



# UMDONI

## LOCAL MUNICIPALITY

### Umdoni Municipality Spatial Development Framework Consolidation

SDF Mapping

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CONSULTING CC

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# SECTION A: INTRODUCTION

Umdoni Local Municipality (hereinafter referred to as '*ULM*'), has requested Professional Service Providers to assist for the **Reviewing Process** of the '*Umdoni and Vulamehlo Municipal Spatial Development Framework*.'

Tshani Consulting C.C. was successfully awarded this tender, and this document serves as a review of the Umdoni SDF consolidation, which aligns to the three (3) pillars of the Spatial Planning and Land Use Act (SPLUMA) No. 16 of 2013 regulations of 2014.

## A.1. BACKGROUND ON CONSOLIDATION

Fifteen KwaZulu-Natal (KZN) municipalities will be merged with others in this current year (2016), to reduce the number of local governments in the province from 61 to 54. KwaZulu-Natal (KZN) has been the most affected province with the number of municipalities reduced by seven.

In April 2013, the demarcation board released a circular proposing doing away with at least two municipalities in the province and

merging six to form three. The municipal landscape is going to change after the next municipal elections in 2016 following the final decision of the Municipal Demarcation Board on the redetermination of municipal boundaries.

In terms of section 21 of the Local Government: Municipal Demarcation Board has re-determined the municipal boundaries of Umdoni Municipality. This is due Umdoni Municipality inheriting 7 wards from the municipal area of Vulamehlo Municipality as of August 2016 (wards 5 to 10 and a portion of ward 4).



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# SECTION B: SPATIAL STRUCTURING ELEMENTS

In order to plan efficiently, there needs to be a focus on investing resources in areas of opportunity in order to create maximum impact, there needs to be certain structuring elements to give guidance to develop and spatial planning. For the Umdoni Municipality Spatial Development Framework there are four Spatial Structuring Elements that can guide spatial development and decision-making in the town and these elements include: -

- Nodes,
- Corridors
- Urban Edges,
- Settlement Edges

The above mentioned Spatial Structuring Elements are explained in more detail below.

## B.1 DEVELOPMENT NODES

**'Nodes'** is term usually ascribed to cities, towns and villages. This tends to work against the need to achieve rural development through integration of urban and rural areas. It is accordingly proposed the term node is to be less prominent and less significant in future SDFs with the emphasis rather being placed on identifying "human settlement" where integrated programs can be shared. Such settlement/s can be both rural and urban in nature and could serve to bridge diversity between these communities.

Nodes are generally described as areas of mixed-use development, usually having a higher intensity of activities involving retail, transportation, office, industry and residential land uses. These are the places where most interaction takes place between people and organisations, enabling most efficient transactions and exchange of goods and services. Nodes are usually located at interchanges to

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provide maximum access and usually act as catalysts for new growth and development.

Due to the intensity of activities/land uses found within nodes, they (nodes) can be further classified in terms of the level of service they offer i.e. Primary, Secondary and Tertiary nodes.

**Primary Nodes: -**

These nodes are mainly centers which should provide service to the sub-regional economy and community needs. These centers were identified as Third Order Development nodes within the PSEDs. The following functions are envisaged for these centers: -

- Secondary Economic Growth Areas
- Promote as Secondary Node in support of Corridor Development
- Promote Compact Urban Development & Combat Urban Sprawl
- Promote Focused Investment & Managed Growth
- Promote Densification (Brown Agenda) & Infill Development

- Provide Economies of Scale for Effective & Affordable Services Delivery
- Infill where High Levels of Services are Available (Restricting Nodes)
- Increased Residential Density (number of dwellings)
- Promote Socio-Economic Upliftment
- Promote provision of sufficient bulk infrastructure Services (demand & supply)
- Priority Spending on Infrastructural Upgrading Needs (New & Maintain)
- Promote Effective & Efficient Public Transportation Systems linked to Multi Modal Facilities

**Scottburgh** is identified as a Primary Node within the municipality.

Scottburgh is a sub-regional centre for the entire of Umdoni and large sections of Vulamehlo. It aids as a primary node for investment promotion and centre of supply of services within this region. It forms part of the district spatial systems and is identified in the district SDF as a secondary node or secondary service centre.

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Scottburgh is established with administrative, social, and economic facilities and services, and has potential for further development of social and economic facilities. As a means to enable this node to perform its function efficiently and effectively, the following activities should be strengthened in Scottburgh:

- Development of commercial activities serving the entire municipal area and the surrounding areas (sub-region).
- Location of district and sub-district offices of various government departments and serve delivery agencies.
- Location of facilities and services for an effective administration and local governance of Umdoni Municipality.
- Location of tourism products that consolidates the role of Umdoni within South Coast Tourism Region.
- Location of public transport facilities that link Umdoni with the surrounding urban centres such as Port Shepstone and Durban.
- Transformation of the town from being a low density, low key and retirement village into a modern and dynamic economic hub.
- Expansion of the CBD through accretion of business and commercial uses into the residential area abutting onto the CBD.

- Expansion of the town towards Park Rynie.
- Recommendations proposed for Scottburgh:-
- Revitalisation Strategy for Scottburgh CBD
  - Landscaping/ Streetscaping projects
  - Public Transportation Points/ Shelters
  - Redevelop South Beach
  - Lagoon Site/ George Crookes Gateway

#### Secondary Nodes: -

These nodal areas do not provide services or economic advantages significant on a Provincial Level, but fulfil very important service delivery functions within the local economies of the municipalities and are the only areas providing some commercial choice to the residents of the respective municipalities.

These nodes were identified as fourth order nodes within the KZN PSEDS. Key strategic interventions specifically targeted at these nodes and the directly surrounding areas might include:

- Focused Investment in area of Poverty Concentrations
- Promote Integration (Green Agenda)
- Integration in terms of Mixed Densities & Uses
- Improve Transportation Linkages to Nodes
- Promote social- economic Integration

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- Eradicate Backlogs & Promote Basic Services Infrastructure & Delivery
  - Promote Socio Economic Upliftment
  - Promote provision of sufficient Bulk Infrastructure Services (demand & supply)
  - Priority spending on Infrastructural Upgrading Needs (New & Maintain)
  - Rural Service Delivery Point
  - Promote & Establish PPP's
  - Promote Cultural & Community Based Tourism

**Umzinto** is a rapidly growing urban centre developed with a range of residential properties, public amenities, limited industry and commercial facilities. Umdoni Municipality has formulated an Urban Design Framework as a means to provide for an effective management of this rapid growth and revitalize the precinct the town. The vision is to transform the area into a series of sustainable, mixed use sub-precincts integrated with parks and open spaces that will greatly expand the municipality's capacity for employment and recreation.

The Umzinto residential area is closely connected to the central CBD and represents an important opportunity to establish a positive and meaningful relationship with its surrounding development.

Umzinto must ideally grow into clear vibrant destination with a variety of experiences and amenities along its length, but at the same time it must be a highly local environment and must have strong connections with the adjacent commercial, mixed use and residential areas. It must be a beautiful and desirable place to work, live and shop.

**Dududu** has been identified as the secondary nodal area in the municipality. Currently, the town plays a core administrative function of providing municipal services, government services and acts as the main thoroughfare into the central parts of the municipality. The focus of Dududu's development is to continue in its current administrative role such as housing various government departments and where a range of urban housing typologies promoting densification can occur. On the contrary, Dududu does not currently lend itself as a commercial hub, however, neighbourhood retail and low order commercial facilities can be encouraged. Public investment towards housing provision, a higher standard of water and sewerage infrastructure, frequent waste removal and road upgrades will have the potential of enhancing the current functionality and image of the town. Other areas of importance include environmental management and better land use practices to contribute towards its spatial sustainability.



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#### Recommendations:-

- Umzinto CBD Revitalisation
- Streetscaping/ Landscaping within the CBD
- Street lighting Project with the CBD
- Umzinto Entrance Feature/ Welcome
- Umzinto Sport field alterations and additions
- Formalisation of Dududu (Administration and planning)
- Dududu Water Reticulation infills
- Dududu Library Development
- Formalisation of Dududu (Planning Scheme)
- Development of Dududu LAP

#### Tertiary Nodes: -

These small centers will serve as location points for community facilities serving the local community which will include:

Primary and secondary schools. Clinics including mobile clinics. Pension pay points. Community halls and other community facilities.

Tertiary Nodes are optimal locations for lower order services serving the neighbouring communities. The following Tertiary Nodes have been identified as follows: **Pennington, Park Rynie, Amandawe and Kenterton.**

While Umzinto will develop into a mixed use service centre, Pennington will develop into a tourism and leisure development node. Commercial development and public facilities will be limited to those serving the day-to-day needs of the local community. Golf estates, upmarket residential units, holiday homes and various types of tourist accommodation facilities will be accommodated in this area.

Future development within this node should substantially follow the following guidelines/directives:

- Initiatives that support nature conservation and the associated eco-tourism should be promoted and supported.
- This will enhance the role of Pennington as an eco-tourism node.
- Redevelopment on the existing development footprint (single residential properties) which may involve putting down some existing structures and replacing them with new eco-friendly ones.
- The existing town planning scheme should be reviewed to provide for the changing role of the town. Pennington will cease to exist as a small isolated settlement, and become one of the major nodes within the South Coast Tourism Region

- > The surrounding natural environment serves as an urban edge and should be observed as such. Any outwards expansion should not be promoted. This includes areas across the river.
- > Intensity of development within the town should be kept at low to medium density through the introduction of height and density controls. Buildings with more than three storeys in height should be avoided as a means to curb visual impact.

Recommendations:-

- > Pennington Precinct Plans
- > Park Rynie Town Revitalisation Strategy
- > Amandawe Precinct Plan Development
- > Kenterton Precinct Plan Development

#### **Tourism Node:-**

Tourism Node can be defined as service and supply centres catering for up to 500 overnight visitors as well as permanent residence. These nodes provide a range of visitor services and amenities such as accommodation, eco-lodge/camps, caravan bays, camping sites, utilities, limited food and grocery facilities and perhaps fuel.

The following Tourism Nodes have been identified as follows:

- > **Bazley**
- > **Elysium**
- > **Mtwalume**
- > **Ntshenkombo**

Recommendations:-

- > Bazley, Elysium, Mtwalume, Ntshenkombo Tourism Node Precinct Development
- > Tourism Marketing and Area branding

#### **Rural Service Centers: -**

These centres have the potential for further development hence need to be supported by further public and private sector investment.

Service centers can be conceived as points of attraction for the people who otherwise would go to Tertiary or Secondary nodes. These centers provide goods and services to its own population as well as its surrounding population, creating a balanced socio-economic development of the area. These centers allow rural areas to become self-sufficient in its basic socio-economic facilities and amenities.

In addition to the primary and secondary centres, the vision for the future spatial development of the Umdoni Municipality includes strengthening functional linkages between rural and urban areas through rural development nodes in Emalangeni. Rural development nodes or service centre will serve as location points for community facilities serving the local surrounding communities and transport interchange areas between the urban nodes and the rural settlements. Public facilities that will be located within these nodes will include the following:

- > Primary and secondary schools.
- > Clinics including mobile clinics.
- > Pension pay points.
- > Community halls and other community facilities.
- > Local convenient and/or neighbourhood shopping facilities.
- > SMME trading facilities

The identification of tertiary nodes was undertaken with the participation of the affected community leaders, particularly traditional councils and ward councillors.

Umdoni Municipality consolidated can therefore, be summarized as follows: -

Node Type	Town
Primary Node	Scottburgh
Secondary Node	Umzinto Dududu
Tertiary Node	Pennington Park Rynie Amandawe Kenterton
Rural service centre	Emalangeni Breamar
Tourism Node	Bazley Elysium Sezela Mtwalume Ntshenkombo

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## B.2. DEVELOPMENT CORRIDORS

A “*Development Corridor*” is normally used to symbolise the area where important economic activities are to be encouraged along a particular transport route. There is often difficulty in stakeholder perceptions regarding the term ‘corridor’ and the purpose of such planning tool. It is proposed that the use of the term ‘transport route’ be adopted in future because it places emphasis on the transportation activity, which is critical for economic clusters to grow in both urban and rural environments;

Development Corridors are identified for spatial and economic planning purposes, as roads and/or railway routes associated with the movement of goods and people. The high transportation function creates the opportunity for economic activity to take place along these movement corridors, particularly at junctions. These occur at various levels, from local development corridors along the main streets of the towns or even along rivers, to Regional and Provincial Corridors. Different types of corridors can be distinguished, such as development corridors, movement corridors and cavity corridors.

### Primary Corridors:-

A primary corridor refers to a densely populated well-travelled route which connects two major centres. The **N2** has been identified as a **primary transport** (regional) corridor. The N2 is a national development corridor, and runs along the coastal part of Umdoni Local Municipality in a north-south direction. It is one of the main national access routes to the provincial economic hub of Ethekwini, and links KwaZulu-Natal with the Eastern Cape to the south and Mpumalanga Province to the north. At a provincial level, the N2 corridor links a number of coastal urban centres with Ethekwini. In the Ugu District, this includes Scottburgh, Umzinto (both located within Umdoni Municipality) and Port Shepstone.

Development along the N2 Development Corridor is subject to the rules and regulations of the South African National Roads Agency (SANRAL). The N2 is a national limited access and high speed public transport route. As such, direct access onto this road is limited to the existing interchanges, and this creates opportunities for the location and development of mixed land use nodes in these areas. As such,

Umdoni Municipality will promote and facilitate development of mixed land use nodes at key road intersections along the N2 corridor

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subject to the rules and regulations for development along the national roads.

### **Secondary Corridors:-**

A **secondary corridor** provides the same function as that of the primary, but at a lower intensity. A number of existing roads have been identified as secondary or sub-regional development corridors in view of the opportunities they present for unlocking new development areas. The key existing secondary corridors include the following:

- The P 197/3 Corridor stretches from Amandawe in the north through Umzinto down to Ifafa Glebe in the south. It runs through a predominantly rural part of Umdoni including expansive rural settlements and commercial farms. Urban settlement along this corridor occurs in the form of Umzinto Town only. Major development areas along this corridor include the following: Settlements that form part of Mahlongwa Traditional Council area, which indicates increasing levels of densification along this corridor. These settlements will be upgraded into dense rural human settlements.

- Amandawe which is the focal point for the location of a wide range of community facilities and neighbourhood shops that serves the surrounding settlements.
- Umzinto town which is identified as a target area for urban regeneration and industrial development.
- Emalangen Traditional Council area with potential for the development of small-scale agriculture, particularly sugar cane out grower schemes.
- Development of a tertiary missed land use node in Mkumbane or Ifafa Glebe should be investigated.
- Ifafa Glebe to the south with potential for the development of urban sustainable human settlements targeting the poor and low-income communities.
- Privately owned land used for extensive production of sugar cane should be protected from settlement.

Development along this corridor should observe the rules and regulations of the Provincial Department of Transport. This includes direct access onto the road and a mandatory building line from the centre of the road.

The R102 Corridor runs in a north-south direction connecting the south of Ethekwini with the Umdoni Municipality from Freeland Park in the north through Scottburgh to Sezela/Mtwalume in the south. It runs along the coast for the majority part and is strongly associated



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with the South Coast/Ugu tourism. Major development areas along this corridor include the following:

- Regeneration and extension of the Scottburgh CBD from the coast to Galway Street as a means to accommodate additional commercial space. However, there are also various opportunities for infill and redevelopment.
- The TC Robertson conservation area should be developed in a manner that will enable this strategically located site to fulfil its conservation-related intentions in a way that enhances the tourism potential of the Umdoni corridor. It is approximately 29.7 ha in extent and extends inland to the west of the R 102 as far as the N2.
- The Council land on which the Golf Club is developed is an attractive feature of the town and clearly adds address value. As an extensive sea-facing site, of about 40.8 ha in size, represents a highly sought-after re-development opportunity.
- The area to the south of Scottburgh Mall between the N2 and R 102 down to the landing strip should be developed as a mixed land use precinct with a focus on logistics and warehousing to take advantage of the landing strip.
- The landing strip site is too small to be developed further, but nonetheless provides an opportunity for the movement of goods from Umdoni to the Dube Trade Port in Ethekwin.

- Development of a mixed land use precinct on the land located between the N2 and R 102 to the west and east respectively, and R 612 to the north and Umzinto River to the south.
- Development of low density residential and golf estates in Pennington and other small settlement to the south thereof.
- Protection and enhancement of agricultural land in areas to the south of Sezela. At this point, the R 102 crosses over the N2 and runs to the west of the N2 into Turton in Umzumbe Municipality.

#### Tourism Corridor:-

**R 102** is identified as a tourism corridor within Umdoni Municipality.

#### Development Corridor:-

**Park Rynie-Umzinto-Kenterton Development Corridor** -The Park Rynie-Umzinto-Kenterton Mixed Land use Development Corridor is proposed along P 66 between Umzinto Secondary Node and Park Rynie Industrial Node. The area at the intersection of R 612 and the N2 will be developed mainly for light industry, warehousing, office parks, industrial estates and motor-show rooms. Large commercial centres of a regional or sub-regional character will also be accommodated in this area.

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Mixed use residential uses will be developed in areas located along the corridor, but away from the nodal points. These will include residential estates, golf estates and medium to high density residential developments. These communities will be planned as large residential estates with sufficient thresholds so support public facilities such as schools, clinics, sports fields, etc.

Industrial land accommodating medium impact industry will be located along the southern boundary of the corridor and in the vicinity of Park Rynie. It is important for this type of industry to be located away from tourism oriented and the environmentally sensitive areas.

This corridor is of particular importance, as it has the opportunity to develop as major development corridor between Kenterton, Umzinto and Park Rynie.

***Dududu Road Development Corridor*** stretches from Dududu down through to Amandawe and Scottburgh to the east, along the coast. Development along this corridor will focus on the following:

- Consolidation of the existing dense rural settlements in Amandawe into sustainable rural human settlements.
- Development of Amandawe Node into a mixed land use node that serves the surrounding communities.

- Unlocking land for the development of a mixed land use node at the intersection of the N2 and Dududu Road. Development of this node will not only take advantage of the N2 Corridor, but will also integrate Amandawe and Scottburgh spatially.

***East-West Axis*** – A number of provincial and district roads runs in an east-west direction to complete the multi-directional grid in Umdoni Municipality. These roads are classified and differently and perform different functions as part of the access grid. P22 links Umzinto with Park Rynie and eventually Scottburgh through R102. The municipality will promote and facilitate development of a mixed land use corridor along this road with the intersection of this road with the N2 as the focus point. In the long term, this will result in a continuous urban development linking Umzinto, Park Rynie and Scottburgh.

P188 runs between Amandawe and Scottburgh and links the Shadow Corridor with the N2 and R102. A substantial portion of this road runs through dense rural settlements thus limiting the potential for mixed use development. However, nodal development is proposed where this road intersects with the

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Shadow Corridor. Potential for limited light industrial development at the intersection of this road with the N2 should also be investigated. Development along this road will integrate Amandawe.

Recommendations:-

- Corridor Development Studies for Umzinto - Park Rynie & Dududu Road Development Corridors
- Tourism Marketing and branding, signage along the tourism corridors linking to tourism nodes.
- Maintenance and upgrades for all corridors identified.

### B.3. URBAN EDGE

An “urban edge” is normally used to define the limit of urban built up areas and enables limitations to high capacity infrastructure provision. As part of the effort to consolidate the urban areas and achieve a more compact town, the Spatial Development Framework proposes that an Urban Edge be introduced to all nodal areas. The Urban Edge is a distinguish line that serves to manage, direct and control urban expansion.

The Urban Edge will be used to: -

- Contain Urban Sprawl

- Protect significant environments and resources
- Re-orientate Growth Expectations
- Densify built environments
- Restructure growth
- Rationalize service delivery area

Urban Edges were delineated by analysing and utilising the Precinct Plans Conceptual Frameworks which were prepared for each major area. The urban edges include existing and proposed developments of the area.

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## B.4. SETTLEMENT EDGES

A '**settlement edge**', as illustrated on the diagram below, is the dividing line or boundary between areas of urban development (a settlement) and non-urban or rural development. It also defines the logical boundary between areas with different features and purposes, such as the boundary between areas considered environmentally sensitive and those suitable for development.

Settlement edges are used to **manage investment** and **characteristics of infrastructure levels** according to the needs of communities and economic activities located within settlement edges or outside settlement edges; and are used to encourage more efficient use of underutilized land existing in a settlement or town, through development of vacant land or the re-use of "brownfield" degraded land areas.

According to the Development Edges: A Settlement Typology Updated Approach and Data Report, 2015, prepared by the Department of Rural Development and Land Reform, over the last decade, throughout the world, and in South Africa, there has been a new focus on approaches to managing urban growth. The acceptance and use of a number of planning concepts has received widespread support. Many of these concepts and practices are not

necessarily new, but they have become part of an integrated toolbox of concepts addressing common approaches.

These approaches are responses to a number of concerns and the need to address a growing awareness of the interrelatedness of issues. The undesirable features that were identified were:

- Urban sprawl, which has several dimensions, unlimited outward and "leapfrog" expansion, as well as being extremely low density.
- Large scale conversion of open space and environmentally sensitive land to urban uses
- Worsening traffic congestion
- Costly requirements to expand roads and other infrastructure
- Conversion of valuable agricultural land to urban uses.

The following goals will be achieved through the identification of development/ settlement edges:-

- Achieving Balance (There are two dimensions to this concept of balance.)
- Achieving a Dynamic Balance between the Landscapes of Society
- Achieving Greater Urban Efficiencies
- Protecting Important Elements within Urban Settlements

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- Promoting Small-Scale Agriculture
  - Managing Urban Wastes
  - Issues of Sustainability and Recycling
  - Co-ordination of Line and Point Bulk Services to Achieve Efficiencies
  - Avoiding Hazards
  - Limiting the outward extension of new developments
  - Raising densities in both new and existing areas
  - Emphasizing public transport
  - Creating what is called “sustainable” development (development that limits consumption of resources and is maintainable into the future)

The approaches to achieve these directives included concepts such as:-

- The need to create compact cities that facilitate the provision of efficient infrastructure and transportation;
- The need to be ecologically sensitive;
- The need to manage, direct, or limit urban growth, and the tool used to do this is to create an “Urban Edge”, which is also called an Urban Growth Boundary.

### ***Factors in Sizing Growth Boundaries:-***

#### ***Growth Pressures:-***

- This is the most important factor in sizing the Urban Growth Boundary.
- Anticipated growth must have sufficient capacity within an urban growth boundary - if growth is high, then the urban growth boundary must be “roomy”; otherwise, there is a need to change it quite soon. If growth is low then urban growth boundary can be tight.
- The Urban Growth Boundary must be related to anticipate growth pressures in terms of both amount and direction.

#### ***Potential for Growth Deflection:-***

- Constrained Urban Edges will tend to push growth elsewhere.
- This could be planned to direct growth towards a particular area, and if it is possible to where an adjacent authority will respond to the opportunities, otherwise development could be scattered and /or leapfrogged.
- If an adjacent area is planned then this will not occur, but this depends on the potential for “deflection”.



### **Densification:-**

A planning decision to densify existing residential development, usually to achieve thresholds for public transportation, will require constraints on the direction for growth and on limiting the aerial extent of the built-up area and will be matched with changes of zoning within a fixed area.

### **Protection of Agricultural Land:-**

- High quality agricultural land will determine a tight and firm edge
- Low quality agricultural land will permit inclusion within urban growth boundary

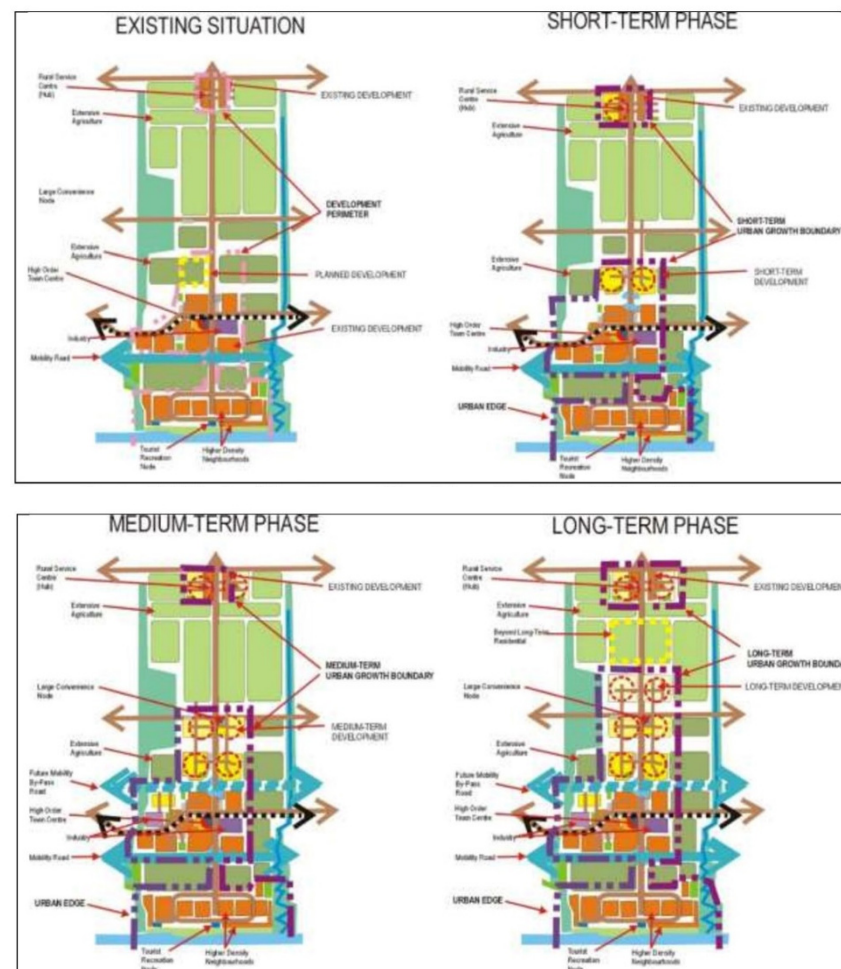
### **Infrastructure Capacity:-**

- Limits to the provision of infrastructure will constrain an urban edge and is often a key factor,
- Infrastructure provision is large scale and done over a long period and urban edges need a long-term horizon.
- An urban edge will remain in place for lengthy periods and then large areas are included as capacity is extended or alternatives are available.

- Urban Growth Boundaries can be flexible or be adjusted at regular periods.

### **Fiscal Capacities and Fiscal Strength:-**

- Strong income base will support expansion



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Urban centres in KwaZulu-Natal were generally established in terms of colonial and apartheid spatial policies to support, over a period of 150 years, the commercial farming sector, mission activities or decentralisation and homeland policies. The result is that the majority of the urban and rural population is still "dislocated" from access to appropriate economic, retail and social services. Current provincial, district, and local spatial planning frameworks appears to further entrench this distorted and unsustainable spatial structure.

There are two further more specific factors that have shaped the location, shape, and size of rural nodes and denser rural settlements in KwaZulu-Natal; and these are the difficult and broken topography, especially of the coastal areas, and the constituted Traditional Council areas.

Compared too many of the other Apartheid prescribed "Homelands", the KwaZulu Homeland did not comprise a single or limited number of coherent land areas, but was comprised of numerous disaggregated areas. In addition, the location of these disaggregated pieces of land was quite variable in relation to existing urban areas. In many cases the Traditional Council (now generally Ingonyama Trust Board) land could be part of some urban areas and often adjacent to these towns, and in many cases fairly close to existing towns. This situation facilitated the growth and expansion of both

formal and informal residential areas, almost as part of these towns, because of urbanisation. The further the distance away from existing urban conurbations, the less likely were settlements in rural areas likely to grow as dense, grow as fast, and grow as large. The broken topography of the eastern parts of the Traditional Council areas meant that areas were so separated from each other that there was insufficient population numbers within their catchments to support larger settled areas and larger level nodes; unless they were in extremely good interceptory locations.

Consequently, much of traditional rural settlements occur in the format of low density Imizi. However, depending on the location of the Traditional Council areas relative to road systems and to existing urban settlements (of all types) many areas close or adjacent to existing urban areas became the focus of urban migrants and many of these areas tend to exist at densities not that different to the adjacent urban areas, and in some cases even denser. In these cases settlement tends to be in the form of "Peri-Urban" transitional areas between denser formal urban areas and the very low density settlements "sprinkled" across the majority of the balance of Traditional Council areas.

In terms of the transformation of human settlements, key objectives are to ensure that people live closer to their places of work and have

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access to better quality transport. Proposed actions in this regard include:

- Develop a strategy for densification of cities and resource allocation to promote better-located housing and settlements.
- Substantial investment to ensure safe, reliable, and affordable public transport.
- Introduce spatial development framework and norms, including improving the balance between location of jobs and people.
- Conduct a comprehensive review of the grant and subsidy regime for housing with a view to ensure diversity in product and finance options that would allow for more household choice and greater spatial mix and flexibility.

Therefore, after sourcing data from the Department of Rural Development and Land Reform, the following settlement edges plan was formulated to depict the various settlement locations within Umdoni Municipality.

# SECTION C: IMPLEMENTATION PLAN

An implementation plan is a management tool designed to illustrate the critical steps in developing the various sectors within a Municipality. It is a guide that helps the municipality be proactive in developing an identifying any challenges along the way. It also allows any person to fully understand the goals of the municipality. The aim of the Implementation Plan is to assist the municipality achieve their development goals by identifying staged development processes, supporting institutional arrangements as well as defining clear and implementable projects.

CAPITAL INVESTMENT PLAN: UMDONI LOCAL MUNICIPALITY SDF CONSOLIDATED.		
SECTOR	PROPOSED PROJECT	ESTIMATED BUDGET
Sustaining the Natural and Built Environment	Review of the Strategic Environmental Assessment	R 900 000.00
	Climate Change: Sea Level Impact Study	R 200 000.00
	Alien Vegetation Plan	R 2 million
	Rehabilitation of Wetlands	R 5 million
	Environmental Conservation Awareness Campaigns	R 300 000.00

Planning	Investigate Boundary Expansion of Vernon Crookes	R 500 000.00
	Coastal Management Plan	R 600 000.00
	Rural Settlement Edge Study	R 650 000.00
	Precinct Plan: Pennington	R 300 000.00
	Precinct Plan: Bazley Beach	R 300 000.00
	Precinct Plan: Park Rynie	R 300 000.00
	Revitalisation Strategy: Umzinto	R 800 000.00
	Revitalisation Strategy: Scottburgh	R 800 000.00
	Revitalisation Strategy: Sezela	R 500 000.00
	Formalisation of Dududu (Administrative and planning)	R 1 000 000.00
	Infume Densification Strategy	R 500 000.00
	Complete Preliminary Report of the	Department of Human Settlements



	prefeasibility study for KwaCele Rural Housing Project	
	Spatial Development Framework Review, including Vulamehlo Municipality	R 350 000.00
	Housing Sector Plan	R 450 000.00
	Formalisation of Dududu (Scheme)	R 1 000 000.00
	Development of LAP`s /Settlement Plans for TC Areas	R 6 000 000.00
Tourism	Tourism Sector Plan	R 400 000.00
	Tourism marketing and rebranding	R 600 000.00
LED	LED Strategy Review	R 820 000.00
	Agricultural Strategy	R 750 000.00
	Development of Consolidated Agricultural Development Plan	R 500 000.00
	Fencing around communal gardens/agricultural land	R 500 000.00
	Expansion of Production & Harvesting of Aloe	R 8 700 000.00
	Capacity Building through training workshops	R 400 000.00

	for co-orps, SMME`s and Farmers	
	Seed Distribution to co-orps	R 50 000.00
	Creation of Jobs through EPWP	R 1 000000.00
	Creation of Jobs through Community Works Programme (CWP)	R 1,000,000.00
<b>Disaster Management</b>	Rehabilitation of Disaster Projects	R 6 million
<b>Infrastructure</b>	Construction of Mtitisi and Shage Road	R 800 000.00
	Installation of Streetlights in Umzinto CBD	R 720 000.00
	Rehabilitation of Urban Roads	R 9.2 million
	Additions and alterations to the Umzinto Sportsfield	R 800 000.00
	Pothole Repairs	R 1 100 000.00
	Guardrail Repairs	R 950 000.00
	Regulatory and Warning Signs	R 100 000.00
	Road markings and stud	R 400 000.00

	Safety and Maintenance	R 2 550 000.00
	Blading	R 5 627 000.00
	Drain cleaning and verge maintenance	R 5 627 000.00
	Patch Gravelling	R 3 482 676.00
	Bhomlandi Road	R 750 000.00
	Thenjani Road	R 1 500 000.00
	Shluthulel Road	R 1 300 181.00
	Ntontonto Rpad	R 3 530 000.00
	P77 Betterment & Re-gravelling	R 3 600 000.00
	A2677 Betterment & Re-gravelling	R 4 500 000.00
	P529 Betterment & Re-gravelling	R 1 800 000.00
	L1099 Betterment & Re-gravelling	R 2 025 000.00
	A912 Betterment & Re-gravelling	R 1 800 000.00
	A917 Betterment & Re-gravelling	R 2 025 000.00
	D962 Concrete Works	R 1 200 000.00
	D1114 Concrete Works	R 800 000.00
	A919 Concrete Works	R 2 800 000.00
Water Services and Management	Dududu Water Reticulation Infills	R 7 881 250.00
	Greater Vulamehlo Water Scheme	R 22 067 500.00

	KwaMgai and Surroundings	R 15 762 500.00
	Thoyane Water Project Phases 4 & 7	R 31 525 000.00
	Kwa Lembe Water Supply	R 11 195 000.00
	Dududu	R 134 600 000.00
	Kwalembe	R 27 500 000.00
	Cele/Umdoni Water Supply Project	R 6 461 156.00
	Nungwane Raw Water Aqueduct	R 77 741 000.00
	Ngwandini Dam	TBD
	Lower Mkomazi Bulk Water Supply Scheme	R 143 000 000.00
	Water Resource Management Plan for Dams	R 3 000 000.00
	Frequency Distribution via Water Tanks	R 4 274 100.00
Sanitation	Vulamehlo VIP's	R 28 012 500.00
	Vulamehlo Sanitation Project	R 11 325 204.00
	Vulamehlo Rural Household Sanitation	R 22 017 705.00
	Municipal Waste Collection	R 8 230 000.00
Electrification	Mathongwana	R 6 000 000.00
	Nkampula Mahwaqa	R 6 915 000.00
	Kwa-Rwayi	R 6 630 000.00
	Nkwali	R 3 750 000.00
	Mahlathini	R 10 833 583.00
	Dududu (infills)	R 700 000.00

	Etshekombo	R 15 090 000.00
	Mtoli	R 20 100 000.00
	Madudubala	R 17 625 000.00
	Mqangqala	
Housing	Vulamehlo (ward 5 &7)	R 4 884 700.00
	Thoyane Rural Housing	R 4 229 385.00
	Vulindlela	R 76 045 660.00
	Wards 8, 9 and 10	R 100 345 156.00
Health - New Clinics	Izimpethuzendlovu	R 18 000 000.00
	KwaJoni	R 18 000 000.00
	Thenjane	R 18 000 000.00
	Health services (mobile clinics)	R 5 000 000.00
Maternal Obstetric Units	Dududu	TBD
Health - Community Health Centres	Dududu Clinic upgrade to CHC	R 120 000 000.00
Education and Skills Development	Fakazi Creche	R 1 000 000.00
	Qhumbu Creche	R 1 000 000.00
	Development of FET Colleges and Skills	R 1 000 000.00
	Developments Centres	
Sports, Recreation and Community Facilities	Dududu Library	TBD
	Vulamehlo Cultural Village	TBD
	Mshiwase Resource Centre	TBD



	Mfume Sports Field	TBD
	Mandudubala Community Hall	TBD
	MPCC Thenjane Skills Centre	TBD
	Ngwadini Sport Grounds	TBD
	Ngangeni Sport Grounds	TBD
	Dumayo Community Hall	TBD
	Mphabanyoni Community Hall	TBD
	Bhewula Community Hall	TBD
	Shukumisa Sport Grounds	TBD
	Buhlebezwe Community Hall	TBD
	Qwembe Community Hall	TBD
	Hlafuna Sport Field	TBD
	Harringworth Community Hall	TBD
Safety and Security	Mobile Police Stations	R 10 000 000.00

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# SECTION D: REFERENCE LIST

- Municipal Demarcation Act. Circular 2/2013: Redetermination of Municipal Boundaries: Section 21 Process.
- Precious Jili. South Coast Herald. *Municipal merger is still on*. October 28, 2013.
- Umdoni Local Municipality IDP review 2015/2016.
- Umdoni Local Municipality SDF review May 2016.
- Vulamehlo Local Municipality IDP review 2015/2016.
- Vulamehlo Local Municipality SDF review 2015/2016.