



**By 2030 eThekweni will be Africa's  
most caring and liveable city**



## **Presentation on eThekweni Municipality Northern Development Projects**

Presented by: eThekweni Municipality

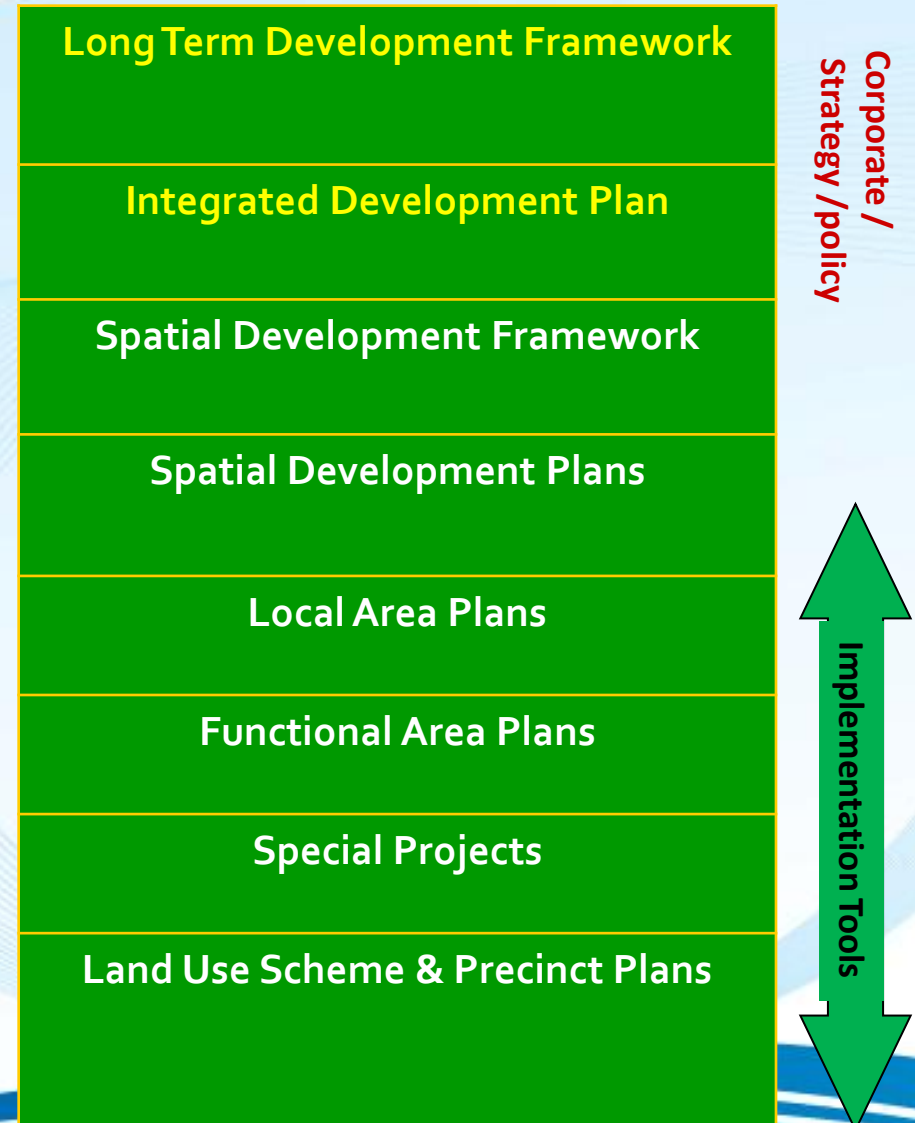
To: Durban Chamber of Commerce

Date: 22 November 2012



# Hierarchy of Plans

- Intention to establish an appropriate mechanism for land use management across the city
- Series of plans with different scope, purpose and level of detail
- Means of translating strategic city policy into geographically based sustainable development interventions, through a suite of integrated socio-economic, environmental and physical development plans
- To guide the decision making of the Council.
- Comprises a **LANDUSE MANAGEMENT TOOLBOX**





# Planning Vision

- To strategically plan for the entire municipal area
- Manage and direct city wide development
- To integrate the city into a sustainable and forward looking metropolitan area
- Transform the unsustainable city form
- Deliver rational, harmonious, integrated and sustainable living, working and recreational environments
- Undertake integrated economic, social, environmental and physical planning to guide decision making in the council
- The need to recognise the roles of the different regions within the metropolitan context



# Spatial Development Plans

- Translates intentions of IDP & SDF into broad land use directives
- Directs level, form and location of investment in the city
- SDP's are long term (ultimate) growth scenario (20 yr)
- Indicates transport, environmental and infrastructure implications
- City wide development priorities and phasing
- Guides detailed planning (LAP's etc)
- Annual and 5 year review
- Extensive consultation process



Phase 1: Short-term (5yr)  
Phase 2: Medium-term (10yr)  
Phase 3: Long-term (20yr)

Long Term Development Framework

Integrated Development Plan

Spatial Development Framework

Spatial Development Plans

Local Area Plans

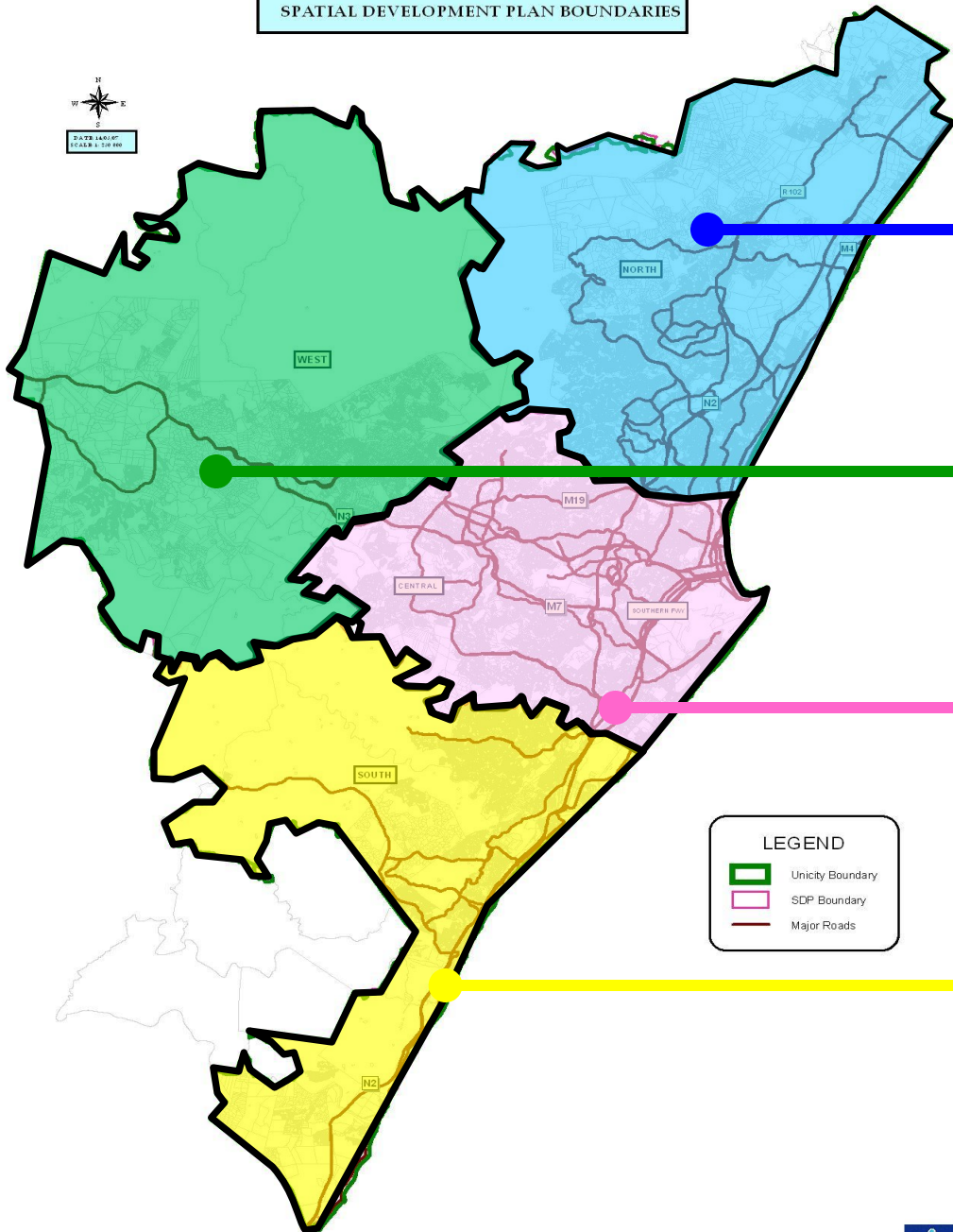
Functional Area Plans

Special Projects

Land Use Scheme & Precinct Plans

# Region Priorities

## SPATIAL DEVELOPMENT PLAN BOUNDARIES



### North

1. Dube Trade Port
2. Cornubia
3. Canelands
4. Redcliffe
5. Tongaat residential

### Outer West (Urban)

1. Cato Ridge
2. Hammersdale/Mpumalanga
3. Bartlett,
4. Shongweni & 5. Hillcrest

### Central

1. Back of Port
2. South Durban Basin
3. ITRUMP (Inner City Regeneration)
4. Strategic Densification
5. Springfield Park, 6. Pinetown Marshalling

### South

1. Umlazi
2. Cragieburn/Umkomaas
3. Umgababa
4. Illovo
5. Folweni



# NORTHERN URBAN DEVELOPMENT CORRIDOR



## *Corridor Plan*

Long Term Development  
Framework

Integrated Development Plan

Spatial Development  
Framework

Spatial Development Plans

Local Area Plans

Functional Area Plans

Special Projects

Land Use Scheme & Precinct  
Plans



# NUDC PROJECT OBJECTIVES

- Translate the 2009 NSDP into a Development Framework for the NUDC
- Quantify the NSDP from a Land Use, Transportation and Infrastructure Perspective
- Identify and Test a Transportation Network for the NSDP (*including the route alignments for the Tongaat Bypass system*)
- Preparation of the NUDC 2030 Plan
- Prepare 20 Year Local Area Plans (LAP's) (*Phoenix/INK, Verulam-Cornubia, Tongaat -Dube*)
- Preparation of Transportation and Infrastructure Plans for the LAP's for next 20 years

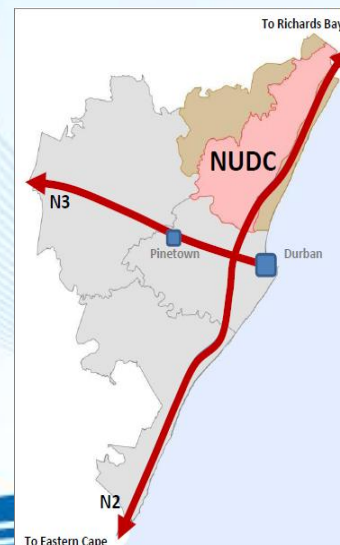
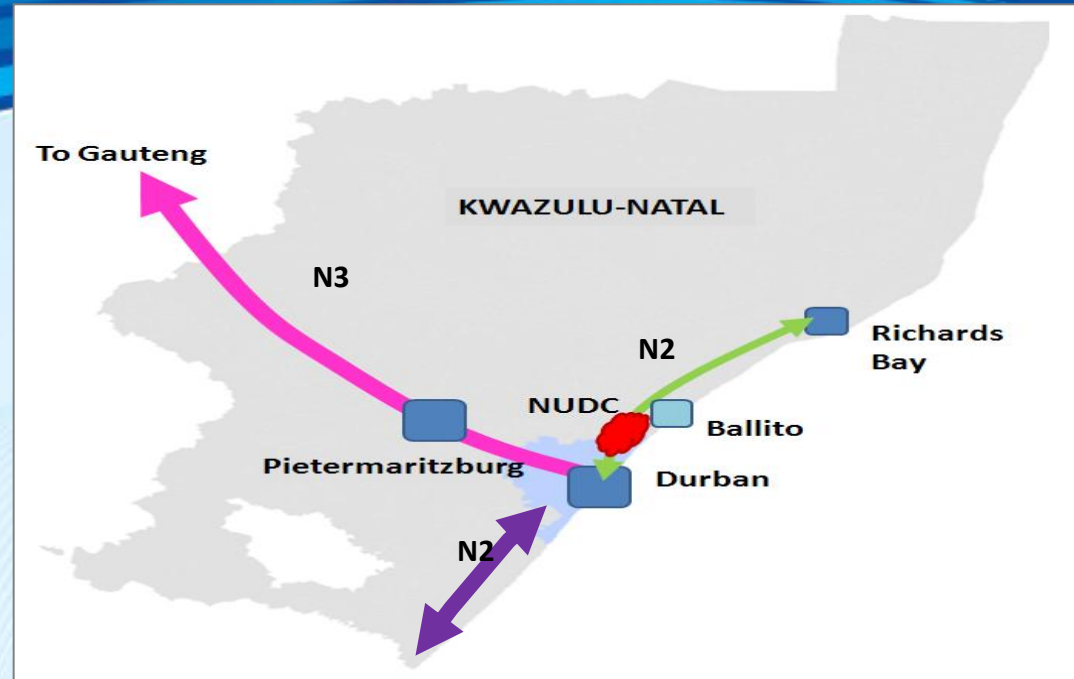


# NUDC SPATIAL CONCEPT

## CONTEXT

Located in the Northern Region on Durban to Richards Bay Corridor

- Comprises 3 Local Areas
- Tongaat/ Dube
- Verulam / Cornubia
- INK (Inanda, Ntuzuma, KwaMashu)







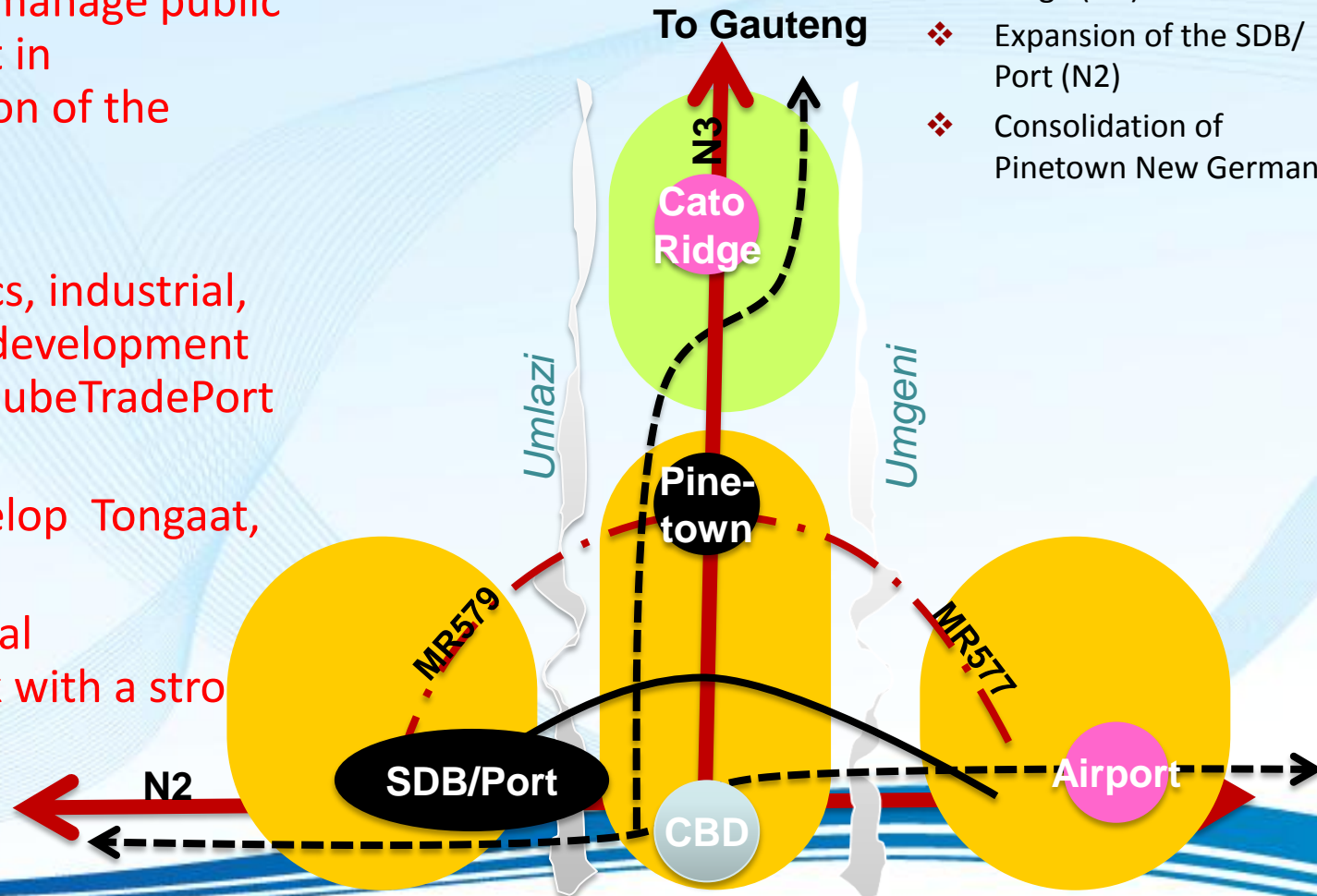
# NUDC SPATIAL CONCEPT

## OBJECTIVES

To promote, enable and manage public and private development in accordance with the Vision of the eThekweni Municipality

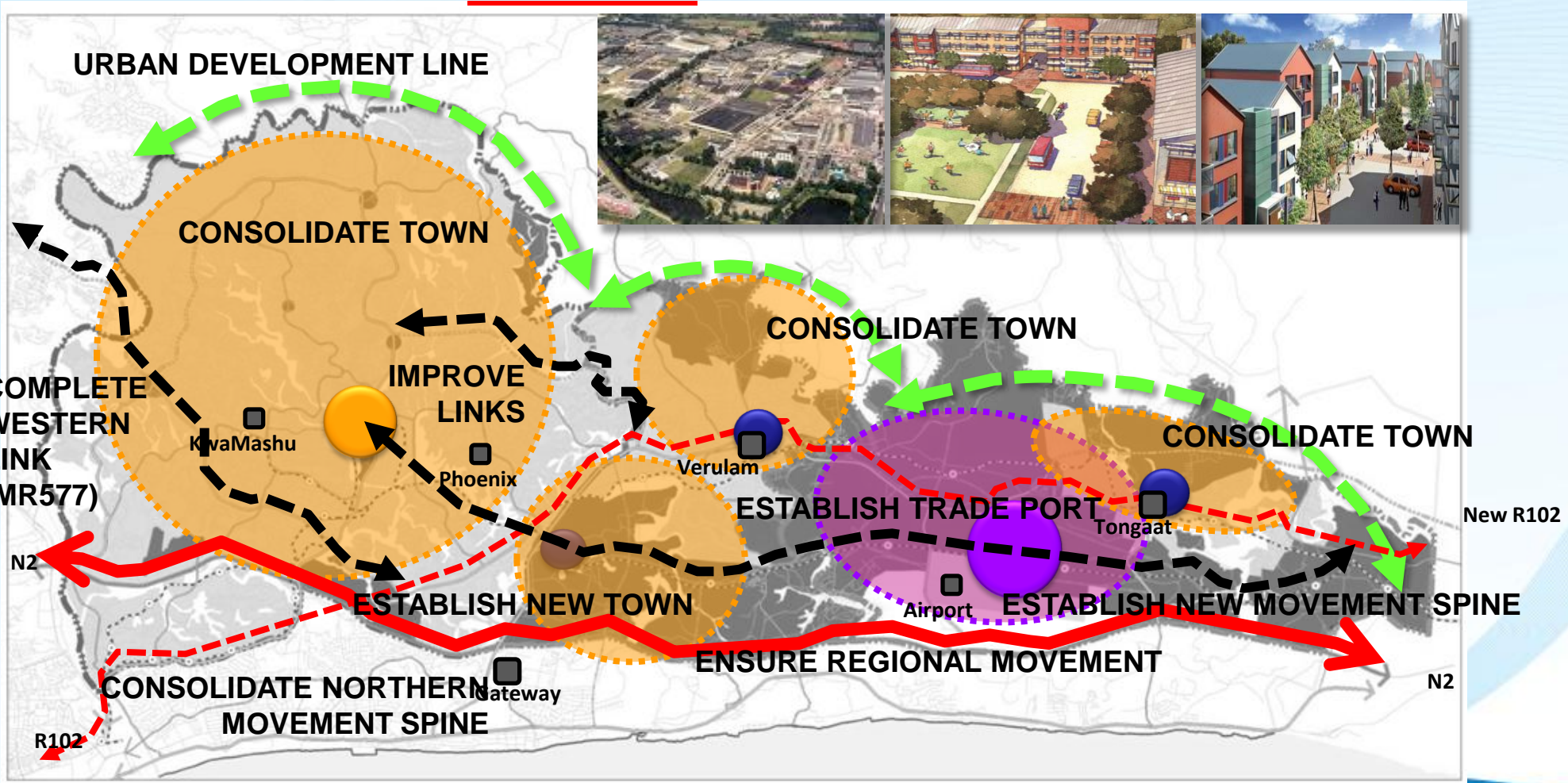
- Expansion Northwards
- Identify land for logistics, industrial, business & residential development in a new major node (DubeTradePort & surrounds)
- Consolidate and redevelop Tongaat, Verulam & INK
- Provide for a multi-nodal transportation network with a strong public transport focus

- ❖ New economic Node in North (N2)
- ❖ Consolidation of Western Node at Cato Ridge (N3)
- ❖ Expansion of the SDB/Port (N2)
- ❖ Consolidation of Pinetown New Germany





# NUDC SPATIAL CONCEPT TOOLS





# SUMMARY

## ULTIMATE TARGETS

- Population projection
  - 1,2m additional people
- Housing & Social Facilities
  - Additional 330,000 new housing units on 8,000ha
- Land Availability
  - 3,700ha commercial land
  - 1,400ha industrial land
- Potential Jobs
  - 290,000 new jobs
- Transport , & Infrastructure
  - Bulk costs = R 56 billion
- Rates Return
  - Potential to add R >1 billion p.a. in rates

## NUDC 2030 TARGET

- Population projection
  - 250,000 additional people
- Housing & Social Facilities
  - Additional 77,750 new housing units on 2,250ha
- Land Availability
  - 70-200ha commercial land
  - 200-610ha industrial land
- Potential Jobs
  - 155,000 new jobs
- Transport & Infrastructure Assessment
  - Bulk costs = R 19 billion
- Rates Return
  - Potential to add R 128m p.a. in rates



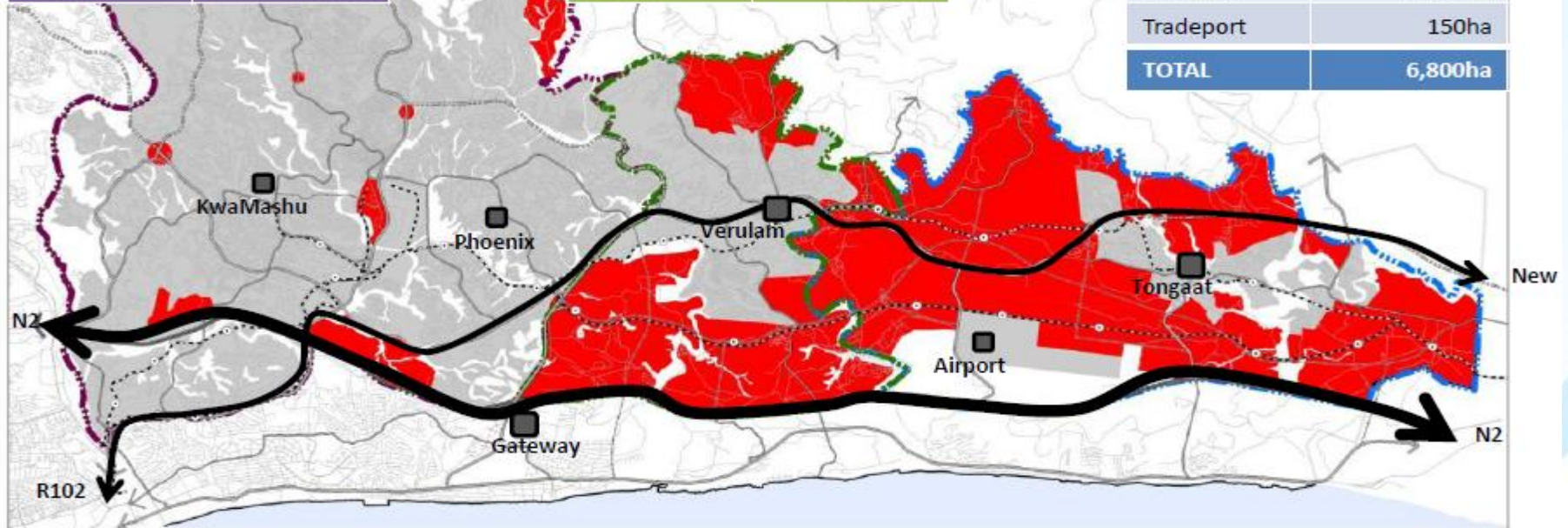
# NUDC SPATIAL CONCEPT

## METHODOLOGY

PHOENIX	GREENFIELD GROSS AREA
Residential	300ha
Mixed Use Business Commercial	150ha
Industrial	250ha
<b>TOTAL</b>	<b>700ha</b>

VERULAM/ CORNUBIA	GREENFIELD GROSS AREA
Residential	3,000ha
Mixed Use Business Commercial	100ha
Industrial	100ha
<b>TOTAL</b>	<b>3,200ha</b>

TONGAAT/ DUBE	GREENFIELD GROSS AREA
Airport Ext	250ha
Residential	2,500ha
Business Commercial Office	1,500ha
Industrial	2,400ha
Tradeport	150ha
<b>TOTAL</b>	<b>6,800ha</b>

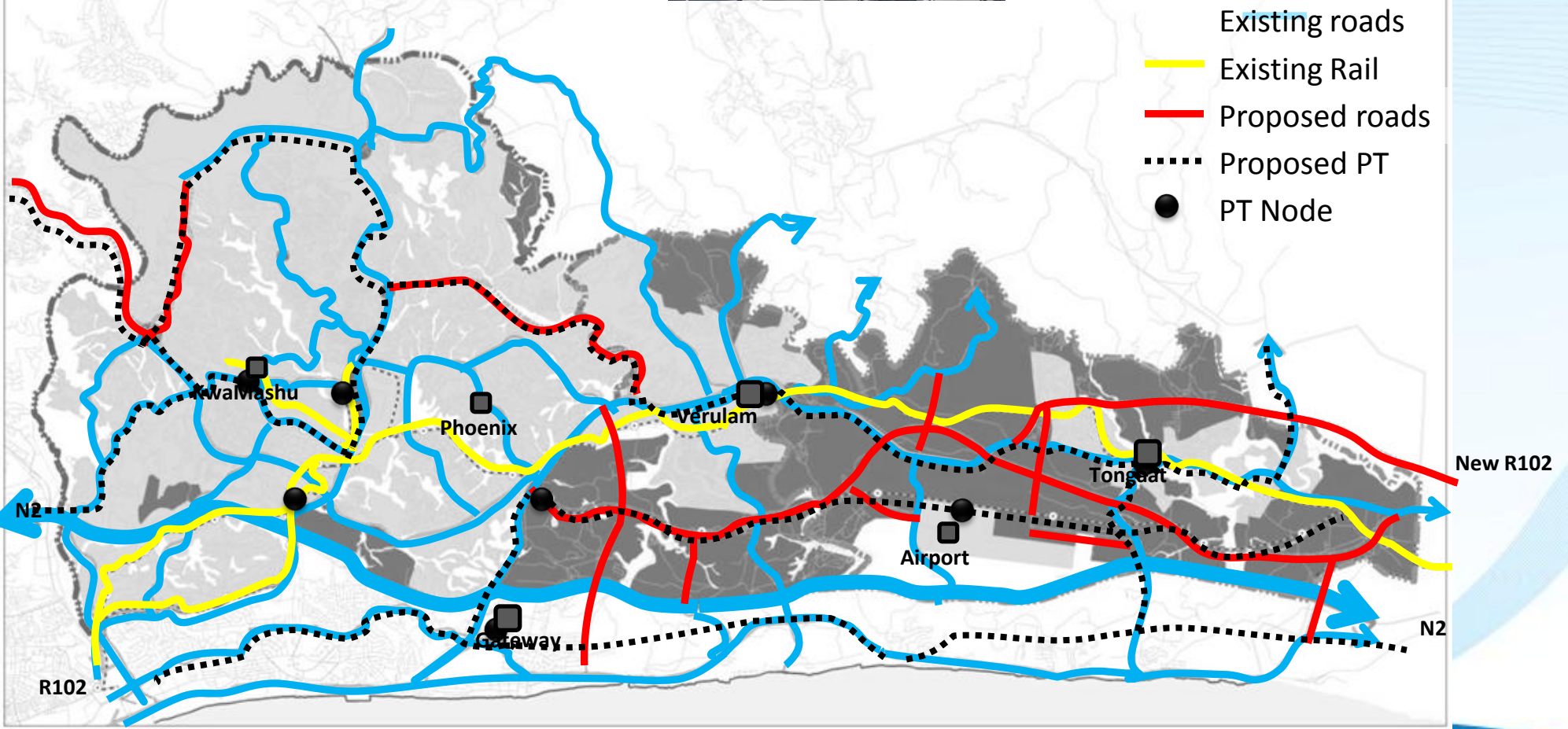


EXISTING
  ULTIMATE URBAN CORRIDOR (10,500ha)

Source: NUDC Study, 2010  
Areas rounded to nearest 50ha



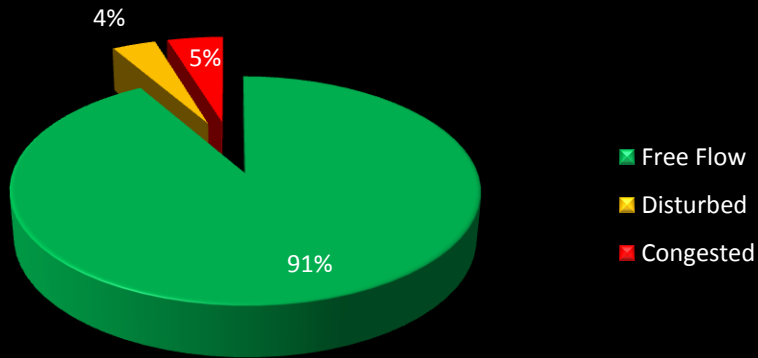
# TRANSPORT FRAMEWORK



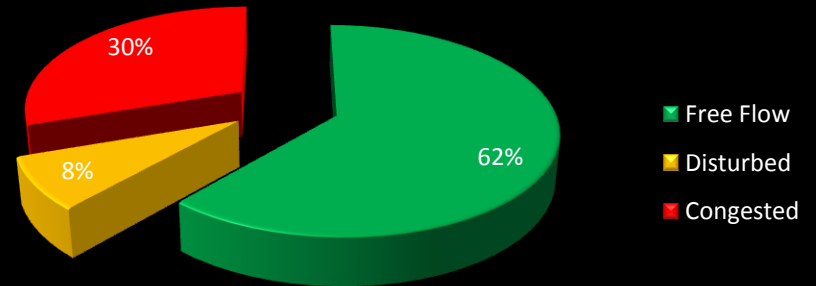


# TRANSIT ORIENTED DEVELOPMENT: IMPACT ON ROAD OPERATIONS

## Transit Oriented Development

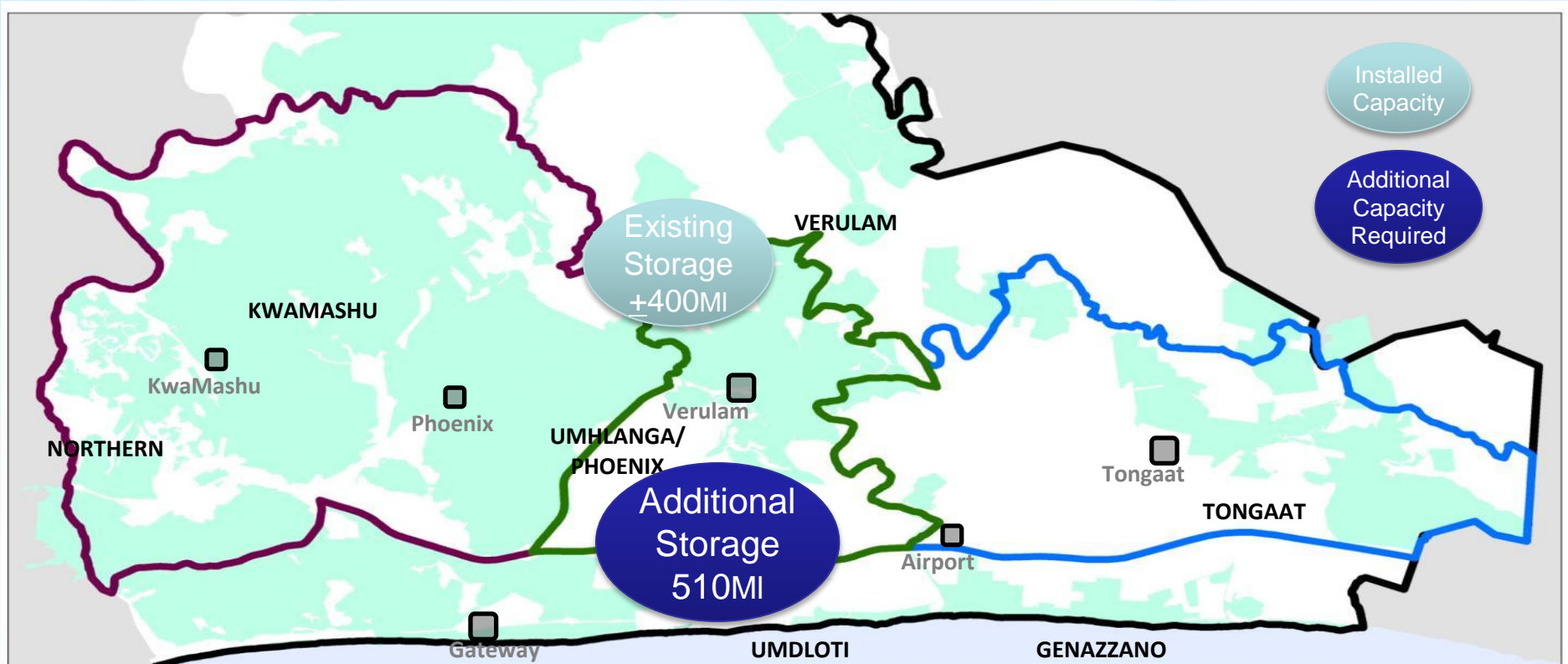


## Business as Usual





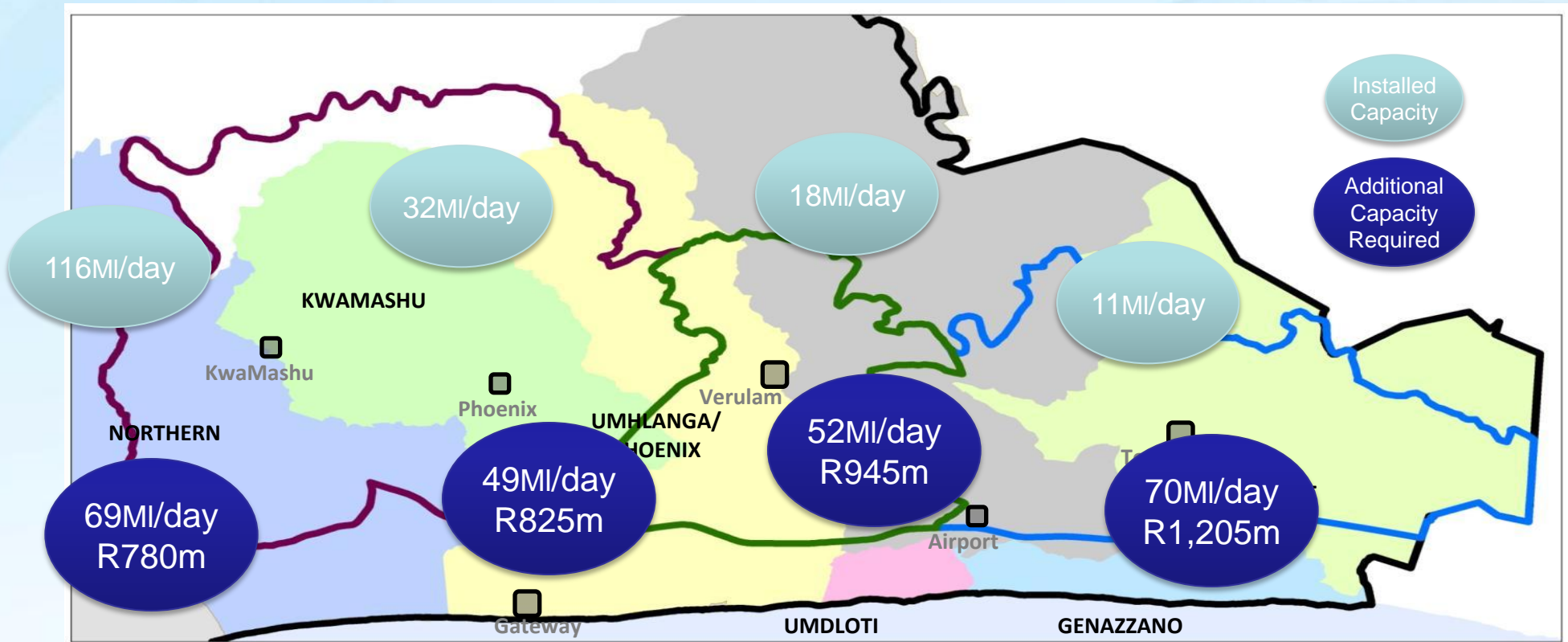
# BULK WATER SUPPLY REQUIREMENTS



CENTRAL



# BULK SANITATION REQUIREMENTS



CENTRAL



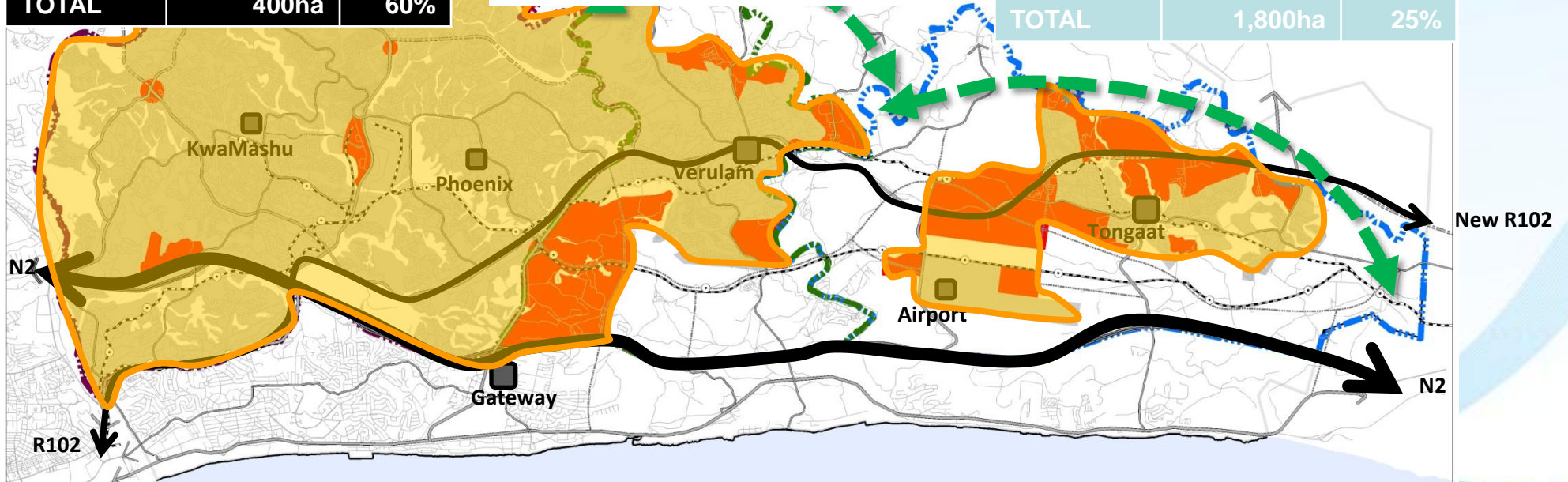


# NUDC OPPORTUNITY AREAS 2030

PHOENIX	GREENFIE LD GROSS AREA	% of ULT
Residential	200ha	65%
Mixed Use Business Commercial	150ha	100%
Industrial	50ha	20%
<b>TOTAL</b>	<b>400ha</b>	<b>60%</b>

Residential	1,200ha	40%
Mixed Use Business Commercial	100ha	100%
Industrial	100ha	100%

TONGAAT/ DUBE	GREENFIEL D GROSS AREA	% of ULT
Residential	850ha	35%
Business Commercial Office	50ha	5%
Industrial	800ha	35%
Tradeport	100ha	65%
<b>TOTAL</b>	<b>1,800ha</b>	<b>25%</b>



EXISTING
  2030 NUDC (3,600ha)
  2030 PHASING LINE
  UDL

Source: NUDC Study, 2010  
Areas rounded to nearest 50ha



# WAY FORWARD

## How to Build the NUDC Corridor?

**The NUDC is at present not set up as a special project or initiative and therefore is not likely to be developed effectively and efficiently if it is left to happen in a “business as usual” and reactive development control manner.**



# WAY FORWARD

## Critical Success Factors

- 1. Coordinate, integrate and align activities and energies of all key stakeholders**
- 2. Release land for development in a coordinated manner**
- 3. Align Public Investment for infrastructure, transportation, housing, community facilities**
- 4. Prioritise more detailed levels of planning in areas that will require rezoning**
- 5. Enforce the Urban Development Line and Development Phasing Line.**



# **WAY FORWARD**

## **Alignment Fora**

**Municipal Stakeholders**

**Other Key Public Stakeholders**

**Private Stakeholders**



# WAY FORWARD

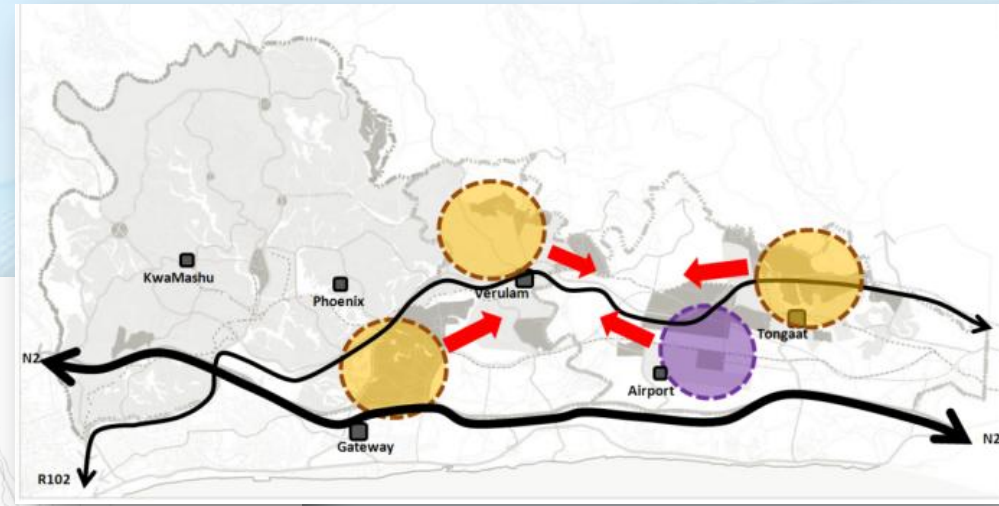
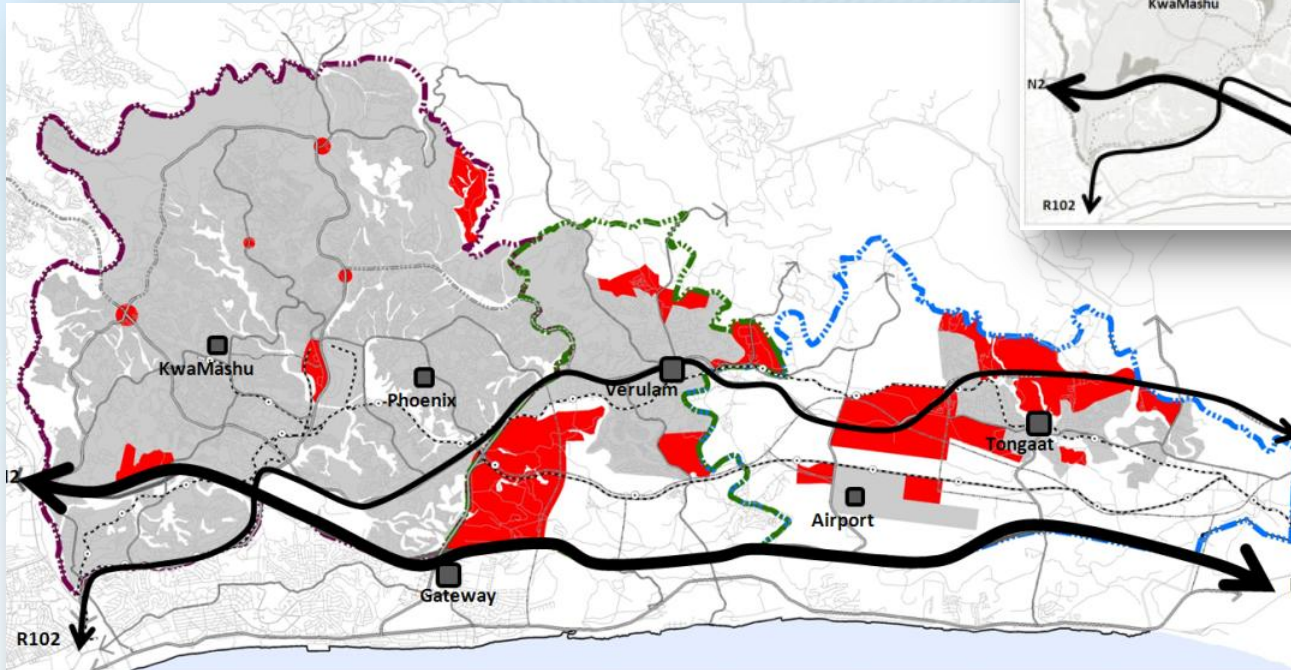
## Forum Benefits

- 1. Understanding / supporting existing energies and strengths of all stakeholder groups**  
(i.e. EtheKwini Municipality, Dube Trade Port, Tongaat Hulett Developments, Airports Company SA and the Departments of Transport, Human Settlements, Agricultural and Environmental Affairs and Cooperative Governance and Traditional Affairs etc).
- 2. Focusing investment – sectorally and spatially**  
Identifying and agreeing on common areas for both new development areas and for brownfields development and or redevelopment
- 3. Integrating investment**  
promoting projects and initiatives which mix public and private investment, where necessary, to achieve common goals
- 4. Shared benefits**  
ensuring that all stakeholders benefit from opportunities for development created by public investment.



# WAY FORWARD

## Land Release Approach for 2030



EXISTING 2030 NUDC (3,600ha)

Source: NUDC Study, 2010  
Areas rounded to nearest 5



# WAY FORWARD

## What Uses should be Promoted?

- private sector seeks flexibility / public sector seeks certainty
- Raising densities and improving urban efficiencies requires greater flexibility within defined parameters / demands levels of public funding and private sector responsiveness.
- Appropriate housing mix: deliver housing opportunities across the full spectrum to avoid existing binary of low cost vs. middle class cluster development.
- Mixed use commercial: predominant commercial areas could accommodate mixes of residential / light industrial / appropriate institutional uses
- Mixed use light industrial: predominant light industry areas could accommodate commercial and residential /appropriate institutional uses
- General industry and light industry mixes could include agri processing, industrial processes and the like
- Agriculture, leisure and environmental land uses



# WAY FORWARD

## Alignment of Bulk Infrastructure Investment

- **Key bulk infrastructure elements relating to transportation, water and sanitation should be phased and prioritised towards the servicing of the targeted land release areas described above.**
- **Principles that could be used to guide investment phasing within the 20 year planning horizon include:**
- **Infrastructure investment by public sector may need to invest ahead of demand in order to direct and facilitate private sector investment in targeted areas.**
- **Infrastructure investment should be monitored against actual development demand within the targeted areas and public investment structured so as to ensure that it will leverage private and other public development investment in these targeted areas.**
- **Infrastructure required for public housing should be phased as far as possible to align with requirements to service land for private investment that will result in employment generating land uses**





# WAY FORWARD

## Priority Planning Actions

**Given the approach described above and the focus that this has on aligning stakeholders and their investment it follows that the next levels of detailed planning and design for the targeted areas needs to be prioritised. This needs to occur in terms of the package of plans approach so as to ensure that land is prepared for development in terms of environmental and planning authorisations.**



# WAY FORWARD

## Alignment of Housing Investments

**A key driver of new urban development will be the provision of new public low and middle income housing to meet expected population growth and to accommodate relocations from informal settlement upgrading programmes. The programme for the delivery of Greenfield or upgrading projects that have already been identified should be revisited in terms of their phasing in order to align the associated investment with that of the bulk infrastructure investment identified to serve the targeted land release areas.**



# WAY FORWARD

## Enforcing the Urban Development Line

- The Urban Development Line (UDL), and the Development Phasing Line (DPL), are primary tools for directing both public and private development investment into particular areas so that long term sustainable spatial development objectives can be achieved. They should be implemented in a manner that sends a clear signal to both public and private investors
- The key objective is to make development on the inside attractive for urban development whilst simultaneously making rural / agricultural development viable on the outside of the line. This could be achieved by using a number of tools that could be applied in parallel.
- Restrict urban zonings outside the UDL/DPL
- Limit infrastructure expansion into the Rural Corridor
- Support Agriculture and Conservation activities in the Rural Corridor
- Supporting agricultural land uses in the areas outside the DPL
- Use Rates to encourage the appropriate development form in urban, suburban and rural areas