural settlement planning
Ecological Support Areas (ESA)	ESA occupies 6929. 27 hectares of the study area. It is found in the following areas: <ul style="list-style-type: none"> • Ntshaseni; Ntabesikopo • Etshenkombo; Mathongwana 	Establish ESA Buffer Management Programme	<ul style="list-style-type: none"> • Introduce development buffers • Low-density, controlled development • Establish stormwater management controls



Umdoni Local Municipality Critical Biodiversity Areas

Legend

- Places
- Households in CBA
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- KZN CBA Irreplaceable
- KZN CBA Optimal
- KZN ESA
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



CATEGORY	AREA (HECTARES)
CBA Irreplaceable	16513,43
CBA Optimal	9317,81
ESA	6929,27
TOTAL AREA	32760,51

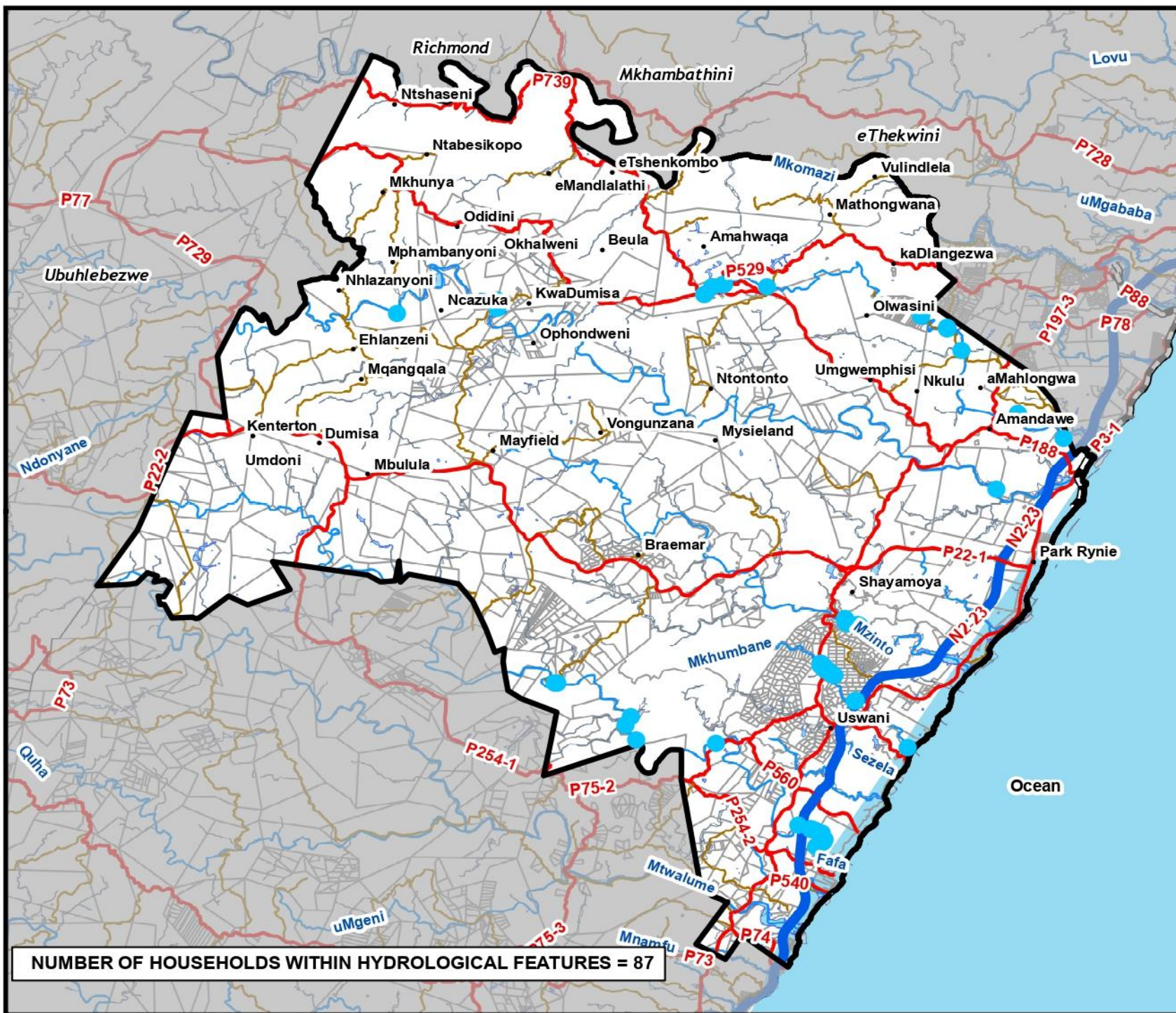
Map 133: Critical Biodiversity Areas

14.7.2. HYDROLOGICAL FEATURES PROPOSALS

The table below depicts spatial proposals for NFEPA rivers in Umdoni local municipality.

Table 77: NFEPA RIVERS PROPOSALS

RIVER CLASS	RIVER NAME	RECOMMENDED PROJECT	ACTIVITIES
Class B (Good condition)	<ul style="list-style-type: none"> • Mdesingane • Mkhumbane • Mnamfu • Mvuzi • Mpambanyoni, • Mtwalume 	Implementation of River Protection and Catchment Management Project	<ul style="list-style-type: none"> • Protection of 32m buffers • Monitoring water quality • Prevent land-use intensification
Class C (Moderately modified)	<ul style="list-style-type: none"> • Fafa • Mkomazi 	Implementation of River Rehabilitation and Restoration Project	<ul style="list-style-type: none"> • Alien vegetation clearing • Implementation of River Bank Stabilisation and Erosion Management Project • Development of catchment management plans
Class D (Largely modified)	<ul style="list-style-type: none"> • Mzinto River 	Implementation of Urban River Rehabilitation and Regeneration Project (EPWP-driven)	<ul style="list-style-type: none"> • Establish river clean-ups projects • Implement solid waste removal project • Establish community awareness campaigns

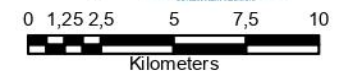


Umdoni Local Municipality Hydrology

Legend

- Places
- Households within 32-metre buffer
- ▬ National Road
- ▬ Provincial Road
- ▬ District Road
- ▬ NFEPA_Rivers
- ▬ Railways
- ▬ NFEPA Rivers 32m Buffer
- ▬ NFEPA Wetlands
- ▨ Floodline
- ▬ Estuaries
- ▭ Umdoni Municipality
- ▭ Cadastral

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



14.7.3. SLOPE ANALYSIS PROPOSALS

Table 78: Relocation of Households in Steep Slopes (Phased Approach)

PHASE	INTERVENTION	DESCRIPTION	OUTPUTS / DELIVERABLES
Phase 1: Identification & Verification	Household mapping and risk assessment	Identify households located in 1:3 and steeper slopes using GIS and field verification; classify high-risk zones (landslide, erosion, flooding risk).	Verified list of affected households; risk zoning map
Phase 2: Community Engagement & Consultation	Stakeholder consultation process	Conduct ward-based meetings with affected communities to explain risks and relocation process; obtain consent and feedback.	Signed consultation records; relocation agreement framework
Phase 3: Identification of Relocation Sites	Land availability assessment	Identify safe, serviced or serviceable land closer to social and economic opportunities (avoid relocation to remote areas).	Approved relocation site(s); spatial layout plan
Phase 4: Planning & Design of Relocation Area	Site planning and basic layout design	Develop site layout including serviced stands, access roads, stormwater management, and basic community facilities.	Approved township layout plan
Phase 5: Infrastructure Provisioning	Basic service installation	Provide water supply, sanitation (on-site or sewer connection), electricity, access roads, and drainage systems.	Serviced relocation site ready for occupation
Phase 6: Phased Relocation of Households	Gradual relocation implementation	Relocate households in phases to avoid disruption; prioritize highest-risk households first.	Households safely relocated in phases
Phase 7: Demolition & Risk Area Rehabilitation	Decommission unsafe structures	Remove abandoned structures where necessary and implement slope stabilization measures (vegetation, erosion control).	Stabilised slope areas; reduced environmental risk
Phase 8: Livelihood Restoration Support	Socio-economic support programmes	Provide support for income restoration (skills programmes, small business support, access to transport routes).	Improved household income stability
Phase 9: Monitoring & Maintenance	Post-relocation monitoring	Monitor new settlement conditions, service functionality, and environmental recovery in vacated areas.	Monitoring reports; maintenance interventions



Umdoni Local Municipality

Relocation of Households in Steep Slope

Umkhunyanya

Legend

- Households in steep slopes
- Umdoni_Sub-Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Umdoni Municipality
- Cadastral

DATA SOURCES:
 Towns: CGO TA
 Roads: GDT
 Municipal Ward Boundaries: PDR
 Status: STAT SBA
 Agriculture and Irrigation Data: D ALR RD
 Revision year: Last Date: KZN W/09 to 2019
 Hydrological Data: SAN B 2
 Level of Reference: D ALR RD
 Contour Lines: KZN 300

0 0,1 0,2 0,4 0,6 0,8
 Kilometers

Map 135: Relocation of Households in Steep Slopes (Umkhunyanya)



Umdoni Local Municipality

Relocation of Households in Steep Slope

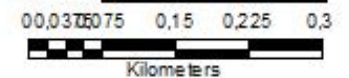
Ophondweni

Legend

-  Households in steep slopes
-  Umdoni_Sub-Places
-  National Road
-  Provincial Road
-  District Road
-  NFEPA_Rivers
-  Umdoni Municipality
-  Cadastral



DATA SOURCE:
Township: GQ97A
Roads: DGT
Municipality/Ward Boundaries: PDR
Map: STAT 888
Agricultural/Geological Data: DARS
Boundary Layer Data: KZN W&L for 2019
Hydrological Data: SANES
Layer Reference: DARS
Coordinates: KZN 888



Map 136: Relocation of households in steep slopes (Ophondweni)

14.7.4. VEGETATION PROPOSALS

The table below presents proposed interventions for each vegetation type, aligned with their respective conservation status.

Table 79: Vegetation Proposals

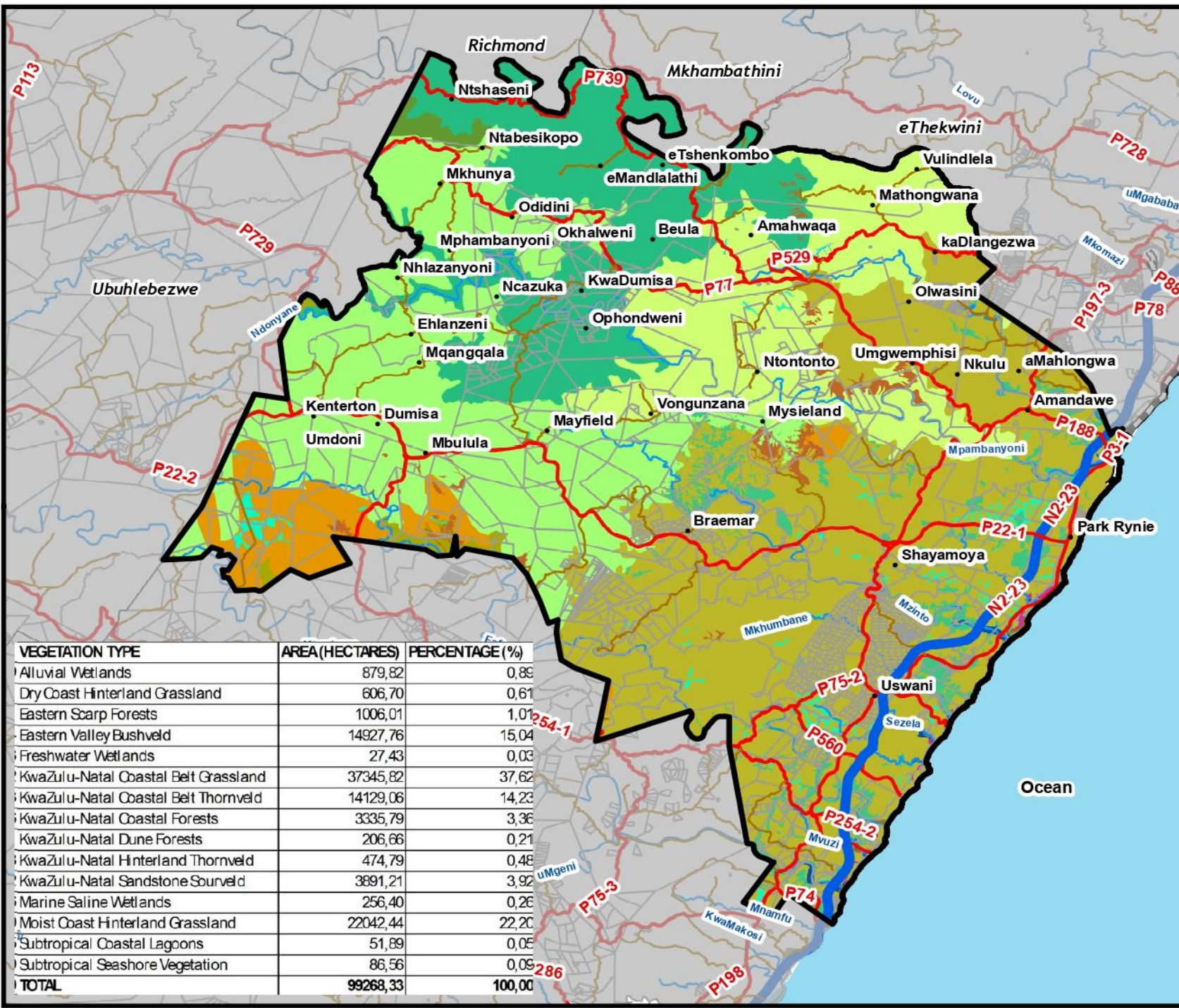
VEGETATION TYPE	AREA SIZE	AREA OF OCCURRENCE	PROPOSALS	INTERVENTIONS
Alluvial Wetlands	879.82 Ha (0.89%)	Along river systems mainly around Umzinto, Vernon Crookes, Dududu, Umkomaas River, Mkhomazi River, Ocean View, Park Rynie	Implementation of Wetland Protection and Rehabilitation Project	<ul style="list-style-type: none"> Wetland delineation using provincial GIS and field validation Enforcement of 32m buffer zones via SPLUMA land use scheme controls Incorporation of wetland buffers into zoning scheme overlays Community wetland clean-ups and alien vegetation removal Low-cost rehabilitation using indigenous wetland vegetation
Dry Coast Hinterland Grassland	606.70 Ha (0.61%)	Kenterton, Jolivet, Dumisa, Ndunduma	Implement Grassland Stewardship and Conservation Project	<ul style="list-style-type: none"> Identification of grassland conservation pockets Conservation servitudes on private land (voluntary agreements) Restrict subdivision in sensitive grassland areas through SPLUMA approval conditions Promote low-impact grazing systems Implement EPWP alien vegetation clearing
Eastern Scarp Forests	1 006.01 ha (1.01%)	Dududu, Amahlongwa, Nkulu, Umgwephesi	Implement Forest Protection and Edge Management Project	<ul style="list-style-type: none"> Protection zoning of forest patches as “no-go development areas” Establish buffer zones between settlements and forest edges Develop fire management plans in forest-adjacent communities Establish community-based monitoring and awareness programmes Removal of invasive species along forest margins

VEGETATION TYPE	AREA SIZE	AREA OF OCCURRENCE	PROPOSALS	INTERVENTIONS
Eastern Valley Bushveld	14 927.76 ha (15.04%)	Dududu, Beula, KwaDumisa, Ophondweni, Mayfield, Vongunzana	Implement Sustainable Bushveld Land Use Programme	<ul style="list-style-type: none"> • Implement EPWP invasive alien plant clearing programmes • Establish controlled grazing management plans with traditional authorities • Firebreak establishment and maintenance
Freshwater Wetlands	27.43 ha (0.03%)	Ezitendeni, St Nivads, Ekubusisweni	Implement Micro-Wetland Protection Programme	<ul style="list-style-type: none"> • Micro-wetland mapping and protection in zoning scheme • Prohibit filling or infilling through SPLUMA enforcement • Implement small-scale rehabilitation using reeds and sedges
KwaZulu-Natal Coastal Belt Grassland	37 345.82 ha (37.62%)	Umzinto, Vernon Crookes, Hazelwood, Shayamoya, Pennington, Ifafa Beach (inland)	Implement Coastal Grassland Conservation Programme	<ul style="list-style-type: none"> • Declare high-value grasslands as conservation priority zones • Limit urban expansion into inland grasslands • Introduce biodiversity stewardship agreements • Establish controlled seasonal grazing systems • Implement EPWP vegetation management programmes
KwaZulu-Natal Coastal Belt Thornveld	14 129.06 ha (14.23%)	Scottburgh, Park Rynie, Pennington, Ocean View	Establish Urban Edge Ecological Buffer Project	<ul style="list-style-type: none"> • Define urban growth boundaries using thornveld limits • Restrict peri-urban sprawl through SPLUMA zoning controls • Alien plant removal along settlement edges • Fire management coordination with communities • Protection of ecological corridors
KwaZulu-Natal Coastal Forests	3 335.79 ha (3.36%)	Scottburgh, Pennington, Bazley, Ifafa Beach, Sezela	Implementation of Coastal Forest Protection Project	<ul style="list-style-type: none"> • Coastal forest conservation zoning • Restrict development within forest patches • Rehabilitation using indigenous tree planting • Fire protection planning and buffer establishment
KwaZulu-Natal Dune Forests	206.66 ha (0.21%)	Scottburgh, Pennington, Bazley, Ifafa Beach	Implement Dune Stabilisation and Protection Programme	<ul style="list-style-type: none"> • Coastal setback enforcement through SPLUMA land use controls • Dune stabilisation using indigenous vegetation • Restriction of infrastructure development on dunes • Small-scale boardwalks (eco-tourism control)
KwaZulu-Natal Hinterland Thornveld	447.79 ha (0.48%)	Dumisa, Jolivet, Kenterton	Establishment of Thornveld	<ul style="list-style-type: none"> • Develop sustainable grazing management plans • Protection of scattered thornveld patches in zoning scheme • Firebreak management with landowners

VEGETATION TYPE	AREA SIZE	AREA OF OCCURRENCE	PROPOSALS	INTERVENTIONS
			Management Programme	<ul style="list-style-type: none"> Control of land degradation Implement EPWP rehabilitation of degraded areas
KwaZulu-Natal Sandstone Sourveld	3 891.21 ha (3.92%)	Jolivet, Ekubusisweni, Ezitendeni, St Nivads	Develop Critical Biodiversity Protection Programme	<ul style="list-style-type: none"> Declare as Critical Biodiversity Areas (CBA 1) Mandatory EIA for all developments Biodiversity offset requirement for unavoidable impacts Strict SPLUMA land use control (no-go zones) Restoration of degraded sourveld patches
Marine Saline Wetlands	256.40 ha (0.26%)	Umzinto Estuary, Sezela Estuary, Mnamfu, Ifafa Beach	Establish Estuarine Protection and Management Programme	<ul style="list-style-type: none"> Develop estuary buffer protection zoning Control pollution and runoff from settlements Rehabilitation of estuarine vegetation Develop community estuary stewardship initiatives
Moist Coast Hinterland Grassland	22 042.44 ha (22.20%)	Kenterton, Mayfield, Vernon Crookes, Braemar, Dududu	Develop Grassland Conservation and Controlled Expansion Programme	<ul style="list-style-type: none"> Direct urban growth away from high-value grasslands Develop conservation zoning overlays Stewardship agreements with landowners Establish sustainable grazing systems Implement alien vegetation control programmes



Umdoni Local Municipality Vegetation



Legend

- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Alluvial Wetlands
- Dry Coast Hinterland Grassland
- Eastern Scarp Forests
- Eastern Valley Bushveld
- Freshwater Wetlands
- KwaZulu-Natal Coastal Belt Grassland
- KwaZulu-Natal Coastal Belt Thornveld
- KwaZulu-Natal Coastal Forests
- KwaZulu-Natal Dune Forests
- KwaZulu-Natal Hinterland Thornveld
- KwaZulu-Natal Sandstone Sourveld
- Marine Saline Wetlands
- Moist Coast Hinterland Grassland
- Subtropical Coastal Lagoons
- Subtropical Seashore Vegetation
- Umdoni Municipality
- Cadastral

VEGETATION TYPE	AREA (HECTARES)	PERCENTAGE (%)
Alluvial Wetlands	879,82	0,88
Dry Coast Hinterland Grassland	606,70	0,61
Eastern Scarp Forests	1006,01	1,01
Eastern Valley Bushveld	14927,76	15,04
Freshwater Wetlands	27,43	0,03
KwaZulu-Natal Coastal Belt Grassland	37345,82	37,62
KwaZulu-Natal Coastal Belt Thornveld	14129,06	14,23
KwaZulu-Natal Coastal Forests	3335,79	3,36
KwaZulu-Natal Dune Forests	206,66	0,21
KwaZulu-Natal Hinterland Thornveld	474,79	0,48
KwaZulu-Natal Sandstone Sourveld	3691,21	3,92
Marine Saline Wetlands	256,40	0,26
Moist Coast Hinterland Grassland	22042,44	22,20
Subtropical Coastal Lagoons	51,89	0,05
Subtropical Seashore Vegetation	86,56	0,09
TOTAL	99268,33	100,00

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 State: STA 1994
 Agricultural/Biological Data: DALRRD
 Environmental Data: KZN WikiLife 2015
 Hydrological Data: SANHB
 Land Use: DALRRD
 Cadastral: ICZN SGG

0 1,25 2,5 5 7,5 10
Kilometers

Map 137: Vegetation

14.7.5. CLIMATE CHANGE PROPOSALS

The table below depicts climate change interventions and proposals for Umdoni Local Municipality.

Table 80: Climate Change Proposals

CATEGORY	PROGRAMME / PROJECT	INTERVENTIONS
Hydrology	Implementation of Floodplain Control and Stormwater Drainage Upgrade Project	<ul style="list-style-type: none"> • Enforce floodline restrictions through SPLUMA land use approval processes • Integrate flood hazard zones into zoning scheme overlay controls • Upgrade stormwater drainage systems in Umzinto, Scottburgh, Park Rynie and Ifafa Beach • Undertake routine drainage maintenance and culvert clearing using EPWP teams • Restrict development within identified floodplain areas
Ecosystems	Implementation of Wetland and Riparian Ecosystem Restoration Project	<ul style="list-style-type: none"> • Restore degraded wetlands to improve flood attenuation capacity • Rehabilitate riparian buffer zones along Umkomaas, Mkomazi and Umzinto river systems • Remove invasive alien vegetation in catchment and wetland areas • Protect coastal dunes and forest ecosystems as natural protective buffers • Integrate ecological corridors into municipal SDF spatial framework
Settlements	Implementation of Climate Risk-Based Urban Growth Management Project	<ul style="list-style-type: none"> • Restrict settlement expansion into floodplains, steep slopes and coastal risk areas • Promote densification within existing serviced urban nodes (Umzinto, Scottburgh, Park Rynie) • Implement phased relocation of households located in high-risk zones • Apply climate risk overlay zones in SPLUMA land use decision-making • Improve settlement layouts to maintain natural stormwater flow paths

CATEGORY	PROGRAMME / PROJECT	INTERVENTIONS
Energy	Implementation of Municipal Renewable Energy and Efficiency Project	<ul style="list-style-type: none"> • Install solar photovoltaic systems on municipal buildings and facilities • Deploy solar-powered street lighting in rural and peri-urban settlements • Install solar water heating systems in public facilities and housing projects • Retrofit municipal buildings to improve energy efficiency performance • Facilitate small-scale embedded generation partnerships with private sector
Agriculture	Implementation of Climate-Smart Agriculture and Food Security Support Project	<ul style="list-style-type: none"> • Introduce rainwater harvesting systems for small-scale and subsistence farmers • Promote agroforestry practices in degraded agricultural landscapes • Support adoption of drought-resistant crop varieties • Implement soil conservation measures such as contouring, mulching and terracing • Establish community and urban food gardens in settlement areas

14.7.6. AGRICULTURAL ASSESSMENT PROPOSALS

Umdoni Municipality has high agricultural potential, requiring the expansion of local food production to strengthen food security and support the local economy, and the table below presents the associated spatial proposals for the municipality.

Table 81: Agricultural Proposals

NO.	PROJECT TITLE	LOCATION	RATIONALE	INTERVENTION	EXPECTED OUTCOME
AGR-01	Implement Smallholder Irrigation Scheme Development	Dududu	Water constraints limiting agricultural productivity	Installation of drip irrigation systems, controlled river abstraction, and water storage tanks	Increased crop yields and improved water efficiency
AGR-02	Implement Smallholder Irrigation Scheme Development	Ntontonto	Water constraints limiting agricultural productivity	Installation of drip irrigation systems to support sustainable farming	Increased crop yields
AGR-03	Establish Community Packhouse and Cold Storage Facility	Umzinto	Limited market access and post-harvest losses	Development of packhouse with grading equipment and cold storage	Improved market access and reduced losses
AGR-04	Establish Community Packhouse and Cold Storage Facility	Scottburgh	Limited market access for rural farmers	Development of community packhouse facility	Improved quality control and access to formal markets
AGR-05	Develop Agro-Processing Hub	Umzinto	Lack of value addition in agricultural products	Provision of food processing equipment and storage facilities	Job creation and value chain development
AGR-06	Establish Farmer Training and Extension Support Centre	Dududu	Weak extension services and limited technical skills	Development of training facilities and demonstration plots	Improved farming skills and productivity
AGR-07	Implement Youth Agricultural Development Programme	KwaDumisa	Low youth participation in agriculture	Provision of starter packs and mentorship programmes	Increased youth employment in agriculture
AGR-08	Develop Formal Rural Market Infrastructure	Dududu	Informal and poorly structured markets	Establishment of market stalls and storage facilities	Strengthened local economy

UMDONI MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

DRAFT SDF – JUNE 2026

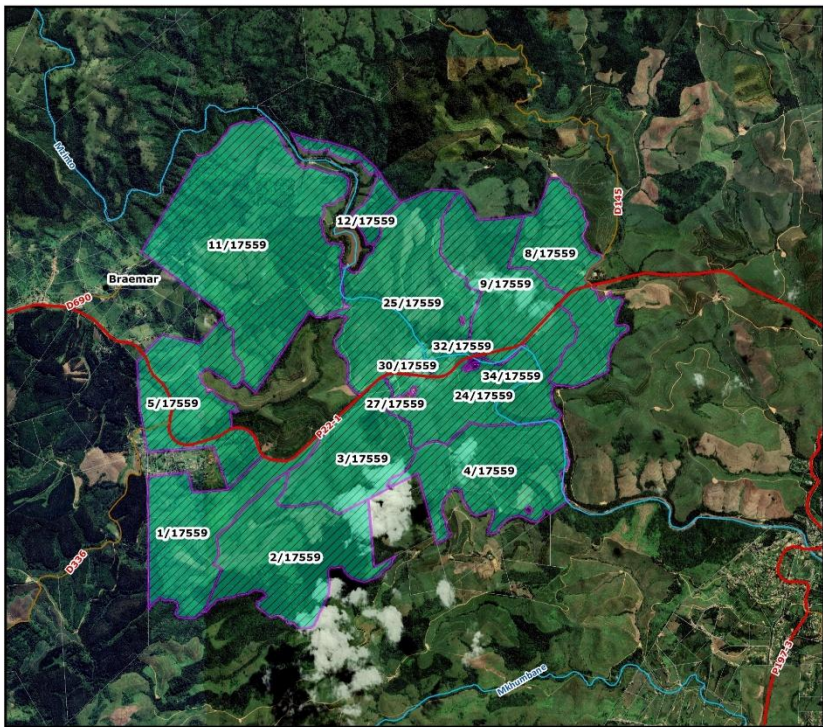
NO.	PROJECT TITLE	LOCATION	RATIONALE	INTERVENTION	EXPECTED OUTCOME
AGR-09	Establish Agricultural Cooperatives Support Programme	Umzinto	Fragmented smallholder farmers	Facilitation of cooperative formation and support	Economies of scale and improved market access
AGR-10	Redevelopment of Greenhouse Farming at Lasa Farm (Lot 12)	Umzinto (Lasa Farm)	Underutilised agricultural infrastructure	Rehabilitation of greenhouses, improved irrigation, and input support	Increased high-value crop production and job creation
AGR-11	Development of Agricultural Sector Plan	Municipal-wide	Lack of integrated agricultural planning	Preparation of comprehensive agricultural sector plan	Improved spatial targeting of agricultural investment
AGR-12	Eden Rock Forest Estate Agri-Tourism Development	Pennington	Untapped agri-tourism and economic diversification potential	Development of agri-tourism estate with hospitality and agro-processing facilities	Economic diversification and tourism growth

14.7.7. LAND REFORM

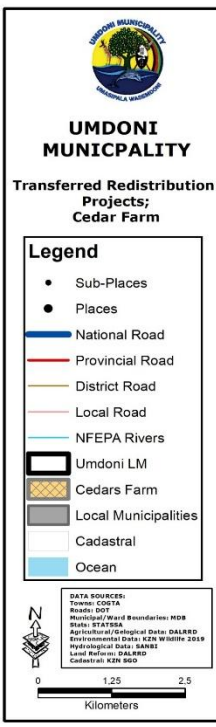
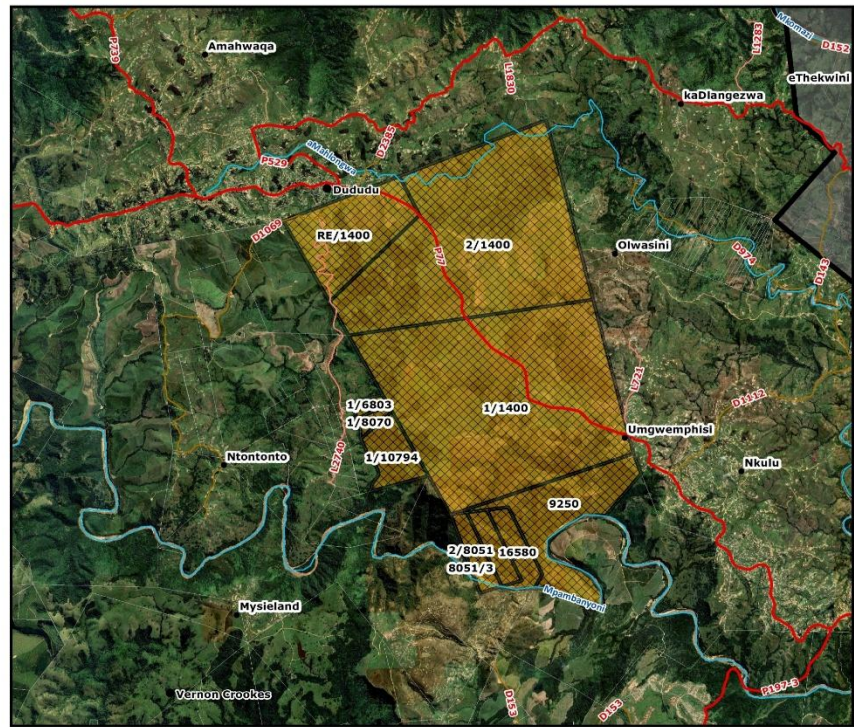
Table 82: Land reform

THEME	SPATIAL PROPOSALS (REALISTIC)	KEY INTERVENTIONS / ACTIONS (IMPLEMENTABLE)	EXPECTED OUTPUTS	LEAD / SUPPORT	PRIORITY
AGRI-PRODUCTION CLUSTERS	Group existing farms (Cedars, Equeefa, Umoba, Beneeva) into a loosely defined agricultural support area around Umzinto (not a formal precinct)	Facilitate shared use of tractors/ equipment via Dept. Agriculture; coordinate planting cycles; link farmers to existing sugar mills	Improved yields and reduced costs without new infrastructure	Dept. Agriculture, Municipality (LED)	High
AGRO-PROCESSING (SMALL-SCALE)	Use existing farmyards or municipal land near Umzinto for small handling points	Install basic pack sheds (light structures); provide shade-net storage; pilot one mobile cold room (if funding allows)	Reduced spoilage and improved produce quality	Dept. Agriculture, Co-ops	Medium
ACCESS & MOBILITY	Focus only on critical access roads to farms (not entire network)	Re-gravel and maintain priority roads annually; fix drainage on steep sections; identify 2–3 shared loading points	Reliable access for transport trucks	Municipality (Technical Services)	High
WATER & IRRIGATION	Target only farms with existing water sources (Cedars, Kylassa, Equeefa)	Provide small drip irrigation kits; support farm dam cleaning/desilting; promote rainwater tanks	Incremental improvement in production	Dept. Agriculture, DWS	High
SETTLEMENT INTEGRATION	Recognise Mgayi and Insonti as rural settlements (not full township establishment)	Provide basic services where feasible (standpipes, sanitation); allow household gardens; simple layout demarcation	Improved living standards and food security	Municipality, Human Settlements	High
COOPERATIVE SUPPORT	Focus on stabilising existing structures (e.g. Equeefa)	Basic bookkeeping training; assist with compliance (banking, records); appoint extension officer support	Functional cooperatives	Dept. Agriculture	High

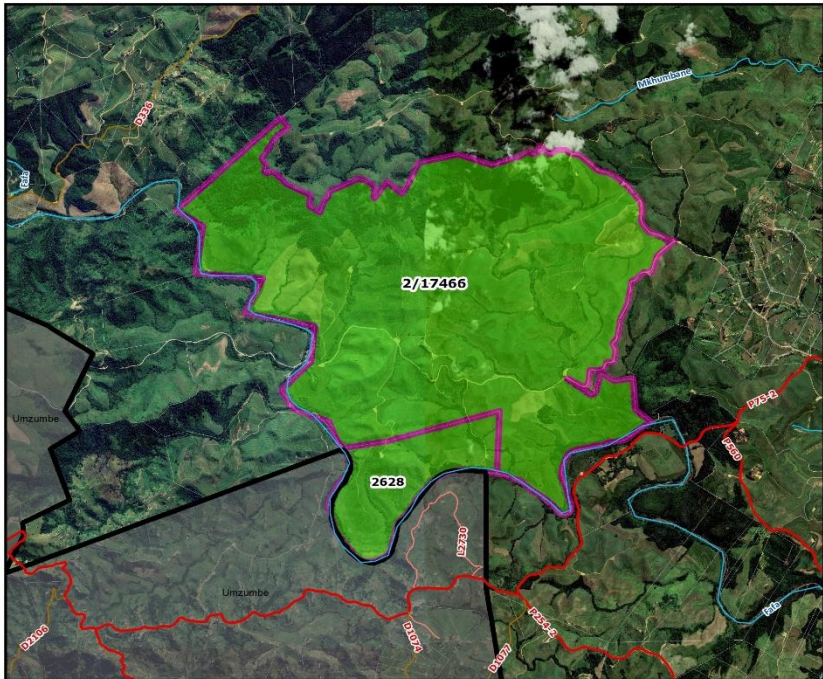
THEME	SPATIAL PROPOSALS (REALISTIC)	KEY INTERVENTIONS / ACTIONS (IMPLEMENTABLE)	EXPECTED OUTPUTS	LEAD / SUPPORT	PRIORITY
LAND USE COORDINATION	Prepare simple maps showing farming vs settlement vs environmental areas	Use municipal GIS to map projects; agree on basic land use boundaries with communities	Reduced land use conflicts	Municipality (Planning)	Medium
ENVIRONMENTAL PROTECTION	Protect obvious sensitive areas (rivers, wetlands, steep slopes)	Enforce no farming within buffers; introduce basic erosion control (contour ploughing, grass strips)	Reduced environmental degradation	Municipality, EDTEA	High
MARKET ACCESS	Use Umzinto as the main coordination point	Link farmers to existing buyers; coordinate shared transport days; support small aggregation points	More consistent market participation	Municipality (LED)	



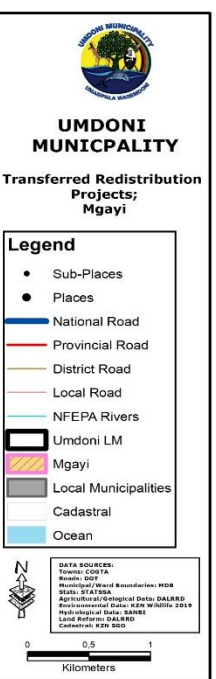
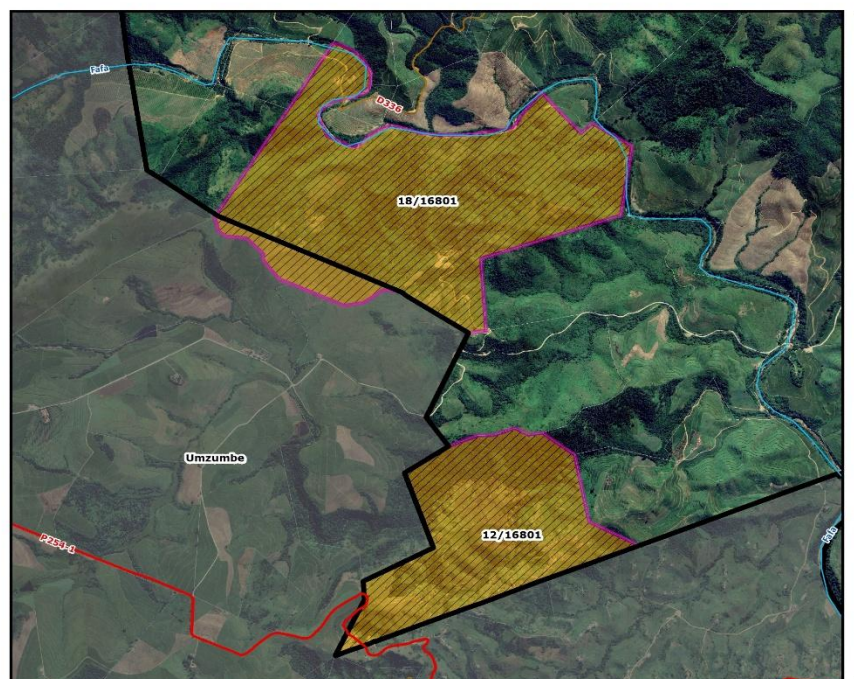
Map 141: Equeefa Small Scale Farmers



Map 140: Cedar Farm



Map 138: Umoba Farms (Pty) Ltd

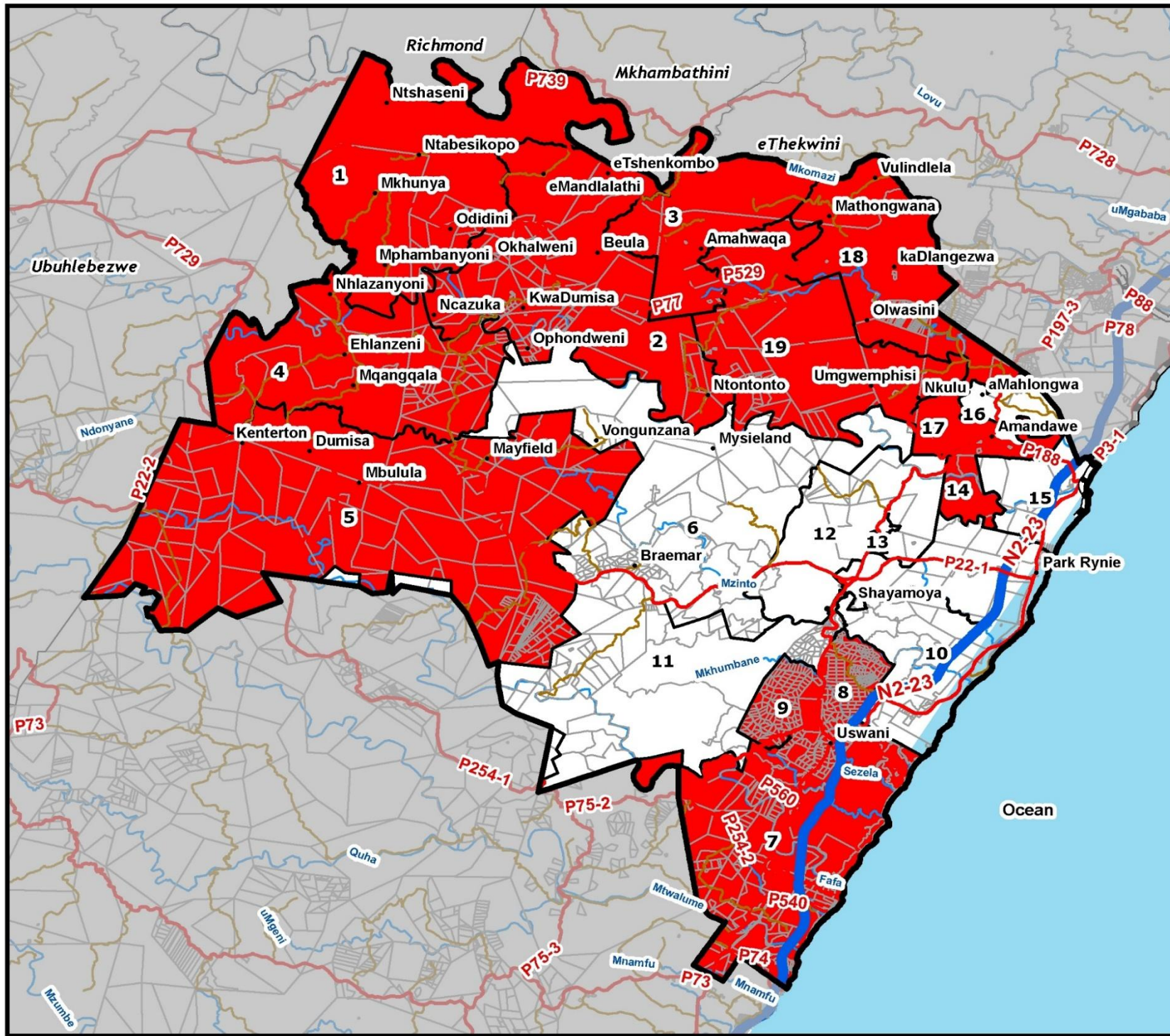


Map 139: Mgayi

14.8. DISASTER INCIDENTS SPATIAL PROPOSALS AND INTERVENTIONS

Table 83: Disaster incidents spatial proposals and interventions

DISASTER INCIDENTS	LOCATION	SPATIAL PROPOSALS/INTERVENTIONS
Structural Fires	High Incident Wards: 3, 6, 8, 12, 13, 14, 16, 17, 19	<ul style="list-style-type: none"> • Reserve land for fire stations and emergency access corridors in high-risk wards. • Integrate firebreaks and safe open spaces into land-use plans. • Promote clustering of high-risk industrial and residential areas away from sensitive uses. • Include fire prevention measures in zoning, building approvals, and informal settlement planning.
Heavy Rainfall & Flooding	High Incident Wards: 2, 3, 4, 6, 7, 8, 13, 15, 17	<ul style="list-style-type: none"> • Demarcate flood-prone areas and restrict development within floodplains. • Reserve land for stormwater infrastructure, detention ponds, and green corridors. • Avoid settlement expansion in high-risk wards unless resilient infrastructure is provided. • Identify potential relocation zones for informal settlements at risk.
Strong Winds	High Incident Wards: 2, 3, 4, 5, 6, 7, 8, 14, 17, 18	<ul style="list-style-type: none"> • Plan land uses to minimise exposure of vulnerable structures in high-risk wards. • Include windbreaks and vegetation buffers in spatial layouts. • Reserve open spaces for an emergency assembly point
Mudslides & Landslides	High Incident Wards: 4, 17	<ul style="list-style-type: none"> • Avoid development on steep slopes or unstable terrain in high-risk wards. • Reserve buffer zones and protective land use on erosion-prone land.
Drowning	High Incident Wards: 4, 18	<ul style="list-style-type: none"> • Reserve riparian buffer zones along rivers, dams, and flood-prone areas. • Plan safe access points for communities to water bodies. • Install signage and safety infrastructure along high-risk water bodies. • Equip high-risk zones with trained rescue personnel and emergency equipment.
Lightning	High Incident Wards: 11, 13	<ul style="list-style-type: none"> • Integrate lightning risk into land-use planning for industrial and residential development. • Reserve high-ground and open areas as safe zones during storms. • Install lightning rods, surge protection, and grounding systems.



Umdoni Local Municipality

Disaster Priority Areas: Strong Winds



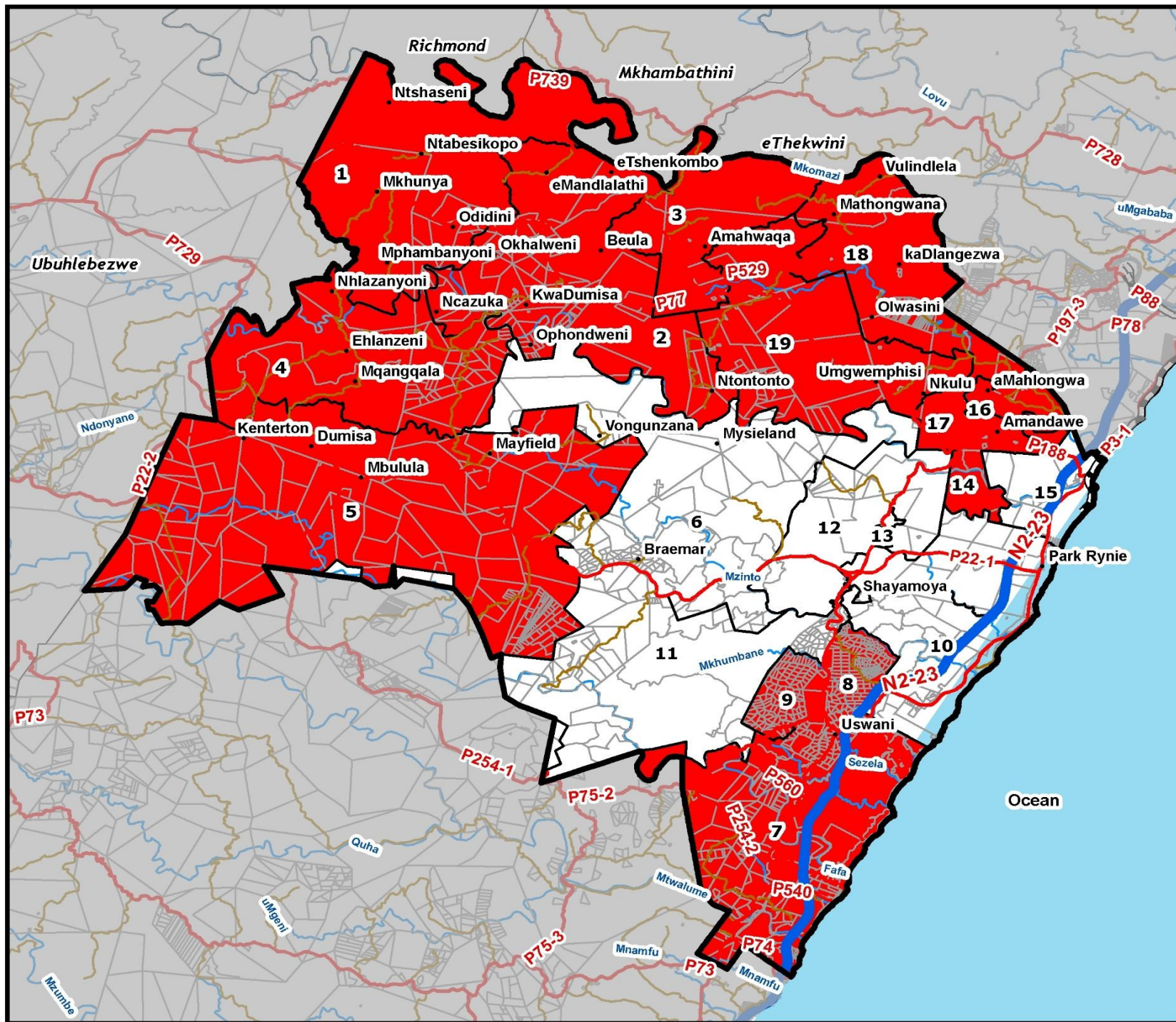
DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



DEVELOPMENT PROJECTS
DEVELOPMENT PLANNING



Map 147: Priority Intervention Areas: Strong Winds



Umdoni Local Municipality

Disaster Priority Areas: Lightning Risks

Legend

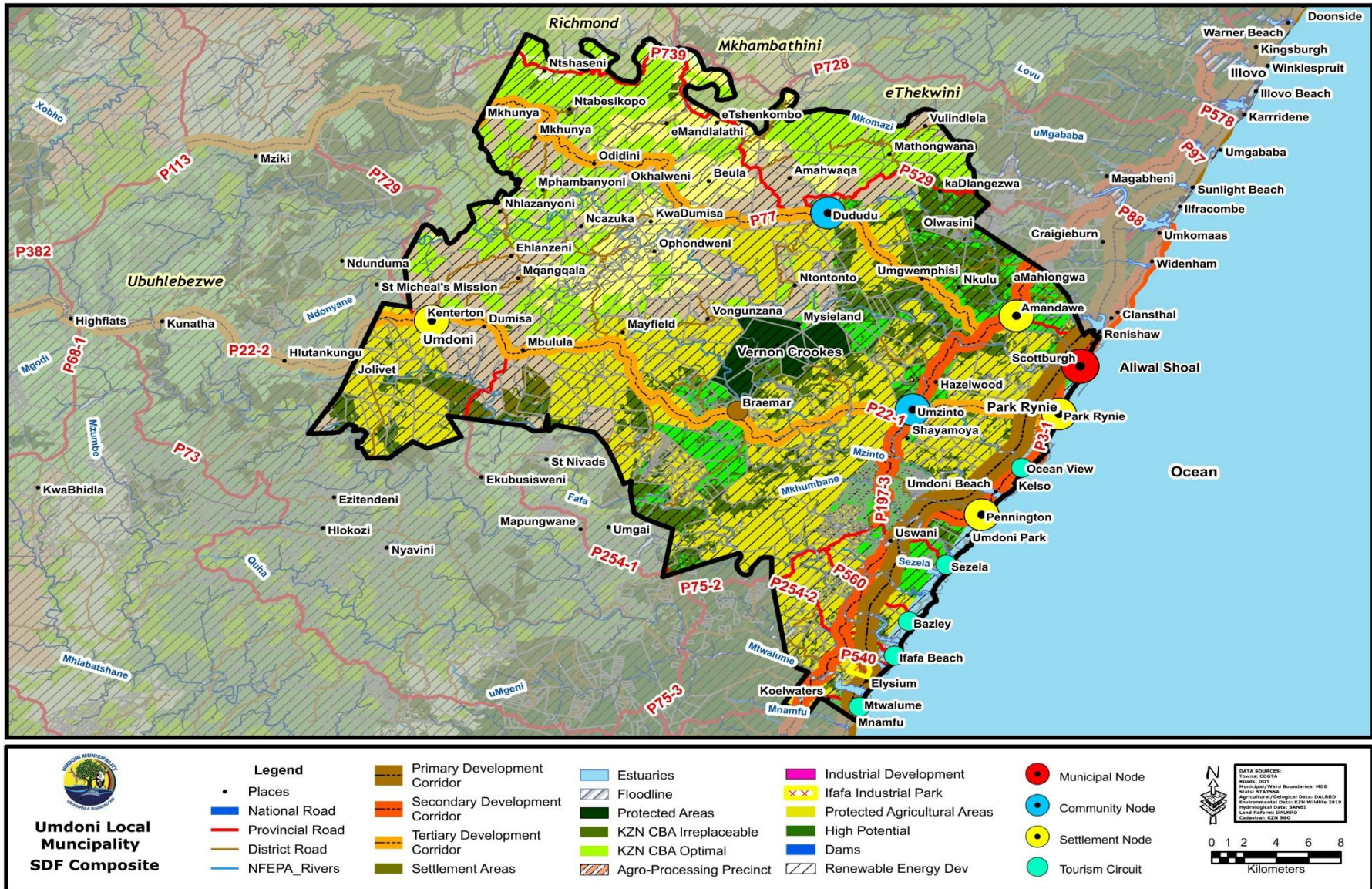
- Places
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Railways
- Umdoni Municipality
- Cadastral
- Wards
- Priority Areas Lighting Risk

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

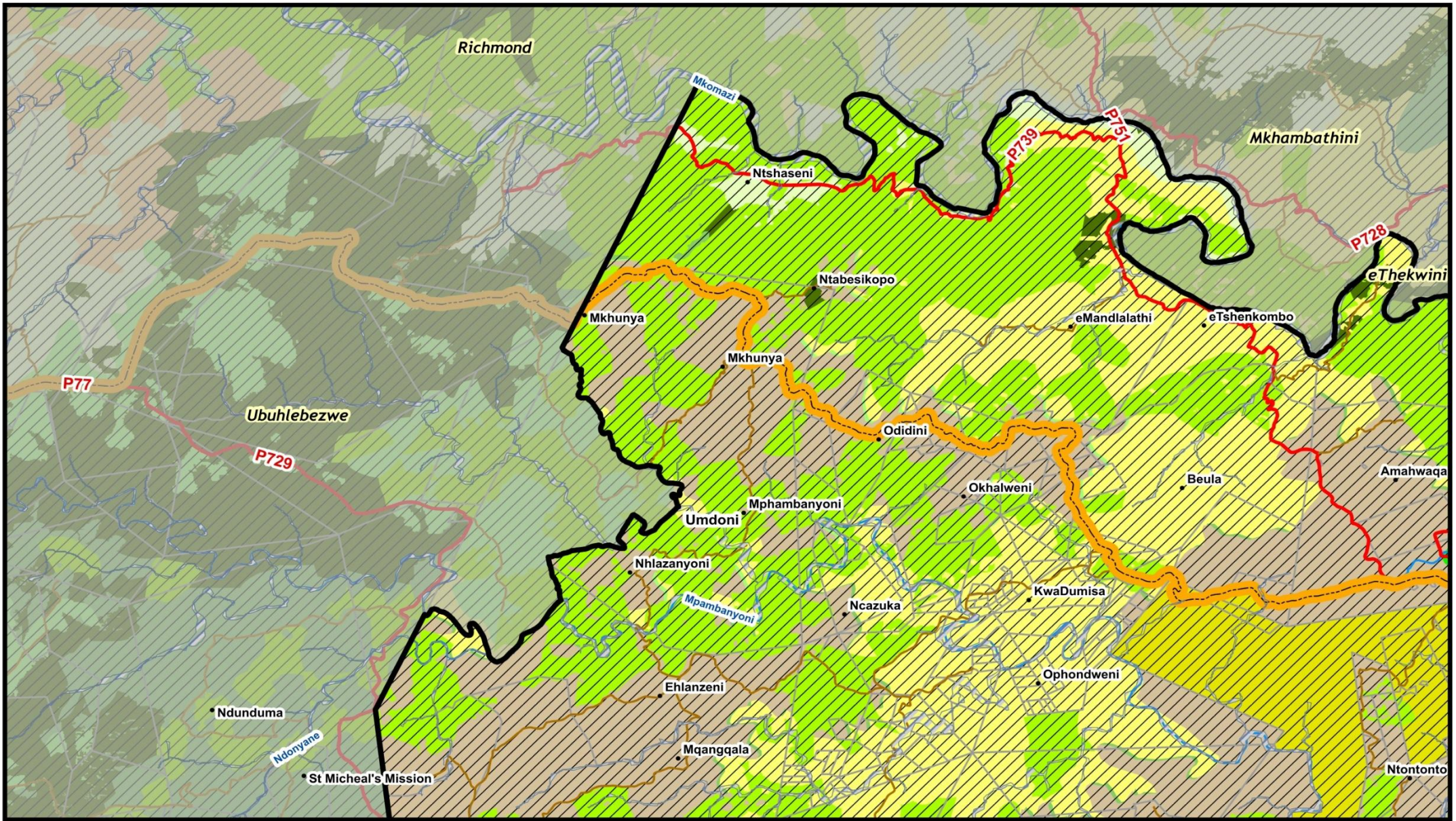



Map 148: Priority Intervention Areas: Lightning Risk

15. COMPOSITE SPATIAL DEVELOPMENT FRAMEWORK



Map 149: Composite SDF


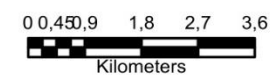




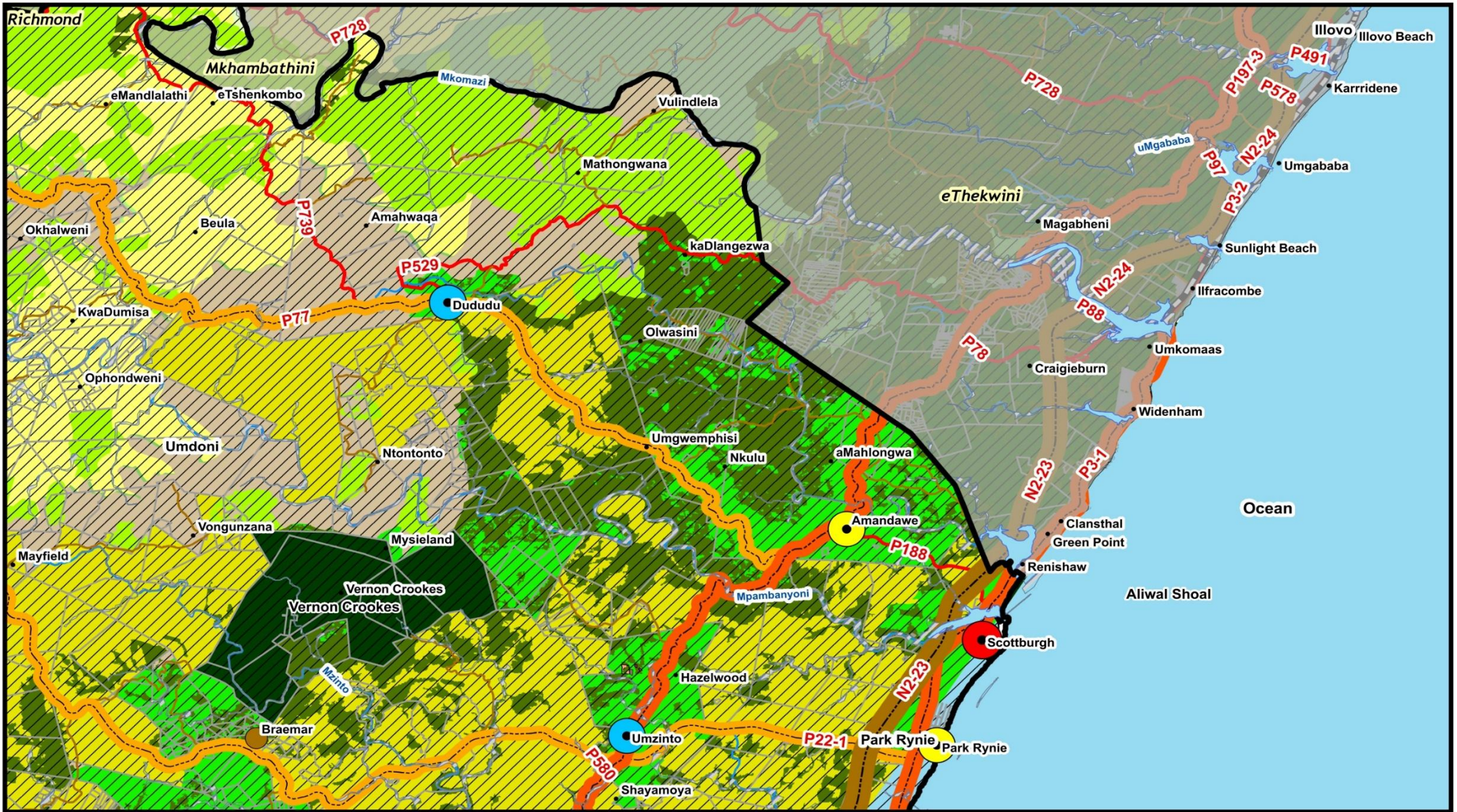
Umdoni Local Municipality
SDF Composite

<p>Legend</p> <ul style="list-style-type: none"> • Places — National Road — Provincial Road — District Road — NFEPA_Rivers 	<ul style="list-style-type: none"> Primary Development Corridor Secondary Development Corridor Tertiary Development Corridor Settlement Areas 	<ul style="list-style-type: none"> Estuaries Floodline Protected Areas KZN CBA Irreplaceable KZN CBA Optimal Agro-Processing Precinct 	<ul style="list-style-type: none"> Industrial Development Ifafa Industrial Park Protected Agricultural Areas High Potential Dams Renewable Energy Dev 	<ul style="list-style-type: none"> ● Municipal Node ● Community Node ● Settlement Node ● Tourism Circuit
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DATA SOURCES:
Towns: COGTA
Roads: DOI
Municipal/Ward Boundaries: MDB
State: STATSSA
Agricultural/Geological Data: DALRRD
Environmental Data: KZN Wildlife 2019
Hydrological Data: SANRAL
Land Reform: DALRRD
Cadastral: KZN SGO

Map 150: Composite SDF Frame 1





Umdoni Local Municipality
SDF Composite

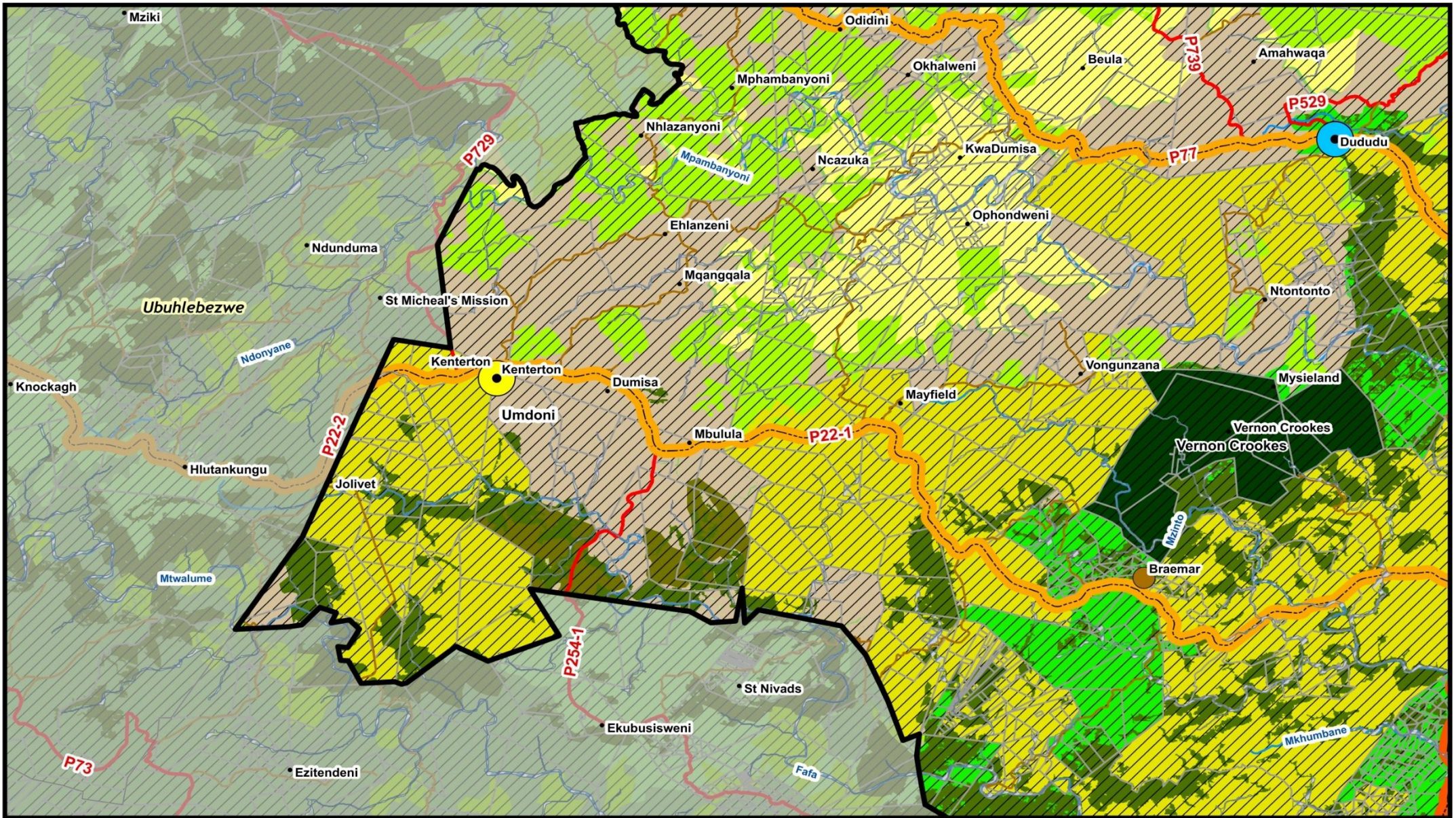
<p>Legend</p> <ul style="list-style-type: none"> • Places — National Road — Provincial Road — District Road — NFEPA_Rivers 	<ul style="list-style-type: none"> Primary Development Corridor Secondary Development Corridor Tertiary Development Corridor Settlement Areas 	<ul style="list-style-type: none"> Estuaries Floodline Protected Areas KZN CBA Irreplaceable KZN CBA Optimal Agro-Processing Precinct 	<ul style="list-style-type: none"> Industrial Development Ifafa Industrial Park Protected Agricultural Areas High Potential Dams Renewable Energy Dev 	<ul style="list-style-type: none"> ● Municipal Node ● Community Node ● Settlement Node ● Tourism Circuit
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DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDR
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



0 0,5 1 2 3 4
Kilometers

Map 151: Composite SDF Frame 2







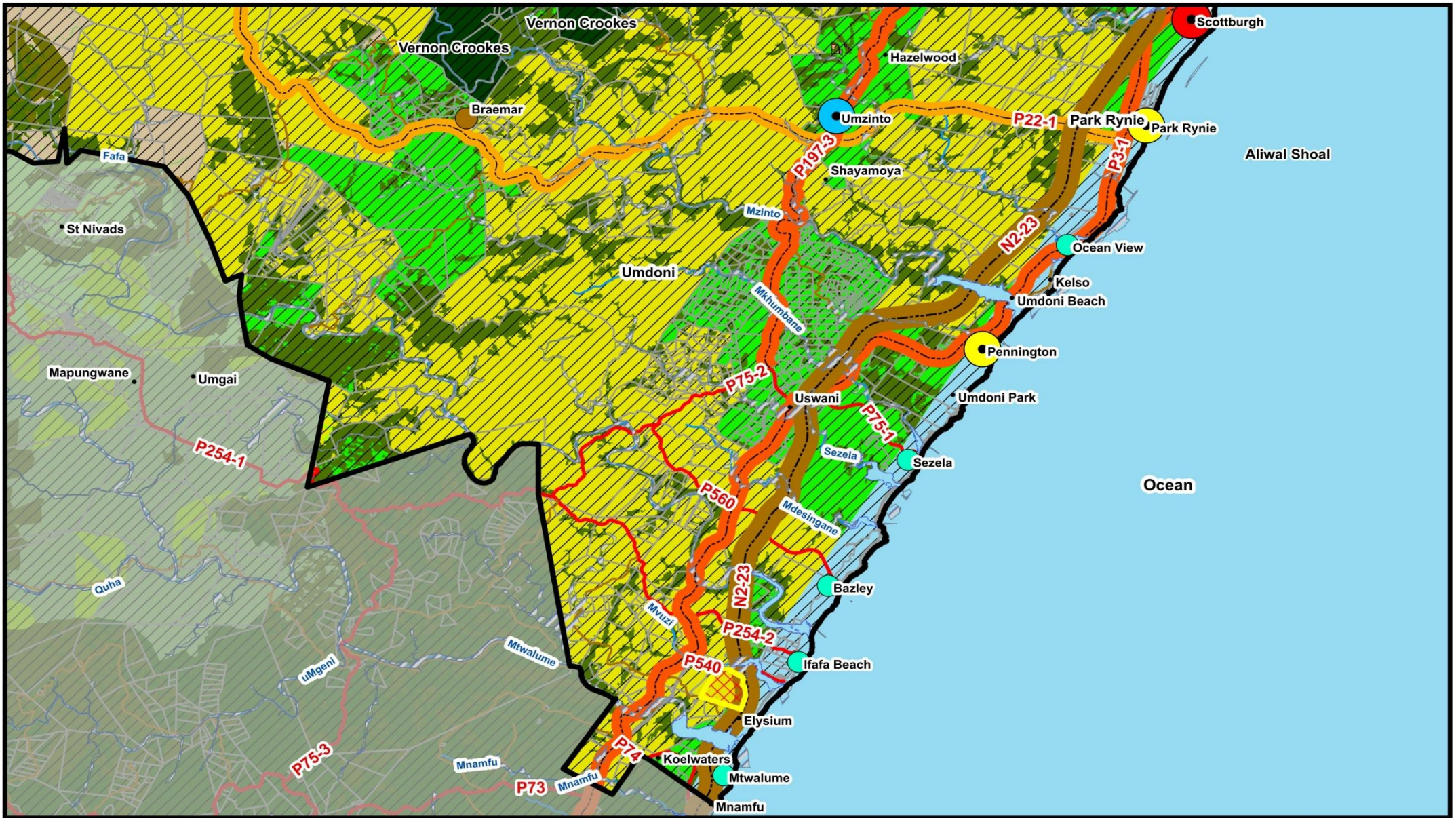
Umdoni Local Municipality
SDF Composite

<p>Legend</p> <ul style="list-style-type: none"> • Places — National Road — Provincial Road — District Road — NFEPA_Rivers 	<ul style="list-style-type: none"> — Primary Development Corridor — Secondary Development Corridor — Tertiary Development Corridor — Settlement Areas 	<ul style="list-style-type: none"> — Estuaries — Floodline — Protected Areas — KZN CBA Irreplaceable — KZN CBA Optimal — Agro-Processing Precinct 	<ul style="list-style-type: none"> — Industrial Development — Ifafa Industrial Park — Protected Agricultural Areas — High Potential — Dams — Renewable Energy Dev 	<ul style="list-style-type: none"> ● Municipal Node ● Community Node ● Settlement Node ● Tourism Circuit
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DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 State: STATSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

Map 152: Composite SDF Frame 3







Umdoni Local Municipality
SDF Composite

<p>Legend</p> <ul style="list-style-type: none"> • Places — National Road — Provincial Road — District Road — NFEPA_Rivers 	<ul style="list-style-type: none"> — Primary Development Corridor — Secondary Development Corridor — Tertiary Development Corridor — Settlement Areas 	<ul style="list-style-type: none"> — Estuaries — Floodline — Protected Areas — KZN CBA Irreplaceable — KZN CBA Optimal — Agro-Processing Precinct 	<ul style="list-style-type: none"> — Industrial Development — Ifafa Industrial Park — Protected Agricultural Areas — High Potential — Dams — Renewable Energy Dev 	<ul style="list-style-type: none"> ● Municipal Node ● Community Node ● Settlement Node ● Tourism Circuit
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DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 State: STATSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO

16. IMPLEMENTATION FRAMEWORK

The Umdoni Municipal SDF will only deliver its intended spatial outcomes if the institutional capacity to implement it is in place, the intergovernmental coordination to unlock sector funding is functional, and the governance mechanisms to monitor progress and adapt the framework are embedded in the annual planning cycle. This chapter provides the institutional implementation framework for the SDF in terms of SPLUMA Section 21(j) and (m).

16.1. INTERNAL INSTITUTIONAL ARRANGEMENTS — PLANNING UNIT STRUCTURE

The Umdoni Local Municipality's Planning and Development Department is the primary internal institutional anchor for SDF implementation. The Department consists of four divisions: Building Control, Planning, Environmental Services, and Local Economic Development. These four divisions collectively carry responsibility for land use management, development facilitation, economic development investment, and environmental compliance — the four core functional areas through which this SDF will be implemented.

The organogram below illustrates the current staffing structure of the Planning and Development Department, indicating filled posts, the proposed SDF Coordination function, and the critical vacant posts that must be filled to enable effective SDF implementation.



The current Planning and Development Department has two filled management posts and one intern post within the Planning division. This staffing complement is insufficient to carry the SDF implementation workload that this framework requires — specifically the Local Area Plan commissioning programme, the Single Land Use Scheme amendment programme, the Traditional Settlement Master Plan programme, the EIA and environmental compliance function, and the annual SDF performance monitoring and reporting obligation. The table below identifies the three critical posts that must be created and filled to enable effective SDF implementation, with the rationale for each and the proposed funding source.

Table 84: Critical Posts Required for SDF Implementation

POST	DIVISION	RATIONALE FOR POST	KEY RESPONSIBILITIES	FUNDING SOURCE
Town Planning Officer	Planning	The SDF requires a dedicated post responsible for implementation monitoring, Local Area Plan commissioning, Scheme amendment programme management, TSMP coordination, and annual reporting to Council via the IDP process. Without this post, SDF implementation depends on the Manager: Planning managing all these functions alongside daily development application processing — which is not sustainable given the volume of CEF projects (107+), six strategy areas, and the Local Plans schedule.	Annual SDF performance review and Council reporting; commission and manage Local Area Plans (9-plan programme); coordinate Single Land Use Scheme amendments; manage TSMP programme with Traditional Authorities; maintain SDF Decision Support Framework for MPT; liaise with COGTA on monitoring tool compliance; prepare SDF input for annual IDP review.	Municipal own funds (operational budget)
Environmental Planning Officer	Environmental Services	Strategy 6 (Environmental Sustainability) requires ongoing CBA compliance monitoring, EIA process management, ICMA development control enforcement, and the maintenance of the environmental constraint mapping layers that underpin the SDF’s not-developable zone designations. The Manager: Environmental Services (Mr S Bhengu) cannot manage EIA case work, maintain GIS constraint layers, and coordinate with Ezemvelo KZN Wildlife and DFFE simultaneously without technical officer support.	Manage EIA pre-screening process for development applications in CBA and coastal management areas; maintain SDF environmental constraint GIS layers; coordinate with Ezemvelo KZN Wildlife on CBA management and Vernon Crookes NR buffer; liaise with DFFE on ICMA compliance; support environmental conditions in MPT decisions; monitor CBA encroachment in TA areas and flag to SDF Coordinator.	Municipal own funds; explore DFFE coastal management capacity support grant

POST	DIVISION	RATIONALE FOR POST	KEY RESPONSIBILITIES	FUNDING SOURCE
LED Officer (Additional)	Local Economic Development	Strategy 4 (Economic Development and Investment Facilitation) requires active investor engagement, grant application preparation (EDTEA, SEDA, IDC, DBSA), the Municipal Land Audit, and the maintenance of an investment prospectus and project pipeline. The Manager: LED is managing all LED functions. The Industrial Sector Plan alone identifies 19 projects requiring municipal facilitation, in addition to the South Coast Eco-Tourism Circuit, the N2 corridor investment programme, and the agro-processing cluster development.	Prepare and maintain the Umdoni Investment Prospectus and project pipeline; manage grant applications to EDTEA, SEDA, SEFA, IDC, and DBSA; coordinate the Municipal Land Audit (Year 1–2 action); facilitate Industrial Sector Plan project implementation; support the South Coast Eco-Tourism Circuit marketing programme; liaise with USFDA and private sector investors; manage SMME incubation hub programme.	Municipal own funds; explore EDTEA LED capacity grant; LGSETA bursary programme

16.2. EXTERNAL AND CROSS-BOUNDARY INSTITUTIONAL COORDINATION

SDF implementation depends on the active participation of a range of external institutions whose investment decisions, regulatory approvals, and service delivery programmes directly determine whether this SDF's spatial proposals can be realised. The following table identifies all external coordination relationships required, the nature of the coordination, the institutional mechanism, and the action required from Umdoni

Table 85: External and Cross-Boundary Institutional Coordination

PARTNER INSTITUTION	NATURE OF COORDINATION REQUIRED	KEY SDF DEPENDENCIES	INSTITUTIONAL MECHANISM	UMDONI ACTION REQUIRED
UGU District Municipality (Water Services Authority)	Bulk water and sanitation investment coordination. UGU District is the Water Services Authority — all bulk water treatment, reticulation, and sanitation programmes in the CEF depend on UGU District capital allocation.	INF-11 (water pipeline); INF-12 (Malangeni reticulation, R164.3m); INF-13 (rural boreholes); INF-14 (VIP sanitation); INF-15 (sewer refurbishment); WTW upgrade (prerequisite for all coastal densification).	Ugu District IGR Forum (standing monthly/quarterly); Umdoni-UGU District bilateral technical forum (proposed); IDP alignment process between district and local IDP cycles.	Formally request support WTW upgrade commitment. Maintain standing agenda item on SDF infrastructure dependencies in District IGR Forum. Confirm UGU District capital programme alignment annually during IDP review.
KZN Department of Cooperative Governance and Traditional Affairs (COGTA)	SDF monitoring tool compliance oversight; COGTA IGR support for TSMP programme; Small Town Regeneration Programme funding; Thusong Service Centre satellite points advocacy; capacity support for planning unit.	ENV-02; SDF Monitoring Tool compliance; TSMP programme support; Thusong satellite points at Dududu and Dumisa; STRP funding for tertiary node revitalisation.	KZN COGTA assessment process (annual SDF submission); COGTA planning support assignment (to be requested); District IGR Forum.	Submit SDF for COGTA monitoring tool assessment upon adoption. Request COGTA technical planning support assignment to assist with Local Area Plan programme and Scheme amendment process

PARTNER INSTITUTION	NATURE OF COORDINATION REQUIRED	KEY SDF DEPENDENCIES	INSTITUTIONAL MECHANISM	UMDONI ACTION REQUIRED
<p>KZN Department of Human Settlements (KZN DHS)</p>	<p>HSDG allocation and housing delivery programme coordination. All 25+ housing projects in the CEF (HSG series) are funded through HSDG administered by KZN DHS. The housing backlog of 8,176 units and the twenty-year demand of 98,591 low-income units cannot be addressed without sustained HSDG allocation.</p>	<p>HSG-01 through HSG-25 (all housing projects); informal settlement upgrading (HSG-19, HSG-21); USDG urban housing (where applicable).</p>	<p>KZN DHS Medium-Term Housing Pipeline (annual project registration); tripartite agreements (KZN DHS, Umdoni, implementing agent); KZN DHS portfolio committee liaison.</p>	<p>Register all outstanding HSG projects in the KZN DHS Housing Pipeline annually. Maintain tripartite agreements for active projects (HSG-01 through HSG-06). Advocate for Ward 13 and Ward 15 informal settlement upgrading funding (HSG-19, HSG-21). Confirm receiving sites for relocation of 87 at-risk households.</p>
<p>KZN Department of Health (KZN DoH)</p>	<p>Healthcare clinic construction programme. Nine clinic backlogs are identified in the CEF (SF-33, SF-39, SF-43, SF-45, SF-54, SF-57, SF-59, SF-65, SF-73, SF-81, SF-83, SF-97). These are funded and implemented by KZN DoH — Umdoni’s role is advocacy, site provision, and coordination.</p>	<p>SF-33, SF-39, SF-43, SF-45, SF-54, SF-57, SF-59, SF-65, SF-73, SF-81, SF-83, SF-97 (twelve clinic projects).</p>	<p>Annual motivation letter to KZN DoH Ugu District Health Office; KZN DoH MTEF healthcare facilities programme; Ward-Based Plan priority registers as supporting evidence.</p>	<p>Submit a comprehensive clinic backlog motivation report to KZN DoH within Year 1, incorporating ward population data, distance analysis, and confirmed sites. Update annually. Prioritise Ward 7 (Emalangeneni — no facility at all) as the absolute first advocacy priority.</p>

PARTNER INSTITUTION	NATURE OF COORDINATION REQUIRED	KEY SDF DEPENDENCIES	INSTITUTIONAL MECHANISM	UMDONI ACTION REQUIRED
<p>KZN Department of Transport (KZN DoT) and SANRAL</p>	<p>Provincial and national road maintenance and upgrading. The P197/3 inland corridor, the R102 Coastal Tourism Spine, the P3 Bazley Road, and the N2 national road are all under KZN DoT or SANRAL jurisdiction. CEF projects INF-39 and INF-51 specifically require DoT action.</p>	<p>P197/3 corridor upgrading (provincial sections); INF-39 (commuter facilities — DoT responsibility); INF-51 (Bazley P3 road — DoT responsibility); R102 maintenance; N2 access improvements.</p>	<p>KZN DoT IGR forum; formal intergovernmental request from Municipal Manager; SANRAL liaison for N2 issues; IDP submission to KZN DoT.</p>	<p>Submit formal intergovernmental request to KZN DoT for P197/3 corridor provincial section upgrading. Include P197/3 in the annual IDP submission to KZN DoT. Engage SANRAL regarding N2 freight management and N2/R612 industrial zone access.</p>
<p>KZN Department of Education (KZN DoE)</p>	<p>School backlog programme. Eight primary school and fifteen secondary school backlogs exist across the municipality. All school construction is funded and implemented by KZN DoE. Braemar secondary school is the highest-priority advocacy item.</p>	<p>School backlogs; Braemar secondary school</p>	<p>Annual school needs motivation to KZN DoE Ugu District Education Office; Ward-Based Plan records as supporting evidence.</p>	<p>Prepare a school backlog motivation report (incorporating enrolment pressure data and proposed sites within SDF node boundaries) for annual submission to KZN DoE. Prioritise Braemar secondary school. Ensure proposed school sites are within designated node or rural service centre boundaries.</p>

PARTNER INSTITUTION	NATURE OF COORDINATION REQUIRED	KEY SDF DEPENDENCIES	INSTITUTIONAL MECHANISM	UMDONI ACTION REQUIRED
<p>eThekwini Metropolitan Municipality</p>	<p>Cross-boundary planning on four issues: N2 freight corridor management; coastal and estuarine interface management at the northern boundary; potential joint renewable energy corridor planning; and cross-boundary public transport coordination.</p>	<p>N2 corridor management; coastal zone interface; Renewable Energy Development Zone planning; public transport coordination.</p>	<p>Proposed bilateral cross-boundary planning forum between Umdoni LM and eThekwini Metro Planning; Ugu District IGR as mediating structure; KZN COGTA facilitation where required.</p>	<p>Initiate contact with eThekwini Metropolitan Planning Department to propose a cross-boundary planning forum. Submit a formal cross-boundary planning issues register to KZN COGTA as part of the SDF adoption package.</p>
<p>Umzumbe, Richmond, Johannes Phumani Phungula Local Municipalities</p>	<p>Shared boundary planning issues: R102 tourism corridor continuity into Umzumbe; conservation corridor coordination with Richmond (Vernon Crookes NR buffer); Johannes Phumani Phungula Municipality agricultural and rural interface.</p>	<p>South Coast Eco-Tourism Circuit continuity; Vernon Crookes conservation buffer; P197/3 inland corridor western extension.</p>	<p>Ugu District IGR forum (quarterly); Ezemvelo KZN Wildlife coordination for Richmond conservation interface.</p>	<p>Raise cross-boundary coordination requirements at Ugu District IGR Forum. Engage Ezemvelo KZN Wildlife to co-develop a trans-boundary conservation management framework for the Vernon Crookes NR buffer.</p>
<p>Ingonyama Trust Board (ITB)</p>	<p>Land access agreements for infrastructure delivery on communal land across all six Traditional Authority areas. All rural infrastructure investment (roads, water, sanitation,</p>	<p>All INF-series rural road, borehole, and electrification projects in TA areas; all SF-series community hall and clinic projects in TA areas; all HSG-series housing projects</p>	<p>ITB formal liaison through the Planning and Economic Development Directorate; written servitude consent process for each project;</p>	<p>Establish a formal MOU between Umdoni LM and the Ingonyama Trust Board, covering the servitude consent framework for infrastructure delivery.</p>

PARTNER INSTITUTION	NATURE OF COORDINATION REQUIRED	KEY SDF DEPENDENCIES	INSTITUTIONAL MECHANISM	UMDONI ACTION REQUIRED
	community halls, clinics) on Ingonyama Trust land requires either a rights-of-access agreement or a servitude negotiated with the ITB and relevant Traditional Authority.	on TA land; TSMP programme.	ITB-municipality MOU (to be established).	Appoint an Ingonyama Trust Liaison Function within the Planning Directorate.
Ugu South Coast Development Agency (USCDA)	Economic investment facilitation and development programme coordination. USCDA is the lead funder and facilitator for the Ifafa Industrial Park (LED-06) and provides regional economic investment facilitation across the South Coast.	LED-06 (Ifafa Industrial Park); N2 corridor investment facilitation; tourism investment prospectus.	USCDA project pipeline registration; Umdoni-USCDA bilateral project coordination meetings; Ugu District LED forum.	Register the Ifafa Industrial Park and N2/R612 light industrial zone in the USCDA investment pipeline. Maintain quarterly coordination meetings with USCDA on industrial park progress. Include USCDA in the annual LED Forum.
KZN EDTEA (Economic Development, Tourism and Environmental Affairs)	Tourism infrastructure grant funding; industrial development incentives; LED capacity support; environmental compliance oversight.	LED-01 (Beach Pavilion); LED-03 (Crafters Market); LED-07 (Park Rynie industrial); LED-09; South Coast Eco-Tourism Circuit; N2/R612 industrial zone marketing; EDTEA environmental authorisations.	EDTEA regional office (South Coast); annual grant application cycle; EDTEA LED capacity grant programme.	Submit annual grant applications to EDTEA for qualifying CEF LED projects. Engage EDTEA regarding industrial zone investment recruitment for the N2/R612 light industrial zone and Ifafa Industrial Park.

PARTNER INSTITUTION	NATURE OF COORDINATION REQUIRED	KEY SDF DEPENDENCIES	INSTITUTIONAL MECHANISM	UMDONI ACTION REQUIRED
<p>Ezemvelo KZN Wildlife</p>	<p>Conservation management for the Vernon Crookes Nature Reserve buffer zone and the agro-biodiversity zone (8,130 ha). CBA monitoring and enforcement. Eco-tourism product development at the Vernon Crookes buffer — linked to the Ntshenkombo inland eco-tourism connector in Strategy 1.</p>	<p>CBA Irreplaceable (16,513 ha) and Optimal (9,317 ha) management; Vernon Crookes NR 5 km buffer; agro-biodiversity zone; eco-tourism linkage (Strategy 1 tourism circuit).</p>	<p>Ezemvelo KZN Wildlife regional office coordination; proposed trans-boundary conservation management framework; Umdoni-Ezemvelo liaison for eco-tourism product development.</p>	<p>Engage Ezemvelo KZN Wildlife to co-develop a management plan for the Vernon Crookes NR buffer zone incorporating the SDF’s agro-biodiversity zone framework. Coordinate on CBA encroachment monitoring in growth pressure settlements.</p>
<p>DFFE (Department of Forestry, Fisheries and Environment)</p>	<p>ICMA coastal management compliance oversight; National Environmental Management Act (NEMA) EIA administration; Aliwal Shoal MPA management coordination.</p>	<p>All ICMA-compliant development applications in coastal tourism nodes; Aliwal Shoal MPA (Scottburgh Tourism Hub); EIA requirements for CBA Optimal and conditionally-developable areas.</p>	<p>DFFE regional office (KZN coastal management); ICMA permit process; NEMA EIA regulatory process.</p>	<p>Submit for ICMA Development Setback Line mapping update as a component of the Scottburgh Local Area Plan process. Ensure Environmental Planning Officer maintains regular liaison with DFFE KZN regional office on coastal development applications.</p>

16.3. MUNICIPAL PLANNING TRIBUNAL — SDF DECISION SUPPORT FRAMEWORK

SPLUMA Section 22(1) requires that a Municipal Planning Tribunal may not make a decision on a land development application that is inconsistent with a municipality’s SDF. This prohibition is only enforceable if MPT members can readily identify whether an application is consistent with or contrary to the SDF’s spatial designations. The SDF Decision Support Framework provides this tool. It is to be adopted as a Standing Operating Procedure of the MPT within the first year of SDF adoption and reviewed annually alongside the SDF performance scorecard.

Table 86: Municipal Planning Tribunal SDF Support Framework

APPLICATION TYPE / SPATIAL LOCATION	SDF POLICY POSITION	ASSESSMENT CATEGORY	ACTION REQUIRED BEFORE MPT CONSIDERS APPLICATION
Development application in a 1:100-year floodplain or active floodplain	Not Developable	Mandatory Refusal	None — application must be refused without further assessment
Development application in a CBA Optimal area (9,317 ha)	Conditionally Developable — EIA required	Conditional — EIA gate	Applicant must produce an approved NEMA EIA Record of Decision before MPT may consider the application. Without ROD, application is incomplete.
Development application within ICMA coastal management area (within 500m of high water mark)	Conditionally Developable — ICMA compliance required	Conditional — ICMA gate	Applicant must demonstrate compliance with ICMA Development Setback Lines. Application must include proof of DFFE coastal management permit where required
Residential or commercial rezoning application on Pennington PAA or Scottburgh-Umzinto PAA land (22,506 ha combined)	Contrary to SDF — refuse unless DAFF exemption confirmed	Refuse unless exemption	Applicant must produce DAFF exemption documentation confirming the land is released from PAA designation.

APPLICATION TYPE / SPATIAL LOCATION	SDF POLICY POSITION	ASSESSMENT CATEGORY	ACTION REQUIRED BEFORE MPT CONSIDERS APPLICATION
Densification application in coastal node (Scottburgh, Umzinto, Park Rynie, Pennington) generating net new bulk water demand	Conditional on bulk water confirmation — dependency applies	Conditional — infrastructure gate	Applicant must produce written confirmation from UGU District Municipality that bulk water supply capacity exists or is committed for the proposed development yield.
Development application within Scottburgh or Umzinto urban edge but consistent with node uses	Supportable	Routine assessment	Normal development application process applies. Environmental Planning Officer to confirm no environmental constraint. Planning Official to confirm node designation consistency.
Development application outside any node boundary in agricultural zone (not PAA)	Requires Justification — assess against corridor and node framework	Merits assessment	Applicant must demonstrate that the proposed use is consistent with agricultural zone purposes or is a rural service use within the incremental upgrading designation.
Application on Ingonyama Trust land within incremental upgrading designation	Supportable	Routine assessment — shortened track where applicable	Confirm ITB rights-of-access agreement is in place. Environmental pre-screening required for at-risk slope or floodline sites.
Application outside any SDF designation (no specific spatial category applicable)	Undesirable — assess against general SDF principles	Merits assessment	If inconsistent with spatial vision, MPT should refuse with reasons.

16.4. LAND USE MANAGEMENT GUIDANCE

The Umdoni Single Land Use Scheme (LUMS), adopted in September 2021, provides the statutory land use management framework for the entire municipal area. Prepared in terms of SPLUMA Section 24 and the Umdoni Municipal Planning By-Laws, the Scheme establishes the base zone categories, consent use provisions, development controls, and three management overlays (Agricultural Management Overlay — AMO; Environmental Management Overlay — EMO; and Spatial Directives Management Overlay — SDMO) that currently govern development decisions at the Municipal Planning Tribunal.

The table below summarises the existing management overlays in the Umdoni LUMS (September 2021 version), cross-referenced against the Ugu EMF Environmental Management Zones and the SDF spatial proposals, to identify alignment gaps requiring scheme amendment.

Table 87: Land Use Management Amendment Guidance

EXISTING LUMS PROVISION	CURRENT STATUS IN SCHEME	UGU EMF EQUIVALENT EMZ	SDF ALIGNMENT GAP IDENTIFIED	AMENDMENT ACTION REQUIRED
Agricultural Management Overlay (AMO)	Present — designates agricultural land by DALRRD priority rating. Requires DALRRD comment on land use change. Discourages subdivision. Exempts Ingonyama Trust land from Subdivision of Agricultural Land Act.	Agriculture EMZ — Categories A through E (KZN Agricultural Potential); Agro-biodiversity zone (where applicable).	AMO does not distinguish between the Pennington PAA (15,621 ha) and the Scottburgh-Umzinto PAA (6,885 ha) as hard development constraint zones. The SDF requires these two PAAs to be designated as hard no-go areas, not merely as areas requiring DALRRD comment.	Amend AMO to create two sub-categories: AMO-1 (Protected Agricultural Area — PAA) applying to the two gazetted PAAs as a mandatory development prohibition, and AMO-2 (General Agricultural Zone) applying to the remainder of the agricultural land. Update AMO maps accordingly.
Environmental Management Overlay (EMO)	Present — broad environmental management provisions. Incorporates Ugu EMF by reference. Sets coastal protection zone (100m urban /	Formally Protected Areas EMZ; Terrestrial Biodiversity EMZ; Aquatic Biodiversity	EMO is a single undifferentiated overlay that does not distinguish between the SDF's three spatial categories: not-developable (CBA Irreplaceable, active floodplain,	Disaggregate EMO into three sub-overlays: EMO-1 (Not-Developable Zone) covering CBA Irreplaceable, active floodplains, 32m riparian buffers, and active dune vegetation

EXISTING LUMS PROVISION	CURRENT STATUS IN SCHEME	UGU EMF EQUIVALENT EMZ	SDF ALIGNMENT GAP IDENTIFIED	AMENDMENT ACTION REQUIRED
	<p>1km rural from HWM). Requires EIA in sensitive areas. References all applicable environmental legislation.</p>	<p>EMZ; Coastal and Estuarine EMZ.</p>	<p>32m riparian buffer, dune vegetation); conditionally-developable (CBA Optimal, ICMA transition zone, NFEPA wetland buffer); and developable (standard land use management controls). This blunt instrument gives the MPT no guidance on which environmental areas are absolute hard constraints versus which require an EIA gate.</p>	<p>— mandatory MPT refusal; EMO-2 (Conditionally Developable Zone) covering CBA Optimal, ICMA coastal transition zone, and NFEPA wetland 50m buffer — EIA ROD required before MPT consideration; EMO-3 (Compatible Use Zone) covering the agro-biodiversity zone and Vernon Crookes 5 km buffer — compatible use conditions apply. Update EMO maps for all three sub-overlays.</p>
<p>No existing Heritage Management Overlay</p>	<p>Absent — no standalone heritage or cultural heritage management overlay exists in the current Scheme.</p>	<p>Heritage EMZ — covers buildings, places, provincial and heritage landmarks, protected areas.</p>	<p>The Ugu EMF identifies heritage resources including Lynton Hall (Pennington), Green Point Lighthouse (Clansthal), and archaeological sites across the Umdoni area. These are not given any protection in the current Scheme.</p>	<p>Create new Heritage Management Overlay (HMO) cross-referenced to Ugu EMF Heritage EMZ provisions and the KZN Amafa and Research Institute Act. All identified SAHRA-registered and KZN Amafa-listed heritage sites within Umdoni to be designated on the Scheme map with HMO conditions.</p>
<p>No existing Incremental Upgrading Zone</p>	<p>Absent — the Rural Residential 1 (Low Intensity Traditional Settlement) and Rural Residential 2 (High Intensity</p>	<p>Not addressed in Ugu EMF (planning / tenure governance matter).</p>	<p>The SDF requires a formal Incremental Upgrading Designation for all six TA areas and eight informal settlements in terms of</p>	<p>Create new Incremental Upgrading Designation (IUD) as a Chapter 9 Management Overlay with two types: IUD-1 (Traditional Authority</p>

EXISTING LUMS PROVISION	CURRENT STATUS IN SCHEME	UGU EMF EQUIVALENT EMZ	SDF ALIGNMENT GAP IDENTIFIED	AMENDMENT ACTION REQUIRED
	<p>Traditional Settlement) zones exist but do not constitute a SPLUMA Section 24(2)(c) Incremental Upgrading Designation with a shortened procedures track.</p>		<p>SPLUMA Section 24(2)(c). The existing Rural Residential zones do not provide the simplified application track or the Ingonyama Trust land access conditions that the SDF requires for rural infrastructure delivery.</p>	<p>Areas) covering all six TA areas; IUD-2 (Informal Settlement Areas) covering the eight designated informal settlements. Introduce simplified application track in Municipal Planning By-Laws as detailed in Section 4.5.</p>

17. MONITORING AND EVALUATION PLAN

Monitoring and evaluation is critical to the successful implementation of the Umdoni LM SDF. As a longer term strategic plan it will be necessary to update and review the SDF on a regular basis and M&E is the basic tool through which this will be achieved. Monitoring and evaluation is a process that helps improving performance and achieving results. Its goal is to improve current and future management of outputs, outcomes and impact. It is mainly used to assess the performance of the SDF, specific projects featuring as part of the SDF and the institutions involved in implementing the SDF. M&E then also establishes the links between the past, present and future actions.

Table 88: Monitoring and Evaluation Framework

OBJECTIVE	PERFORMANCE INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS
<p>ENVIRONMENTAL MANAGEMENT</p>	<ul style="list-style-type: none"> • Established programmes for clearing of invasive aliens through Working for Water, or other forms of rehabilitation e.g. through Working for Wetlands, Land Care. • Established environmental management programs. • Effective Water Resource Management • Delineation of flood risk areas • Establishment of protected areas • Catchment management • Alien plant management • Protected area development • Wetland management • Biodiversity zones 	<ul style="list-style-type: none"> • 1:50 years and 1:100-year flood lines. • People removed from flood risk areas. • Developed Water Resource Management Strategy • Improved sanitation and waste management infrastructure and services in primary nodal areas. • Rehabilitated wetlands and riparian zones. • Catchment management programme. • Participation in national catchment management initiatives. • Application of carrying capacity standards to grazing land management. • Amount of land cleared of alien plants. • Programme to remove alien plants. • Initiatives to rehabilitated land affected by soil erosion. • Protection of indigenous forestry. • Proclamation of environmentally sensitive areas that are not currently protected. 	<p>The municipality must work with all stakeholders towards an environmentally sustainable development</p>

OBJECTIVE	PERFORMANCE INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS
		<ul style="list-style-type: none"> • Delineation of all major wetlands. • Observation of a 32m buffer from each wetland. • Management of bio-diversity corridors. • Environmental overlays. 	
<p>REGIONAL ACCESS AND ROAD NETWORK</p>	<ul style="list-style-type: none"> • Upgrading of major access and arterial/link roads. • Improving access to the existing and growing settlements. • Creating new linkages. • Location of development nodes along and at the intersection of key roads. • Focusing development projects on settlements located along strategic roads. 	<ul style="list-style-type: none"> • Number and location of roads upgraded. • KMs of roads upgraded. • New roads. • Number of high impact and catalytic projects located along development corridors. • Type and level of services provided to settlements located along development corridors. 	
<p>CLUSTERING PUBLIC FACILITIES AND ECONOMIC ACTIVITIES IN DEVELOPMENT NODES</p>	<ul style="list-style-type: none"> • Development of service centres. • Focusing strategic and high impact projects within development nodes. • Promoting clusters of public facilities as a means to encourage nodal development. 	<ul style="list-style-type: none"> • Number, nature and budgets for municipal projects in each of these nodes. • Level of access and location of public facilities serving different communities in these nodes. • Availability of infrastructure in nodes to enable these to perform their role. • Number of public facilities locating in identified service 	<p>Development nodes have potential to improve access to basic and public services.</p>
<p>PROTECTION OF AGRICULTURAL LAND</p>	<ul style="list-style-type: none"> • High potential agricultural land • Agricultural protection plans • Agricultural development support 	<ul style="list-style-type: none"> • Identification and mapping of agricultural land with high potential. • Size and use of high potential agricultural land Scheme clauses designed to protect high potential agricultural land. 	<p>Agricultural land is under threat from non-agricultural uses such as settlement</p>

OBJECTIVE	PERFORMANCE INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS
		<ul style="list-style-type: none"> • Introduction of land use controls for agricultural land. • Initiatives to promote agriculture. • Direct support to land reform projects. 	
UNLOCKING ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Tourism development • Commercial & industrial development in nodal areas • Number of Public Private • Partnership Agreements signed 	<ul style="list-style-type: none"> • Increased investment in terms of tourism, leisure and commercial within Umdoni • Branded Tourism Route. • Introduction of new tourism products. • Number of new tourism facilities and products located in Umdoni Local Municipality. • Commercial & industrial development applications received by the municipality. • Percentage increase in commercial land. • Uptake of commercial land in dense rural settlements 	
DEVELOPMENT OF SOCIAL AND SERVICE INFRASTRUCTURE	<ul style="list-style-type: none"> • Improved sanitation services and infrastructure • Improved access to water • Improved access to electricity • Improved access to social facilities 	<ul style="list-style-type: none"> • All households access a health facility within a 5km radius. • Number and location of new health facilities. • Weakly mobile clinics • Number of VIP's in rural areas • Waterborne sanitation system in areas inside urban edge • Piped water within the house in urban settlements • Water on site or at least within a 200m from • each household in dense rural settlements • Eradication of electricity backlogs • Number of new health facilities and schools 	<p>The municipality must work together with government departments to improve the quality of life of residents through the development and improvement of social and service infrastructure.</p>

OBJECTIVE	PERFORMANCE INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS
<p>SUSTAINABLE SPATIAL PLANNING SYSTEM</p>	<ul style="list-style-type: none"> • The sustainable Spatial Planning • System must be able to map out all the strategically located land parcels for packaging for commercial and tourism investments 	<ul style="list-style-type: none"> • Council approved land use management system. • Cooperation between traditional leaders and the municipality on land use management issues. • Continuum of settlements from urban high density to remote low-density settlements. • Number of functional tertiary nodes. • Availability of infrastructure in Umdoni LM to enable the area to perform its role. • Upgrading and renewal 	<p>The municipality must refine the SDF and develop it further through the formulation of a series of plans with varying degrees of detail and flexibility.</p>
<p>DEVELOPING SUSTAINABLE HUMAN SETTLEMENTS</p>	<ul style="list-style-type: none"> • Upgrading of informal settlements. • Consolidation of settlements located along primary and secondary corridors. • Level and type of infrastructure in each settlement • Implementation different types of housing projects. 	<ul style="list-style-type: none"> • Number of housing units constructed; • Number of households on waiting list for housing; • Number of approved general plans for housing projects. • Number of consolidated settlements. 	<p>There is a need to improve the structure and form of settlements</p>

A composite image featuring an industrial facility on the left and a highway with a truck on the right, both under a twilight sky. The industrial site includes cranes, pipes, and structures with some lights on. The highway has a yellow center line and a guardrail. A large truck is moving towards the viewer on the right side of the road.

UMDONI LOCAL MUNICIPALITY
SPATIAL DEVELOPMENT FRAMEWORK

CAPITAL EXPENDITURE FRAMEWORK

18. CAPITAL EXPENDITURE FRAMEWORK

The Capital Expenditure Framework (CEF) translates the long-term spatial vision of the Umdoni Spatial Development Framework into a consolidated 20-year infrastructure and spatial investment programme. The CEF identifies all major capital projects required to realise the Municipality's spatial restructuring objectives, including:

- Bulk infrastructure upgrades (water, sanitation, electricity);
- Social infrastructure (clinics, schools, community facilities);
- Economic infrastructure (agro-processing facilities, logistics nodes, market infrastructure);
- Environmental management projects (rehabilitation, flood mitigation, resource protection); and
- Settlement upgrading and rural consolidation initiatives

The CEF includes projects to be funded and implemented by Umdoni Local Municipality; Ugu District Municipality; Provincial sector departments; and National government programmes and grant mechanisms.

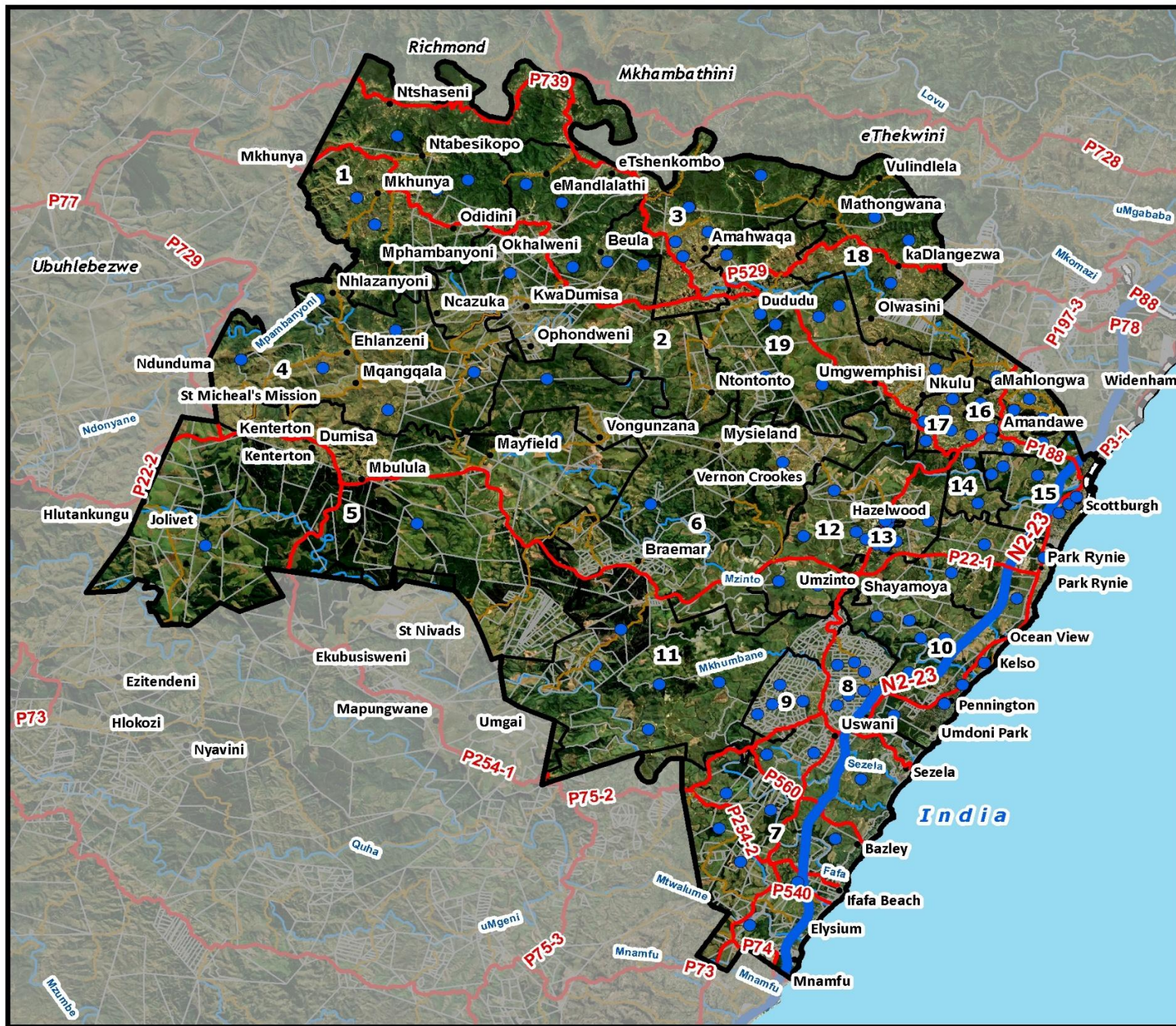
The purpose of the CEF is to ensure that capital investment is spatially targeted toward priority nodes, corridors, agricultural protection areas, rural service centres, and identified restructuring zones, as defined in the SDF. It provides a forward-looking investment roadmap that prevents ad hoc infrastructure expansion and aligns development expenditure with long-term spatial transformation goals.

Given Umdoni's reliance on district-level bulk services and provincial sector funding, the CEF serves as a coordination instrument within:

- The District Development Model (One Plan);
- Provincial Medium-Term Development Planning processes; and
- Sector department budget engagements.

The CEF therefore provides a consolidated portfolio of spatially aligned projects to guide engagement with funding institutions and to support alignment between municipal and provincial capital programmes.

[Refer to Annexure A – Detailed Capital Expenditure Framework]



Umdoni Local Municipality

Infrastructure CEF: Projects

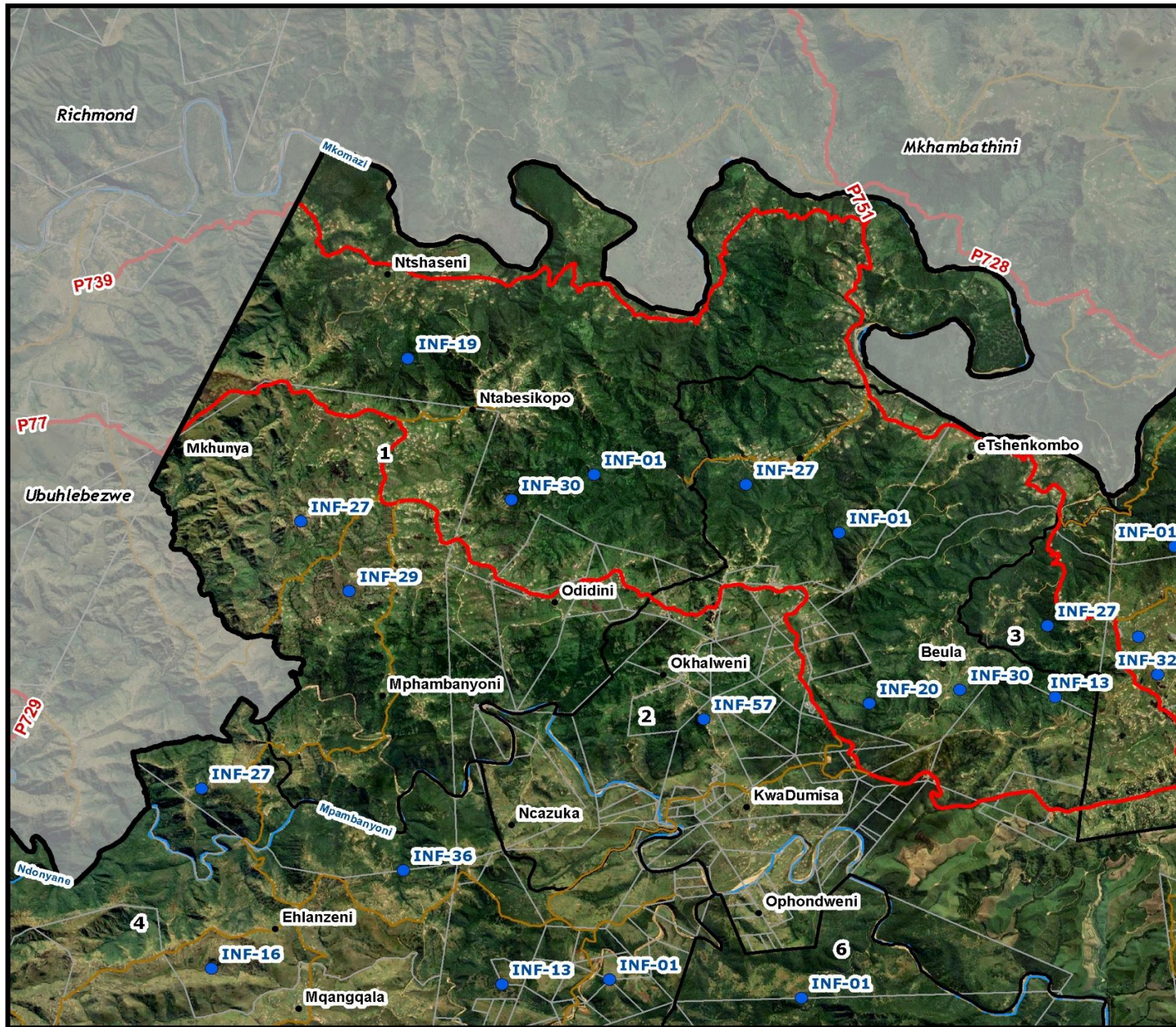
Legend

- Places
- Infrastructure CEF
- National Road
- Provincial Road
- District Road
- NFEPA Rivers
- Railways
- Umdoni Municipality
- Cadastral
- Wards

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 154: Infrastructure CEF Projects



Umdoni Local Municipality

Infrastructure CEF: Projects Frame 1

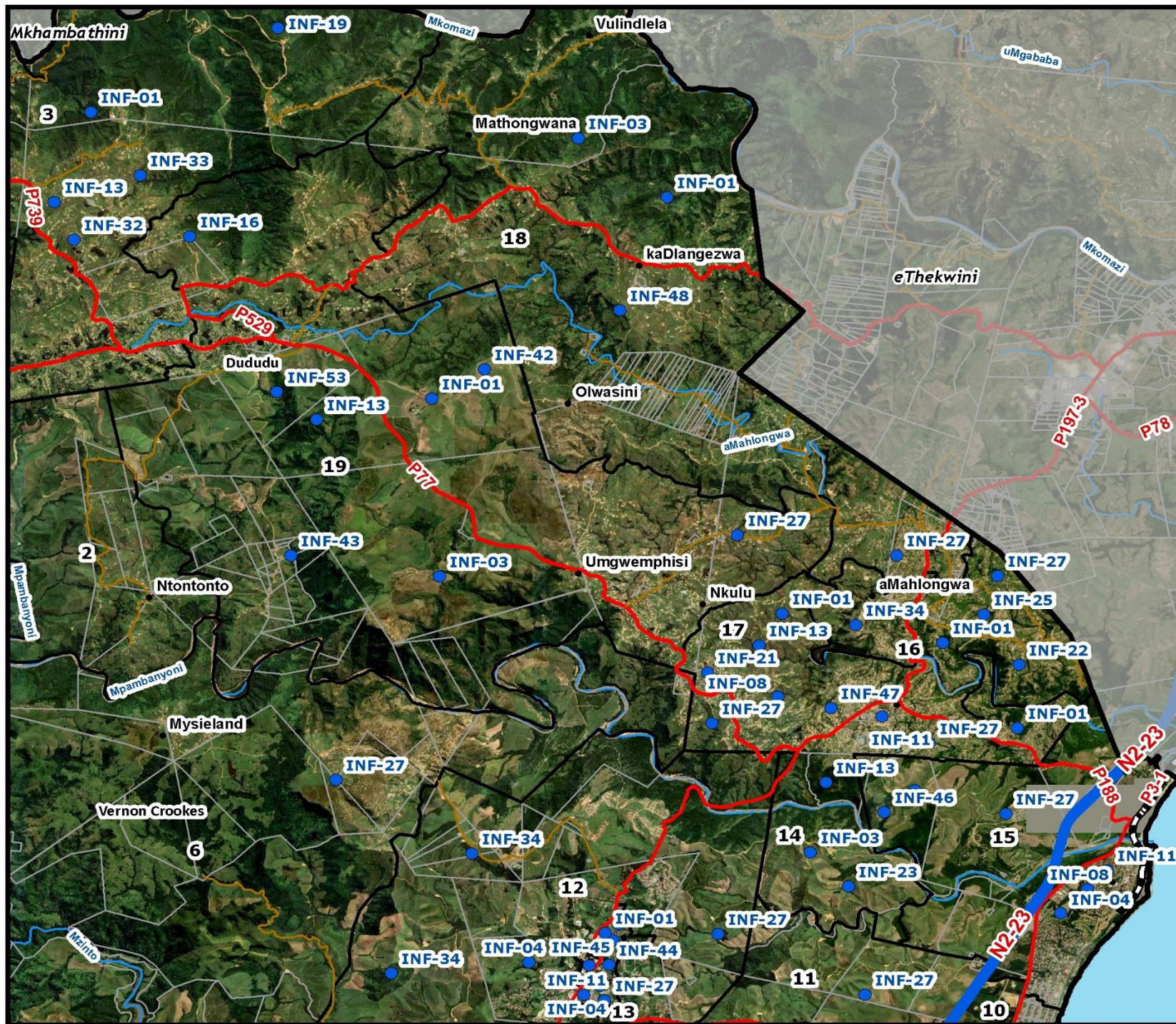
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- Places
- Infrastructure CEF
- National Road
- Provincial Road
- District Road
- NFEPA Rivers
- Railways
- ▭ Umdoni Municipality
- ▭ Cadastral
- ▭ Wards

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 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 155: Infrastructure CEF Projects Frame 1



Umdoni Local Municipality

Infrastructure CEF: Projects Frame 2

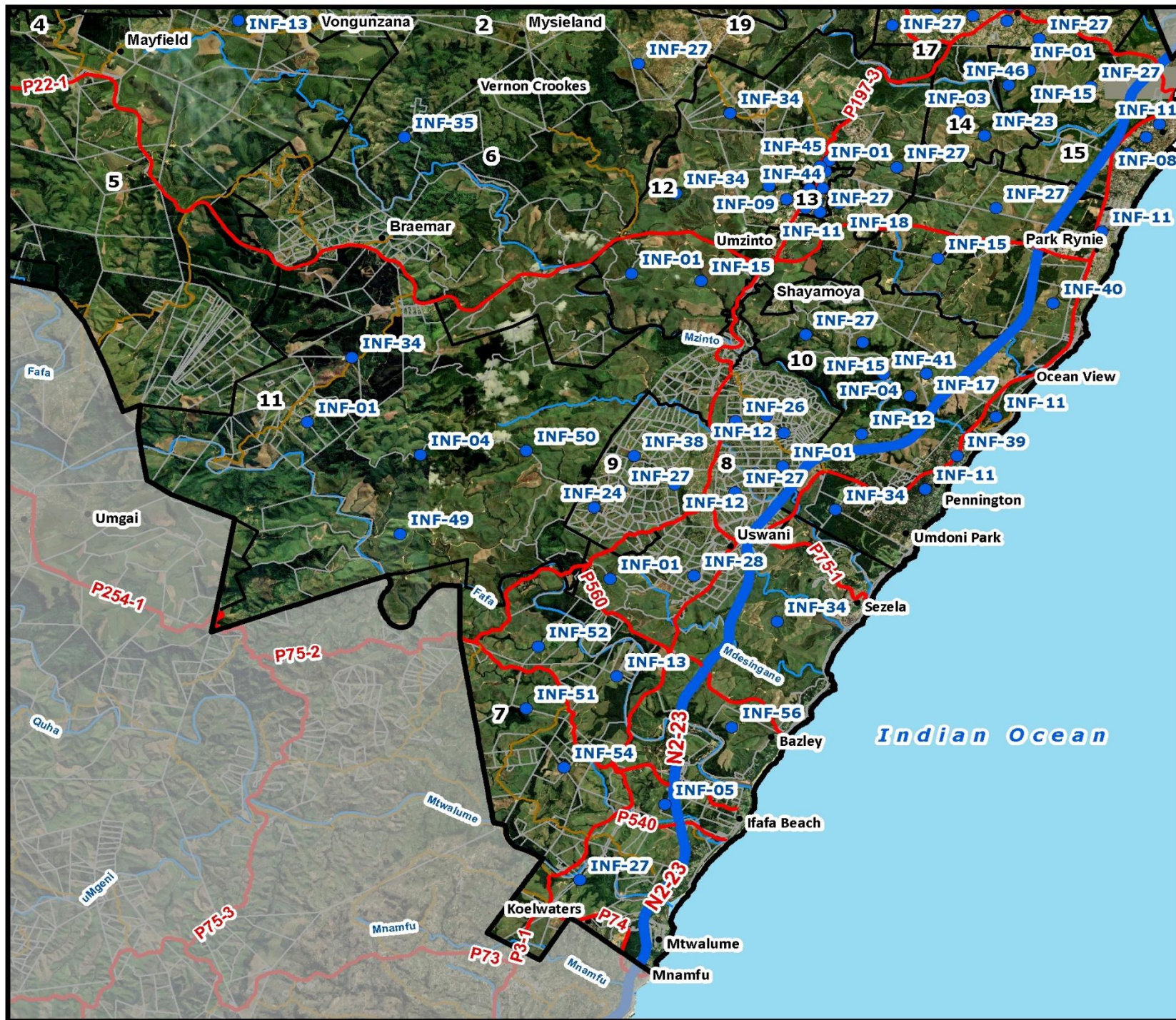
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- Places
- Infrastructure CEF
- █ National Road
- █ Provincial Road
- █ District Road
- █ NFEPA Rivers
- Railways
- Umdoni Municipality
- Cadastral
- Wards

DATA SOURCES:
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 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 156: Infrastructure CEF Projects Frame 2



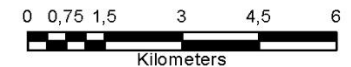
Umdoni Local Municipality

Infrastructure CEF: Projects Frame 3

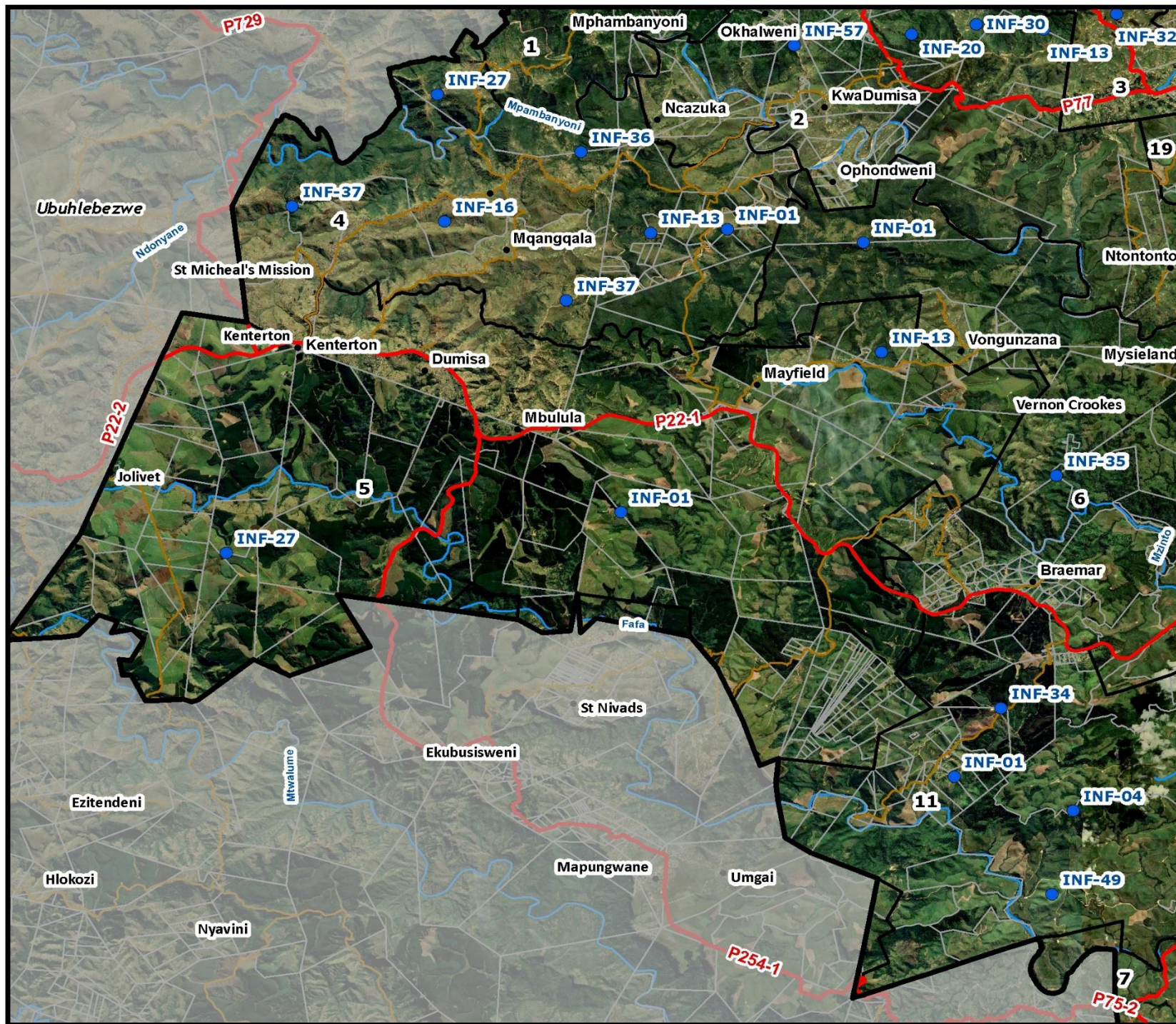
Legend

- Places
- Infrastructure CEF
- National Road
- Provincial Road
- District Road
- NFEPA Rivers
- Railways
- Umdoni Municipality
- Cadastral
- Wards

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 157: Infrastructure CEF Projects Frame 3



Umdoni Local Municipality

Infrastructure CEF: Projects Frame 4

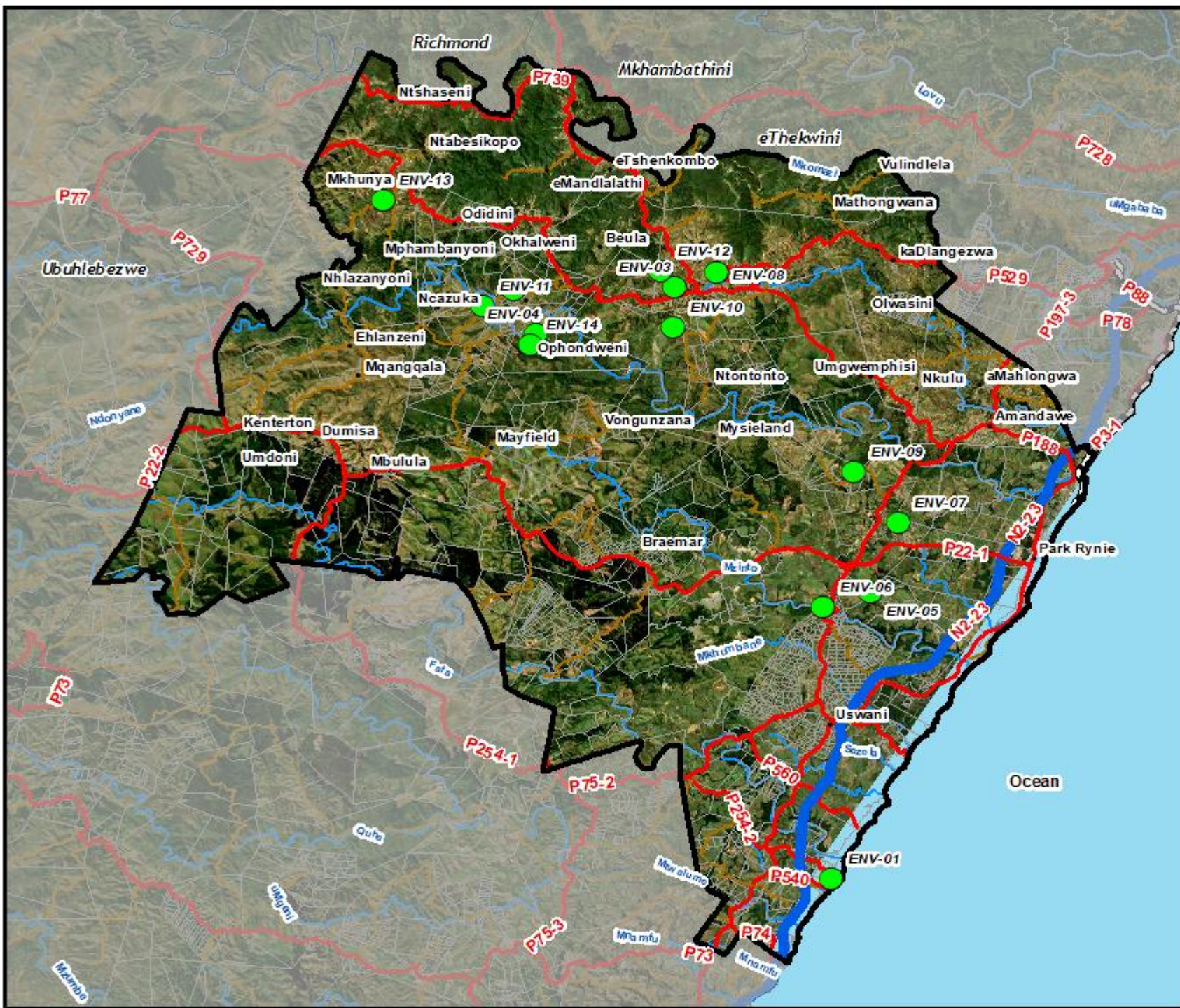
Legend

- Places
- Infrastructure CEF
- National Road
- Provincial Road
- District Road
- NFEPAs Rivers
- Railways
- Umdoni Municipality
- Cadastral
- Wards

DATA SOURCES:
 Towns: COGTA
 Roads: DOT
 Municipal/Ward Boundaries: MDB
 Stats: STATSSA
 Agricultural/Geological Data: DALRRD
 Environmental Data: KZN Wildlife 2019
 Hydrological Data: SANBI
 Land Reform: DALRRD
 Cadastral: KZN SGO



Map 158: Infrastructure CEF Projects Frame 4



Umdoni Local Municipality

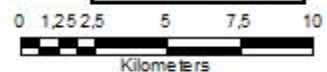
ENVIRONMENTAL MANAGEMENT CEF PROJECT

Legend

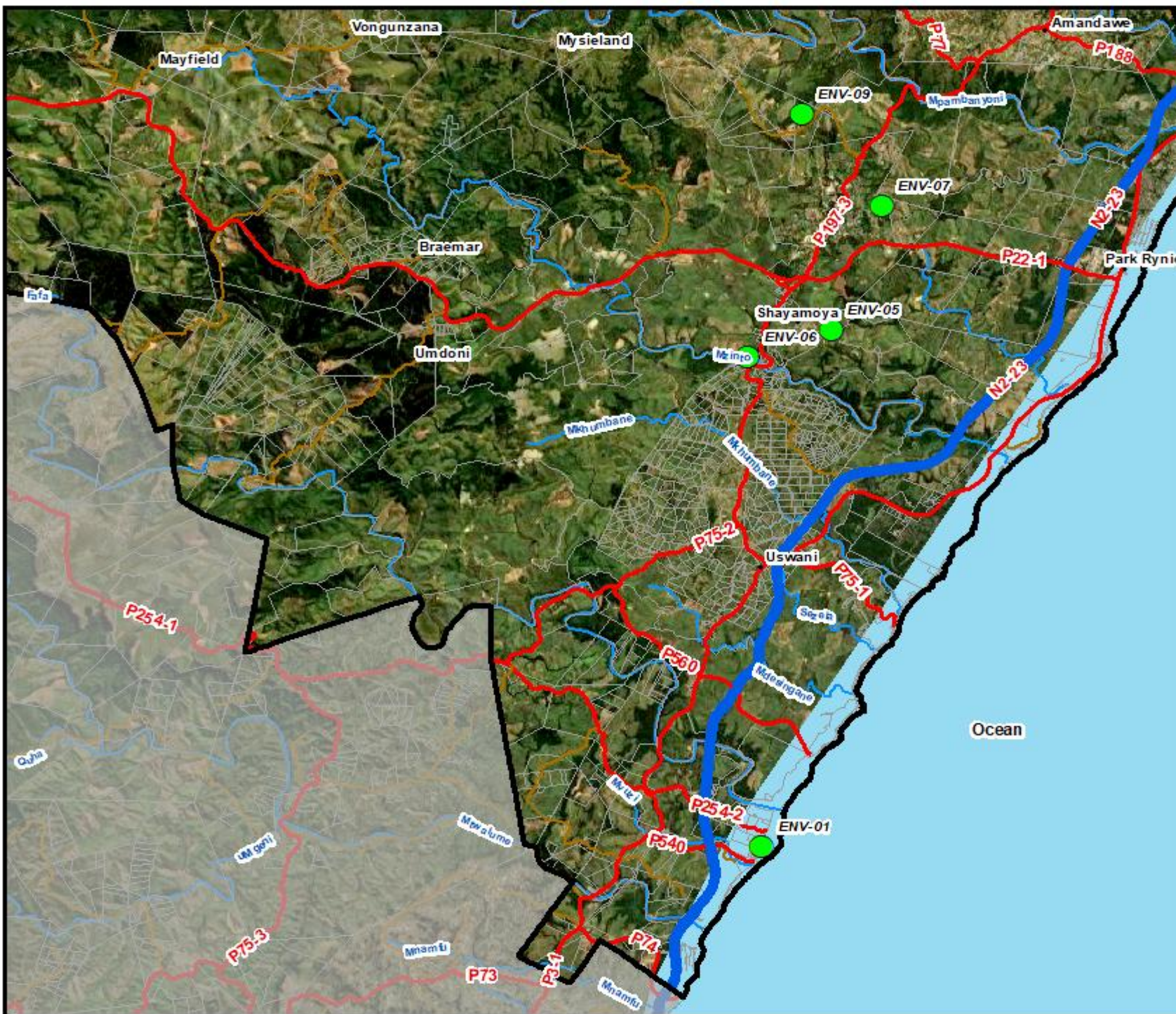
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Umdoni Municipality
- Cadastral
- Environmental Management Projects



GATTA 2018 CEF
 Version: 0001A
 Prepared: 01/07/2018
 Prepared by: Ward Environmental Officer: PDR
 Scale: 1:50,000
 Application of GIS: ArcGIS 10.4.1
 Environment report: Luf. Status: KZN: W. 10/18/18
 Hydrological status: Status: SANBI
 Date of Reference: 01/07/2018
 Contact: KZN: 0300



Map 160: Environmental Management CEF



Umdoni Local Municipality

ENVIRONMENTAL MANAGEMENT CEF PROJECT

Legend

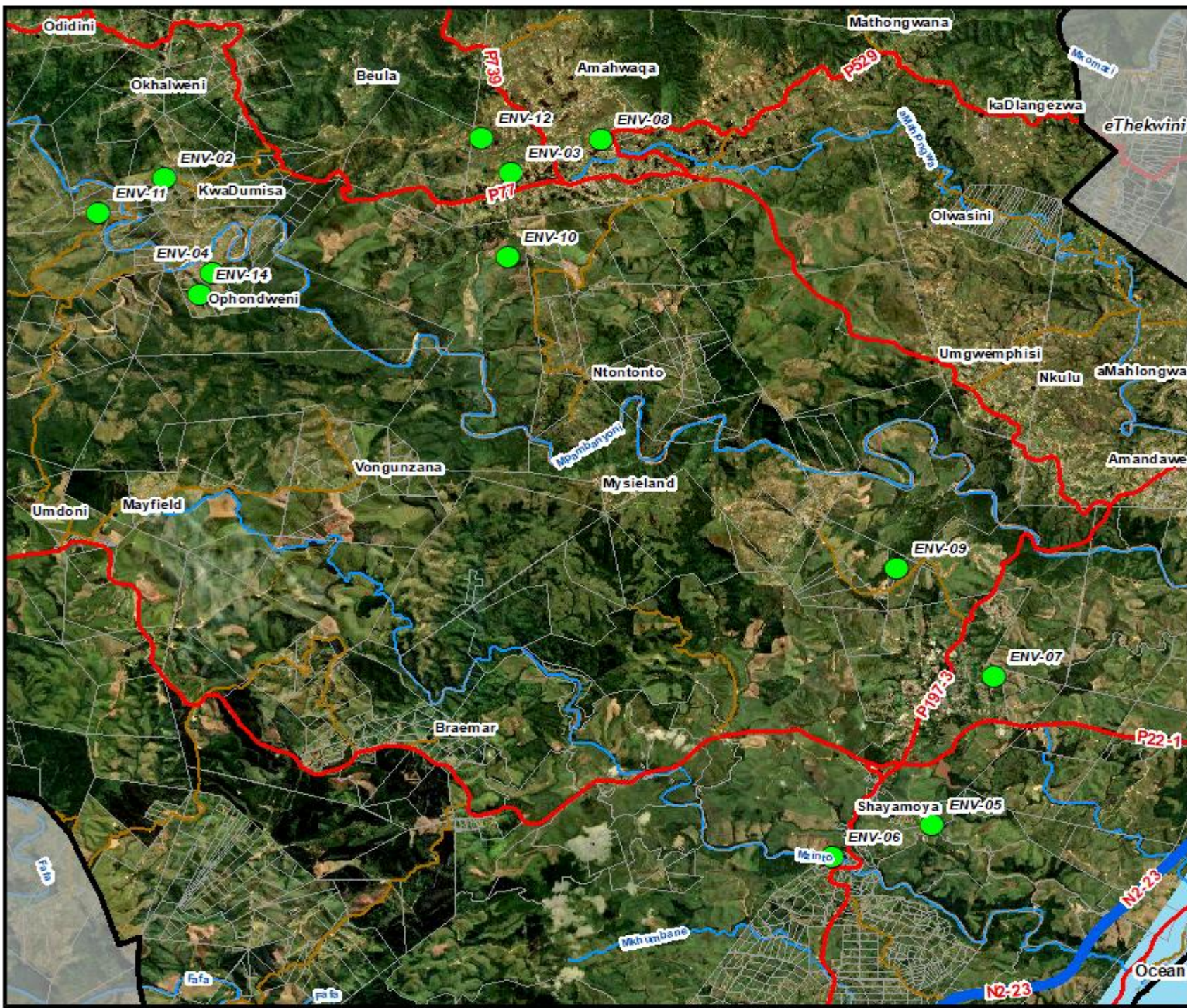
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Umdoni Municipality
- Cadastral
- Environmental Management Projects



DATA SOURCE:
 Topo: COGTA
 Roads: DDT
 Municipal Ward Boundaries: MMS
 Water: NAT 884
 Application of Statistics of Data: SALSIB
 Environment List Data: KZN W&E to 2019
 Municipal List Data: MMS
 Local Boundaries: SALSIB
 Coordinate: KZN 800



Map 161: Environmental CEF Frame 1



Umdoni Local Municipality

ENVIRONMENTAL MANAGEMENT CEF PROJECT

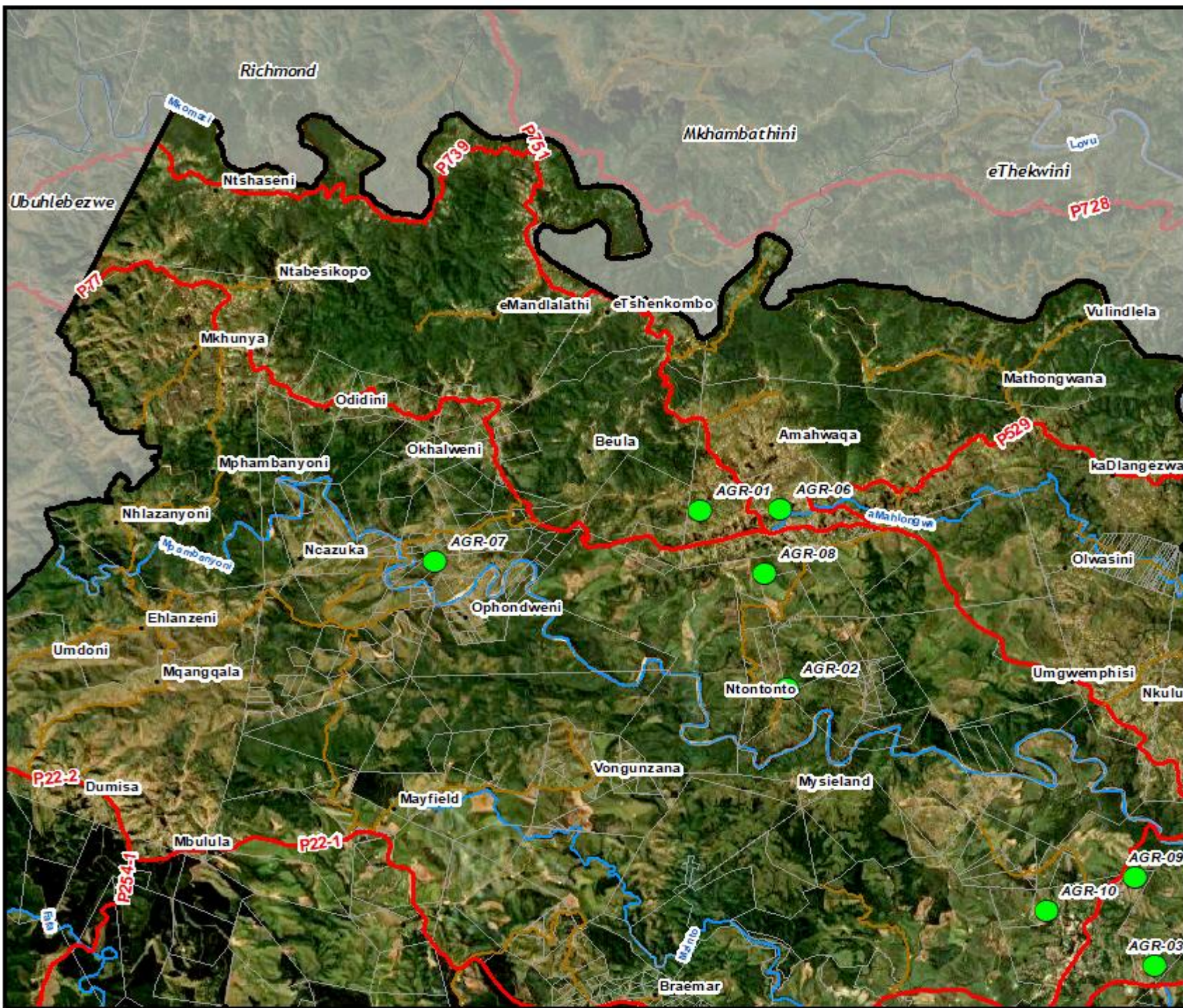
Legend

- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- Umdoni Municipality
- Cadastral
- Environmental Management Projects

DATA SOURCES:
 Topology: CGCS14
 Boundary: DDT
 Ward & post/ Ward Boundary: PDS
 Station: STAT 800
 Application of Geographic Data: DALS RD
 River names List Data: KDN W/2010
 Hydrological Data: SDRS
 List of Rivers: DALS RD
 Coordinate: KDN 800

0 0,5 1 2 3 4
 Kilometers

Map 162: Environmental CEF Frame 2



Umdoni Local Municipality

AGRICULTURE CEF PROJECT

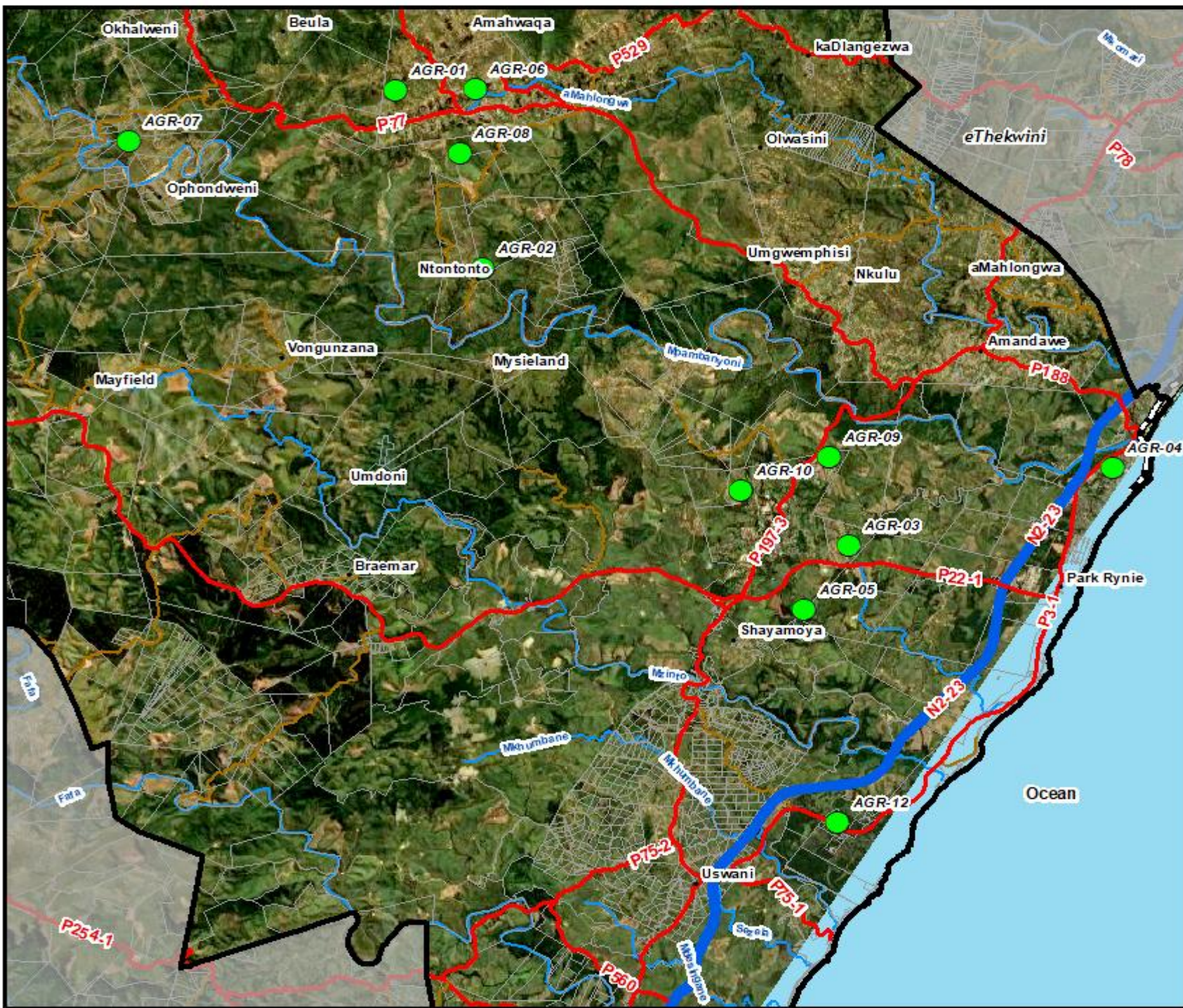
Legend

- Umdoni_Sub-Places
- Agriculture Project
- ▬ National Road
- ▬ Provincial Road
- ▬ District Road
- ▬ NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral

DATA SOURCES:
 Towns: CGTA
 Roads: DDT
 Municipal Ward Boundaries: PDE
 Maps: SAT 85A
 Agriculture Project Locations: DALR 80
 River names and Data: KZN Water 2018
 Hydrological Data: SANES
 Name of Rivers: DALR 80
 Coordinates: KZN 8000

0 0,5 1 2 3 4
 Kilometers

Map 164: Agriculture CEF Frame 1



Umdoni Local Municipality

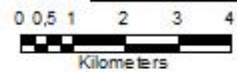
AGRICULTURE CEF PROJECT

Legend

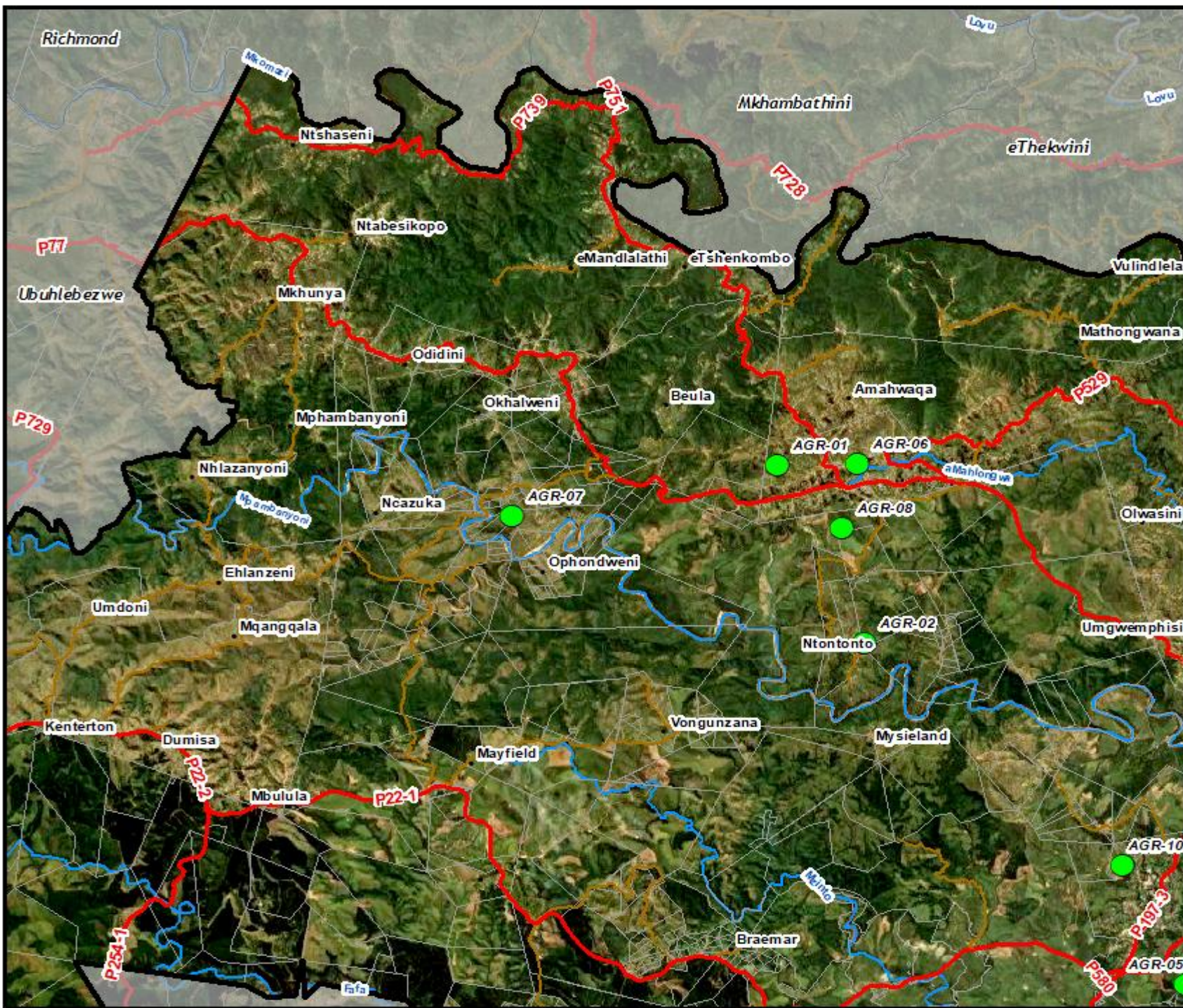
- Umdoni_Sub-Places
- Agriculture Project
- ▬ National Road
- ▬ Provincial Road
- ▬ District Road
- ▬ NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral



DATA SOURCES:
 Towns: CGTA
 Roads: DDT
 Municipal Ward Boundaries: PDE
 Water: SAT SBA
 Agriculture and Irrigation Data: DALR SD
 River names and Data: KZN Water 2 GIS
 Hydrology and Data: SANES
 General Reference: DALR SD
 Coordinates: KZN 1992



Map 165: Agriculture CEF Frame 2



Umdoni Local Municipality

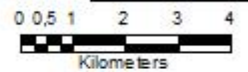
AGRICULTURE CEF PROJECT

Legend

- Umdoni_Sub-Places
- Agriculture Project
- National Road
- Provincial Road
- District Road
- NFEPA_Rivers
- ▭ Umdoni Municipality
- ▭ Cadastral



DATA SOURCES:
 Terrain: SRTM
 Roads: DOT
 Municipal Ward Boundaries: PDE
 Water: SAT 55A
 Agriculture and Environment Data: DALR/ED
 River names and Data: KZN Water 2 GIS
 Hydrology and Data: SANES
 Source Reference: DALR/ED
 Contour: KZN 1000



Map 166: Agriculture CEF Frame 3

19. CONCLUSION

The Umdoni Municipality SDF Report has been set out with the intent to provide spatial proposals to mitigate the challenges identified and the take advantage of the opportunities identified in the Previous Phase, (i.e. Phase 3: Spatial Challenges and Opportunities). This report furthermore sets out guidelines for the implementation of the MSDF set out in line with sectoral legislative and policy intent. This report constituted a comprehensive review of the following:

- Umdoni Municipality's Spatial Development Vision
- Conceptual Framework and Development Strategies
- Composite Spatial Development Framework.
- Implementation Plan
- Approach to Project Roll-Out
- Monitoring and Evaluation Plan

This report has been set out with the intent to give spatial expression to the Umdoni Municipality's service delivery and development agenda, and directs and guides development and management activities in the Umdoni Municipal Area. It embraces the principles of SPLUMA and pursues the policy priorities of the Comprehensive Rural Development Plan, as well as other sectoral legislative and policy.

