

**MSUNDUZI MUNICIPALITY:  
SPATIAL DEVELOPMENT FRAMEWORK REVIEW  
DRAFT CONCEPTUAL FRAMEWORK REPORT  
GREATER EDENDALE - IMBALI ABM**

**PREPARED FOR:**



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**Please note that during the duration of this study the Msunduzi Municipality changed a number of road names within the study area. The old road names have been used within the report however the new road names have been attached in Annexure B.**

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## **1. INTRODUCTION AND BACKGROUND**

### **1.1 INTRODUCTION**

The Situational Analysis identified a range of constraints, opportunities and challenges that establish a set of informants that direct the formulation of a Conceptual Framework for the Edendale ABM SDF.

The preliminary Conceptual Framework establishes the broad nature of the intended SDF. The draft Conceptual Framework will then be tested and elaborated to create a more detailed Conceptual Plan that, in turn, will be developed into the SDF for the ABM.

The first set of informants are the natural physical constraints of the ABM itself and include, topography; the characteristics of the different forms of residential development; the road pattern or system; the availability and coverage of a range of community facilities; opportunities for employment and levels of infrastructure provision.

This report will further identify the nature of the approach to be taken in formulating the basic concepts in formulating the plan.

An overview of the broad suite of the planning approaches that structure the Conceptual framework is then presented; and this is followed by an outline of the details of the plan and includes the following aspects: an open space system and related natural open spaces; the characteristics of the existing residential areas; the road system; a hierarchy of differentiated nodes; the identification of land for new “greenfields” development; and the demarcation of an Urban Growth Boundary.

Finally, this report on the preliminary spatial Conceptual Framework will conclude by identifying those issues that will be refined and further developed in the formulation of the Spatial Development framework for the ABM.

### **1.2 KEY ISSUES**

#### **1.1.1 Topography**

- The Edendale ABM comprises a substantial portion of steep topography to the East of the ABM and this will act as a barrier to contiguous development westwards.
- The Umsunduzi River and its floodplain occupies the northern section of the ABM and it too limits easy and convenient connections northwards. The extent of the floodplain will require the relocation of some developments that have occurred.
- The series of south flowing streams creates a number of distinctive catchments.
- The numerous south flowing streams add to a potential open space system.

#### **1.1.2 Residential Development**

- The majority of the population is located to the east and south east of Edendale Road.

- Older areas on either side of the Edendale Road comprise a mix of both formal and informal settlement patterns, mostly located on older cadastral layouts.
- Settlements to the south and east are a mixture of traditional and formal settlements.
- The residential areas in the central and eastern portions of the site are dominated by more recent formal settlement patterns.
- Undeveloped land with great potential for development lies to the east of the ABM and adjacent to the Ashburton ABM.

#### 1.1.3 **Transportation**

##### The Road System

- Edendale Road, which lies close to the northern edge of the ABM provides the main movement from west to east as well as into the CBD and towards other workplaces.
- There are limited and/or incoherent east-west routes, especially which will provide either links more directly to the N3 Provincial Corridor, or offering integration with the adjacent ABM.
- While there are some north-south routes, these are also not coherent, nor sufficient to offer a set of alternative and permeable routes to enhance choice of movement and access to present and future possible employment areas.

##### Rail Network

- The railway line runs with the topography, and the stations are not well connected to any of the major roads or to any existing or potential foci.

#### 1.1.4 **Community Facilities**

- The ABM is generally well served with Primary Schools, High Schools, clinics and halls. However, there are deficits of these in the Slangspruit, Sinathing, Dambuza and Emantshaheni areas.
- The areas that comprise the AMB are well serviced by a large number of low level local convenience shopping clusters. Most of these are embedded within residential areas and relatively few are located on major roads or offer the opportunity for upgrading into higher order centres.
- Consequently, new foci/nodes of different kinds are will be appropriate in good interceptory locations that will have to be identified.

#### 1.1.5 **Workplace Opportunities**

- The majority of the formal employment opportunities lie immediately to the north-east of the ABM and largely in the CBD and in industrial areas beyond the CBD.
- A relatively new and growing set of industrial areas lie near and adjacent to the N3 in the Ashburton area, and offer alternative employment opportunity, but without clear/direct transport routes to access them.
- There is a need to identify new/additional employment opportunities nearby.

#### 1.1.6 **Infrastructural Facilities**

- The majority of the formal settlements to the south have full sewer reticulation systems, Eskom lines and water services.
- Older areas along the Edendale corridor, Sinathing, Slangspruit and Dambuza possess inadequate infrastructural services in that water is provided mainly via standpipes; and effluent is reliant on VIDP's. These areas will

require general infrastructure improvement and upgrading. Slangspruit and Dambuza in particular will need upgrading.

- Infrastructural facilities within the study area might be under immense pressure due to unprecedented growth in the future.
- All the informal settlement areas will require the provision of basic infrastructure, viz roads, water, effluent removal.

### **1.3 NATURE OF THE APPROACH TO BE TAKEN IN FORMULATING A MORE DETAILED SDF**

The plan for the SDF needs to:

- Be visionary and bold, in addressing the current problems within the ABM.
- Guide investment for future growth to locations offering the best and most appropriate opportunities within its boundaries and not resort to ad hoc development that deviates from the vision.
- Improve the clarity and role of the road hierarchy to improve both the existing situation, and plan for a new integrated structure for Umsunduzi as a whole.
- Develop an appropriate hierarchical structure of nodes for the area as a whole.
- Take advantage of the potential of the eastern edge of Edendale, and the adjacent Ashburton ABM, and create the potential to integrate the fragmented apartheid past with a focus on new residential development together with new “shared” nodes that will induce new areas of interaction.
- Promote residential densification, particularly around the nodes.
- Ensure that overall densities create sufficient thresholds to support facilities and public transport.
- Maintain and enhance an open space system.
- Define an Urban Growth Boundary in order to direct and deflect growth.

### **1.4 BROAD CHARACTERISTICS / OVERVIEW OF A CONCEPT FOR THE ABM**

- The essence of the concept is to create, together with the adjacent Ashbuton ABM, a new focus of “greenfields” developments in the undeveloped land in the east of the ABM and the private land holdings in the Ashburton area, that will serve to:
  - Create an integrated development that breaks away from the apartheid past;
  - Acts as a catalyst to induce new development, in that will also enhance the N3 corridor; and
  - Creates housing opportunities for upper-lower-income and middle-income housing.

- A clear, coherent, north-south and east-west road system lattice of major mobility/arterial roads at approximately 2 km spacing that will ensure maximum choice of routing and linking to the entire south-eastern area of the municipality.
- A hierarchy of differentiated nodes (to be phased in over time) will be identified in good interceptory locations relative to the road hierarchy.
- Less emphasis will be placed on the Edendale Corridor compared to past plans
- An open space system will be created in relation to the river system and linked to existing commitments such as Bisley Park.
- An Urban Growth Boundary will be defined along the edge of the steep land, the forest, and linked through to the N3 Corridor; such that development and related infrastructure can be managed, directed and/or deflected in order to phase and contain growth; but without creating land monopolies that will raise land prices.

## **2. DETAILS OF THE CONCEPT PLAN**

### **2.1 Open Space System (Annexure A: Figure 1)**

The Umsunduzi River system and Flood area are identified as an open space system.

The North-south river system will consolidate the open space system and will identify a 30 meter buffer on either side of the river system and main tributaries.

The existing Bisley Park open space system will be linked into the system.

### **2.2 Existing Residential Areas (Annexure A: Figure 2)**

The formal residential areas are identified for maintenance and improvement, as is appropriate.

The Informal Residential areas are identified for formalisation and upgrading.

The two rural settlement areas at the northern and southern edges are identified for formalisation and densification. Some areas will incorporate urban agriculture.

### **2.3 Road System (Annexure A: Figure 3, 4 and 5)**

A series of improved, redeveloped, realigned and new road networks is created, viz

Primary Roads:-

- Edendale Road
- Richmond Road
- Newport Road
- Outer ring Road thru to Georgetown

Secondary Roads:-

- Enhanced and realigned existing north-south roads

## New east-west roads

The proposed restructuring will allow the Edendale ABM to have a more permeable grid to facilitate choice and ease of movement. It will also facilitate in bringing about new economic development to those areas which have not been accessible in the past.

### 2.4 Hierarchy of Nodes (Annexure A: Figure 6 and 7)

A series of differentiated nodes that consolidate existing foci are identified as well as a series of new nodes at good interceptory locations, viz:-

#### Secondary Nodes.

Edendale Hospital / Plessislaer mixed-use Institutional N'hood level Node  
"Shenstone" Multi- and mixed-use "Community level" Node

#### Tertiary Nodes – Mostly single focussed Neighbourhood level shopping nodes

Georgetown  
Dambuza  
Imbali  
Slangspruit  
Unit EE

The Pietermaritzburg CBD is the Primary Node of the municipality. All local level Convenience shopping clusters occur as single focussed quaternary nodes  
The Hierarchy of nodes will be further investigated at the next stage of the study i.e. the SDF Plan.

### 2.5 New Development (Annexure A: Figure 8)

"Greenfields" opportunity areas for residential, commercial and other employment activities are identified at the eastern edge of the ABM and will be integrated and consolidated with the Ashburton area.

There will be a number of small scale infill possibilities.

### 2.6 Urban Growth Boundary (Annexure A: Figure 9)

An Urban Growth Boundary is indicated along the edge of the developable land and along the edge of the Umsunduzi boundary of the ABM. This demarcation is used to direct, manage and deflect growth in the area.

## 3. WAY FORWARD

The following stage of this study is to translate and detail the Conceptual Framework into a Spatial Development Framework.

This involves

- a detailed alignment of the proposed road system;
- reassessing the hierarchy of Primary, Secondary and Tertiary nodes;
- identifying and recommending potential land uses that compliment the nodes;
- identifying deferential planning interventions/treatments for the various residential areas; and

- identifying community facilities where needed.

In addition it is important to ensure the integration of the Edendale ABM SDF within the other ABMS to form a consolidated SDF for the Municipality.



## **ANNEXURE A**

## **ANNEXURE B**