3.2.4 SPATIAL FRAMEWORK

This section outlines the guiding spatial framework for the IDP. Its purpose is to provide spatial direction to the Multi-sectoral Programmes that follow and thereby integrate the programmes into an holistic entity.

The Spatial Development Framework (SDF) for the DMA provide a context and parameters within which to develop Local Council spatial plans. Spatial structuring elements are the key tools of the SDF. Their translation to the Local Council level gives spatial expression to the goals and strategies of the IDP, provides a spatial manifestation of the sector programmes, integrates programmes across sectors and assists in identifying strategic project areas and development priorities.

Map 15 – Annexure 3 illustrates conceptually how the spatial elements of the IDP provide for more efficient delivery of service, the generation of economic opportunities and the integration of fragmented and isolated areas within the IDP Area as follows:

- A framework of nodes and corridors come together to provide a guide to direct the physical development of the IDP Area.
- Guided by he constraints and potentials of the natural system, this framework can be used to identify opportunities to integrate segregated working and living environments and to guide densification and infill.
- Transport linkages help to reinforce the system of nodes and corridors, to minimize travel and to maximize social and economic interaction.
- Maintenance of existing good quality environments and infrastructure is crucial to generating economic development within the IDP Area.
- Strategic investment areas highlight opportunities for reinforcing spatial principles and elements and provide linkages.

System of Nodes and Corridors

Guideline: Reinforce the key regionally-important nodes that drive the economy of the Metropolitan and IDP Area.

- Regionally, Durban’s CBD, Port and Southern Industrial Basin play a highly visible and important role in the country’s economy. The CBD is the largest commercial financial, administrative and public transport hub in the eastern seaboard of Southern Africa and has the capacity for new rounds of investment in the tourism, retail, office and recreation sectors.
• The port is the country’s main trade and distribution hub and is experiencing demand for further growth in the handling and distribution of container cargo. This role should be strengthened by further expansion of facilities and associated transportation networks.

• The Southern Industrial Basin contains a high concentration of strategic installation and leading industries that drive the regional and national economy. There is stimulus for further growth particularly in relation to the imminent relocation of the international airport, which will release a considerable amount of well-located and accessible land into the economy.

**Guideline:**
Build up the capacity of emerging centralized industrial and commercial nodes to serve the social and economic needs of sub-regional markets.

• Commercial centres are emerging in Umlazi and the greater Inanda area to serve growing sub-regional markets. These centres are adding to the decentralization of social and economic facilities that is already evident on the Board.

• Within the greater Inanda area, the conditions are being created for a sub-regional commercial centre to emerge adjacent to the MR93 that will draw on the collective markets of Inanda, KwaMashu, Ntuzuma and Phoenix, which amount to approximately 500 000 people.

• Similar conditions are evident adjacent to the Mangosuthu Highway in Umlazi which is the main traffic arterial route serving a sub-region of approximately 270 000 people.

• Within the Berea, commercial decentralization has historically taken a dispersed form because of planning restrictions and the private mobility of consumers. A higher degree of commercial concentration is likely to occur in the future as the land market changes and the number of consumers who depend upon public transport increases.

**Guideline:**
Maintain the network of regional mobility routes that link the IDP Area to the metropolitan, regional and national economies.

• A network of limited access, high speed routes radiate outwards from the CBD and follow either an east-west alignment that is dictated by incised river valleys or a north-south alignment along the coastal plain.
• The N2 and N3 routes connect the IDP Area into the national and regional economies. Traffic movement within the IDP Area also spills over onto these routes.

• The Southern and Northern Freeway (M4) provides a connection between the CBD and southern suburbs and industrial areas and northern suburbs. The capacity of this system needs to be built on to maintain north-south linkages within the IDP Area.

• Several metropolitan routes (M21, M19, M17 and M1) provide limited access east-west linkage within the IDP Area. These routes connects the central city with Newlands, Reservoir Hills, Old Line Suburbs and Chatsworth.

**Guideline:** Develop a clear hierarchy of regional and local accessibility routes to integrate residential, industrial and commercial districts and encourage a greater mix of social and economic activities within them.

• The R102 route forms the main mixed use corridor linking and integrating working and living environments throughout the length of the IDP Area.

• Several similar corridor link into the R102 providing connections to adjacent areas in greater Inanda (M25), Phoenix (M41), Durban North (M12), Berea (M9/M10/M13/M15/M19), Old Line Suburbs (M5), Southern suburbs (M29/M16) and Umlazi (M30).

• A coastal tourism corridor linking coastal recreation and leisure activities together is also evident. This corridor connects the Point to Umhlanga.

**Areas of Greater Need**

**Guideline:** As a priority, allocate spending on and physical investment to townships and informal settlements that have the greatest level of need.

• Within the formal residential areas of Umlazi, Lamontville, Chesterville, KwaMashu, Ntuzuma and Inanda, spending should be aimed at upgrading and improving services and infrastructure.

• Areas of informal settlement within and around the formal residential areas should be upgraded and serviced to address backlogs in social and physical needs.
**Guideline:** As a second priority, social and physical spending should also focus on residential areas formerly zoned for India and coloured settlement.

- Residential areas that fall into this category include Phoenix, Newlands, Sparks and Randalls estates, Cato Manor, Merelbank and Chatsworth.

**Guideline:** Direct social and physical spending towards greenfield expansion sites immediately adjacent to existing residential areas.

- Undeveloped tracts of land at Cato Manor and parts of Inanda provide logical location for greenfield urban expansion.

### Infill & Densification

**Guideline:** Build up thresholds by taking up the spare capacity for urban infill and densification in centrally-located and well serviced residential environments.

- Certain portions of the established Berea and Durban North suburbs have excess capacity for residential infill and densification. This should be encouraged as a means of optimizing the utilization of infrastructure and services.

### Maintenance Areas

**Guideline:** Retain and maintain the infrastructure and services presently found in residential areas that historically benefited from past budgetary priorities of Council.

- The established suburbs of the Berea, Bluff, Durban North and Old Line Suburbs already enjoy a relatively high level of servicing and infrastructure.

### Transport Linkages

**Guideline:** Improve mobility and accessibility within the IDP Area by establishing new connections.

- Additional regional mobility routes that have been identified include the extension to the Newlands expressway connecting Ntuzuma with Newlands, the MR577 route linking KwaMashu with New Germany and the Northern expressway linking Phoenix with Verulam.
Additional local accessibility routes that have been identified include the Effingham Avoca link route and Cato Manor arterial.

**Strategic Investment Areas**

**Guideline:** Direct investment towards strategically important resources that may leverage further investment and employment to the benefit of the metropolitan economy.

- Projects related to industrial regeneration in the Southern Industrial Basin and port expansion opportunities are among the potential strategic industrial investment areas in the IDP Area.

- Projects related to Durban’s function as a tourism gateway, such as waterfront developments, convention tourism, leisure and entertainment, are among the potential strategic tourism investment areas in the IDP Area.

- Projects related to urban regeneration, such as Warwick Avenue, the Centrum site and Circus site, are among the potential strategic regeneration investments in the IDP Area.

**Open Space Systems**

**Guideline:** Restore and build biodiversity through conservation and linkag of remnant natural systems and habitats.

- Riverine systems that follow the Umgeni, Umbilo, Umhlathuzana, Umlaas, Ohlange and Umkumbaan Rivers form logical and functional ecological corridors through which to restore natural systems.

- Core ecological communities can be found in several locations, such as the nature reserves at Stainbank, Bluff and Burman Drive, and form the cornerstones of the open space network. When linked through smaller ecological enclaves they form a more viable environmental system.

**Guideline:** Utilize environmental resources and amenities sustainably to improve human quality of life and economic well-being.

- Access to natural systems for recreation and leisure uses occurs through the Metropolitan Open Space System (including the coastline).
• Economic opportunities can be derived from the natural resources of the open space system through tourism, urban agriculture and natural medicinal practices.