North Spatial Development Plan

Final Report

2013 / 2014 Review

Review 4 of 4
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<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>CBD</td>
<td>CENTRAL BUSINESS DISTRICT</td>
</tr>
<tr>
<td>DMOSS</td>
<td>DURBAN MUNICIPAL OPEN SPACE SYSTEM</td>
</tr>
<tr>
<td>DOT</td>
<td>DEPARTMENT OF TRANSPORT</td>
</tr>
<tr>
<td>DWAE</td>
<td>DEPARTMENT OF WATER AFFAIRS AND ENVIRONMENT</td>
</tr>
<tr>
<td>EDU</td>
<td>ECONOMIC DEVELOPMENT UNIT</td>
</tr>
<tr>
<td>EM</td>
<td>ETHEKWINI MUNICIPALITY</td>
</tr>
<tr>
<td>EMA</td>
<td>ETHEKWINI METROPOLITAN AREA</td>
</tr>
<tr>
<td>ESMP</td>
<td>ENVIRONMENTAL SERVICES MANAGEMENT PLAN</td>
</tr>
<tr>
<td>GDP</td>
<td>GROSS DOMESTIC PRODUCT</td>
</tr>
<tr>
<td>IDP</td>
<td>INTEGRATED DEVELOPMENT PLAN</td>
</tr>
<tr>
<td>IRTPN</td>
<td>INTEGRATED RAPID PUBLIC TRANSPORT NETWORK</td>
</tr>
<tr>
<td>KZN</td>
<td>KWAZULU NATAL</td>
</tr>
<tr>
<td>LAP</td>
<td>LOCAL AREA PLAN</td>
</tr>
<tr>
<td>LUMS</td>
<td>LAND USE MANAGEMENT SYSTEM</td>
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<tr>
<td>NR</td>
<td>NORTHERN REGION</td>
</tr>
<tr>
<td>NSDP</td>
<td>NORTHERN SPATIAL DEVELOPMENT PLAN</td>
</tr>
<tr>
<td>POTW</td>
<td>PRIVATELY OWNED TREATMENT WORKS</td>
</tr>
<tr>
<td>PRASA</td>
<td>PASSANGER RAIL AGENCY OF SOUTHERN AFRICA</td>
</tr>
<tr>
<td>SDF</td>
<td>SPATIAL DEVELOPMENT FRAMEWORK</td>
</tr>
<tr>
<td>SDP</td>
<td>SPATIAL DEVELOPMENT PLAN</td>
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<tr>
<td>UDL</td>
<td>URBAN DEVELOPMENT LINE</td>
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EXECUTIVE SUMMARY

A review of the Spatial Development Plans is undertaken annually by the Framework Planning Branch, Development Planning Department with a major review undertaken every five years. This document represents the final minor review of the eThekwini Municipality’s Northern Spatial Development Plan 2013/2014 (Review 4 of 4). The review is based on the addition of approved council projects, introduction of new projects and ongoing projects. Text and mapping updates based on new information from the Council approved projects was also undertaken. 2013/2014 is the last minor SDP review and will be followed by a major SDP Review during the 2014/15 financial year. In line with the vision and development principles of the EM’s Integrated Development Plan (IDP) and Spatial Development Framework (SDF), the following elements have been generated:

- A strategic assessment of the Northern study area has been undertaken
- Key roles of the area have been investigated
- Opportunities and constraints for development of the area are identified
- Spatial development guidelines have been provided

The SDP review 2013/2014 (Review 4 of 4) report contains five (5) Chapters namely:-

**Chapter One** is the Introduction which describes the purpose of the NSDP, its policy context, the study area and the methodology followed to prepare the plan.

**Chapter Two** contains the Spatial Planning Approach that has been followed in preparing the NSDP and it outlines the key metropolitan planning objectives and principles of the Municipality and also important spatial planning concepts that underpin the NSDP. It also outlines the roles that the NMPR will play in the future growth and development of the metropolitan area.

**Chapter Three** contains the Strategic Assessment which is a summary of the key issues identified in various planning studies undertaken for the study area or for the metropolitan area as a whole.

**Chapter Four** outlines the spatial development concept for the NMPR outlining key spatial planning directives relating to urban expansion restructuring, rural and agricultural development and environmental management.

**Chapter Five** contains the Local Area Planning Guidelines which outline broad guidelines for planning of the six (6) Local Areas identified in section Four. It provides guidelines for land use and density, development nodes and spines, access and movement and for the environment.
CHAPTER-1-
1 NORTHERN SPATIAL DEVELOPMENT PLAN

1.1 INTRODUCTION

This document comprises the Northern Spatial Development Plan (NSDP) Review for 2013/14 (Review 4 of 4). The SDP review process was conducted by Framework Planning Branch, Development Planning Department with sector input. The scope of the Review of the NSDP was mainly based on the need to respond to the following range of complex questions related to the development and growth of the region:

1. What is the role of the Northern Region in relation to the wider eThekwini Municipal area?
2. How can the role of the Northern Region be protected in light of current development pressure?
3. What are the spatial structuring elements of the Northern Region and how are these performing?
4. Does the existing and planned physical and social infrastructure support these structuring elements?
5. What is the desired spatial form for the Northern Region to make it equitable and accessible to all?
6. What are the needs and how are the needs and requirements of the communities and investors being incorporated into the desired spatial form for the area?
7. How is the City facilitating and fostering private sector investment to ensure balanced and appropriate growth in the Northern Region?
8. What are the key problems and issues facing the area?
9. What are the servicing constraints and solutions?
10. What are the current development trends and are the trends supporting the role and desired spatial form?

Whilst the Review, attempted to provide clarity on the above, it did not provide all the answers. At best it highlighted the complexity of the development challenge facing the Northern Region in striving to ensure a sustainable development path, which requires the integration of economic, social and environmental objectives. Subsequent reviews of the Northern SDP, builds on the need to address current challenges and unpack the long term strategic policy by translating it into a more detailed framework in terms of residential, transport, investment and environmental interventions. This NSDP comprises review 4 of 4.

1.2 THE SDP PROCESS

The first NSDP dated November 2009 was prepared through a structured and coordinated process using information sourced from various reports, studies, research processes, municipal and national policies. In addition, there has been extensive engagement with key municipal sectors (particularly traffic and transportation, water and sanitation, environment, housing and economic sectors) including a series of interdepartmental workshops and bilateral meetings; engagements with provincial authorities and neighborhood municipalities to achieve cross boundary alignment; key external stakeholder engagements and extensive community engagement during August and September 2009.

The involvement of planners, environmentalists, engineers and stakeholders in the development of the NSDP reflects the integrated nature of the planning process. The NSDP is a long term strategic framework plan with a 20 year timeframe. Major reviews of the SDP will be undertaken every 5 years, with minor revisions undertaken on an annual basis, in alignment with the IDP review process. This is the 4th minor review of the NSDP for 2013/14. The next major SDP review will be undertaken in 2014/15 financial year.

The Review of the NSDP will allow for the continual strategic refinement of the process, the re-assessment of the plan based on new information and sector studies as the information becomes available.
1.3 THE FOCUS OF THE 2013/14 REVIEW

In this 2013/14 NSDP annual review, the key areas of focus for the revision have included:

- Changes made in alignment with the Council approved IDP 2013/14 and Spatial Development Framework (SDF Review 2013/14)
- Updated Demographic information based on new census data (Stats SA 2011)
- Urban Development Line
- Changes made to mapping and text to reflect new / updated information including the following:
  - Density Mapping
  - Completed amended Land Use Mapping & land use quantums
  - Phasing
- The review of the NSDP will allow for the continual strategic refinement of the process, the reassessment of the NSDP based on new information and sector studies as the information becomes available. Of critical importance is the more detailed assessment of the Phase 1 Priority areas.
- Future reviews will need to take into consideration Climate Change, the Strategic Environmental Assessment of the SDP’s; the City Wide Densification Strategy, Sustainability Indicators for Spatial Planning and Land Use Management, the Rural Development Strategy and updates based on approved projects, Changes made in alignment with key proposals in the Council adopted SDF Review 2013/14, Local Area Plans (LAPs), Precinct Plans and Functional Area Plans to include the following (detailed in Annexure 1):
  - City Densification Strategy
  - Tongaat Inyaninga Functional Area Plan (FAP) and Scheme
  - Northern Public Transport Corridor Plan
  - Cornubia Framework Plan and Precinct Plan
- Ongoing projects (detailed in Annexure 2) namely:
  - Record of Cross-boundary Alignment: In an attempt to foster a good working relationship with neighbouring municipalities, and to ensure integration and alignment of planning goals, the Framework Planning Branch has undertaken dialogues with the adjacent district and local municipalities.
  - The Potential Impact of re-demarcation in the North Planning Region.
- Introduction of new projects (detailed in Annexure 3) namely:
  - Sustainability Indicators for Spatial Planning and Land Use Management (Prasa Rail Planning
  - Special Economic Zone and Aerotropolis Strategy
  - Integrated Freight and Logistics Strategic Framework and Action Plan
### 1.4 CURRENT PLANNING IN THE ETHEKWINI MUNICIPALITY

The eThekwini Municipality has developed a comprehensive land use management system for the entire Municipal area to give effect to the requirements of Section 26 of the Municipal Systems Act (2000). A key aspect of this system is the preparation of a “Planning and Development Management Toolbox” which will include a Package of Plans.

The establishment of the system includes a range of planning activities all running in parallel with each other with the common purpose of updating, refining and establishing appropriate mechanisms for managing land use and development in the Municipal area.

This suite of plans is a **cyclic, integrated and iterative** process and shows the move from Municipality wide strategic level plans to detailed local level plans and land-use schemes, the scope and purpose. It is important therefore to consider the entire Suite of Plans as part of the IDP / SDF as, together, this communicates the strategic intent through to the detailed land use guidelines as required in terms of the Municipal Systems Act.

The diagram below indicates the package of plans concept while table 2 identifies the purpose and scope of each level of plan.

![Figure 1: Package of eThekwini Plans](image-url)
Table 1: Purpose and scope of existing municipal plans

<table>
<thead>
<tr>
<th>PLAN TYPE</th>
<th>SCOPE</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Term Development Framework</td>
<td>Strategic: Economic Social and Environmental Objectives</td>
<td>Strategic Development Direction for the Municipality</td>
</tr>
<tr>
<td>IDP</td>
<td>Strategic: Operational Implementation</td>
<td>Strategic Implementation Direction and Imperatives for the Municipality</td>
</tr>
<tr>
<td>Spatial Development Framework</td>
<td>Strategic: Spatial Development</td>
<td>Strategic Spatial Development Intentions for the Municipality based on the LTDF and IDP</td>
</tr>
<tr>
<td>Spatial Development Plan</td>
<td>Strategic: Spatial Development</td>
<td>Translation of Spatial Development Intentions into Land Use, Transport, Environmental, Infrastructure implications</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Broad based Land Use Directives to guide Local Area Planning and LUMS, Bulk Infrastructure and Transportation Planning Directives for the Municipality</td>
</tr>
<tr>
<td>Local Area Plan</td>
<td>Detailed Physical Plan</td>
<td>Detailed Physical Planning Directives for the Municipality - Refining Land Use, Transport, Environment and Infrastructure to a level that informs the preparation of a Land Use Scheme. Also includes Urban Design Directives for Public and Privately owned Land. May include implementation proposals</td>
</tr>
<tr>
<td>Functional Area Plan</td>
<td>Detailed Physical Plan for special areas</td>
<td>Detailed Physical Planning Directives for the Municipality for areas with special environmental, economic, heritage etc characteristics. Detailed Urban Design Directives and / or Proposals. May include implementation proposals</td>
</tr>
<tr>
<td>Land Use Schemes</td>
<td>Zoning and Development Control Regulations.</td>
<td>Drive and direct development and give effect to the people’s vision for the Municipality. The SDF gives effect to the intentions of the IDP and provides a framework for the formulation of an area and even site specific land used controls depending to the size of SDF area. Since eThekwini is a metro, its SDF could not be directly translated into a scheme level.</td>
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1.5 SCOPE AND PURPOSE OF THE NORTHERN SDP

The Spatial Development Framework (SDF) of the eThekwini Municipality is the primary spatial strategy response to the development context, needs and vision of the municipality as described in the IDP. It is the primary level of translation of social, economic and environmental development and management policy into spatial terms and is the primary Land Use Management (LUMS) tool of the Municipality.

In order for this spatial strategy to become achievable and successful and in order for the city to be spatially restructured, the SDF needs to be translated into more geographically specific physical development and land use management guidelines. This can be achieved through the preparation of Spatial Development Plans (SDP).
The purpose of each SDP is therefore:

- To translate the policies contained within EM’s Spatial Development Framework (SDF) into detailed and geographically specific land use directives.
- To consolidate, update and review existing spatial planning and development management mechanisms in the Northern area.
- To guide the preparation of more detailed local area plans, precinct plans and land use schemes.
- To provide a more concrete spatial and land use guideline policy for use by municipal and other infrastructure service providers in planning and delivering their services.
- To provide direction and guidance to private sector and community investors with respect to the levels, locations, types and forms of investment that need to be made, and that will be supported by the Municipality.

1.6 GEOGRAPHIC LOCATION OF THE NORTHERN REGION

The Northern Municipal Planning Region (NMPR) is spatially located in the Northern part of the eThekwini Municipality. It stretches from the northern banks of the Umgeni River up to and including the town of Tongaat in the north. Its eastern boundary stretches from the coast in the east to Inanda and the Ilembe District Municipality’s border in the west and north. The area has approximately 1,157,109 million people. 34% of eThekwini’s total population of 3,442,361 people (Stats SA Community Survey, 2011).
1.7  DEMOGRAPHIC PROFILE

1.7.1 POPULATION SIZE

The Northern Planning Region has approximately 1,157 109 million people. 34% of eThekwini’s total population of 3 442 361 people (Stats SA Community Survey, 2011). 24% of the Northern Region population is black African, 7.5% Indian 1.24% White population, Coloured population make 0.73% and other 0.14%.

1.7.2 GENDER PROFILE

The gender profile of the Northern Planning Region is typical of the trend in most other planning regions in eThekwini Municipality. Generally, there is a greater number of females residing in the area as opposed to males.
1.7.3 AGE PROFILE

The majority of the population in the northern planning region is very young with 16% falling under the 24 year age category, 13% falling between 25-49 years, 5% population falling between 50-69 year age category and 1% of the population falling between 70-86 year age category. This has a huge implication for service delivery, education and job creation in the municipality which has to be prioritized on account of such a young population.

A relatively young population implies a high dependency rate on the working population to meet the needs of this young population. As such there is significant pressure on the working population to take care of the youth and the elderly. To further exacerbate the problem, not all the people within the economically active category are employed.

1.7.4 EDUCATION PROFILE

A large number (30%) of people has some secondary education, 19% of people has primary education, 4% has no schooling and unspecified and this is functionally illiterate meaning that they either do not have school-based education or have not received sufficient school-based education to acquire marketable skills and engage in serious business ventures. Only a small fraction has (26%) secondary education thus grade 12/standard 10 and the representation of people with tertiary education is 7%.
1.7.5 EMPLOYMENT PROFILE

An extremely high percentage of the population is not economically active. This also means a high dependency ratios exist on household heads with low income levels. Despite the diversified nature of the local economy, unemployment in the municipal area is of concern as only 331 744 of the total population of the total labour force is employed. Unemployment rate is currently estimated at 140 423 of the population while 299 880 of the total labour force is not economically active.
CHAPTER-2-
2 METROPOLITAN SPATIAL DEVELOPMENT APPROACH

2.1 INTRODUCTION

The Ethekwini Municipality is the amalgamation of a myriad of various sized municipal authorities that transformation within local government has required. Each of these local authorities had planning systems and approaches that best suited them as individual entities and which led to spatial and physical planning and development management strategies that they implemented. New and emerging planning and development requirements, as determined through various pieces of national and provincial legislation, requires that planning systems within local municipalities are regularized and are updated in a manner that will result in an improved spatial organisation of the municipal area. Specifically the systems and approaches adopted should begin to redress the adverse effects of apartheid and separate areas planning.

As such it has been necessary for the Ethekwini Municipality to develop a spatial planning approach that is consistent with legislation but also which is appropriate to management requirements of a metropolitan city. The sections which follow outline the approach currently being used and developed by the Municipality as part of the overall spatial development planning initiative and as part of the process of establishing a common spatial planning language for the city.

2.2 THE SPATIAL NATURE OF HUMAN SETTLEMENTS

2.2.1 OVERLAPPING SYSTEMS OF MOVEMENT & ACTIVITY

People experience and use the city through a number of scales of movement and through a wide range of day-to-day activities. At one level they access some of their needs by being able to move all over the city and at another level they access benefits from within their local neighbourhood. In order for the city to perform optimally for all its inhabitants these overlapping systems of movement and activity need to be accessible to all communities, need to operate efficiently and they need to be sustainable. The legacy of apartheid is such that some areas perform better than others due to their interconnectedness with other areas and due to their ability to support human activity adequately at the local neighbourhood level. Spatial development planning seeks to ensure that access to opportunity and amenity at the local and metro scale is equally available to all communities through the protection of natural resource systems that provide benefit for human communities and through the establishment of man-made movement, activity and service systems that support human activity and endeavour.

The following sections describe the nature of the overlapping spatial systems that need to be either upgraded or established in order for the city to perform at an optimal level for all inhabitants in the future.

2.2.2 METROPOLITAN LEVELS OF INTERCONNECTEDNESS & EXCHANGE

a) Open Space as a Primary Structuring Element

At the metropolitan scale the open space system of the city is the primary structuring element of space in that, through its major physiographic features, it physically defines areas of land that are suitable or unsuitable for development. The open space system connects these areas of land through ecological, hydrological and geological processes and systems so that whilst they may be distant or separated from one another they are interrelated and inter dependent. The interconnectedness of the open space system is critical for its own sustainable survival but also for the sustainable delivery of environmental services and benefits it provides for humans (i.e. water supply, flood protection, building materials, medicinal products, clean air and water, carbon sequestration etc.).
b) **Metropolitan Movement and Linkage as Primary Structuring Element**

The developable areas of land and the communities that are established on them are connected through the primary movement and linkage elements of the city (i.e. major roads or railways). These movement systems allow communities to experience the city at its metropolitan scale and to access benefits, in the form of employment or amenity, that are located large distances from their homes or immediate and local neighbourhoods. This system needs to be upgraded and enhanced to ensure that all communities and metropolitan opportunity and amenity are adequately connected.

### 2.2.3 LOCAL LEVELS OF INTERCONNECTEDNESS AND EXCHANGE

Despite the need to be connected at the metropolitan level, individuals and communities experience or undertake most of their day to day activities at a local level in and around their residential neighbourhood, their workplace or at some place where they access goods and services or recreation etc. (i.e. within a local neighbourhood or area which provides one or other form of benefit). These neighbourhoods are located within the developable portions of the metro as described in the previous section. Invariably there are a number of discrete and or interconnected local neighbourhoods that are linked together and which form larger areas of functionally linked human settlement (i.e. Local Areas). The manner in which these districts perform as a living environment for its inhabitants will be dependent on the number and quality of services and amenities located therein. The type of services and amenities will also be dependent on the thresholds available in the Local Area to support them. Thresholds will be determined by numbers of people and their income levels.

### 2.2.4 OBJECTIVE ONE: REDRESS IMBALANCES

There is a need to redress the adverse impacts of previous planning and group area policies through the elimination of imbalances in the performance and environmental quality of the Municipality’s residential, recreational and business areas.

a) ** Respond to Existing Outstanding Needs**

This will entail the upgrading of poorly-serviced and poor quality residential environments to provide essential services and social infrastructure to be able to support and uplift communities and to promote vitality and a sense of place in these settlements.

b) **Restructure Existing Settlements**

Existing settlements need to be restructured to ensure that they become functional entities and high performance settlements within the EMA. This will entail the internal re-organisation of these areas to improve access and circulation and it will require the efficient and effective use of vacant and / or underdeveloped land. It will entail the integration of these areas with surrounding urban and rural areas through improved linkages with the main metropolitan movement routes and opportunities.

### 2.2.5 OBJECTIVE TWO: BUILD FOR THE FUTURE

The Northern SDP whilst focusing on redressing past imbalances also need to build for the future by responding appropriately to future needs and anticipated growth patterns and trends.

a) **Accommodate Population Growth**

In order to address metropolitan population growth trends, development within the Northern Spatial Development Plan must focus on utilising the capacity of the area to accommodate growth. This will include the densification of some existing areas and the opening up of vacant and / or under utilised peripheral land.
b) **Structure New Growth**

Key elements of the desired spatial structure need to be identified, established and or consolidated to guide the future physical growth and development of the Northern sub metropolitan area towards a more efficient, equitable and sustainable urban form. If the energy and investment directed at accommodating population growth and urban development is correctly harnessed, it holds the potential to redress existing spatial deficiencies as well as create a more efficient, equitable and sustainable municipality. Accordingly, an integrated system of growth axes or corridors and associated nodal service points needs to be established and maintained.

c) **Conserve the Natural resource Asset Base**

The existing natural resource asset base needs to be conserved to ensure that this asset continues to provide eco-services and benefits to an expanding EMA population. This will entail the restriction of development within important natural areas as well as the management of adjacent and upstream land uses and activities which impact on the ecosystems contained within these natural areas.

d) **Establish More Responsive Settlement Structure and Built Form**

There is a need to identify, promote and establish settlement and building forms which are more responsive to environmental concerns, minimise increases in living costs and support a wider choice of identifiable and sustainable lifestyles within the metropolitan area. This will entail the development of a range of housing options at various densities and in various locations.

2.3 METROPOLITAN SPATIAL PLANNING & DEVELOPMENT OBJECTIVES

2.3.1 **eThekwini Integrated Development Plan**

The eThekwini Municipality’s Integrated Development Plan 2012/2016 (Review 2013/2014) is the business plan that will guide development and growth of the EThekwini Municipal area over the next 5 years between 2012/2013 to 2016/17. It focuses on helping to realize the vision that “By 2030 eThekwini will enjoy the reputation of being Africa’s most caring and livable City, where all citizens live in harmony.”

The timeframe of the vision has been amended to ensure there is alignment with key strategic documents such as the National Planning Vision and the Provincial Growth and Development Strategy. Achieving this vision through the SDP means addressing the key spatial development challenges:

To realise this vision, there are basic elements that all citizens, the business community and visitors must enjoy.

They must:

- Have ease of movement in the city.
- Enjoy a safe environment in all parts of the municipal area.
- Afford what the city offers.
- Enjoy a clean and green city.
- Have access to economic opportunities.
- Enjoy homely neighbourhoods.
- Have access to services, in particular municipal, health and education services.
STRATEGIC PRIORITY AREAS

The IDP 2012/13 has introduced number of key strategic priority areas targeted at achieving the vision and addressing the development challenges. These priorities lead to the creation of structures which support, house and associate other actions and activities – the building blocks around which actions and prioritisation take place. It also acts as a point of leverage for creating a sustainable municipality that is caring and liveable.

- **STRATEGIC PRIORITY ONE: Creating Sustainable Livelihoods**
  
  **Goal:** All citizens in a prosperous eThekwini earn a decent living and support a sustainable lifestyle.

  **Value Statement:**
  
  Ensure that initiatives undertaken by the Municipality contributes to strong economic growth, sustainable job creation, poverty alleviation, improved skills and promotes a Green Economy.

  The creation of sustainable livelihoods aims to place our citizens at the centre of a web of municipal initiatives that influences how they can create a livelihood for themselves and their households. These include improving and developing a diversity of skills so as to respond to new growth areas such as “Green technologies”, develop industrial and economic sectors which would result in the strengthening of the economy and job creation, ensuring that through our planning processes suitable land is available for economic generating opportunities and stimulate the development and support provided to SMMEs whilst at the same time also attracting and supporting larger business entities. Creating sustainable livelihoods is dependent on the provision of infrastructure that would support economic development e.g. electronic connectivity, diversifying our skills base to cater for future or emerging economic activities, but more importantly is creating economic opportunities that would take people out of poverty.

- **STRATEGIC PRIORITY TWO: Socially Cohesive City**

  **Goal:** eThekwini has well rounded and caring citizens who act to support the common well being of eThekwini and embrace mutual respect, tolerance and compassion for those in need.
Value Statement

Ensuring the development of a Municipality where the current and future skills’ needs of key commercial, industrial and government players are understood and can be met by our local, public and private educational and training institutions. Ensuring that adult literacy rates are impacted positively through partnerships with the public and private sectors. There is a need for continuous development of municipal staff who understand the local government environment, their role in improving the quality of life of eThekwini citizens and who are sufficiently skilled to do their jobs competently in a changing environment.

The realization of a caring and empowering City can only be achieved through both the Municipality and its citizens working together to achieve effective local governance. Hence, citizens need to ensure that they are aware of their individual responsibilities and uphold the law whilst the Municipality needs to ensure that the citizen’s voices are heard and they are included in municipal decision making processes. This would also assist in fostering harmony between citizens so that mutual respect and tolerance as well as helping those in need become a way of life in eThekwini. In addition, the Municipality will also strive to ensure the personal empowerment and development of both internal employees as well as of our citizens. This is important so as to ensure sound physical, psychological and emotional well-being of individuals. Specific focus will be directed to people with disabilities, elderly, marginalised and the youth. This will ensure that the process of achieving equality for all is at the centre of the transformation process in the EMA, within all its structures, policies, procedures and practices. The provision of infrastructure and equitable facilities is a vital component to the development of a caring and empowering city. Whilst education is not a mandate of Local Government the Municipality would need to ensure that the provision of infrastructure creates an enabling environment that is conducive to learning in schools.

- **STRATEGIC PRIORITY THREE: A Financially Sustainable City**

  **Goal:** To maximize the Municipality’s financial resources to ensure long-term financial viability and sustainability, thus improving service delivery.

  **Value Statement**

  Achieve confidence of all internal and external stakeholders in the Municipality’s financial management, excellence in the service delivery of municipal financial services, and compliance with prevailing municipal financial legislation and reforms.

  To achieve the above, the Municipality has to ensure it receives clean audit reports, maintain its investment-grade credit rating of AA- in the long-term and A1+ in the short-term, achieve collection rates of over 95% through strict adherence to the Municipality’s Debt Collection and Credit Control Policy, reduce debt, ensure cash on hand of around 60 days, achieve a 100% capital spend, produce a balanced and affordable budget in accordance with IDP priorities thus improving service delivery to all, ensure access to borrowings at favourable rates, ensure effective maintenance of assets, reduce costs to the Municipality, and improve productivity. This will ensure that the Municipality has sufficient funds to meet its service delivery mandate and to ensure value-for-money for all its stakeholders. Another key sustainability issue, especially for the future, is climate change and the need for alternate sources of energy, especially in light of the recent Eskom electricity tariff increases. In this regard, the Municipality has set up the first Energy Office with the aim of reducing energy consumption in the municipality and developing alternate sources of energy.
• **STRATEGIC PRIORITY FOUR: Creating a Safer City**

**Goal:** All those who live, work, play and invest in eThekwini feel and are safe in private and public spaces.

**Value Statement**

The safety, health and security of citizens are critical to quality of life. The Constitution asserts the rights of all citizens to be safe, healthy and secure. Government, at all levels, is required to fulfil these rights. The Municipality has committed itself to creating a caring city, with all citizens, businesses and visitors feeling safe and confident that their health and security needs are being met. The Municipality is also committed to job creation that eradicates crime and enables citizens to improve their health and well-being.

The creation of a safer city would require the Municipality to focus on three areas viz. crime, disasters and citizens health. The fight against crime could be intensified through the promotion of neighbourliness and community forums thereby ensuring that citizens connect and work together in dealing with crime. An increase in the use and appropriate design and maintenance of public open spaces also contributes to enhancing neighbourhoods and reducing risks. The creation of partnerships between government, the private sector and communities can lead to more integrated and effective interventions being implemented.

Disasters; either natural, technological or environmental; strike all communities with the most devastating impact on the vulnerable. In ensuring a safer city, an assessment of potential hazards and measures to manage and mitigate the risk need to be instituted so as to reduce the effects of disasters.

The Municipality strives to ensure that the residents within the EMA enjoy good health and as such initiatives to achieve this will be implemented, with specific reference to improving maternal and child health and combating the spread of communicable diseases such as HIV/AIDS, TB and malaria.

• **STRATEGIC PRIORITY FIVE: Promoting an Accessible City**

**Goal:** All citizens of eThekwini can easily and affordably access the facilities and service that they require for a sustainable lifestyle.

**Value Statement**

In line with national legislation and international agreements, the Municipality is committed to a sustainable development path that strives to balance social, ecological and economic priorities. As far as possible, all development must function in harmony with the natural resource base upon which human well being and the economy depends. Providing a quality living environment that is accessible to all citizens is a core mandate of the Municipality. Though substantial progress in the delivery of housing and basic services has been made, there is still some way to go. National key performance indicators for municipalities show that the priorities are housing provision and basic service delivery. Therefore addressing these backlogs remains a municipal priority. Once the bulk of these backlogs are dealt with, increasing emphasis will be given to social service provision in line with the vision of creating and sustaining quality living environments.

An accessible city will ensure that all our citizens have access to facilities, basic services (either interim or equitable) and public transport options. This will assist in reducing pollution levels, provide access to cost effective transport, ensuring easy access to retail and social facilities as well as providing an acceptable level of interim services to settlements. The provision of access to these services should relate to the strategic spatial planning initiatives within the Municipality, with an aim to ensuring the accessibility principle is taken into account during the various planning processes. The provision and
access to infrastructure creates an enabling environment for the development of a more diverse and sustainable economic sector.

- **STRATEGIC PRIORITY SIX: Environmentally Sustainable City**

  **Goal:** The environment of eThekwini protects and promotes the health of its citizens and its biodiversity.

  **Value Statement:**

  A critical part of ensuring ecological integrity within the eThekwini Municipality is to ensure the protection of the municipality's ecosystems and finite natural resources, which deliver essential environmental services (e.g. water supply, flood attenuation, climate control, building materials) and which therefore provide the foundation for human life and development. In order to achieve this, it is important that environmental sustainability principles, within a resource constrained environment that acknowledges the environmental thresholds within which we operate, are taken into account when identifying the development priorities of the Municipality and when promoting and managing economic development, infrastructure, service delivery and municipal finances. This will help to ensure the protection of biodiversity and the maintenance of ecological integrity within eThekwini Municipality as well as helping to meet the development objectives of the Municipality.

  Specific areas of focus should include the development of the Green Economy, the initiation of a ‘Safe Operating Space’ study for eThekwini Municipality, the creation of sustainable human settlements and responding appropriately to climate change. Development which is based on the principles of a Green Economy will result in investments being made in sustainable infrastructure and cleaner technologies thereby assisting in reducing the resource intensity of the economy, as well as promoting sustainable livelihoods. In addition, spatial planning must be enhanced and better aligned with the strategic development plans of the Municipality, in order to manage development appropriately and minimise impacts on the natural environment. What is important is that these planning and economic decisions are informed by a better understanding of natural thresholds, and that city planning takes place in a way that ensures eThekwini Municipality operates within these natural boundaries in order to ensure sustainability. A ‘Safe Operating Space’ study for eThekwini Municipality will provide the first step in developing this understanding. One of the most serious risks facing the municipality relates to climate change which is likely to have adverse effects on water and food security, economic activity, human health, physical infrastructure and natural resources. A climate change strategy that focuses on mitigation, adaptation and transformation focused on ecological integrity in the short and long term needs to be prioritised for implementation. These types of interventions have long term benefits, and our planning must adopt a similar approach.

  To make the big vision a reality, the IDP sets out eight linked plans that include programmes and projects, and details about when they will be done as well as their budgets which are:

1. Sustaining our natural and built environment
2. Economic development and job creation
3. Quality living environments
4. Safe, healthy and secure environments
5. Empowering our citizens
6. Celebrating our cultural diversity
7. Good governance
8. Financial viability and sustainability
2.3.2 METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

The IDP strategy recognizes that the Municipality has to make hard choices, not in a vacuum, but within a Spatial Development Framework (SDF). The SDF identifies a number of key development principles which have been used as an overarching guideline for directing all land use, development and management strategies in the Municipality.

The principles are summarised below for ease of reference.

Table 2: SDF Principles

<table>
<thead>
<tr>
<th></th>
<th>Promote an equitable city by:</th>
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<tbody>
<tr>
<td><strong>Equity</strong></td>
<td>• reducing infrastructure and service disparities</td>
</tr>
<tr>
<td></td>
<td>• redressing imbalances in the location of employment opportunities</td>
</tr>
<tr>
<td></td>
<td>• providing adequate, accessible and affordable housing opportunities</td>
</tr>
<tr>
<td></td>
<td>• promoting integration by linking and reducing distances between people, places and activities</td>
</tr>
<tr>
<td></td>
<td>• making the city work better for the disadvantaged (the poor, the disabled and women)</td>
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<table>
<thead>
<tr>
<th></th>
<th>Promote an efficient city by:</th>
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<tbody>
<tr>
<td><strong>Efficiency</strong></td>
<td>• promoting more compact development by encouraging higher densities where appropriate</td>
</tr>
<tr>
<td></td>
<td>• reducing the separation between places where people live and work</td>
</tr>
<tr>
<td></td>
<td>• optimising development in areas of greatest opportunity</td>
</tr>
<tr>
<td></td>
<td>• encouraging effective use of infrastructure and facilities</td>
</tr>
<tr>
<td></td>
<td>• promoting cost effective movement systems</td>
</tr>
<tr>
<td></td>
<td>• promote accessibility through improving relationships between people, places and activities</td>
</tr>
<tr>
<td></td>
<td>• promoting a well-managed spatial form</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Promote a sustainable city by:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainability</strong></td>
<td>• promoting optimal use of remaining land opportunities</td>
</tr>
<tr>
<td></td>
<td>• promoting the inherent value of the natural and built environment and introducing environmentally sensitive management of development</td>
</tr>
<tr>
<td></td>
<td>• alleviating environmental health hazards</td>
</tr>
<tr>
<td></td>
<td>• promoting total living environments</td>
</tr>
<tr>
<td></td>
<td>• retaining and enhancing positive qualities and productive assets of the DMA</td>
</tr>
</tbody>
</table>
Figure 3: Spatial Development Framework
The Spatial Development Framework’s (Figure 3) defining features include:

- A compact city model, which is underpinned by two important concepts:
  - Urban core – being the urban central area which generally has servicing capacity and thus opportunity for densification and support thresholds for a range of services.
  - Urban edge – a tool to curb urban sprawl, promote compaction, public transport, protect environmental assets and prevent inefficient expenditure on infrastructure.
- Suburban Infill Areas are those that are beyond the urban services edge boundary and where servicing limitations and challenges exist and where it is not cost effective to provide additional services.
- Rural areas are those areas where development is a mixture of traditional land tenure interlaced with subsistence and commercial agriculture and supported by basic infrastructure.

**Infill** – refers to the development of greenfield areas within designated urban areas or within brownfield (existing urban areas) sites within designated urban areas.

**Compaction** – refers to redevelopment of existing properties to higher densities and may include subdivision and development of large properties within urban areas.

### 2.4 SPATIAL STRUCTURING ELEMENTS/CONCEPTS

A number of spatial elements or concepts can be used to direct development investment and to guide development actions. Collectively these elements form a spatial development management system that can be used to coordinate all municipal departments in their planning and development endeavours, as well as, direct private investment and decision making. It is a system that can be used to define/describe how a metropolitan area should work and function as well as assess its performance as a living environment for people. It will also accommodate and/or protect the variety and diversity of lifestyles of the various communities within Municipality. The spatial structuring elements include the following:-
<table>
<thead>
<tr>
<th>Metropolitan Spatial Structuring Elements/ Concepts</th>
<th>Description</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Areas</strong></td>
<td>Local Areas are identifiable geographic areas within the sub metro area which are physically and functionally connected and which display predominant and homogeneous characteristics i.e. urban, suburban or rural. Each plays an important role with respect to the achievement of the broader based growth and development objectives of the Municipality as well as ensuring that local needs are met.</td>
<td>An important spatial structuring device that can create or protect identifiable, integrated and cohesive districts, precincts and neighbourhoods that perform well in terms of a role in the metropolitan area with respect to living areas, employment areas, economic opportunity areas, tourism and recreation areas etc. An important element of the “package of plans” concept for identifying the boundaries of areas within which more detailed planning should occur.</td>
</tr>
<tr>
<td><strong>Open Space System (D’MOSS)</strong></td>
<td>An interconnected and functional spatial system of open space which includes ecological assets that need to be protected and or conserved such as wetlands, grasslands, estuaries, rivers, forests, woodlands, coastal zones etc.</td>
<td>A primary and fundamental spatial structuring element that will promote the protection and management of ecological assets combined and configured in a manner that will promote the sustainable delivery of ecological services within urban and rural living environments. An important climate change management tool for the metropolitan area.</td>
</tr>
<tr>
<td><strong>Development Corridors</strong></td>
<td>Development Corridors are linear systems of urban or rural land use, oriented and integrally linked to single (or multiple) forms of transportation routes/spines and are serviced by a hierarchy of nodes e.g. business, industrial, social, recreation etc The corridors vary in type and include: • Rural Corridors • Urban Development Corridors (UDC) • Coastal Corridors</td>
<td>The establishment of spatially defined land use corridors which play a specific role in the development and management of land use, transportation and infrastructure into more efficient and sustainable urban or rural land use systems. The establishment of diverse landscapes and lifestyles.</td>
</tr>
<tr>
<td><strong>Metropolitan Spatial Structuring Elements/Concepts</strong></td>
<td><strong>Description</strong></td>
<td><strong>Purpose</strong></td>
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</table>
| **Development Spines:** Investment, Movement and Linkage Lines | Development Spines are road and/or rail transportation routes that link various nodes, industrial opportunity areas and high density residential areas into linear urban or rural systems and form the spine to the corridor. The spines vary in scale and type and include:  
- **Metropolitan Development Spine** which structure and link into the greater metropolitan area e.g. R102  
- **Sub Metropolitan Spine** which links Local Areas e.g. MR 93, M41 and Watson Highway  
- **Local Area Spines** which are located within a Local Area and which serve local needs only e.g. Broadway, Phoenix Highway etc. | The integration of land use and transportation into more efficient and sustainable urban and rural living systems, the promotion of cohesive and integrated communities and the efficient use of, and access to urban and rural resources.  
The promotion of efficient and effective linkage between urban or rural nodes and their residential thresholds across the metropolitan area.  
The provision of higher density residential opportunities in close proximity to public transportation routes. |

| **Development Nodes:** Investment and Service Access Points | Nodes are clusters of mixed land use including residential which provide opportunity for mixed investment and which service surrounding urban or rural areas with respect to commercial and social services and transportation. The hierarchy of nodes within the metropolitan area includes the following:  
- **Metropolitan/Regional Nodes** have metropolitan or regional significance e.g. Durban and Pinetown CBD’s.  
- **Specialized Nodes** such as Gateway, Sibaya, Pavilion etc  
- **Sub-Metropolitan Nodes** which are significant to the northern metropolitan area only e.g. Verulam CBD, Tongaat CBD, Bridge City  
- **Local Area Nodes** which serve local areas within the Northern Metropolitan Region only e.g. Phoenix Town Centre, Kwa Mashu Town Centre etc  
- **Rural Nodes** which serve local rural communities with basic service needs e.g. Cottonlands  
- **Recreation and Tourism Nodes** such as Umhlanga Rocks, Umdloti and Hazelmere Dam.  
Whilst the nodes, irrespective of hierarchy will invariably be mixed in use each of the nodes will have a primary character or role i.e. business, tourism and recreation, shopping, entertainment. | Important structuring elements in the metropolitan area, which establish a hierarchy and variety of service points provide convenient and efficient access to commercial and community facilities whilst at the same time establishing identity and focus and protection of the character of urban and rural areas.  
The physical form of the nodes will be dependent on the function, size and age of the node and could take the form of a grid of streets, a single major intersection, a single activity street or single large site, but all of which include a cluster of mixed use and activity.  
The role of the node will inform the nature of investment opportunities and the development intervention required i.e. regeneration or revitalization |
<table>
<thead>
<tr>
<th>Metropolitan Spatial Structuring Elements/Concepts</th>
<th>Description</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Opportunity Areas</strong></td>
<td>Clusters of existing and/or new Industrial enterprises and land uses. The opportunity areas may play logistics, technology, manufacturing (no heavy polluters) or services roles. Opportunity areas may also be related to business park and commercial opportunities</td>
<td>The establishment of industrial areas/districts which support the economic base of the city and which form part of the economic development strategy and function of the Municipality.</td>
</tr>
</tbody>
</table>
| **Settlement and Built Form Typologies (Lifestyle Options)** | Clearly identifiable types of residential settlement that display varying characteristics with respect to density, building form, public space and landscape and include:  
  - Urban  
  - Suburban  
  - Rural Agricultural  
  - Rural Traditional | The protection, conservation, establishment and maintenance of a variety of lifestyle and townscape/landscape options within the NMPR. To provide neighbourhood areas at different densities and with varying characteristics for various income groups, cultures and preferences. The distribution of these types is important in structuring the metropolitan fabric and for ensuring community identity, landscape variety and diversity and sustainable settlement. |
| **Urban Development Line (UDL)** | A line demarcating the extent to which urban development will be permitted to establish in the urban development corridor in the long term. More specifically it is the line that will promote a more convenient, efficient, equitable and sustainable settlement form. Whist the line indicates the outer limit to which urban development will be restricted there will be areas within the UDL that will not be permitted to be developed e.g. environmentally sensitive areas and high value agricultural areas.  
  A UDL takes cognisance of the following:  
  - geophysical environment including elements such as floodlines, over steep land unstable land, sensitive eco systems etc.  
  - river, river catchments and waste water catchments  
  - land use and related patterns  
  - demographics and population profiles and trends  
  - socio-cultural and historic environment  
  - visual resource analysis | A UDL implies that there is a rural periphery or hinterland that is different in character and which has different servicing needs and which supports different lifestyles. The UDL is important in urban areas for enforcing density targets and physical development patterns within specific time horizons and until such time as growth and development pressures require its review. The line is also demarcated in order to protect agricultural, rural and environmental assets. |
<table>
<thead>
<tr>
<th>Metropolitan Spatial Structuring Elements/Concepts</th>
<th>Description</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Phasing Line</td>
<td>A line located within the Urban Development Corridor (UDC) indicating the interim spatial limit to which development will be allowed to establish in accordance with infrastructure availability and capacity. This line may coincide with the UDL or it may fall within the UDL boundary.</td>
<td>The metropolitan area may have a number of discrete development phasing lines each related to the servicing capacities of discrete towns or urban areas and their infrastructure.</td>
</tr>
<tr>
<td>Densification</td>
<td>Infill - refers to the development of greenfield areas within designated urban areas or within brownfield (existing urban areas) sites within designated urban areas. Compaction - refers to the redevelopment of existing properties to higher densities (densification) and may include subdivision and development of large properties within urban areas. Density: Gross Density - determined by dividing total population/residential units of identifiable town/urban/rural area by land area of the town/urban/rural area. Net Density - determined by dividing population/residential units by the total residential land only within a town/urban/rural. This only includes access roads in the calculations.</td>
<td>Important tool for structuring the metropolitan area in a more efficient manner and for establishing and managing sustainable settlement forms. Important for establishing different settlement/lifestyle options and landscape character. Important tool for overall transportation, infrastructure and community facilities planning, and for evaluating impacts on the natural environment.</td>
</tr>
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</table>
CHAPTER-3-
3  STATUS QUO ASSESSMENT OF THE NMPR

3.1  INTRODUCTION

The primary aim of strategic spatial planning is to continually try to balance the growth and change within a city and its hinterland with a diminishing, or scarce base of, natural resources and infrastructure. Growth and development is expressed in the form of population and economic growth and development drivers. Resource and infrastructure supply capacity is measured in terms of land availability, infrastructure capacity and environmental constraints.

This section provides an overview of these variables within the Northern Municipal Planning Region (NMPR), and in so doing identifies key issues and trends that require a response with respect to long term planning and management intervention.

3.2  METHODOLOGY

The information used to generate this status quo assessment has been sourced from various reports, studies and research processes conducted in the study area and in the metropolitan area as a whole (see bibliography). The key issues presented have been identified through a series of municipal interdepartmental workshops.

3.3  GROWTH AND DEVELOPMENT CAPACITY ASSESSMENT (SUPPLY)

3.3.1  OVERVIEW

The NMPR study area stretches from the northern banks of the Umgeni River in the south up to and including Tongaat in the north, from the coast line in the east to Mzinyati, Inanda and boundary with the Illembe District Municipality in the west and north. This is a total area of 59,764 hectares (Ha) which represents approximately 26% of the Ethekwini Metropolitan Area (EMA). The terrain is mixed, with hilly land to be found in the interior and gentle topography to be found towards the coast.

Details regarding the nature of the area are outlined in the following chapters.

3.3.2  LAND

a)  Land Developability

The study area covers 59,764 has or 26% of Ethekwini Municipal area. Of this area approximately 25% is urban, 36% is agricultural activities of which 31% is sugar cane. Industrial and commercial land uses currently only account for 2% but as new development is focused on the North, this statistic is increasing. Development is concentrated around Durban North/La Lucia, Inanda, Ntuzuma, KwaMashu and Phoenix and around the small towns of Verulam and Tongaat. Sugar cane land is under pressure for conversion to residential and/or commercial and industrial development and is ideally suited for this type of use.
b) **Land Ownership**

The majority of land in the North (84%) is under freehold ownership. The major private landowner is the Tongaat Hulett Group which owns approximately 8,800ha. Their land is predominantly located within the coastal plain and is well-located for non-agricultural development. Smaller, private landholders, whose land could be converted to residential and other non-agricultural use, are predominately located on the periphery of the Municipality (Valuations Roll, 2007).

c) **Landform and Geophysical**

Land form can be categorised into two types. The coastal plain forms an eastern strip running north-south parallel and adjacent to the coast. This is flanked by a section of steep undulating hinterland. Elevations range from sea level in the east to an average of 120m above sea level in the hinterland. The highest point within the study areas is just over 300m.

Four main river systems, the Umgeni, Ohlanga, Umdloti and Tongati Rivers, dissect the study area. Land form has significantly impacted on settlement patterns. The majority of settlement occurs within the coastal plain which is more easily accessible than the undulating hinterland. (Siyakhana Consortium 1997).

Geologically, the area contains a diverse soil structure with decomposed dune sands dominating the coastal plains and the interior being made up of a 4km belt of shale and sand stone. The soil structure is one which is highly erodible in the coastal areas.
3.3.3 ENVIRONMENT

a) Extent of Natural Assets Base

The NMPR has a number of environmental assets which need to be noted.
- The Coastal Zone offers tourist recreational and economic benefits.
- The rivers, dams and lagoons offer agricultural, recreational and economic benefits.
- The general climate, slopes and soils offer agricultural opportunities.
- A rural or agricultural hinterland offers tourist potential, as well as environmental services, and food security.

The NMPR contains 17% of the municipal environmental assets footprint (EESMP, 2001) which represents 10,400ha of land.

The assets can be categorised into clearly identifiable habitat types. The coastal types include estuaries, dune forest beaches and rocky shores all of which have been impacted on by urban development and which exist as a fragile system. The coastal assets are a scarce and pressurized resource.
b) River Health

The following figure and table indicate the outcomes of a strategic River Health study undertaken by the Municipality (Ground Truth, 2006).

In general, river health is compromised where urban settlement occurs in the upper catchments.
### Table 3: River Health

<table>
<thead>
<tr>
<th>River</th>
<th>Habitat Integrity</th>
<th>River</th>
<th>Habitat Integrity</th>
<th>River</th>
<th>Habitat Integrity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cliffdale</td>
<td>Natural</td>
<td>Mqeku</td>
<td>Natural</td>
<td>Piesang</td>
<td>Fair, Good</td>
</tr>
<tr>
<td>Hlawe</td>
<td>Fair</td>
<td>Mshazi</td>
<td>Natural</td>
<td>Skelkeleni</td>
<td>Poor</td>
</tr>
<tr>
<td>kwaWiliwili</td>
<td>Good</td>
<td>Msunduze</td>
<td>Good</td>
<td>Sterkspruit</td>
<td>Fair, Good</td>
</tr>
<tr>
<td>Mdloti</td>
<td>Good, Natural</td>
<td>Mzinyati</td>
<td>Natural</td>
<td>Tongaatli</td>
<td>Fair, Natural</td>
</tr>
<tr>
<td>Mlazi</td>
<td>Fair, Good</td>
<td>Ohlanga</td>
<td>Fair, Good</td>
<td>umnengeni</td>
<td>Fair, Natural</td>
</tr>
<tr>
<td>Mngweni</td>
<td>Good</td>
<td></td>
<td></td>
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</table>

### c) Noise Constraints

The development of the King Shaka Airport brings both development growth potential to the NSMA whilst at the same time imposing challenges to existing and future urban development by virtue of the constraints associated with the noise zones relating to the planned runways of the installation.

Long-term proposals for the King Shaka Airport indicate proposals for two runways although the second runway characteristics are still under investigation with respect to its length and the type of aircraft that would use it. Key assumptions that may change include continued use of aircraft and air traffic volumes. The Dube Trade Port noise contours (Dube Trade Port EIA June 2007) are predicted in the airspace plan for 2015, 2035 and 2060 (Figures 8-10). Long term planning will need to take into consideration the potential impacts of the second runway estimated to be built by 2060.

International practice demonstrates that a balanced approach is an effective means of addressing noise. The elements of the balanced approach include:

- Reduction at source
- Land use planning and management
- Noise abatement operational procedures
- Operating Restrictions

Land use planning is regarded as an important means of mitigating against the impact of airport noise and an effective means to ensure that activities near airports are compatible with aviation activities. According to the SANS 10103:2004 guidelines, “Residential development should not be allowed to fall inside the 55 dBA contour”. This includes other noise sensitive developments such as hospitals, education facilities, conference facilities and places of worship.

Existing settlements that are affected by the 55 decibel contour line include Mount Moreland, Herwood Estate and parts of Waterloo. Mitigation measures for these settlements will need to be considered irrespective of their land use now and in the future.

According to the SANS guidelines, the 55 decibel contour line associated with each runway (i.e. at 2060) is the current constraint line for future residential and sensitive land uses. The 55 decibel contour provides an important informant for land use planning in that it indicates a cutoff point for residential development and other noise sensitive land uses.
Figure 8: Noise Contours 2015 (Dec 2009)
Figure 9: Noise Contours 2035 (Dec 2009)
Figure 10 : Noise Contours 2060 (2008)
Figure 11: Impact of 2060 Contours on Residential Development
Figure 12: Impact of 2060 Contours on Metro Housing Projects (2008)
3.3.4 TRANSPORTATION

a) Existing Road Network Capacity

In general terms, traffic is increasing from north to south, but has increased substantially over the last few years as the “centre of gravity” of the eThekwini municipality is moving north, mainly due to large scale developments in areas like Umhlanga and Ballito.

For the R102, areas of congestion currently (starting from the north) are as below:
- Through the CBD of Tongaat.
- From the R102/Inanda road intersection in Verulam to the south.
- From the R102/Phoenix Highway intersection through Mount Edgecombe.

Traffic on the N2 is well within the capacity of the existing four lane (2+2) facility to the north of the Umhlanga interchange. To the south of this interchange, the N2 has recently been widened to 7 lanes / 8 lanes (3+4)/(4+4), being far more heavily trafficked.

The M4 to the north of La Mercy (just north of the Mdlozi River) has relatively low volumes, but does suffer due to a high proportion of very large heavy vehicles avoiding the toll on the N2 at Tongaat. To the south of this point (and even more so south of the M27 (MR96)) capacity is restricted to the two lane (1+1) section from the Ohlanga River and southwards, with traffic on this section now close to 80% of capacity in the peak direction.

In the east/west direction, traffic on the M27 (MR96) and M43 (Watson Highway) is within the capacity of the road (2 lane two way), but with limited spare capacity. Traffic on the M27 is predominantly from Verulam to the south and traffic on the M43 is predominantly from Tongaat to the south.
Figure 13 : Existing Traffic Conditions

b) Existing Public Transport System

The commuter rail component of the system comprises a north-south line from beyond the limits of the Municipal area with a spur line serving KwaMashu. Bridge City is a major public transport node with Tongaat, Verulam and Phoenix as nodes of local significance along this line.

The existing rail system is characterised by decreasing levels of service. Rolling stock is dilapidated and parts of the signal system are antiquated and raise concerns over reliability and operating efficiency. Consequently, the fundamental rail issues centre on sustainability and the need for major capital investment to provide a rail system and service which can form a key component of a multi modal public transport system which is attractive to current and future public transport users.

The taxi and major bus route system provides coverage within the NSMA, including services parallel to and in direct competition with some of the rail services. In these areas some of the routes are taxi routes with limited or no bus service.

c) Freight

The movement of freight to/from and within the NMPR is carried out by a multi-modal transport system which includes road and rail transport. Within the road system there are capacity limitations, which impact on road freight movements particularly in peak periods, not an uncommon situation in port cities.
The rail freight network comprises a well developed local system and main lines to and from the city. The local system was designed to carry import and export cargo. The North Coast line into the interior of the province conveys freight traffic between Durban-Empangeni-Golela.

3.3.5 INFRASTRUCTURE

a) Water

The supply of bulk potable water for eThekwini Municipality falls under the responsibility of Umgeni Water, and is supplied mainly from the Umgeni River system and Hazelmere Dam. At present Inanda Dam primarily services the Wiggins Road Water Treatment Works which supplies the central and southern parts of the Municipality, while the Albert Falls and Nagle Dams on the Umgeni River and Hazelmere Dam on the Umdloti River supply the northern sector of eThekwini. Hazelmere Dam further supplies Ilembe District Municipality. The distribution of water through eThekwini is the responsibility of the eThekwini Municipality. There is a limited ability to cross-connect between the north and south sections, both at the bulk and distribution levels.

These installations are all located in the hinterland of the study area and are situated downstream of rural traditional settlement areas and or agricultural areas making them susceptible to land based pollution and soil erosion impacts. Pollution impacts are related to poorly controlled industrial and agricultural development, as well as serviced and un-serviced settlements, while erosion is related to un-serviced settlements and poor agricultural practices. These impacts have implications for both the quality and quantity (sedimentation of Dams) of the water supply.

Capacity and distribution issues of the water supply system can be summarised as follows:

- The distribution capacity between the western dams and the north is under strain and is currently being enhanced via the Municipality’s Western Aqueduct project. This local level intervention is planned and largely budgeted for in terms of the Western Aqueduct & Extensions although some top-up budget (R300m) may be required.
- Department of Water Affairs and Environment are currently undertaking a water reconciliation investigation for the northern supply area. Indications are that the level of assurance in the bulk water supply may be compromised before further intervention is implemented (Spring Grove Dam), but is largely beyond the control of eThekwini.
- Notwithstanding the above, reservoir and distribution capacity is currently available to initiate planned developments in Ohlanga catchment, although change in planned densities may have compromised this.

b) Waste Water Disposal

There are currently six sewage treatment works that service the area: Phoenix, Umhlanga, Genezanno Verulam, Umdloti and Tongaat. However only two of these (Phoenix and Tongaat) are suitable for development as regional treatment works, although some of the other works will suffice for the short to medium term (Umhlanga and Verulam). Genezanno and Umdloti are due to be replaced by a future regional works on the Umdloti River, which, when Verulam exceeds its current capacity, will also replace this works. The new Umdloti WWTW is at EIA stage.

Currently, the preferred area for development in terms of sanitation is the Upper Ohlanga catchment serviced by the Phoenix Wastewater Treatment Works (WWTW). Due to pumping constraints to get flows back to

Phoenix WWTW, the Lower Ohlanga Catchment has no capacity for further development until 2011/2012, except for those existing units under approval (totaling some 2000 units).
The medium confidence Reserve Determinations for the Tongaat and Umdloti rivers indicate that the estuaries require additional flow to closer mimic their natural state, while the low confidence Reserve Determination for the Umhlanga river indicates that the estuary is over supplied. Infrastructure to return flow, generated in the Ohlanga catchment, to the Umgeni, is under construction from the Phoenix WWTW. Development in the two catchments will increase the discharge from both WWTWs, one in each of the two catchments. The development proposed in the Draft Northern Spatial Development Plan for these catchments indicate that the flow generated by these developments closely matches that required by the respective estuaries.

Figure 14 : WW Treatment Works

c) Electricity

Capacity currently available to initiate development in Ohlanga Catchment. All additional infrastructure required to support further development is in Medium Term Expenditure Framework (MTEF).
3.4 GROWTH AND DEVELOPMENT DRIVERS/INFORMANTS (DEMAND)

3.4.1 DEMOGRAPHIC DRIVERS

a) Population Characteristics

The NMPR accounts for 26% (60,093 ha) of the area of eThekwini, and is accommodating approximately 34% (1,15 million) of the total population of 3 442 361 million people (Census update 2011).

(Unlocking Development 2007). The population is housed in a total of 201,612 houses (Vancometrics, 2005). The largest population concentrations are to be found at Inanda/ Kwa Mashu (58.6%), Phoenix (17.5%) and Durban North (7.1%).

Some parts, such as Durban North and Umhlanga/ La Lucia are affluent and highly developed, and have low unemployment rates. However, areas such as Inanda/ Ntuzuma /Kwa Mashu (INK) have very high unemployment rates (up to 56.6%) and have areas which are very underdeveloped and rural (Vancometrics 2005).

The percentages by age group for 2005 and 2010, as shown by Kirby 2004, reflect a fairly young population, with 38.47% of the total population being below 20 years of age and 73.95% of the total population being below 40 years of age.
b) Population Projections

The yearly population growth rate from 2006 to 2011 averaged 1.0% per annum, which is 0.1% higher than KZN on average, and equal to the national average. (Stats SA, 2011)

The population of the Ethekwini Municipal area is 3.5 million (Stats SA 2011). This is expected to increase by 1.1% per annum by 2030. Which means that an additional 1.05 million people will need to be accommodated across the municipality. This represents an overall population increase of 30% in metropolitan population.

The NMPR is expected to absorb 44% of this metropolitan growth (i.e. 470,000) by 2030. The resident population of the area will therefore increase from 1,15 million to 1.62 million by 2030. This represents an increase in population in the NMPR of 41%.

The majority of this population increase will be low to middle income families and will have to be accommodated in public housing developments. (Unlocking Development, 2007).

3.4.2 ECONOMIC DRIVERS

a) Overview

The economy of the Northern Area is significant in terms of the Municipality’s GDP. The Northern area accounts for approximately 15-17% of the GDP (R 20-23bn). However, whilst as mentioned some areas are affluent, in general, there are high levels of unemployment and poverty.

The current economic profile of the NMPR is characterised by a spread of economic activity relating to agriculture (i.e. predominantly sugar cane), manufacturing and warehousing related to the production and distribution of domestic goods and services, tourism related to the coast (particularly around the Umhlanga and Umdloti nodes) and to business, retail, entertainment and leisure accommodation (Vancometrics, 2005)

However, the development of Dube Trade Port/ King Shaka International Airport development will have a significant impact on the economy of the North. The Trade Port itself will involve the creation of substantial new airfreight/ logistics facilities, within a national multi-modal transport network. Furthermore, a wide range of new business opportunities will occur in response to this transport installation and its associated infrastructure upgrade. These include amongst others, Information Communication Technology (ICT), high-value manufacturing, agri-processing and logistics opportunities. Tourism opportunities will also increase as a result of access to direct international flights.

In short the dominant role of the southern Durban basin as the major economic driver and logistics node (port and airport) will change with the north playing a far greater role in the overall logistics platform which is being developed through the Dube Trade Port initiative.

b) Logistics and Transportation

The Dube Trade Port and the associated logistics industry will create significant employment across a number of sectors, and should contribute significantly to the alleviation of poverty in the NMPR. Estimates of the employment opportunities to be created by the airport/Dube Trade Port over the next 20 years vary between 160,000 and 270,000 which will create significant pressure for the transformation of existing industrial, underdeveloped, vacant and agricultural land throughout the NMPR and the metropolitan area as a whole.
The infrastructural requirements necessary for the Airport and Trade Port to operate will open up additional opportunities for restructuring the north with possibilities for increased road transport capacity for freight, as well as mass transit commuter routes and facilities.

The Integrated Rapid Public Transport Network plan (IRPTN) being undertaken by ETA, will inform future expansion of public transport in the North, and is closely aligned to density and land use proposals in the NUDC and NSDP plans.

c) Manufacturing Industry

Manufacturing industry has been associated in the first instance with the expansion of the metropolitan area along the Umgeni and North coast corridor and the accessibility of flat land within the coastal plan, and in the second instance with the towns of Phoenix, Verulam and Tongaat as set up under apartheid legislation and as rates generation strategies for the smaller and independent local authorities.

This pattern of industrial location is changing due to overall economic growth patterns of the metropolitan area and the establishment of the King Shaka International Airport/Dube Trade Port. Land in close proximity to the airport or to high capacity road and rail transport routes will be in high demand. Whilst the Dube Trade Port will provide a substantial portion of the land required for the logistics industry, surrounding areas of the NMPR and areas further north of the municipality can be expected to be developed to provide high value and advanced manufacturing industrial parks to exploit the new logistics and transportation opportunities.

It is anticipated that approximately 1,000 ha of land will be developed for additional industrial and logistics requirements in the NMPR. The majority of these opportunities exist along the R102 between Tongaat and Verulam.

d) Commerce and Retail

The north has developed as a major retail and commercial hub for Ethekwini. This is especially true of the La Lucia Ridge/Gateway node which has attracted numerous firms from the Durban CBD. The development of Gateway as a "shoppertainment" centre has drastically altered the retail landscape of the north.

Smaller retail centres exist in Tongaat, Verulam, Phoenix and Kwa Mashu Town Centres and at Broadway in Durban North. La Lucia Mall is also a key retail node in the north.

It is anticipated that the NMPR will accommodate 7% of all commercial growth by 2030 (i.e. 20 ha) with an additional 330 ha of land being developed for mixed use (Unlocking Development, 2007). Bridge City, on the border of Kwa Mashu and Phoenix, is a large scale mixed use development being undertaken as a joint partnership between Ethekwini Municipality and Tongaat Hulett Developments.

The NUDC has proposed a significant amount of commercial and retail land use in 3 of the Local areas of the NMPR. See details later in this document.

e) Tourism & Recreation

Tourism is driven by two main sectors in the NMPR viz. recreation and entertainment.

Recreation opportunity is considered to be the main tourist resource of the area and is based largely on the natural qualities of the coast. The coastline and beaches are significant tourist anchors for accommodation, commercial and entertainment development, with people flocking to the coastal areas to holiday, swim, surf, braai and fish. The northern metropolitan coastline compliments the highly
developed and intensely used central beaches of the metropolitan area in that it provides a distinctively different coastal experience which is quieter, nature based, visually attractive with less and different surf swimming opportunities and capacity.

Further opportunities for tourism and recreation exist around Inanda and Hazelmere Dams as well as through cultural and religious tourism e.g. the Inanda Heritage Trail, as well as Verulam and Tongaat areas.

\textbf{f) Housing}

The current housing backlog stands at approximately 204,000 units. It is anticipated that by 2030, there will be an additional 133,400 new housing units developed within the metropolitan area. The North is expected to accommodate approximately 98,000 (i.e. 73\%).

The provision of housing in this area is however negatively impacted on by the noise contours associated with Dube Trade Port, refer to Chapter 3.3.3 (c).

- **Public Sector**
  
  Currently 79,000 low cost housing units are being planned for in the NMPR (i.e. 98\% of all public housing in the metropolitan area). The bulk of these (53,000) units fall within the Ohlanga catchment and involve the upgrading and development of new housing units in the hinterland of INK and immediately surrounding areas. The remainder are proposed to the west of the Verulam and Tongaat towns. Under the current housing policy, these units will be developed as single detached dwelling units at net development density that ranges between 15 and 40 dwelling units per hectare.

  Negotiations are currently underway to develop a large number of low to middle income units at higher densities and a more sustainable urban form at Cornubia.

- **Private Sector**
  
  Future private sector development of approximately 24,000 units are expected by 2030. The focus of private sector development will be within the coastal plain, immediately north of the existing urban footprint along the coastline and east of the N2. Most of this development will be middle to higher income with the highest densities concentrated east of Phoenix in Cornubia and west of Dube Trade Port.

\textbf{g) Agriculture}

Whilst the greatest agricultural potential for the eThekwini Municipality exists in the Outer West, there are good agricultural opportunities in the North. Currently 36\% of the Northern area is under agriculture, of which 31\% is sugar cane.

Sugar cane occurs predominately within the coastal plain and in Buffelsdraai and mixed agriculture around Hazelmere Dam. High value agricultural land is located at Cornubia, west of the R102, between Tongaat and Verulam and within the Buffelsdraai area.

Farming activities range from subsistence to extensive and include intensive commercial farming. The types of production range from sugar cane (large scale commercial) to market gardeners and small scale vegetable farmers (Rural ABM 2007).
According to the Rural ABM document (2007) “Agricultural Development Framework Plan for the Northern Agricultural Region”, the objectives for agriculture in the eThekwini Municipality should focus on:

- Improvement of rural food security
- The establishment of a small-scale commercial agriculture sector
- Intensification and diversification of agricultural production
- Establishment of an agribusiness sector
- Promotion of land reform initiatives.

According to the same document, these objectives need to be met in a sustainable way, so that agriculture forms an integral part of the rural and urban economies. It also must be noted that the objectives form part of a long term process and are not a quick solution.

Future agricultural opportunities in the North are associated with the Dube Trade Port and with the potential to grow and export high value produce.

### 3.5 KEY SPATIAL CHALLENGES IN THE NMPR

In order to understand the role of the NMPR it is useful to sketch a few key trends that are dictating change in the north.

#### 3.5.1 METROPOLITAN TRENDS

- **The constraint on land in the central area**, particularly for residential development, has resulted in a **significant thrust for development in the north** (and to a certain extent in the west). This growth and the associated poor access to the central areas has manifested in a push for the location of commercial and key community facilities in the outlying areas where access to or availability of commercial and major community facilities is limited.

- Intensive mixed-use development of the coastline between Durban and Richards Bay due to **land ownership patterns, land availability**, existing and future infrastructure, geophysical conditions and **regional accessibility and the objective of establishing Durban as an international logistic hub along the eastern seaboard**.

- Consolidation of hinterland **road and rail transportation linkages to accommodate flow of goods and services to immediate hinterland and Gauteng**.

- Continual **demand for low and middle-income living environments** associated with employment and amenity zones within the coastal plain.

- An **emerging demand for higher density**, but well located urban and suburban **residential environments that are secure**, as well as rural lifestyle options located within high quality environmental settings in the municipal hinterland.

- Increasing **demand for decentralised commercial and community facilities nodes/centres** to support growth areas within the coastal plain.

- Continuing **pressure to convert marginal agricultural land** within the municipal boundaries to residential, industrial or commercial uses.

#### 3.5.2 SPATIAL CHALLENGES FOR THE NORTH

The spatial challenges which can be identified from the above information include the following:

- **Protection of Environmental Asset**
  
The **limited extent and fragility of the natural assets base** require that they are vigorously protected, integrated into a sustainable environmental system and appropriately managed in order to
adequately support the levels of anticipated development in the NMPR. In particular the coastal assets will need to be prioritised for protection and management as a vital element of the tourism and recreation base of the Municipality.

- **Protection of Coastal Assets: Sea Level Rise**
The Coastal Risk Zone (CRZ) is defined as the combination of the most inland edge of the 1m sea level rise line and the slope failure line associated with 1m of sea level rise. This demarcated the Coastal Risk Zone from natural and climate change impacts and provides a broad identification of the risk area. The coastal risk zone will be refined through the process of more detailed work through the Shoreline Management Plans (SMP's) which are a legal requirement for our coastline.

- **Prevent Uncoordinated Urban Sprawl**
The extent and type of growth and development anticipated in the north requires that clear directives to urban expansion are set so that sustainable urban development footprints can be established and or consolidated and that viable well located agricultural development can be promoted. It is acknowledged that the development of a Northern Urban Corridor will be key to containing urban sprawl in the North.

- **Protect Lifestyle Options**
Given the levels of growth in residential development there is a need to encourage and accommodate a range of lifestyles and landscape character that will provide a choice for future residents.

- **Provide New Major Transport Infrastructure**
Levels of accessibility and mobility at both the metropolitan and local level will need to be improved through expanded capacity of infrastructure and services for both public transportation and private vehicular modes of transport. The North is acknowledged as a priority area for public transportation and this is reflected in the IRPTN phasing.

- **Provide Employment Opportunities in the North**
Land use patterns and location of employment zones that promote a more balanced flow of trips between home and work across the NMPR and across the metropolitan area as a whole need to be encouraged. Appropriate economic responses to the growth area around the King Shaka International Airport and the Dube Trade Port need to be prioritized.

- **Protect Agricultural Assets**
Under performing agricultural areas that result in pressure for land use change need to be supported and promoted as important and viable economic and employment generators.

- **Provide New Bulk Infrastructure**
Expanded capacity for waste water treatment, and for the provision of bulk water.
4 APPLICATION OF THE SPATIAL STRUCTURING APPROACH TO NMPR

4.1 STRATEGIC ROLES OF NMMPR

In determining a spatial role for the NMMPR it is important to note that the area has environmental, social and economic linkages to the wider metropolitan area. These linkages also occur within the broader region both provincially and nationally. Development in the NMMPR therefore needs to respond to the long term vision of the EM and is integral in assisting the EM to reach its vision:

"By 2030, eThekwini Municipality will be Africa’s most caring and liveable city"

In order to achieve this vision, all the sub metropolitan areas of the eThekwini Municipality will have to play particular roles consistent with their inherent characteristics and capacities to support development.

The roles of the NMMPR have been determined in accordance with its inherent character and capacity to support envisaged growth and development within the EMA. The role in turn provides the basis for identifying the most likely, or preferred environmental, land use, transportation and infrastructure responses for different geographic areas within the NMMPR that should be promoted in order to ensure the achievement of the key municipal development principles of equity, efficiency and sustainability.

<table>
<thead>
<tr>
<th>Metro Role</th>
<th>NMMPR Role</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economic Growth and Development</strong></td>
<td><strong>Social</strong></td>
</tr>
<tr>
<td>- International and National Logistics Hub (Airport and Harbour)</td>
<td>- Air and landside component to logistics hub associated with new international airport.</td>
</tr>
<tr>
<td>- International, National and Provincial Tourism Destination</td>
<td>- International and national coastal oriented tourism and recreation assets and destinations.</td>
</tr>
<tr>
<td>- International, National and Provincial Trade Centre</td>
<td>- Protection, consolidation and establishment of new well located serviced industrial opportunity areas.</td>
</tr>
<tr>
<td>- International and National Industrial Investment Location</td>
<td>- Protection and/or regeneration of high value and well located agricultural land.</td>
</tr>
<tr>
<td>- Infrastructure and Housing Development</td>
<td>- International and sub-metropolitan business and commercial nodes developed.</td>
</tr>
<tr>
<td><strong>Environmental</strong></td>
<td><strong>Spatial</strong></td>
</tr>
<tr>
<td>- Protect denuded environmental assets to ensure eco-service delivery and to ensure tourism and recreation opportunities are not lost.</td>
<td>- Provide a range of residential lifestyle and accommodation opportunities for all sectors of the population and to support the tourism industry.</td>
</tr>
<tr>
<td>- Protect coastal assets.</td>
<td>- Consolidation and protection of the northern coastal zone.</td>
</tr>
<tr>
<td>- Integrated Eco Services Delivery.</td>
<td>- Establishment of new industrial and commercial employment zones.</td>
</tr>
<tr>
<td>- Bio Diversity Protection.</td>
<td>- National and international Gateway to Metropolitan area and Coastal Destinations.</td>
</tr>
<tr>
<td>- Catchment Management.</td>
<td>- Create an Urban Development Line to ensure spatial consolidation.</td>
</tr>
<tr>
<td>- Climate Change Impact Management</td>
<td>- Consolidate Provincial Development Corridor between Durban and Richards Bay and surrounding municipalities.</td>
</tr>
<tr>
<td></td>
<td>- Reinforce all modes of mass public transport.</td>
</tr>
<tr>
<td>- Improve High Priority Public Transport Network</td>
<td></td>
</tr>
</tbody>
</table>
4.2 SPATIAL DEVELOPMENT STRUCTURE OF THE NMPR

The following spatial development strategies are proposed in order to respond to the prevalent spatial inequalities of the NMPR and in response to the need to spatially restructure the metropolitan area. The strategies respond to both metropolitan and local spatial development objectives and are intended to support the economic, housing, social services, transportation and infrastructure development objectives of the municipality. These concepts are based on those outlined in Chapter 3.5.

![Spatial Concept for the North]

**Figure 16 : Spatial Concept for the North**

4.2.1 INTEGRATED DEVELOPMENT CORRIDORS

At the sub metropolitan level the NMPR consists of three discrete land use corridors all running parallel to the coast. The roles of the corridors are directly related to their inherent landscape, settlement and infrastructure characteristics and potential which include urban, rural and coastal characters. The corridors should be integrated with each other by the metropolitan road and rail network.

a) **Northern RURAL Corridor**

Consisting of the Mzinyathi, Buffelsdraai and Tongaat Rural Local Area’s all linked by the M25 (Mazwezulu and P38) district road system.

This corridor contains high value agricultural land which is situated around the Inanda and Hazelmere Dams and will be developed into a high production intensive and extensive based agriculture corridor. The agricultural opportunities are not only associated with the potential export opportunities associated with the Dube Trade Port, but also relate to food security and the ability of the Metropolitan area to feed itself.
b) Northern URBAN DEVELOPMENT Corridor

The Urban Development Corridor is where urban development will be encouraged at higher densities. This integrated mixed land use and transportation corridor situated west of and parallel to the N2 is oriented around the R102 /North Coast Road spine and the North Coast rail line. It consists of three discrete conurbations which are delineated by the east-west river valley systems.

- Phoenix, Inanda, Ntuzuma and Kwa Mashu (INK)
- Verulam and Cornubia (future)
- Tongaat and the emerging Dube Trade Port Logistics Hub

The corridor contains substantial existing urban settlement consisting of a mix of residential areas, commercial and industrial employment zones and primary transportation infrastructure. Existing areas within the corridor need to be consolidated. Expansion of urban settlement can occur in areas that have the necessary environmental and infrastructure requirements and may be subject to the phasing of development infrastructure.

Dube Trade Port Logistics Hub is located within this corridor and new development opportunities associated with the hub must be integrated with existing urban development. The airport does impose restrictions on development in terms of noise contours and mitigation measures may be required in order to realise full development potential.

The corridor includes a number of existing and new industrial development opportunity areas. These are mainly located along the R102/rail development spine.

The corridor is to be serviced by the multi modal mass transit public transportation spine of the R102 and rail line and linked into the central metropolitan areas. Higher density development will be encouraged along this development spine.

The Northern Urban Development Corridor Project, which has undertaken 3 Local Area Plans for the 3 discrete conurbations discussed above, (i.e. Phoenix/INK, Verulam/Cornubia and Tongaat/Dube Trade Port) should be referred to for more detailed information.

Land use proposals for 2030 are as follows, per Local Area:

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Residential 2030</th>
<th>Mixed Use Business Commercial 2030</th>
<th>Industrial 2030</th>
<th>TradePort</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tongaat DTP</td>
<td>850 ha</td>
<td>50 ha</td>
<td>800 ha</td>
<td>100 ha</td>
</tr>
<tr>
<td>Verulam Cornubia</td>
<td>1200 ha</td>
<td>100 ha</td>
<td>100 ha</td>
<td></td>
</tr>
<tr>
<td>Phoenix INK</td>
<td>200 ha</td>
<td>150 ha</td>
<td>50 ha</td>
<td></td>
</tr>
<tr>
<td><strong>Total 2030</strong></td>
<td><strong>2250 ha</strong></td>
<td><strong>300 ha</strong></td>
<td><strong>950 ha</strong></td>
<td><strong>100 ha</strong></td>
</tr>
</tbody>
</table>


c) Northern COASTAL Corridor

This corridor is situated east of the N2 and is oriented around the M4 and includes the coastal conurbations of Durban North, Umhlanga, Umdloti and Tongaat Beach. It will be consolidated as a mixed use and mixed density residential, recreation, entertainment and tourist oriented corridor. The
highly fragile, but relatively intact, coastal assets of this corridor should be vigorously protected and appropriately developed to provide a residential/recreation/tourism corridor that provides a high quality natural coastal experience which complements the hard working urban beachfront of the central metropolitan area.

4.2.2 URBAN DEVELOPMENT LINE

The Urban Development Line (UDL) situated along the western boundary of the urban development corridor clearly demarcates the limit of areas which should be available for urban development in the long term. It also demarcates those areas that are to be protected and developed as rural and agricultural areas. The line has been drawn to include expansion areas for future growth and which are adjacent to existing urban areas. The Northern Urban Development Corridor and the Coastal Corridor lie within the line, and the Rural Corridor lies outside of it.

In the 2011-2012 review, the UDL has been contracted slightly in the North Western portion, as a result of work emanating from the NUDC study and in response to the need for focused growth within the Urban Corridor.

Figure 17: Urban Development Line
4.2.3 LOCAL AREAS

Local Areas will each play a role in achieving the broader growth and development objectives of the metropolitan area but they will also ensure that local level needs and lifestyles are respected and met.

A number of Local Areas have been identified each of which will require further detailed planning. These have been determined in the following manner. The east west river catchments and the three development corridors described above can be organized into six Local Areas (LA’s) that are physically and functionally interrelated and which reflect the landscape and lifestyle characteristics of the development corridor within which they are located.

It should be a specific aim to develop and manage the assets and attributes of each of these LA’s into high performance and balanced living environments that fully support the lifestyles contained within them. All of the LA’s will be linked to each other and into the metropolitan area as a whole through the metropolitan level access, movement and linkage system described below.

The six Local Areas and their respective primary roles are:
Table 4: North Local Areas Primary Roles

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Local Area</th>
<th>Primary Roles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Rural Corridor</td>
<td>Buffelsdraai, Hazelmere and Mzinyathi</td>
<td>• Consolidate as mixed rural residential, rural traditional and mixed agricultural area.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consolidate environmental assets base.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Encourage intensive agriculture</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Recreation opportunity around Hazelmere Dam</td>
</tr>
<tr>
<td>Northern Urban Development Corridor</td>
<td>Phoenix and INK</td>
<td>• Regeneration, intensification and infill of residential areas.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consolidation and redevelopment of industrial sector.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Establishment of new sub metropolitan node and consolidation of existing local level, commercial, transportation and services nodes.</td>
</tr>
<tr>
<td></td>
<td>Verulam and Cornubia</td>
<td>• Residential infill, expansion and intensification.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consolidation of existing and establishment of new industrial development opportunities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consolidation and redevelopment of sub metropolitan commercial, services and transportation services node (Verulam)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Establishment of new local nodes (within Cornubia)</td>
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<tr>
<td></td>
<td>Tongaat and KSIA/Dube Trade Port</td>
<td>• Transportation and logistics infrastructure establishment.</td>
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<tr>
<td></td>
<td></td>
<td>• Consolidate environmental assets base.</td>
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<td></td>
<td></td>
<td>• Residential infill, expansion and intensification (Tongaat, Nyaninga / R102)</td>
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<tr>
<td></td>
<td></td>
<td>• Industrial consolidation and expansion and diversification</td>
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<td></td>
<td></td>
<td>• Consolidation and redevelopment of sub-metropolitan commercial, services and transportation services node (Tongaat)</td>
</tr>
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<td></td>
<td></td>
<td>• Consolidate as intensive agricultural area.</td>
</tr>
<tr>
<td>Northern Coastal Corridor</td>
<td>Northern Suburbs and Umhlanga</td>
<td>• Consolidation and Protection of Coastal Zone</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Residential consolidation and infill</td>
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<tr>
<td></td>
<td></td>
<td>• Recreation and Tourism regeneration</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consolidation and redevelopment of industrial areas (Glen Anil)</td>
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<tr>
<td></td>
<td>Ohlanga – Tongati</td>
<td>• Consolidation and Protection of Coastal Zone</td>
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<tr>
<td></td>
<td></td>
<td>• Recreation Opportunity Area</td>
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<tr>
<td></td>
<td></td>
<td>• Tourism and recreation regeneration</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Residential consolidation and infill</td>
</tr>
</tbody>
</table>
4.2.4 SETTLEMENT AND BUILDING FORM (HOUSING)

a) Lifestyle Options

It is important to protect, establish and maintain a variety of lifestyle options within the NMPR. Residents of the area will find themselves in different lifecycle/stages and their demands and needs will alter to accommodate these changes. It is important to ensure that not all neighbourhoods and areas within Ethekwini develop a ‘sameness’ to them. This is applicable to all income groups and cultures, and is related to peoples personal preference.

The distribution of these types of residential settlements is important in structuring the metropolitan fabric and for ensuring community identity, landscape variety and diversity and sustainable settlement.

Clearly identifiable types of residential settlement that display varying characteristics with respect to density, building form, public space and landscape and include:

- Urban
- Suburban
- Rural Agricultural
- Rural Traditional.

The coastal area has been highlighted as offering a different type of settlement experience as the environment associated with it, offers a different type of experience than a traditional urban/suburban/rural neighbourhood. This can be ascribed to sea views, sea breezes (climate control), and access to recreation opportunities etc

b) Densification Strategy and Ranges

Densification is to be encouraged in the Urban Corridor and in selected locations and or nodes within the Rural and Coastal Corridors.

Densification is to be encouraged in areas with good access to infrastructure, social services and public transportation. This can be done in two ways:-

- **INFILL** on well located large scale urban “Greenfield” developments and through smaller scale infill on underdeveloped, but well located urban “brownfield” sites, OR
- **“COMPACTION”** or the increase of density through the redevelopment of existing properties, including the subdivision of land.

The distribution of density is to occur in relation to the availability of infrastructure and proximity to public transportation routes and also in relation to environmentally sensitive areas. Higher density is to be encouraged in areas within 400m of mass bus transit routes and 800m of mass rail transport routes/development spines and within all development nodes in accordance with node precinct plans.

Density in the Coastal and Rural Corridors has made use of the guidelines below:

<table>
<thead>
<tr>
<th>Type Of Corridor</th>
<th>Density Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Corridor</td>
<td>No greater than 3 units/ha except in rural nodes where densities of up to a maximum of 20 units/ha will be permitted.</td>
</tr>
<tr>
<td>Coastal Corridor</td>
<td>High densities of up to 100 units/ha around established nodes will be permitted and densities of up to 75 units/ha will be encouraged in new nodes and along metropolitan spines in accordance with appropriate environmental impact studies.</td>
</tr>
<tr>
<td></td>
<td>Low densities, maximum of 10 units/ha, are to be enforced adjacent to and within designated buffer zones to sensitive environmental areas and dune corridors.</td>
</tr>
</tbody>
</table>
Using the NUDC proposed densities (see table below), the NSDP densities in the Urban corridor were reviewed and amended as per the map in figure 19.

<table>
<thead>
<tr>
<th>Spatial Element</th>
<th>Minimum Density</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within and in Proximity to Sub-Metropolitan Nodes</td>
<td>Net Density of 80-150 du/ha</td>
<td>Tongaat CBD, Verulam CBD, Bridge City</td>
</tr>
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</tr>
<tr>
<td>Within and in Proximity to Local Area Nodes</td>
<td>Net Density of 40-80 du/ha</td>
<td>Newlands Town Centre, KwaMashu Town Centre, Phoenix Town Centre, New Cornubia Node</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Within and in Proximity to Neighbourhood Nodes</td>
<td>Net Density of 40-80 du/ha</td>
<td>KwaNozaza, Emtshbheni, Dube Village, Lindelani, MR577 (Dumisani Makhaye Drive)/Ntuzuma Main Rd, New neighbourhood nodes to be identified in Cornubia development</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>Within and in Proximity to Rail or Mass Transit Stations</td>
<td>Net Density of 80-150 du/ha</td>
<td>In the residential areas that are within 2 km proximity to major public transport facilities and within 400-800m of all existing and proposed rail stations and sub-metropolitan bus or taxi ranks</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>Within and in Proximity to Development Spines</td>
<td>Net Density of 80-150 du/ha</td>
<td>In the residential areas that are within 2 km of the R102 and other recognised Development Spines</td>
</tr>
<tr>
<td></td>
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<tr>
<td>Other Areas</td>
<td></td>
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</tr>
<tr>
<td>Urban Suburban Rural</td>
<td>Net Density of 40-80 units/ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Net Density of 15-40 units/ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Net Density of 1-15 units/ha</td>
<td></td>
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</tr>
<tr>
<td>Interface with UDL and Environmentally Sensitive Areas</td>
<td>Net Density of 5-15 du/ha</td>
<td>Within 400m proximity to the Urban Development Line – must take cognisance of local context</td>
</tr>
</tbody>
</table>

¹ Net Density - The number of dwelling units per hectare of land calculated on land used for residential purposes only.
Figure 19: Proposed Density
4.2.5 NATURAL ENVIRONMENT AND RESOURCES PROTECTION AND ECOLOGICAL SERVICES DELIVERY

The primary spatial structuring asset of the NMPR is the highly pressurized and fragile environmental assets footprint associated with the coastal zone and the river catchments that run through the area. These can be organized into a cohesive and integrated set of “green corridors” that protects the existing, and where possible expands and enhances, the performance of the natural resources assets base so as to maximise the delivery of ecological services for the metropolitan area as a whole, but specifically within the NMPR.

The open space system can be conceptualized as including the following elements

- The rural and hinterland and headwater basin open space asset clusters located in the western portions of the NMPR
- The Coastal Zone and associated asset clusters located on the eastern edge of the NMPR
- The Piesangs, Ohlanga, Umdloti, and Tongati River Systems which drain west / east and which link the hinterland and coastal systems through the central and highly developed portions of the NMPR

This coastal corridor should be linked to hinterland cores of natural environment via the river valley systems to ensure the maintenance of ecological sustainability and distinctive landscape characters within conurbations and to ensure that existing and future settlements have easy and convenient access to rural and urban open space and recreation opportunities.

The key open space management guidelines for the NMPR are contained in the Ethekwini Environmental Services Management Plan 2002 (EESMP 2002).

4.2.6 DEVELOPMENT NODES, SPINES AND OPPORTUNITY AREAS

The expansion and equitable distribution of opportunity and services within a full range of economic sectors will be facilitated and enabled through the establishment of a number, variety and hierarchy of development nodes, development spines and opportunity areas.

These installations will provide an interconnected polycentric system of investment and service points and links throughout the NMPR in order to direct residential, industrial and transportation infrastructure investment. In so doing they will provide greater accessibility to opportunities whilst assisting in the restructuring of the metropolitan area and reducing the overall need for lengthy travel trips.

a) Metropolitan Nodes

The characteristics of the metropolitan area are such that inherent opportunities for different types of specialised activity exists within its different sub metropolitan areas. This represents the opportunity to establish and/or consolidate a number of specialised development nodes which serve and benefit an area wider that just the sub metropolitan area in which they are located. These nodes could be the function of population and / or income level density, or they could benefit from their locality within the metropolitan access and linkage network or they could be within special landscapes which provide special development potential.

- Dube Trade Port (King Shaka International Airport)
  The establishment of the new King Shaka International Airport which will form an integral part of the national logistics platform of the country and as such provide the base for the establishment of a new multi-functional logistics and intermodal transportation node that will provide a range of business, logistics, industry and service opportunities for the region and for the surrounding local areas.
Umhlanga Town Centre/Gateway
The Umhlanga/Gateway Node should be encouraged to consolidate into the new town centre of Umhlanga and should accommodate a full range of retail, office, business, residential, public transport and community facility land uses to support this function.

Sibaya
To be consolidated around an entertainment role with a mix of permanent and tourist residential accommodation to be developed at densities and character that will support the environmental, recreational and tourism role of the coastal corridor.

b) Sub-Metropolitan Nodes
In order to provide accessible day to day business, transport and social services for existing and future local communities, and in order to encourage local community identity within an expanding metropolitan city, it will be necessary to consolidate existing and establish new town centres. These nodes or centres should be well connected to metropolitan public transport system and to their adjacent residential areas.

Bridge City
Bridge City is to be developed as a new town centre to serve the Phoenix/INK conurbation with a wide mix of land uses including retail, offices, business, social services and high density residential. The centre will also form the northern most intermodal transportation terminal of the metropolitan High Priority Public Transportation Network (HPPTN) and as such will also link into the feeder transport systems serving more northern areas of Verulam and Tongaat.

Verulam CBD
The existing town centre of Verulam is to be regenerated, consolidated and enhanced to perform the role of a multipurpose business, social services and intermodal transportation terminal centre to serve surrounding urban areas within the northern urban development corridor as well as provide higher order services and transport services for the rural hinterland to the west.

Tongaat CBD
The existing town centre of Tongaat is to be regenerated, consolidated and enhanced to perform the role of a multipurpose business, social services and intermodal transportation terminal centre to serve surrounding urban areas within the northern urban development corridor as well as provide higher order services and transport services for the rural hinterland to the west.

c) Urban Nodes
Existing and new well located lower order nodes serving the needs of local areas only should be consolidated and/or established. These nodes should be located at transport interchanges and or at the intersections of development spines. Their role should be to provide essential ‘day to day’ commercial needs and social and commercial services to immediately adjacent communities. Local nodes will vary in activity mix which should be determined by the threshold which it serves. The following are local nodes that are to be consolidated, expanded or established.

- Phoenix Town Centre
- Newlands Town Centre
- Kwa Mashu Town Centre
- Inanda
- Cornubia (Future)
**d) Opportunity Areas**

The establishment of the King Shaka International Airport/Dube Trade Port as a major national transportation hub will drive both the development of new and the redevelopment of existing industrial areas to accommodate manufacturing (non-noxious industry) and logistics related industrial activity in the NMPR. This development will need to be directed in a manner that contributes positively to the consolidation of existing successful industrial areas as well as to the restructuring of the northern metropolitan area with respect to the development of new well located employment zones. The existing and future industrial opportunity areas are intended to be non-noxious and should be developed in the following manner.

- **Springfield Industrial Park**  
  Consolidated into mixed manufacturing and business parks
- **River Horse Valley**  
  Existing and new mixed manufacturing and logistics park
- **Piesangs River**  
  Existing and new mixed manufacturing and logistics
- **Phoenix Industrial Park**  
  Existing and new mixed manufacturing and logistics park
- **Ottawa**  
  New mixed manufacturing and logistic park
- **Canelands**  
  Mixed manufacturing and services
- **Cornubia**  
  New manufacturing and logistics Park
- **Dube Trade Port**  
  New manufacturing, business parks, logistic park and agricultural processing node
- **Dube Inyaninga**  
  New logistics park and agricultural processing node
- **Dube North**  
  New logistics, business park and agricultural processing node
- **Tongaat Town**  
  Consolidate Manufacturing and services
- **Tongaat North**  
  New Logistics and Business Park
- **Waterloo North**  
  New Logistics and Business Park
- **Frasers**  
  New Logistics and Business Park

**e) Recreation and Tourist Nodes**

A series of recreation and tourism nodes are to be established and consolidated to accommodate and support the role that the coastal corridor plays within the metropolitan area. The nodes should be developed to exploit their potential in terms of their proximity to the beach and sea and the coastal zone attributes but should be developed so as not to reduce or destroy the extent and nature of the environmental conditions and quality which provides the recreation and tourism opportunity and attraction.

Recreation and tourism nodes opportunities also exist at the various dams in the NMPR.
- **Umhlanga**
  To be consolidated as national vacation destination and local residential service centre and to include high density permanent and holiday accommodation, retail, entertainment and limited offices.
- **Umdloti**
  To be consolidated as national vacation destination and local residential service centre. To include permanent and holiday accommodation, and associated local level retail and entertainment.
- **Westbrook**
  To be consolidated as a sub metropolitan level beach recreation node.
- **Inanda Dam**
  To be consolidated as a metropolitan level recreation node
- **Hazelmere Dam**
  To be consolidated as a metropolitan level recreation node
- **Dudley Pringle Dam**
  Establish as new local recreation node

**f) Rural Nodes**

Rural Service Nodes (as per the Rural Development Framework Plan of Ethekwini Municipality) are to be established, consolidated and/or enhanced as village centres to provide support to the development of the rural and agricultural hinterland within the Rural Corridor. The nodes are to include community/social facilities, commercial and transportation infrastructure to support the residential needs located in the rural hinterland corridor and they are to be developed in a manner that reflects or establishes a clear identity with the community that it serves and the landscape that it is situated in. Existing established medium/high density residential nodes or developments are to be upgraded, but restricted in size and integrated with surrounding agricultural development.

The Rural Nodes include:
- **Matabethule** (new)
- **Senzokuhle** (new)
- **Buffelsdraai**
- **Cottonlands**
Figure 20: Development Nodes
4.2.7 DEVELOPMENT SPINES

Metropolitan and Sub Metropolitan Development Spines, which link and integrate the three corridors, are to be consolidated and or developed into a large scale grid of spines across the NMPR to facilitate the establishment of integrated land use and transportation corridors which promote the “compact city” objective.

a) Metropolitan Spine

- **R102/North Coast Road and Rail Line**
  This multi modal spine is to be consolidated and expanded from Warwick Triangle to Bridge city along north coast road / rail and then northwards from Bridge City as part of the metropolitan public transportation feeder system to link Verulam, Dube Trade Port/KSIA and Tongaat sub metropolitan nodes. The commuter rail component will link into the Durban CBD directly via Bridge City whilst the road based public transportation portion will link into the CBD via North Coast Road.

  It will be supported by high density residential development within 500m on either side of it (subject to noise constraints around the Dube Trade Port / KSIA precinct) and in the designated development nodes.

  The spine will also link existing and new industrial development nodes and opportunity areas.

  Both the Northern Public Transport and Integrated Land Use Corridor (NPTC) and the Northern Urban Development Corridor Plans, completed in March 2011, have gone into a greater level of detail with the objective of more comprehensively informing the future land uses and transportation elements of this spine, which is strategically very important in both the economic and residential growth of the Northern Municipal Planning Area.

- **M4 North**
  The existing M4 North will operate as a coastal development spine and portions of it will be realigned between Umdloti and Tongati Rivers to reduce pressure on the coast and open up the coast for additional recreation development as well as the coastal area for recreation and development. The spine will accommodate a mass transit system and will link existing and new Local Area development nodes along the coast. It will be supported by higher densities (minimum of 40 units per ha) within 400m on either side of it or within designated development nodes.

b) Sub-Metropolitan Development Spines

These development spines will operate as east west public transportation spines and will link the coastal and urban development corridors with the rural hinterland corridor. They will be supported by high density residential development within 400m walking distance (subject to aircraft noise constraints) or within designated development nodes.

- Watson Highway
- M27
- M29
- MR 93
- MR577
- Northern Expressway
- Tongaat East/West
c) **Rural Development Spines**

These spines serve to connect the rural service nodes and rural hinterland with the urban development and coastal corridors.

- M25
- M27
- M28
- M36
Figure 21: Transport Network
4.2.8 ACCESS, MOBILITY AND LINKAGE SYSTEM (TRANSPORTATION NETWORK)

A key component of the NSDP is to establish an access, movement and linkage system which not only operates in terms of improved circulation, access and linkage, but which also reinforces the social, economic and spatial importance of the movement network. It is particularly important that public transport routes guide the location and help structure, the provision of community facilities and economic activities.

The national, provincial and metropolitan level road and rail infrastructure will comprise a network system that will provide north south and east west mobility and linkage across the NMPR as well as linkage into the central, southern and western parts of the metropolitan area and into the surrounding district municipalities to the north and west.

a) Future Conditions 2010

The R102, widening will be required (as a minimum) to the north of Verulam, with a substantial increase in traffic from this point to the proposed Dube Trade Port/KSIA access point. Improvements south of Verulam to beyond Mount Edgecombe (and to MR577) are required. For the N2, traffic loadings at 91% of the capacity of the existing four lane freeway (2+2) as far north as the KSIA/DTP interchange, 55% of capacity north of this point. For the M4 (assumed in the model as not widened to the south of Umldloti) showing high increases in traffic to the north of Umldloti (due to predicted localised developments). East/west links start to reach their existing capacities.

b) Future Conditions 2020

For the R102, widening will be required (as a minimum) to the north of Tongaat. Tongaat bypass (ideally on the east side) will be required. For the N2, the critical aspect is whether or not the M4 is widened to the south of Umldot. If the M4 is not widened, an 8 lane (4+4) freeway required. If M4 widened, the N2 will be at the limit of a 6 lane (3+3) freeway. For the M4 the demand could justify a four lane facility (2+2). If not possible due to environmental considerations, the impact will be on the N2 as discussed above. East/west links will require additional capacity.

Figure 22 : Future Requirements (2020)
c) Public Transportation

Current National Public Transport Strategy provides a strong focus on accelerated modal upgrading and integrated rapid public transport networks. It seeks to articulate the vision and steps required to implement a public transport system that integrates all modes into a seamless and high-quality network. The development of such an Integrated Rapid Public Transport Network (IRPTN) for eThekwini (Figure 23) is particularly crucial to providing a full network covering the expanse of the municipal area with appropriate services based on road, rail and non-motorised options. Residents of eThekwini depend upon the efficient provision of public transport services to fulfil their daily mobility needs. The integration of the different rail, bus, minibus, and non-motorised transport options remains a major goal in delivering more convenient and cost-effective services.

The system envisaged is of sufficiently high quality that will both attract existing car users and greatly enhance the travel experience of current captive public transport customers. The overall goal of this initiative is to improve the quality of life for the City’s residents through the provision of an Integrated Public Transport Network that is rapid, safe and secure, convenient, clean, affordable, and socially equitable.

No single public transport technology is right for all circumstances. The appropriate solution depends greatly upon the local context, including physical, financial, social, environmental, and cultural conditions. Amongst the various technological tools available to cities are heavy urban and regional rail, underground metro rail, light rail transit, bus rapid transit, conventional bus services, minibus taxi, metered taxi and non-motorised transport. eThekwini has a mix of different technological tools to suit different travel and demand conditions. To function efficiently, road, and non-motorised options should be mutually complementary and act as a single system.

The framework for Ethekwini’s IRPTN system is based on several synergistic rail and road services:

- **Rail Services**

  **Trunk Services:** - The existing rail commuter services between Kwa Mashu and Umlazi upgraded to the maximum possible line capacity and with station and station access improvements.

  **Feeder Services:** - Community or local area services that connect passengers to commuter rail services.

- **Road-based services**

  **Trunk Services (BRT):** - High-demand corridors will operate predominately in median busways with pre-board fare collection and platform level boarding, providing a rapid and high-quality customer experience

  **Conventional Services:** - Principal bus routes in corridors with either insufficient demand for exclusive infrastructure or where the nature of the urban environment does not permit exclusive infrastructure. In subsequent project phases, some conventional services may be upgraded to trunk services.

  **Feeder Services:** - Community or local area services that connect passengers to commuter trunk road and conventional services.
Complementary Services

Additional Modes: A range of other modal types may also assist in feeding customers to the public transport system, including the proposed CBD distribution system, private cars (e.g. park-and-ride facilities), minibus taxis, metered taxis, bicycles (cycle-ways), and quality walkways.

Trunk Corridors and Routes

The framework articulates the recommended form of the system and the required steps to full implementation. The development of the full integrated network will take place over a series of phases. A number of routes have been identified for development of trunk road services linking areas in the north, south and west using main arterials and freeways with dedicated bus-ways.

Figure 23: Integrated Rapid Public Transport Network

4.3 DEVELOPMENT PRIORITIES FOR THE NMPR

Priority areas for development and public investment within the NMPR are as follows:

2010

- High density mixed use residential, commercial and industrial development within 500m either side of the Metropolitan Spine (extending from Durban CBD along R102/North Coast Road and Rail line) to Tongaat
- Establishment and extension of mass transit public transport system
- Regeneration of existing town centres – Phoenix, KwaMashu, Verulam and Tongaat
- Establishment of rural service nodes
- Coastal Development within limits of infrastructure capacity

2015-2020

- M4 Realignment
- Expansion of coastal development infrastructure capacity
CHAPTER-5-
5 LOCAL AREA DEVELOPMENT GUIDELINES

In accordance with the intention of the Municipality’s “Package of Plans” (as described in Section One) six Local Areas (LA’s) have been identified within the Northern Municipal Planning Region (NMPR) which are defined by major topographical features such as river valleys, coastline, etc and/or by primary land use characteristics. The LA’s identified in the NMPR each contain a number of precincts and neighbourhoods which are spatially and functionally connected and which display their own set of landscape and settlement characters. They also contain a number of opportunities for, and constraints to development. Each of the LA’s will need to be investigated and planned at a more detailed level (i.e. preparation of Local Area Plan’s – LAP’s) which will in turn inform the preparation of more detailed Precinct Plans and Land Use Management System currently being prepared by the Municipality.

The six local areas are:

- **NORTHERN RURAL CORRIDOR**
  - Mzinyathi, Buffelsdraai and Hazelmere – western and central rural hinterland of the NMPR

- **NORTHERN URBAN DEVELOPMENT CORRIDOR**
  - Phoenix and INK – southern urban conurbation of the NMPR
  - Verulam and Cornubia – central urban conurbation of the NMPR
  - Tongaat and Dube Trade Port – northern urban conurbation of the NMPR

- **NORTHERN COASTAL RESIDENTIAL AND RECREATION CORRIDOR**
  - Northern Suburbs and Umhlanga – Southern coastal portions of the NMPR east of the N2
  - Ohlanga - Tongati – Northern coastal portions of the NMPR east of the N2

The planning and management of development in these Local Areas should be aimed at creating and/or protecting the role, functionality and character of the various urban and/or rural precincts and neighbourhoods within them and should provide the range of facilities, opportunities and services required to achieve these. The following table provides an initial set of guidelines relating to the role, key characteristics, spatial development concepts and key actions for each of the Local Areas. The tables have been set up to also reflect the corridor that each LA falls within i.e. rural, urban development or coastal.
Figure 24: Proposed Use Land Use Map
## 5.1 MZINYATHI, BUFFELSDRAAI AND HAZELMERE LOCAL AREA (RURAL)

### Role in the Metro
- Protection of the UDL established at the interface with the urban development corridor.
- Consolidation of rural periphery offering traditional rural lifestyle options.
- Provision of hinterland water based regional and metropolitan level recreation associated with environmental assets.
- Protection and enhancement of the environment resource assets base located in the mid reaches of the Ohlanga and Umdloti catchments.
- Consolidation of agricultural asset base and rural hinterland in support of UDL management and protection of rural lifestyle opportunities.
- Hinterland metropolitan level recreation related to environmental assets and Hazelmere Dam.

### Development Spines and Nodes
- Consolidate and enhance Mzinyathi village as a Rural District Node to serve rural hinterland settlements.
- Consolidate and enhance Phola-Amatikwe village as a Rural District Node to serve rural hinterland settlements.
- Consolidate Matabetule and Senzokuhle as a Metropolitan Recreation and Tourism nodes (Inanda Dam).
- Consolidate and enhance Buffelsdraai Rural District Node to serve agricultural hinterland and provide residential opportunities linked to agricultural areas.
- Consolidate and enhance Cottonlands/Hazelmere Rural Local Area Node to serve agricultural hinterland.
- Develop Hazelmere Dam as Metropolitan recreation node.
- Consolidate and enhance Osindisweni Rural Local Area Node to serve agricultural hinterland and rural settlements.
- Consolidate Cottonlands node and road to Ndwedwe.

### Movement System
- Maintain M28 as North-South linkage between hinterland, INK and central areas of Metropolitan area.
- Establish M58 as primary link into the metropolitan and adjacent regional rural hinterland.
- Consolidate and upgrade R614 (rural district road) as access and linkage for agriculture and rural areas, incl. Ndwedwe, with the urban development corridor.
- Consolidate and upgrade link roads to Regional Recreation and Tourism nodes located at Inanda Dam.
- Consolidate and upgrade MR 93 as a primary access and linkage route of the LA with Verulam and the R102 urban development corridor and with the Phoenix/INK LA.
- Consolidate and upgrade M25 as a primary access and linkage route for agriculture and rural areas to the urban development corridor as well as to the adjacent hinterland of Illembe Municipality.
- Consolidate M36 which provides access to Hazelmere Dam.
- Consider public transportation role and capacity of all main link roads.

### Land Use & Density
- Limit residential densities within rural and agricultural areas (max 3du/ha).
- Maintain low rural residential densities but permit consolidation and increase of residential density within rural service nodes (max 20du/ha).
- Establish low suburban densities along the M28 corridor.
- Encourage subsistence and commercial level agriculture.
- Protect and enhance sustainability of high yielding agricultural areas through promotion of intensive and or extensive agriculture.
- Protect and enhance sustainability of traditional rural residential settlements through the limitation of density outside rural nodes (max 3du/ha).
- Protect and enhance sustainability of high yielding agricultural areas through promotion of intensive agriculture.

### Open Space/Environment
- Consolidate and develop the local recreation opportunities associated with the open space asserts base, Inanda Dam & Hazelmere Dams and Coastal resources.
- Establish resource reserves in tributaries along Mzinyathi River.
- Ensure land use management controls include water quality and quantity, soil erosion prevention and stormwater management strategies.
- Consolidate, protect, and enhance open space asset footprint contained in the Ohlanga and Umdloti catchments.
- Establish sustainable resource reserves contained within the Ohlanga and Umdloti headwater basins.

### Infrastructure
- Concentrate higher order service level provision within development/service nodes and development spines.
- Investigate capacity of water supply, electricity and telecommunications commensurate with proposed rural development.
- Onsite sewage disposal for rural residential areas with suitably designed treatment systems for rural service nodes.
- Investigate Electricity Capacity with respect to requirements related to development of agricultural areas.
- Investigate Water Supply Capacity with respect to requirements related to proposed increase in development of agricultural areas.
- Investigate telecommunication capacity with respect to increase in development of agricultural areas.
### Local Area

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Mzinyathi/ Buffelsdraai/Hazelmere</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha</td>
</tr>
<tr>
<td>Future Residential</td>
<td>372</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>4,674</td>
</tr>
<tr>
<td>Industry</td>
<td>9</td>
</tr>
<tr>
<td>Agriculture</td>
<td>7,650</td>
</tr>
<tr>
<td>Environment</td>
<td>3,902</td>
</tr>
<tr>
<td></td>
<td>16,607</td>
</tr>
</tbody>
</table>

*Figure 25: Mzinyathi, Buffelsdraai and Hazelmere LA*
### 5.2 PHOENIX AND INK LOCAL AREA (URBAN)

<table>
<thead>
<tr>
<th>Role in the Metro</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Consolidation of mixed use, mixed density and mixed income urban living areas.</td>
<td></td>
</tr>
<tr>
<td>• HPPTN intermodal terminal and services for the northern metropolitan area.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Development Spines and Nodes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Establish and consolidate a sub metropolitan node at Bridge City to serve the LA.</td>
<td></td>
</tr>
<tr>
<td>• Establish and promote Local Area Nodes at Kwa Mashu, Inanda, Phoenix and Newlands.</td>
<td></td>
</tr>
<tr>
<td>• Local Area Spines include portions of MR 93 between Bridge City and Inanda Nodes and portions of Phoenix Highway between Bridge City and Ottawa Nodes</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Movement System</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• The N2, R102, MR 577 are the major metropolitan access and linkage systems traversing the LA and linking it into the metropolitan area.</td>
<td></td>
</tr>
<tr>
<td>• The M23, M45 and M25 provide access and linkage within the LA area.</td>
<td></td>
</tr>
<tr>
<td>• The HPPTN rail route for the north will terminate at Bridge City and will be linked to the public transportation spine oriented around the R102 and the northern rail line linking the metropolitan area to the municipalities north of the metro.</td>
<td></td>
</tr>
<tr>
<td>• Maintain capacity of North Coast Road as integral segment of the HPPTN</td>
<td></td>
</tr>
<tr>
<td>• Define, Establish and or consolidate commercial, industrial and high density residential components of the urban development corridors along North Coast Road.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use &amp; Density</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Consolidate Industrial Opportunity Areas at Phoenix Industrial Park, Phoenix North, Piesangs, Newlands and Ottawa South (non-noxious)</td>
<td></td>
</tr>
<tr>
<td>• Upgrade informal residential settlements of Inanda</td>
<td></td>
</tr>
<tr>
<td>• Regenerate / Renew residential areas of Kwa Mashu and Ntuzuma</td>
<td></td>
</tr>
<tr>
<td>• Consolidate / regenerate residential areas of Phoenix and Newlands.</td>
<td></td>
</tr>
<tr>
<td>• Establish higher density mixed use / residential development (+ 50du/ha)along North Coast / R102 development spine</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Space/ Environment</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Protect and enhance open space systems associated with Piesangs River and establish a multipurpose park system to maintain ecosystem services delivery and also meet urban recreation and education needs.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Levels</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Upgrade and or consolidate capacity of waterborne sanitation, water supply, electricity and telecommunications to accommodate increased densities and expansion of urban residential areas and industrial areas.</td>
<td></td>
</tr>
</tbody>
</table>
Figure 26: Phoenix and INK LA

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Phoenix/INK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha</td>
</tr>
<tr>
<td>Residential</td>
<td>11,357</td>
</tr>
<tr>
<td>Future Residential</td>
<td>494</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>482</td>
</tr>
<tr>
<td>Commercial</td>
<td>180</td>
</tr>
<tr>
<td>Future Mixed Use</td>
<td>96</td>
</tr>
<tr>
<td>Industry</td>
<td>799</td>
</tr>
<tr>
<td>Future Industry</td>
<td>85</td>
</tr>
<tr>
<td>Extractive Industry</td>
<td>181</td>
</tr>
<tr>
<td>Agriculture</td>
<td>121</td>
</tr>
<tr>
<td>Environment</td>
<td>3,013</td>
</tr>
<tr>
<td></td>
<td>16,809</td>
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</tbody>
</table>
### 5.3 VERULAM AND CORNUBIA LOCAL AREA (URBAN)

<table>
<thead>
<tr>
<th>Role in the Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Residential Expansion zone.</td>
</tr>
<tr>
<td>• Regional Public Transportation Intermodal Terminal (Verulam)</td>
</tr>
<tr>
<td>• Mixed use, business and industry opportunity</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Development Spines and Nodes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Consolidate and enhance Verulam Town Centre as Sub Metropolitan Node to support R 102 Metropolitan Development Corridor.</td>
</tr>
<tr>
<td>• Establish R102 Metropolitan Development Corridor between Verulam Town Centre and Tongaat Town Centre</td>
</tr>
<tr>
<td>• Establish Cornubia as a new local node</td>
</tr>
<tr>
<td>• Improve road linkage between Verulam and R102</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Movement System</th>
</tr>
</thead>
<tbody>
<tr>
<td>• N2 and R102 are metropolitan access and linkage systems</td>
</tr>
<tr>
<td>• Local Area access and linkage routes include M41 and new link route through Cornubia to M27 / R102 and Dube Trade Port / KSIA site</td>
</tr>
<tr>
<td>• Light Rail link from existing passenger rail route to KSIA proposed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use &amp; Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Consolidate existing formal settlements through renewal and densification along the metropolitan spine (R102)</td>
</tr>
<tr>
<td>• Upgrade informal settlements</td>
</tr>
<tr>
<td>• Establish new mixed density housing development opportunities in Cornubia along the R102 development spine(minimum 50du -70 du/ha)</td>
</tr>
<tr>
<td>• Establish new mixed medium and high density residential areas in undeveloped zones</td>
</tr>
<tr>
<td>• Industrial opportunity at Ottawa Flats</td>
</tr>
<tr>
<td>• Protect and enhance sustainability of high yielding agricultural areas through promotion of intensive agriculture.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Space/ Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Protect open space assets associated with the Umhlanga and Umdloti river systems and consolidate into integrated park systems providing ecosystem services delivery and recreational opportunities for adjacent residential areas and to “break” the effect of continuous urban settlement within the urban development corridor.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Upgrade and or consolidate capacity of waterborne sanitation, water supply, electricity and telecommunications to accommodate increased densities and expansion of urban residential areas and industrial areas.</td>
</tr>
</tbody>
</table>
Figure 27: Verulam and Cornubia LA

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Verulam/ Cornubia</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>1766.76</td>
</tr>
<tr>
<td>Future Residential</td>
<td>1869.89</td>
</tr>
<tr>
<td>Existing Commercial</td>
<td>59.46</td>
</tr>
<tr>
<td>Future Commercial</td>
<td>81.42</td>
</tr>
<tr>
<td>Existing Industry</td>
<td>103.55</td>
</tr>
<tr>
<td>Future Industry</td>
<td>195.20</td>
</tr>
<tr>
<td>Existing Agriculture</td>
<td>74.74</td>
</tr>
<tr>
<td>Intensive Agriculture</td>
<td>384.50</td>
</tr>
<tr>
<td>Environment</td>
<td>765.38</td>
</tr>
<tr>
<td>Indeterminate</td>
<td>606.82</td>
</tr>
<tr>
<td>Future Business Park</td>
<td>0.80</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5908.51</strong></td>
</tr>
</tbody>
</table>
### 5.4 TONGAAT AND DUBE TRADE PORT LOCAL AREA (URBAN)

#### Role in the Metro
- International/national logistics infrastructure and support zone.
- National, provincial and local Gateway
- Industrial Expansion Zone
- Specialised and Intensive Agriculture
- Mixed density and mixed income residential expansion (Tongaat)
- Conservation of environmental assets
- Consolidation, protection and enhancement of the environment resource assets base located in the mid reaches of the Tongati catchment
- Consolidation of agricultural and rural hinterland in support of UDL management, protection of rural lifestyles.
- Hinterland water based metropolitan level recreation related to environmental assets and the Dudley Pringle Dam.

#### Development Spines and Nodes
- Establish R102 Metropolitan Development Corridor between Verulam Town Centre and Tongaat
- Establishment of KSIA/DTP as primary logistics installation and intermodal transportation node
- Consolidate and enhance Tongaat Town centre as sub metropolitan service node and public transportation terminal.
- Establish new services and industrial/logistics node at Inyaninga as support to R102 metropolitan development corridor and DTP logistics park.

#### Movement System
- N2, R102 and M4 provide regional access and linkage system
- By pass systems to Tongaat Town Centre to be established in accordance with demands on the R102 system
- Establish new spine between M41 and M27 / Dube Trade Port to facilitate movement and alleviate congestion on M4

#### Land Use & Density
- Consolidate existing formal settlements through renewal and densification along the metropolitan spine (R102)
- Establish new mixed density residential areas in undeveloped zones
- Upgrade informal settlements
- Establish new mixed use high density housing developments along the R102 development spine (minimum 50du -70 du/ha) subject to noise constraints
- Establish new industrial opportunity areas at Nyainga, North of Dube Trade Port, on northern boundary at Frasers
- Protect and enhance sustainability of high yielding agricultural areas through promotion of intensive agriculture.

#### Open Space/ Environment
- Consolidate and protect environmental assets surrounding the Dube Trade Port
- Protect, manage and enhance open space and riverine systems within urban settlements to provide ecological serves delivery and “break” in continuous urban settlement.
- Protect, conserve and enhance open space asset footprint contained in the Umdloti and Tongati catchments
- Establish local recreational opportunities associated with the open space asset base and Dudley Pringle Dam.

#### Service Levels
- Upgrade and/or consolidate capacity of waterborne sanitation to accommodate proposed increased densities and proposed expansion of residential and industrial areas.
- Investigate Electricity Capacity with respect to proposed increase in density, expansion of residential and industrial areas and development of agricultural areas
- Investigate Water Supply Capacity with respect to proposed increase in density, expansion of residential and industrial areas and development of agricultural areas
- Investigate Capacity of telecommunication capacity with respect to increase in density and proposed expansion of urban areas.
- Investigate capacity of water supply, electricity and telecommunications commensurate with proposed agricultural and industrial development.
Figure 28: Tongaat & Dube Tradeport LA
<table>
<thead>
<tr>
<th>Local Area</th>
<th>Tongaat &amp; Dube Tradeport</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha</td>
</tr>
<tr>
<td>Existing Residential</td>
<td>835.90</td>
</tr>
<tr>
<td>Future Residential</td>
<td>2607.06</td>
</tr>
<tr>
<td>Commercial</td>
<td>41.29</td>
</tr>
<tr>
<td>Future Office Park</td>
<td>319.09</td>
</tr>
<tr>
<td>Future Mixed Use</td>
<td>174.77</td>
</tr>
<tr>
<td>Future Business Park</td>
<td>1521.57</td>
</tr>
<tr>
<td>Industry</td>
<td>154.05</td>
</tr>
<tr>
<td>Future Industry</td>
<td>557.19</td>
</tr>
<tr>
<td>Future Airport</td>
<td>631.51</td>
</tr>
<tr>
<td>Future Airport Zone</td>
<td>599.09</td>
</tr>
<tr>
<td>Future Tradezone</td>
<td>167.84</td>
</tr>
<tr>
<td>Existing Agriculture</td>
<td>7.04</td>
</tr>
<tr>
<td>Future Intensive Agriculture</td>
<td>657.32</td>
</tr>
<tr>
<td>Environment</td>
<td>1907.35</td>
</tr>
<tr>
<td>Indeterminate</td>
<td>5.74</td>
</tr>
<tr>
<td>Total</td>
<td>10186.82</td>
</tr>
</tbody>
</table>
### 5.5 NORTHERN SUBURBS & UMHLANGA LA (COASTAL)

#### Role in the Metro
- International and domestic tourism destination based on coastal resources, accommodation, recreation and leisure, shopping and entertainment.
- Logistics, manufacturing and service industrial zones associated with variety of industrial parks and areas, Virginia Airport, railway and N2 and North Coast Road transport corridors.
- Mixed density and mixed income permanent urban and suburban residential areas.
- High priority public transportation corridor.

#### Development Spines and Nodes
- Consolidate Umhlanga/La Lucia Ridge as ‘Specialised Commercial and Entertainment Node’ to support tourism strategies as well as provide regional and local level commercial and social services.
- Identify new and consolidate existing local level service nodes to retain character and variety within urban environment.
- Consolidate Umhlanga Beachfront Node as primary international and domestic Tourism and Recreation Node.
- Define, establish and or consolidate regional scale coastal zone recreation node at Umgeni River Mouth.
- Identify and establish local level coastal recreation nodes between Umhlanga and Umgeni River Estuary.
- Establish Coastal Zone Corridor along M4.
- Define, Establish and or consolidate commercial, industrial and high density residential components of the urban development corridors along North Coast Road.

#### Movement System
- Upgrade M4 to accommodate densification within the LA and expansion of urban development in the Ohlanga Tongati LA.
- Upgrade/maintain capacity of cross links between M4 and hinterland routes of N2.
- Maintain capacity of North Coast Road as integral segment of the HPPTN.

#### Land Use & Density
- Maintain and enhance formal residential areas through maintenance and improvements to the public environment and the provision of support facilities such as recreational amenities.
- Encourage medium and high density residential development within walking distances of public transportation routes and within designated development nodes.
- Establish higher density mixed use/residential development (+ 50du/ha) along the North Coast/R102 development spine.
- Expand, renew and consolidate industrial opportunity areas along North Coast Road.

#### Open Space/Environment
- Establish and Protect Northern Metropolitan Coastal Zone including dune systems and estuaries at Umgeni and Ohlanga River mouths.
- Protect and conserve Hawaan Forest.
- Consolidate existing open spaces and parks within residential areas and link into coastal zone.

#### Service Levels
- Upgrade and or consolidate capacity of waterborne sanitation to accommodate proposed increased densities and proposed expansion of residential and industrial areas.
- Investigate Electricity Capacity with respect to proposed increase in density, expansion of residential and industrial areas.
- Investigate Water Supply Capacity with respect to proposed increase in density, expansion of residential and industrial areas.
- Investigate Capacity of telecommunication capacity with respect to increase in density and proposed expansion of residential and industrial areas.
### Figure 29: Northern Suburbs and Umhlanga LA

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Northern Suburbs &amp; Umhlanga</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha</td>
</tr>
<tr>
<td>Residential</td>
<td>2,343</td>
</tr>
<tr>
<td>Future Residential</td>
<td>446</td>
</tr>
<tr>
<td>Commercial</td>
<td>247</td>
</tr>
<tr>
<td>Office Park</td>
<td>55</td>
</tr>
<tr>
<td>Future Office Park</td>
<td>18</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>9</td>
</tr>
<tr>
<td>Future Mixed Use</td>
<td>27</td>
</tr>
<tr>
<td>Industry</td>
<td>171</td>
</tr>
<tr>
<td>Extractive Industry</td>
<td>60</td>
</tr>
<tr>
<td>Airport</td>
<td>23</td>
</tr>
<tr>
<td>Environment</td>
<td>882</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,279</strong></td>
</tr>
</tbody>
</table>
### 5.6 OHLANGA /TONGATI LOCAL AREA (COASTAL)

| Role in the Metro                  | • International and domestic tourism and recreation destination based on coastal resources, accommodation, recreation and leisure and entertainment facilities  
|                                  | • Medium and upper income permanent residential expansion area  |
| Development Spines and Nodes      | • Identify new and consolidate and enhance existing local level service nodes to retain character and variety within urban environment.  
|                                  | • Consolidate Umdloti Beachfront Node as Tourism and Recreation Node.  
|                                  | • Consolidate Recreation and tourism nodes at Tongaat Estuary, Westbrook, Tongaat Beach and La Mercy (Umdloti Estuary)  
|                                  | • Realign and upgrade M4 as local area spine serving the LA  
|                                  | • Downgrade portions of existing M4 as local coastal spine to support coastal tourism and recreation  |
| Movement System                  | • Upgrade and realign portions of M4 between Umdloti and Tongati Rivers to accommodate densification within the LA and improve linkages to metro area.  
|                                  | • Upgrade/maintain capacity of cross links between M4 and hinterland routes of N2 to link with urban development corridor  |
| Land Use & Density               | • Encourage a range of low to medium densities residential development with supporting local level commercial and community facilities.  
|                                  | • Promote nodal development of tourism infrastructure adjacent to the coastline  |
| Open Space/Environment           | • Establish and protect coastal zone dune system, estuaries  
|                                  | • Protect minor river valleys draining to the coast as part of the open space system that will provide eco system services and recreation areas for existing and future residential development  |
| Service Levels                   | • Upgrade and or consolidate capacity of waterborne sanitation to accommodate proposed increased densities and proposed expansion of residential and industrial areas.  
|                                  | • Investigate Electricity Capacity with respect to proposed increase in density, expansion of residential and industrial areas.  
|                                  | • Investigate Water Supply Capacity with respect to proposed increase in density, expansion of residential and industrial areas.  
|                                  | • Investigate Capacity of telecommunication capacity with respect to increase in density and proposed expansion of residential and industrial areas.  |
Figure 30: Ohlanga/Tongati LAP

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Ohlanga/Tongaati</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha</td>
</tr>
<tr>
<td>Residential</td>
<td>426</td>
</tr>
<tr>
<td>Future Residential</td>
<td>2,561</td>
</tr>
<tr>
<td>Commercial</td>
<td>40</td>
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<tr>
<td>Environment</td>
<td>552</td>
</tr>
<tr>
<td></td>
<td>3,579</td>
</tr>
</tbody>
</table>
## 5.7 Land Use Quantums Per Local Area

<table>
<thead>
<tr>
<th>Local Area</th>
<th>Mzinyathi/Buffelsdraai/Hazelmere</th>
<th>Ohlanga-Tongati</th>
<th>Northern Suburbs &amp; Umhlanga</th>
<th>Phoenix/INK</th>
<th>Tongaat &amp; Dube Tradeport</th>
<th>Verulam/Cornubia</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ha units</td>
<td>ha units</td>
<td>ha units</td>
<td>ha units</td>
<td>ha units</td>
<td>ha units</td>
<td>ha units</td>
</tr>
<tr>
<td>Residential</td>
<td>426 4,430</td>
<td>2,343 52,770</td>
<td>11,357 343,358</td>
<td>748 28,160</td>
<td>1,738 45,848</td>
<td>16,612 474,567</td>
<td></td>
</tr>
<tr>
<td>Future Residential</td>
<td>372 14,897</td>
<td>2,561 27,719</td>
<td>494 17,972</td>
<td>2,894 78,802</td>
<td>2,455 105,977</td>
<td>9,222 258,041</td>
<td></td>
</tr>
<tr>
<td>Rural Residential</td>
<td>4,674 11,684</td>
<td>482 1,206</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>40 584</td>
<td>247 2,313</td>
<td>180 7,051</td>
<td>29 1,146</td>
<td>70 2,304</td>
<td>566 13,399</td>
<td></td>
</tr>
<tr>
<td>Future Commercial</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Office Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Business Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industry</td>
<td>9 171 458</td>
<td></td>
<td>799 134</td>
<td>107 1,221</td>
<td>458</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Industry</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extractive Industry</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Support Zone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tradezone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>7,650 7,650</td>
<td></td>
<td>121 120</td>
<td>7 7 69 69</td>
<td>7,846 7,846</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intensive Agriculture</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>3,902 552</td>
<td>882 3,013</td>
<td>1,770</td>
<td>1,334 11,452</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>16,607 34,231</td>
<td>3,579 32,734</td>
<td>4,279 69,555</td>
<td>16,809 374,487</td>
<td>9,711 120,533</td>
<td>6,429 154,199</td>
<td>57,414 785,758</td>
</tr>
</tbody>
</table>
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eThekwini Municipality Northern Area Economic Analysis and Pointers Towards a Development Strategy
ANNEXURE-1-

COMPLETED PROJECTS 2012/2013 FINANCIAL YEAR
ANNEXURE 1 – COMPLETED PROJECTS

1.1: INTEGRATED DEVELOPMENT PLAN (IDP) REVIEW AND SPATIAL DEVELOPMENT FRAMEWORK REVIEW 2013/14
(Ethekwini Development Planning Department)

The eThekwini Municipality has adopted the package of plans as a means of translating the spatial intention of the IDP into a land use scheme and as a means of directing and aligning spatial priorities from the strategic level to a detail level of planning. The strategic spatial intention is represented through the Spatial Development Framework (SDF). The SDF 13/14 guides the formulation of the four regional Spatial Development Plans. The SDF and the SDP’s are reviewed and updated annually. The eThekwini Municipality’s SDF and SDP’s reflect 26 Spatial Priorities at a city-wide scale such as Dube Trade Port in the North, Cato Ridge in the Outer West and Back of Port in the Central South Regions amongst others. Other development priorities are identified through the regional Spatial Development Plans (SDP’s) as well as number of local area plans, for implementation.
1.2 RECORD OF CROSS BOUNDARY ALIGNMENT  
(COGTA and eThekwini Development Planning Department)

The eThekwini Municipal Area (EMA) is bordered by three district municipalities, namely, iLembe in the north, UGu in the south and uMgungundlovu in the west. These are shown in Map1 below:

Source: PGDS presentation by COGTA

Figure 31: Provincial context of EMA
eThekwini Municipality is contextualized as a Municipality within a broader context of KwaZulu-Natal Province and as such must be aligned with the spatial development frameworks of neighbouring municipalities. The alignment with neighbouring municipalities is necessary in order to:

- prevent conflicting initiatives and land uses to be implemented on opposite sides of a boundary
- ensure an aligned regional vision with regards to the region’s infrastructural development to allow governments to take advantage of comparative advantages offered within an area. This also refers to cross border provision of services such as education facilities which can be utilized by communities residing in two municipalities. This allows for cost effective provision of services and is applicable to the provision of civil services, social services and economic opportunities.

**Municipal cross Boundary Planning and Alignment**

The eThekwini Municipality has a mandate to ensure that its IDP is in compliance with the planning legislation and policies in order to give effect to the development of an SDF as a spatial representation of the IDP. The municipal SDF, in turn, directs and guides strategic investments that are developmental and beneficial within eThekwini and across neighbouring municipalities.

The Department of Co-operative Governance and Traditional Affairs (COGTA) coordinated and facilitated the cross boundary planning and alignment issues as well as the spatial implications between eThekwini Municipality and the affected neighbouring municipalities. Various meetings have been held with the neighbouring municipalities to resolve areas of conflict and municipalities have agreed that areas that need joint planning and alignment include the IDP, SDF, GIS based (Geographic Information Systems) spatial plans IS and Development Applications and Proposals.

A cross border planning and alignment meeting was held on 15 April 2013 between eThekwini Municipality, iLembe District and Local Municipalities. The purpose of the meeting was to formalize the forum and discuss cross border planning and alignment issues. A summary is given below of municipalities bordering eThekwini with their key planning issues as they relate to eThekwini Municipality. The table below summarizes the planning issues between iLembe District and Local Municipality and eThekwini Municipality.
### Southern Cross Border Issues

<table>
<thead>
<tr>
<th>DISTRICT MUNICIPALITY</th>
<th>LOCAL MUNICIPALITIES THAT SHARE A BORDER WITH EMA</th>
<th>CROSS BORDER ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>iLembe Municipality</strong></td>
<td><strong>KwaDukuza</strong></td>
<td><strong>KwaDukuza</strong></td>
</tr>
<tr>
<td>Local municipalities that within iLembe include the following:</td>
<td>• KwaDukuza</td>
<td>• Planning alignment with eThekwini Municipality vision of an economic corridor along N2 &amp; R102,</td>
</tr>
<tr>
<td></td>
<td>• iNdwedwe</td>
<td>• Degree of unregulated economic and residential development may lead to conflict and competition between the municipalities.</td>
</tr>
<tr>
<td></td>
<td>• Maphumulo</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• eNdondasuka</td>
<td><strong>iNdwedwe</strong></td>
</tr>
<tr>
<td></td>
<td><strong>KwaDukuza</strong></td>
<td>• Large proportion of residents in Ndwedwe employed EM and cross boundary issues almost inseparable.</td>
</tr>
<tr>
<td></td>
<td>• Houses the towns of Ballito and KwaDukuza (Stanger),</td>
<td>• Poverty, unemployment, unregulated development all threaten the UDL and the environmental sensitivity of EM’s northwestern border.</td>
</tr>
<tr>
<td></td>
<td>• Has a mix of coastal tourism, commercial, light industrial and agricultural activities. Shares northern border with EM.</td>
<td>• Proposals for future industrial cross boundary developments not supported by EM in the short or medium term, but may need to be considered in the long term.</td>
</tr>
<tr>
<td></td>
<td><strong>iNdwedwe</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• One of the rural/traditional/ agricultural Local Municipalities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Has poor level of services and infrastructure,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Has high unemployment,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• shares northern border with EM</td>
<td></td>
</tr>
</tbody>
</table>
Planning Context:

The Tongaat and Inyaninga sub-areas fall within the Northern Urban Development Corridor of the eThekwini Municipality as identified in the Northern Spatial Development Plan and the Tongaat-DTP Local Area Plan. The project area lies adjacent to and west of the Dube TradePort which forms the hub of a potential Aerotropolis and is therefore a key area for future development to support and benefit from the backward and forward linkages and the enormous growth potential offered by the TradePort

Inyaninga Functional Area Plan
Tongaat Functional Area Plan

Functional Area Plans - Overall Concept: The Tongaat and Inyaninga FAPs translate the broad intentions established through the Tongaat-DTP LAP while responding to a higher detail of input derived from the identification of opportunities and constraints related to the unique characteristics of the site and site context. The spatial frameworks generated have a sufficient level of detail to guide planning and investment decisions while at the same time being flexible enough to respond to market shifts.

Primary objective of the Inyaninga and Tongaat FAPs: A primary objective of the Inyaninga and Tongaat FAPs was to unlock land use potential on strategic land located within the Urban Development Line, to ensure that this interfaces with the Dube TradePort/ King Shaka International Airport (DTP/KSIA) development, and that this supports and enhance this key national installation. A range of land uses were created to support the overall development of an Aerotropolis region. In line with the Tongaat-DTP LAP an appropriate mix of land uses has been accompanied by a set of strategic spatial structuring tools and associated development controls to promote the development of an efficient and sustainable transit oriented development and urban form.

Preparation of the scheme for both LAP areas

The city, in undertaking this project, understood the shortage of prime industrial land and the need to be ready for the establishment of the Special Economic Zones, should this become
a reality. The Department also understood that provision needed to be made for housing opportunities and all supporting services accordingly zones were provided to ensure such opportunities could be created.

1.4 CITY WIDE DENSIFICATION STRATEGY (Ethekwini Development Planning Department)

1 A city wide densification strategy has recently been undertaken which identifies strategies and actions needed to implement densification in the Municipality. The Strategy attempts to guide the more efficient use of our limited infrastructure, natural resources and urban space, to help create a city that is more efficient, safe and sustainable, offers high-quality public spaces, access to good, efficient public transport, services and recreation opportunities and facilitates the agglomeration of economies for business and industry. The Strategy clearly expresses the budgetary advantages to the city in investing in strategic densification initiatives.

2 The strategy provides guidelines and norms for locating various forms of human settlement density from a strategic point of view, as well as suggests an approach to practical and realistic implementation interventions and tools, which inform and guide more specific density proposals within relevant Spatial Development Plans (SDP), Local and Functional Area Plans (LAP/FAP) and Precinct Development Plans (PDP).

3 Recommendations emerging from this study include a need for densification of the urban core as a priority with a particular spatial focus on densification alongside and within 400m of the Integrated Rapid Public Transport Network (IRPTN), indicating that there is a strong spatial alignment between the study and the SDF.

CURRENT DENSITY DISTRIBUTION/SETTLEMENT PATTERNS & TRENDS

The City Densification Strategy recommends that net residential density and net population density should form the sector-wide basis for setting density targets in eThekwini, rather than any other use of density measurement. This section makes use of number of net residential dwellings per hectare as the unit of measurement (du/ha).

The current distribution of density in eThekwini reflects the Apartheid spatial planning legacy and the distribution pattern is similar to other South African cities:

- a fragmented city;
- limited variations in density levels across the metropolitan area;
- large areas of low density in central, well-serviced locations;
- large areas of high density on the urban periphery;

The overall metropolitan density of the eThekwini is 4du/ha. Densities in excess of 40du/ha are located in scattered pockets across the city and these are limited to the Durban CBD/Beachfront; Cato Manor, Umlazi and KwaMashu/Inanda.
Density is concentrated within the former townships of KwaMashu, Ntuzuma, Inanda and Phoenix in the north, Umlazi, Lamontville and Chatsworth to the South, Clermont/KwaDabeka and Marianridge in the West and the Durban CBD/Beach, Glenwood, Berea, Cato Manor in the Central areas.

The remainder of the metropolitan area is settled at densities less than 15du/ha. This includes areas such as Durban North, Westville, Pinetown, Mpumalanga, Tongaat and Verulam.

The settlement pattern also reflects the rural/traditional periphery of eThekwini where residential densities are below 5du/ha.

The strategy has also made use of existing planning and development tools, policies and plans within the Municipality, to ensure that densified development is:

- Located along Integrated Rapid Public Transport Network
- Located within identified Nodes and Corridors
- With urban densities within the Urban Development Line (UDL) and rural densities without
- Within available services and close to social facilities
- In proximity to economic/employment opportunities.

In densifying the Municipal area there will need to be a focus on Brownfield rather than Greenfield development. Creative land assembly strategies and the rethinking of restrictive housing typologies are critical to the success of sustainable densification. Innovation in design that reduces the environmental impact of densified development (energy efficiency of buildings e.g. building orientation, recycled water systems, solar water heating etc.) and to create integrated, healthy and safe communities is essential.

**eThekwini Municipality Densification Strategy Draft Concept Plan**

Below see the Draft Concept Plan that emerged from the Densification Strategy – this concept acknowledges the current sprawled development pattern and seeks to optimise development density in areas best suited to accommodate future growth.
Figure 32: New Development Areas and Density
Background

The Northern region has, among other development trajectories, been prioritized for growth and development around public transportation routes. The Northern Public Transportation Corridor (NPTC) is situated along the northern rail spine that connects the CBD to the INK area.

In the initial Conceptual Proposals for CBD to Bridge City: Public Transport & Integrated Land Use Corridor project completed in May 2010, the corridor between Warwick junction and Bridge City was identified as a key corridor from a transportation, residential densification and mixed land use perspective, and the following concept proposals emerged for the corridor:

1) Make whole the neighbouring residential suburbs
2) Pursue a “greener” urban Environment
3) Recognise that one economic size does not fit all
4) Re-organise the land uses in the Prime Corridor
5) Change the social facilities model in the Prime Corridor
6) Move land-hungry uses to the Wider Corridor
7) Fundamentally alter the land uses in the Wider Corridor
8) Incrementally densify residential plots in the Wider Corridor
9) Mainstream & intensify localised land use patterns
10) Stimulate the take-up of unused rights in the Prime Corridor
11) Make a high-quality urban realm
12) Respond to the Dube & Port opportunities

In order to implement some of these objectives, it was necessary to provide a level of planning that would identify and produce plans for 5 Key station precincts along this corridor that would benefit from detailed land use, housing and urban design interventions. Phase 2
of the project, the plan currently under consideration, was therefore conceptualized in 2011 and initiated in 2012.

NORTHERN PUBLIC TRANSPORT AND LAND USE CORRIDOR STUDY (PHASE 2)

Key Objectives Achieved in the Northern Public Transport and Land Use Corridor Study (Phase 2):

1. To identify and ensure the intensification and densification of 5 key stations between the Durban CBD and Bridge City to support these dominant transport nodes in the North-South Rail Corridor;
2. To promote and support the integration of land use and public transport by:
   - Promoting infill and densification around rail stations, along the rail corridor and major road based public transport routes within acceptable environmental limits;
   - Encouraging re-development around the stations and major mode interchanges in the form of major trip generating land use and informal and emerging economic activities;
   - Directing employment opportunities, mixed land use and high density residential development into high utilisation nodes;
   - Developing and Strengthening Public Transport orientated activity along corridors;
3. To steer public investment for social services towards development nodes along the corridor;
4. To undertake compatible land use planning adjacent /at the interface of the candidate rail stations by:
   - Translating the spatial development intentions of the conceptual plan and to refine (land use, transport, environment, etc) into detailed physical directives;
   - Identifying precincts /special areas for detailing physical planning;
5. To provide Land Use Management tools at a sufficient level of detail to inform zoning and development control regulations;
6. To use the eThekwini Housing Typology Study and other relevant work to propose appropriate densified housing and urban design solutions for the 5 station nodes;
7. To determine the future economic and housing market potential of land around the 5 station nodes;
8. Identify and spatially locate required social facilities, either within or in proximity to the station nodes.
Identified Candidate Rail Station Precincts:

1. Umgeni Road Station precinct
2. Temple Station precinct
3. Greenwood Park Station precinct
4. Redhill Station precinct
5. Avoca Station Precinct

The resultant plan is one that, through a consultative process with various sector departments and PRASA, provides a realistic set of development and land use management guidelines for the 5 key station precincts in the corridor.

Example of the level of planning detail in the NPTC ph2 plan:

![Proposed Zoning Plan for Redhill Station Precinct](image)

**Figure 33: Proposed Zoning Plan for Redhill Station Precinct**

**Implementation of the plan**

Although the plan does not have development implications that involve large scale projects, and is mainly focused on redevelopment of existing areas, the small, systematic actions suggested will have a significant impact on the long term objective of *increasing densities to support public transportation and create a compact and sustainable city*.

The next step is Phase 5, the Detailed Land Use Management Guidelines to Inform Scheme Revision. This phase will be undertaken using the Urban Settlements Development Grant Funding and will take place in 2014. This phase will focus on scheme revisions in the 5 station precincts.
The Built Form and Public Space plans for each precinct will be used as guidelines for future capital projects by other municipal departments.

The Plan also provides guidelines on how to achieve the required increases in residential density and economic land use intensity to support the Integrated Rapid Public Transport Network and the rail system to create a more sustainable, connected urban environment.
ANNEXURE-2-

PROJECTS IN PROGRESS
ANNEXURE 2 – PROJECTS IN PROGRESS

2.1 DRAFT ETHEKWINI INDUSTRIAL STRATEGY AND IMPLEMENTATION PLAN (ETHEKWINI ECONOMIC DEVELOPMENT UNIT)

Purpose of the Project

The overall purpose of the project is to formulate an Industrial Strategy for eThekwini Municipality. The goals of the project are as follows:

Goal One
To formulate an Industrial Strategy for eThekwini to direct future industrial development within the Metropolitan area, package the opportunities for industrial development and initiate the development of an assessment framework to provide guidance for the implementation of the development opportunities. The project is an attempt by the DEDT and eThekwini Municipality to facilitate the development of the key industrial sectors of the city. Key to accomplishing this goal is taking previous studies on industrial development with the Metropolitan area into account as well as the Municipality’s economic development strategies and spatial economic plan as well as IDP and SDP will also be taken into account when formulating an Industrial Strategy for eThekwini.

Goal Two
To develop an industrial development framework and methodology through this pilot project in eThekwini that can be rolled out and implemented in the other main industrial economic nodes of the province i.e., Newcastle (Amajuba); Hibiscus Coast (Ugu); uMsunduzi (uMgungundlovu), uMhlathuze (uThungulu), Ladysmith (uMzinyathi) and Mandeni/KwaDukuza (iLembe).

Objectives and Outcomes of the Project:

The specific objectives of the project are the following:

Objective One
To formulate a comprehensive industrial strategy for eThekwini within the context of the national, provincial and already existing eThekwini policies and strategies.

Objective Two
To formulate the said industrial strategy for eThekwini based on the following pillars of a sound and sustainable industrial development strategy. The key pillars are:

- Industrial market conditions - taking account of international, national, provincial and local economic market conditions and the methods and techniques that could be implemented to stimulate growth and development through a competitive industrial sector and the implementation of an incentive programme;
- Industrial clustering and sector development programmes based on the key competitive and emerging sectors of the city’s economy within the context of a value...
chain analysis incorporating the main drivers, suppliers and systems supporting the sectors;

- Infrastructure and technology development required to support industrial development;
- Industrial spatial development and optimisation trends focusing on the development of the growth nodes and the nodes of underdevelopment;
- Human resources and enterprise development within the industrial sectors that amongst others stimulate the micro economy though SMME and entrepreneurial development and growth.
- Inclusive city development taking account of the socio-economic development realities and objectives of the city including the desperate need to address poverty, unemployment and general under-development within the city boundaries.

**Objective Three**

To develop and formulate a template industrial model, through this eThekwini strategy, that can be replicated in the other main economic nodes in the province and include the preparation of case studies that can provide provincial government with guidelines for the further structuring of industrial development interventions.

### 2.2 SUSTAINABILITY INDICATORS FOR SPATIAL PLANNING AND THE PLANNING SCHEME (ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

eThekwini Municipality (EM) is seeking to shift the growth and development trajectory of the municipal area in an increasingly efficient, equitable and sustainable direction. The eThekwini Municipality’s Integrated Development Plan vision states that: “by 2030, eThekwini will be Africa’s most caring and liveable city”. While many municipal policies and plans have been prepared to guide development planning decision-making towards sustainability in eThekwini, there is a need for an integrated and uniform interpretation of “sustainability” for spatial planning and land use management.

The eThekwini Municipality’s: Development Planning undertakes spatial and land use planning and management. The Department produces the municipality’s Spatial Development Framework (SDF), Local Area Plans, Precinct Plans and Planning Schemes. The Framework Planning Branch within Development Planning Department recognises that while some of the objectives of sustainable development can be achieved through appropriate land use planning and development control, the form that the built environment ultimately takes, plays a significant role in the successful achievement of social economic and environmental sustainability, and improved quality of life for residents within eThekwini Municipality.

Land Use Management is a statutory component of Planning and is used to manage and direct development. In managing and directing land uses, emphasis is placed on environmental sustainability, economics and social issues. Clearly, Schemes have over the past three years become more flexible in promoting development. A greater variety of land uses are available to respond and encourage development. While the City promotes development, greater emphasis has over the past two years been placed on higher densities
that are supported by infrastructure. The City’s IRPTN is a key component of the LUM’s work, and in this regard, parking standards are being reviewed to promote and encourage the use of public transport.

Schemes in eThekwini are shaped to echo the culture and heritage of its people. And it is in this vain that schemes are supported by Precinct Plans which contain urban design principles that enhance these local nuances,

![Diagram showing proposed sustainability criteria in relation to existing policy and planning frameworks and as a foundation for the development of a sustainable Form-based Code zoning approach](image)

**Figure 1**: Proposed sustainability criteria in relation to existing policy and planning frameworks and as a foundation for the development of a sustainable Form-based Code zoning approach

## 2.3 RURAL DEVELOPMENT STRATEGY (ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

The aim of this project is to prepare a Rural Development Strategy which will provide an overall vision for rural areas within the eThekwini Municipality which will then inform the management of development, land use, and servicing and will facilitate a vibrant rural economy in a manner which is sustainable economically, socially and environmentally.

The overall objectives of the study are to clearly define “rural” and the rural area boundaries within the eThekwini Municipality taking into account the relationship between rural and urban areas whilst providing a deeper understanding of the characteristics of the rural areas. Promotion of sustainable economic growth; protection of environmentally important areas; food security; sustainable settlement patterns with associated community facilities are also important facets of the Rural Development Strategy. The study also aims at identifying
servicing requirements and understanding legal and land issues that will affect land use and development and also ensure that further densification of rural areas is controlled. The study also requires the identification and review of the hierarchy of rural nodes and associated land use mix. A lot of previous work has been done in rural areas therefore the study will also assess the successes and failures of the previous strategies. It is envisaged that the scope of work involves three interrelated components: Institutional and Land Legal; a Spatial Framework informed by relevant sector analysis and plans; and Servicing and Implementation Implications.

### 2.4 INTEGRATED FREIGHT AND LOGISTICS STRATEGIC FRAMEWORK AND ACTION PLAN (ETHEKWINI TRANSPORT AUTHORITY)

Freight and logistics movements within the eThekwini Municipal area serve an important economic role, in terms of supporting the ports, economic, industrial and retail activities. Freight and logistics sector activities are major contributor to employment, growth and prosperity of the Province. Durban is the leading multi-cargo port in the SADC region and is counted among the busiest ports in Africa. It is strategically positioned on international shipping routes and occupies a focal point in the transport and logistics chain. As a result, the Port of Durban plays a leading role in facilitating economic growth in South Africa. This, together with the current rapid growth in freight transport and logistics that is being experienced in the area and the resultant road safety, maintenance and traffic and network capacity challenges along the road network has been noted by the Municipality. As a response to this the eThekwini Transport Authority (ETA) is currently developing an Integrated Freight and Logistics Strategic Framework and Action Plan. The plan will aim at capitalizing on the strategic advantage of the Port of Durban and cement Durban as the preferred port location for establishing and carrying out sustainable freight and logistics business in South Africa. It is envisaged that the Integrated Freight and Logistics Strategic Framework and Action Plan will be finalized by the second quarter of 2014.
ANNEXURE-3-

NEW NATIONAL, PROVINCIAL AND MUNICIPAL PROJECTS THAT WILL HAVE MAJOR SPATIAL IMPLICATIONS
ANNEXURE 3 – NEW PROJECTS

3.1 MAJOR REVIEW OF SDF AND SDPS (ETHEKWINI DEVELOPMENT PLANNING DEPARTMENT)

2014/15 will require a major review of the SDF and four SDP’s to be undertaken. This will focus on refining the spatial priorities and greater alignment with the municipal budgets. Emphasising areas for spatial restructuring through the National Treasury Integrated Cities Development Programme, undertaking a review of the UDL restructuring the document according to the provincial SDF guidelines and addressing mapping defects.

3.2 STRATEGIC INTEGRATED PROJECTS (NATIONAL GOVERNMENT).

The Presidential Infrastructure Commission launched a National Infrastructure Development Plan which consists of 18 Strategic Integrated Projects (SIPs). The Durban – Free State – Gauteng Logistics and Industrial Corridor is one of the identified projects and referred to as SIP2. The SIP2 programme has its origins in the “2050 Vision for the Durban-Free State-Gauteng Logistics and Industrial development.

The project objectives, as captured by the Presidential Infrastructure Coordinating Commission (PICC) at the launch of SIP2 on 18 June 2012, are to:

a. Strengthen the logistics and transport corridor between SA’s main industrial hubs;
b. Improve access to the Port of Durban and enhance South Africa’s export and import facilities;
c. Improve efficiency along the corridor and along strategic industrial zones support zones in order to improve competitiveness and reduce the cost of logistics;
d. Integrate the Free State Industrial Strategy activities into the wider Durban-Gauteng corridor;
e. Integrate the currently disconnected industrial and logistics activities as well as marginalised rural production centers surrounding the corridor that are currently isolated from the main logistics system.

With the launch of SIP2, the Durban-Free State-Gauteng Logistics and Industrial Corridor (DFSG), the scope of the initiative has been broadened to incorporate electricity transmission, rural development and integrated human settlements as well as skills development.

A Sub-regional Study is underway for the KZN section of the SIP2 Durban, Free state - Gauteng Logistics and Industrial Corridor (from Durban to the KZN Border at Van Reenen’s Pass). The study will be used to inform, integrate and co-ordinate future growth and development along the SIP2 corridor over the next 25 years. The study will guide industrial, agricultural & logistics developments, as well as integrating the movement of goods and people, exploiting KZN's key competitive advantages.
The study area comprises the N3 road and NATCOR rail corridor from Durban to Van Reenen’s Pass as shown in Fig A hereunder. Cognizance will be taken of the surrounding areas outside of the study area as these may impact on and be impacted on by the project.

![Figure 'A']

### 3.3 SPECIAL ECONOMIC ZONES (DEPARTMENT OF ECONOMIC DEVELOPMENT AND TOURISM)

In 2012, the Minister announced the Dube Trade Port as a Special Economic Zone. The KwaZulu-Natal Provincial Government: Economic Development and Tourism (DEDT) in partnership with the Department of Trade and Investment KwaZulu-Natal are undertaking a feasibility study on Dube Trade Port as a Special Economic Zone.


The eThekwini Municipality supports national government’s view that Special Economic Zones are an appropriate policy tool to address the triple challenge of development, i.e. unemployment, poverty, and inequality. Furthermore, the Municipality supports government’s premise that industrial development is essential to grow the country’s economy, create employment and in so doing serve as source of employment as well as contribute to improving the lives of people. This position paper identifies specific economic sectors which are most likely to benefit from support received through Special Economic Zones, and identifies spatial economic areas which are suitable for establishing Special Economic Zones.

The paper begins by providing an outline of policy, funding and incentives that support economic sector development and spatial economic development. Secondly, the paper provides a case for establishing Special Economic Zones within the Municipality through: (1) assessing key indicators which describe the state of economic sectors within the Municipality; (2) identifying spatial concentration of economic sectors with the Municipality. Thirdly, the paper identifies economic sectors which are most likely for to benefit from support received through a Special Economic Zone; and identifies spatial
economic areas which are most suitable for establishing a Special Economic Zone. The paper concludes by making a recommendation on which economic sectors should be support through Special Economic Zones and possible locations for Special Economic Zones.

**Recommendations for Special Economic Zone in Terms of Economic Sector and Region of eThekwini Municipality**

The position paper recommended that two Special Economic Zones be established within eThekwini Municipality as follows:

1) Manufacturing Special Economic Zone within the Outer West or Southern region of eThekwini Municipality

2) Technology and financial services Special Economic Zone within the Northern region of eThekwini Municipality

It is further recommended that the Manufacturing Special Economic Zone focuses on economic activity in the following sectors:

- Agri-processing;
- Textiles, clothing and leather goods
- Petroleum products, chemicals, rubber and plastic
- Metals, metal products, machinery and equipment, as well as Other non-metal mineral products

It is also recommended that the Technology and financial services Special Economic Zone focuses on economic activity in the following sectors:

- Electrical machinery and apparatus
- Finance, insurance, real estate and business services

### 3.4 KZN –INTEGRATED AEROTROPOLIS STRATEGY
(DEPARTMENT OF ECONOMIC DEVELOPMENT AND TOURISM)

**What is an Aerotropolis?**

A new strategic approach to airport planning and associated industrial and commercial land-use is gaining prominence around the world. This is the Aerotropolis model. An Aerotropolis is a city built around an airport offering its businesses speedy connectivity to their suppliers, customers and enterprise partners nationally and worldwide. These businesses, many in the high-tech and high-value service sectors, are often more dependent on distant suppliers and customers than those located in their own metropolitan region.

An Aerotropolis also contains a full set of logistics and commercial facilities that support aviation-linked businesses and millions of air travelers who pass through the airport annually. These include, among others, forwarding, warehouse and distribution facilities, hotels, recreation, medical, convention, and exhibition complexes, and office buildings along with shopping, dining, and entertainment venues.
As an increasing number of aviation-oriented businesses and commercial service providers cluster around airports and outward along their highway corridors, the Aerotropolis core emerges where air travelers and locals alike work, shop, meet, exchange knowledge, conduct business, eat, sleep, and are entertained without traveling more than 15 minutes from the airport. A new dynamic urban centre forms, with multimodal transportation infrastructure (air, highway, rail, and links to ports) connecting businesses and people to markets near and far, undergirding the growing local, national, and global economic significance of the Aerotropolis.

Aerotropolis planning is unique in that business, urban, airport, and surface transport objectives noted above are addressed together to create economically efficient, attractive, and sustainable airport area development. This replaces the chaos, confusion, congestion and unsightliness evident at and around many major airports detracting from their image.

Integrated surface transportation planning around the airport is particularly important because people and product air journeys neither begin nor end at the passenger and cargo terminals. Passengers and cargo often spend considerable time, and expense, in getting to and from airports and in negotiating airport obstacles, creating “last mile” and “terminal” costs. Because “terminal” and “last mile” costs can be substantial whereas the marginal costs of flying an extra mile are often insignificant, those airports and surrounding areas, which successfully minimise those costs, are often able to enhance their economic competitiveness and therefore their attraction as a location for business investment.

The Project Brief

The KwaZulu-Natal Provincial Government has through the Department of Economic Development and Tourism (DEDT) adopted the Aerotropolis concept, which informed the development of the Dube Trade Port and the relocation of the Durban International Airport to the new King Shaka International Airport (KSIA). In order to expand on the initial phase of developing an Aerotropolis around Dube Trade Port, the Department of Economic Development and Tourism wishes to formulate a comprehensive Aerotropolis strategy for the KwaZulu-Natal Province.

The key objectives or deliverables of this project include the following:

- **Phase I:** To undertake a detailed background study, which must address some key specific objectives;
- **Phase II:** To develop an implementable KwaZulu-Natal Integrated Aerotropolis Strategy and a detailed implementation and monitoring framework; and
- **Phase III:** To provide technical advisory support in implementing the Strategy.

The Aerotropolis concept is premised upon competitive business advantage derived by rapid access to clients, customers and markets through the global portal of a well-linked airport. An Aerotropolis Strategy is essentially about locating businesses within easy access of an airport, optimising time-saving efficiencies, and building and strengthening linkages; pedestrian linkages between the airport terminal and immediately adjacent precincts; public transport linkages between the airport and major surrounding urban areas; road linkages
between the airport and nearby regional economic nodes and strategic corridors; and
without a doubt most fundamentally, air linkages to national, regional and global centres of
business.

The KwaZulu-Natal Provincial Growth and Development Strategy (PGDS) identifies as one
of the key anchors of the Province’s vision that “By 2030, the PROVINCE OF KWAZULU-
NATAL should have maximised its position as a GATEWAY to South Africa and Southern
Africa”. The KZN Aerotropolis project is a central pillar of this vision. For the project to
become a reality, two sets of conditions need to be brought into being:

- The “On-the-Ground” or “Supply” Condition: The precincts surrounding King Shaka
  International Airport (KSIA) and the major transport corridors leading to and from the
  airport need to be planned in an integrated way, to achieve the highest and best use
  of available land, to create economies of scale, to build synergies between interlinked
  land uses and businesses, and to eliminate transport and movement inefficiencies.
  These precincts and corridors need to be populated with businesses that are geared
  to supply goods that can be exported via air cargo or services to customers arriving
  by air;

- The “In-the-Air” or “Demand” Condition: KSIA needs to be connected by air to as
  many international destinations as possible, as frequently as possible, and with as
  much seat and/or cargo capacity as possible.

### 3.5 THE CITY SUPPORT PROGRAMME

The Department of National Treasury has developed a discussion document called
“Guidelines for Framing Performance Indicators for the Metros in South Africa” and the
document explains the thinking behind the development of a set of generic indicators to
measure the performance of the metropolitan municipalities towards achieving spatially
restructured and well governed cities.

The implementation of these indicators will be in terms of a schedule to a Participation
Agreement between the National Treasury and each metropolitan municipality, in terms of
which the municipalities participate in the Cities Support Programme (CSP) of the National
Treasury. The CSP is a broad programme, one important aspect of which is to measure the
performance of cities in changing their urban form to achieve greater social equity,
inclusivity, diversity, productivity and sustainability.

### INTRODUCTION TO THE URBAN INTEGRATION AND CITY SUPPORT PROGRAMME

#### Background

The discussion document provides a background explanation to the CSP, explains the role
of the Integrated City Development Grant (ICDG), the need to reshape and integrate the
urban forms of South Africa’s eight metropolitan municipalities and the role of the CSP in
facilitating this process.
The discussion document lays the foundation for preparing performance indicators to start reshaping and integrating the urban form of South Africa’s eight metropolitan municipalities. Indicators can perform a valuable role in policy and practice to clarify long-term goals, guide municipal actions to achieve them, measure their progress over time, and reward good performance. Indicators are also important for national government to account for the effective use of taxpayer funding. The rationale and concepts used in formulating indicators are explained in this document so that a shared understanding is established among the various role players involved.

It is widely accepted that the low density, fragmented form of South African cities and towns is exclusionary, inefficient and ultimately unsustainable – financially as well as environmentally and socially. An inherently inefficient basic services and transport infrastructure underpins persistent urban sprawl, and results in costly and wasteful services. Although many national and local policies have been approved since 1994, not enough has been done in practice to alter the infrastructure development and trajectory of urban development, so the sprawling, dispersed spatial form, poorly located and unmaintained infrastructure inherited from the past has been perpetuated and indeed reinforced by recent development patterns. According to the National Development Plan:

“South Africa’s towns and cities are highly fragmented, imposing high costs on households and the economy. Since 1994 … little progress has been made in reversing apartheid geography” (NPC, 2012: 266).

Transforming the entrenched spatial form of urban development is likely to require a bolder and more sustained effort. This is because of the durability of the built environment, powerful vested interests in the land and property sector, and inertia in established policies and practices (Turok, 2013). A more concerted effort is likely to include deliberate city-level strategies, actions and collaborative arrangements that align housing, transport, land-use, economic and infrastructure decisions within a long-term vision of a more integrated urban future.

All of the metros have aspirations to promote urban integration and have begun the planning task. However, most struggle with the practicalities of implementation in the context of uncertainty about how best to proceed and a range of other institutional, economic, political and technical obstacles. South African cities are not unique in this respect. Many cities around the world are grappling with similar challenges of achieving a more compact urban form and built environment in the face of many countervailing forces and trends towards fragmentation, dispersal and sprawl. City governments confront many dilemmas and trade-offs that require difficult choices to be made. A compact urban form and built environment enables inclusivity and diversity of population, housing and social facilities. It is also a precondition for the efficient and affordable delivery of basic services. A compact city can significantly lower resource consumption through efficient urban form and built environment.

The City Support Programme and the Urban Networks Strategy

The CSP was announced by national government in 2012. It seeks to accelerate the process of spatial transformation by influencing where and how public funds are invested in the urban environment in order to promote more functional, productive, inclusive and
sustainable cities. It seeks to coordinate funding programmes, to link these to national regulatory reforms in the built environment, and to support enhanced capacity in the metros themselves. The CSP has four components: Core City Governance Implementation Support; Human Settlements Support; Public Transport Support; and Climate Resilience and Sustainability Support. A key innovation of the CSP has been to forge strong links with the Neighbourhood Development Partnership Programme (NDPP), particularly in the implementation of the Urban Networks Strategy. This strategy aims to transform and integrate the development of targeted township economic nodes, by locating and linking them within wider “urban networks”. It includes a targeted investment programme that aims to transform the spatial form of SA’s larger urban centres and increase access to amenities, especially for the poor located in marginalised townships.

One of the assumptions behind the CSP is that the metros should take prime responsibility for urban integration and management of the built environment on the basis of their superior knowledge of local needs and dynamics, and because of their extensive powers, legitimacy and accountability for pursuing this role. These powers are being supplemented by the gradual transfer of additional responsibilities in housing, transport and spatial planning from the provincial and national spheres of government. The metros also have significant revenue-raising capabilities and borrowing powers that could and should contribute to the funding of additional infrastructure. There is therefore a powerful logic in the metros assuming strategic responsibility for planning and managing more integrated urban development. It makes obvious sense for them to lead this function. Formulating and applying appropriate urban indicators is an important part of the task. National government will support and reward the metros for their performance in achieving better urban development outcomes, through the instruments contained in the CSP.

National government has already begun to implement the CSP. This is most notable in the introduction of a performance-based Integrated City Development Grant (ICDG) in 2013/14 and the rollout of the Urban Networks Strategy. The ICDG will provide sizeable incentives for the metros to support integrated urban development through densification, infill, mixed-use schemes, aligning jobs and housing, linking transport and land-use, supporting transit-oriented development, etc. The ICDG is an important innovation in government funding of municipalities and will provide strong support for better urban planning by explicitly rewarding good performance, on the basis of a subset of the indicators developed in this document.

This document lays the basis for all CSP components by working with the metros to identify the relevant indicators through which to set priorities and measure progress towards achieving a more compact urban form and built environment which results in more efficient use of resources (e.g. land, water, energy). The document identifies relevant indicators and targets for the metros, and lays the basis for assessing their capacity needs in terms of how to achieve these, i.e. the functions, tasks and competencies required. Effective indicators are just one of the elements required to facilitate urban integration. They will need to be complemented by enhanced strategies, programmes, projects, incentives, partnerships with land-owners, negotiations with developers and financiers, coordination with departmental
infrastructure providers, and revised regulations and land-use zoning schemes. This is clearly a large and complex task.

**City Support Programme (CSP) is a coordinated platform for implementation support to cities**

![City Support Programme Diagram](image)

### 3.6 PRASA TRAIN STATION MODERNIZATION PROGRAMME

As part of the national modernization programme, Prasa will be upgrading and extending four stations namely: Tembalihle in KwaMashu, Effingham, Greenwood Park and Umngeni.

### 3.7. THE POTENTIAL IMPACT OF RE-DEMARCATION IN THE NORTHERN PLANNING REGION (Demarcation Board)

The Demarcation Board held a public meeting in eThekwini Municipality on 4th May 2012, to table the proposed demarcation changes, which if successful, will be effected in 2016. (See images below) Significant changes to the boundary of the eThekwini Municipality have been proposed, in the South and Outer West areas involving the inclusion of traditional authority land into the Metro.
However in the North, two redemarcation applications were received for a significant portion of land to be excluded from the eThekwini Municipality and included into the Ilembe Municipality\(^3\). This portion of land includes but is not limited to the Wards 58 and 62 (DEM 4011) and Wards 60 and 61 (DEM 4015), and incorporates the towns of Tongaat, Verulam, the entire Dube Trade Port and the northernmost coastal strip.

\(^3\) This submission to the Demarcation Board was made in November 2011 by the Ilembe District Municipality
SECTION 26
DESCRIPTION:

Proposed readetermination of the municipal boundaries of eThekwini Metropolitan Municipality (ETH), uMhlanga Local Municipality (KZN28) and Lamba District Municipality (DC59) by excluding the town of Tongaat and bordering areas from the municipal area of eThekwini Metropolitan Municipality (ETH) and by including them into the municipal areas of uMhlanga Local Municipality (KZN28) and Lamba District Municipality (DC59).
The impact of this redemarcation on the economic functioning of the Northern Planning Region would be significant, particularly in light of the extensive planning undertaken in the Northern Urban Development Corridor Plan (2011), which seeks to intensify development and integrate the existing spatially fragmented development pattern of the eThekwini Municipality, using the Dube Trade Port development as a key economic and infrastructural catalyst. To date no final decision has been taken by the Demarcation Board on the above proposals and the current extent of the northern planning region remains unchanged.