



TECHNICAL WORKSHOP 2 – ETHEKWINI METROPOLITAN MUNICIPALITY



Peri-urban development

1. BACKGROUND

Umnini is located within the rural area of eThekweni Municipality approximately 35km south of the eThekweni CBD, along the southern coastal area of Ward 98. The study area is bordered by the Umsimbazi River to the north, and the Umkomazi River to the south. To the east is the Indian Ocean and to the west is the eThekweni municipal boundary. A railway line, the N2 and the R102 stretch parallel to each other and bisects the study area into three parallel parts which makes east to west linkages very difficult.

The popular Umgababa Beach also has a deep political legacy in that during the apartheid era, it was set aside for black South Africans. A fire during the late 1980s put paid to Umgababa as a very popular beach resort to which hundreds of people would flock during the holiday season. However, in the recent past, the City has actively tried to grow this rural area into a tourist/ semi-vacation destination wherein the beauty and untouched nature can be enjoyed by all citizens.

There are however, a number of constraints to development as a result of sporadic unplanned residential development. The area has experienced organic development without appropriate infrastructure investment taking place to support this growth. As a result of the



rural nature of the area, there are currently no subdivisions to individual properties, this makes it difficult to provide essential services to the area. It is insufficiently serviced in terms of refuse removal, sanitation and energy sources. There is also an issue of traffic circulation and pedestrian safety for the internal area. In addition the public transport facilities are uncoordinated and poorly managed. But more significantly, Umgababa also possesses assets with substantial economic potential namely Umgababa Resort, Umgababa station and Sunshine beach.

As the area has grown without any management or intervention from the Planning Department of Ethekewini, it has become very urgent for the municipality to formulate a scheme to manage the sporadic growth of this settlement. Due to the massive growth of the settlement in an unplanned manner, it has compromised the allocation of land hungry land uses for example schools, shopping areas, cemeteries, clinics, public open spaces etc. The challenge now is to try and find strategically located portions of land to be used to cluster social facilities within the settlement.

2. PHYSICAL AND SPATIAL DEVELOPMENT CHALLENGES

Being in the region of around 4000ha the Umnini Trust makes up a significant portion of Ward 98 and a small portion of Ward 99 next to Umkhomazi River.

The western portion and internal areas are largely rural in nature with the exception of some areas in closer proximity to the coast adjacent major access to National and Provincial roads and railway lines. These areas have experienced densification to a substantial degree, largely on an informal basis and are peri-urban and semi-rural in nature.

The majority of the study area is in the ownership of Ingonyama Trust Board- Umnini Trust, and the Ndabezitha is Phathiswe Philbert Luthuli and the ward councillor is Thami Magubane. The topography of the study area rises from the sea level along its eastern boundary to an elevation of some 170m inland along its western boundary. Umnini is traversed by stream valleys that are tributary to the Umsimbazi River on its northern boundary, the Umgababa River on its central portion and the Ingane and Umkhomazi River to the south. The stream and river valleys are separated by narrow sloping ridge tops. The stream valley bottoms are generally narrow and gently sloping, the only fairly extensive flat



being the flood plains along the lower courses and estuaries of the Umsimbazi and Umgababa River.

3. SETTLEMENT PATTERNS

The Umnini area comprises a number of different settlement patterns on the eastern sea-board dwellings are relatively dense, particularly in the vicinity of Karridene/ Illovu in the north, and Umkomaas in the south. One could describe these as peri-urban, although the Municipality describes the whole area as rural due to the fact that it is administered by Ingonyama Trust. West on the R504, the settlements are sparse and could be described as rural in nature.

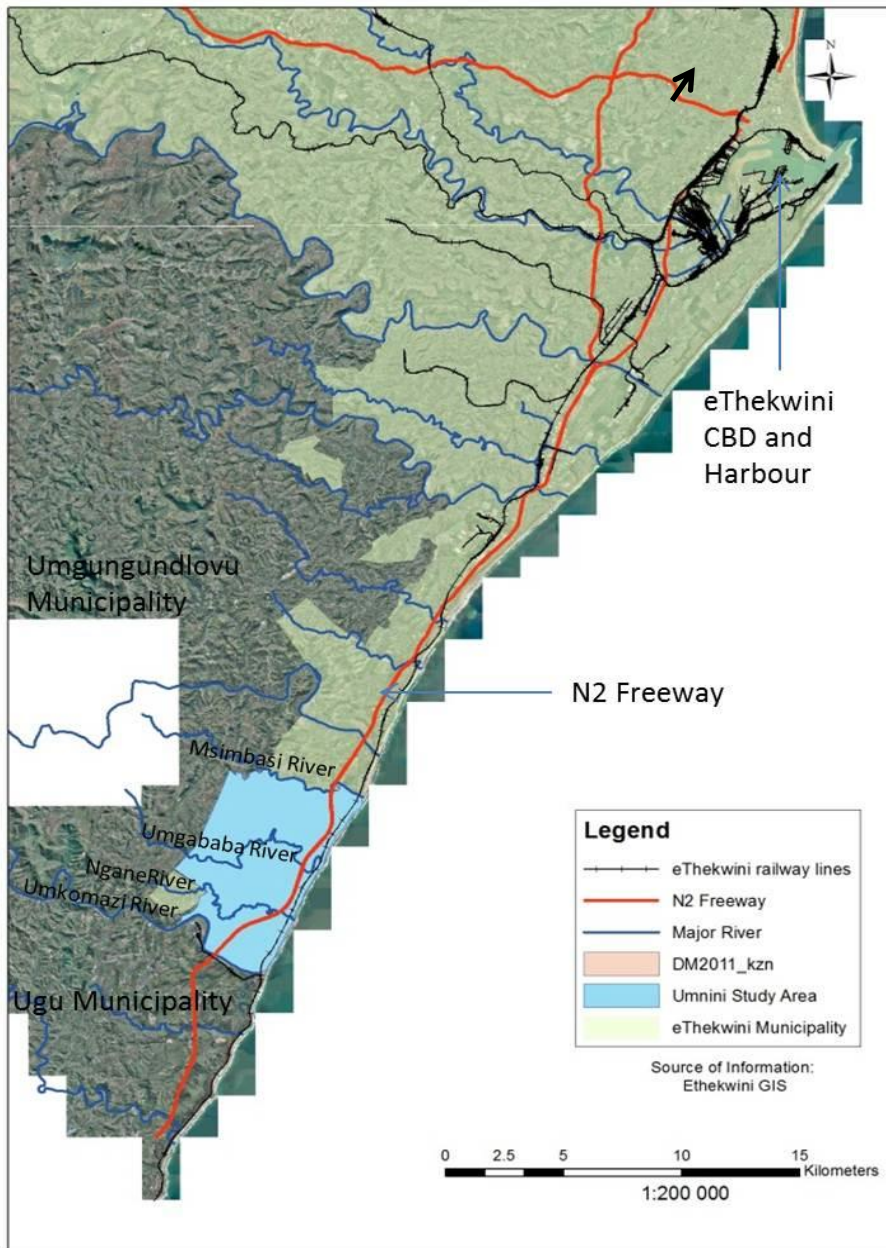
In denser settled areas dwellings are predominantly block houses, some of a substantial size, while in the rural area traditional mud hut structures are most prevalent. There are no formal cadastral boundaries to the properties and land allocation is done by the traditional council and Ingonyama Trust issues the long term leases to inhabitants. Most of the umuzis/ households have GP co-ordinates done and the next phase is for the land surveyor to put pegs in the ground.

Other than the tourist infrastructure and trading stores in the Umgababa area, there is very little economic activity in the area and subsistence farming appears to be the main source of income.





4. LOCATION MAP



5. DESCRIPTION OF THE TECHNICAL WORKSHOPS

EThekweni Metropolitan Municipality is the largest City in this province and the third largest city in the country.



The delegation will leave the ICC to Umgababa through the Inkosi Luthuli Highway to join the N2 southbound. On the route the delegation will be shown the old airport site, Prospecton industrial area where there is Toyota Car Manufacturer, Isiphingo, Amanzimtoti area (New town centre and old town centre) and the proposed Illovo Auto Supply Park opposite Karedene. Across the Msimbazi River, the tour bus will take the Umgababa off ramp which will take us to the Umgababa Beach for the workshop session. The delegates will then move to the Thusong Centre for a formal presentation and discussions.

The settlement patterns in the study area fits with the theme of the Conference of Cities we have vs Cities we need, in that less formal planning happened in this settlement and there are no cadastral to show the extent of the land that is either in state ownership (national, provincial or local) or privately owned in terms of the leases that exist with the Ingonyama Trust Board. As it stands the tribal authority uses the old system of allocating land and don't demarcate cadastral maps of such processes. The city engineers find it difficult to provide infrastructure on such areas since there is no drawings/ plans showing road reservations, school sites, shops, density maps etc and land for roads where most of the infrastructure is laid. The study area shows a city we have that has a myriad of challenges from developmental point of view.

Given such an area, as planners how do we respond to this situation and what proposals do we feel could best address the needs of this community to a point where it meets the goals of a city we need.

6. CHALLENGES AND THREATS

- Traditional land tenure systems which does not provide certainty to occupants and investors. The settlement is densifying at a very fast rate without waterborne sewerage and related infrastructure.
- Need intervention from Development Planning, Environment and Management Unit to manage development in an orderly manor to avoid disasters such flooding for inhabitants in low lying areas, spread of diseases due to lack of , fatalities on major roads and Railway line etc.
- Enhance rural livelihoods and lifestyles.
- Reduce the effects of sea level rise on people that have settled close to the dunes.

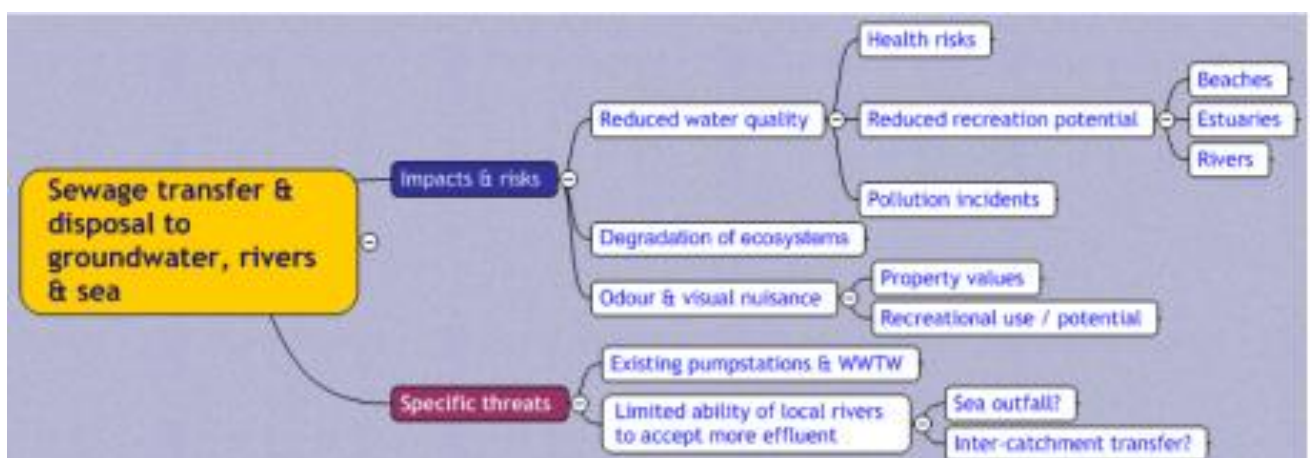
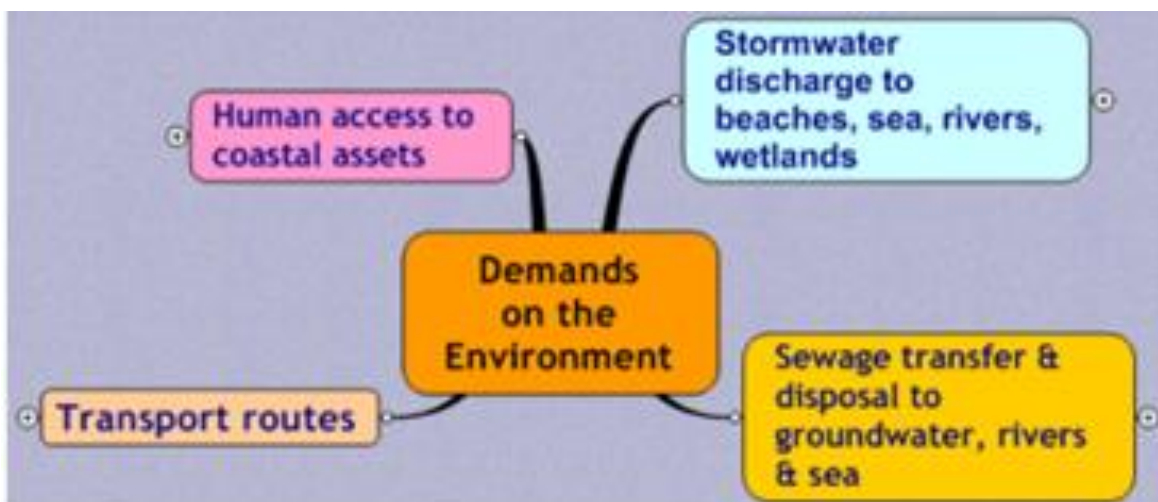


- Control densities by introducing a rural scheme to manage development to be in keeping with rural lifestyle.
- High unemployment levels due to lack of skills.
- Loss of agricultural land.
- Lack of social services for example schools, clinics etc.
- Low income level.
- Tribal conflict.

6.1 Environmental Challenges

The diagram below summarises the myriad of environmental threats associated with the current developments in the area;

ENVIRONMENTAL THREATS



7. EXPECTED OUTCOME

- Guide lines to prepare a Settlement Plan/ Development Plan/ Land Use Framework to guide infrastructure provision and Land Use Management in the study area
- Guidelines for a livelihood strategy
- Guidelines for an Environmental Impact Assessment for the area since the study area abuts the Indian Ocean, traversed by 3 riverine system and has steep and often unstable slopes
- Guidelines Institutional plan for implementation

8. ITINERARY

Technical Workshop Item	Description	Time
Workshop delegates depart from Durban ICC	All participants and delegates depart from the Durban ICC	8:00
Arrival of delegates at	All participants and delegates will be welcomed by the technical workshop leader Themba Masimula when the delegates arrive in Umgababa Beachfront. A brief history of the area will be presented by the project manager appraising delegates of what the area is about? How many people reside in the area, how people survive? Where they get their services for example electricity, water etc.....	
Presentation and Discussion -		

Technical Workshop Item	Description	Time
	After a brief presentation of what the area looks like, discussion on the possible scenarios for the area will be discussed with a view of creating guidelines to prepare a Settlement Plan/ Development Plan/ Land Use Framework Plan	
Tea Break		
Workshop delegates depart from Umgababa for Durban ICC	All participants and delegates depart from UMGababa Beach for Durban ICC	12:00

9. TECHNICAL WORKSHOP LEADER(S)

Mr Themba Masimula – (Project Manager)

Mr Justin Rajan-