eThekweni Inner City Local Area Plan

Dynamic and Innovative
Walkable Liveable Green
Economic Engine
Seat of Local Government
Sporting Capital
Leisure and Entertainment

November 2016
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This plan has been prepared as a joint initiative between the consultant team and Municipal officials and has benefitted from the input of a number of meetings and workshops with various stakeholders. Their valuable input is acknowledged with thanks.

All Steering Committee Members

Consultant Team: IPPU Consortium

The IPPU Consortium, consists of The Planning Initiative (TPI – Cathy Ferguson and Dave Briginshaw), PMSA (Mike Boulle and Tim Davis), Iliso (Seneil Pillay, Gordon Chetty, Althaaaf Ibrahim, Privashni Naidoo) and UrbanEcon Development Economists (Talia Feigenbaum and Lisa Higginson), together with a team of sub-consultants, and has been appointed to prepare the Integrated Inner City Local Area Plan and Regeneration Plan for eThekwini.

The Sub-Consultants Include Cox Architecture Australia - Philip Cox, Ian Connolly, John Ferendinos & Lachlan Abercrombie; and Urban Solutions - Paul Wijgers. Joanne Lees, Margaret McKenzie and Joe Kitching form part of The Planning Initiative team.

ASSOCIATED REPORTS

1. Executive Summary
2. Inner City LAP Workshop June 2015 (2) – sets out Status Quo for the area as well as some international precedents
4. eThekwini Integrated Inner City Local Area Plan and Regeneration Plan: Water Supply to The Durban Inner City, Nako Iliso May 2016
5. eThekwini Integrated Inner City Local Area Plan and Regeneration Plan: Sewer Infrastructure Assessment of The Durban Inner City, Nako Iliso May 2016
6. eThekwini Integrated Inner City Local Area Plan and Regeneration Plan: Stormwater Infrastructure Assessment of The Durban Inner City, Nako Iliso May 2016
7. eThekwini Integrated Inner City Local Area Plan and Regeneration Plan: Project Proposed Future Electrical Infrastructure To The Inner-City Rev 3 JCF Engineers And Services (Pty) Ltd May 2016
8. eThekwini Integrated Inner City Local Area Plan and Regeneration Plan: Transport Modelling Nako Iliso June 2016
10. Inner City Local Area Plan - Sports and Lifestyle Precinct Plan November 2016
11. Inner City Local Area Plan – Centrum Precinct Plan November 2016
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1 INTRODUCTION

1.1 PURPOSE OF THE LOCAL AREA PLAN

The United Nations estimates that 71,3% of the world population will live in urban areas by 2030 and that by 2050, 80% will be urbanised. 64% of the youth live in urban areas – in other words the population in urban areas is getting larger and younger (Integrated Urban Development Framework COGTA, Sept 2014). The country finds itself in an economic crisis with falling economic growth, jobless growth, and increasing unemployment. The urban centres, especially the metropolitan areas dominate the country’s economy and thus offer the best employment opportunities. However, our cities remain segregated and sprawled. National government has therefore identified the regeneration of inner cities as a policy priority providing potential for access to employment, reduced transport costs, a range of housing opportunities. In addition, within the Durban metropolitan area, the value of business property assets is the highest in the Inner City area and the area generates a significant portion of the rates base of the city. Coupled with this there has been a recognition that urban growth amplifies climate change risks and reducing urban risk is therefore critical to sustainable urban development. The Inner City area is thus a crucial area for the growth and development of the City and needs the requisite attention to retain and attract investment into the future.

Within this context the purpose of this Local Area Plan (LAP) is to create a vision and framework to direct the regeneration of the Inner City of eThekwini. The Local Area Plan will provide the primary spatial vision for the Inner City area and become a co-ordinating and integrating tool that directs municipal department activities and expenditure and provides the private sector with direction and confidence in the future growth of the area. The LAP describes, in writing, pictures and drawings, the potential future of the Inner City, giving reasonable certainty and predictability for potential investors, developers, business owners and landowners, and attracting future residents and tourists. Whilst the purposes of the Plan are many, it primarily gives a clear direction for positive change, indicating what is appropriate and necessary to revitalise the City.

Considerable and varied work has been undertaken by many departments in the area over the years. The challenge that has been identified is the need to co-ordinate and integrate this work in order to ensure that efforts are aligned and are addressing agreed roles and strategic focus for moving the area towards being a Gateway to the Province and the Country. A robust and agreed Spatial Framework will greatly contribute to co-ordinating and integrating departmental efforts and provide the private sector with greater confidence in the municipality’s plans for the future of the area. The challenge will be to prepare a robust spatial framework that provides necessary guidance as well as sufficient flexibility to respond to market demands within defined parameters for city management.

The overall goal of the regeneration plan that will follow from the LAP will be to retain and grow investment and people in the Inner City, optimising the assets of the area within a context of challenges such as a stagnant national economy, high unemployment, aging infrastructure, urbanisation, new communication technologies and changing ways of doing business, climate change, and energy constraints. The regeneration plan must support the role of the Inner City as the safe, vibrant and accessible; literal and symbolic centre of eThekwini.
The Implementation/ Regeneration Plan (‘Making it Happen’) will deal with how the public realm and infrastructure will be developed to act as a catalyst to encourage investment and renewal by landowners, government and developers as well as appropriate ongoing management and institutional structures. The Plan will serve as a document for the community to understand the proposed changes and how those changes will help to grow the Inner City as the hub of the metropolitan region.

Everything that is proposed in this document is possible if there is community resolve and political will. Both these critical attributes have been harnessed and are amply on display in the processes and events that led to the development of this eThekwini Inner City Local Area Plan and the Regeneration Plan.

The revitalisation and economic recovery of the Inner City will not be led by height, bulk and building controls, but rather by public realm, infrastructure, development of skills and education, economic resurgence and a strong implementation plan that feeds off these factors.

This Plan also affords the opportunity to place on record the key steps that have brought the renewal program to this point, as testament to the critical stakeholder contribution over many years.

This document is future oriented and visionary, and represents an ultimate development scenario for the entire Inner City area that ultimately could become a vibrant, walkable, mixed use, economic hub accommodating some 450,000 residents and 250,000 additional jobs.

### 1.2 THE INNER CITY STUDY AREA

The Inner City area extends from the Point in the south, northwards to the Umgeni River and from the coastline in the east, westwards to the Umgeni Road area (Figure 1). It covers ward 26, 27 and 28.

The Status Quo or Situational Analysis for the area is covered in many studies undertaken for the Municipality over the years. For the purposes of this study it was summarised and presented in a PowerPoint Presentation entitled “Inner City LAP Workshop June 2015 (2)” that was presented to a stakeholder workshop on 9, 10 and 11 June 2015.
Figure 1: Study Area – Regional Context
Figure 2: Study Area – Local Context
1.3 **PROJECT APPROACH**

1.3.1 **ENQUIRY BY DESIGN**

A successful and relevant LAP for the Inner City can be achieved by following an ‘Enquiry by Design’ approach. This approach puts design at the beginning of the process rather than at the end. In conjunction with relevant stakeholders, objectives are clearly defined and a set of spatial principles are determined which address the spatial issues related to the Inner City. These principles are then tested and solutions are found that make a development argument for the Inner City; an argument or rationale which becomes a point of reference for future decisions both at the Inner City and precinct scales. The proposals will build on the vast amount of work that has already been undertaken in the study area.

1.3.2 **ROBUST, FRAMEWORK PLANNING APPROACH**

The approach being adopted in this plan is not a site by site master plan to direct all future land use. Rather the Plan will provide a framework that is robust and flexible to respond to changing market and social conditions. Those fixes that are non-negotiable for identified reasons will be determined (e.g. the movement network and open space framework), along with performance criteria and targets to guide decision making whilst allowing the stakeholders and Government to develop the spaces in between to grow and develop the Inner City appropriately.

1.3.3 **STUDY OBJECTIVES**

The Objectives of the Local Area Plan are to:

- Develop proposals that are aligned with national, provincial and local government strategic priorities
- Promote Durban’s role as the Gateway to Africa and enhance the regional and national role of the Inner City
- Develop a common vision of the Inner City and integrate and realign each precinct within this vision
- Provide a framework that will attract investment and enhance the Inner City economy of Durban
- Provide a framework for regional / national decision making, policy and funding allocations
- Prioritise and phase the implementation of programmes and projects to ensure the coordinated strategic spatial response and management of City’s resources

1.4 **STAKEHOLDER ENGAGEMENT AND COMMUNICATION STRATEGY**

The stakeholder engagement and communication process follows the enquiry-by-design approach and includes the following:

- On-going Client Liaison through a small core client group and project steering committee
- On-going compilation of a Stakeholder Contact Database
- Project Web-page for information sharing
- Vision and Concept Workshop with Municipal and some outside stakeholders
- Small focus group workshops and meetings with municipal and external stakeholders
- Regeneration Plan Workshop with Municipal and some outside stakeholders
• Open Day: Information session and public display
• Support material for the popularisation of the Plans

The following table details the various engagements that have been held in the preparation of this plan.

Table 1: Inner City Local Area Plan Record of Engagement

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<th>Full Steering Committee</th>
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<th>Meeting City Representatives</th>
<th>Workshops and Focus Groups</th>
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<td>17. Meeting with Zakhi and Nardus re LAP</td>
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<td>77. PRASA and TRANSNET – 12 Feb 2016</td>
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<td>34. Meeting with Water and Waste – 1 April 2016</td>
<td>81. Meeting with PRASA and Intersite – 6 May 2016</td>
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<td>36. Presentation to EPCPD - Environment and Climate Protection Department and Andrew Mather – 25 April 2016</td>
<td>83. Meeting with Bongani Tembe and Rose Juby on the potential for an Arts Precinct – 16 August 2016</td>
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<td>38. Meeting with Architecture Dept. for presentation on Cardboard seller facility and upgrades to Beer Hall Precinct – 6 May 2016</td>
<td>85. Presentation to Homeless People’s Forum at DHC – 21 September 2016</td>
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<td>41. Meeting with Shunnon Tulsiram</td>
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1.5 DOCUMENT STRUCTURE

This document is to be read with the Executive Summary and seeks to outline the spatial vision and framework for the Inner City.

The future vision for the Inner City Study area (Section 2) was developed through a series of workshops and is grounded in the 17 United Nation Goals recently adopted and the National Development Plan for South Africa.

The LAP is then developed on the basis of three important cross cutting themes and 4 spatial development principles.

The three cross cutting themes explored in Section 3 highlight

- Firstly, the fact that appropriate development now and into the future needs to be based on a sound understanding of the how and why the area developed as it did such that the successes may be built on and the past appropriately celebrated.
- Secondly that all proposals must be based on a sound understanding of the economic drivers of regeneration; and
- Finally that all development must be resilient and sustainable.

Section 4 outlines the four spatial principles upon which the LAP is based i.e.

- A Connected City,
- A Walkable City,
- An Integrated and Inclusive City and
- Unlocking the Potential.

The LAP itself (Section 5 and 6) provides priority directives towards achievement of the Vision. Thus the rationale has been developed as a spatial concept to guide future development of the Inner City of Durban. As the LAP is further developed, projects and programmes will be proposed as specific implementable actions within the Regeneration Plan. The plan and projects must be consistent with the intentions of this rationale as expressed in the spatial principles.
2 THE FUTURE VISION FOR THE eTHEKWINI INNER CITY AREA

2.1 THE FUTURE - TAKING A LEAP FORWARD

Within the context of the history of the apartheid city, rapid urbanization and inner city decline the way forward for the planning and regeneration of the Inner City of eThekwini is **not business as usual**. Reiterating the National Development Plan - **Bold Measures** are needed.

These bold measures are amply contextualised by the various policy plans and Municipal package of plans as indicated in Figure 3. These include the UN Global Goals that were recently agreed to and replace the Millennium Goals (Figure 4), as well as the National Development Plan and SPLUMA principles (Figure 5) and the Municipal Integrated Development Plan and Built Environment Performance Plan which form the basis of all the proposals that will be developed in this plan. The vision and goals of the plan have been aligned with these policy directives.

Figure 3: Policy Alignment

<table>
<thead>
<tr>
<th>Municipal Package of Plans</th>
<th>Policy Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Term Plan</td>
<td>UN Goals</td>
</tr>
<tr>
<td>Integrated Development Plan</td>
<td>National Development Plan</td>
</tr>
<tr>
<td>Spatial Development Framework</td>
<td>5 Principles Spatial Land Use Management Act</td>
</tr>
<tr>
<td>Spatial Development Plan – North, South, Central, Outer West</td>
<td>ICDG and Built Environment Performance Plan</td>
</tr>
<tr>
<td>eThekwini Inner City Local Area Plan</td>
<td>eThekwini Densification Strategy</td>
</tr>
<tr>
<td>Functional Area or Precinct Plan</td>
<td>Integrated Urban Development Framework</td>
</tr>
<tr>
<td>Scheme</td>
<td>IRPTN and Go Durban</td>
</tr>
</tbody>
</table>

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Figure 4: The 17 UN Goals Agreed by 193 Countries on 25 September 2015

Source: www.globalgoals.org Used in terms of http://www.globalgoals.org/asset-licence/

Figure 5: Spatial Land Use Management Act, Act No 16 of 2013 – Development Principles

<table>
<thead>
<tr>
<th>Spatial Justice</th>
<th>Spatial Sustainability</th>
<th>Spatial Efficiency</th>
<th>Spatial Resilience</th>
<th>Good Administration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved access to land, Inclusivity, Flexibility and Appropriateness for management of land and land use</td>
<td>Financial, Agriculture, Environmental, Land Markets, Infrastructure and Social Services Densification</td>
<td>Optimise exiting Resources and Infrastructure, Minimise Negative Impacts, Procedures are Efficient</td>
<td>Flexibility of systems to ensure sustainable livelihoods and for those most likely to suffer economic and environmental shocks</td>
<td>Integrated Approach to land use and land development; Sector co-ordination, Timeous decisions, Transparent public processes, Empower people</td>
</tr>
</tbody>
</table>
The National Development Plan aims to eliminate poverty and inequality in South Africa by 2030. Page 24 of the NDP Summary sets out the plan in brief.

---

**By 2030**
- Eliminate income poverty – Reduce the proportion of households with a monthly income below R419 per person (in 2009 prices) from 39 percent to zero.
- Reduce inequality – The Gini coefficient should fall from 0.69 to 0.6.

**Enabling milestones**
- Increase employment from 13 million in 2010 to 24 million in 2030.
- Raise per capita income from R50 000 in 2010 to R200 000 by 2030.
- Increase the share of national income of the bottom 40 percent from 6 percent to 10 percent.
- Establish a competitive base of infrastructure, human resources and regulatory frameworks.
- Ensure that skilled, technical, professional and managerial posts better reflect the country’s racial, gender and disability makeup.
- Broaden ownership of assets to historically disadvantaged groups.
- Increase the quality of education so that all children have at least two years of preschool education and all children in grade 3 can read and write.
- Provide affordable access to quality health care while promoting health and wellbeing.
- Establish effective, safe and affordable public transport.
- Produce sufficient energy to support industry at competitive prices, ensuring access for poor households, while reducing carbon emissions per unit of power by about one-third.
- Ensure that all South Africans have access to clean running water in their homes.
- Make high-speed broadband internet universally available at competitive prices.
- Realise a food trade surplus, with one-third produced by small-scale farmers or households.
- Ensure household food and nutrition security.
- Entrench a social security system covering all working people, with social protection for the poor and other groups in need, such as children and people with disabilities.
- Realise a developmental, capable and ethical state that treats citizens with dignity.
- Ensure that all people live safely, with an independent and fair criminal justice system.
- Broaden social cohesion and unity while redressing the inequities of the past.
- Play a leading role in continental development, economic integration and human rights.

**Critical actions**
1. A social compact to reduce poverty and inequality, and raise employment and investment.
2. A strategy to address poverty and its impacts by broadening access to employment, strengthening the social wage, improving public transport and raising rural incomes.
3. Steps by the state to professionalise the public service, strengthen accountability, improve coordination and prosecute corruption.
4. Boost private investment in labour-intensive areas, competitiveness and exports, with adjustments to lower the risk of hiring younger workers.
5. An education accountability chain, with lines of responsibility from state to classroom.
6. Phase in national health insurance, with a focus on upgrading public health facilities, producing more health professionals and reducing the relative cost of private health care.
7. Public infrastructure investment at 10 percent of gross domestic product (GDP), financed through tariffs, public-private partnerships, taxes and loans and focused on transport, energy and water.
8. Interventions to ensure environmental sustainability and resilience to future shocks.
10. Reduce crime by strengthening criminal justice and improving community environments.
The eThekwini Long Term Development Plan (2010) highlights the vision for the eThekwini Municipality as

**Durban – Africa’s most Caring and Liveable City**

This will be achieved by the key strategic priority areas of

1. Creating a SAFE City
2. Promoting an ACCESSIBLE City
3. Creating a prosperous city where all enjoy SUSTAINABLE LIVELIHOODS
4. Celebrating our CULTURAL DIVERSITY, ARTS AND HERITAGE
5. Ensuring a more ENVIRONMENTALLY SUSTAINABLE City
6. Fostering a CARING AND EMPOWERING City

The IDP highlights the key challenges facing the municipality as

- High rates of unemployment and low economic growth
- High levels of poverty
- Low levels of skills development and literacy
- Limited access to basic household and community services
- Increased incidents of HIV/AIDS and communicable diseases
- Loss of Natural Capital
- Unsustainable developmental practises
- High levels of crime and risk
- Ensuring adequate energy and water supply
- Ensuring food security
- Infrastructure degradation
- Climate change
- Ensuring financial sustainability
- Ineffectiveness and inefficiency of inward-looking local government still prevalent in the Municipality.

To address the challenges listed above the Municipality’s delivery plan is organised into eight separate but related plans. The plans, programmes and projects are supportive of each other, to ensure greater impact in delivery and, its goals and outcomes are achieved. The LAP responds directly to these goals through the cross cutting themes and spatial principles outlined in sections 3 and 4.

<table>
<thead>
<tr>
<th>Eight Point Plan</th>
<th>Desired Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Develop and Sustain our Spatial, Natural and Built Environment. The goal of this plan to lead, direct and manage the spatial, built and natural environment to ensure the sustainable and integrated growth and development of our Municipality for the benefit of all its citizens.</td>
<td>Citizens will be able to access and use resources to meet their needs without compromising the amenity for others and the resource base of the Municipality in the present and in the future.</td>
</tr>
<tr>
<td>2 Developing a Prosperous, Diverse Economy and Employment Creation.</td>
<td>Strong economic growth, sustainable job creation and poverty alleviation.</td>
</tr>
<tr>
<td>Eight Point Plan</td>
<td>Desired Outcome</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>The goal of this plan is to develop the economic wealth of the eThekwini Region for the material well-being of all its citizens.</td>
<td></td>
</tr>
</tbody>
</table>
| **3 Creating a Quality Living Environment.**  
The goal of this plan is to promote access to equitable, appropriate and sustainable levels of household infrastructure and community services, and facilitate access to housing. | Appropriately serviced and well maintained, quality living environments. |
| **4 Fostering a Socially Equitable Environment.**  
The goal in this plan is to promote and create a safe, healthy and secure environment. | All citizens living in a safe, healthy and secure environment. |
| **5 Creating a Platform for Growth, Empowerment and Skills Development.**  
The goal is to establish eThekwini as a learning city which uses knowledge management techniques and processes to enhance the skills base of the citizenry as well as share good practice with other municipalities. | • A skilled and capable citizenry, within the eThekwini Municipal Area, that shares in and contributes to the economic expansion and growth of the region;  
• A skilled work force that delivers effective and quality services to the citizens of eThekwini Municipality;  
• A learning city. |
| **6 Embracing our cultural diversity, arts and heritage.**  
To create a city where people interact creatively to stimulate economic growth, social cohesion and unity in diversity. | People living vibrantly and productively in an attractive and healthy environment. |
| **7 Good Governance and Responsive Local Government.**  
The goal is to ensure a strong, caring and democratic institution to promote and support a consultative and participatory local government. | • All citizens embracing, practising and benefiting from the concepts of Good Governance;  
• A stronger, more efficient public service which is capable of developing and implementing policy and delivering better services to all people at all levels;  
• Better and more transparent public management;  
• More participative and responsive Municipality, particularly at all levels;  
• A Municipality which prevents, and fights corruption and waste at all levels;  
• A Municipality where all inequalities of the past are eradicated. |
| **8 Financially Accountable and Sustainable City.**  
The goal is to maximise the Municipality’s financial resources to ensure long-term financial viability and sustainability. | • Confidence of all internal and external stakeholders in municipal financial management;  
• Excellence in the service delivery of municipal financial services;  
• Compliance with prevailing municipal financial legislation |
Within the Integrated Development Plan (2014 – 2015), which is a 5-year plan for the Municipality 2012/13 to 2016/17, the Inner City is specifically highlighted as a key area for regeneration.

The Municipality has developed a package of plans (Figure 6) to guide future spatial development. This LAP falls within the Central Spatial Development Plan area as outlined in the Spatial Development Framework attached to the IDP.

**Figure 6: Municipal Package of Plans**

The Spatial Development Framework vision (2013) is that: 

"by 2030 a socially equitable, environmentally sustainable and functionally efficient Municipality that bolsters its status as a gateway to Africa and the world".

This will be achieved by implementing the following principles implemented in terms of the Framework Plan illustrated below:

- Principle of environmental sustainability
- Principle of Spatial concentration (efficiency)
- Principle of economic potential, co-ordinated planning and implementation
- Principle of Balanced and Sustainable urban and rural development (equity)

The Central Spatial Development plan highlights the Inner City as a metropolitan node linked by a number of corridors and notes specifically the following:

- Promoting tourism and mixed use development in the inner city, the beach, sports and business and heritage areas in particular.
- Promotion of densification within the central region especially along public transport nodes and corridors.
The eThekwini Built Environment Performance Plan (BEPP) has been prepared in response to the National Policy directives to promote Integrated City Development. The ICDG Guidelines (2013) note that the “challenge is build more sustainable, productive, liveable and inclusive cities. This requires metros to more actively integrate public investments in the built environment.”

In this context the 2012 BEPP for eThekwini identifies the following challenges:

- Urbanisation has been one of the most significant demographic and settlement trends over the past few decades.
- The average residential densities of the metro as a whole are generally too low to sustain public transportation and other infrastructure, or to promote the municipal economy.
- Availability and cost of well-located vacant land and underdeveloped sites is a serious problem especially because the sustainability of settlements depends strongly on their location and accessibility.
- Densification and extension of existing informal settlements is ongoing.
- Funding constraints include the absence of a densification subsidy, and insufficient funds for local infrastructure.
- The demand in the low-income sub-market is very significant.
- Informal settlements in urban areas are the largest challenge.
- Hostels are a major challenge.
- Some Bad Buildings exist in the inner city.
- The rural low-income demand is significant, and is expected to grow.
- Development of services and social facilities is often not aligned to Greenfields housing projects.
- Formal property markets are not working efficiently for the low income and affordable housing income groups.
- Although no conclusive figures are available it is commonly held that the unmet demand is also significant in the affordable housing sub-market.
- The rental market is significant.
- As in most SA cities, jobs are not where the people live, and vacant land for housing is not where the jobs are.

In order to direct investment in the City to achieve the objectives of building more sustainable, productive, liveable and inclusive cities the BEPP identifies various zones of investment. The Inner City falls within the Prime Corridor, Public Transport Truck Zone (See Figure 7) which has been identified for maximum expenditure to achieve the desired outcomes.

The Development Agenda i.e. Strategies and Programmes for a Compact, Sustainable and Better Performing Built Environment by 2030 have been set out as follows:

- Strategic Objectives
  - Taking a sustainable human settlements approach
  - Port Expansion, logistics nodes and Back of Port land use plan
  - The development of priority investment nodes and corridors
  - Improving the effectiveness of asset management.
• Densification
• The Space Economy
  – Emphasis on Reducing Unemployment
  – Emphasis on eThekwini as Logistics Gateway
  – Industrial Growth Areas
  – Areas of Intervention and Support
• Land Management
• Infrastructure
  – Address Infrastructure Backlogs
  – Service Standards
  – Services to the Indigent
  – Interim Services
  – Infrastructure Asset Management

Globally cities face an increasing challenge of providing a framework that allows their citizens to engage in more sustainable ways of working and living that are less resource intensive and more cost effective. This LAP supports the movement towards more sustainable living and working and in particular aims to provide a framework which facilitates non-motorised transport, reduces travel distances to amenities, promotes energy and water conservation and allows for localised electricity generation where possible.

“Cities must urge urban planners and architects to reinforce pedestrianism as an integrated city policy to develop lively, safe, sustainable and healthy cities. It is equally urgent to strengthen the social function of city space as a meeting place that contributes towards the aims of social sustainability and an open and democratic society.”

"A good city is like a good party - people stay longer than really necessary because they are enjoying themselves.”

Jan Gehl (2010) “Cities for People” Island Press
Figure 7: Built Environment Performance Plan Integration Zones Aligned with Inner City Study Area
2.2 THE 2040 VISION FOR THE INNER CITY OF DURBAN

Within this policy context for future development, the vision for the Inner City of eThekwini has been proposed as follows:

By 2040 the Inner City of Durban will be

Africa’s leading, most vibrant, liveable, walkable City Centre

providing economic, residential, sporting and leisure opportunities for all

This vision was derived from a series of workshops as outlined in Annexure 2.
2.3 **GOALS OF THE LOCAL AREA PLAN**

By 2040 the following targets will have been reached if the LAP Framework and Regeneration Plan is pursued with commitment and vigour:

**Table 2: Inner City Local Area Plan Goals**

<table>
<thead>
<tr>
<th></th>
<th>DENSIFICATION</th>
<th>JOBS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>The Population will have grown from approximately 70,000 in 2016 to 370,000 by 2040, with an ultimate total of 450,000 people.</td>
<td>The total number of Jobs would have increased from approximately 100,000 in 2016 to 219,000 by 2040 with an ultimate total 250,000 jobs. This will constitute an increased share in sectors that reflect the City’s specialisations, namely finance, advanced business services, health, education services, creative industries and tourism.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>TOURISM</th>
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<tbody>
<tr>
<td>2.</td>
<td>Durban will be placed on the map as a world class sporting and leisure destination, receiving 7 million visitors a year, an increase from 5,8 million in 2015(^1) with a greater spend in the inner city, contributing to local economic growth and job creation. The City will have successfully hosted the Commonwealth Games and the Inner-City will have played a critical role in providing a range of tourism accommodation, experiences and activities from beach to cultural and heritage offerings.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>TRADE</th>
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</thead>
<tbody>
<tr>
<td>3.</td>
<td>The improved connectivity networks, wider pavements and active market spaces will provide space for 80% more registered informal traders, increasing from approximately 8,000 in 2016 to 14,400, promoting sustainable local livelihoods through access to larger markets, smart city infrastructure and business support. All registered traders will have easy access to adequate facilities including clean ablutions, waste management and lockers for their goods.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>CONNECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>The Inner City will be connected to the rest of the city via new and reconfigured, pedestrian friendly streets, new pedestrian and cycling networks, improved and varied public transport choices and an upgraded public realm. In 2016 31% of all trips into and out of the CBD were made by Private vehicle, 46% by public transport, 0% by bicycle and 22% walking. By 2040 the IRPTN network will have reached the Inner City and the people mover system will have been expanded to provide an Inner City distribution network which will have reduced the dominance of taxis and cars in the Inner City.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>ACCOMMODATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.</td>
<td>A well-functioning residential property market will provide a range of accommodation options for people across the socio-economic spectrum. Of all housing in the City, 40% will be a mix of social housing, GAP or affordable housing, delivered by a wide range of developers and partnerships, from the public, private, and not-for-profit sectors. Up to 10% will remain in state ownership, permanently affordable for the poor. New residential forms that accommodate innovative live/work/play arrangements will predominate.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SUSTAINABILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.</td>
<td>By 2040 90% of lighting, heating, ventilation and cooling (HVAC) and water heating equipment used in the Inner City will be energy efficient. By 2040 90% of buildings in the inner city will have grey water recycling systems and have implemented water conservation technologies.</td>
</tr>
</tbody>
</table>

\(^1\) From eThekwini EDGE publication
### 2.4 Alignment of Plans and Policies

The LAP has been prepared taking cognisance of the major policy informants Globally (UN Sustainability Goals), Nationally (National Development Plan – NDP, and the Spatial Planning and Land Use Management Act – SPLUMA) and Locally (Integrate Development Plan – IDP). The followinnt table summarises each of these for ease of reference.

**Table 3: Alignment of Plans and Policies**

<table>
<thead>
<tr>
<th>UN Sustainable Development Goals</th>
<th>NDP Principles</th>
<th>SPLUMA Principles</th>
<th>Integrated Urban Development Framework</th>
<th>IDP</th>
<th>LAP Themes, Principles and Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 1. End poverty in all its forms everywhere</td>
<td>Eliminate Income Poverty</td>
<td>Spatial Justice</td>
<td>Vision: Liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life.</td>
<td>Vision: Africa’s most caring and Liveable City To be achieved through the eight point plan: By 2040 the Inner City of Durban will be Africa’s leading, most vibrant, liveable, walkable City Centre providing economic, residential, sporting and leisure opportunities for all</td>
<td></td>
</tr>
<tr>
<td>Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture</td>
<td>Reduce Inequality</td>
<td>Spatial Sustainability</td>
<td>Growth model of compact, connected and coordinated cities and towns</td>
<td>1. Develop and Sustain our Spatial, Natural and Built Environment Theme 1: Learn from the Past</td>
<td></td>
</tr>
<tr>
<td>Goal 3. Ensure healthy lives and promote well-being for all at all ages</td>
<td>New Spatial Norms and Standards</td>
<td>Spatial Efficiency</td>
<td>Goal 1: Spatial integration</td>
<td>2. Developing a Prosperous, Diverse Economy and Employment Creation Theme 2: Focus on Economic Drivers of Growth</td>
<td></td>
</tr>
<tr>
<td>UN Sustainable Development Goals</td>
<td>NDP</td>
<td>SPLUMA Principles</td>
<td>Integrated Urban Development Framework</td>
<td>IDP</td>
<td>LAP Themes, Principles and Goals</td>
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<tr>
<td>promote lifelong learning opportunities for all</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goal 5. Achieve gender equality and empower all women and girls</td>
<td>•</td>
<td>Improve Transport</td>
<td>Goal 3: Growth</td>
<td>4. Fostering a Socially Equitable Environment</td>
<td>Principle 1: Connected</td>
</tr>
<tr>
<td>Goal 7 Ensure access to affordable, reliable, sustainable and modern energy for all</td>
<td>•</td>
<td>Upgrade Informal Settlements</td>
<td>Urban Resilience</td>
<td>6. Embracing our cultural diversity, arts and heritage</td>
<td>Principle 3: Land Use Intensity - Integrated and Inclusive</td>
</tr>
<tr>
<td>Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</td>
<td></td>
<td></td>
<td>Policy lever 1: Integrated urban planning and management</td>
<td>8. Financially Accountable and Sustainable City</td>
<td>Regeneration:</td>
</tr>
<tr>
<td>Goal 10. Reduce inequality within and among countries</td>
<td></td>
<td></td>
<td>Policy lever 2: Integrated transport and mobility</td>
<td></td>
<td>- Institutional Arrangements</td>
</tr>
<tr>
<td>Goal 12. Ensure sustainable consumption and production patterns</td>
<td></td>
<td></td>
<td>Policy lever 4: Integrated urban infrastructure</td>
<td></td>
<td>- Projects</td>
</tr>
</tbody>
</table>

<p>| Goal 1: Densify to accommodate 450,000 people                                                  |     |                         |                                        |                                                                     | Goal 1: Densify to accommodate 450,000 people                        |
| Goal 2: Job creation to include 250,000 jobs                                                  |     |                         |                                        |                                                                     | Goal 2: Job creation to include 250,000 jobs                         |
| Goal 3: Increased Tourism                                                                     |     |                         |                                        |                                                                     | Goal 3: Increased Tourism                                           |</p>
<table>
<thead>
<tr>
<th>UN Sustainable Development Goals</th>
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<th>IDP</th>
<th>LAP Themes, Principles and Goals</th>
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</thead>
<tbody>
<tr>
<td>Goal 13. Take urgent action to combat climate change and its impacts</td>
<td></td>
<td></td>
<td>Policy lever 5: Efficient land governance and management</td>
<td></td>
<td>Goal 4: Increased Legal Informal Trade</td>
</tr>
<tr>
<td>Goal 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development</td>
<td></td>
<td></td>
<td>Policy lever 6: Inclusive economic development</td>
<td></td>
<td>Goal 5: Walkable - Every citizen within a 5 minute walk of basic needs</td>
</tr>
<tr>
<td>Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss</td>
<td></td>
<td></td>
<td>Policy lever 7: Empowered active communities</td>
<td></td>
<td>Goal 6: Connected - Inner City will be connected to the rest of the city via new and reconfigured, pedestrian friendly streets, new pedestrian and cycling networks, improved and varied public transport choices and an upgraded public realm</td>
</tr>
<tr>
<td>Goal 16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels</td>
<td></td>
<td></td>
<td>Policy lever 8: Effective urban governance</td>
<td></td>
<td>Goal 7: A well-functioning residential property market will provide a range of accommodation options for people across the socio-economic spectrum. Of all housing in the City, 40% will be a mix of social housing, GAP or affordable housing</td>
</tr>
<tr>
<td>Goal 17. Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development</td>
<td></td>
<td></td>
<td>Policy lever 9: Sustainable finances</td>
<td></td>
<td>Goal 8: Sustainability - By 2040 90% of lighting, heating, ventilation and cooling (HVAC) and water heating equipment used in the Inner City will be energy efficient. By 2040 90% of buildings in the inner city will have grey water recycling systems and have implemented water conservation technologies.</td>
</tr>
</tbody>
</table>
3 Three Cross Cutting Themes

In development of the Local Area Plan is based on three important cross cutting themes

1. Future development should be based on the lessons from the past i.e. why did the Inner City area develop as it did and what lessons does this have for future planning, as well as an understanding of the current Inner City area

2. All planning and regeneration must be firmly and completely based on a solid understanding of the drivers of economic growth and focus on promoting these elements if regeneration is to be successful

3. All future development proposals must be resilient and sustainable to ensure that plans are not contributing to climate change and may in fact mitigate some issues

3.1 Theme 1: The Past and Present - Lessons to be Learnt

Figures 6 to 9 illustrate the development of the Inner City study area from 1823 until today. They indicate some important topographical and ecological realities that have influenced and will continue to influence the development of the Inner City.

3.1.1 Topography and Ecology

In the early 1800’s the natural environment of the Inner City was relatively untouched and the topography and natural environment restricted the growth of the community that settled along the Durban Bay. To the East lay the city’s primary sand dune which was situated along the coast from Umgeni River Estuary to the natural bay. To the north, development was restricted by the Umgeni River. Two streams, one called Cato Creek, and their associated vleis or marshes, known as the Eastern and Western Vleis, flowed from the Umgeni River into the Durban Bay, parallel to the primary dune. These vleis presented many challenges to the early settlers, including regular flooding of streets and thoroughfares in the city centre. Moving westwards, development was restricted by a natural Ridge. The Durban Bay itself provided a natural protected bay for vessels and was a haven for a variety of different animal species, including a plethora of bird and marine species as well as larger mammals. Thick coastal bush covered the Berea Ridge and the coastal dune from the Umgeni River to the Point (Ellis, 2002).

The natural topography and ecology have been altered drastically since the early 1800’s in order to facilitate local development. Some of these changes included: draining of the two vleis; removing the mangrove trees in the Durban Bay for building and firewood; clearing natural bush for housing developments; making major hard infrastructural engineering changes to Durban Bay to facilitate the growth of the Port; infilling and canalising the upper portion of the Umgeni Estuary; and, developing the low lying marshy areas between the Umgeni River and the Durban bay.

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3.1.2 Settlement and Built Environment

The Inner City of Durban was originally settled as a town in 1824 when Lieutenant Farewell established a settlement on the northern shores of the bay to serve as a trading post for passing ships. He was accompanied by Henry Fynn who was granted a 50km strip of coastline, 160km in depth where the town of D’Urban was built. Port Natal was proclaimed a British colony in 1843, and in 1844 declared a part of Cape Colony and by the end of 1845 an effective administration was installed with Mr Martin West as lieutenant-governor.

Under apartheid policies the city developed along segregated race lines with the poorest of the population being located on the outskirts of the city resulting in long travel times and expensive, subsidised travel, mostly via Warwick, to places of work. Despite concerted efforts since 1994 when apartheid policies were abolished the structure of the city remains segregated. The appropriate redevelopment of the Inner City offers an opportunity to start to restructure the segregated city. With large tracts of undeveloped and underdeveloped land (much of which is in government ownership) there are opportunities to densify and restructure the city to accommodate many more people and jobs. Municipalities, whilst still fulfilling their traditional roles of service providers and regulators, now also have a mandate to be proactive facilitators of development and investment hence the importance of this plan.

The “Indian CBD” centred on the erstwhile Grey Street (now Yusuf Dadoo St) area, was separated from the “White CBD”, and although the resident population is no longer primarily Indian businessmen and their families, the rich architectural cultural and social heritage of this area is a significant asset that should be acknowledged, retained and leveraged in any regeneration plan. Its character as a cultural melting pot is important in the collective memory of residents and attractive to visitors seeking a unique experience. The area is also the only good example of mixed-use urbanism in Durban, and has lessons for regeneration of the Inner City as a whole.

The adjacent Warwick precinct is eThekweni’s main transport hub, and because of the existing structure of the city, has huge commuter footfall through it. It is a space of opportunity for the informal and the marginalised, and also has some niche tourist appeal, although this is in spite of poor urban management and high levels of crime, grime and perceived chaos. Opportunities for regeneration, particularly investment in the public realm, but including the development of appropriate residential accommodation, are enormous and an urgent priority. Local district distinctiveness based on the historical role of various precincts across the whole of the study area should be recognised, and significant sites, routes, and views should inform design. Heritage buildings and elements should be incorporated into various project scales and the past should be researched and included into the future of particular areas. Adaptive reuse in conjunction with new development provides a plethora of potentials. Heritage conservation principles, in support of the above, should be carefully applied.
Figure 8: eThekwini Inner City 1823

Source: Urban Solutions
Figure 9: eThekwini Inner City 1845

Source: Urban Solutions
Figure 10: eThekwini Inner City 1898

Source: Urban Solutions
3.1.3 BASE THE FUTURE ON THE PAST

Based on this understanding of history, the Local Area plan for the future of the Inner City of Durban thus needs to:

- Recognise the good and successful parts of the city, build on these and align the future development with the structure and geography of the city
- Showcase and protect the Inner City’s unique history and culture
- Recognize the elements of the segregated city and focus on eradicating spatial segregation
- Use the existing and future built form to reinstate and celebrate natural systems that support the sustainable development of the Inner City

3.1.4 THE PRESENT – UNDERSTANDING THE CITY

Today the Inner City of Durban is a diverse and complex part of the city, rich in culture and opportunities. It is characterised by its strategic location both as a major CBD and its Port linkage, significant transportation exchange and networks, accessible metropolitan and local facilities, key sporting and recreation facilities, concentrated and diverse population and activities, as well as complex formal and informal networks and exchanges.

The area fulfils a wide range of roles and functions including

- The economic hub of the metropolitan area - commerce, port and industry, informal sector
- Tourism
- Sporting and Cultural facilities
- Transport hub, including the Integrated Rapid Public Transport Network
- Range of Housing
- Social Facilities
- Education
- Courts and legal cluster
- Municipal and Government Office and Facilities

A snapshot of the main statistics for the Inner City is tabulated in Annexure 1. Of note is that the current population of approximately 60,000 to 70,000 people constitutes only 2% of the metropolitan population which is very low compared to other Inner City locations around the world.

The average density is slightly higher than the rest of the city, the average household size slightly smaller and the average person residing in the Inner City slightly better educated than in the rest of the city. There are better employment rates than average and household income levels are increasing, however, just fewer than half the population earn below R3,200 per month.

<table>
<thead>
<tr>
<th></th>
<th>Metropolitan Population</th>
<th>Population in the Core</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copenhagen (2003)</td>
<td>1 524 000</td>
<td>501 000</td>
<td>33%</td>
</tr>
<tr>
<td>Hamburg (2002)</td>
<td>2 593 000</td>
<td>1 726 000</td>
<td>67%</td>
</tr>
<tr>
<td>Seattle (2000)</td>
<td>2 712 000</td>
<td>563 000</td>
<td>21%</td>
</tr>
<tr>
<td>Stockholm (2002)</td>
<td>1 684 000</td>
<td>758 000</td>
<td>45%</td>
</tr>
</tbody>
</table>

Table 4: Comparison of Metropolitan Populations

Source: Metropolitan World Atlas, 2004 Arjen Van Susteren and Joost Grootens (Illustrator)
3.1.4.1 *INNER CITY STAKEHOLDERS*

There is a complex, broad array of stakeholders that use the Inner City in different ways and therefore have varying expectations regarding the roles that it does and should perform. These include large institutions such as the National Ports Authority, TRANSNET and PRASA, a wide array of property owners from large businesses to homeowners, numerous formal business organisations, a significant component of informal businesses and traders, and a variety of transport providers, sports organisations, recreational users, tourism organisations, workers, travellers and shoppers. Government Departments also constitute major stakeholders.

3.1.4.2 *CONTEXTUALISING REGENERATION OF THE INNER CITY OF ETHEKWINI*

The Spatial Development Framework of eThekwini Municipality (2013-2014) identifies the Inner City as the urban core and the gateway to the greater city of Durban. This core has experienced a significant negative cycle of business flight, disinvestment in privately and publically held residential and commercial built form and well intentioned, but poorly coordinated public interventions which have in turn resulted in an underperforming Inner City economy and an area in decline. The need to revitalise the Inner City, realising the true value of the existing assets and in turn creating the opportunity for new investment has been identified as a key requirement of the LAP and Regeneration Plan.

The LAP and Regeneration Strategy are not occurring in a void. Improvements in operational coordination, integrated infrastructure planning and coordinated socio-economic driven responses to the changing needs of the City are being recorded into this strategic planning tool and incorporated into how regeneration can be best achieved in the Inner City. As noted in Table 53 below, while there remain notable key challenges, there are significant number of opportunities that may be capitalised on.

**Table 5: Opportunities and Challenges**

<table>
<thead>
<tr>
<th>Opportunities that can be capitalised on</th>
<th>Key challenges facing the regeneration of the Inner City</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Supportive Policy Context</td>
<td>• Low and declining economic growth rate</td>
</tr>
<tr>
<td>o National – National Development Plan and Integrated City Development Grant</td>
<td>o Inefficient urban property market</td>
</tr>
<tr>
<td>o Local</td>
<td>o Discriminatory rental practices</td>
</tr>
<tr>
<td>▪ Densification Strategy</td>
<td>o Depressed property value</td>
</tr>
<tr>
<td>▪ IRPTN</td>
<td>o Speculative building owners</td>
</tr>
<tr>
<td>▪ Increasing emphasis on sustainability</td>
<td>• Unemployment and increasing poverty rate</td>
</tr>
<tr>
<td>▪ Return to ABM</td>
<td>• Growing level of inequality</td>
</tr>
<tr>
<td>▪ Smart Cities Initiative</td>
<td>• Competition with other Cities</td>
</tr>
<tr>
<td>▪ Cool Cities Initiative</td>
<td>• Competition with other Urban centres in eThekwini – flight of capital and corporates, knowledge and skills</td>
</tr>
<tr>
<td>▪ 100 Resilient Cities</td>
<td>• Poor institutional arrangements which include: poorly articulated and incoherent planning, lack of communication and involvement of the stakeholders resulting in ad hoc implementation of projects</td>
</tr>
<tr>
<td>▪ City Planning Commission</td>
<td>• Low population density</td>
</tr>
<tr>
<td>• UDZ Tax Incentive</td>
<td>• Waste</td>
</tr>
<tr>
<td>• Public starting to demand engagement</td>
<td>• Crime</td>
</tr>
<tr>
<td>• Government owned land</td>
<td></td>
</tr>
<tr>
<td>• Available land and buildings in the Inner City for development and/or redevelopment</td>
<td></td>
</tr>
</tbody>
</table>
Opportunities that can be capitalised on

- Some new investment and interest in regeneration in old and bad buildings
- Convention and Exhibition market
- Waterfronts and sports facilities and events
- Favourable climate
- Proximity to the Port and port expansion plans
- Seat of Legal practice
- Seat of Local Government and many provincial offices
- Commonwealth Games 2022
- Extensive existing blue and green spaces

Key challenges facing the regeneration of the Inner City

- Lack of pride
- Bad buildings
- Street sleepers
- Congested pedestrian space (narrow pavements, traders, etc.)
- Car dominance in design
- Uncoordinated Public Transport systems
- Infrastructure degradation
- Increasing urbanisation and housing backlogs resulting in a shortage of Inner City residential accommodation across all market segments
- Sea Level Rise
- Flash flooding
- Heat island effect
- Electricity and water shortages

3.1.5 National, Provincial and Local Government Policy, Strategy and Project Context

There is a vast array of polices and documents that provide guidance for the Inner City regeneration. A review of the list below clearly indicates that the lack of regeneration is not due to a lack of policy directive, but rather a lack of a clear plan to take this forward towards integrated and co-ordinated implementation.

**Policy Influence**

- National Policy Plan-National Development Plan, SPLUMA Principles
- Integrated City Development, Neighbourhood Development Partnership - Urban Network Strategy
- Integrated Urban Development Framework (Draft, 2014)
- Provincial Policy Plans – PGDS and SDF
- Local Government Policy
  - Integrated Development Plan,
  - Spatial Development Framework,
  - Central Spatial Plan,
  - Densification Strategy
- Municipal Plans – Centrum, Batho Pele Precinct, Point framework, Warwick proposals, etc.

**National Initiatives**

- ICDG - BEPP, Integration Zones;
- Precinct Management

**Provincial Initiatives**

- Catalyst Projects – e.g. Victoria Embankment
PRASA Initiatives

- KZN Regional Strategic Plan
- Station Upgrades

Municipal Initiatives

- Municipal Planning Commission - The City on the Edge – structured engagement
- 100 Resilient Cities Project
- Built Environment Performance Plan – Integration Zones etc.
- ABM Office including iTRUMP and Urban Management Zones - Meeting with Business; Inner City Action Plan – Maintenance Management Plan; Bad Buildings programme
- eTA – IRPTN
- Commonwealth Games – Athletes Village, light rail etc.
- Social Housing
- Safer Cities

Private Sector Projects and Initiatives

- Point (in partnership with Municipality)
- Sports/Soccer Academy (in partnership with Municipality)
- Tsogo Sun expansion
- Iconic Tower
- Chamber Inner City Forum – regeneration proposals

NGO Initiatives

- Dennis Hurley Centre, iCARE, Asiye eTafeleni, etc.

The following plan (Figure 12) highlights other major projects within the Municipality that complement the Inner City LAP and Regeneration Plan.
Figure 12: Major Development Projects within the eThekweni Municipality 2016
3.2 THEME 2: ECONOMIC DRIVERS OF REGENERATION

Realising this future requires that an economic rationale is used as the basis for the Inner City’s regeneration, which speaks to the desired outcomes of job and wealth creation and a stable and inclusive society. The three major economic sectors that yield this opportunity for regeneration are Tourism, New Business as well as Services and Education, all contextualised within the Durban Port City.

Figure 13: Economic Drivers of Regeneration

- **Tourism - International & Domestic Events, Cruise and Sports**
  - Need appropriate accommodation
  - Need improved connectivity - public transport and walkable
  - Need to be cleaner and safer
  - Depth of services and attractions throughout the Inner City

- **New Businesses - Small and Medium**
  - Repurpose Bad Buildings to accommodate
  - Port related, Freight and Logistics, ICT and Smart City
  - Generate demand for services and accommodation – live work play
  - Transport networks important
  - Need to be cleaner and safer

- **Services and Education**
  - Growing sector covering a wide range of services including government, marine, legal and the like
  - Drive demand for accommodation and retail and leisure
  - Need to be cleaner and safer
  - Link to transport networks
  - Knowledge economy support/Smart City

3.2.1 TOURISM

The Inner City plays a major role in eThekwiní’s tourism offering. Providing a range of activities and accommodation, visitors elect to stay and experience the offerings of beachfront, conferencing venues and sporting and cultural events. Tourism attractors like Ushaka, the ICC and Wilsons Wharf as well as the beachfront and promenade are all within the study area and while are not directly or specifically well connected to heritage facilities and other attractions like the markets or museums located deeper within the inner city. These constraints are relatively easy to address; more especially as the City is viewed as a major domestic tourism attraction with significant conferencing and eventing activities.
The core of Durban’s visitors are domestic travellers with approximately 7.1 million trips recorded to the Province of KZN, and 1.7 million to Durban alone, according to the 2014 statistics release from Tourism KZN. This market seeks access to the beaches, live shows and sporting events as well as visiting nature based attractions and importantly, access retail throughout the Inner City.

South African Tourism Statistics records an estimated 847,146 foreign tourists visited KZN in 2013. This comprises both the long-haul source markets like USA and UK and closer to home, cross-border visitors from Swaziland, Zimbabwe and Lesotho. Within the top 10 source markets, 64% is drawn from SADC neighbouring countries, indicating Durban’s significance as a regional hub of tourism.

Tourism KZN reports figures from 2012 that show that although 61% of arrivals are local, only 11% of total expenditure originates from these visitors, while international arrivals make up only 16% of the total but represent 63% of Durban spend. This trend speaks to the need to develop suitable responses to this market, to provide accommodation, transportation and activity based products affordable and desirable in addition to being well distributed throughout the Inner City to pull tourism spend from isolated pockets, as is currently evidenced as occurring when the clustering of tourism activity is mapped as above.

Sporting events, like conferences have the ability to generate impressive local multipliers, by attracting in visitors, vendors and spend through both direct and induced job creation. However, the risk of internalising spend within a sub-precinct or event venue restricts the positive economic impacts of eventing has on the Inner City as a whole. The spatial response is the need for improved ease of connectivity and walkability, allowing tourists to move easily from conferencing facilities at the ICC to attractions elsewhere in the Inner City, like the markets and beachfront, requiring the area to be attractive, clean and safe.

The niche of cruise tourism has yet to make a significant impact on the inner city, as there are few packages available to tourists to experience the local area, rather they are taken directly to places such as the Valley of 1000 Hills or on shopping excursions to super regional malls. There is a clear opportunity to improve the connectivity of the proposed cruise terminal with the Point and through
this encourage more cruise tourists to disembark in the city and more local experiences within the immediate inner city precinct to attract them.

3.2.2 NEW BUSINESS DEVELOPMENT

Innovation and entrepreneurship are seen as key elements in economic growth and development, and job creation, cutting across all sectors. This has been emphasised in a number of policies across spheres of government. Although Small, Medium and Micro Enterprise (SMME) have a critical role to play in addressing sluggish economic growth and low rates of job creation, levels of entrepreneurship and growth in the SMME sector remain low in South Africa in part due to start up and initial phase constraints.

The National Development Plan (NDP) identifies several ways to support SMMEs and new firm creation, including public and private procurement to stimulate demand, easing access to finance, regulatory simplification in areas such as business registration, tax and labour regulation as well as reforms to the skills training landscape. Policy initiatives to support SMMEs – such as credit guarantee schemes, entrepreneurship training, business incubation and technology assistance – are slowly improving SMME survival rates. Although much of the support required is institutional, and in some cases outside of the local government mandate, the spatial and built environment elements need to be considered in local area planning and management, as well as the regeneration strategy.

In light of significant spatial and sectoral shifts, nationally and in the Inner City, an opportunity arises for SMMEs to locate in the Inner City and contribute to the regeneration and revitalisation of the local economy through investment in buildings, job creation and sectoral linkages. Currently, the Inner City has A, B and C grade office floor space, available at competitive rates. Table 4 illustrates this by comparing mean office rentals across different locations, a competitive advantage for small businesses looking for well located, affordable office space.

Table 6: Comparison of average office rentals (R/m², excl VAT, (Rode Report 2Q2015)

<table>
<thead>
<tr>
<th>Location</th>
<th>Grade A+</th>
<th>Grade A</th>
<th>Grade B</th>
<th>Grade C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durban CBD</td>
<td>90.00</td>
<td>75.00</td>
<td>55.00</td>
<td>45.00</td>
</tr>
<tr>
<td>Durban Berea</td>
<td></td>
<td>105.00</td>
<td>90.00</td>
<td>80.00</td>
</tr>
<tr>
<td>La Lucia Ridge</td>
<td>147.50</td>
<td>127.50</td>
<td>105.00</td>
<td></td>
</tr>
<tr>
<td>Westville</td>
<td>130.00</td>
<td>107.50</td>
<td>95.00</td>
<td>82.50</td>
</tr>
<tr>
<td>Hillcrest/Kloof</td>
<td>125.00</td>
<td>110.00</td>
<td>85.00</td>
<td>75.00</td>
</tr>
<tr>
<td>Cape Town CBD</td>
<td>156.67</td>
<td>121.25</td>
<td>98.33</td>
<td>67.5</td>
</tr>
<tr>
<td>Pretoria CBD</td>
<td>125.00</td>
<td>87.50</td>
<td>82.50</td>
<td>67.5</td>
</tr>
<tr>
<td>Johannesburg CBD</td>
<td></td>
<td>85.00</td>
<td>65.00</td>
<td>30.00</td>
</tr>
</tbody>
</table>

Although the price per square metre is significantly lower than competing locations, both within eThekwini, and in other cities, traditional and outdated letting practices make it difficult for small businesses to find suitable sized office spaces. Building owners and commercial property brokers should see an opportunity in repurposing old buildings to facilitate SMMEs unique needs for shared services and scalable work spaces. Successful cities have seen a proliferation of these shared office spaces designed to provide a suite of services and a conducive work environment for local
entrepreneurs. The regeneration strategy should aim to address this through appropriate incentives to developers who are willing and able to provide appropriate spaces for these purposes.

Importantly, local government needs to put in place policies and mechanisms to protect SMMEs from excessive, market driven increases in office rentals in certain zones. New entrants in freight and logistics commercial activities, service industries and the creative industries would be the core focus sectors for the Inner City.

New theories in urban economics and economic growth suggest that shared spaces in the workplace stimulate the transmission of ideas, forge partnerships and contribute to the knowledge economy. The provision of a range of productive spaces contributes towards the vision of an inclusive city, with productive spaces within walking distance of residential areas and transport hubs.

3.2.3 SERVICES AND EDUCATION

The nature of urban economies has changed over the past several decades. Traditionally inner city precincts were characterised by large corporate headquarters, occupying entire high rise offices, providing employment for inner city and suburban residents. Globalization forces and changes in technology have had a great impact on the way of doing business and several of these large companies have downsized or relocated. In South Africa, the shift has seen large corporates moving out of the inner city into decentralised office parks and “new town centres”, designed and built to support changing business requirements.

Productive and competitive inner cities are now driven by clusters of companies, talent, and support industries. Policies aimed to stimulate growth in new business clusters face several challenges, and successful cities have seen clusters emerge and expand around large anchor institutions—mainly research universities, colleges, medical centres, government service centres and creative or knowledge-based institutions—that influence the form and function of urban economies.

This is evident in Figure 15 that maps out the distribution of medical and education facilities in the Inner City.
In addition to the provision of essential services, and amenity value that increases the attractiveness of the Inner City as a residential location, evidence from other cities suggests that larger educational and medical facilities act as anchor institutions that contribute to regeneration in a number of ways, since their location in the inner city is long term, if not permanently fixed.

Expanding these services in the Inner City contributes towards the realisation of the vibrant and safe 24-hour economy, providing a range of goods and services for all, within walkable distance from residential areas, open spaces and public transport hubs.

3.2.4 CONTEXTUALIZING ECONOMIC REGENERATION OF THE INNER CITY
This sub section of the report provides the economic rationale for the three major drivers of economic regeneration in the Inner City and articulates in greater depth the major economic activities, trends and impactors considered and reviewed to inform the design component of the local area plan. The focus is not intended to be a comprehensive analysis of the city economy; but rather focuses on spatial economic information that is of particular relevance to the regeneration strategy.

3.2.4.1 SECTORAL STRUCTURE OF THE eTHEKWINI ECONOMY
Figure 14 shows the changing sectoral structure of the eThekwini economy over time. The most significant changes are the contraction of the contribution of manufacturing to the GVA of eThekwini and the increasing share of financial services, wholesale and retail trade, and community services. Although each sector has increased its total output over the period, the dominance of individual sectors suggests significant changes in the scale of different activities.
As noted in the lower of the graphs, while the economy has grown, the employment rate has not kept pace. Structural shifts in the economy, including, in some instances, to more capital intensive activities
explain in part the phenomenon of jobless growth. While finance and business services is the fastest growing sector, in terms of GVA share, retail and government have been the fastest growing employment sectors.

3.2.4.2 CONTEXTUALISING THE INNER-CITY SPATIAL ECONOMY

One of the main aims of spatial development planning is to achieve the optimum organisation and use of land resources in order to meet the social, environmental and economic needs of present and future generations. In order to achieve this, it is essential to understand flows of capital, labour, produce, raw materials, and information on a spatial plane. In this context the “spatial economy” can be defined as the complex system of common or related flows and markets for economic activities such as labour and property and capital markets and the built form. The relationship between flows and markets is not necessarily linear; and complex feedback loops complicate a clear assessment of cause and effect. The urban form is the spatial manifestation of hundreds of individual economic decisions, actions and connections that together influence space and are in turn influenced by space.

- Households make choices about whether to move, and if they move, where to locate.
- Businesses choose locations that suit their particular requirements.
- Developers make choices of what properties to develop or redevelop and into what use, at what density and scale.
- Governments make spatially targeted infrastructure investments, and place regulations on development in the form of land use plans, density parameters, environmentally-sensitive land recommendations, urban growth boundaries and many other policies.

Markets are an institution that emerges spontaneously from the interaction of decision makers and decision outcomes, based on willing buyers and sellers, establishing prices for goods and services that provide key incentives and signals. Competitive and efficient markets require the free flow of information, the protection of property rights, managed or negligible externalities, and enforcement of contracts. In cities, where multiple stakeholders exist in close proximity, these conditions may not always be met, and interventions are required to coordinate and facilitate transactions towards socially optimal outcomes.

3.2.4.3 CLUSTER DEVELOPMENT AS AN ECONOMIC DRIVER OF REGENERATION IN THE INNER CITY

Economic activities in the Inner City will remain, expand and new activities will be attracted into the space. There are clear competitive advantages to being located within the Inner City, for some business it may be as simple as accessing constant high volumes of foot traffic, a condition which would be hard to have replicated elsewhere in the metropolitan area which does not contain a CBD and major transport nexus. In order to foster activities around regeneration in the Inner City, signals given through built environment (public investments) and area management interventions enhance the competitiveness of the location by indicating worth to other economic decision makers. Importantly, the factors that influence the attractiveness or competitiveness of one location over another differ between economic activities, individual preferences, natural locational attributes and presence of other firms and markets, thus what may be attractive in the Point area may not be an effective attraction in Warwick.

Theories of agglomeration in economics, suggest that once a location has established a critical mass of activities, other firms, that may be in the same industry, or have some link to existing sectors, will
move into that location creating a virtuous cycle of economic expansion and development, this is evident when considering the clustering of automotive service activities along Stalwart Simelane and between the ICC and Rivertown in the Inner City.

The spatial analysis of economic activities in the Inner City, suggests that a number of different clusters exist. Michael Porter, famous for describing the conditions of competitive advantage, and developing much of the theory on cluster development has had the following quote attributed to him: “Latch on to any cluster you have and upgrade it. There is no bad cluster.”

While it is important to identify and target desirable economic activities, which hold high potential as drivers of regeneration in the Inner City, there is also a need to protect and support existing activities in the Inner City that provide sustainable livelihoods and promote an inclusive economy. Improved spatial and urban design, improved connectivity between firms, and clusters, workers and people, will help direct the City towards the vision of the inclusive, productive, competitive Inner City.

**Table 7: Clusters of Aligned economic activities in the Inner City**

<table>
<thead>
<tr>
<th>Innovation, Research and Development</th>
<th>Tourism</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Education</td>
<td>• Conferences, Exhibitions, Trade Shows</td>
</tr>
<tr>
<td>• Health</td>
<td>• Beach tourism</td>
</tr>
<tr>
<td>• Agriculture</td>
<td>• Sports and events tourism</td>
</tr>
<tr>
<td>• Green energy</td>
<td>• Cultural tourism</td>
</tr>
<tr>
<td>• ICT</td>
<td>• Health tourism</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Business, legal and finance activities</th>
<th>Port, maritime and marine related activities and services and freight logistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Maritime-related administrative and operational services</td>
<td>• Port operations (TNPA, TPT, etc.)</td>
</tr>
<tr>
<td>• Finance and insurance</td>
<td>• Maritime Services (forwarding and clearing, ship chandelling, agents and operators)</td>
</tr>
<tr>
<td>• Legal services</td>
<td>• Marine services (yachting, recreational fishing, training)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Manufacturing</th>
<th>Retail trade</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Automotive repairs and body work</td>
<td>• Revamping arcades and existing centres</td>
</tr>
<tr>
<td>• Food and beverages</td>
<td>• Markets</td>
</tr>
<tr>
<td>• Clothing and textiles</td>
<td>• Informal trade</td>
</tr>
<tr>
<td>• Surfboard manufacture</td>
<td>• Related logistics</td>
</tr>
</tbody>
</table>

The data has been interpreted into maps showing the spatial distribution of these activities in order to understand the contribution of these activities to growth and job creation as well as to identify clustering of similar or complementary activities.
Legal services are still clustered around the magistrates’ court, with smaller clusters towards Umgeni Road.

Many of these firms benefit from being close to the courts, as well as financial services and the port.

Although Quantec does not report on GVA contribution of legal services, they are included in finance and business services and serve an important purpose in the inner city.

In general, activities associated with legal services are skills intensive and the industry attracted highly skilled, higher income users to the inner city.

The finance and insurance uses in the inner-city are still clustered around the traditional CBD. Despite the significant movements out of the city, by large banks and financial institutions, a number of firms are still operating in the inner-city, with smaller clusters emerging in other precincts.

The retention and expansion of these activities in the inner city in the future are key to the growth and revitalisation of the CBD are of the inner city in particular.

In addition to the contribution to employment and GVA, growth in financial service providers offering products to growing businesses in the inner-city is key to the future of the inner city.
The **clothing and textile** cluster is one of the dominant manufacturing activities in the inner city (as well as automotive repair and surfboard manufacture) which provides employment to a large number of individuals including a large number of informal workers. This industry has recently been boosted by national initiatives to protect the sector from imports and increase competitiveness of South African firms. There is clear evidence of clustering in around Warwick and the CBD.

**Retail activity** is dispersed across the more populated areas of the inner-city where accessibility is high.

The largest clusters are around South Beach and in the city centre where most of the large retail outlets are located. Data from Quantec show a sustained increase in GVA from retail and wholesale activities over the period from 1995 to 2013 as the city centre serves an increasingly large market with traders travelling across to borders to shop in Durban, and commuters passing through Durban tend to meet their retail needs in the city centre.

In compiling an economic growth and job creation strategy, it is tempting to focus on one, or a few key sectors, but given the high levels of unemployment in the Inner City, and our commitment to the principle of inclusivity and the vision of a city for all, plans and interventions should allow for mixed use and diverse mix of economic activities.
3.2.4.4 **IMPORTANT ROLE OF THE INFORMAL ECONOMY**

The informal economy plays an important role in sustaining the livelihoods of vulnerable groups and providing an entry point into the formal economy for emerging small businesses. There is a vast and growing literature on the understanding of the social, economic and spatial aspects of the informal economy and the complex and interwoven networks that exist between informal workers and the formal economy. Informal trading activity, service provision and even light manufacturing all feature in the Inner City. In many cases, these informal workers operate out of their homes or as undocumented piece workers and their space requirements are not easily discernible but accessibility and connectivity are key determinants of location potential, particularly for traders.

Land located close to economic opportunities is usually the most expensive land, and therefore the market tends to work against providing such land to low-income groups. Inadequate access to well-located urban land has immediate and long-term economic and social implications not only for those excluded, but also for the sustainability and efficiency of the overall urban environment, and for the overall social fabric of the city.

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**How do we understand informal trading?**

- Informal trading refers to a set of activities which are less regulated and protected by government than other trading activities
- Informal traders however have links to the more formal economy
- Informal traders are diverse – both in the range of products that they sell, the services they offer, whether they are marginal or lucrative, efficient or inefficient and whether they trade and operate on the streets or in different forms of markets and buildings
- Informality has become an inevitable part of many modern Cities especially in the developing world.

*Thus the City needs to provide regulation, protection and support for both the informal sector as well as to balance their interests with those of pedestrians on streets, property owners and residents as a component supporting of Regeneration.*

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A significant amount of work has been done in order to understand the informal sector in eThekwini and specifically the Inner City, and the objective of this section in the LAP is to build on the successes of previous interventions, and find innovative solutions to unsolved challenges. The urban design principles in this LAP need to carefully consider the impacts on informal activities to balance and manage conflicting needs and expectations and ensure that interventions align with the principle of inclusivity and integration.

The emerging spatial responses designed to address constraints facing the informal economy are designed to support and protect the informal sector in suitable trading areas in identified:

- Streets with wider-pavements
- Around public transport hubs and other facilities with high levels of pedestrian movement

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3 Adapted from the City of Johannesburg’s Department of Economic Development CID forum presentation [available online: http://cidforum.co.za/files/Promulgation%20of%20trading%20areas%20presentation.pdf]
• Market spaces

Trading areas should be clean, secure and well managed with access to safe and hygienic ablution facilities, clean water and lockable storage. To facilitate the provision of suitable services, specialised markets should be identified. These markets have the advantage of clustering complementary products and services and centralising facilities such as food preparation areas, cooking facilities, storage facilities, access for supplies and other support services that are unique to different goods and services.

In addition to support for informal sector, these activities should be well managed to avoid conflict with other city users.

3.2.4.5 *Urban Property Market*

The urban property market is based on the supply of and demand for land and buildings in the local area, for both commercial and residential purposes.

3.2.4.5.1 Commercial Property

The SAPOA vacancy rates for 2015 Q2 are around 10% for the Durban CBD which translates to approximately 17% in the core CBD, and 5% for the rest. High vacancy rates may point to low demand, but also market failure due to unwillingness of owners to release buildings that are no longer in use. The prevalence of speculative landowners has been identified as one of the challenges to development in the inner city.

Table 8: Commercial property trends, 2015, Q1

<table>
<thead>
<tr>
<th>Grade</th>
<th>Total Rentable Area (m²)</th>
<th>Area Available for Leasing (m²)</th>
<th>Current vacancy (%)</th>
<th>Previous Months</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3 (%)</td>
</tr>
<tr>
<td>A</td>
<td>163 562</td>
<td>34 876</td>
<td>21.3%</td>
<td>20.1%</td>
</tr>
<tr>
<td>B</td>
<td>177 445</td>
<td>16 828</td>
<td>9.5%</td>
<td>8.5%</td>
</tr>
<tr>
<td>C</td>
<td>385 019</td>
<td>39 958</td>
<td>10.4%</td>
<td>15.8%</td>
</tr>
<tr>
<td>Total/Average</td>
<td>726 026</td>
<td>91 662</td>
<td>12.6%</td>
<td>14.9%</td>
</tr>
</tbody>
</table>

Table 86 shows the current property vacancies by office grade, as at 2015, Q1. Trends across the sample suggest that vacancy rates are increasing for A grade office space but decreasing rapidly for C grade space, which is significantly cheaper. This indicates that there is a higher demand for more affordable space in the CBD, which needs to be factored in to the regeneration strategy.

3.2.4.5.2 Residential Property

Residential property trends are based on Lightstone reports for different areas in the Inner City.

Table 9: Residential property profiles

<table>
<thead>
<tr>
<th>Sub-Place</th>
<th>LSM Level</th>
<th>Trend</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Beach</td>
<td>LSM 8 high</td>
<td>Property prices remain stable. Over 8 year occupancy.</td>
</tr>
<tr>
<td>South Beach</td>
<td>LSM 7 high – LSM 8 low</td>
<td>Property prices increased. People retaining property. Over 8 years of occupancy.</td>
</tr>
</tbody>
</table>
Table 97 shows the general profiles of different areas in the Inner City, which do not necessarily correspond to precinct boundaries. Different areas serve the residential needs of different groups and clear trends are evident. Rather than mixed income areas, there is evidence of income based segregation, most likely as a result of historical factors such as apartheid policies that excluded certain groups from the core of the city and the firm and household decisions where individuals make trade-offs between different location according to personal preferences and constraints.

### 3.2.4.6 Summary and Economic Implications for the LAP

The key requirements for regeneration is an approach that balances the requirements of existing and future Inner City users. The mandate of local government is to fulfil the traditional roles of service provision and regulators, and, more recently, to become proactive facilitators of economic development and investment. The regeneration of the Inner City will only come about with full cooperation from the private and public sector, and buy in from community leaders and civic society. The roles of each of these stakeholders is elaborated in the National Treasury report “The Art of Precinct Management”, published in 2014.

In order for the private sector to respond to changes in the inner city that come about from urban upgrades, the mechanisms through which market forces operate need to function efficiently. Therefore, we recommend that the revitalisation strategy provides an institutional framework that works towards the support of:

- A functioning **property market** – releasing underutilised land for development
- An efficient **capital market** – attracting investment; and
- A growth centric **labour market** - delivering jobs by matching the skills profiles of the inner city economic activities and inner city users

These notions are linked and all three markets need to function efficiently to create an environment whereby Inner City revival perpetuates itself. Failure within the markets for capital, property and labour will result in suboptimal outcomes and limit the potential for revitalisation. The first step towards allocative efficiency, is the creation of mechanism that forms the interface between public sector interventions and private sector responses.
3.3 Theme 3: Making the Inner City Sustainable and Resilient

According to the Brundtland Report (1987) Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Resilience is a relatively new term that is gaining traction in the urban development field and is defined as the capacity of individuals, communities, and institutions within a city to adapt to various stresses and shocks that they face and be able to not only bounce back but to ‘bounce forward’ to a better improved state. eThekwini Municipality of one of 100 cities participating the 100 Resilient Cities Programme (www.100resilientcities.org). It is expected that a resilience strategy will be developed as part of this initiative in 2016. The focus areas that have been identified for this strategy are:

1. Bold and Participatory Governance
2. Knowledge-centred City
3. Innovative Place-making
4. Sustainable and Ecological City
5. Catalytic and Transformative Economy
6. Equitable and Inclusive Society

This component of the Inner City LAP specifically addresses the focus area of a Sustainable and Ecological City. Other resilience focus areas such as innovative place-making and catalytic and transformative economy are addressed in other components of the Inner City LAP.

Key issues that will need to be addressed in the LAP to ensure a sustainable and resilient inner city are:

1. Management of development adjacent to the beach
2. Minimising flooding and flood impacts
3. Managing the heat island effect
4. Reduction of GHG emissions
5. Improved waste management
6. Enhanced biodiversity

3.3.1 Management of Development Adjacent to the Beach

3.3.1.1 Reducing Future Damage to Infrastructure

The Inner City of Durban is bounded by the Sea on its eastern side and is susceptible to coastal storm events. The most recent severe storm took place in 2007 and caused damage to infrastructure in the Study Area. It is projected that climate change will result in increased severe and tropical storms in Durban (Golder Associates Africa, 2010).
In addition, the current rate of sea-level rise for Durban has been calculated at 2.7 ± 0.05 mm/yr (Mather, 2007). The most recent report from the Intergovernmental Panel on Climate Change found that under a high emission scenario global sea level rise by 2100 is projected to be between 520mm to 980mm, under a scenario of substantive emission reduction global sea level rise by 2100 is projected to be between 260mm to 550mm (IPCC, 2013). To project possible impacts of sea level rise in Durban, eThekwini Municipality commissioned modelling of three sea level rise scenarios for Durban over a hundred-year period (Mather, undated) which are available on request from eThekwini Municipality.

Considering the riskiness of development adjacent to the beach front, the Inner City Local Area plan will not extend the existing development footprint of the inner city closer to the beach front and also recommends that a policy of managed retreat should be applied to any infrastructure already located in risk areas. Any developments planned for the immediate beach front area should consult the sea level rise modelling scenarios for Durban to understand potential future risks.

3.3.1.2 MINIMISING SHADOWS ON THE BEACH

Since the beach is the key tourism asset of the inner city it is important that this asset be protected to ensure the beach continues to provide high quality recreational opportunities to tourists and local users. A potential threat to the recreational experience in the afternoon on the Durban beach is shadowing of the beach by adjacent developments. To minimise shadows on the beach the Inner City LAP will conform with the existing eThekwini Municipality policy that was adopted in 2008 entitled

Figure 17: Beach in front of Ushaka Marine World post the 2007 coastal storm event (picture: Margaret McKenzie)
“Minimisation of Shadows on Beaches Policy For eThekwini: Shadow Impacts on Beach and Residential Amenity”. The key components of this policy are:

a) All new buildings in the coastal zone will be required to undertake shadow impact assessments.

b) Amenities will not be approved unless it can be shown that the shadows are not apparent on the beach before 4pm in midwinter (swimming beaches) and 3pm in midwinter (all beaches).

c) All developments in the coastal zone should minimise overshadowing on southern neighbours and the beach through attention to orientation and the situation of tall buildings. Associated relaxation of development controls such as side space and building lines should be considered in order to facilitate minimised shadow impacts on beach amenity.

3.3.2 MINIMISING FLOODING AND FLOOD IMPACTS

The Inner City of Durban is bounded by the Umgeni River in the north. The map below showing the one in a hundred-year flood projections completed by eThekwini Municipality demonstrates that certain portions of the study area would be impacted.

**Figure 18: 1:100 Flood Projections for the Study area**

In addition to large scale flood events, since the Inner City is low lying and prior to development had a number of vleis it is frequently subject to smaller scale flash floods when the storm water system is unable to cope adequately with intense rainfall events.

Considering the risk associated with the 1:100 flood area the Inner City LAP will not allow for new development in the flood area that are intended to have a long life span and are not designed to cope with flood events. In addition, the Inner City LAP will protect existing open spaces that play a role in flood attenuation in the inner city and promote the use of sustainable drainage systems approaches in new developments and replacements of existing infrastructure.
3.3.3 Manage the Heat Island Effect

Durban has a sub-tropical climate and climate change predictions for Durban suggest that the annual average temperature will increase by between 1.5°C and 2.5°C by 2065 and by between 3°C and 5°C by 2100 (Golder Associates Africa, 2010). In this context it will become increasingly important to manage the heat island effect in Durban. The heat island effect refers to the phenomena where built up areas are significantly warmer than rural areas. The main cause of the urban heat island effect is the role that urban surfaces play in retaining heat from the sun. Waste heat from air-conditioning can be also be a contributor. To manage the heat island effect, the Inner City LAP will:

1. Promote the use of reflective materials in buildings
2. Increase the amount of natural vegetation including roof and vertical gardens
3. Promote the use of energy efficient and alternative forms of air-conditioning

3.3.4 Reduction of GHG Emissions

Cities in South Africa are significant sources of Greenhouse Gas (GHG) emissions. According to the 2012 GHG inventory for Durban the municipal area emitted over 29 million tonnes of CO₂e (eThekwini Municipality, undated). Two of the mains sources of these emissions are electricity use (accounting for 43% of emissions) and transport fuel (accounting for 37% of these emissions). Since electricity is generated outside of the municipality by Eskom and transport fuel is imported into the country the energy intensive nature of the Durban economy also represents a considerable loss to the local economy. Recent research into the energy future of eThekwini Municipality has found that “the overall cost to Durban’s inhabitants of a low-carbon way forward is lower than the Business as Usual scenario ... An energy efficient path will save the local economy R 15 billion by 2020.” (Sustainable Energy Africa, 2014).

To support an environmentally and financially sustainable future it is important that the Inner City plays a role in facilitating a low carbon future. To promote a reduction in GHG emissions the Inner City LAP proposes densification of the inner city, the extension of non-motorised transport and public transport connections and the establishment of a walkable city. In addition, the Inner City LAP also supports the Implementation of high levels of energy efficiency in homes and offices and recommends facilitating local renewable energy generation where possible.

3.3.5 Provide for Improved Waste Management

The Inner City is a significant generator of waste and litter is a major feature of the Inner City study area. There is no research on littering in Durban, however extensive research has been conducted on littering by the Keep America Beautiful Foundation (KAB) which provides some useful insights for Durban. Some important considerations to note are that a considerable portion of litter is generated from unintentional sources such as waste material blown from bins and construction material that has been left behind. In the case of deliberate litter KAB has found that American’s litter for the following reasons

1. “They feel no sense of ownership, even though areas such as parks and beaches are public property.
2. They believe someone else—a park maintenance or highway worker—will pick up after them.
3. Litter already has accumulated.” (KAB, undated).
It should also be noted that KAB research indicates that “the presence of litter in a community decreases property values by 7%.” (KAB, 2010).

More positively since the Inner City generates significant amounts of waste it is also a significant supplier of recyclable material. Statistics supplied by Durban Solid Waste indicated that approximately 12 tonnes of recyclable material is removed from the Inner City daily through buy-back centres. It is also estimate that one to two more tonnes are being directly removed by informal recyclers daily.

The Inner City LAP will allocate space for waste management in the Inner City. This includes space for the sorting of waste and temporary storage of waste before it is removed and propose implementation of proactive management of waste disposal methods in the Inner City to reduce sources of unintentional waste.

3.3.6 PROTECTION OF BIODIVERSITY

eThekwini Municipality falls within the Maputaland-Pondoland-Albany biodiversity hotspot. A biodiversity hotspot refers to a region with important biodiversity that is under threat from development. There are 34 biodiversity hotspots globally. The Maputaland-Pondoland-Albany biodiversity hotspot starts south of Durban in Eastern Cape and runs up the coast of KwaZulu-Natal into southern portions of Mozambique.

A biodiversity hotspot is a biogeographic region with significant levels of biodiversity that is under threat from humans. Norman Myers wrote about the concept in two articles in “The Environmentalist” (1988),[1] & 1990[2] revised after thorough analysis by Myers and others in “Hotspots: Earth’s Biologically Richest and Most Endangered Terrestrial Ecoregions”[3] and a paper published in the journal Nature[4].

To qualify as a biodiversity hotspot on Myers 2000 edition of the hotspot-map, a region must meet two strict criteria: it must contain at least 0.5% or 1,500 species of vascular plants as endemics, and it has to have lost at least 70% of its primary vegetation.[4] Around the world, 34 areas qualify under this definition, with nine other possible candidates. These sites support nearly 60% of the world's plant, bird, mammal, reptile, and amphibian species, with a very high share of those species as endemics.
eThekweni Municipality’s Inner City while largely developed is still characterised by considerable blue and green open space. These green and blue spaces in the Inner City provide habitat for flora and fauna, promote biodiversity in the Inner City and have a significant recreational function. The open spaces include, coastal vegetation, local parks and verges, the estuaries of Durban harbour and Umgeni, Greyville racecourse, Albert Park and various sports clubs. The Durban port and Umgeni estuaries serve a critical role in providing habitat for marine and bird life and as a result have been identified as critical biodiversity areas by the Environmental Planning and Climate Protection Department of the Municipality, in particular the recently gazetted Estuary Management Plan for the Durban highlights that “Any further loss of habitat or further constriction of water circulation could result in a collapse of the Bay ecosystem.”

Areas of biodiversity importance in Durban are included in the Durban Metropolitan Open Space System (D’MOSS). The D’MOSS system demarcates a network of open that are linked together and incorporate areas of high biodiversity value. The Environmental Planning and Climate Protection department has used systematic conservation planning (SCP) methodology to amend the mapping of the most recent version of D’MOSS. To give effect to D’MOSS the approved Scheme in eThekweni Municipality includes the following clause

“No person shall, within a D”MOSS controlled area (as defined in section 2 of the Scheme) develop any land, or excavate or level any site, or remove any natural vegetation from, or erect any structure of any nature whatsoever, dump on or in or carry out any work upon such site without having first obtained the prior approval of the Council in terms of this sub-clause.

No such approval shall be given unless the Head: Development Planning Environment and Management, after due examination, and subject to such conditions as he/she may specify, is satisfied that any such development, erection or other work referred to in the paragraph above hereof can be carried out without materially and/or temporarily degrading, destroying, or negatively impacting on the integrity of the biodiversity and/or environmental goods and services found or generated within the said area.

For the purpose of any examination referred to in the paragraph above, the applicant shall, where required by the Head: Development Planning Environment and Management submit such plans or other supporting documentation as the Head: Development Planning Environment and Management may require. Without affecting the generality of the aforesaid, such plans and supporting documentation may be required by the Head: Development Planning Environment and Management to be certified as being correct by an appropriately recognised/registered Environmental Consultant.

The conditions referred to above may be such as to:-

i. restrict the form or nature of the building or structure;
ii. limit the size and/or shape of the building or structure;
iii. prescribe or restrict the materials of which the building or structure is to be constructed;
iv. determine the siting of any building or structure and of any soak pits or other drainage works;
v. prohibit or control any excavation on the site, the construction of any roads, paths and other garden features;
vi. prohibit or control the removal of any natural vegetation;
vii. control any other aspects which the Head: Development Planning Environment and Management considers to be desirable.

In any approval or any conditions as may be specified by the Head: Development Planning Environment and Management above, the applicant shall enjoy a right of appeal to the relevant authority.”

While in general the Inner City LAP has avoided proposing new development on areas demarcated as part of D’MOSS some areas proposed for future development of the Inner City traverse parts of the Durban Metropolitan Open Space System (D’MOSS). These include:

- Albert Park: It is proposed that portions of the western, southern and eastern edges of the Park be developed
- Greyville: It is proposed that the southern portion of the internal green space in Greyville be developed
- Durban Bay: It is proposed that developments on the spit of land on Point Yacht Club is located be redeveloped.
- Umgeni estuary and surrounding flood plain: Three new development blocks are proposed that fall within the southern portion of the D’MOSS areas adjacent to the floodplain. No development is proposed for the majority of this area.

Given this clause quoted above in the schemes development in any D’MOSS area including those in the Inner City i.e. Albert Park, Greyville, Durban Bay and the Umgeni estuary and surrounding flood plain, would have to be the subject of an application to the Development Planning Environment and Management Unit including the Environmental Planning and Climate Protection Department. The Department would then call for the appropriate specialist studies to address the environmental issues involved.

The Inner City LAP proposes the following with regards to biodiversity

1. The development proposals discussed above which fall within D’MOSS are subject to appropriate specialist studies before any development is approved or supported by eThekwini Municipality.
2. Other D’MOSS areas and green open spaces in the Inner City be preserved for the natural resources they provide, such as water attenuation and flood control, and for the habitat they provide for local flora and fauna species.
3. The existing development footprint of the harbours edge is not extended in order to prevent disruption of the critical biodiversity areas within the harbour.
4. Where new greenery is introduced it should be indigenous and complement the existing network of open spaces to further support local biodiversity. The following preliminary list of indigenous species has been provided by EPCPD:
   a. Erythrina lysistemon
   b. Protorhus longifolia (fast growing)
   c. Harpephyllum caffrum
   d. Phoenix reclinata (palm)
   e. Rauvolfia caffra
   f. Millettia grandis
   g. Trichilia dregeana
   h. Ficus burkei (invasive roots)
   i. Ficus lutea (invasive roots)
Figure 20: Areas of Biodiversity and Ecological Support
4  Spatial Rationale — Four Principles that Will Guide the Spatial Development of the Inner City

The spatial logic for regeneration of the Inner City is grounded in the policy context, the understanding of the economic drivers of future growth as well as the vision that has been developed for the future of the area. The spatial logic itself is expressed in terms of spatial principles which will guide the development of strategies (what to do), the spatial framework (where will it happen) and projects (specific implementable actions). The principles all contribute to urban regeneration, and must be applied across all sectors.

These elements have been informed and developed with input from stakeholders at the stakeholder workshop held in June 2015, the project steering committee, a range of focus groups and smaller engagements with strategic stakeholders, including eThekwini Municipality officials, as well as by local and international best practice.

Figure 21: Spatial Principles Summary

- **A Connected City**
  - Physical connections - roads, cycle and pedestrian
  - Connected Open Space - green and blue
  - Social and Economic Connections

- **A Walkable City**
  - Mixed-use and densified with access to public transport and a range of economic and social opportunities
  - Structured around walkable neighbourhoods with a 400m radius

- **Land Use Intensity - An Integrated and Inclusive City**
  - Wide range of choice of housing and economic opportunities
  - Commercial, Social, cultural and heritage facilities for the wider metropolitan region

- **Unleash the Potential**
  - Regenerate and Expand
  - Include Existing Projects
  - Identify New Projects
4.1 Principle 1: Promote a Connected City

All cities throughout the world have developed around a set of interconnected streets and the spaces they form. The greater the connectivity the higher the intensity of development. Similarly, the Inner City of Durban has developed around an interconnected grid of streets within the core CBD area. This area is well connected to the west via the N3, the south via the M4 and the north via the M4 and Umgeni Road.

The area to the north of the Inner City is, however, disconnected from the west by the railway line and Umgeni Road. This area remains underdeveloped but provides a massive opportunity for the growth of the Inner City area. The CBD core also suffers from congestion at certain times of the day and ongoing regeneration and densification requires a reconceptualization of the road network and public transport system as well as elevation of non-motorised transport in importance.

Figure 22 illustrates the current regional connections whilst Figure 23 illustrates the factors that contribute to the disconnected City.
Figure 22: Regional Connections
Figure 23: Factors that Contribute to a Disconnected City
Key to unlocking development is therefore defining the current network (Figure 22 – Existing Network and Figure 23 – Current One Way Road System) and creating new connections around which cities naturally grow.

The core of this principle is therefore to

- Define an expanded Inner City mobility network for pedestrians, cyclists, public transport and cars.
- Link the Berea to the Ocean with new connections that overcomes access barriers to stimulate development potential.
- Extend the grid of streets to the north.
- Develop a range and variety of street types, global connectors to local streets to pedestrian and NMT networks.
- Allow the Inner City to start at The Umgeni River.

The proposals include

- Reconfiguring the existing road network to a two-way system and changing the function of the M4 and M12 (Figure 24)
- Adding new primary and secondary roads (Figure 25)
- Adding a network of new local and frontal streets (Figure 26)
- Prioritizing some areas for pedestrian movement (Figure 27)

These proposals combine to promote a new connected Inner City (Figure 28). The connections proposed have been tested through the use of Space Syntax to understand their contribution to increasing connectivity and have been amended to maximise this throughout the study area.

4.1.1 CONNECTIONS AND TRANSPORT

Based on improved connections the Inner City future transportation system will:

- Meet the needs of all citizens, providing integrated connections to meet local, regional and international expectations.
- Ensure equitable distribution of space for all users.
- Be convenient, safe and attractive and therefore unlock densification strategies.
- Contribute to a reduction in Durban’s total greenhouse gas footprint and minimise increases in transport related air pollution through the reduction in travel requirements, increased use of non-motorised transport options and increased use of public transport rather than private transport.

In order to meet the growing demands, the transport interventions are hinged upon:

- Maximising efficiency of existing systems.
- Enhancing existing systems and networks by the creation of new key linkages.
- Promotion of non-motorised transport and public transport with supportive land-use development.
- Reducing the need for travel and reducing travel distances to amenities.
The non-motorised transport elements include:

- The creation of two NMT axes that link the City in an east-west and north-south direction, along Dr Pixley Kaseme (linking the Beachfront in the east with Warwick in the west) and Masabalala Yengwa Ave (linking the Sports Precinct in the north and Victoria Embankment in the south) respectively.
- The creation of a supporting NMT network that links these axes to the remainder of the City and the Berea.
- The restructuring of all road space to ensure all modes are provided for as well as landscaping elements.

The key mobility corridor elements include:

- The development of a ring road system to alleviate congestion in the core of the City whilst maintaining mobility to access various other parts of the City.
- New links to the Berea improve overall accessibility of the City and reduce the burden on existing links.
- Creation of park and ride/park and walk systems along key mobility corridors, linking to public transport and NMT infrastructure.
- The creation of an institutional framework to deal with freight and parking in the City.

The public transport elements include:

- The IRPTN Program (both rail and BRT) is the vital transport element to support growth and development in the Inner City, providing local and regional access to the City.
- The expanded Inner City Distribution System will provide internal circulation and distribution in the City.
- The City-Airport link, from the Cruise Terminal, via Centrum and ICC, Sports Precinct and uMhlanga to King Shaka International Airport provides access for international visitors.
- These transport elements are to be integrated into a Central Transport Terminal on the Centrum site.

4.1.2 CONNECTIONS AND DEVELOPMENT POTENTIAL

Making new connections in the form of streets and paths allows developable land parcels to become a part of the expanded city grid. Smaller land parcels allow diversity, flexibility and fine grained development.

A mobility concept with higher mobility edges and a grid of connected streets creates a hierarchical framework of connections within and between neighbourhoods. This allows for diversity between neighbourhoods – including socio-economic diversity. Development must be mixed-use. Larger scale non-residential social facilities e.g. schools, sport fields etc., will be located on mobility routes. High intensity commercial and residential will be at neighbourhood centres, and higher proportion of residential use will locate on access streets. The mix of uses and density/intensity will respond to the public transport system. Focus densification in and around public transport stops and corridors. The most affordable and highest density accommodation will be concentrated adjacent to public transport, at the inner city scale, e.g. Warwick Precinct, as well as at the neighbourhood scale.
Figure 24: Existing Road Network
Figure 25: Existing One Way Road System
Figure 26: Existing Streets Reconfigured
Figure 27: New Primary and Secondary Road Connections
Figure 28: New Local and Frontal Streets
Figure 29: New Pedestrian Prioritised Connections

- Rivers Edge: An extended promenade connects to the inner bush and south into the city.
- Promenade: Connects north through the municipal precinct to Durban station and Moses Mabhida.
- Warwick: Pedestrian only movement reduces existing conflicts and creates expanded trading potential.
- Guga Dinimi Square: A rapid transit primary public open space in the heart of the city.
- Promenade: Extended around the edge of the city.
Figure 30: Inner City New Connected Network

Legend
- New Primary Connections
- New Secondary Connections
- New Local Streets
- Pedestrian Priority Network
4.2 **Principle 2: A Walkable City**

The second major principle upon which the LAP has been developed is the notion of the walkable city. Observing how cities develop and function all over the world, it has become clear that they develop around a set of walkable neighbourhoods with a core of higher density commercial, residential and social facilities radiating out to a distance of about 400 meters which is a comfortable 5-minute walking distance. These nuclei then tend to form at approximately 800 meters apart.

4.2.1 **The Walkable Neighbourhood Concept**

*Figure 31: The walkable Neighbourhood Concept*

The walkable city concept also promotes integration, the transfer of ideas, the expression of culture, a sense of belonging and ownership, pride and passion for a city, promotion of health, increase of property values, and attractiveness of the city for residents, users and visitors alike.

Durban is no different to other cities and has developed in this same manner as illustrated in the following plan (Figure 30). The darker purple areas indicate the walkable neighbourhood centres of higher intensity development. Centres such as Davenport, Musgrave, Cowey, and Windermere have all developed along this pattern. Similarly, in the Inner City Mangrove Centre and the intersection of Pixley Kaseme and Sylvester Ntuli/Mahatma Gandhi Road have developed in this manner. The core retail/commercial area of the CBD functions as a larger centre serving the wider region:
Figure 32: eThekwini Inner City Existing Walkable Neighbourhoods

See key that follows
Building on this structure, a pattern of local walkable neighbourhoods is proposed as the key structuring device for intensifying and extending development in the inner city. New walkable neighbourhoods will connect into the existing neighbourhoods as illustrated in Figure 36 to create a fully walkable city. Figure 36 illustrates where the current nuclei have formed and where the future nuclei are likely to develop based on the connections added to the network.

Public realm upgrade will incentivise regeneration of existing neighbourhoods.

A variety of residential density and typologies will be conveniently located in close proximity to all amenities, including social and education facilities; via a network of pedestrian priority streets and open spaces.

Properties with waterfront connections and views, or those adjacent to public open spaces will command higher land values. Market forces will inform this. Investment in the public realm and in making attractive public space is therefore a central regeneration strategy. Residential development on the edge of the public realm will need to address issues such as privacy.

Durban’s Inner City public realm is characterised by considerable blue and green open space. These green and blue spaces in the Inner City provide habitat for flora and fauna, promote biodiversity in the Inner City and have a significant recreational function. The open spaces include, coastal vegetation, local parks and verges, the mangroves in the Durban harbour and in the Umgeni estuary, Greyville racecourse and various sports clubs. The Durban port and Umgeni River serve a critical role in providing habitat for marine and bird life.

The elements of this concept can be summarised as:
- Local walkable neighbourhoods connected to the region.
- Focus on pedestrians and NMT rather than perpetuate a congested car dominated Inner City
- All amenities in close proximity to their users.
- Streets designed for pleasant safe pedestrian experience.
- A variety of residential density and types.
- Public transport in the right places.
- Promote dense local neighbourhood centres in the areas of highest amenity (access to public open space, community facilities, social services, retailing, education etc.) and accessibility (adjacent public transport interchanges/stops and on major walking/cycling routes) that support for the daily needs of residents.
- Encourage fine grained, mixed land uses to develop in all neighbourhood centres
- Integrate social and educational facilities into the neighbourhood network.
- Regenerate existing neighbourhoods.
- New neighbourhoods must adhere to and extend the walkable structure.

Not only is the walkable neighbourhood functional from a planning and design point of view, the concept of promoting non-motorised transport is critical to a low carbon future from a sustainable and resilient city point of view (see text box).

Cities in South Africa are significant sources of Greenhouse Gas (GHG) emissions. According to the 2012 GHG inventory for Durban the municipal area emitted over 29 million tonnes of CO₂e (eThekwini Municipality, undated). Two of the mains sources of these emissions are electricity use (accounting for 43% of emissions) and transport fuel (accounting for 37% of these emissions). Since electricity is generated outside of the municipality by Eskom and transport fuel is imported into the country the energy intensive nature of the Durban economy also represents a considerable loss to the local economy. Recent research into the energy future of eThekwini Municipality has found that “the overall cost to Durban’s inhabitants of a low-carbon way forward is lower than the Business as Usual scenario … An energy efficient path will save the local economy R 15 billion by 2020.” (Sustainable Energy Africa, 2014).

The LAP promotes the integration of land use and transport through the promotion of a walkable integrated city as the single greatest contribution the Plan can make to Durban’s resilience and sustainability. This is achieved by reducing the reliance on the private motor vehicle by providing attractive, accessible and reliable alternative modes of transport. In this instance, the integrated public transport, walking and cycling networks of the Inner City.
Figure 33: Examples of the benefit of Pedestrian Prioritization in a Walkable City

Figure 34: Example of an Appropriate Street Design

Source: eThekwin Complete Streets Guideline Document
Figure 35: eThekwini Inner City New Walkable Neighbourhoods
Figure 36: eThekwini Inner City – A Walkable Structure (New and Existing)
4.2.2 CONNECTING THE GREEN AND BLUE SYSTEMS FOR AN ENHANCED PUBLIC REALM

The Inner City is defined by its proximity to the ocean, the port and the Umgeni River. Major infrastructure has been developed that starts to link the city to the ocean (the promenade) and the river (the green hub). Future development like The Point will extend the promenade even further. An opportunity exists to ensure the revitalisation of the city and its future expansion contributes to making links between existing and enhanced open spaces, including the sports precinct and completed water’s edge that is accessible to all. Existing open space systems (D’MOSS) can be extended and expanded through the Inner City to the waters’ edge. The expanded city provides an opportunity to increase the number and type of open spaces, along streets with parks and squares. Large and small open spaces, developed in conjunction with new built form, will ensure a sustainable open space network. Larger open spaces alongside the waters edges link to the Berea through the Inner City.

The major movement corridors form the primary links between open spaces and the three waters edges. Large, natural open spaces such as a redefined sports precinct are linked to the port along a network of north/south corridors that include both major movement routes (M4/Stalwart Simelane, Dr. Yusuf Dadoo, Mahatma Gandhi) and pedestrian oriented corridors (Masabalala Yengwa, Centrum, Dorothy Nyembe, an extended promenade around the Point to Margaret Mngadi). East-west links between major open spaces include Sandile Thusi, K.E Masinga and an expanded port edge along Margaret Mncadi Avenue. Redefining the public realm will increase the legibility of the city as it expands into the future. Short, medium and long term interventions can be planned to complete a public realm that integrates both the built and natural environment.

- Add to and complete the regional network of natural systems by reinstating and extending natural systems in a built environment to support biodiversity, reduce the heat island effect and provide flood attenuation services.
- Repair and enhance the water edges - increase variety along developed frontages.
- Use existing street and open space networks to connect the open space by increasing the amount of natural vegetation on roads and pavements.
- Develop new primary spaces in the heart of the extended city.
- Where new greenery is introduced it should be indigenous and complement the existing network of open spaces to further support local biodiversity.

Developing a walkable city is not achieved through planning scheme but rather through urban design guidelines and performance criteria applied to private and government developments.
Figure 37: The Walkable City Public Realm Upgrade Concept
4.3 Principle 3: Land Use Intensity - Ensure A City for All, Promote Integration and Inclusivity

The connected walkable city will be one that promotes integration and provides opportunity for a wide range of people and businesses by

- Increasing the range of residential opportunities and encourage densification.
- Promoting diverse and varied land uses that increase the variety and range of choice for all residents, businesses and visitors.
- Ensuring the Inner City provides social services, entertainment, recreation and sporting facilities for the wider city and region.
- Promoting the inner city as the cultural, civic and legal centre of the region.
- Increasing cultural, heritage and tourism development in the core.
- Designing the public realm to support the 24 hour city.
- Ensuring open spaces are multi-functional and relate to relevant amenities such as schools.

The planning of this integrated city is based on the concept of identifying areas of greater and lesser land use intensity, rather than dictating where actual land uses should be located. Figure 38 illustrates the current land use intensity of development in the city around existing walkable neighbourhoods.

Figure 39 illustrates where future land uses are likely to more intense and connected based on the new walkable neighbourhoods, whilst Figure 40 illustrates the combined city structure.

The land use intensity for each precinct is set out in a series of plans in Section 7 of the report – Inner City Precincts.

Residential accommodation will be part of mixed use neighbourhoods where local neighbourhood centres provide support for the daily needs of residents. A diverse range of varied land–uses must be promoted. The walkable neighbourhood structure provides a flexible spatial planning framework that with precinct specific form based guidelines will guide development decisions.

The increase in residential density and the number of residential opportunities will be a major focus of new development. Supporting land uses are required to fulfil the needs of the residential population. Cultural, Health and Educational land uses will be integrated into the regenerated and expanded city. Shared spaces such as parks and squares will cater for a range of uses including sports facilities for inner city schools. Commercial and retail uses will be allowed to develop in the right places both on the ground floor and vertically, in mixed use buildings and neighbourhood. Land-use mix is proposed as average targets, rather than prescribed uses in specific locations.
The Inner city must also provide services for the metropolitan area and even the region, and should be promoted as the commercial, cultural, civic and legal centre of the metropolitan area and the region. The Inner City should be an exciting place for those who choose to live in the suburbs to visit for culture, recreation, to start businesses, locate offices, organize events etc. All of the above would be more viable, safer, more attractive, and 24/7 if more people are living in the inner city. Residential densification is imperative.

A wide range of residential opportunities must include and integrate all ethnic and socio-economic groups. Associated public spaces and amenities must accommodate a range of cultural practices.

In some areas, the interests of the poor must be preserved, through strategic development of public or social housing, and strategic protection of land through more innovative release than disposal through sale. Catalytic public housing projects e.g. CWG athletes' village, and innovative pilot projects should be developed as demonstrations of best practice.

Increased population needs as well as generates increased economic opportunities. It is not possible to anticipate either the types of work or the spaces that future economic activity will require. Already, the internet has changed the way we live and work in the city. Land-use zoning in this scenario is inappropriate as a long term planning response. A mix of uses that are arranged in response to and according to an agreed set of principles and performance criteria, within the parameters of a connected walkable structure, will safeguard the robustness and resilience of the plan. Land use intensity and form based land use management are planning strategies that will support the principle of integration and inclusivity.
Figure 38: Existing Land Use Intensity

Neighbourhood Centres of Highest Intensity
Infill development

Corridors linking higher intensity nodes along regional and local connectors
Higher intensity around the public realm
Figure 39: Future Land Use Intensity i.e. New Local District or Neighbourhood Nodes/Centres

Neighbourhood Centres of Highest Intensity
Infill development

Corridors linking higher intensity nodes along regional and local connectors
Higher intensity around the public realm
Figure 40: Land Use Intensity – Existing and Proposed

Please see the detail of this plan per precinct in section 7 of this report.

| Neighbourhood Centres of Highest Intensity | Infill development | Corridors linking higher intensity nodes along regional and local connectors | Higher intensity around the public realm |
4.4 Principle 4: Realising The Potential – Regenerate and Expand within a Sustainable Framework

The final principle focuses on realising the potential of the Inner City to regenerate and expand. This fundamental principle requires that the actions, programmes and projects that are identified to regenerate and expand the city are guided by and located by the overall spatial framework that is provided by the principles outlined above (connectivity, walkability including the public realm and integration). Without this co-ordinating framework, actions and projects will be ad-hoc and unfocused, often designed with the best intentions but not contributing to the overall success of regeneration.

Realising the potential requires

- Regenerate the city by integrating all projects within the Local Area Plan spatial framework.
- Integrate planning and implementation to maximise efficient and resourceful use of development budgets.
- Ensure development certainty by the adoption of the plan by Council, communicating the spatial framework and regeneration plan widely and making the municipal officials accountable for implementing the plan.
- Promote shared or coordinated public and private development.
- Adopt a holistic approach to development e.g. Combine public and private initiatives into single projects where the public supports private sector initiatives to upgrade buildings and properties through complimentary public realm upgrades that are managed through collaboration and partnerships.
- Locate small, short term projects in larger, long term projects.
- Assess and encourage/incentivise contributions to the public realm by private development.
- Promote and develop the public realm as a place of human and ecological resilience.
- Allow and promote improved energy efficiency and adoption of renewable energy where possible.
- Allow and promote improved water conservation.
- Locate all new infrastructure with a planned life of over 50 years inland of the High Water Mark modelled assuming 1000mm of sea-level rise.
- Implement a policy of managed retreat with regards to any infrastructure in coastal risk zones. This means that when any infrastructure needs to be revamped in the normal course of maintenance or as a result of storm or sea damage it should be relocated further inland.
- Preserve existing sand dunes and coastal vegetation to assist in defending against the impacts of sea-level rise and coastal storms.
- Implement measures that reduce the heat island effect.
- Incentivise the implementation of Sustainable Urban Drainage Systems in new and existing developments.
- Implement Smart infrastructure which utilises advanced technology to monitor energy and water use in real time and is able to meet user needs in a more efficient and responsive manner, reducing network wastage and maintenance of assets.
Make Connections to release new parcels of land – An expanded grid of streets provides new development opportunities. The grid of streets is extended with new connections from the existing city northwards towards Moses Mabhida Stadium. The existing street network is also extended to the port edge from Mahatma Gandhi Street. This expanded network provides substantial development opportunities in a new interconnected and accessible city layout. Redefining existing car dominated roads (e.g. K.E. Masinga) integrates the existing built form with future developments. New streets and public spaces are developed in conjunction with large and small building projects. Commercial development in and around the Municipal Precinct are consolidated at the core of the expanded city. Large scale residential development is possible on new land parcels throughout the expanded city.

Release Land within the existing developed area – Development opportunities, both private and government, exist in the existing city fabric. Government Departments own some 390 hectares of land of which some 215 hectares are vacant or underdeveloped (source: GIS Valuation Role). Whilst some of this will be retained for open space and sporting purposes it still represents a large stock of land. Parts of Warwick, Block AK, Albert Park and Victoria Park are three medium scale development opportunities. Collaboration with other authorities (Transnet National Ports Authority) is required to explore the development potentials on the port edge.

Redevelop and Convert – Some underutilised building stock in the existing Inner City is being converted to other uses. Opportunities exist to provide greater redevelopment incentives to private landowners. A focus on the redevelopment of the existing public environment, linked to the management of the public realm, will encourage the conversion of more building stock.

Be conscious of risk areas – sea level rise and flood plains – and adopt appropriate responses – Both new and redeveloped land will take into account the risks associated with threats such as sea level rise and flood potentials. Development along the ocean edge is susceptible to sea level rise and will be required to adhere to guidelines that will reduce the potential damage to the built environment. Development should not take place in the 1:100 flood areas associated with the Umgeni River in the north of the study area. Public realm upgrades will ensure that risks associated with storm water are dealt with at building, street, neighbourhood and Inner City scales.

Integrated Development – The increase in residential density and the number of residential opportunities will be a major focus of new development. Supporting land uses are required to fulfil
the needs of the residential population. Cultural, Health and Educational land uses will be integrated into the regenerated and expanded city. Shared spaces such as parks and squares will cater for a range of uses including sports facilities for Inner City schools. Commercial and retail uses will be allowed to develop in the right places both on the ground floor and vertically, in mixed use buildings and neighbourhoods.

**Resilient Infrastructure** – Existing infrastructure is altered and incorporated into a holistic system. Storm water is attenuated and filtered in small pavement parks and in larger open spaces before being discharged into major water bodies.

**Land Values** – The rejuvenated public realm is an opportunity to increase the value of land along its edges. New developments should be associated with adjacent open space development. The public realm contributes significantly to the potential value of new development.

**Release/ Protect Green field Land** – Development opportunities are possible alongside existing open spaces. The land alongside the rail lines can be developed as an edge to a consolidated sports precinct. Infill development can redefine spaces such as Albert Park: a smaller park surrounded by residential development will result in a safer space for all. Protect a connected network of open spaces that provide strategic social, recreational and environmental roles.

**Residential development** - Broadly, there will be 3 categories of residential development in the inner city. Public housing delivered by the state, state subsidised housing delivered through private organisations such as social housing institutions and private developments. This could be in the form of new buildings on green-field sites, additions, alterations or conversion of existing buildings to residential, by either public or private entities.

In order to release the potential for residential development of all types to be an important driver of regeneration in the inner city, there are some pre-conditions that this plan seeks to address. These include the following and will be expanded on in the regeneration phase:

- Clarity around new major infrastructure investment plans.
- Clarity around public transport system location and implementation.
- Clear directives that support the LAP development intensity proposals.
- Commitment to co-ordinated and sustained urban management.
- Facilitation and /or incentives for upgrade of bad buildings
- Commitment to co-ordinated public realm investment associated with development.
- Co-ordinated infrastructure investment (public space, new connections, services, social facilities etc.) in support of new mixed use development.
- Clear performance guidelines regarding location and assessment of opportunities for public and subsidised housing provision i.e. how this should support the walkable, integrated city.
- Optimise the potential regeneration leverage of public and subsidised housing development through inclusive provision that provides alternatives for those dependent on dysfunctional and illegal establishments for affordable accommodation, including students, but do not create ghettos of the very poor.
- Co-ordinated solutions for the homeless/street sleepers – that may not necessarily involve providing housing.
Figure 42: Existing Development Blocks
Figure 43: Existing Public Open Space
Figure 44: Existing Road and Rail
Figure 45: New Streets and Pedestrian Areas
Figure 46: New Development Blocks
5 THE LOCAL AREA PLAN CONCEPT AND DEVELOPMENT FRAMEWORK

5.1 CONCEPT PLAN

Through a series of intense workshops, the spatial principles and proposals outlined in the previous section have been developed into a spatial concept plan for the Inner City as set out below and expanded on through the frameworks that follow:

The concept plan combines the proposals set out in the four spatial themes repeated here for ease of reference:

Figure 30 – Connected city - roads and NMT

Figure 36 – Neighbourhood Centres / Nodes

Figure 40 – Land Use Intensity

(neighbourhood centres and infill)

Figure 46 – New development blocks
Figure 47: Inner City Ultimate Development Concept Plan
5.2 **Local Area Plan**

*Figure 48: The Inner City Local Area Plan*

See Large Scale fold out of Plan at the end of the report
5.3 LAND USE INTENSITY (NOT LAND USE ZONES)

Land use proposals for the Inner City are not focused on allocation of discrete uses but on the outline of a framework within which a mix of land uses will occur or a form based strategy for land development. The LAP concept of the connected, walkable, integrated and inclusive city has thus been developed into a Land Use Intensity plan as illustrated below.

The land-use intensity plan allows for fluid responses to dynamic demand over time. Properties adjacent to a water edge, or significant public open space will command the highest residential property values, and highest residential intensity. Properties adjacent to major access routes will command the highest commercial values and commercial intensity. The land use intensity plan demonstrates a land use intensity gradient that responds to the specific conditions of the varied locations in the Inner City.

Most development is envisaged as mixed-use with non-residential in higher concentrations along mobility routes and at walkable neighbourhood centres, and residential in higher concentrations around spaces with high social amenity, and in-between neighbourhood centres.

A separate report will address the current planning scheme and amendments required to achieve the desired outcomes of this LAP.
Figure 49: Proposed Land Use Intensity Plan

Neighbourhood Centres of Highest Intensity

Infill development

Corridors linking higher intensity nodes along regional and local connectors

Higher intensity around the public realm

Note: Please see larger scale of this plan by Precinct in section 7
This plan shows the existing and future street networks (connections), developable land parcels, the existing and future walkable district network of the city.

The assessment of project proposals is undertaken in relation to intensity and performance criteria rather than simply land use as illustrated in the draft table presented below. This table will be further developed but has been included to illustrate the concept.

The Land Use Intensity Plan includes 4 categories of development:

- **Category 1** (dark blue):
  - Neighbourhood Centres of Highest Intensity providing a variety of services and amenities including high density residential and public transport stops

- **Category 2** (medium blue):
  - Corridors linking higher intensities to each other along regional and local connectors

- **Category 3** (pink):
  - Infill development with a residential / commercial focus with some local amenities such as local corner shop, schools, local parks, etc.

- **Category 4** (black):
  - Higher Intensity development facing onto or adjacent to primary public realm elements such as the Gugu Dlamini Park, Beachfront, River Town linear park, Bay Area, Peoples’ Park, large parks such as Victoria Park and Greyville, commanding high property values and high residential density.
<table>
<thead>
<tr>
<th>Location description</th>
<th>Value and Land use split</th>
<th>FAR Building height Parking</th>
<th>Ground floor performance criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjacent waterfront High land use intensity potential Appropriate location for high-rise and/or iconic buildings. e.g. Beachfront, Esplanade, Point</td>
<td>Highest residential and tourism value. Land use split will depend on specific proposals. Recreation, cultural, commercial and tourism uses will dominate the lower floors. Residential (permanent or periodic) on upper floors. 80% residential 20% other</td>
<td>FAR: 4-8 Low to high rise, depending on the specific proposed uses. Generally, large parcels will be low to medium-rise, possibly with high-rise tower element. Smaller parcels are likely to be higher rise. Parking: Access to associated off-street parking is desirable.</td>
<td>Zero ‘build-to line’ and active Ground Floor edges on all street frontages. No parking garages on ground floor frontages. No blank facades to Ground Floor frontages. Veranda and/or covered side-walks on street frontages.</td>
</tr>
<tr>
<td>Major public space frontage e.g. Centrum, Esplanade Park, People’s Park, Greyville</td>
<td>High commercial, cultural, recreational/entertainment, and residential land value. Non-residential uses (as per above) will dominate the lower floors. Highly desirable residential (permanent or periodic) on upper floors. 40-60% residential. 60-40% other.</td>
<td>FAR 4-8 Medium to high rise (8-20 floors) Over-shadowing of public spaces to be a consideration Access to associated off-street parking at developers’ discretion. Higher income target markets will demand parking in close proximity.</td>
<td>Zero ‘build-to line’ on all street and public open space frontages. Active ground floor edges on all frontages. No parking garages on ground floor frontages. No blank facades to ground floor frontages. Veranda and/or covered side-walks on all main frontages.</td>
</tr>
<tr>
<td>Local public space frontage e.g. Albert Park, Victoria Park, local neighbourhood parks.</td>
<td>High, recreational/entertainment, social /public services (e.g. worship), and residential land value. Medium/low commercial value. Non-residential uses (as per above) will dominate the ground floor. Highly desirable residential (permanent or periodic) on upper floors. 60-80% residential.</td>
<td>FAR 4-8 Low to medium to rise (6-12 floors) Over-shadowing of public spaces to be a consideration Access to associated off-street parking at developer’s discretion. Higher income target markets will demand parking in close proximity. Proximity to public transport will reduce parking demand.</td>
<td>Zero – 3m building lines and active GF edges on all public space and street frontages. No parking garages on ground floor frontages. No blank facades to ground floor frontages. Veranda and/or covered side-walks on all main frontages.</td>
</tr>
<tr>
<td>Location description</td>
<td>Value and Land use split</td>
<td>FAR Building height Parking</td>
<td>Ground floor performance criteria</td>
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</tr>
<tr>
<td>black Mobility / route frontage (e.g. K.E. Masinga) and existing commercial/industrial areas</td>
<td>High commercial land value. Desirable social /public services sites. Desirable location for affordable residential – closest to public transport. Non-residential uses will dominate - 60-80%. 20-40% residential.</td>
<td>FAR 6-8 Medium to high rise. 6 – 12 + floors. Proximity to public transport will reduce parking demand. Parking provision at developers’ discretion. Opportunity for commercial parking garages - but parking not allowed on ground floor.</td>
<td>Zero ‘build-to-line’ on all street and public open space frontages. Active ground floor edges on all street frontages. No parking garages on ground floor frontages. No blank facades to ground floor frontages. Incentives (use of air-rights) for covered side-walks on all main frontages.</td>
</tr>
<tr>
<td>dark blue Major retail /commercial node</td>
<td>Highest commercial land values. Desirable location for a range of residential on upper floors – close to public transport and 24/7 amenities. Non-residential uses will dominate 80-100%. 20% residential.</td>
<td>FAR 4-8 Medium to high rise (8-20 + floors) Over-shadowing of streets and public spaces to be a consideration Access to associated off-street parking at developers’ discretion. Higher income target markets will demand parking in close proximity. Opportunity for commercial parking garages - but parking not allowed on ground floor.</td>
<td>Zero ‘build-to-line’ on all street and public open space frontages. Active GF edges on all street frontages. No parking garages on ground floor frontages. No blank facades to GF frontages. Incentives (use of air-rights) for covered side-walks on all main frontages.</td>
</tr>
<tr>
<td>dark blue Higher order neighbourhood centre</td>
<td>High commercial land value. Desirable social /public services sites. Desirable location for a range of residential on upper floors – close to public transport and local amenities. Non-residential uses will dominate on lower floors - 40-80%. 20-60% residential – depending on specific location.</td>
<td>FAR 4-8 Low to medium rise (6-12 floors) Over-shadowing of streets and public spaces to be a consideration Provision of off-street parking at developers’ discretion. Higher income target markets will demand parking in close proximity. Proximity to public transport will reduce parking demand.</td>
<td>Zero ‘build-to-line’ on all street and public open space frontages. Active GF edges on all street frontages. No parking garages on ground floor frontages. No blank facades to ground floor frontages. Incentives (use of air-rights) for covered side-walks on all main frontages. Encourage / incentivize upper floor balconies overlooking main streets.</td>
</tr>
<tr>
<td>Location description</td>
<td>Value and Land use split</td>
<td>FAR Building height Parking</td>
<td>Ground floor performance criteria</td>
</tr>
<tr>
<td>----------------------</td>
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</tr>
<tr>
<td>dark blue Lower order neighbourhood centre</td>
<td>Medium commercial land value. Desirable local social /public services sites. Very desirable location for a range of residential. Close to public transport and local amenities. Non-residential uses will only dominate on lower floors - 40%. Residential 60%.</td>
<td>FAR 4 Low to medium rise (6-12 floors) Over-shadowing of streets and public spaces to be a consideration Provision of off-street parking at developers’ discretion. Higher income target markets will demand parking in close proximity. Proximity to public transport will reduce parking demand.</td>
<td>Zero ‘build-to line’ on all street and public open space frontages. Active ground floor edges on all street frontages. No parking garages on ground floor frontages. No blank facades to ground floor frontages. Incentives (use of air-rights) for covered sidewalks on all main frontages. Encourage / incentivize upper floor balconies overlooking main streets.</td>
</tr>
<tr>
<td>light blue Accessibility route frontage</td>
<td>High mixed use land value – retail, commercial, and recreation/entertainment, residential. Desirable local social /public services sites. Very desirable location for a range of residential. Close to public transport and local amenities. Non-residential uses will dominate on GF and 1st floors - 40%. Residential 60%.</td>
<td>FAR 3 Low to medium rise (mostly 3-8 floors) Off street parking at developers discretion. On street parking allowed for.</td>
<td>Zero – 3m building lines’ on all street and public open space frontages. Active ground floor edges on all street frontages. No parking garages on ground floor frontages. No blank facades to ground floor frontages. Encourage / incentivize verandas or balconies overlooking streets and open spaces.</td>
</tr>
<tr>
<td>pink Mid-block</td>
<td>High medium to high density residential land value – Very desirable location for a range of residential. Some non-residential uses (mostly local personal service based businesses) Walkable distance to public transport and local amenities. Residential uses will dominate Residential 60 – 100 %.</td>
<td>FAR 2-3 Low to medium rise 3-6 floors Off street parking at developers discretion. On street parking allowed for.</td>
<td>Zero – 3m building lines’ on all street and public open space frontages. Active GF edges on all street frontages. No parking garages on ground floor frontages. No blank facades to GF frontages. Encourage / incentivize verandas or balconies overlooking streets and open spaces.</td>
</tr>
</tbody>
</table>
5.4 Projected Development Yields and Phasing of the Local Area Plan

5.4.1 Population Potential

The Inner City study area covers approximately 17km² and accommodates some 60,000 – 70,000 people. Based on calculations of future development opportunities, as well as spare development area within the areas currently zoned for development, it has been estimated that some 450,000 people could be accommodated within the area in the future when it is fully developed (see Annexure 3 for assumptions and calculations).

Assuming the following land use splits

- Residential 60%
  - FAR 5: 500 ha new + 60 ha spare = 564ha
- Retail 5%
  - FAR 5: 40 ha new + 5 ha spare = 45 ha
- Commercial/Industrial 20%
  - FAR 5: 170 ha new + 20 ha spare = 190 ha
- Other Amenities 15%
  - 130 ha new + 15 ha spare = 145 ha
- Potential population if fully developed: 450,000 (including existing)
  - With an Average FAR 4 (likely minimum) = 380,000 people
  - With an Average FAR 8 (possible maximum) = 650,000 people

5.4.2 Job Creation Potential

Based on the same expected development potential and land use split it is expected that approximately 250,000 jobs could be created if the area is fully developed and 219,000 jobs by 2040.

Table 11: Projected Job Creation Potential

<table>
<thead>
<tr>
<th>Job Potential Ultimate Development</th>
<th>Area m²</th>
<th>m² per employee</th>
<th>no of employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>450 000</td>
<td>15</td>
<td>30 000</td>
</tr>
<tr>
<td>Commerce and Industry</td>
<td>1 900 000</td>
<td>20</td>
<td>95 000</td>
</tr>
<tr>
<td>Other amenities</td>
<td>1 450 000</td>
<td>50</td>
<td>29 000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>154 000</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>existing jobs</td>
<td></td>
<td></td>
<td>100 000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>254 000</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Distribution 2011 Census for study area</th>
<th>People</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-64</td>
<td>23%</td>
<td>13 500</td>
</tr>
<tr>
<td>66+</td>
<td>4%</td>
<td>18 000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>450 000</strong></td>
</tr>
</tbody>
</table>

5.5 Social and Community Facilities

The following is a summary of the existing social facilities within the study area.
Table 12: Social Facilities within Study Area

<table>
<thead>
<tr>
<th>Type of facility</th>
<th>Number of Facilities in study area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stadia</td>
<td>6</td>
</tr>
<tr>
<td>Police Stations</td>
<td>8</td>
</tr>
<tr>
<td>Places of Worship</td>
<td>29</td>
</tr>
<tr>
<td>Libraries</td>
<td>8</td>
</tr>
<tr>
<td>Mobile Clinics</td>
<td>2</td>
</tr>
<tr>
<td>Fixed Clinics</td>
<td>10</td>
</tr>
<tr>
<td>Private Hospitals</td>
<td>3</td>
</tr>
<tr>
<td>Public Hospitals</td>
<td>2</td>
</tr>
<tr>
<td>Social Welfare Organizations</td>
<td>15</td>
</tr>
<tr>
<td>Cultural &amp; Historical facilities</td>
<td>103</td>
</tr>
<tr>
<td>Community halls (Town Hall)</td>
<td>1</td>
</tr>
<tr>
<td>Cemeteries &amp; Crematoria</td>
<td>3</td>
</tr>
<tr>
<td>Crèches and Preschool</td>
<td>45</td>
</tr>
<tr>
<td>Primary Schools*</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Schools*</td>
<td>7</td>
</tr>
<tr>
<td>Combined Schools *</td>
<td>1</td>
</tr>
<tr>
<td>Formal Universities *</td>
<td>3</td>
</tr>
</tbody>
</table>
Figure 50: Existing Social and Community Facilities

The directional distribution ellipse illustrates the major distribution trend in the data. If the ellipse is small, it suggests localized distribution. Large ellipses suggest widespread distribution. Long, narrow ellipses suggest distribution along corridors.

Brief Statistics about this map:
1. Number of Medical uses: 77
2. Number of Educational uses: 13
3. Number of Libraries: 102
4. Number of Parks: 37
5. Number of Stations: 5

Prepared by J. Kilching.
Map date: October 2015.
Land use date: 2013.
Map scale: 1:2000 (A3)
Table 13: Social Facilities – Current Provision and Future Requirements

<table>
<thead>
<tr>
<th>Community Facilities</th>
<th>CSIR Standards (1 per X people)</th>
<th>Provision Criteria</th>
<th>Travel Distance</th>
<th>Current Requirement (based on census)</th>
<th>Current Provision</th>
<th>Projected Need (Approximate) based on population of 450 000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Schools</td>
<td>7 000</td>
<td>Compulsory</td>
<td>5 km</td>
<td>9</td>
<td>3 Public 1 Private Combined Private</td>
<td>64</td>
</tr>
<tr>
<td>Secondary Schools</td>
<td>12 500</td>
<td>Compulsory</td>
<td>5 km</td>
<td>5</td>
<td>2 Public 5 Private Combined Private</td>
<td>36</td>
</tr>
<tr>
<td>University</td>
<td>1 000 000</td>
<td>Discretionary</td>
<td></td>
<td></td>
<td>2 (3 campuses)</td>
<td></td>
</tr>
<tr>
<td>Community hall</td>
<td>60 000</td>
<td>Compulsory</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>Differing typologies-range between 300 000 and 2 400 000</td>
<td>Between Compulsory and Discretionary depending on situation</td>
<td>0</td>
<td>2 Public 3 private</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clinic</td>
<td>between 24 000 and 70 000</td>
<td>Compulsory</td>
<td>90% of pop served within 5km</td>
<td>1</td>
<td>10</td>
<td>Between 6 and 18</td>
</tr>
<tr>
<td>Youth Centre</td>
<td>Not addressed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multipurpose civic and performing arts uses</td>
<td>50 000</td>
<td>Discretionary</td>
<td>10-15 km</td>
<td>1</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Station</td>
<td>60 000-100 000</td>
<td>Compulsory</td>
<td>8 minute response time</td>
<td>1</td>
<td>8</td>
<td>4-7</td>
</tr>
<tr>
<td>Fire Station</td>
<td>60 000-100 000</td>
<td>Compulsory</td>
<td>8km</td>
<td>1</td>
<td>1</td>
<td>4-7</td>
</tr>
<tr>
<td>Library</td>
<td>200 000 - 450 000</td>
<td>Compulsory</td>
<td>15-50 km depending on scale</td>
<td>1</td>
<td>8</td>
<td>1-2</td>
</tr>
<tr>
<td>Cemetery</td>
<td>variable</td>
<td>Compulsory</td>
<td>30km</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Sports Complex</td>
<td>150 0000</td>
<td>Recommended</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cricket Oval/ Athletics stadia etc.</td>
<td>variable</td>
<td>Compulsory</td>
<td>clustered and access to PT</td>
<td>1</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Home Affairs</td>
<td>160 0000-400 000</td>
<td>Compulsory</td>
<td>15-60km</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

Whilst there is a significant amount of open space within the Inner City Study area, Play lots will need to be planned or retained within the walkable city structure framework to ensure that adequate relief from higher density living is provided (see Annexure 4).
6 SECTORAL FRAMEWORKS

6.1 THE TRANSPORT FRAMEWORK: MAKE NEW CONNECTIONS AND ENSURING AN ACCESSIBLE CITY

6.1.1 THE GROWTH OF THE INNER CITY

By 2040, the Inner City of Durban would have expanded its floor area from the current 12,000,000m² to approximately 22,000,000m², with the new development footprint expanding to the north and south of the existing core, and regeneration focused around the existing core and the western edge of the Inner City.

The structure of both redevelopment and development is based on the principles of Transit Oriented Development (TOD), which is the creation of compact, walkable, mixed-use communities centred around high-quality public transport systems, thus reducing the dependence on the private car for mobility.

For the Inner City, local walkable neighbourhoods are the key structuring device for intensifying and extending development in the Inner City. These walkable neighbourhoods contain a range of activities and land-uses, centred around transport systems, ranging from residential, retail, and commercial to social, institutional and open space. This mix of activities creates an environment where people can live, work and play in the Inner City. It also results in all amenities in close proximity to each other, thus reducing travel times (and cost) and resulting in a City that is focused on pedestrians and non-motorised transport to move in and around the City.

The benefits of TOD are far ranging, not only to the Inner City, but to the Metropolitan area as well, and include:

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**Figure 51: Future Inner City Development Areas**
Higher quality of life with better places to live, work, and play
Greater mobility with ease of moving around
Increased public transport ridership
Reduced traffic congestion and accidents
Reduced household expenditure on transportation, resulting in more affordable housing
Healthier lifestyle with more walking
Higher, more stable property values
Increased foot traffic and customers for businesses in the area
Greatly reduced pollution and environmental damage
Reduced incentive to sprawl, increased incentive for compact development
Less expensive than building roads and sprawl
Enhanced ability to maintain economic competitiveness

Thus, creating a City structure for 2040 that is based on the principle of TOD, with the integration of land use and transport through the promotion of a walkable integrated city, is the single greatest contribution the Plan can make to Durban's growth, resilience and sustainability.

6.1.2 THE INNER CITY DEMOGRAPHICS
The predominant development form of the Inner City is focussed on enhancing residential development, with approximately 59% of the floor area dedicated to residential development. This is supported by the creation of local employment opportunities in the retail, commercial and industrial sectors (30 %) and social and institutional facilities (11 %).

Figure 52 : 2040 Land Use Profile

- Residential; 59%
- Commercial; 19%
- Retail; 6%
- Industrial; 5%
- Other; 11%
The residential development consists of a variety of residential typologies, viz:

- Community residential units (CRU) (replacing the Hostels and Affordable Rental Housing Programmes)
- GAP housing
- Middle income units
- Upper income units

The CRU and GAP housing developments account for approximately 40% of the total residential land area, with middle and upper income accounting for 35% and 25% respectively.

From a population perspective, it is anticipated that the Inner City residential population will increase from the current 70,000 people to 450,000 by 2040. This will be made up of 60% in the low income category (CRU and GAP), 29% in the middle and 12% in the upper income categories.

Formal employment opportunities in the Inner City is expected to increase from the current 100,000 job opportunities to 250,000 job opportunities by 2040. Employment is largely focussed around the commercial sector (60%), with retail being the next biggest employer (20%).
6.1.3 Development Spatial Principles

The Vision for Durban 2040 is:

"By 2040 the Inner City of Durban will be Africa’s leading, most vibrant, liveable, walkable City Centre, providing economic, residential, sporting and leisure opportunities for all.”

To help realise this vision, four development spatial principles have been identified to guide the development of strategies (what to do), the spatial framework (where will it happen) and projects (specific implementable actions) to realise the Durban 2040 vision. These principles apply equally to all sectors, including transportation, and the transportation context is highlighted below.

A WALKABLE CITY

Durban 2040 is a walkable City, with a connected and safe walking environment that links people with places across the City. Walking will be the predominant form of movement within the Inner City, enjoying priority over all other modes of transport and an equitable distribution of space. The walking environment will be safe, universally accessible, legible and within a high quality public realm.

A CONNECTED CITY

Durban 2040 is a connected City, with a walking, cycling, public transport and road network system that provides connections across the City, the Municipality, the Province and Nationally. The transport system will be safe, efficient and effective and provide the City with the accessibility and mobility required to meet the demands of the future and to foster the growth of the City.

AN INTEGRATED CITY

Durban 2040 is an integrated City, providing convenient integration between all modes of transport, and providing the public with accurate and easy to understand transport information as well as allowing for real time access to transport information systems. In addition, the City will be more closely integrated with the Berea by means of additional transport linkages and connections.

UNLOCKING THE POTENTIAL

Durban 2040 is a liveable, attractive and vibrant City, providing both its citizens and visitors a safe, efficient and effective transport system 24 hours a day. It is a City that is focussed on development, providing investors with the policies and infrastructure that facilitates growth of the local economy.
6.1.4  THE TRANSPORT STRATEGIES FOR DURBAN 2040

6.1.4.1  CREATING A BALANCED TRANSPORT SYSTEM

The current transport modal split within eThekwini indicates that approximately two thirds of all trips are made by public transport and walking (cycle is currently negligible). Yet, the current transport system is focussed on the private car, with wide streets and/or parking dominating the public realm, making it difficult for other modes such as walking, cycling and public transport to operate in a safe and efficient manner. This trend of catering to the needs of the private car to the detriment of other modes is not sustainable, for a number of reasons, including inter alia:

- Currently the road network currently occupies approximately 11% of the total area of the Inner City and 32% of existing developed area/blocks. This is already considered to be a substantial proportion, and thus the provision of additional road infrastructure to meet private car demands is going to be at the expense of potentially developable area.
- The car is the most inefficient form of transport for in particular inner city movements. The space required to transport the equivalent number of people by car versus bus is approximately 5 times greater.
- Increased car usage has an adverse effect on the environment, in terms of noise, air pollution and on the general quality of life and amenity of an area.

Thus, Durban 2040’s transport plan is focussed on creating a balanced transport network, which acknowledges that all modes have a part to play in moving the City, but that priority will be given to the higher capacity modes. In addition, the allocation of space for each mode will be provided on a more equitable basis, ensuring that the functionality and form of the transport network responds to both the users as well as the growth requirements for the Inner City. In line with the walkable city concept, walking will be the primary mode for internal city trips and the focus will be on creating and promoting a walk transport network across the city that is both functional and efficient, and that is supported by an attractive and safe public realm.

6.1.4.2  PROMOTING PUBLIC TRANSPORT

The full growth potential of the Inner City can only be realised if the efficiency of the transport system is maximised. Whilst the private car has been the focus of attention thus far, looking ahead, the focus will shift to higher capacity modes to cater for the increased population and development. An attractive, efficient and effective public transport system comprising train, LRT, BRT, bus and bike share is critical to achieving the developmental target. The following are the critical actions required to promote public transport:
- Active priority of public transport over private transport from a funding and infrastructure perspective
- Investment in public transport infrastructure and fleet to provide a high quality system
- Provide a safe, efficient and integrated public transport service for all

6.1.4.3 LAND-USE TRANSPORTATION INTEGRATION

Role of transportation is to connect people with the goods, services, activities and other people – which then forms the life blood of an economy. Thus the aim in developing a land-use and transport plan is not to reduce trips, but to reduce trip length, travel time and to encourage trips by walking, cycling and public transport.

This is the principles of Transit Orientated Development (TOD) upon which the structure of the Inner City has been based.

To achieve a move towards sustainable transport it is essential that the development design encourages the most sustainable of all modes of travel for shorter journeys – walking and cycling and that public transport is the mode of choice for medium and long journeys.

Thus in the development of the Inner City, neighbourhoods have been centred around public transport, with a core of higher density commercial, residential and social facilities with active edges radiating out to a distance of about 400 meters which is a comfortable 5-minute walking distance. This facilitates access to key amenity by walk and cycle whilst public transport, for the longer journeys, is easily accessible by both these modes.

In addition, the mixed-use development form encourages a variety of activity 24 hours a day (as opposed to residential dormitories or office parks which are inactive for half the day), thus facilitating the implementation of a more cost effective public transport system and potentially reducing the need for high subsidies.
6.1.4.4 **IMPROVE SERVICE LEVELS AND EFFICIENCIES**

Critical to the success of the City is a high quality transport system that efficiently and effectively provides travel options to traverse to and within the City.Whilst the focus is on public transport, and ensuring that it is safe, reliable and provides a high level of service, attention needs to be given to all modes to ensure that the overall system operates as efficiently as possible.

(i) **Travel Demand Management**

Shifting the “how” and “when” people travel is a key element of the plan. With regard to the “how”, whilst the overall intention is to promote the shift from private vehicle to public transport, focus also needs to be given as to how we also make private transport more efficient. One of the ways is to increase vehicle occupancies, shifting from the “one man, one car” syndrome to where people travel as groups. Active campaigns to promote Ride Sharing and Car Pooling is an integral part of the future transport plan.

On the “when” people travel, the transport system takes maximum strain during the traditional peak hour, when most people want to travel for primarily work purposes. Promoting and incentivising travel outside of the peak hour, particularly private transport users, dramatically reduces this strain. Whilst this is dependent on a number of external issues, as part of the transport plan, engagement with employers and business as well as active campaigns to promote travel outside the peak is an essential component of the transport plan.

(ii) **Integration of systems**

Integration of all systems, from walk, cycle, public transport to private transport is critical to ensure an attractive transport system and to provide people with as many options to travel without undue impedance. Within the Inner City, walk and cycle are expected to be the dominant form of transport for short trips, and walk and cycle to public transport for longer trips. Thus, public transport terminals and stops need to integrate these modes into their design and operations. Likewise parking structures within the Inner City also need to be integrated with the public transport, walk and cycle network to provide coverage across the City. Apart from physical infrastructure, ticketing and payment systems for each of these modes needs to be integrated to ensure “seamless” travel across the City.

(iii) **Policy and regulations**

Parking and freight management schemes need to reflect the overall goal of promoting public transport and ensuring the transport network operates as efficiently as possible. The conversion of minimum parking standards to guideline or maximum standards would limit the overall level of parking in the Inner City, thus potentially reducing private car volumes and making public transport a more attractive choice. The creation of non-exclusive parking for applicable categories of development, to create parking pools, would result in this parking being available during off peak or event days, thus making parking utilisation for the entire Inner City more efficient.
Freight management is a critical element to support and sustain business activity in the Inner City. However, freight vehicles, delivery times and routing needs to be managed to ensure minimum disruptions to the overall transport network without compromising business.

6.1.5 THE TRANSPORT PLAN FOR DURBAN 2040

The Transport Plan for Durban 2040 is an expansion of the current GO!Durban initiatives, designed to create a world-class public transport system to connect and improve the lives of Durban’s citizens. With a fully integrated public transport system, GO!Durban will provide easier access to work, social facilities such as education and hospitals as well as goods and services.

Overall the system will not only connect different parts of the city, but also connect the citizens of Durban to new opportunities and places that they otherwise would not have encountered. The system is an integrated public transport system, comprising walk, bicycle, bus and rail infrastructure and services. In addition, links to specific services like metered taxi and Dial-a-Ride services are fully integrated into the system.

![Figure 59: GO!Durban](image)

Passengers will only wait between 5 and 10 minutes for a service during peak hours, and between 10 and 30 minutes during off-peak hours. Citizens will have access to public transport throughout the day as the system will run between 16 and 24 hours daily. Furthermore, all transportation will be equipped with full universal access to cater for passengers with special needs or wheelchairs. A range of integrated feeder services will also be implemented as part of the GO!Durban project to facilitate accessibility.

GO!Durban believes in sustainable and long-term solutions for transport. The whole integrated rapid public transport system is centred on sustainability. The entire project will work towards reducing the overall impact of transport on the environment, through means such as reducing the need for cars by providing reliable bus services. The transport network will also rectify and enhance the spatial structure of the city through urban rejuvenation and by creating mixed-use developments. Overall, GO!Durban will have a positive effect on the economic structure of Durban as it will improve tourism, provide additional job opportunities and maintain sustainable development. The goal is to ultimately provide up to 85% of all residents in Durban access to safe, affordable and good quality, scheduled public transport, and ultimately promote the emergence of a world-class city.
6.1.6 THE WALKABLE CITY

Walking will be the primary mode of transport for internal Inner City trips, with walk all the way for short trips (400m-500m) and walk to public transport for the medium to long trips. Thus the focus will be on creating and promoting a walk transport network across the city that is safe, attractive and functional.

(i) The Priority Pedestrian Network (PPN)

The focus of the PPN is to create a priority walking network that forms the primary walking corridors across City blocks. The aim is to link key attractors and neighbourhoods across the City, viz

- Warwick,
- Commercial/Retail streets
- Centrum
- Point
- Sports Precinct
- Beachfront
- Public transport nodes

The network has been developed along two key axes, viz:

- The east-west axis along Dr Pixley KaSeme, linking the Beachfront in the east with Warwick in the west, via Centrum and the commercial/retail areas.
- The north-south axis along Masabalala Yengwa Ave, linking the Sports Precinct in the north and Victoria Embankment in the south

These two axes are supported by a series of secondary linkages, creating a fine grained network, providing more direct connectivity between key origins/destinations in the City and the lower Berea as well as providing a high degree of connectivity to the two key axes.

This network is anticipated to carry the highest volume of walking traffic across the City, and thus, whilst all roads in the Inner City will have excellent walking infrastructure, the PPN will provide an enhanced level of service for pedestrians (due to the anticipated volumes) in terms of:

- Space allocation
- Safety along the route as well as at crossing points
- Street furniture and landscaping
- Route guidance systems (wayfinding)

The north-south axis also forms the basis of the “Fan Mile” concept, connecting the core Inner City and Centrum Transport Hub with the Kingsmead Cricket Stadium, Moses Mabhida Stadium and the greater Sports Precinct. During major sporting events, this corridor is expected to be a vibrant and exciting pedestrian corridor, with activities and entertainment along the route. Apart from sporting activities, this corridor will also serve for street festivals and parades in the Inner City.
Figure 60: Priority Pedestrian Network (PPN) and Pedestrian Priority Zones (PPZ)
(ii) The Pedestrian Priority Zones (PPZ)

Pedestrian Priority Zones (PPZ) are pedestrian enhanced spaces around the core retail and commercial zones of the Inner City, where all modes are accommodated, but pedestrians enjoy priority over all other modes. The streetscape is design to maximise pedestrian safety, convenience and comfort, offering an enhanced pedestrian experience.

(iii) A Walking Network for All

Walking is the predominant form of transport within the Inner City, and as such the planning, design and implementation of these facilities will ensure that the needs of all users are taken into account, namely:

- All networks and public transport facilities will be fully accessible, allowing full access to persons with special needs.
- Safety is of paramount priority, and all networks will be safe and reduce potential vehicle-pedestrians conflicts or implement suitable mitigation measures where these do occur to minimise the risk of injury or collision. The use of appropriate materials and correctly positioned street furniture will also minimise risks associated non vehicle related accidents and injury
- Street trading will be planned, designed, implemented and managed so as not to impede the flow of pedestrians
- The public realm will be a safe and attractive, with active edges and appropriate facilities and street furniture, so as to create an environment that is supportive of and conducive to walking.

6.1.7 THE CONNECTED CITY

6.1.7.1 CYCLING

The Promenade has highlighted the potential that cycling has within the Inner City, albeit primarily for recreational purposes. With the growth in the Inner City, particularly the student population, cycling is to be promoted as a safe, convenient and low cost alternative for Inner City transportation, encouraging daily commuter trips.

(i) The Priority Cycle Network (PCN)

The Priority Cycle Network (PCN) largely mirrors that of the Priority Pedestrian Network (PPN), connecting key origins and destinations throughout the Inner City, including public transport facilities. However, this network is segregated from both pedestrians and vehicles, allowing for safe and convenient cycling across the Inner City. Cycle phases will be introduced on all traffic signals along the PCN, further enhancing safe cycling in the Inner City.
Figure 61: Priority Cycle Network (PCN)
(ii) Cycle Facilities
In order to promote and encourage cycling, ancillary facilities need to be provided across the Inner City, including:

- Bike parking, both on-street and off-street, across the Inner City, particularly at public transport nodes and public spaces.
- Lockers at public transport nodes to facilitate cycle to public transport

(iii) Bike Share
A Bike Share scheme, as part of the integrated public transport solution, will allow residents and visitors to hire/rent bikes for short distances or durations, giving them the ability to pick up a bicycle at any self-service bike-station and return it to any other bike station located within the Inner City.

6.1.7.2 Metropolitan and Regional Rail
The rail service provides the backbone to the Integrated Rapid Public Transport Network (IRPTN) for the eThekwini Municipality. These services provide a high capacity service from the north, west and south to and through the Inner City.

The system, together with stations along the routes, provide a fully accessible metropolitan wide transport network that is safe, reliable and convenient and has the potential to carry up to 30 000 persons per hour per line into the Inner City.

(i) Rail Corridors
The Inner City is serviced by 7 lines, viz:

- Umlazi – KwaMashu Line
- North Coast Line
- Cato Ridge Line
- Pinetown Line
- South Coast Line
- Crossmoor Line
- Wests Line

(ii) Rail Stations
There are 5 stations in the Inner City, viz:

- Umgeni Station
- Moses Mabhida Station
- Durban Station
- Berea Station
- Central Durban Station
Figure 62: Metropolitan and Regional Rail Services to Inner City
(iii) Central Durban Station
The creation of a new Central Durban Station on the Centrum site will significantly improve the rail accessibility of the Inner City, thus reducing the demand for feeder/distribution services from the existing rail stations and promoting the growth and regeneration of the Inner City.

(iv) Rail System Upgrades
The entire rail infrastructure and fleet is to be upgraded, providing enhanced line capacity, improved signalling systems, new and more comfortable carriages, station upgrades to make them fully accessible and an integrated ticketing system linked to other forms of public transport.

(v) Chatsworth LRT System
The Crossmoor, Pinetown and Wests Line is to be converted to high quality Light Rail corridor to improve the attractiveness of this corridor. This will transform the Inner City not only in terms of its connectivity to the south and west, but frequent services, convenience and on-street operations will transform and regenerate the Inner City. The on-street operation within the Inner City will also serve a distribution function for internal Inner City trips.

(vi) King Shaka Airport LRT System
In order to support the growth and regeneration of the Inner City as well as the promotion of Durban as a tourist, sporting and conferencing destination, a LRT line between the Inner City and King Shaka International Airport will be developed, linking the Point Cruise Terminal, Central Station and International Convention Centre, Sports Precinct to the Airport, via Umhlanga and Cornubia. Apart from catering for airport trips, this will also enhance commuter rail connectivity between the Inner City and the northern areas as well as serve a distribution function within the Inner City.

6.1.7.3 Metropolitan Bus
The BRT system provides the Inner City the connectivity to the broader Metropolitan area, complementing the rail corridors. Together with rail, complementary and feeder services (IRPTN), this system provides “wall-to-wall” public transport coverage across the entire metropolitan area, with connections at conveniently located interchange positions. The system will be a high frequency, safe and reliable public transport service that is capable of providing a capacity of 10 000 persons per hour per line into the Inner City. Thus the IRPTN provides the Inner City with a high level of service and accessibility to support and sustain its growth trajectory.

The system will be fully accessible and bus stops will be designed to be highly legible, with associated signage and passenger information to assist passengers in planning their journeys.
Figure 63: Metropolitan Bus Services to Inner City
(i) **BRT Corridors**
The Inner City is serviced by 4 BRT corridors, viz :
- C1 : Bridge City to the CBD
- C5 : Chatsworth to the CBD via Warwick
- C6 : Mpumalanga/Pinetown to the CBD via Warwick
- C8 : Tongaat/KSIA/Umhlanga to the CBD

(ii) **Outer Ring Distribution System (ORDS)**
Acknowledging the close interaction between the Inner City and the surrounding areas within the 5km cordon, including inter alia the Berea, Cato Manor and the Bluff, an Outer Ring Distribution System (ORDS) will be provided to connect these areas with the Inner City and to other services (regional and national transport services) that operate from the Inner City. The ORDS comprises of the following services with links to the Inner City :
- OU01 : Springfield
- OU02 : Clare Hills
- OU03 : Wiggins
- OU07 : Sherwood
- OU08 : Bellair
- OU09 : Sea View
- OU10 : Umbilo
- OU11 : Varsity
- OU13 : Botanic Gardens
- OU14 : Florida

(iii) **Centrum Transport Terminal**
All BRT services to the Inner City terminate at the Centrum Transport Terminal, located in the middle of the CBD to ensure maximum accessibility and direct routing to the core CBD in so far as is possible. These services then integrated with rail and the Inner City Distribution System to ensure accessibility of the entire Inner City to these services.

*6.1.7.4 INNER CITY DISTRIBUTION SYSTEM*
The Inner City Distribution System (ICDS) provides public transport connectivity across the City, linking key origins and destinations, including public transport interchanges. The fundamental principles of the system are that transfers are minimised and direct routing is available on high demand corridors. The system will be a reliable, high frequency bus service in the peak periods with stops typically every 400m along the routes to maximise accessibility of the system. On high demand corridors, priority will be given to this service by means of dedicated lanes and bus priority signals in order to improve operational speeds and efficiencies.

The system will be fully accessible and bus stops will be designed to be highly legible, with associated signage and passenger information to assist passengers in planning their journeys.

Frequent services will run throughout the day to encourage off-peak travel for retail and leisure activities and a night service will also run to enable a 24 hour city.
(i) Routes
The Greater Point area and the Centrum Transport Terminal are the highest generators and attractors of trips in the Inner City (both internal and external trips) and thus the distribution system is focussed around these nodes.

The Point Services are:
- P1: Point to Moses Mabhida Station
- P2: Point to City
- P3: Point to Sports Precinct
- P4: Point to Greyville via Warwick

The Centrum services are:
- C1: Warwick to Beach
- C2: Centrum to Morningside
- C3: Sports Precinct to Albert Park via Centrum
- C4: Centrum to North Beach
- C5: Centrum to Point
- C6: Centrum to Point via South Beach
Figure 64: Inner City Distribution Services
6.1.7.5 Private Transport Network

Whilst the private car has been the focus of attention thus far, looking ahead, the focus is to shift to higher capacity modes to cater for the increased population and development. An attractive, efficient and effective public transport system together with cycle and walk networks, is critical to achieving the developmental targets. Whilst private transport has a role to play in the overall transportation system, this needs to be developed and managed so as to ensure a balanced and efficient transport system that facilitates growth and sustainability.

The road network is proposed to be supply driven as opposed to demand driven, ie a set of road typologies are to be developed which sets a minimum standard for space allocation for the different categories of road users and modes based on the functional classification of the road and the relevant demand per mode. This would ensure a more equitable distribution of road space for all users.

This could typically take the form of the following:

- Category 1: Movement routes, where mobility has a relatively higher focus compared to other routes, but still providing adequate space for public transport and NMT.
- Category 4: Accessibility routes, where pedestrians are the focus, which could either be fully pedestrianised or pedestrian priority with low vehicle movement/access related movement only
- Categories 2 & 3 would be varying degrees of the above.
- These typologies would then be applied to the network independently of the levels of demand or operational requirements for private vehicles

The movement route system is based on a ring road concept, which provides circulation around the CBD and other core areas from traffic entering the Inner City via the major freeways and highways into Durban, thus reducing traffic in the core areas and protecting the integrity of its amenity. These will be linked to parking garages in the Inner City, which are linked to the walking and public transport networks. Traffic routing through the Inner City will be discouraged and re-routed to other major metropolitan routes outside the Inner City, like the M10 and the N2.
Figure 65: Inner City Ring Road System
6.1.7.6 **CONNECTING DURBAN TO THE WORLD**

Durban 2040 is an attractive tourist, sporting and conferencing destination, both nationally and internationally. In order to support this initiative, fast and direct connections are needed between the Inner City and national and international destinations in order for Durban to be competitive and inviting.

(i) **Cruise Terminal**

A Cruise Terminal is to be developed at the Point, the southern tip of the Inner City. This facility will be a world class facility catering for both local and international cruises, and will stimulate the local economy and tourism industry.

(ii) **King Shaka Airport LRT System**

A LRT line between the Inner City and King Shaka International Airport will be developed, linking the Point Cruise Terminal, Central Station and International Convention Centre, Sports Precinct to the Airport, via Umhlanga and Cornubia. Apart from catering for airport trips, this will also enhance commuter rail connectivity between the Inner City and the northern areas as well as serve a distribution function within the Inner City.

(iii) **National Rail**

Long distance rail services between Durban and other provinces will be enhanced, including:
- High speed rail link between Durban and Johannesburg, linking the OR Tambo gateway to Durban via rail as an alternative to air and coach services.
- Higher speed rail along the coastal belt, connecting Durban to Richards Bay in the north and the Eastern Cape, and ultimately Western Cape in the south

These rail services will operate from the Inner City terminals of Berea Station and Central Station, integrating fully with other regional (BRT) and local (ICDS and KSA LRT) services.

(iv) **Long Distance Coach Services**

Long distance coach services will operate out of Durban Station and Central Station, with integrated connections to local services at these stations.
Figure 66: Connecting Durban to the World
6.1.8 **THE INTEGRATED CITY**

6.1.8.1 **NEW CONNECTIONS AND LINKAGES**

A fine grained grid of streets with active edges is essential to promote the walkable city concept. Making new connections across large land parcels in the form of streets and paths allows developable land parcels to become a part of the expanded city grid. Smaller land parcels allow diversity, flexibility and fine grained development. A mobility concept with higher mobility edges and a grid of connected streets creates a hierarchical framework of connections within and between neighbourhoods.

The Berea is seen as an integral part of the Inner City, and creating additional connections that overcome existing barriers stimulate the development potential of both the Inner City and the Berea.

6.1.8.2 **INTEGRATED PUBLIC TRANSPORT SERVICES AND TERMINALS**

All public transport services, ie local, regional and national services, will be integrated to allow for easy and effortless transfer from one service to another. All termini will be safe and fully accessible, cater for all modes and provide passengers with the required facilities and services for greater convenience. The 3 primary terminals in the Inner City, providing local, regional and national services are:

- Central Transport Terminal
  - National Services – Dbn-Jhb rail, Coastal rail, KSIA rail, Cruise Terminal
  - Regional/Metro Services – Rail, LRT, BRT, LDC
  - Local Services – ICDS, cycle, walk

- Warwick Transport Terminal
  - National Services – Dbn-Jhb rail, Coastal rail
  - Regional/Metro Services – Rail, LRT, BRT, LDC
  - Local Services – ICDS, cycle, walk

- Point Transport Terminal
  - National Services – KSIA rail, Cruise Terminal
  - Local Services – ICDS, cycle, walk
Figure 67 : New Network Connections and Linkages
6.1.8.3 *INTEGRATED TICKETING SYSTEM*
The MUVO Card will allow passengers access to public transport in the Inner City without the need for cash payments. This system is designed to improve safety, accessibility and capacity of public transport services by facilitating pre loading of credit and/or tickets (scholar, pensioner, travel passes) onto the card which is then available for all forms of transport in the metropolitan area, including bike share, road and rail public transport services.

6.1.8.4 *TRANSPORT INFORMATION SYSTEMS*
Up to date information on all transport services and offerings will be available to commuters, residents and tourists to enable them to plan and better manage their journeys. Real time information via variable message panels along transport corridors, stations and terminals, smartphones applications and the internet will provide passengers with up to date information on all services.
6.1.9 UNLOCKING THE POTENTIAL

6.1.9.1 INCREASE THE ATTRACTION OF THE INNER CITY

Transport has a critical role to play in terms of improving the overall attractiveness of the Inner City, to both residents and visitors in terms of:

- An improved transport level of service in terms of services, frequency, reliability and accessibility creates an attractive destination
- A fully accessible transport system is able to accommodate all potential users
- Improved safety, particularly for pedestrians, encourages movement, especially walking
- Public facilities and services make the trip more comfortable and inviting

6.1.9.2 PROMOTING THE CITY AS AN EVENT DESTINATION

Durban sees itself as an events destination, from a sporting, entertainment and conferencing perspective. The City’s transport plan acknowledges this in terms of:

- A robust transport system that is able to accommodate all user requirements with minimum disruptions
- Parking pools within the Inner City that serve multiple users
- A “Fan Mile” that links key transport nodes to sports venues and that can be utilised for street events and parades

6.1.9.3 ATTRACTING INVESTMENT

As the Durban population and economy grow to 2040, the demand for travel will increase. This demand cannot be met by private vehicle, and thus a plan has been developed, focussed around walking and public transport, to ensure that movement within the Inner City occurs as efficiently as possible. This plan is intended to provide an outline of the strategies and mechanisms with regard to the form of future transport systems and its operations, how they are to be integrated, and what the focus for the long term is. This is anticipated to provide investors and developers with the knowledge and confidence that a long term strategic plan is in place to cater for future demands on the transport system.

6.1.9.4 SUSTAINABLE TRANSPORT SOLUTIONS

- Efficient transport system focussed on NMT, reduces the harmful impacts of transport on the environment in terms of energy utilisation, noise, emissions and the visual intrusion.
- Efficient transport systems reduce the cost of travel and doing business, thereby assisting in stimulating and growing the economy
- Appropriately designed and managed green spaces as part of the public realm mitigate the heat island effect that is prevalent with width continuous road surfaces

6.1.10 KEY PERFORMANCE CRITERIA

“By 2040 the Inner City of Durban will be Africa’s leading, most vibrant, liveable, walkable City Centre, providing economic, residential, sporting and leisure opportunities for all.” This is the vision statement for Durban, and it hinges upon a transport system that is safe, efficient and reliable and that people are able to travel into, out off and around the Inner City with minimum impedance and the shortest time. Further, to achieve a Walkable City, growth and transport infrastructure provision need to be aligned to ensure that the City structure of local, walkable neighbourhoods is realised and that walking is the predominant form of transport in the Inner City.
To achieve this efficient transport system, a number of interventions are required with regard to transport, not just from an infrastructure perspective, but also from a behavioural perspective. The change in travel patterns, from when we travel to shifting away from private vehicle transport to walking, cycling and public transport creates an enabling environment for the City to grow and prosper. The targets for these modes by 2040 are:

**Figure 70 : Inner City KPI’s**

- **30%** Target proportion of peak hour travellers to promote a shift in travel time and vehicle occupancy
- **52%** Target public transport modal split for trips in, out and within the Inner City
- **12%** Target proportion of walk trips in, out and within the Inner City
- **1.5%** Target proportion of cycle trips in, out and within the Inner City
6.2 PUBLIC REALM FRAMEWORK

6.2.1 INTRODUCTION

Most of our experience of the city is through the streets, squares, markets, parks and other public spaces. These are often just movement corridors, or the spaces between buildings, but the quality of this experience is what shapes our perception of the city, our sense of whether we are safe there, and our desire to spend time in that place.

In Durban, the beachfront and Gugu Dlamini Park are part of the public realm, but so are the streets, and the left over space under the freeways in Warwick.

6.2.2 ROLE OF PUBLIC REALM IN REGENERATION

Because the quality of the public realm powerfully affects perceptions of the Inner City, investing in a well-designed public realm has enormous potential to influence behaviour. This includes individual and group behaviours, as well as investment behaviour.

The more people feel comfortable in a space, the longer they will linger, increasing opportunities for all forms of social and commercial exchange. Places that attract people to linger have higher property values and more viable business opportunities.

An attractive, well managed public realm influences the collective image of the city, instils pride in residents and local users of the city, attracts tourists and visitors, and inspires investor confidence.

6.2.3 KEY CHALLENGES AND OPPORTUNITIES

The main objective of this Inner City Plan, is to re-invigorate the Inner City as a preferred place to live, work and play, offering economic, residential, sporting and leisure opportunities for all. This requires making the Inner City attractive and safe.

The main Inner City challenges expressed by the broadest spectrum of stakeholders are crime and grime. As articulated above, the quality of the public realm is a major factor influencing perceptions of crime and grime, and the consequence of this wide-spread perception has been capital flight and a degree of urban decay.

The grid of streets is the primary element of the public realm. The major movement corridors form the primary links between open spaces and the three waters edges. Large, natural open spaces such as a redefined sports precinct are linked to the port along a network of north/south corridors that include both major movement routes (M4/Stalwart Simelane, Dr. Yusuf Dadoo, Mahatma Gandhi) and pedestrian oriented corridors (Masabalala Yengwa, Centrum, Dorothy Nyembe). East-west links between major open spaces include Sandile Thusi, K.E Masinga and an expanded port edge along Margaret Mncadi Avenue.

“Dull, inert cities, it is true, do contain the seeds of their own destruction and little else. But lively, diverse, intense cities contain the seeds of their own regeneration, with energy enough to carry over for problems and needs outside themselves.”

– Jane Jacobs, *The Death and Life of Great American Cities*

“The more successfully a city mingles everyday diversity of uses and users in its everyday streets, the more successfully, casually (and economically) its people thereby enliven and support well-located parks that can thus give back grace and delight to their neighborhoods instead of vacuity.”

– Jane Jacobs, *The Death and Life of Great American Cities*
Design of the public space coupled with all aspects of urban management contribute, either positively or negatively. Most of the streets in the Inner City are designed for the prioritisation of vehicular movement with scant regard for pedestrians. The impact on the public domain is profound. Many drivers, most notably mini-bus taxi drivers, who get the clear message that they are priority users, are not law-abiding, and side-walks that do not adequately provide for street traders compound the problem for pedestrians. A combination of re-configured design to reflect re-prioritisation of pedestrians, and other forms of non-motorised movement, and firm enforcement would solve many of the obvious problems.

The Inner City is defined by its adjacency to the ocean, the port and the Umgeni River. Major infrastructure has been developed that starts to link the city to the ocean (the promenade) and the river (the green hub). Future proposed development at The Point will extend the promenade even further.

6.2.4 THE PUBLIC DOMAIN AND THE INFORMAL ECONOMY

The Inner City has a long history of markets and street trading, and has been internationally recognised for work done mainly in Warwick, to support the informal economy as an important strategy towards an inclusive economy and poverty alleviation.

The global Sustainable Development Goals include inclusivity - particularly in cities, as a principle. Through the Rockefeller Foundation's 100 Resilient Cities Initiative (Durban was one of the first cities to be selected to participate), informality has been identified as a key theme.

One of the main benefits of well managed street trading is activity and surveillance on the streets at all times. The ‘Traders Against Crime’ initiative in Warwick was very successful in reducing crime on the street.

From time to time tensions around the use of the public domain for trading run high. Including informal trade on the streets, in terms of the eThekwini Informal Economy Policy, does present urban management challenges, however, many of these challenges can be addressed through the provision of adequate and appropriate trader facilities such as ablutions and storage, improved design of sidewalks and open spaces to accommodate traders, as well as improved urban management and enforcement. Trader infrastructure is currently totally inadequate although there are proposals in place to start addressing these.

Design for the informal economy requires a degree of fluidity, enabling adaptation to changing dynamics and patterns of use over time. More detailed design of public realm interventions in the priority precincts must specifically include the informal economy, and a process for including this sector in decision-making so as to ensure that proposals are appropriate will be addressed in the regeneration plan.
Rahul Mehrotra describes what he calls a kinetic space:

“This is a hybrid form of urbanism where the “images” of the formal (represented in permanent structure and infrastructure) coalesce in the same space with the temporal landscapes of the informal. But critically these don’t define mutually exclusive economic classes. The rich, poor and middle class all use both of these landscapes simultaneously – to live, celebrate and most importantly for economic exchange.” (Mumbai: Planning Challenges for the Compact City)

6.2.5 PUBLIC REALM STRATEGY
The proposed public realm strategies are the most obvious embodiment of the 4 spatial principles that underpin this LAP:

- Making connections
- Walkable city
- Integrated city
- Releasing the potential,

while remaining consistent with the cross-cutting principles of economic regeneration, resilience and learning from the past.

Redefining the public realm will increase the legibility of the city as it expands into the future. Short, medium and long term interventions can be planned to complete a public realm that integrates both the built and natural environment.

The presence of a great city - Could Buenos Aires be a model for thinking about US cities? (by Lee Epstein)
http://switchboard.nrdc.org/blogs/kbenfield/

There is something intangible about the “presence” of a great city. It throbs with life, its people are busy and moving, but the culture also supports moments -- sometimes long moments -- at a much-reduced pace, as well as places in which to savor that experience: for example, the corner coffee houses, or the hundred parks and plazas, riverfront greens, open markets, and pedestrian-oriented, tree-lined places to stroll that are found in BA. Great cities may undoubtedly be big, sometimes noisy, busy, and very urban places; but thoroughly integrated within them are various-sized green spaces for rest and shade and play; in the case of BA, many of them enjoy access to the river.

What about the neighborhood scale? Again, BA's many walkable districts have the right characteristics. Indeed, they are often complete in and of themselves, with medical clinics and lawyers, restaurants and small food markets, pharmacies and the kinds of small businesses helpful to daily living. This is enabled in Buenos Aires because land uses are often mixed, or at least nearby as largely commercial streets are just a block or two from largely residential ones. Schools and day care centers are found in the neighborhoods, too, and usually a nice park or square. The commercial and residential diversity yields some resilience to changing economic conditions. .......

(Even with the income disparity, there is a degree of mixing: because the city's public life is rich, old and young, rich and poor cross paths daily. Portenos of all social classes share traditions such as family walks in the park, watching soccer leagues on weekends, enjoying coffee at a corner café, or watching or participating in tango.)
The street system, redesigned to incorporate all types of movement, ensures an accessible city and a range of street types caters for both high levels of vehicular and pedestrian movement, as well as a wide range of other on street activities, such as pavement café’s, street trading, and socialising.

Pedestrian prioritised streets allows ease of movement for the majority of people using the Inner City for their day to day needs. The street network is re-envisioned to provide amenity to an increased Inner City population.

An opportunity exists to ensure the revitalisation of the city and its future expansion contribute to making links between existing and enhanced open spaces, including the sports precinct and a completed water’s edge that is accessible to all. Existing open space systems (D’MOSS) can be extended and expanded through the Inner City to the waters’ edge. The expanded city provides an opportunity to increase the number and type of open spaces, along streets with parks and squares. Large and small open spaces, developed in conjunction with new built form, will ensure a sustainable open space network. Larger open spaces alongside the waters edges link to the Berea through the Inner City.

Existing infrastructure is upgraded and incorporated into a more holistic resilient system, linked to landscaping, recycling etc. There are huge opportunities for interventions in the public realm, and the design of streets to make the inner city more ecologically sustainable, addressing issues such as storm-water drainage and flooding, heat island effects.

Large public open spaces, such as Greyville, will play multiple roles including recreation, storm water attenuation, increased bio-diversity, possibly including food gardens, and carbon sequestration.
6.3 RESIDENTIAL FRAMEWORK—TOWARDS A LIVED IN CITY

6.3.1 BACKGROUND

The emphasis of this LAP is SPATIAL, hence the emphasis of this residential strategy is spatial. The implementation, institutional and operational aspects of the recommendations and proposals made here will be explored in more detail in the Regeneration Plan.

The location of residential development was used as a tool for apartheid segregation, and should have been used since 1994 as a tool for urban restructuring. To this end, the NDP and ICDG are now requiring Municipalities to focus on high priority integration zones, of which the Inner City is one. This will be monitored against the Municipal Housing programme and budget allocation, and implies a shift in focus (or at least a dual focus) from slums clearance to densification of identified integration zones. The SDF and MTEF will need to be brought into alignment with this agenda.

However, residential development, and public housing development in particular, cannot be considered in isolation. Integration with the broader LAP and regeneration principles and priorities is crucial.

6.3.2 ROLE OF RESIDENTIAL DEVELOPMENT IN URBAN REGENERATION

Residential densification across all income groups is a key strategy that will contribute to the regeneration of the inner city. Increased residential density is NOT housing for housing sake, although it can contribute to more sustainable housing delivery, and reduce sprawl.

Other benefits include increased public transport viability (unsubsidised public transport is viable at a minimum of 80 households/ha), improved safety and security through 24-hour occupation of the inner city and increased activity and surveillance, more invested stakeholders (demanding improved urban management) and increased civic pride. If properly guided, the spatial quality created by mixed use and residential built form is more diverse and human scaled than commercial, industrial and institutional uses.

The potential economic multiplier effects from increasing the resident inner city population across all market segments are also significant. The specific links between population and jobs are explored in more detail in the Economic sector report.

Some obvious benefits include increased basic needs retail thresholds, 24-hour demand for both goods and services, increased demand and opportunity for the entertainment sector, improved viability for existing vacant inner city space – for on-going commercial use or re-purposed. A reduction in crime and grime and urban decay, due to all of the above is the primary demand of business.

Consideration of the whole is the key. Residential use may be the primary new and transformed fabric, but residential development must be integrated with public realm improvement, economic opportunities, good affordable public transport, excellent urban management and good governance.
6.3.3 RESIDENTIAL STATUS QUO SUMMARY

6.3.3.1 URBANISATION

Urbanisation projections anticipate a population increase of 2 million people across eThekwini. The inner city is already the main reception area for new urban migrants, so it is safe to assume that a significant proportion of these people will end up there. Increased decent accommodation across the full affordability spectrum will reduce demand for illegal and dysfunctional accommodation establishments. Inner city residential planning must include such considerations and balance affordable provision with gentrification agendas, or face the consequences of continuing urban decay.

6.3.3.2 POPULATION

It has proved to be difficult to quantify the current residential population of the Inner City. Dynamics influenced by household formation, migration, survival strategies, law and regulation enforcement have complicated the picture, however, the following estimates have been made:

Table 14: Current Populations Estimates

<table>
<thead>
<tr>
<th>Residential category</th>
<th>Approximate Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal residents</td>
<td>+/- 60 000 people (census)</td>
</tr>
<tr>
<td>Low budget accommodation</td>
<td>+/- 3000</td>
</tr>
<tr>
<td>(legal and illegal)</td>
<td></td>
</tr>
<tr>
<td>Overnight shelters estimate</td>
<td>+/- 200 to 300</td>
</tr>
<tr>
<td>Strollers</td>
<td>+/- 300</td>
</tr>
<tr>
<td>Thokoza hostel</td>
<td>+/- 1200</td>
</tr>
<tr>
<td>Rough sleepers</td>
<td>between 1000 and 3000</td>
</tr>
<tr>
<td>TOTAL APPROX.</td>
<td>70 000 excl. Tourists</td>
</tr>
</tbody>
</table>

Based on photogrammetry analysis there is approximately 3.4 million m² of residential space in the inner city. Because living arrangements in the inner city vary considerably between different precincts and areas over socio-economic and demographic groups; and because living space typologies vary (from a bed in a shelter to a penthouse apartment at the extremes) it is impossible to establish how many ‘units’ this represents. Based on some assumptions around parking, common spaces, structure, occupancy etc. this could be anywhere between 23,000 and 30,000. This is only useful as a form of baseline because residential development planning tends to measure progress by the number of units or beds created.
6.3.3.3 Demographics and Demand

There is a diverse socio-economic profile of residents and owners, and diverse stakeholder needs and priorities within the Inner City. Poverty and inequality put pressure on the inner city. The average household income of Inner City residents is below R15,000 pm. The concentration of resources and amenity makes the inner city attractive to the marginalised. Inner city livelihood opportunities create demand for affordable live-work arrangements.

There are many indications of a real housing shortage in the affordable market segment (monthly rentals R700 - R1500 per month) however the residential demand side is not clearly understood. There are few formal options for the poor, and private sector responses are often exploitative. Market response to the new Pixley House development indicates pent up middle income demand, but the precise nature of that demand is not known.

Existing prime residential is on the beachfront and Point redevelopment area. The ‘back of beach’ is very mixed in terms of quality and value. Dynamics are very locally specific. The esplanade should be prime, but is not for a range of reasons, mainly related to the quality and management of the public realm.

6.3.3.4 Bad Buildings

Problem buildings usually exhibit a combination of non-compliance with Zoning/By-Laws/National Building Regulations, dysfunctional body corporates, dilapidation, broken/disconnected services, overcrowding, un-cooperative or absent owner/managing agent. The impact on surrounding areas is negative and infectious. Bad buildings are a major contributor to localised crime and grime. Approximately 200 problem buildings have been identified in Durban. The vast majority is in the Inner City.

The Better Buildings Programme has been running for many years, and has had some success but under difficult circumstances. Evictions and/or closing buildings down are not always the best solution. Displacement of residents causes other problems. Expropriation by the City has not been the preferred option, but is under review. The new Problem Buildings By-Law (2015) is very encouraging.

iTrump’s list of priority buildings is currently being evaluated against criteria such as zoning, extent of rates arrears, and willingness of owners to dispose. The outcome of this LAP and precinct plans is awaited.
6.3.3.5 **Public Housing**

Public housing delivery in Durban has been focused on ‘slums clearance’ involving new peri-urban green field projects (RDP/BNG), and informal settlement upgrading. This has significantly contributed to urban sprawl and the entrenchment of the segregated structure of the city. The poor spend a disproportionate portion of their income on transport.

6.3.3.5.1 **Social Housing**

Social housing is subsidised rental housing, owned and managed by accredited social housing institutions (SHI’s). It is not strictly public housing, but is state subsidised. SOHCO and First Metro are existing active SHI’s in Durban. A few social housing projects have been located in the inner city: not sufficient to have had a major impact though (approx. 600 units). There are 5 newly accredited SHI’s.

Problem buildings present an opportunity as a potential source of cheap building stock for development of Social Housing, however not all of them are suitable, and each should be assessed on its own merits.

6.3.3.5.2 **Hostels, Community Residential Units (CRU), Transitional and Emergency Housing**

Thokoza Woman’s hostel is the only old apartheid style hostel within the study area. With 1,200 occupants. It is oversubscribed and its infrastructure is under pressure.

The National Community Residential Units (CRU’s) Programme focuses on the provision of public rental accommodation developments under permanent municipal ownership and are meant to address the poor. They may be handed to managing agents, such as SHI’s. JOSHCO has implemented a number of successful building conversions in Johannesburg, using a mix of social and CRU subsidized units. The CRU programme replaces the previous Hostel and Affordable Rental Programmes.
The definition of transitional housing is dynamic. It is meant for emergency situations, which could include homelessness due to closing down problem buildings. It is more commonly a response to fire, flood etc. The Strollers development at the Mansel Road precinct, in the study area, was the first so-called transitional housing project in SA. It has never worked as originally intended, but has potential, and is an available, municipal owned facility. A proposal in 2010 for it to be integrated with a job-link programme was supported, but has not yet been implemented.

6.3.3.5.3 STUDENT HOUSING

All over SA there is a dire shortage of student accommodation. Although DUT is the only big tertiary institution within the study area, and is keen to engage around conveniently located student housing provision, UKZN also has student ‘residences’ in the inner city, and students from as far as MUT in Umlazi also seek accommodation in the inner city as it is closer to amenities and public transport.

Because of the shortage, students are often living in sub-standard accommodation and under exploitative conditions.

There are private niche student housing providers such as Southpoint. They have had a significant impact on regeneration in Braamfontein in Johannesburg, but do not have a large presence in eThekwini.

There is funding available via the Department of Higher Education to contribute to student housing initiatives, and the possibility of partnering with education institutions around this has potential.

6.3.4 SUMMARY OF KEY SECTOR CHALLENGES

- Ongoing urbanisation in a context of poverty and inequality
- Difficulties in establishing accurate population and residential demand. Housing shortage/unmet demand (especially affordable and unconventional typologies) is widely suggested. Statistics are not good and demand is not clearly understood. The Propertuity experience indicates demand in middle income segment, but unclear whether for owner occupation or investment. Urbanisation figures suggest a growing demand.
- Shortage of affordable options
- Poor understanding of end-user wants/needs.
- Clarity regarding which accommodation shortage challenges are supply side or demand side? Challenges exist on both sides.
- Proliferation of a range of mostly illegal low cost accommodation establishments because demand for affordable inner city public housing has been largely unmet. This often contributes directly to urban decay. Processes for dealing with slumlords and dysfunctional
buildings are onerous, lengthy and expensive.

- Poor management of much inner city residential accommodation.
- Shortage of student housing – even students studying in Umlazi seek inner city accommodation. Specific engagement with tertiary institutions is needed to understand their student housing needs.
- Average household incomes are low, which affects affordability.
- Over-indebtedness of people seeking accommodation – incomes may be too high for subsidy qualification, but debt levels decrease affordability of housing. ‘The housing ladder is not working’.
- Demand for decent unconventional residential accommodation, such as live-work, temporary or periodic rather than permanent, and accommodation with shared facilities, in the inner city. Demand across all market segments, does not necessarily fit neatly into the definitions envisaged by policy makers. It is more fluid and often households are not conventional families.
- Capital flight from the inner city has affected residential as well as commercial property values. Over an extended period, the lower rates base, diversion of public investment to flagship projects etc., leads to urban decay, and further capital flight in a downward spiral.
- Perceived risk and development uncertainty discourages investment.
- Poor urban management discourages investment.
- Development finance is difficult to obtain because profit margins at the affordable end of the market are small.
- End-user finance is almost impossible to obtain in the affordable market with funders seeing the inner city as high risk.
- Although at face value Social housing (as defined in the National Housing Code) is the most obvious available mechanism, financial feasibility is very difficult to achieve. A critical mass of Social Housing would be good for the Inner City.
- Homelessness/street sleeping is increasing. The solution to street sleepers is often not housing provision.
- No clear strategy for poor non-nationals who are not accommodated in The Housing Code.
- Sectional Title Act is complex.
- Land claims, especially in Block AK and Warwick are a challenge.
- Inadequate social facilities.
- Maintenance and operating costs of high density housing.
- Bulk infrastructure constraints – especially sewer.

6.3.5 Summary of Key Opportunities | Objectives

- Spatial restructuring and reduced sprawl – i.e. prioritise urban over peripheral. Consideration of the whole is imperative. A sector based approach will not optimise the potential contribution of residential development to regeneration of the inner city. A dramatically increased resident population, living in mixed-use walkable neighbourhoods, with residential accommodation as the primary new and transformed built fabric, is envisioned, but the implementation of a residential strategy must be integrated with co-ordinated public realm improvement and infrastructure provision, economic opportunities, good affordable public transport, excellent urban management and good governance.
• **A liveable city for all.** A residential strategy needs to respond to the whole socio-economic spectrum. One role of the Inner City is as a reception space for new urbanites. More choice would make the poor less vulnerable and provide a base from which to improve their lives. The employed poor - mostly domestic workers, security guards, gardeners, clerical staff and informal traders, generally have three options available to them: RDP housing units on the edge of the city, shacks in townships, and hijacked and/or dilapidated buildings in the inner city. ‘Rough sleepers’ in the Inner City need facilities and overnight shelter. Many homeless people/street sleepers in the Inner City are not necessarily indigent. The 2010 Homeless survey indicates higher levels of skill and education than might be assumed and often short term circumstances as the reason for being temporarily without shelter. Psycho-social support is needed to support residential strategy for the indigent and homeless. The current CSIR Homeless survey will be completed in 2016.

• **An Inner City that comprises walkable neighbourhoods** characterised by integrated mixed use development, which are safe, attractive and vibrant (economically and socially).

• **Regional, metropolitan and local social facilities and services that match user population needs and numbers.**

• **Strategic, co-ordinated public realm investment** that is aligned with overall inner city spatial principles and priorities, including residential densification.

• **More private investment**

• **Aligned, and appropriate infrastructure and services investment,** which must be sustainable in the long term, taking into account water and energy resource limits, climate change and its effects. New development must be planned for potential localised infrastructure systems such as electricity micro-grids and co-generation, organic waste to compost in large open spaces, etc.

• **Gentrification,** although access to affordable residential opportunities must also be preserved in the long term.
Figure 72: Residential Opportunities

LEGEND:
- Existing Residential Concentration
- Potential New Mixed-use Development
- Identified Problem Buildings [ITRUMP]
- Under Investigation for Social Housing Proposals
- Potential to Increase Bulk
- Potential Redevelopment / Conversion to Mixed-use

Not to scale
6.3.6 CITY ROLES AND AREAS OF INFLUENCE

This LAP is a plan to guide development in the Inner City, towards regeneration. Implementation of the residential proposals in the plan will be undertaken by a variety of actors. It is important to be cognisant of what the Municipality can do and influence directly, as set out below:

6.3.6.1 PLANNING
- IDP and SDF
- LAP
- LUMS
- Urban design guidelines
- Project preparation
- Project approvals

6.3.6.2 MUNICIPAL BUDGET
- Lobby for national and provincial budget allocation
- Ring-fence inner city Human Settlements budget – align MTEF
- Define Rates Policy, including strategic incentives (or disincentives)

6.3.6.3 INSTITUTIONAL AND OPERATIONS
- By-Laws
- Establish special purpose vehicle to drive inner city regeneration
- Area based urban management and enforcement
- Area based operations budget
- Area based co-ordination of capital expenditure in support of regeneration – public realm and infrastructure
- Initiate and foster partnerships – PPP’s, with UIP’s, with other spheres of Govt. etc.

6.3.6.4 DEFINE AND DRIVE PUBLIC HOUSING PRIORITIES
- Ensure alignment with national policy and directives
- Define Inner City residential priorities, and ensure alignment with IDP and LAP
- Protect strategic land parcels for residential and mixed use
- Development of public properties for residential and mixed use, however, the Municipality should only be the developer of last resort.
- Release of public properties (lease / sale) for specific development with defined performance criteria.
- Acquisition of properties such as bad buildings for development or release for specific development with defined performance criteria.
6.3.6.5 DEVELOPMENT FACILITATION

- Development facilitation for strategic aligned private development – including access to funding, land-legal assistance, plan approvals etc.
- Initiate and implement development incentives
- Networking and strategic partnerships

6.3.6.6 CAPITAL EXPENDITURE

- Co-ordinated public realm investment – public realm upgrade and investment builds investor confidence, directly affects property values, and ensures that regeneration goals of mixed use development are realized.

Co-ordinated investment in sustainable infrastructure – direct infrastructure investment strategically to align with regeneration plans, to allow densification and re-development in the inner city as well as release of strategic land parcels for development.

6.3.7 CROSS CUTTING CONCERNS

6.3.7.1 ECONOMIC REGENERATION

An increased residential population with vested interests in a high quality mixed use inner city, will contribute to overall regeneration, and there are significant direct economic multiplier effects from increasing the resident population across all market segments, including:

- Reduced urban sprawl/ improved service provision efficiency
- Increased viability for public transport
- Residents shopping for daily needs (goods and services)
- 24 hour demand, and activity
- Entertainment sector opportunities
- Increased surveillance and citizen engagement reduces crime and grime

Increased residential density is NOT a housing proposal, or housing for housing sake; and although it will indeed contribute to more sustainable public housing delivery, this cannot be the driving imperative when considering residential development in the inner city. Any development strategies and proposals must clearly address economic regeneration imperatives as a priority. Purely residential imperatives are secondary.

6.3.7.2 RESILIENT DEVELOPMENT

It is envisaged that much of the new built fabric going forward will be for residential use.

As discussed above in Section 4.2...a diverse range of accommodation types and of tenure and other institutional arrangements at a high enough density, potentially increases resilience.

The focus areas that have been identified for the resilience strategy that will be developed for Durban during 2016 are:
1. Bold and Participatory Governance
2. Knowledge-centred City
3. Innovative Place-making
4. Sustainable and Ecological City
5. Catalytic and Transformative Economy
6. Equitable and Inclusive Society
Climate change mitigation and adaptation considerations in design are imperative. All new development needs to be resource efficient (low carbon, passive climate control, provide for recycling etc.) and be robust i.e. adaptable. Adaptive re-use of existing buildings is key to this principle. Even though the financial costs of buildings might be ‘recovered’ within 20 years, the externalised costs are not.

6.3.8 **STRATEGIC RESIDENTIAL PROPOSALS**

6.3.8.1 **SUMMARY OVERVIEW**

**Table 15: Strategic Residential Proposals**

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Opportunities</th>
<th>Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urbanisation</td>
<td>Spatial restructuring (contain sprawl) for increased efficiencies</td>
<td>Densification and Diversification</td>
</tr>
<tr>
<td>Accommodation shortage, but dynamic demand situation.</td>
<td>Pilot projects Innovation (e.g. live-work accommodation)</td>
<td>Mixed use framework approach Strategic public housing</td>
</tr>
<tr>
<td>Supply side constraints (e.g. end user finance, development uncertainty, inner city crime and grime, low average affordability, ‘gap’ market over indebtedness, feasibility of affordable products)</td>
<td>Leadership Cross-subsidisation Re-prioritise public housing interventions Innovation Rates policy review UDZ</td>
<td>Robust Inner City Plan Development Facilitation Strategic public realm and infrastructure investment Development incentives Partnerships Strategic ‘soft’ Land release</td>
</tr>
<tr>
<td>Demand side constraints (e.g. affordability, lack of choice, exclusion of non-nationals from subsidised options, inner city, crime and grime)</td>
<td>Re-prioritise public housing interventions Innovation</td>
<td>Densification and diversification of housing supply Strategic public housing Incentives for private investment Development facilitation Partnerships</td>
</tr>
<tr>
<td>Proliferation of Illegal establishments and bad buildings</td>
<td>Enforce new by law Acquire ‘cheap’ stock</td>
<td>Partnerships Strategic public housing</td>
</tr>
<tr>
<td>Investment risk/value/uncertainty</td>
<td>Leadership Align Planning and MTEF</td>
<td>Robust Inner City Plan Strategic Investment in public realm and infrastructure</td>
</tr>
<tr>
<td>Poor urban management</td>
<td>Leadership and improved co-ordination</td>
<td>Robust Inner City Plan Participatory Regeneration Plan Innovative institutional</td>
</tr>
<tr>
<td>Challenge</td>
<td>Opportunities</td>
<td>Strategies</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Increasing homelessness</td>
<td>Integrated solutions, not only shelter</td>
<td>Innovative solutions Partnerships</td>
</tr>
<tr>
<td>Land claims</td>
<td>Leadership</td>
<td>Robust Inner City Plan Mixed use framework approach</td>
</tr>
<tr>
<td>Non-nationals</td>
<td>Leadership</td>
<td>Innovative solutions Pilot projects Partnerships</td>
</tr>
<tr>
<td>Inadequate facilities</td>
<td>Innovation</td>
<td>Robust Inner City Plan Mixed use framework approach</td>
</tr>
<tr>
<td></td>
<td>Explore shared urban facilities best practices Leadership Partnerships</td>
<td>Strategic investment in public realm and infrastructure</td>
</tr>
<tr>
<td>Inadequate infrastructure</td>
<td>Leapfrog to ‘smart infrastructure’</td>
<td>Strategic co-ordinated investment Innovation Pilot projects Partnerships (e.g. co-generation)</td>
</tr>
<tr>
<td></td>
<td>Improved efficiency and sustainability</td>
<td></td>
</tr>
</tbody>
</table>

### 6.3.8.2 DENSIFICATION

Global trends indicate that our cities are going to densify significantly, whether we plan for this or not. As described above in relation to economic regeneration objectives, planning for densification creates opportunities to address many other problems beyond just accommodating large numbers of people; the key ones being to reduce inefficient sprawl, make public transport sustainable, and re-structuring our segregated city.

### 6.3.8.3 PROPOSED DENSITY TARGETS

The eThekwini Densification Strategy proposes densities of 80-200 du/ha in primary nodes, and the Inner city is THE primary node. A target of 100du/ha as the average density is proposed. This could be achieved over the long term, through optimising new development potential in the form of spare bulk, new green-field development, and some conversion of under-utilised commercial buildings.

In planning for a potential inner city resident population of 450 000, 40% of the net development potential is assumed to be for non-residential uses such as schools and other social facilities, commercial, recreational etc. Public open space is already outside of the overall bulk calculations. New development on land to be released over time yields the majority of the proposed area, but consolidation and upgrade of existing residential nodes such as Albert Park is also essential.
6.3.8.4 **ROBUST PLAN / MIXED USE FRAMEWORK APPROACH**

6.3.8.4.1 **LAND USE INTENSITY RATHER THAN ZONING**

Densified and diversified residential use will be a primary use in the future inner city, but must be integrated with appropriate access through a range of transport options, economic opportunities and social and recreational amenity. The proposed walkable neighbourhood structure must guide development proposals.

The land-use intensity plan allows for fluid responses to dynamic demand over time. Properties adjacent to a water edge, or significant public open space will command the highest residential property values, and highest residential intensity. Properties adjacent to major access routes will command the highest commercial values and commercial intensity. The land use intensity plan demonstrates a land use intensity gradient that responds to the specific conditions of the varied locations in the inner city.

Most development is envisaged as mixed-use with non-residential in higher concentrations along mobility routes and at walkable neighbourhood centres, and residential in higher concentrations around spaces with high social amenity, and in-between neighbourhood centres.

Use of development incentives to direct upgrading, change of use, innovative pilot projects, and/or new development in strategic locations; should be included as an important regeneration strategy.

6.3.8.4.2 **PERFORMANCE GUIDELINES FOR INNER CITY RESIDENTIAL**

Spatial and performance guidelines, based on the land use intensity proposals, will be developed later as part of the regeneration plan that will accompany this LAP. A summary of some of the emerging guidelines are presented in Table 8 in the previous section.

All of the cross-cutting and spatial principles that are the foundation of the LAP, must also be applied to any development.

A range of typologies that increase choice and diversity will improve the resilience of the residential market, as well as socio-economic resilience. Innovation and pilot projects are essential to refinement of future solutions, and should include live-work potential.

Perimeter block form is preferred, and an average height of 6 storeys, although this allows for a range of heights – responding to the intensity gradient – across the inner city. Street edges must be active to enhance the public realm. Parking provision must be appropriate in terms of density and proximity to public transport.

As the market normalises over time, allow market forces to direct the location of residential market segments. This will largely be determined by land value – some of which we hope to influence in time through implementation of good planning. Gentrification is desired in some areas, but in order to ensure an inclusive city, interventions such as the retention in public ownership of properties that are well located for affordable residential near public transport may be necessary.
6.3.8.5 Strategic Public Housing

World class waterfront and beachfront residential locations, world class conferencing and hotels, world class sports and leisure facilities all provide impetus for high end residential. This is the domain of the private sector.

The main objective of public housing provision in the inner city, is to address the dire shortage of decent affordable accommodation options, located close to amenities and public transport. Currently, there is an overwhelming back-log of well-located affordable housing, as is evidenced in the proliferation of informal settlements, poor quality accommodation establishments (legal and illegal) and occupation of low value or dilapidated and poorly managed buildings. The shift in focus from public housing provision on the urban periphery to the inner city, also starts to address spatial segregation and urban inefficiency issues.

From a regeneration perspective there are a number of potential tensions that must be acknowledged in the roll-out of public housing in the inner city. As mentioned before, this is not housing for housing sake.

Generally, free land/space is required to make public housing interventions viable. As shown on the LAP plans, there is a lot of publically owned land and properties in the inner city, but these are not necessarily all suitable for public housing interventions.

Locating public housing on land that is in high demand and has a high value, makes it highly likely that it will end up downward-raided or sold. Where the market value is high, and project costs vs. cost recovery at affordable rentals usually means financial break-even only after a relatively long period, this is a risk. In some instances, such gentrification is desirable, and may even be explicitly part of project planning, however for the most part, it is important that public housing continues to provide affordable choices not available on the market.

Also, valuable land that is free in that it is owned by the city, and is therefore available to a project at no financial cost, carries an opportunity cost that must be factored in. Key economic assets must be leveraged for regeneration objectives, and valuable land should really be prioritised for high end development and maximising the potential rates income, or economic return for the city as a whole. Therefore, limit (in scale), but do not necessarily completely exclude public housing in areas of high metropolitan economic status.

Land swaps, and using the proceeds of valuable land disposal through sale or long term lease, to acquire appropriate properties, including bad buildings that can be upgraded and/or converted to public housing, potentially addresses multiple challenges, and an innovative approach is proposed.

For the sake of integration, a mix of market, GAP, social and CRU’s is desirable, although it is acknowledged that striking a feasible mix is a delicate balancing act. Support for inner city residential developers including Social Housing Institutions is a key strategic role for the Human Settlements Department.

Focus on key sites proximity to transport nodes. Where single sites are not large enough for feasible ongoing operations (300 – 500 units is ideal) then consider grouping sites in relative proximity as a ‘project’. Bear in mind that for social cohesion within a project, ideally 150 people is the maximum population that should share an entrance and ‘home’ identity.
Improve the potential leverage of existing social housing and accommodation such as Stollers to serve regeneration imperatives.

Increasing incidence of street sleepers in the inner city, as reported by iTRUMP, is a concern. Surveys of the homeless strongly indicate that the cause is not always homelessness, so housing is not necessarily the solution, however access to safe shelter is required. Provision of transitional shelter should be linked to provision of other social services and job-linkage, as envisaged in the proposal prepared for Stollers and the old Table Tennis building in 2010. Innovative strategies and partnering with NGO’s active in this arena are needed.

6.3.8.6 CO-ORINTED INFRASTRUCTURE INVESTMENT
Co-ordinate investment in infrastructure to support regeneration initiatives, including residential development. The focus on the inner city as a place to live potentially yields improved service and transport infrastructure efficiencies across the metro, however up-front capital infrastructure investment will be required if large projects are envisaged initially.

All proposed infrastructure investment should be assessed against the potential leverage achieved as part of a co-ordinated approach.

Plan to leap-frog to new technologies and smart infrastructure in new areas, designing these in from inception such as localised infrastructure systems e.g. smart micro-grids and co-generation, progressive waste management strategies, SUDS, water conservation and re-cycling. Higher densities make the above more feasible.

6.3.8.7 CO-ORDINATED PUBLIC REALM INVESTMENT
Development and maintenance of the public domain, public transport, and excellent urban management enhances potential for investment. Investment in the public realm is proposed as a residential strategy because the relationship between the public domain and residential development is symbiotic. Residential uses around or adjacent to public open spaces, including streets, increase opportunities for passive surveillance and therefore make the public domain safer. Attractive public domain significantly increases surrounding property values.

Strategic public realm investment is meant to include capital investment to re-configure and upgrade the existing public realm, in new public realm development, as well as in urban management. There is no point investing in the physical space without ongoing management. Well-designed spaces contribute to improved urban management. Good urban management contributes to investor confidence.

Where there is existing urban decay and it is proposed to upgrade dilapidated buildings, it is essential to co-ordinate public domain upgrade alongside.

6.3.8.8 DEVELOPMENT INCENTIVES AND FACILITATION
The new Bad Buildings By-Law allows for heavier penalties for non-compliant and unmanaged properties, however incentives for upgrading and transformation of bad buildings should be part of the strategic package. Dysfunctional buildings are a major contributor to inner city blight through
concerted efforts at enforcement and potential acquisition, as well as concurrent strategies to cater for those living in those buildings.

Targeting of ‘Bad buildings’ as a potential source of cheap building stock for affordable housing is recommended, however this needs to be coupled with incentives for owners to upgrade their own properties. A co-ordinated programme of acquisition and incentivised upgrade is mutually beneficial. Acquisitions can be released for development. The municipality should be the developer of last resort. Land/property release for affordable residential development, especially in locations that may rapidly gentrify, should be on 50/99 year lease rather than outright sale.

Development facilitation, including but not limited to assisting owners and developers to achieve compliance and approvals, review of the rates arrears policy to allow strategic writing off of arrears, review of stringent parking requirements, and even facilitating access to finance and subsidies should be considered.

6.3.8.9 InNOVATION/PILOT PROJECTS

If one of the objectives is a liveable city for all, then innovative solutions must be sought and promoted. Demand for periodic, transitional and live-work accommodation situations are all already evident in the city. There is a ‘Work house’ policy that guides live work arrangements in the City. Pressure for more student housing in the inner city is also mounting and must be urgently addressed.

There is very limited accommodation of non-nationals in the National Housing Code, and this contributes both to street sleeping and other dysfunctional and exploitative accommodation practices.

Conventional approaches do not serve, and innovation is needed. Pilot projects must be encouraged or undertaken.

6.3.8.10 INNOVATIVE INSTITUTIONAL ARRANGEMENTS

The complexities of inner city development and urban management requires specific capacity to be developed. In the emerging regeneration strategies, the creation of an Integrated Inner City Development Facilitation Agency is mooted. Specific residential sector capacity must be included in such proposals, especially to initiate and support potential partnering between public and private sector parties.
6.4 INFRASTRUCTURE FRAMEWORK

6.4.1 OVERARCHING PARAMETERS

Infrastructure – water, wastewater, power, stormwater, transportation and telecommunications have become such an integral part of modern life that is has been taken for granted. Traditionally, infrastructure development is commonly viewed as a number of standalone entities functioning together, however they form part of complex interdependent systems.

In analysing the interdependent infrastructure systems within the Inner City it is critical to understand and quantify:

a) the current system;
b) the spare capacity within the existing system;
c) the demand created by the ultimate developmental potential of the Inner City; and
d) the infrastructure development required to service the Inner City in its ultimate developmental state

6.4.2 WATER

See separate report “eThekwini Integrated Inner City Local Area Plan and Regeneration Plan Water Supply to the Durban Inner City, NAKO ILISO MAY 2016” for further detail.

6.4.2.1 BULK WATER SUPPLY

Bulk water supply to the Inner City is via Umgeni Water’s Lower Umgeni System transferring bulk water into the eThekwini bulk water supply system as illustrated in Figure 66.

This schematic illustrates the system configuration and linkages between Midmar Dam, Inanda Dam, Albert Falls Dam and Nagle Dam. These dams supply water to a number of water treatment plants (WTP) where Wiggin WTP and Durban Heights WTP are of significance in the water supply to eThekwini. Water is then supplied to a number of reservoirs in the eThekwini area Montille Reservoir and Rosette Reservoir being of particular importance as they supply the eThekwini Inner City.
6.4.2.2 Bulk Water – Reservoirs

The eThekwini Water Supply System comprises of a number of reservoirs supplying water to a number of reservoir zones within the greater Durban city area. The reservoirs supplying water to the Inner City include Ridge End Reservoir, Rosetta Reservoir, Currie Road Reservoir and Montille Reservoir. Table 14 below further elaborates on which reservoirs service the respective Inner City Precincts. A summary of the reservoir capacities is also provided. Figure 67 below provides a layout of the reservoirs within the Durban City area and defines boundaries for the associated reservoirs zones.

Table 16: Inner City Precincts and Associated Reservoir Zones

<table>
<thead>
<tr>
<th>INNER CITY PRECINCT</th>
<th>RESERVOIR ZONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Umgeni Precinct</td>
<td>Ridge End, Rosette, Currie Road</td>
</tr>
<tr>
<td>Sports Precinct</td>
<td>Montille</td>
</tr>
<tr>
<td>Greyville Precinct</td>
<td>Currie Road</td>
</tr>
<tr>
<td>Centrum Precinct</td>
<td>Montille</td>
</tr>
<tr>
<td>Beach Precinct</td>
<td>Montille</td>
</tr>
<tr>
<td>Warwick Precinct</td>
<td>Montille, Currie Road</td>
</tr>
<tr>
<td>City Precinct</td>
<td>Montille</td>
</tr>
</tbody>
</table>
INNER CITY PRECINCT | RESERVOIR ZONES
---|---
Point Precinct | Montille

Table 17: Reservoir Capacities and Available Capacities

<table>
<thead>
<tr>
<th>RESERVOIR ZONES</th>
<th>48HR STORAGE CAPACITY (Ml)</th>
<th>CURRENT DEMAND (Ml/day)</th>
<th>AVAILABLE CAPACITY (Ml/day)</th>
<th>TWL (m)</th>
</tr>
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<tbody>
<tr>
<td>Montille</td>
<td>136</td>
<td>45</td>
<td>23</td>
<td>72.83</td>
</tr>
<tr>
<td>Ridge End</td>
<td>9</td>
<td>2.5</td>
<td>2</td>
<td>127.45</td>
</tr>
<tr>
<td>Currie Road</td>
<td>12</td>
<td>6</td>
<td>0</td>
<td>73.43</td>
</tr>
<tr>
<td>Rosetta</td>
<td>6</td>
<td>2</td>
<td>1</td>
<td>72.76</td>
</tr>
<tr>
<td>Total</td>
<td>163</td>
<td>55.5</td>
<td>26</td>
<td></td>
</tr>
</tbody>
</table>

Figure 74: Reservoir’s servicing the Inner City and Reservoir Zones

Not to scale
6.4.2.3 EXISTING WATER NETWORKS

The eThekweni Inner City has an existing water network of bulk and reticulation water pipelines which supply water from the respective reservoir supply zones, as described above. Figure 68 below provides a layout of the existing water network within the Inner City.

The age, material and condition of the existing water infrastructure are of concern as GIS data indicate the bulk pipe lines were placed prior to the year 1980. Some pipelines were even placed in the early 1900s.

Figure 75: Existing Water Network
6.4.2.4 DISCUSSION AND RECOMMENDATIONS
This report is based on a desk top study using GIS, “Coin’s” billing data and the current information available from the relevant municipal departments. The current water system which supplies 70 000 people, is operating at approximately 95% capacity and is aging. EPANET Version 2.0 was used as the modelling software. EPANET is a computer program that performs extended period simulation of hydraulic and water quality behaviour within pressurized pipe networks consisting of pipes, nodes (pipe junctions), pumps, valves and storage tanks or reservoirs.

The four reservoir zones modelled in this report are listed below.

- Montille Reservoir
- Currie Road Reservoir
- Rosetta Reservoir
- Ridge End Reservoir

6.4.2.4.1 EXISTING SYSTEM
The outputs indicate that the current system has adequate capacity to meet the current demand.

a) Montille Reservoir
   - The Montille Reservoir can meet the 48hr storage requirements for the current demand with significant spare capacity
   - The bulk pipelines within the Montille Reservoir Zone are also adequately sized to meet the current demand.

b) Currie Road Reservoir
   - The Currie Road reservoir can meet the 48hr storage requirements for the current demand ONLY with NO spare capacity
   - All bulk infrastructure within the Currie Road Reservoir Zone are adequately sized to meet the current demand.

c) Rosetta Reservoir
   - The Rosetta Reservoir can meet the 48hr storage requirements for the current demand with some spare capacity
   - All bulk infrastructure within the Rosetta Reservoir Zone are adequately sized to meet the current demand.

d) Ridge End Reservoir
   - The Ridge End Reservoir can meet the 48hr storage requirements for the current demand with some spare capacity
• All bulk infrastructure within the Ridge End Reservoir Zone are adequately sized to meet the current demand.

6.4.2.4.2 PROPOSED SYSTEM

The proposed land use and population distribution data was obtained from the Traffic Zone Demographic study which was carried out for this project. The proposed demand was calculated using the unit demand per land use as indicated in the “Guidelines for Human Settlement Planning and Design (RED Book)”.

Table 18: Future Water Demand

<table>
<thead>
<tr>
<th>RESERVOIR ZONES</th>
<th>48HR STORAGE CAPACITY (Ml)</th>
<th>CURRENT DEMAND (Ml/day)</th>
<th>AVAILABLE CAPACITY (Ml/day)</th>
<th>FUTURE DEMAND (Ml/day)</th>
<th>SHORTFALL (Ml/day)</th>
<th>TWL (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montille</td>
<td>136</td>
<td>45</td>
<td>23</td>
<td>44</td>
<td>21.00</td>
<td>72.83</td>
</tr>
<tr>
<td>Ridge End</td>
<td>9</td>
<td>2.5</td>
<td>2</td>
<td>0.5</td>
<td>0.00</td>
<td>127.45</td>
</tr>
<tr>
<td>Currie Road</td>
<td>12</td>
<td>6</td>
<td>0</td>
<td>9.61</td>
<td>9.61</td>
<td>73.43</td>
</tr>
<tr>
<td>Rosetta</td>
<td>6</td>
<td>2</td>
<td>1</td>
<td>0.7</td>
<td>0.00</td>
<td>72.76</td>
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<tr>
<td>Total</td>
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<td>55.5</td>
<td>26</td>
<td>54.81</td>
<td>30.61</td>
<td></td>
</tr>
</tbody>
</table>

a) Montille Reservoir
• Montille Reservoir empties throughout the day indicating insufficient storage capacity. An additional storage of 21 Ml/day is required to meet the future demand.
• Various bulk pipelines within the Montille Reservoir zone will have to be upgraded to larger diameter pipelines to meet the future demand.

b) Currie Road Reservoir
• Currie Road Reservoir is already operating at capacity for the existing demand. Alternate storage measures will need to be investigated to supply the additional 9.61 ML/day for this reservoir zone.
• Various bulk pipelines within the Currie Road Reservoir zone will have to be upgraded to larger diameter pipelines to meet the future demand.

c) Rosetta Reservoir
• Rosetta reservoir has adequate storage capacity to meet the future demand
• There are bulk pipelines within the Rosetta Reservoir zone that will require upgrades to larger diameter pipelines to meet the future demand.

d) Ridge End Reservoir
• Ridge End reservoir has adequate storage capacity to meet the future demand
The bulk networks also are adequately sized to meet the future demand within the Rosetta reservoir zone.

Refer to Table 7 in the “eThekwini Integrated Inner City Local Area Plan and Regeneration Plan Water Supply to the Durban Inner City, NAKO ILISO MAY 2016” report for the list of pipelines requiring upgrading.
Figure 76: Water Network Proposals
6.4.3 SEWER

See separate report “eThekwini Integrated Inner City Local Area Plan and Regeneration Plan Water Sewer Infrastructure Assessment of the Durban Inner City, NAKO ILISO MAY 2016” for further detail.

This report is based on a desk top study and the current information available from the relevant municipal departments. The new Mahatma Gandhi pump station, which services the entire catchment, has a capacity of 172 ML/day of which 44 ML/day is being utilized. Wastewater is pumped from the Mahatma Gandhi pump station to the Central Wastewater Treatment works. The sewer design calculations for the preliminary sizing of the pipelines were based on parameters taken from The Guidelines for Human Settlement and Planning Design (Red book).

The results of the calculation indicated inadequately sized bulk sewer infrastructure spanning from the Centrum Precinct, north towards the Point Precinct, extending to the Mahatma Gandhi Pump Station.

6.4.3.1 EXISTING BULK SEWER SYSTEM

The Durban Inner City is serviced by sewer reticulation which gravitates into trunk mains. Due to the nature of the terrain, localized pumpstations enable the sewer to be pumped into the trunk main and ultimately all sewer from the city gravitate into the Mahatma Gandhi Pump Station via a DN 1350 trunk main. The wastewater is then pumped via 2No rising mains (DN 750 and DN 900) across the harbour entrance channel to the Central Waste Water Treatment Works located on the east side of the Bluff.

The eThekwini Sewer System comprises of a number of localised pump stations which allow all the wastewater in the Durban Inner City to ultimately gravitate to the Mahatma Gandhi pump station located on Mahatma Gandhi Road. The total capacity at the Mahatma Gandhi pump station and associated rising mains (DN 750 and DN 900) is 172 ML/day. The current volume of sewage generated within the Durban Inner City that gravitates to the Mahatma Gandhi Road Pumpstation is 44 ML/day leaving a spare capacity of 128 ML/day.

The Central Waste Water Treatment Works has a potential capacity of 135ML/day but currently configured to treat only 68ML/day. Currently, the total volume of sewage being treated is 44 ML/day which will increase to 51 ML/day when the Durban Point is fully developed.

Figure 70 below provides a layout of the existing wastewater pump stations within the Inner City area, where the position of the Mahatma Gandhi Road Pump station has been highlighted together with the position of the existing sewer line across the harbour access channel and the location of the Central Waste Water Treatment Works.
Figure 77: Sewer Pump stations and Central WWTW

6.4.3.2 Sewer Network

Figure 71 below provides a layout of the existing sewer network within the Inner City. The concern with the existing infrastructure is with regards to age and available capacity. GIS data indicate that the Trunk sewer pipelines were constructed prior to the 1980s and thereby ageing and prone to the ingress of high volumes of stormwater which increases the wastewater volumes.
Figure 78: Existing Sewer Network

Not to scale
6.4.3.3 PROPOSED SYSTEM

- As detailed in Annexure B of the “eThekwini Integrated Inner City Local Area Plan and Regeneration Plan Water Sewer Infrastructure Assessment of the Durban Inner City, NAKO ILISO MAY 2016” report, the estimated existing and proposed peak sewer generation will be 175 ML/day.
- The total potential capacity at Central Wastewater Treatment Works is 135ML/day. This capacity will not be enough to cater for the flows expected in the future.
- The Mahatma Gandhi pumpstation is designed to cater for a flow of 172ML/day. The total future flow 175 ML/day is only marginally higher and can be accommodated through optimisation of the pumps at the Mahatma Gandhi pumpstation.
- There are existing Trunk pipelines that will require upgrades to cater of the additional flows. A summary of the pipe sizing calculations and proposed upgrades can be found in Annexure B. This table can be read in conjunction proposed sewer upgrades layout in Annexure C.
- The available capacities at all localised pump stations will need to be verified at detailed design stage to determine if upgrades will be required.
Figure 79: Proposed Sewer Network
6.4.4 STORMWATER

6.4.4.1 STORMWATER NETWORKS

Figure 73 below provides a layout of the existing stormwater network within the Inner City, where the majority of the city area is already hardened. In the northern portion of the Inner City, the sports precinct has attenuation areas which align with the historic layout of the city. The flow of stormwater through the central and southern portions of the Inner City is into the harbour and towards the beach front. The beach front has been developed with attenuation points positioned beneath sand dunes where the gradual release of stormwater contributes to the development and rehabilitation of sand dunes zones.
Figure 80: Existing Stormwater Network

Key: Green – Stormwater; Red - Culverts

Not to scale
Stormwater Attenuation Systems

In the early 1800’s the topography and natural environment of the Inner City restricted the growth of the community. To the north, development was restricted by the Umgeni River. Two streams, one called Cato Creek, and their associated vleis or marshes, known as the Eastern and Western Vleis, flowed from the Umgeni River into the Durban Bay, parallel to the primary dune. These vleis presented many challenges to the early settlers, including regular flooding of streets and thoroughfares in the city centre.

The natural topography and ecology have been altered drastically since the early 1800’s in order to facilitate local development. The natural topography of the land which is now occupied by the Greyville racecourse, was altered with earthworks associated with the establishment of the racecourse. The Greyville racecourse is currently being utilised as an attenuation structure. Other green attenuation structures identified within the city include open spaces such as the Durban Country Club, Royal Durban, Botanical Gardens, Albert Park, etc.

At present, run off from numerous individual sites are attenuated on site prior to release into the pipe reticulation network.

Proposed Runoff

There will be minimal runoff produced by the development of the new buildings. The land identified for development is an existing hardened area and not an existing green field. Therefore there will be a small runoff generated.

The increased runoff will be as a result of the new street surfaces and new pedestrian areas. The information provided by the Architects and Urban designers of the IPPU team indicated the following increase in hardened areas

- New street surfaces: 3% of the total Inner City Area
- New pedestrian areas: 2.5% of the total Inner City Area

The total Inner City area is 18km2. Therefore, the total increase in hardened areas will be 0.99km2 (990 000m²).

Results of Proposed System

There will be an increase in the surface runoff due to increased hardened areas. This increase in surface runoff will need to be catered for in the stormwater system.

Discussion and Recommendations

- A large area of new hardened areas is proposed to be constructed on existing hardened areas.
- The proposed hardened areas in the Greyville and Sports Precincts are planned to be constructed on existing Greenfields. Therefore, the runoff generated due to this development will need to be accommodated in the stormwater systems.
- The new streets and pedestrian areas are proposed on the South East portion of the Greyville Racecourse. It is recommended that the runoff produced by this construction be attenuated on the North West portion of the racecourse. The outflow from the attenuation structure is
to be discharged into the stormwater system. An upgrade to the existing box culvert will be required to deliver the increased volume of the surface runoff. An upgrade from a 3 x 2100 x 1500 box culvert to a 3 x 2400 x 1500 is recommended. The box culvert to discharge to the existing outfall parallel to the Durban Sugar Mill.

- A portion of the proposed streets and pedestrian areas in the Sport Precinct will be constructed over an existing Greenfield site. This will result in increased runoff which will need to be catered for in the stormwater system. It is recommended that this increased volume of surface runoff be discharged into the existing box culvert and conveyed to the outfall point at Battery Beach. A possible upgrade of the culvert may be required from a 2 x 2620 x 1500 to a 2 x 2600 x 1800.

6.4.5 **ELECTRICITY**
See separate report “eThekwini Integrated Inner City Local Area Plan and Regeneration Plan: Project Proposed Future Electrical Infrastructure To The Inner-City Rev 3” JCF Engineers And Services (Pty) Ltd May 2016 “ for further detail.

The electrical report is based on the current information available from the Electrical Municipal Departments. The current electrical networks which supplies 60 000 to 75 000 people, is operating at approximately 65% capacity in a fair working condition and should be maintained on a regular basis. The results contain some discrepancies due to limited information available.

6.4.5.1 **ELECTRICAL HIGH VOLTAGE SUBSTATIONS**

Table 19: Major Substations, Locations and Capacities

<table>
<thead>
<tr>
<th>Substation</th>
<th>Number</th>
<th>Location of Substation</th>
<th>Voltage Level</th>
<th>Design Capacity</th>
<th>Maximum Existing Load</th>
<th>Condition of Equipment</th>
<th>Immediate Attention Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>KE Masinga Major</td>
<td>11666</td>
<td>KE Masinga Road</td>
<td>132/11kV</td>
<td>TBC</td>
<td>TBC</td>
<td>New</td>
<td>Operational within 2-3 years</td>
</tr>
<tr>
<td>Cathedral Major</td>
<td>7910</td>
<td>Cathedral Road</td>
<td>132/11kV</td>
<td>30 MVA</td>
<td>23MVA</td>
<td>Relatively New</td>
<td>Not within 10 - 15 Years</td>
</tr>
<tr>
<td>Beach Walk Major</td>
<td>7211</td>
<td>Beach Walk Road</td>
<td>132/11kV</td>
<td>30 MVA</td>
<td>20 MVA</td>
<td>Old</td>
<td>Within 10 Years</td>
</tr>
<tr>
<td>Addington Major</td>
<td>1631</td>
<td>Rutherford Street</td>
<td>132/33kV</td>
<td>30 MVA / 60 MVA</td>
<td>12 MVA</td>
<td>Relatively New</td>
<td></td>
</tr>
<tr>
<td>Substation</td>
<td>Number</td>
<td>Location of Substation</td>
<td>Voltage Level</td>
<td>Design Capacity</td>
<td>Maximum Existing Load</td>
<td>Condition of Equipment</td>
<td>Immediate Attention Required</td>
</tr>
<tr>
<td>---------------------</td>
<td>--------</td>
<td>------------------------</td>
<td>---------------</td>
<td>----------------</td>
<td>-----------------------</td>
<td>------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Cato Street Major</td>
<td>3</td>
<td>Cato Street</td>
<td>132/11kV</td>
<td>30 MVA</td>
<td>12 MVA</td>
<td>Fairly New</td>
<td>Not within 10 - 15 Years</td>
</tr>
<tr>
<td>Livingstone Major</td>
<td>16</td>
<td>Livingstone Road</td>
<td>132/33kV</td>
<td>25 MVA</td>
<td>15 MVA</td>
<td>Old</td>
<td>To be phased out in 10 years</td>
</tr>
<tr>
<td>Old Ford Major</td>
<td>1916</td>
<td>Old Ford Road</td>
<td>132/11kV</td>
<td>60 MVA</td>
<td>56 MVA</td>
<td>Fairly New</td>
<td>Not within 10 - 15 Years</td>
</tr>
<tr>
<td>Dalton Major</td>
<td>27</td>
<td>Dalton Road</td>
<td>132/11kV</td>
<td>60 MVA</td>
<td>42 MVA</td>
<td>Old</td>
<td>Not within 10 - 15 Years</td>
</tr>
<tr>
<td>James Park Major</td>
<td>1486</td>
<td>Musgrave Road</td>
<td>kV</td>
<td>25 MVA</td>
<td>25 MVA</td>
<td>Old</td>
<td>Within 10 Years</td>
</tr>
<tr>
<td>Esplanade Major</td>
<td>5370</td>
<td>Esplanade Drive</td>
<td>33/11kV</td>
<td>25 MVA</td>
<td>25 MVA</td>
<td>Old</td>
<td>Within 5 - 10 Years</td>
</tr>
<tr>
<td>Connaught Major</td>
<td>1385</td>
<td>Umgeni Road</td>
<td>33/11kV</td>
<td>25 MVA</td>
<td>12 MVA</td>
<td>Old</td>
<td>To be phased out</td>
</tr>
<tr>
<td>Alice Street Major</td>
<td>942</td>
<td>Alice Street</td>
<td>132/11kV</td>
<td>30 MVA</td>
<td>60 MVA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6.4.5.2  **Precincts Indicating Major Substation Supply Zones**

A summary of the Precincts indicating the corresponding major supply zones are indicated in the Table below.

**Table 20: Inner City Precincts & Associated Major Electrical Substations Zones**

<table>
<thead>
<tr>
<th>Inner City Precinct</th>
<th>Associated Major Electrical Substation Zones</th>
<th>Proposed Additional Electrical Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>Umgeni Precinct</td>
<td>No 16, No 1522</td>
<td>None</td>
</tr>
<tr>
<td>Sports Precinct</td>
<td>No 1522, No 1385</td>
<td>New 1, New 2, New 3</td>
</tr>
<tr>
<td>Greyville Precinct</td>
<td>No 942, No 1486</td>
<td>New 4, New 5</td>
</tr>
<tr>
<td>Centrum Precinct</td>
<td>No 1166</td>
<td>New 8</td>
</tr>
<tr>
<td>Beach Precinct</td>
<td>No 1916, No 3</td>
<td>None</td>
</tr>
<tr>
<td>Warwick Precinct</td>
<td>No 942, No 7910</td>
<td>New 6</td>
</tr>
<tr>
<td>City Precinct</td>
<td>No 2585, No 5370, No 7211</td>
<td>New 7</td>
</tr>
<tr>
<td>Point Precinct</td>
<td>No 23167</td>
<td>New 9</td>
</tr>
</tbody>
</table>

The information above was obtained from eThekwini Electrical Planning and Electrical Transmission.
Figure 81: Major Electrical Sub-station Zones

Not to scale
The condition of the existing electrical infrastructure is a fair condition and should be maintained on a regular basis to prevent any outages occurring. The Municipality is in the process of constructing and commissioning new Major Substations to address the concern.

6.4.5.3 **Electricity Consumption Pattern**

Consumption patterns describe the variations in demand during the day for various areas. Consumption usually varies with time and is measured in hours. The daily electrical consumption varies hourly because of the lower and off peak demands. Normally Supply Authorities apply lower rates during off peak demands and higher rates during peak demands. This is reflected in their annual rates and tariff structure. The peak demands normally occur during the morning between 06:00am - 09:00am and in the evening from 06:00pm - 09:00pm with lower peaks during the day and off peaks during late evenings.

6.4.5.4 **Discussion**

The utilization of the major substations was discussed with the eThekwini Electrical Transmission Department to compile the information covered in the paragraphs below.

a) **City Central Major Substation**

This substation was a 33/11kV Substation and the equipment became obsolete due to age and was replaced by the KE Masinga 132/11 kV Major Substation as part of the standardization of equipment for major Substations in the eThekwini Municipality.

b) **Livingston Major Substation**

This substation is also a 33/11kV Substation with very old and obsolete equipment and has been identified to be phased out in the next 5 – 10 years.

c) **Esplanade Major Substation**

This substation is a 33/11kV Substation and is fully loaded and has restricted capacity for extension and/or upgrade. For this reason it has been identified to be phased out in the next 4 – 5 years as part of the standardization process.

6.4.5.5 **Proposed Major Electrical Substation Positions and Network**

a) **Proposed Population**

Table 19 below indicates the allocation of the future population to the Precinct Areas. These allocations were extracted from the Draft Inner City LAP report version 3 which were based on information gathered from GIS.

**Table 21: Proposed Population**

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Existing Population (estimated based on enumerator districts which are not a perfect fit)</th>
<th>Proposed Population (developable blocks)</th>
<th>Proposed Population (spare bulk)</th>
<th>Total existing and future population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beach</td>
<td>22 000</td>
<td>37 000</td>
<td>4 000</td>
<td>63 000</td>
</tr>
<tr>
<td>Centrum</td>
<td>1 000</td>
<td>75 000</td>
<td>1 000</td>
<td>77 000</td>
</tr>
<tr>
<td>City</td>
<td>25 000</td>
<td>22 000</td>
<td>9 000</td>
<td>56 000</td>
</tr>
<tr>
<td>Greyville</td>
<td>5 000</td>
<td>35 000</td>
<td>17 000</td>
<td>57 000</td>
</tr>
</tbody>
</table>
The proposed population per precinct were further distributed into their respective electrical zones as indicated in Table 20.

### Table 22: Proposed Demand and Population per Precinct Electrical Zone

<table>
<thead>
<tr>
<th>Precinct Electrical Zone</th>
<th>Existing Population</th>
<th>Existing Demand/p MVA</th>
<th>Proposed Increase in Population</th>
<th>Proposed Increase in Demand MVA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Umgeni Precinct</td>
<td>4 000</td>
<td>5,00</td>
<td>5 000</td>
<td>6,00</td>
</tr>
<tr>
<td>Sports Precinct</td>
<td>2 000</td>
<td>2,00</td>
<td>71 000</td>
<td>74,00</td>
</tr>
<tr>
<td>Greyville Precinct</td>
<td>5 000</td>
<td>8,00</td>
<td>46 000</td>
<td>45,00</td>
</tr>
<tr>
<td>Centrum Precinct</td>
<td>1 000</td>
<td>2,00</td>
<td>76 000</td>
<td>80,00</td>
</tr>
<tr>
<td>Beach Precinct</td>
<td>22 000</td>
<td>39,00</td>
<td>41 000</td>
<td>60,00</td>
</tr>
<tr>
<td>Warwick Precinct</td>
<td>5 000</td>
<td>12,00</td>
<td>36 000</td>
<td>50,00</td>
</tr>
<tr>
<td>City Precinct</td>
<td>25 000</td>
<td>40,00</td>
<td>31 000</td>
<td>40,00</td>
</tr>
<tr>
<td>Point Precinct</td>
<td>10 000</td>
<td>12,00</td>
<td>70 000</td>
<td>75,00</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>74 000</strong></td>
<td><strong>120,00</strong></td>
<td><strong>376 000</strong></td>
<td><strong>430,00</strong></td>
</tr>
<tr>
<td><strong>GRAND TOTAL (2040)</strong></td>
<td></td>
<td></td>
<td><strong>450 000</strong></td>
<td></td>
</tr>
</tbody>
</table>

b) Proposed Demand

Based on a FAR of 5, the total no of proposed units per electrical zone was determined. The unit demand was determined using the parameters set out in Table 20. The requirements for the electrical zones were calculated by estimating the proposed increase in demand for each precinct indicated above.

c) Discussion and Recommendations

From the calculations above it is evident that about 9 Major 35 - 60MVA Substations would be required in future to provide power to the population of 450 000 as estimated for the year 2040. The layout in Figure 74 indicates the proposed positions of such Major Substations. These positions will be determined by the availability of land and therefore the positions will be indicative only and hence the supply zones will also be determined by the specific layout of sites to be serviced.

### 6.4.6 The Future of Service Provision in the Inner City

For the Durban Inner City to grow, critical infrastructure development needs to embrace new processes, technologies and materials that minimises service interruptions, reduces operations and maintenance costs, reduces environmental pollution and prevents the instances of failure under
predictable conditions. To come closer to the vision of a sustainable urban development, the following ideas or approaches for the various infrastructure need to be considered to ensure the supply and disposal infrastructures keep pace with the city’s growth:

6.4.6.1 WATER

- **Recycling of Sewage Water**: A Remix Plant is currently being investigated by the eThekwini Municipality at the Southern Waste Water Treatment Works to generate a supply 50MI/day of potable water to serve the Durban Inner City.

- **Desalination Plants**: Umgeni Water are at Detailed Design Stage for the Elysium Desalination Scheme comprising marine intake and outfall pipelines, a sea water reverse osmosis treatment plant to deliver 2.5ML/day of potable water to the KZN South Coast. This is a pilot project which is likely to be expanded to serve the eThekwini Municipality.

- **Greywater reuse** in multi-family, commercial and industrial scale systems.

- **Innovative Urban Surface Design** - permeable pavements, detention of surface runoff by combining greenery with buildings adds to the appearance of the development and increases groundwater recharge.

- **Pipeline monitoring systems**

- **Rainwater harvesting** – According to water facts from JoJo Tank suppliers, 1mm of rain allows one to harvest 1L of water per m² of roof area. Durban has an annual average rainfall of approximately 960mm. An annual rainfall of 960mm on a roof surface of 50 m² amounts to 48,000L (131.5L a day) of safe drinking water that can be preserved.

6.4.6.2 SEWER

- Separate wastewater treatment of industrial enterprises and hospitals - lower pollution of discharged water.

- Reverse Osmosis Technology - wastewater reclamation and reuse.

6.4.6.3 STORMWATER

- Modern Rainwater Management - green areas and infiltration ponds

- Rainwater Harvesting – Smart Water Management Systems

- Innovative Urban Surface Design - permeable pavements, detention of surface runoff by combining greenery with buildings.

6.4.6.4 ELECTRICITY

- Wide spread adoption of energy efficient lighting, heating, ventilation and cooling (HVAC) and water heating equipment.

- Installation of appropriate renewable energy systems where possible, such as solar PV installations on roof tops with sufficient load bearing capacity and the correct orientation.
7 INNER CITY PRECINCTS

For planning purposes, the Inner City study area has been divided into eight precincts as shown in the Figure below 82. These are specifically planning precincts, and have been defined from a planning perspective. The precinct boundaries do not follow the iTRUMP precinct boundaries, which are primarily operational boundaries. The precincts are defined as the core precinct, with an area of influence around the edges. The core areas are contiguous. The areas of influence overlap, and are the interface zones between. This section of the LAP offers an overview of the precincts, looking at their key roles in the inner city. Some high level conceptual proposals are briefly articulated, in support of the vision plan. The analysis and proposals are informed by the stakeholder workshop held at the project inception in June 2015, and a subsequent smaller workshop specifically around the precinct roles. Roles were identified from 4 different perspectives: strategic, economic, social and ecological.

3 precincts were selected by the municipality for priority attention and more detailed investigation. There are separate Precinct Plans for these 3 precincts, namely the Centrum, Sports and Lifestyle, and Warwick precincts. These areas were defined in a workshop with Municipal officials and the consultant team and were defined on the basis of several criteria including

- The existing and future role of the area
- Existing land use
- Physical boundaries and natural features such as major roads, railway lines and water edges

It is noted that the precincts have been defined for planning purposes and these do not align with operational and management boundaries.

7.1 POPULATION BY PRECINCT

Based on the calculations undertaken for the overall LAP the GIS was used to estimate the possible future population in each precinct.

Table 23: Projected Population by Precinct – Full Development

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Existing Population (estimated based on enumerator districts which are not a perfect fit)</th>
<th>Proposed Population (developable blocks)</th>
<th>Proposed Population (spare bulk)</th>
<th>Total existing and future population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beach</td>
<td>22 000</td>
<td>37 000</td>
<td>4 000</td>
<td>63 000</td>
</tr>
<tr>
<td>Centrum</td>
<td>1 000</td>
<td>75 000</td>
<td>1 000</td>
<td>77 000</td>
</tr>
<tr>
<td>City</td>
<td>25 000</td>
<td>22 000</td>
<td>9 000</td>
<td>56 000</td>
</tr>
<tr>
<td>Greyville</td>
<td>5 000</td>
<td>35 000</td>
<td>17 000</td>
<td>57 000</td>
</tr>
<tr>
<td>Point</td>
<td>10 000</td>
<td>63 000</td>
<td>7 000</td>
<td>80 000</td>
</tr>
<tr>
<td>Sports and Lifestyle</td>
<td>2 000</td>
<td>71 000</td>
<td>0</td>
<td>73 000</td>
</tr>
<tr>
<td>Umgeni</td>
<td>4 000</td>
<td>5 000</td>
<td>0</td>
<td>9 000</td>
</tr>
<tr>
<td>Warwick</td>
<td>5 000</td>
<td>32 000</td>
<td>4 000</td>
<td>41 000</td>
</tr>
<tr>
<td>Total</td>
<td><strong>74 000</strong></td>
<td><strong>340 000</strong></td>
<td><strong>42 000</strong></td>
<td><strong>456 000</strong></td>
</tr>
</tbody>
</table>
Figure 82: Planning Precincts
7.2 BEACH

Bounded by Bay Terrace to the South, Argyle Road (M17) to the north, the M4 to the west, and the beach to the east; the precinct encompasses the primary tourist beaches, including what is known colloquially as the Golden Mile with its hotel strip, and the back of beach area.

7.2.1 ROLES

7.2.1.1 STRATEGIC

The strategic role of the beachfront is clearly tourism. The beach and associated promenade is Durban’s playground.

7.2.1.2 ECONOMIC

The primary economic role is also tourism and entertainment, but includes significant residential and commercial property assets, along the coast as well as in the ‘back of beach’ zone. Commercial uses are mostly entertainment related or providing local amenity for residents.

7.2.1.3 SOCIAL

The beachfront is Durban’s largest and most inclusive public open space, so the social roles are important. Local, National, and International recreational events take place within the precinct, and the area is very well used by residents across the metro.

7.2.1.4 ECOLOGICAL

From an ecological perspective, the beach edge is the physical coastline and has an important coastal drainage role. Biodiversity is being improved with the revegetation of several of the dunes which is designed to improve the resilience of the area to storm damage.

7.2.2 KEY IDEAS

- Protect and enhance the beachfront as a key tourism asset
- New connections and reconfigured M4
- Release land for fine grained, perimeter block, mixed use green/brown field/infill/conversion development in support of creating high density, integrated walkable neighbourhoods.
- Reinforce and optimize the pattern of green open spaces parallel to the beachfront, one block back to create a second layer of higher value properties
- Protect biodiversity and adopt a managed retreat approach to infrastructure along the coast
- Provide landscaping shade and protection to encourage outdoor use.
- The implementation of land-scape to provide a softening to the urban environment and provide a tropical environment commensurate with the beach front activity.
- Development should promote a mix of interesting, vibrant and exciting leisure activities during the day and in the evening that will attract both residents and visitors. This needs to go beyond the provision of restaurant site opportunities. Opportunities exist for cultural recognition and artworks.
Figure 83: Beach Precinct Vision
Figure 84: Beach Precinct Land Use Intensity

Legend

Category 1: most intense land uses at neighbourhood centres and public transport nodes. Highest variety of uses, including commercial, services and social amenities, and high density residential (+/- 45%)

Category 2: intense land uses along corridors linking neighbourhood centres to each other. Mixed use including commercial, services and social amenities, and high density residential (min 50%)

Category 3: infill development, with less variety. Residential focus with local social amenities such as corner shop, schools, local parks, etc. (+/- 75% residential)

Category 4: facing onto or adjacent to primary public realm elements such as the Gugu Dlamini Park, Beachfront, River Town linear park, Bay Area, Peoples’ Park, large parks such as Victoria Park and Greyville, commanding high property values and high residential density (min 50%)

The Integrated City: Land Use Intensity

the Connected City +
the Walkable City +
Land Use Intensities =
Integrated City

A City of Interconnected Walkable Local Districts offering a wide variety of Choice Exchange Economic and Movement Opportunities
7.3 Centrum
For the purposes of this LAP, what is commonly thought of as the Centrum precinct has been extended northwards beyond the municipal precinct, to the M17 (Argyle Road), to include the large parcels of state owned land and government functions. The precinct is bounded by the railway line to the west, Stalwart Simelene Road to the east, and Monty Naicker Road to the south.

7.3.1 Roles
7.3.1.1 Strategic
The precinct includes the ICC, the municipal precinct and various other public administration functions, which define its current key strategic roles. In a future expanded Inner City, the Centrum and Gugu Dlamini Square would be the civic and symbolic centre of the City. The Umgeni Station, and the proposed IRPTN terminus on the northern edge of the park suggest a strategic transport role that can be strengthened.

7.3.1.2 Economic
Currently the primary economic role of the precinct is as the local and international convention hub, and the range of commercial and retail is also significant. The civic and public administration strategic roles are also integral to the economic roles. In the future, the re-configured KE Masinga/Braam Fischer Boulevard will unlock economic potential, as will the implementation of the IRPTN, and the re-development of the centrum site around Gugu Dlamini square.

7.3.1.3 Social
The current recreation and sports roles of Gugu Dlamini Park, and the cricket stadium are important. Old Fort Park has potential but is underutilized. In the future expanded city, the role of the precinct, and Gugu Dlamini square in particular, surrounded by significant metropolitan scale social facilities such as the proposed library, is as the symbolic centre of the City.

7.3.1.4 Ecological
The precinct does not play a major ecological role, although reducing the amount of hardened space and increased landscaping would enhance the ecological role through increased storm water attenuation, and biodiversity, as well as reduced heat island effects.

7.3.2 Key Ideas
- Make a new pedestrianized north-south connection between the City Hall, through the centrum and the municipal precinct, to the Durban Station
- Re-configure KE Masinga and Braam Fischer roads as the main central city boulevard
- Re-configure the centrum site as the City’s main public square surrounded by significant social and public facilities as per the Centrum urban design framework
- New connections over the railway lines
- Set up the reconfigured connection from the centrum all the way to Warwick along Bertha Mkhize Street
- Major public realm upgrading including the introduction of indigenous vegetation and micro-green spaces into the public realm.
- Implement the IRPTN proposals
• Release land for fine-grained, perimeter block, mixed use green/brown field/infill/conversion development in support of creating high density, integrated walkable neighbourhoods.

Figure 85: Centrum Precinct Vision
Figure 86: Centrum Precinct Land Use Intensity

Legend

Category 1: most intense land uses at neighbourhood centres and public transport nodes. Highest variety of uses, including commercial, services and social amenities, and high density residential (+/- 45%)

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The Integrated City: Land Use Intensity
+ the Connected City
+ the Walkable City
+ Land Use Intensities = Integrated City

A City of Interconnected Walkable Local Districts offering a wide variety of Choice Exchange Economic and Movement Opportunities

5 min = 400m

0 0.4 0.8 1 2km

Legend:

- Weak walkable district.
- Strong walkable district.
7.4 City Port

The name of this precinct embodies the raison d’être of Durban, and the precinct includes the areas of the old Durban town as laid out in the original ‘Gardner grid’. With the port edge to the south, the precinct extends to the Centrum on Monty Naicker and Soldiers Way to the north, includes Albert Park up to the M4 south, on the west, and is bounded by Stalwart Simelane Street to the east.

7.4.1 Roles

7.4.1.1 Strategic and Economic Role

The precinct is centred on the CBD and the City Hall, and is the commercial, retail and civic heart of the city. This defines both the strategic and economic roles. The harbour in Durban is its life blood. It represents the commercial reality of the city and is one of its most important elements. Not only does the port visibly display the business of the city and its activity, it is one of the oldest and most important districts for living and relaxation yet is the most underutilized.

The harbour with the large scale shipping, as well as provision for small sailing and motor craft is a magnet for tourism and leisure.

In addition to retail, the economy of the CBD is driven by the government and private services sectors, with the concentration of civic facilities and government offices, the courts, SAPS, and the legal precinct. Over time, and possibly as a consequence of corporate flight from the precinct, an important emerging role is that of SMME incubator. This is a role that should be enhanced.

7.4.1.2 Social

The social roles of the precinct for shopping and accessing government services are directly related to the strategic roles, and the concentration of facilities. People still talk about ‘going to town’ with reference to the CBD. The City Hall and Playhouse theatre play important cultural and entertainment roles.

The precinct also has an important residential role, with high density residential mixed into Albert Park, along the esplanade, in the blocks east of Dr Yusuf Dadoo Street, and east of the city hall.

7.4.1.3 Ecological

The mud flats and sandbanks adjacent to the port edge are protected and play a critical ecological biodiversity role and provide an important habitat for birds and invertebrates in the bay. Durban Bay is one of only three estuaries in the country that are classified as estuarine bays. The Estuary Management plan for Durban Bay indicates that estuarine bays “are large tidal systems where there is freshwater input but also a strong marine influence”. EPCPD has also highlighted that “the strong marine influence, diversity of habitats, and relatively stable abiotic conditions result in this system supporting more species than almost any other estuary in South Africa.” The esplanade itself and Albert Park in particular are important green lungs.

7.4.2 Key Ideas

- Public realm upgrade, especially around the City Hall.
- Re configure Dr Pixeley Kaseme and Anton Lembede Streets as pedestrian priority, with particular emphasis in the retail and civic heart.
- Re-configure Dr Yusuf Dadoo street as a landscaped 2 way ‘complete street’ and significant public space in the city.
- Upgrade the unique lanes that connect the retail heart to the water’s edge.
- Develop new social housing at scale around the edges of Albert Park. As this park is part of D’MOSS this would require an ecological study and trees that are of significance would need to be preserved. The park would be retained as the heart of the development with the housing development on the periphery of the park along the freeway edge and to provide increase surveillance of the park. The current police station site may be redeveloped for a school. The historical significance of the park to Durban would also need to be celebrated.
- Increase the residential density of the city through conversions and infill.
- Re-configure the railway line to allow a linear park along the esplanade.
- Develop an iconic public building at the eastern end of the esplanade.
- Redevelop the spit of land on which the Point Yacht Club is located but restrict the development to existing footprint to prevented encroachment into the bay itself.
- The development objectives of the harbour to produce a productive technologically advanced, efficient, and diverse waterfront is not at variance with world class tourism. Both can be compatible and provide water sport recreation with commercial reality.
- Rationalization of certain parts of the working port, however, should be addressed where they impinge on the city and conflict with the future use of the city. This is particularly the case where alternate and more efficient sites are available.
- Other objectives of improving the linkages and interactions between the harbour and the Inner City should be made by positive by landscape and reinforcing pedestrian connections.
- Consideration should be given in the long term to the removal of the port facilities on the Point which would allow for the subsequent removal of the railway or conversion to a tourist facility with at grade crossings.
- Development of the Victoria Embankment District should be treated as an important catalyst in urban renewal as the success of Wilson’s Wharf, demonstrates patronage and activity can reverse preconceptions of location when balanced development occurs.
- The landscaping of the harbour front needs to be considered to provide and reinforce the view corridors from the CBD out towards the harbour across to the Bluff whilst preserving the subtropical canopy.
- The removal of unnecessary fencing and barriers requires a rationalization whilst preserving public safety.
- Provide a walk along the waterfront celebrating its development history from oldest beach and swimming area through to the development of the heavy industrial port to it new tourist face once again connecting the harbour to the city. This will improve access by pedestrian visitors along the entire Victoria Embankment and connecting to the Albert Park and Wilson’s Wharf.
- Retain and celebrate the legal district with the supreme courts along with the other significant historic buildings to create a heritage trail that connects back to the city.
Figure 87: City Precinct Vision
Figure 88: City Port Precinct Land Use Intensity

Legend

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weak walkable district.

strong walkable district.
7.5 GREYVILLE

The precinct is dominated by the Greyville race-course and Royal Durban golf course property. The precinct’s southern boundary is defined by Carlisle Street and the M15, the western edge is along Avondale Road, and the precinct includes the strip of mixed residential and industrial development between the R102 (Umgeni Road) and the racecourse, up to the M17 (Argyle Road).

7.5.1 ROLES

7.5.1.1 STRATEGIC
The precinct currently has 2 distinct strategic roles. The first is clearly related to the race/golf course, as a sporting and entertainment facility. The Greyville racecourse is now the only one in eThekwini. The balance of the precinct is interesting as a very mixed-use interface/transitional zone, with potential for further innovative land-use conversion, re-development and regeneration. The transitional nature can be problematic as it provides space for a number of un-regulated and potentially dysfunctional uses, including cheap over-crowded and unsafe accommodation, however it is the lack of appropriate regulation and management rather than the transitional nature of the area’s development, which should be addressed.

7.5.1.2 ECONOMIC
There are significant re-development opportunities in the precinct; both of part of the open space, as well as infill and conversions. In the future the precinct could be a thriving mixed-use area with work, residential and social amenities all in close proximity. The potential of significant green open spaces adjacent to higher density mixed-use development to contribute to higher property values is an important economic factor. Commercial development opportunities in the space between the racecourse and Avondale Road are already being explored by the race-course stakeholders. Block AK remains as a green-field development opportunity if satisfactory resolution of the long-standing land claim can be achieved.

7.5.1.3 SOCIAL
The recreation role of the open space is significant, although it should be noted that rights of access are reserved, so this is not public open space. In future, it could be public open space. The race-course provides entertainment. There are a number of schools in the precinct. Block AK is a significant symbolic site of forced removals, and there are a number of heritage assets in the precinct. The so-called Greyville Village is on the edge of the precinct, within the zone of influence.

7.5.1.4 ECOLOGICAL
The race and golf courses occupy the land that was at the northern end of the western vlei, which drained into the Bay. Currently, the site is a major green lung, and western half of the golf-course area plays a crucial storm-water attenuation/sponge role for the Berea, and this role must be protected. There is a large underground storm water drain that still drains into the Bay.

The potential future roles of the site as public open space and bio-diversity protection should be considered.
7.5.2 Key Ideas

- Long term redevelopment of the eastern half of Greyville race/golf course - racecourse space remains as a linear park, enhancing property values all round. As this forms part of D’MOSS an ecological study would be required as part of the development assessment.
- Development of an African indigenous botanic garden with storm water drainage function made explicit as an open wetland.
- Public realm upgrade and development of Umgeni Road as a landscaped complete street accommodating all transport modes.
- New Public Square at the eastern side of the Durban station, integrating this key transport node with the public domain. The station is re-configured to facilitate east - west pedestrian connection through the building.
- High density mixed use development on green field sites, brownfield infill sites, adaptive re-use of existing buildings, including affordable housing.
Figure 89: Greyville Precinct Vision
Figure 90: Greyville Precinct Land Use Intensity Plan

Legend

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Exchange
Economic and Movement Opportunities

5 min = 400m
7.6 **POINT**

The Point Planning Precinct extends from the Dr Langalibelele Street, extending into Rochester Street in the north to the harbour mouth and from the beachfront to the port land which includes the area that currently houses the existing passenger terminal, car terminal, multi-purpose cargo terminal and the Transnet offices.

7.6.1 **ROLES**

7.6.1.1 **STRATEGIC**

The primary strategic roles identified for this precinct were tourism, entertainment, recreation and residential.

7.6.1.2 **ECONOMIC**

The area currently plays an important role economically for the functioning of the Port. In the future the main Port activities in terms of the car terminal and cargo terminal should move to make way for a valuable waterfront development which would include the new Passenger Terminal integrated with the Point Development. The development of the mixed use area at the end of the Point will greatly enhance the tourism, office and commercial role of the Precinct.

7.6.1.3 **SOCIAL**

Socially this precinct houses Addington Hospital which is a major Regional Hospital in the Province. Addington Primary school is located behind uShaka. On the negative side several Bad Buildings, drugs and prostitution remain a problem that depresses the nature of the area.

7.6.1.4 **ECOLOGICAL**

Ecologically the protection of the Beach area is important for the resilience of the precinct and for the protection of new infrastructure from coastal storms and sea level rise. Biodiversity will be improved with the indigenous landscaping of the Point area.

Future role - The *South Beach and Addington Precinct Plan (2008)* identified that the area will be high intensity urban and public area that will contain a wide variety of interrelated land uses, features and activities which will include: entertainment, recreation, retail and trade, permanent housing for individual and for families, tourist and holiday accommodation, community spaces and facilities.

The area will feature quieter predominantly residential neighbourhoods in the back-of-beach area as well as housing in high intensity mixed use areas. It will be an area that people of the City will want to visit, where children can play on the street and where tourists will feel safe to walk around.

Streets will be urban and multifunctional which will provide for connectivity and linkage through the area, informal and organized/specialized markets, trade and shopping, play spaces, shopping, parking, cycling.

Buildings and infrastructure will be a mix of old and new and will retain an identity with the history of the area whilst also celebrating change, growth and transformation.
7.6.2 **Key Ideas**

- Relocating the Port activities to open up a large amount for land for mixed use waterfront development
- Extending the current promenade around the full extent of the Point Precinct to link to the Margaret Mncadi waterfront area and the pedestrian cycle link across the city back to the Umgeni River
- Development of the New Cruise Terminal at the south of the Precinct and linking this into the DPDC Point Precinct and the continuous promenade
- Development of the Southern-most area by the Durban Point Development Company including the following:
  - Urban regeneration of the area to create a unique and vibrant area which offers commercial, retail, residential and tourism opportunities.
  - Enhance the Beach Environment, by linking it to the rest of the beachfront.
  - Continuous Beach and Harbour Promenade, extending the existing promenade bringing users to this southern area.
  - Accommodation for Point Watersports Club and Seinne Netters underneath the promenade and promoting their integration into the economic spinoffs of an amplified tourism product.
  - Sub-tropical Landscape, promoting the indigenous character of Durban through appropriate and signature landscaping.
  - Promoting Durban’s Identity as an exciting 21st century African city by creating a built environment that is integrated into the rest of the CBD.
  - Transportation Node, to link users to uShaka, Point Precinct area and other parts of the development.
  - A Rational Road System, that promotes linkages, and traffic flows rather than severing areas from each other.
  - Creating New Living Opportunities in a range of accommodation typologies that will respond to a growing demand for realty and also in preparation for catalytic events such as the Commonwealth games.
  - New and various Commercial Sites designed to complement the residential areas.
  - Expanded retail and hotel opportunities, especially concentrated in the Ushaka precinct.
- Support for the operation of Ushaka as a major tourist attraction
- Regeneration of South Beach and Addington area
  - Addressing Bad-buildings, including China Mall
  - Reinstating two-way road system
  - Support for redevelopment of the Children’s Hospital and Addington Hospital
  - Urban management and upgrades
Figure 91: Point Precinct Vision
Figure 92: Point Precinct Land Use Intensity Plan

Legend

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7.7 SPORTS AND LIFESTYLE
The sports and lifestyle precinct is bounded by the Umgeni River to the north, the railway line to the west and the coast-line to the east.

7.7.1 ROLES
7.7.1.1 STRATEGIC
This precinct is the sporting hub of the metro, and includes 2 golf courses, as well as the Kings Park and Moses Mabhida Stadiums, and a wide range of other facilities catering for many different sporting codes. The precinct will be the primary location of the proposed Common Wealth Games.

7.7.1.2 ECONOMIC
The sports and leisure facilities are used by local, national and international users, however other than during major events, many of the facilities are underutilized. There is potential to host more events. The proposed football academy will be a complementary activity, although the current proposals are too spread out and sterilize too much of the precinct for that one function. International precedent suggests that the scale of the precinct relative to the size of the inner city as a whole is appropriate.

7.7.1.3 SOCIAL
The open space provided in the precinct is important, however much of the amenity is exclusive, and not accessible to the general public. Access for all must be improved, and connections across the precinct from the Berea to the beach will assist. The river and beachfront edges are actively used recreation spaces that could be further enhanced. As the population of the inner city is radically increased over the next few decades, protecting as much of this open space as possible will become an even greater imperative.

7.7.1.4 ECOLOGICAL
Most of the northern part of the precinct falls within the Umgeni River floodplain, and plays crucial flood attenuation and environmental lung functions. Climate change and sea level rise projections, suggest that development in the floodplain would be high risk.

7.7.2 KEY IDEAS
- New east-west connections across the precinct from the railway line to the coastal edge
- Consequent reconfiguring and downgrading of the existing north-south connections to landscaped complete streets that accommodate all transport modes
- Extend the promenade – in an environmentally appropriate manner – all the way around and along the river’s edge
- Retain the distinct ecological character of the beachfront in this precinct
- Release land south and east of the stadium for mixed use high density development
- Public realm upgrade and reconfiguring of People’s Park
- High density mixed use development around the MM stadium and along the railway edge. Where this impacts on D’MOSS an ecological study would be required prior to proceeding with proposals.
- Optimize the green hub area
- Maintain the floodplain area as an open space but provide for appropriate and publically accessible recreational opportunities.
Figure 93: Sports and Lifestyle Precinct Vision
Figure 94: Sports and Lifestyle Precinct Land Use Intensity Plan

Legend

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Min = 300m

Indian Ocean

Legend

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7.8 UMGENI

The northern boundary of the Umgeni precinct is at the Umgeni River and Burman Bush, which is the largest natural open space in the inner city. The southern boundary is the M17 (Argyle Road), butting up to the Greyville precinct, and includes the continuation of the mixed residential and industrial development trip along the R102 (Umgeni Road), between Matthews Meyiwa/Percy Osborn Roads and the railway edge. The railway line and strip along the western edge of the railway line have been included in the zone of influence for the precinct because the potential for new links across the railway line and new development along its eastern edge must be included in future thinking about this precinct.

7.8.1 ROLES
7.8.1.1 STRATEGIC
Umgeni Road is one of only three connections between the inner city to the north, and is the main connection to the Springfield Park industrial area and the N2. It is a transport corridor as well as an intense, mixed use activity corridor, and may in future be one of the IRPTN trunk routes. New connections across the precinct, between Morningside across the railway line to the Sports Precinct, the M4 and the beach, will enhance the attractiveness and investment potential in the future.

7.8.1.2 ECONOMIC
The precinct mostly comprises a mixed-use activity corridor, with a wide range of commercial, retail and some residual light and service industry. There is little potential for new development, other than on a parcel of Municipal land adjacent to the railway line in line with the Moses Mabhida stadium, however the potential for densification, land-use conversion, re-development and regeneration in the area is self-evident. This is happening spontaneously at a small scale e.g. in the block bounded by Station Drive, and at a larger scale e.g. Lion Match Business Park, with potential for further innovation and investment.

7.8.1.3 SOCIAL
The social role of the precinct is not significant, other than the medium density residential accommodation, which suits a range of socio-economic groups. The precinct has been identified over a long period as a potential location for social housing development. Night-time entertainment in the form of clubs, and a few places of worship contribute to the social role. Activities such as street-walker prostitution, concentrated in areas such as Churchill Road, are a social problem. Burman Bush is a large publically accessible open space, but is under-utilised at present.

7.8.1.4 ECOLOGICAL
Burman Bush is an important core open space, from a bio-diversity and green lung perspective, and should be protected and enhanced.

7.8.2 KEY IDEAS
- New connections east west across the railway line to connect the precinct into the inner city fabric
- Implement public transport proposals
- Public real investment including re-configure Umgeni Road as a landscaped corridor that accommodates all transport modes including NMT
- Residential densification
- A range of social and affordable housing development – new and retro-fit conversions
- Adaptive re-use and conversions to support a local walkable structure
- Local facilities to support local resident population

Figure 95: Umgeni Precinct Vision
Figure 96: Umgeni Precinct Land Use Intensity Plan

Legend

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- weak walkable district.
- strong walkable district.
7.9 Warwick

The Warwick precinct is bounded by Greyville to the north, Dr Yusuf Dadoo Street to the east, Dr Pixeley Kaseme Street and the M4 to the south-east, Che Guevara Road to the south west, and Bulwer Road (M8) to the north west. The precinct is centred around the busiest passenger railway station in the metro.

7.9.1 Roles

7.9.1.1 Strategic

Warwick is the gateway to the city from the West, at the termination of the N3. Major road linkages between the southern, western and northern corridors meet here, and the major metropolitan public transport hub (bus, taxi, rail) is located here. This transport hub role is currently the most defining role of the precinct, which will be further reinforced after implementation of the IRPTN as several trunk routes will terminate here. Retail and informal trade, as well as some residential concentrations, are also important.

7.9.1.2 Economic

Concentrated pedestrian movement through the precinct – reputed to number between 300 000 and 400 000 commuters per day – supports significant commercial and retail activity. This is in the form of informal trade, on the street and in markets, a range of shopping, and SMME’s. Cultural tourism plays an important role of the local economy in the precinct. Urban decay in the area currently detracts from investor confidence in the inner city.

7.9.1.3 Social

Many social services are clustered in the precinct, including a wide range of health and education facilities. The precinct includes many places of worship for different religious groupings, traditional markets such as the lime, muthi and bead markets, and has the main cemetery with defined areas for different groups. The rich architectural cultural and social heritage is significant. The Warwick /Old Dutch Precinct was one of the only areas in the country to survive Group areas, and as a grey area it was an important symbol of forced removals protests. Curries Fountain, in the immediately adjacent zone of influence for the precinct, has struggle history significance, and is the largest nearby public recreation space.

The whole area exemplifies the multi-cultural melting pot that Durban is famous for, and is also a good example of mixed-use urbanism. The precinct is attractive to tourists seeking a unique experience.

7.9.1.4 Ecological

Warwick was mostly in the marshy flood plain known as the western vlei, which defined the edge of the early settlement. A large stormwater drain still runs under the precinct and has its outfall in the bay.

The area is largely hardened surface, and this, together with large quantities of inadequately managed waste, does not contribute positively to the ecology. This could be improved.
7.9.2 Key Ideas

- Public realm upgrade - Warwick has the potential to be the most thriving place of commercial, and social and cultural exchange in the city
- Capitalize on the amount of currently undefined public space by reconfiguring it
- Connect Warwick to the rest of the city, and the rest of the city to Warwick
- Rationalize traffic systems and prioritize pedestrians
- Re-configure Julius Nyerere Street linear market as a 10 minute walkable linear market spine with public space and public transport nodes at each end and in the middle
- New and infill mixed-use developments, to improve the function of Warwick as a walkable precinct
- Mixed use regeneration of existing neighbourhoods
- Develop air-rights over transport infrastructure for public space, as well as for residential
- Develop more residential accommodation, including affordable public housing
Figure 97: Warwick Precinct Vision
Figure 98: Warwick Precinct Land Use Intensity Plan

Legend

Category 1: most intense land uses at neighbourhood centres and public transport nodes. Highest variety of uses, including commercial, services and social amenities, and high density residential (+/- 45%)

Category 2: intense land uses along corridors linking neighbourhood centres to each other: Mixed use including commercial, services and social amenities, and high density residential (min 50%)

Category 3: infill development, with less variety. Residential focus with local social amenities such as corner shop, schools, local parks, etc. (+/- 75% residential)

Category 4: facing onto or adjacent to primary public realm elements such as the Gugu Dlamini Park, Beachfront, River Town linear park, Bay Area, People’s Park, large parks such as Victoria Park and Greyville, commanding high property values and high residential density (min 50%)

weak walkable district.

strong walkable district.
8 REGENERATION STRATEGIES

Based on the work undertaken to date the regeneration has been identified and will be developed further in the next stage of work.

The regeneration strategy is summarised in the diagram that follows. The primary goal of the strategy is to attract new and retain existing investment and people within the Inner City of eThekwini.

From the extensive engagement that has taken place already the three primary strategies have been identified as:

1. Coordinated leadership and an appropriate Institutional Structure
2. Intensive Urban Management
3. Large and Small projects

These strategies and the components of each of them must work to achieve the overall vision for the Inner City i.e. Africa's leading, most vibrant, liveable, walkable City Centre. In addition they must be guided by and seek to achieve the overall spatial framework set within the Local Area Plan. The strategies are:

1. Coordinated leadership and an appropriate Institutional Structure
   - Streamline all initiatives
   - Agency to drive regeneration
   - Capitalise on the opportunity of government land and resources
   - Leverage private sector
   - Marketing and branding
2. Intensive Urban Management
   - Waste
   - Public realm maintenance
   - Crime
   - Informal sector
   - Better buildings
   - Planning Scheme
3. Large and Small projects - Examples:
   - Pedestrian priority
   - Public realm upgrades
   - Social Housing
   - 2 way streets
   - Centrum site release
   - IRPTN
   - New road links
   - Point Infrastructure and Promenade
Vision
Africa’s leading, most vibrant, liveable, walkable City Centre

Inner City Regeneration Plan
Goal: Attract and retain investment and people

1. Coordinated Leadership and an appropriate Institutional Structure
   - Streamline all initiatives
   - Agency to drive regeneration
   - Capitalise on the opportunity of government land and resources
   - Leverage private sector
   - Marketing and branding

2. Intensive Urban Management
   - Waste
   - Public realm maintenance
   - Crime
   - Informal sector
   - Better buildings
   - Planning Scheme
   - Examples:
     - Pedestrian priority
     - Public realm upgrades
     - Social Housing
     - 2 way streets
     - Centrum site release
     - IRPTN
     - New road links
     - Point Infrastructure and Promenade

3. Large and Small Projects
   - Examples:
     - Pedestrian priority
     - Public realm upgrades
     - Social Housing
     - 2 way streets
     - Centrum site release
     - IRPTN
     - New road links
     - Point Infrastructure and Promenade

Spatial Framework set by the LAP
The Walkable City
Mixed use, Densified, Pedestrian and Transit orientated

Tourism Events and Sports
New Businesses
Services and Education

Figure 99: Regeneration Strategies

Vision
Africa’s leading, most vibrant, liveable, walkable City Centre

Inner City Regeneration Plan
Goal: Attract and retain investment and people

1. Coordinated Leadership and an appropriate Institutional Structure
   - Streamline all initiatives
   - Agency to drive regeneration
   - Capitalise on the opportunity of government land and resources
   - Leverage private sector
   - Marketing and branding

2. Intensive Urban Management
   - Waste
   - Public realm maintenance
   - Crime
   - Informal sector
   - Better buildings
   - Planning Scheme
   - Examples:
     - Pedestrian priority
     - Public realm upgrades
     - Social Housing
     - 2 way streets
     - Centrum site release
     - IRPTN
     - New road links
     - Point Infrastructure and Promenade

3. Large and Small Projects
   - Examples:
     - Pedestrian priority
     - Public realm upgrades
     - Social Housing
     - 2 way streets
     - Centrum site release
     - IRPTN
     - New road links
     - Point Infrastructure and Promenade

Spatial Framework set by the LAP
The Walkable City
Mixed use, Densified, Pedestrian and Transit orientated

Tourism Events and Sports
New Businesses
Services and Education

Figure 99: Regeneration Strategies
9 PROJECTS – LARGE AND SMALL

Annexure 5 provides a list of priority projects, whilst Annexure 6 provides a full list of projects that have emerged from the preparation of the Local Area Plan.

This list of projects will be refined as the Regeneration Plan is developed in collaboration with the relevant departments in the Municipality and other relevant stakeholders.

A full list of projects already identified and listed on the current MTEF are set out in Annexure 7.

The key to successful implementation of the projects is integration between departments and the use of the three cross cutting themes and four spatial principles in conceptualising and implementing the projects. Simplistically this means that all projects should

1. Learn from the past and best practice
2. Address economic drivers – tourism, new business, services and education
3. Address resilience and sustainability, for example:
   a. Attenuate storm damage - Sustainable urban drainage systems
   b. Provide Shade
   c. Attenuate Heat Island effect
   d. Increase bio-diversity
   e. Beautify the city
4. Take account of and increase the connectivity of the city
5. Focus on a walkable city i.e. Design for pedestrians and cyclists not cars
6. Take into account the Land use intensity proposals placing highest intensity of use at places of highest connectivity and amenity
7. Contribute to releasing the potential of the Inner City

A phasing plan will also be developed in the Regeneration Plan to guide the implementation of these projects.
10 CONCLUSION

This document has outlined the draft vision and spatial strategy to guide the future development and regeneration of the Inner City. It is a document for review and ultimate approval by the Council. It will then form a robust framework for decision making throughout the Inner City.

In summary the Local Area Plan is built around three cross cutting themes and four spatial principles. The three cross cutting themes are:

- Learn from the past and celebrate our heritage
- Address the key economic drivers of tourism, education and services and new small and medium business
- Ensure that all development is resilient and sustainable

The rationale for ongoing spatial development is built on 4 fundamental principles

- A connected city
- A walkable city
- Land Use Intensity that promotes an integrated and inclusive city
- A city where development is realised and unleashed

All Government and Private sector development should be guided and prioritised within this framework as summarised below:

**Figure 100: Local Area Plan Framework**
In addition to this LAP the team will be preparing precinct plans for three priority precincts i.e. Warwick, Centrum and Sports precincts which will be presented as three separate documents.

Following from this will be the Regeneration Plan (also bound as a separate document) which will focus on making it happen and will include:

- Transport Modelling
- Phasing
- Scheme recommendations
- Projects both existing and new and recommendations on a projects format that will link projects back into the Local Area Plan framework
- Recommendations on institutional mechanisms to drive regeneration

Key success factors for an institutional structure will include:

- A Political Champion and support from the Municipal structures
- An Integrated Technical Team with appropriate structure and a strong, proactive leader (Precinct Management / ABM / partnership)
- A clear mandate and framework for the agency
- Clearly understood Economic Strategies
- A Clear Spatial Framework including a clear vision and strategy for achieving goals. This needs to be relevant and up to date
- A strong financial management system. Linked to this is the need to diversify sources of income so that there is not a reliance on grants and government funding
- A framework for assessing and reporting impacts using appropriate indicators
- Stakeholder buy-in
- Branding, Marketing and Communication
## ANNEXURE 1: SOCIO-ECONOMIC SNAPSHOT

<table>
<thead>
<tr>
<th>Categories</th>
<th>eThekwin i Inner City</th>
<th>eThekwin i Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>61 985</td>
<td>3 442 361</td>
</tr>
<tr>
<td>Population Growth Rate (2001-2011)</td>
<td>2.6%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Population density (People per Km²)</td>
<td>4 768</td>
<td>1 503</td>
</tr>
<tr>
<td>Households</td>
<td>21 993</td>
<td>956 712</td>
</tr>
<tr>
<td>Average Household size</td>
<td>2.83</td>
<td>3.6</td>
</tr>
<tr>
<td>Household Density (households per km²)</td>
<td>1 687</td>
<td>418</td>
</tr>
<tr>
<td>Household Growth Rate (Average 10 years)</td>
<td>-0.3</td>
<td>1.5%</td>
</tr>
<tr>
<td>Household Income Levels p.a. (%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poor Households (0- R76 800)</td>
<td>62%</td>
<td>72%</td>
</tr>
<tr>
<td>Middle Income (R76 801 – R1 228 800)</td>
<td>37%</td>
<td>27%</td>
</tr>
<tr>
<td>High Income (R1 228 800 or more)</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Gender (%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>47%</td>
<td>49%</td>
</tr>
<tr>
<td>Female</td>
<td>53%</td>
<td>51%</td>
</tr>
<tr>
<td>Highest Education Levels - 20+ years (%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Schooling</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>Some Primary Schooling</td>
<td>4%</td>
<td>9%</td>
</tr>
<tr>
<td>Complete Primary School</td>
<td>1%</td>
<td>3%</td>
</tr>
<tr>
<td>Some Secondary Schooling</td>
<td>18%</td>
<td>33%</td>
</tr>
<tr>
<td>Grade 12</td>
<td>48%</td>
<td>37%</td>
</tr>
<tr>
<td>Tertiary Education</td>
<td>26%</td>
<td>12%</td>
</tr>
<tr>
<td>Employed - ages 15-64 years (%)</td>
<td>52%</td>
<td>41%</td>
</tr>
<tr>
<td>Unemployed - ages 15-64 years (%)</td>
<td>10%</td>
<td>30%</td>
</tr>
<tr>
<td>Discouraged work seeker - ages 15-64 years (%)</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>Not Economically Active ages 15-64 years (%)</td>
<td>36%</td>
<td>36%</td>
</tr>
<tr>
<td>Employment (%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Formal</td>
<td>73%</td>
<td>80%</td>
</tr>
<tr>
<td>Informal</td>
<td>12%</td>
<td>9%</td>
</tr>
<tr>
<td>Private Household</td>
<td>12%</td>
<td>9%</td>
</tr>
<tr>
<td>Access to Piped Water inside dwelling</td>
<td>92%</td>
<td>60%</td>
</tr>
<tr>
<td>Access to flush toilet</td>
<td>98%</td>
<td>68%</td>
</tr>
<tr>
<td>Use of private car</td>
<td>12%</td>
<td>14%</td>
</tr>
<tr>
<td>Energy for Lighting: Electricity</td>
<td>99%</td>
<td>90%</td>
</tr>
<tr>
<td>Informal Dwellings</td>
<td>1%</td>
<td>16%</td>
</tr>
</tbody>
</table>
ANNEXURE 2: VISION DEVELOPMENT

A visioning workshop with municipal and some external stakeholders was held in June 2015. The outcomes of the visioning exercise have been recorded in the workshop record. The key words that flowed from this exercise were as follows – the size of the print reflecting the words that were mentioned more often.

A similar exercise was undertaken with the Project Steering Committee with words such as the following being highlighted:

<table>
<thead>
<tr>
<th>Leading</th>
<th>Dynamic</th>
<th>Innovative</th>
<th>People centred</th>
</tr>
</thead>
</table>

The vision that is ultimately chosen must align with the broader vision of the City

The Long Term Development Framework Plan for the eThekwini Municipality sets its vision as

**Durban – Africa’s most Caring and Liveable City**

This will be achieved by

1. Creating a SAFE City
2. Promoting an ACCESSIBLE City
3. Creating a prosperous city where all enjoy SUSTAINABLE LIVELIHOODS
4. Celebrating our CULTURAL DIVERSITY, ARTS AND HERITAGE
5. Ensuring a more ENVIRONMENTALLY SUSTAINABLE City
6. Fostering a CARING AND EMPOWERING City

Vision

**By 2040 the Inner City of Durban will be**

Africa’s leading, most vibrant, liveable, walkable City Centre, providing economic, residential, sporting and leisure opportunities for all
### Current Baseline

<table>
<thead>
<tr>
<th>Total Study Area</th>
<th>17 km²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 658 ha</td>
</tr>
<tr>
<td></td>
<td>16 576 000 m²</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current residential population in study area (approx)</th>
<th>60 000</th>
</tr>
</thead>
<tbody>
<tr>
<td>residential density (persons/ha)</td>
<td>36</td>
</tr>
</tbody>
</table>

### Potential New Floor Area

<table>
<thead>
<tr>
<th>Total proposed new development footprint (m²)</th>
<th>1 980 139</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed average FAR</td>
<td>5</td>
</tr>
<tr>
<td>Total proposed new development area based on FAR (m²)</td>
<td>9 900 695</td>
</tr>
<tr>
<td>Assumed nett floor area of 85% developable (m²)</td>
<td>8 415 591</td>
</tr>
<tr>
<td>Assumed nett floor as hectares</td>
<td>842</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total potential new development bulk based on FAR and existing take up (m²)</th>
<th>2 147 296</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assumed nett floor area of 50% developable (m²)</td>
<td>1 073 648</td>
</tr>
<tr>
<td>Assumed nett floor area of 50% developable as hectares</td>
<td>107</td>
</tr>
</tbody>
</table>

### Land Use Splits

<table>
<thead>
<tr>
<th>Land Use Split (net) based on developable</th>
<th>m²</th>
<th>ha</th>
<th>m²</th>
<th>ha</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>proposed residential split @60%</td>
<td>5 049 355</td>
<td>505</td>
<td>644 189</td>
<td>64</td>
<td>569</td>
</tr>
<tr>
<td>proposed retail split @5%</td>
<td>420 780</td>
<td>42</td>
<td>53 682</td>
<td>5</td>
<td>47</td>
</tr>
<tr>
<td>proposed commercial/industrial split @20%</td>
<td>1 683 118</td>
<td>168</td>
<td>214 730</td>
<td>21</td>
<td>190</td>
</tr>
<tr>
<td>proposed other amenities (education/social etc.) @15%</td>
<td>1 262 339</td>
<td>126</td>
<td>161 047</td>
<td>16</td>
<td>142</td>
</tr>
</tbody>
</table>
### POTENTIAL POPULATION CALCULATIONS @ 60% RESIDENTIAL (PROPOSED RESIDENTIAL SPLITS)

<table>
<thead>
<tr>
<th>POTENTIAL NEW DEVELOPMENT BLOCKS (people)</th>
<th>POTENTIAL DEVELOPMENT BASED ON SPARE BULK</th>
<th>TOTAL</th>
<th>Income Group</th>
<th>Definitions of Income groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>10% CRU type (shelter/emergency/transitional) at 10m/person</td>
<td>10% CRU type (shelter/emergency/transitional) at 8m/person</td>
<td>6 442</td>
<td>56 935</td>
<td>Very low Income</td>
</tr>
<tr>
<td>50% Social/GAP/Housing at 12m/person</td>
<td>50% Social/GAP/Housing at 12m/person</td>
<td>26 841</td>
<td>237 231</td>
<td>this category is split in the 2 rows below</td>
</tr>
<tr>
<td>One third of social is very low income</td>
<td>One third of social is very low income</td>
<td>8 947</td>
<td>79 077</td>
<td>Very low Income</td>
</tr>
<tr>
<td>balance of social and gap (two thirds) is middle low income</td>
<td>balance of social and gap (two thirds) is middle low income</td>
<td>17 894</td>
<td>158 154</td>
<td>Low Income</td>
</tr>
<tr>
<td>20% lower middle income at 20m/person</td>
<td>20% lower middle income at 30m/person</td>
<td>6 442</td>
<td>56 935</td>
<td>Lower Middle Income</td>
</tr>
<tr>
<td>10% middle income at 30m/person</td>
<td>10% middle income at 30m/person</td>
<td>2 147</td>
<td>18 978</td>
<td>Middle Income</td>
</tr>
<tr>
<td>10% upper income at 40m/person</td>
<td>10% upper income at 40m/person</td>
<td>1 610</td>
<td>14 234</td>
<td>High Income</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>340 831</strong></td>
<td><strong>43 483</strong></td>
<td><strong>384 314</strong></td>
</tr>
</tbody>
</table>

### EXISTING POPULATION

| Existing Population | 70 000 | Point | 5 500 | 75 500 | existing permanent population |

### TOTAL PROJECTED RESIDENT POPULATION (EXISTING+ POTENTIAL) **459 814** Please round to 450 000
ANNEXURE 4: SOCIAL FACILITIES

INTRODUCTION

The Inner City area provides regional facilities for the entire metropolitan area as well as some provincial facilities as well as providing for the local resident population. Its high level of accessibility and its function as a place of employment also means that residents of other suburbs use the facilities. The following section identifies the social facilities within the study area and provides some analysis of the thresholds.

EXISTING SOCIAL FACILITIES

Source: Municipal GIS Analysis and Land Use Survey (DUT: 2012-2013)

The following is a summary of the existing social facilities within the study area.

Table 24: Social Facilities within Study Area

<table>
<thead>
<tr>
<th>Type of facility</th>
<th>Number of Facilities in study area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stadia</td>
<td>6</td>
</tr>
<tr>
<td>Police Stations</td>
<td>8</td>
</tr>
<tr>
<td>Places of Worship</td>
<td>29</td>
</tr>
<tr>
<td>Libraries</td>
<td>8</td>
</tr>
<tr>
<td>Mobile Clinics</td>
<td>2</td>
</tr>
<tr>
<td>Fixed Clinics</td>
<td>10</td>
</tr>
<tr>
<td>Private Hospitals</td>
<td>3</td>
</tr>
<tr>
<td>Public Hospitals</td>
<td>2</td>
</tr>
<tr>
<td>Social Welfare Organizations</td>
<td>15</td>
</tr>
<tr>
<td>Cultural &amp; Historical facilities</td>
<td>103</td>
</tr>
<tr>
<td>Community halls (Town Hall)</td>
<td>1</td>
</tr>
<tr>
<td>Cemeteries &amp; Crematoria</td>
<td>3</td>
</tr>
<tr>
<td>Crèches and Preschool</td>
<td>45</td>
</tr>
<tr>
<td>Primary Schools*</td>
<td>6</td>
</tr>
<tr>
<td>Secondary Schools*</td>
<td>7</td>
</tr>
<tr>
<td>Combined Schools *</td>
<td>1</td>
</tr>
<tr>
<td>Formal Universities *</td>
<td>3</td>
</tr>
</tbody>
</table>
### Table 25: Public and Private Schools and Tertiary Institutions

<table>
<thead>
<tr>
<th>Preschool and crèche</th>
<th>Primary</th>
<th>Secondary</th>
<th>Combined</th>
<th>Tertiary (University)</th>
<th>Tertiary (other)</th>
<th>Specialist Schools (none tertiary)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Juma Musjid Primary</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>DUT</td>
<td></td>
<td>Livingstone</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>UNISA</td>
<td></td>
<td>Al-Azhar School Of Durban</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tshwane University of</td>
<td></td>
<td>Victor Daitz Centre For The Blind</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Technology - Library</td>
<td></td>
<td>And Deaf</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Only</td>
<td></td>
<td>AF de Durban</td>
</tr>
<tr>
<td>Public</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Addington Girls S. (Dartnell Cres)</td>
<td>St. George Campbell</td>
<td>DUT</td>
<td>UNISA</td>
<td>Tshwane University of Technology - Library Only</td>
<td>DUT</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>Juma Musjid Primary</td>
</tr>
<tr>
<td></td>
<td>Addington Girls S. (Dartnell Cres)</td>
<td>St. George Campbell</td>
<td>DUT</td>
<td>UNISA</td>
<td>Tshwane University of Technology - Library Only</td>
<td>DUT</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Private</td>
<td>37</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kenmore Private</td>
<td>Durban Day Private</td>
<td>4 Kingdom Heritage Academy</td>
<td>15</td>
<td>Kingdom Heritage Academy</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kenmore Private</td>
<td>Durban Day Private</td>
<td>4 Kingdom Heritage Academy</td>
<td>15</td>
<td>Kingdom Heritage Academy</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Figure 101: Social Facilities within the Study Area
LOCATION OF SOCIAL FACILITIES

In 2012/2013 the Students of DUT undertook a land use survey which has been captured and the results as they relate to this project are presented here.

CURRENT EDUCATION FACILITIES BASED ON LAND USE SURVEY

Based on the land use survey undertaken, there are a total of around 70 different educational facilities within the study area. The red circle in the figure below shows that the majority of the facilities are clustered in the CBD and in the Stamford Hill and Morningside areas.

Figure 102: Education Facilities
CURRENT MEDICAL FACILITIES BASED ON LAND USE SURVEY

Based on the land use survey undertaken, there are around 80 different medical facilities within the study area. This includes amongst others:

- Hospitals and large clinics- 3 (Private) and 2 (public)
- Clinics- 10
- Dental- 9
- Doctors Rooms- 20

The red circle in the Figure below shows that the majority of the facilities are clustered in the CBD and in the Stamford Hill, South Beach and Warwick areas.

Figure 103: Medical Facilities
CURRENT OPEN SPACE FACILITIES BASED ON LAND USE SURVEY
Based on the land use survey undertaken, the following relates to Open Space.

- Parks- 33 totalling some 74 hectares
- Other open space- some 285 hectares

**Figure 104: Open Space Facilities**
CURRENT ENTERTAINMENT FACILITIES BASED ON LAND USE SURVEY

Based on the land use survey undertaken, there are around 50 different entertainment facilities within the study area. This includes:

- 31 Nightclubs
- 6 Cinemas
- 7 Youth clubs
- 2 Theatres
- 3 Social Clubs
- 1 Pistol Club

Figure 105: Entertainment Facilities
**Current Worship Facilities**

There are 93 worship facilities in the study area. These are clustered around the CBD, Warwick, Stamford Hill and Windermere.

**Figure 106: Worship Facilities**
ETHEKWINI ACCESSIBILITY MODEL

eThekwinI Municipality has developed an Accessibility model for various facilities in eThekwinI. In terms of this model, the following is noted for the various social facility classes assessed within the study area:

- Schools
  - Pre-primary: shortfall of 23 classrooms in CBD area
  - Primary: no shortfall
  - Secondary: no shortfall
- Universities: 2 existing (over 3 campuses)
- Clinics and Hospitals: Access doesn’t appear to be an issue
- Fire Stations: no shortfall
- Community Halls: no shortfalls
- Police: no shortfall

PROVISION OF COMMUNITY FACILITIES

The CSIR has developed a set of Community Facility standards (entitled CSIR Guidelines for the Provision of Social Facilities in South African Settlements - 2012) with associated criteria which enables one to assess requirements. A summarised version of these standards along with the number of facilities within eThekwinI is presented below:
Table 26: Social Facilities – Current Provision and Future Requirements

<table>
<thead>
<tr>
<th>Community Facilities</th>
<th>CSIR Standards (1 per X people)</th>
<th>Provision Criteria</th>
<th>Travel Distance</th>
<th>Current Requirement (based on census)</th>
<th>Current Provision</th>
<th>Projected Need (Approximate) based on population of 450 000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Schools</td>
<td>7 000</td>
<td>Compulsory</td>
<td>5 km</td>
<td>9</td>
<td>3 Public 1 Private 1 Combined Private</td>
<td>64</td>
</tr>
<tr>
<td>Secondary Schools</td>
<td>12 500</td>
<td>Compulsory</td>
<td>5 km</td>
<td>5</td>
<td>2 Public 5 Private 1 Combined Private</td>
<td>36</td>
</tr>
<tr>
<td>University</td>
<td>1 000 000</td>
<td>Discretionary</td>
<td></td>
<td></td>
<td>2 (3 campuses)</td>
<td></td>
</tr>
<tr>
<td>Community hall</td>
<td>60 000</td>
<td>Compulsory</td>
<td>1</td>
<td>1</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>Differing typologies-range between 300 000 and 2 400 000</td>
<td>Between Compulsory and Discretionary depending on situation</td>
<td>0</td>
<td>2 Public 3 private</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clinic</td>
<td>between 24 000 and 70 000</td>
<td>Compulsory</td>
<td>90% of pop served within 5km</td>
<td>1</td>
<td>10</td>
<td>Between 6 and 18</td>
</tr>
<tr>
<td>Youth Centre</td>
<td>Not addressed</td>
<td></td>
<td></td>
<td></td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Multipurpose civic and performing arts uses</td>
<td>50 000</td>
<td>Discretionary</td>
<td>10-15 km</td>
<td>1</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Station</td>
<td>60 000-100 000</td>
<td>Compulsory</td>
<td>8 minute response time</td>
<td>1</td>
<td>8</td>
<td>4-7</td>
</tr>
<tr>
<td>Fire Station</td>
<td>60 000-100 000</td>
<td>Compulsory</td>
<td>8km</td>
<td>1</td>
<td>1</td>
<td>4-7</td>
</tr>
<tr>
<td>Library</td>
<td>200 000 - 450 000</td>
<td>Compulsory</td>
<td>15-50 km depending on scale</td>
<td>1</td>
<td>8</td>
<td>1-2</td>
</tr>
<tr>
<td>Cemetery</td>
<td>variable</td>
<td>Compulsory</td>
<td>30km</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Sports Complex</td>
<td>150 0000</td>
<td>Recommended</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cricket Oval/ Athletics stadia etc.</td>
<td>variable</td>
<td>Compulsory</td>
<td>clustered and access to PT</td>
<td>1</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>Home Affairs</td>
<td>160 000-400 000</td>
<td>Compulsory</td>
<td>15-60km</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
With respect to parks the following table was extracted from the PPDC Guidelines for the Provision of Facilities in KZN (2008). These are sub-urban standards and need to be applied with caution in an inner city environment. Moreover, the inner city area already has vast amounts of open space within the sports precinct and along the beach front. The imperative within the Inner City as it densifies will be to ensure that there are appropriate smaller open space areas retained or planned within each walkable neighbourhood to provide relief from the density and to provide play areas for children.

Table 27: Guidelines for the Provision of Parks

<table>
<thead>
<tr>
<th></th>
<th>Min area</th>
<th>Best size</th>
<th>Demand group</th>
<th>Population served</th>
<th>Travel distance</th>
<th>Required for a population of 450,000</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playlot</td>
<td>0.25 - 0.5 ha</td>
<td>0.5 ha</td>
<td>Pre-school</td>
<td>230 - 800</td>
<td>0.4 - 0.5 km</td>
<td>560</td>
<td>Basic units of the park system, that serve a recreational and social purpose, focus on informal recreation, includes play equipment and kick about areas. Children need different stimulants including hard surfaces, sandy areas, grassy and shade areas, water and play equipment.</td>
</tr>
<tr>
<td>Playground</td>
<td>0.8 ha</td>
<td>2 ha</td>
<td>5 - 12 years</td>
<td>2,000 - 5,000</td>
<td>0.4 km in high density / 1.2 km in low density</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>Neighbourhood Park</td>
<td>0.8 ha</td>
<td>2 ha</td>
<td>All</td>
<td>up to 6,000</td>
<td>0.4 km easy walking distance</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Community Park</td>
<td>0.4 ha</td>
<td>8 - 20 ha</td>
<td>All</td>
<td>5,000 - 20,000</td>
<td>1.6 - 3.2 km</td>
<td>22</td>
<td>Serves broader community, focus on meeting community based recreational needs and preserving unique open spaces. Parking required</td>
</tr>
<tr>
<td>Major park</td>
<td>1 - 1.2 ha</td>
<td>40 ha</td>
<td>All</td>
<td>50,000</td>
<td>30-60 minutes</td>
<td>9</td>
<td>Associated with large urban centres, meets wide ranging needs and preserves unique and often extensive landscapes. Parking required.</td>
</tr>
</tbody>
</table>

Source: Guidelines for Planning of Facilities in KwaZulu-Natal, PPDC 2008
ANNEXURE 5: INNER CITY LAP PRIORITY PROJECTS 2016

See attachment
ANNEXURE 6: FULL LIST OF INNER CITY LAP PROJECTS 2016

See attachment
ANNEXURE 7: CURRENT PROJECT LIST AS PER MTEF 2015/2016-2017/2018

The following table lists projects within the Inner City study area that have been identified and placed on the MTEF budget.

Table 28: Project List extracted from MTEF 2015/2016-2017/2018

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Location</th>
<th>Responsible Department</th>
<th>Brief Description</th>
<th>Approximate Project Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yacht basin</td>
<td>Ward 26</td>
<td>Urban Renewal</td>
<td></td>
<td>R9 000 000</td>
</tr>
<tr>
<td>Mansel Road upgrade</td>
<td>Ward 26</td>
<td>Retail Markets</td>
<td></td>
<td>R4 000 000</td>
</tr>
<tr>
<td>Point road Culvert Extension</td>
<td>Ward 26</td>
<td>Eng - Stormwater</td>
<td></td>
<td>R1 000 000</td>
</tr>
<tr>
<td>Central Beachfront Piers</td>
<td>Ward 26</td>
<td>Eng - Stormwater</td>
<td></td>
<td>R9 500 000</td>
</tr>
<tr>
<td>Point road Culvert Extension</td>
<td>Ward 26</td>
<td>Eng - Stormwater</td>
<td></td>
<td>R3 600 000</td>
</tr>
<tr>
<td>Revamp of Sand Pumping Scheme</td>
<td>Ward 26</td>
<td>Eng - Stormwater</td>
<td></td>
<td>R3 300 000</td>
</tr>
<tr>
<td>Development of Old Fort campus</td>
<td>Ward 26</td>
<td>Engineering - Architecture</td>
<td></td>
<td>R4 500 000</td>
</tr>
<tr>
<td>Old fort complex</td>
<td>Ward 26</td>
<td>Engineering - Architecture</td>
<td></td>
<td>R841 000</td>
</tr>
<tr>
<td>Traffic calming - Mansel Road</td>
<td>Ward 26</td>
<td>ET hekwini Authority</td>
<td></td>
<td>R60 000</td>
</tr>
<tr>
<td>HV Substation Construction</td>
<td>Ward 26</td>
<td>Electricity</td>
<td></td>
<td>R6 000 000</td>
</tr>
<tr>
<td>Control Centre Buildings</td>
<td>Ward 26</td>
<td>Electricity</td>
<td></td>
<td>R94 660 000</td>
</tr>
<tr>
<td>Smart Metering - Demand Management</td>
<td>Ward 26</td>
<td>Electricity</td>
<td></td>
<td>R80 000 000</td>
</tr>
<tr>
<td>Communication Networks</td>
<td>Ward 26</td>
<td>Electricity</td>
<td></td>
<td>R59 500 000</td>
</tr>
<tr>
<td>Communication Network Links</td>
<td>Ward 26</td>
<td>Electricity</td>
<td></td>
<td>R39 000 000</td>
</tr>
<tr>
<td>Eradication of Backlogs - District 10 - Central - Beach</td>
<td>Ward 26</td>
<td>PRC - Halls</td>
<td></td>
<td>R537 450</td>
</tr>
<tr>
<td>Central Lending: Purchase of Library Books</td>
<td>Ward 26</td>
<td>PRC - Libraries</td>
<td></td>
<td>R1 016 664</td>
</tr>
<tr>
<td>Centralised purchase of core collection library books</td>
<td>Ward 26</td>
<td>PRC - Libraries</td>
<td></td>
<td>R1 784 139</td>
</tr>
<tr>
<td>Don / Repurchase of Library Books</td>
<td>Ward 26</td>
<td>PRC - Libraries</td>
<td></td>
<td>R3 391 664</td>
</tr>
<tr>
<td>Grosvenor</td>
<td>Ward 26</td>
<td>PRC - Libraries</td>
<td></td>
<td>R92 127</td>
</tr>
<tr>
<td>Project Name</td>
<td>Location</td>
<td>Responsible Department</td>
<td>Brief Description</td>
<td>Approximate Project Value</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>-----------</td>
<td>------------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Rachel Finlayson Pool</td>
<td>Ward 26</td>
<td>Prcc- Pools</td>
<td>Turnstile &amp; upgrade of staff room, Supervisors’ office</td>
<td>R3 579 000</td>
</tr>
<tr>
<td>Kings park pool</td>
<td>Ward 26</td>
<td>Prcc- Pools</td>
<td>(Floodlights)</td>
<td>R2 792 014</td>
</tr>
<tr>
<td>Worst condition Assets</td>
<td>Ward 26</td>
<td>Prcc- Pools</td>
<td>(Cdi 40%-60%) : Central paddling pool</td>
<td>R656 764</td>
</tr>
<tr>
<td>West Street Cemetery</td>
<td>Ward 26</td>
<td>PRC- Parks</td>
<td></td>
<td>R17 915</td>
</tr>
<tr>
<td>Durban Soccer Academy</td>
<td>Ward 26</td>
<td>PRC- Sports Facilities</td>
<td></td>
<td>R17 997 250</td>
</tr>
<tr>
<td>Collections Storage Facility</td>
<td>Ward 26</td>
<td>Prcc- Museums</td>
<td>New Facility</td>
<td>R7 242 000</td>
</tr>
<tr>
<td>Rivertown Cultural Precinct</td>
<td>Ward 26</td>
<td>Prcc- Museums</td>
<td></td>
<td>R9 492 000</td>
</tr>
<tr>
<td>Point Water Front District For Art</td>
<td>Ward 26</td>
<td>Prcc- Museums</td>
<td></td>
<td>R700 000</td>
</tr>
<tr>
<td>Studios And Performing Art Centres</td>
<td>Ward 26</td>
<td>Prcc- Museums</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moses Mabhida Stadium</td>
<td>Ward 27</td>
<td>Urban Renewal</td>
<td></td>
<td>R12 400 000</td>
</tr>
<tr>
<td>Support Infrastructure(Incl Mansel</td>
<td>Ward 27</td>
<td>Urban Renewal</td>
<td></td>
<td>R10 000 000</td>
</tr>
<tr>
<td>Road)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Satellite Office for Durban Tourism</td>
<td>Ward 27</td>
<td>Durban Tourism</td>
<td></td>
<td>R4 000 000</td>
</tr>
<tr>
<td>NCP Springpark S/Stn</td>
<td>Ward 27</td>
<td>Electricity</td>
<td></td>
<td>R59 000 000</td>
</tr>
<tr>
<td>Bulk Metering Project</td>
<td>Ward 27</td>
<td>Electricity</td>
<td></td>
<td>R1 500 000</td>
</tr>
<tr>
<td>Water Front District For Art</td>
<td>Ward 27</td>
<td>Electricity</td>
<td></td>
<td>R1 500 000</td>
</tr>
<tr>
<td>Back Test Benches</td>
<td>Ward 27</td>
<td>Electricity</td>
<td></td>
<td>R7 600 000</td>
</tr>
<tr>
<td>Substation Plant - Protection &amp; Test</td>
<td>Ward 27</td>
<td>Electricity</td>
<td></td>
<td>R100 324</td>
</tr>
<tr>
<td>ETekwini Municipal Libraries</td>
<td>Ward 27</td>
<td>PRC- Libraries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Upgrade - Loss</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Control (Cato Crest Library)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worst conditions Assets - Maritime</td>
<td>Ward 27</td>
<td>PRC- Libraries</td>
<td>(Cdi 0-40%) Condition Index - Ablution &amp; Shower Upgrades - District 10 (Central Beaches)</td>
<td>R3 224 700</td>
</tr>
<tr>
<td>Museum (boat upgrade)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Botanic Gardens</td>
<td>Ward 27</td>
<td>PRC- Parks</td>
<td>(Infrastructure Upgrade (Beehive)</td>
<td>R1 074 900</td>
</tr>
<tr>
<td>Burman Bush - fibre</td>
<td>Ward 27</td>
<td>PRC- Parks</td>
<td></td>
<td>R53 745</td>
</tr>
<tr>
<td>Mitchell Park - fibre</td>
<td>Ward 27</td>
<td>PRC- Parks</td>
<td></td>
<td>R17 915</td>
</tr>
<tr>
<td>Old Fort Cemetery</td>
<td>Ward 27</td>
<td>PRC- Parks</td>
<td></td>
<td>R17 915</td>
</tr>
<tr>
<td>Project Name</td>
<td>Location</td>
<td>Responsible Department</td>
<td>Brief Description</td>
<td>Approximate Project Value</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>----------------</td>
<td>------------------------</td>
<td>------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Warwick Development</td>
<td>Ward 28</td>
<td>Economic Dev</td>
<td></td>
<td>R37 750 000</td>
</tr>
<tr>
<td>Warwick precinct re-development</td>
<td>Ward 28</td>
<td>Urban Renewal</td>
<td>Including : Informal Traders Goods Storage : Provision of cold storage facility and ablution block &amp; offices for Hawkers Unit</td>
<td>R16 300 000</td>
</tr>
<tr>
<td>Inner City Regeneration</td>
<td>Ward 28</td>
<td>Urban Renewal</td>
<td>Provision of roof at Herb sellers’ Market</td>
<td>R40 344 900</td>
</tr>
<tr>
<td>Provision of Street Traders Shelters</td>
<td>Ward 28</td>
<td>Business Support</td>
<td></td>
<td>R1 316 100</td>
</tr>
<tr>
<td>CBD Bovine Head Market</td>
<td>Ward 28</td>
<td>Business Support</td>
<td></td>
<td>R2 824 960</td>
</tr>
<tr>
<td>Bead Sellers’ Market</td>
<td>Ward 28</td>
<td>Business Support</td>
<td></td>
<td>R4 000 000</td>
</tr>
<tr>
<td>Herb sellers’ Market</td>
<td>Ward 28</td>
<td>Retail Markets</td>
<td>Provision of roof at Herb sellers’ Market</td>
<td>R1 026 558</td>
</tr>
<tr>
<td>English Market upgrade</td>
<td>Ward 28</td>
<td>Retail Markets</td>
<td></td>
<td>R8 000 000</td>
</tr>
<tr>
<td>Cartwrights Flats North - New Roof</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R8 000 000</td>
</tr>
<tr>
<td>University Avenue Taxi rank - Office Block</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R1 500 000</td>
</tr>
<tr>
<td>Tomato Hall Taxi rank - Roof Upgrade</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R2 500 000</td>
</tr>
<tr>
<td>Brook / Prince Edward Street Taxi Rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R414 000</td>
</tr>
<tr>
<td>Lorne Street Bus Rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R502 000</td>
</tr>
<tr>
<td>Soldiers way Taxi Rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R1 320 000</td>
</tr>
<tr>
<td>Mansfield Taxi Rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R400 000</td>
</tr>
<tr>
<td>University Avenue Taxi Rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R1 000 000</td>
</tr>
<tr>
<td>Old Dutch taxi rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R80 000</td>
</tr>
<tr>
<td>Centenary Taxi rank - Rank Resurfacing</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R768 000</td>
</tr>
<tr>
<td>Berea Station : Taxi Rank</td>
<td>Ward 28</td>
<td>eThekwini Authority</td>
<td></td>
<td>R50 000 000</td>
</tr>
<tr>
<td>Project Name</td>
<td>Location</td>
<td>Responsible Department</td>
<td>Brief Description</td>
<td>Approximate Project Value</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>----------</td>
<td>------------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Prior road Alterations - offices</td>
<td>Ward 28</td>
<td>Water</td>
<td></td>
<td>R176 020</td>
</tr>
<tr>
<td>Verulam 132/11KV S/Stn</td>
<td>Ward 28</td>
<td>Electricity</td>
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<td>Jameson Park 132/11Kv Stn</td>
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<td>ETHekwini Municipal Libraries Infrastructure Upgrade - Loss Control (Central Lending Library)</td>
<td>Ward 28</td>
<td>PRC- Libraries</td>
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<td>R100 324</td>
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<td>ETHekwini Municipal Libraries Infrastructure Upgrade</td>
<td>Ward 28</td>
<td>PRC- Libraries</td>
<td>(99 Umgeni Rd) - Server; Biometrix</td>
<td>R716 600</td>
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<td>ETHekwini Municipal Libraries Infrastructure Upgrade</td>
<td>Ward 28</td>
<td>PRC- Libraries</td>
<td>(99 Umgeni Rd) - workflow; re-engineering (training room); roof; toilets refurbishment; aircon</td>
<td>R3 531 200</td>
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<td>New central Library</td>
<td>Ward 28</td>
<td>PRC- Libraries</td>
<td>(Library Subsidy Ring-fenced)</td>
<td>R354 480 000</td>
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<td>New central Library (Plant &amp; Equipment)</td>
<td>Ward 28</td>
<td>PRC- Libraries</td>
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<td>Truro Road Parks - fibre</td>
<td>Ward 28</td>
<td>PRC- Parks</td>
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<td>R17 915</td>
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<td>Reconceptualization and redevelopment of WMCA Precinct, Beatrice Street</td>
<td>Ward 28</td>
<td>PRC- Sports Facilities</td>
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<td>R2 285 868</td>
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<tr>
<td>Port Natal Maritime Museum</td>
<td>Ward 28</td>
<td>PCC- Museums</td>
<td>Rehabilitation of ships</td>
<td>R4 491 000</td>
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<tr>
<td>Natural Science Museum : Development</td>
<td>Ward 28</td>
<td>PCC- Museums</td>
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<td>R5 583 000</td>
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<td>City Hall Cultural/Playhouse/Bat Centre Cultural Precinct</td>
<td>Ward 28</td>
<td>PCC- Museums</td>
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<td>Stables Theatre:</td>
<td>Ward 28</td>
<td>PCC- Museums</td>
<td>Fencing &amp; Construction of Amphi Theatre With Stage</td>
<td>R3 531 200</td>
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<td>CCTV Cameras</td>
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<td>PCC- Museums</td>
<td>(DAG,LHM,NSM)</td>
<td>R1 074 900</td>
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<td>Location</td>
<td>Responsible Department</td>
<td>Brief Description</td>
<td>Approximate Project Value</td>
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<tr>
<td>KwaMuhle Visitors Centre (Planning)</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
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<td>R1 500 000</td>
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<tr>
<td>Maritime Museum-</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
<td>Extend Exhibition Space</td>
<td>R200 000</td>
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<td>eThekwini Art Prize (DAG)</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
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<td>R1 589 040</td>
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<td>NSM Research Centre-Preparatory</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
<td>New Generator &amp; Shelter, Parkhome, Walk-in Freezer - Additions/Alterations</td>
<td>R2 000 000</td>
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<td>Rooms:</td>
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<td>LHM Tech Centre-</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
<td>Staff Accommodation</td>
<td>R309 930</td>
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<td>KwaMuhle Museum-</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
<td>Underpinning - Structural</td>
<td>R456 000</td>
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<td>Museum of Education (Council)</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
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<td>R12 000 000</td>
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<tr>
<td>House Museums</td>
<td>Ward 28</td>
<td>Prcc-Museums</td>
<td>(Investigation &amp; Concepts for exhibitions)</td>
<td>R200 000</td>
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<tr>
<td>African Bazaar</td>
<td>Ward 28</td>
<td>Engineering - Architecture</td>
<td>Bovine Head Market : Provision of roof and upgrade of drainage system</td>
<td>16 300 000.00</td>
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<tr>
<td>1820 Indentured Indian Memorial</td>
<td>Ward 26</td>
<td>Engineering - Architecture</td>
<td>New facility</td>
<td>Provincial Funding</td>
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<table>
<thead>
<tr>
<th>Project Name</th>
<th>Location</th>
<th>Responsible Department</th>
<th>Brief Description</th>
<th>Approximate Project Value</th>
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</table>

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**Table:** Project Details

- **KwaMuhle Visitors Centre (Planning):** Located in Ward 28, responsible to Prcc-Museums, the project aims to extend the exhibition space with an approximate project value of R1 500 000.
- **Maritime Museum:** Also in Ward 28, Prcc-Museums are responsible for extending the exhibition space with an approximate value of R200 000.
- **eThekwini Art Prize (DAG):** The project, located in Ward 28, involves Prcc-Museums with an approximate value of R1 589 040.
- **NSM Research Centre-Preparatory Rooms:** In Ward 28, Prcc-Museums will undertake the project, which includes new generator, shelter, parkhome, and walk-in freezer, with an approximate value of R2 000 000.
- **LHM Tech Centre:** Located in Ward 28, Prcc-Museums will build staff accommodation with an approximate value of R309 930.
- **KwaMuhle Museum:** In Ward 28, the project involves underpinning structural work, with an approximate value of R456 000.
- **Museum of Education (Council):** With a location in Ward 28, Prcc-Museums will be responsible for the project, which includes an approximate value of R12 000 000.
- **House Museums:** Located in Ward 28, Prcc-Museums will undertake the project, which includes an approximate value of R200 000.
- **African Bazaar:** Bovine Head Market will receive a roof and upgrade of drainage system, valued at 16 300 000.00.
- **1820 Indentured Indian Memorial:** New facility will be prepared under Provincial Funding.