**DRAFT CENTRAL SPATIAL DEVELOPMENT PLAN (CSDP)**

**EXECUTIVE SUMMARY**

**Introduction**

The Central Spatial Development Plan (CSDP) differs from other SDPs in that it is more focused as a highly developed and serviced area that is under constant change. The focus of this plan is to identify and propose standards at a broad level that tests impacts and sustainability. Large parts of the Central Spatial Region are already engaged in further detailed levels of planning that is (Local Area Plans (LAPs) and Precinct Plans that give more city-wide direction in terms of the needs, opportunities and challenges of an area such as the Back Of Port (BOP) Local Area Plan (LAP).

Accordingly, a strategic assessment of the Central Spatial Region was undertaken, the key roles of the area have been investigated; key opportunities and constraints for development of the area were identified, as were spatial development guidelines.

The key informants of the assessment undertaken thus were:

- a desktop status quo analysis of planning, economic, environmental, traffic and transportation, infrastructure and housing issues;
- Identification of projects/plans that can be investigated at a Local Area Plan level;
- Determining the impacts of these plans/projects on the environment, infrastructure (Traffic, Water and Sanitation) and economic viability of the areas.

Accordingly, the “Plan” for the Central Spatial Region does not build up to a spatial concept, it was however developed through investigations of the respective functional areas and subsequent identification of regeneration projects within those areas, due to the region being fully developed.

**Study Area**

![Figure1: Catchment Based Municipal Planning Regions](image-url)
The boundaries of the Central Spatial Region (CSR) extend from the Umgeni River, in the North, along the coast through to the Umlaas Canal in the South and extend to the escarpment in the west extending over an area of 677 km² (67772.33 ha). The Umgeni, Umbilo, Umhlatuzana and Umlaas catchments traverse the CSR which includes 31 suburbs, and controls development under 9 town planning Schemes. Three Area Based Management (ABM) areas fall within the CSR namely; Inner eThekwini Regeneration and Urban Management Programme (ITrump), Cato Manor Development Association (CMDA) and part of the South Durban Basin (SDB).

This region is essentially the Urban Core of the EMA and is home to approximately 1.30 million people accounting for 34% of eThekwini’s total population of 3.5 million people (Stats SA the Central Spatial Region contributes to 56% of the EMA’s GDP and is centred on the transport and logistics activities of the Port. Durban the major port city within this region is home to the second largest industrial hub after Gauteng and plays an important role as a trade route for export and import industries in South Africa, especially from eastern markets. A substantial portion of the EMA’s economic development opportunities are concentrated in the Central Spatial Region with industry, commerce and tourism being the leading sectors.

The Central Spatial Region’s economy is composed of the following major economic sectors: Industrial (noxious, manufacturing, port, maritime, light and service industries), logistics, warehousing, business, commercial, retail and financial services as well as tourism. The economy provides employment for the bulk of its local residents and also employs residents from adjacent local authorities.

**Vision for the Central Spatial Development Region**

“A WORLD CLASS LOGISTICS, INDUSTRIAL & FINANCIAL SERVICES REGION WITH OPTIMIZED RESIDENTIAL DEVELOPMENT”

The vision for spatial development of the Central Spatial Region has been formulated in accordance with the strategic role this region serves in the wider context of the metro and has been underpinned by its inherent characteristics and capacities to support development.

**The Spatial Intent of Central Spatial Region**

The spatial intent of the CSR is to have a mix of residential type and quality which would be characterized by high density, high amenity and ease of affordability. The aim is also to foster a world class integrated and logistics hub and promote high levels of connectivity & convenience.

**Assumptions**

- Ability to attract a range of income groups
- Development of a range of housing typologies
- Optimization of public transport service
- Dedicated logistics and freighting capacity
- Maintenance & Enhancement of Infrastructure Capacity - waste water
- Upgrading of services implemented at LAP level
## Role of the Central Spatial Development Region

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<tr>
<th>METRO ROLE</th>
<th>CENTRAL SPATIAL REGION ROLE</th>
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| **Economic Growth and Development** | • Logistics and freight hub with a trading port containing South Africa’s most important trade hub in terms of value of goods handled (port and maritime industry)  
• An industrial centre - containing one of South Africa’s largest industrial districts  
• Financial and services hub containing commercial and retail centres - Durban CBD which serves large parts of the Southern Africa  
• Largest employment stock in the EMA  
• A tourism centre and gateway - containing South Africa’s premier convention centre and a large stock of hotel facilities and infrastructure |
| • International and National Logistics Hub  
 : Airport and Harbour  
• International, National and Provincial Tourism Destination  
• International, National and Provincial Trade Centre  
• International and National Industrial Infrastructure and Housing Development |  
| **Social** | • Urban formal lifestyle options  
• EMA tourism and recreation destination  
• Urban services nodes and networks |
| • Improving Quality of Life  
• HIV/Aids, Poverty and Crime Reduction, Travel Times Life Style Choice  
• Meet basic needs  
• Sustainable Livelihoods  
• Enhance skills, capacity and technology  
• Safety and security  
• Alleviation of conflicts |  
| **Environmental** | • EMA ecological services priority areas – Durban Bay, Umgeni Estuary  
• Protection of water supply, estuaries protection, flood attenuation, regional biodiversity etc.  
• Sustainable waste disposal (landfill sites)  
• Natural resources supply – Nature reserves, natural parks, valuable survival products to the informal population (medicinal plants etc.) |
| • Integrated Eco Services Delivery.  
• Biodiversity Protection.  
• Catchment Management.  
• Climate Change Impact Management  
• Pollution minimisation  
• Disaster Management |  
| **Spatial** | • A transportation and communications hub situated at the confluence of development corridors linking Durban to Johannesburg and Richards Bay.  
• Gateway to EMA and nationally, via Port of Durban  
• Tackle densification through densification of urban core.  
• Protect accessibility of the core  
• Reinforce all modes of mass public transport. |
| • Densification of .the Core  
• Creation of an Urban Development Line(s).  
• Improve High Priority Linkages network.  
• Creation and Consolidation of Nodes and Investment Corridors.  
• Balance work/home trips  
• Decrease spatial inequalities wrt distribution and performance of infrastructure and services.  
• Accomodating physical growth in a balanced manner. |
Development issues and trends of the Central Spatial Region

Opportunities

The major physical assets of the Central Spatial Region include its highly accessible CBD’s, its well established transport infrastructure (road, rail, and port) that provide strategic national and regional linkages, an extensive industrial and commercial infrastructure, and a range of attractive physical attributes including an attractive cityscape, a favourable climate, several rivers, the sea and beachfront (golden mile), the harbour and the bay.

This region forms the cornerstone of three regional axes which lead northward to Richards Bay, southward to Port Shepstone and westward to Pietermaritzburg. As host to a key trade hub and due to the regions coastal location this arguably provides the region with a comparative advantage for the location of export-orientated activities.

Regional development corridors linking Durban northwards to Richards bay and onwards to Maputo, and westward to Pietermaritzburg and onwards to Johannesburg are key regional spatial planning tools that build up the comparative advantage of the CSR by exploiting the manufacturing, trade and tourism resources found within this region.

Infra-structurally this region has the most capacity to extend services and promote further development in regard to densification and redevelopment initiatives within the context of sustainability. Being the largest employment generator within the EMA, this region’s also contributes to the largest percentage (56%) of the EMA’s GDP. The region also has a large reservoir of manpower in terms of its current labour force and could potentially provide opportunities for further job creation.

Challenges

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 has manifested in a push for the location of commercial and key community facilities in the adjacent regions where access to or availability of commercial and major community facilities is limited.

Residential densities in the Central Spatial Region have largely been characterised by low density settlements. Urban sprawl as manifest in this region only exacerbates an inefficient public transport system largely due to low thresholds resulting from low densities around the core areas (CSR) and outward sprawl that makes it difficult to provide affordable and effective commuter transport systems. Furthermore due to the excess infrastructure capacity available in this region, opportunities for densification present a challenge due to limited space actually available for development.

Many of the natural resources within the Central Spatial Region are under threat from the continuous development growth and pressures. A disregard for environmental systems reduces opportunities for creating a system of open space which supplies important ecosystem goods and services to the citizens of Durban. The limited extent and extreme 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 CSR. 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.
Infrastructure limitations in the Central Spatial Region as it relates to the Port capacity may arrest economic expansion which translates spatially into pressure between the interface of the port and the city.

**Development Priorities**

The identification of strategic spatial investment areas at a metropolitan level highlights the areas that can play an important role in promoting spatial principles. While each of these opportunities presents its own set of issues and concerns, if the Spatial Development Plan is to have maximum impact, it needs to draw together these largely unrelated claims for attention so that they work to reinforce and support one another and are directed to achieving the aims of the metropolitan vision.

All of the areas listed below are currently covered by a range of projects and initiatives. Realising the opportunities that these areas present requires that they are accommodated within the Spatial Development Plan and are linked to other spatial elements.

1. Development of the **Port** as an economic, manufacturing and trading hub and promoting it as a gateway especially to the East. This needs to be located within an integrated development plan for the port that includes linking its planning with that of the CBD and with the adjacent industrial areas to the south. The Department of Trade and Industry’s National Spatial Development Initiative (SDI) provides the opportunity for focusing on the co-ordination of different levels of government and different stakeholders.

2. Promotion of the **inner city** as a commercial and tourist gateway. This requires building on the current strengths of the inner city as well as utilising opportunities for residential densification and economic growth. The work of the current inner city ABM (iTRUMP) must give guidance to realising this potential.

3. Ensuring that **Cato Manor** still represents an opportunity for well-located mixed-use development and the promotion of higher densities. Land Use Management Systems should be flexible enough to promote the realisation of these potentials.

4. Maximisation of the economic potential of the existing Airport land. This can be realized with commitment to the renewal of the **Southern Durban Basin** corridor in order to ensure a more attractive investor environment. All development proposals in this area would need to be investigated within the current Strategic Environmental Assessment (SEA) process and alignment with the South Spatial Development Plan.

5. Accommodating the promotion of **Durban** as the Gateway to the Indian Ocean Rim countries, with the attraction of head offices to stimulate the commercial sector, could also be addressed in this area.

6. Development of the coastal management plan to ensure that opportunities are not lost. A local assessment of possible strategic assets may reveal opportunities that may have significant impact at a metropolitan level (e.g. state owned land, areas for rehabilitation, well located low density suburbs). These may need promotion and facilitation at a metropolitan level to ensure maximum impact.
7. In terms of balancing physical, social and economic benefits, optimising the opportunities offered by the coastal area includes the need to ensure that tourism enhances the quality of the environment and is undertaken in a sustainable manner, and that other competing uses are managed.

8. Historically advantaged areas and infrastructure that serve the metropolitan area are major assets for the city in terms of sustaining and generating economic opportunities. The city needs to maintain infrastructure and services and renew aging infrastructure, particularly where this infrastructure is intensively used or has the potential to address needs in the EMA. With continued pressure to do more with less, it is crucial that more cost effective and creative methods of maintenance be identified.

9. Concern for maintaining assets also includes consideration of protecting the qualities of the existing built and natural environment. Identifying places and elements of historical, cultural and natural significance, and ensuring their maintenance and enhancement, is not only important for contributing to a local sense of place but also for promoting a positive image of the EMA that is compatible with the drive for economic prosperity.

Strategic spatial investment/Priority areas

1. The Upgraded and Expanded Port

The need for current expansion of the Port of Durban has been precipitated by prolonged congestion arising from a capacity crisis in virtually every aspect of port operations. Steady and accelerating economic growth and the lowering of barriers to international trade have resulted in increased volumes of seaborne traffic to the port. As a major generator of transport activity and economic generation, the port will need to be a strategic focus area for more detailed planning and intervention.

1. South Durban Basin

This area contains South Africa’s largest manufacturing enterprises in the midst of relatively poor residents. The aim in this area is to regenerate the industrial base, creating cleaner, greener industries, whilst improving the residential conditions of people in the area. The aim of the SDB ABM is to improve resident’s access to social, recreational, economic and environmental facilities in the area. As a strategic focus area the objective in the SDB is to restore business confidence, consolidate existing enterprises and stimulate new development, facilitate renewed socio-economic investment and improve quality of life by tackling environmental problems, addressing operational deficiencies and improving the built environment in a sustainable manner.

2. ITRUMP Inner City Regeneration

The Inner eThekwini Regeneration and Urban Management Programme (ITRUMP) programme drives regeneration and urban management in the Durban inner city. A complex range of issues from the flight of offices to the suburbs to the problems of the urban poor, informal trading etc all require innovative responses and is thus a strategic focus area. The ITRUMP ABM was established as a response to the need to prioritise regeneration of the inner city and places strategic value at the
core of its business which seeks to maximize its multiple opportunities. The focus of this area comprises of six outcomes namely:

- Increasing economic activity;
- Reducing poverty and social isolation;
- Making the inner city more viable;
- Effective and sustainable urban management;
- Improving safety and security and
- Developing institutional capacity.

3. Cato Manor ABM

As an inner city residential area which was the focus of forced removals, this area houses some of the poorest urban poor. The objective of this area is to deliver increased public services in terms of added infrastructure and enhance economic opportunities due to the area being optimally located in terms of access to the Durban CBD and its economic potential. This area has been identified as having major densification potential.

4. Moses Mahibha Stadium and Kings Park Sports Precinct

The 70 000 seat stadium is due for completion by mid 2009 and will be the anchor development around “the central park of Africa” which will be established. The stadium is estimated to cost at R1,6 billion and will be a large infrastructural investment on the part of the city. The magnitude of this venue is expected to enhance the tourism sector by attracting both foreign and local tourist and possibly attracting major forthcoming events such as the Olympics and Commonwealth Games.

5. Durban Point Waterfront

Located at the entrance of the busiest port, the Durban Point Waterfront is a premier existing property development precinct that enjoys access to a range of modes of transport including road, rail, and sea. Over the years this area has been subject to urban blight and large vacancies yet paradoxically it represents the most under-utilised asset within the city. Intentions to revitalize the area have been mooted in recent years and a significant redevelopment has occurred. Much of the renewed impetus for this initiative has been the implementation of the uShaka Marine World project which created a much needed development impetus for the city as a catalytic project regarded as a “must-see-must-do” attraction. The Point Development precinct is thus not just an attempt to extend the city fabric, nor is intended as a mere theme park or tourist resort, rather this area is about to become a significant, well-defined addition to the city which will be a sought after place to live, work and play. It is envisaged to encompass a range of activities in a mixed-use environment which will eventually contain a host of urban functions and reflect a true urban place with 24-hour activity.
Synthesis of Issues Central Spatial Region

Priorities:

- Strategic densification
- HPPTN optimization
- Back of Port
- Services to former R293 areas

Challenges:

- Decentralization of business
- Port growth
- Housing opportunities within limited space for expansion

Strategic Focus Areas:

- Port of Durban
- South Durban Bain Regeneration and Redevelopment
- Inner City Regeneration Stadium 2010
- Pinetown South
- Point Waterfront
- Cato Manor Regeneration

Strategy:

- Consolidate & integrate spatial development by developing land in proximity to public transport facilities & existing services
- Pro-actively manage land use in accordance with the appropriate levels of service to achieve sustainability in the urban core.