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TECHNICAL WORKSHOP 5 – RAY NKONYENI MUNICIPALITY

1. BACKGROUND

Ray Nkonyeni Local Municipality is a category B municipality and falls within Ugu District found in the Southern part of KwaZulu Natal. The municipality has its administrative seat in Port Shepstone. It stretches from Hibberdene to Port Edward on the coast covering 67 km and about 30km into the interior. The Indian Ocean borders the Eastern part of the municipality, while on the Southern part runs Umtamvuna River which is the boundary between KZN and the Eastern Cape. Ezinqoleni municipality borders the north-western part while Umzumbe municipality borders the northern part and Umdoni Municipality is on its north-eastern boundary.

The municipality covers approximately 837km² in geographic area. The spatial location of the Municipality is an advantage as the National road, N2 runs through it ensuring accessibility and linkage with both Ethekeini and the Eastern Cape. It is also a mere 120km from the city of Durban, main commercial center of KZN and the metropolitan cities of the Republic of South Africa. The municipality consists of twenty nine wards which vary in size and population with a total population of 256135 according to the 2011 Census Report, for the whole municipal area. Wards along the coastal belt have a higher number of people due to economic factors as compared to those in the hinterland. However, it must be noted that in as much as the population vary according to a ward locality, the population is evenly distributed throughout the municipality.

Ray Nkonyeni Municipality, is one of the 61 Municipalities in the Province of KwaZulu-Natal. The municipality is still faced with social and spatial development challenges which include but not limited to Unemployment, Poverty, Inequality, Access to clean water, housing and electricity, Informal settlements and skewed development that is biased to the coast urban areas. Ray Nkonyeni Municipality is also facing urbanisation trends. This puts pressure on the municipality to develop new infrastructure and extend services to new growth areas.

The Ray Nkonyeni Municipality is the most concentrated economic hub within the Ugu District Municipality. The main features of the economy are tourism and agriculture with some manufacturing centred around Port Shepstone.



2. REGIONAL LOCATION OF RAY NKONYENI MUNICIPALITY

Map 1: Ray Nkonyeni Regional Locality



3. DESCRIPTION OF THE TECHNICAL WORKSHOPS

Ray Nkonyeni Local Municipality is the economic hub of the Ugu District Municipality in the KwaZulu-Natal Province. The coastline is dotted with small towns, many of which serve as seasonal recreational hubs, such as Port Shepstone, Umtamvuna / Port Edward, Margate, Hibberdene and Impenjati / Southbroom. These towns feature a wide range of tourist-oriented businesses, including restaurants, bars, clubs, movie houses, golf courses, clothing shops, museums, and various types of accommodations. A range of beaches are world-class quality are found along the entire seaboard. Hibberdene Beach, Ramsgate Beach, Marina Beach/San Lameer, and Lucien Beach have been recognized as Blue Flag beaches. The area therefore attracts tourists from KwaZulu-Natal and other provinces as well as international tourists.

3.1 ALAMEIN AVENUE PRECINCT PLAN

Ray Nkonyeni Municipality has identified Alamein Avenue Precinct as one of the main focus of the tour. The project area falls within two wards i.e. Wards 3 and 19. It falls mostly within the Uvongo Area which is a relatively small town with a population of approximately 5 804 (ward 19) and 8 531 (ward 3). The study area is a small but significant area which is located in the southern section of the municipality. It is made up of two settlements i.e. Uvongo town and Masinenge Informal Settlement. Currently, there is a spatial divide between the two settlements which emerged from land needs and access to urban opportunities which has resulted in crime, high pedestrian traffic from the informal settlement into the Uvongo town; vehicle traffic congestion; dilapidation of road infrastructure; etc.

The settlement pattern of Uvongo area is characterised by large formal residential developments; a river that has a waterfall that flows into a small gorge near the mouth of the Vungu River, separating Uvongo and Margate area. The project is on the boundary of the R61 Toll Road which bisects the project area in a north to south direction from Port Shepstone to Margate. The R620 road runs parallel to R61 on the east of the project area providing access to the Uvongo seaside resorts and residential areas. On the eastern side of the R61 Toll Road, there is the majority of the properties which are zoned “*Residential Only 4*” and “*Agriculture 2*”. These properties have been developed with free standing homes for the most part. This is an established residential area with other uses such as nurseries and light industrial embedded within the residential fabric.

Map 2: Alamein Avenue Precinct



Figure 1: Uvongo Housing Typologies



Figure 2: Showcasing the mixture of “non-compatible” land uses located in close proximity



(Source: Alamein Avenue Precinct Plan Environmental Study Report, 2015)

Masinenge Informal Settlement is located on the south western side of the project boundary. The location of the informal settlement is not entirely desirable as it is located in a relatively sensitive land and there are light industrial uses in the vicinity of the area. This poses health and environmental hazards for the residents.

Figure 3: Masinenge Informal Settlement



Figure 4: Masinenge Housing Development Typologies



The project responds to two of the sub-themes of the congress, namely, ***Transforming Human Settlements and Planning Activism and Social Justice***. It seeks to promote collaborative planning; community involvement; improving development coordination; improve institutional arrangements in terms of regulatory policy making to address issues of social and spatial divide and transformation.

3.1.1 CHALLENGES

The project site is faced with the following fundamental challenges:-

- Lack of spatial integration between the two settlements i.e. Uvongo and Masinenge Settlement;
- Lack of an overall precinct plan addressing urban form, movement and spatial integration;
- Emergence of incompatible land uses within a formal residential area;
- Poor spatial and visual quality of street scape;
- Conflict between vehicular and pedestrian movement;

3.1.2. EXPECTED OUTCOME

Given the identified challenges, the Alamein Avenue Precinct Plan identified a number of vision elements. The workshop is set to seek solutions / recommendations from participants to address the following:-

- **Integration of spaces** i.e. areas of work, live and play;
- **Embrace uniqueness** by promoting diversity of varied cultural identities and exploring ways of best embracing these in giving shape to the urban environment;
- **Promote Healthy and sustainable environments** through effective use of resources; and
- **Promoting socio-economic prosperity** to improve the social and economic status of all the inhabitants.

3.2. MARGATE AIRPORT MASTER PLAN

The Ray Nkonyeni is one of the premier domestic holiday destinations in South Africa and the Municipality is experiencing unprecedented economic growth. For a town to attract and retain co-operations with regional and national ties, an efficient and functional airport that can be easily reached is important. Airports are vital gateways to places and can give effect to stimulating commerce and local economies. The businesses of airports, in particular the growth in 'non-aeronautical' revenues.

Margate Airport holds such potential and is one of the airports identified by the Provincial KZN Regional Airport Strategy which aims to use regional airports to grow the economy of regional towns in both aeronautical and non-aeronautical developments.

Margate Airport is located on Lot 3841, within the Margate Suburb on the south section of the Municipal Area. It is located approximately 22 kilometres away from Port Shepstone CBD which the Ray Nkonyeni Capital and 4.7 kilometres away from the Margate CBD.

The Margate Airport is bordered by a variety of strategic roads such as the P520 and P200 Provincial Road, the R61 and other local roads of significance within the suburb of Margate. Direct access to the site is gained either off the P200 via the Ramsgate Interchange on the R61 or 'through the suburbs' via Alexander/Tedder Road. The P200 Provincial Road that borders the airport has been earmarked as a "Future Development Corridor" within the Municipal Spatial Development Framework.

The Airport is approximately 39 Ha in extent with an air platform that covers approximately 27 Ha and approximately 11 Ha (nett) available for associated commercial developments. The current airport infrastructure is in compliant with **ICAO Code 2B** standards (suitable to fly a 30 seater aircraft but can accommodate larger aircraft when weather conditions permit)

The proposed Margate Airport Master Plan presents an opportunity for development of an "aero-park" and integrated 'non-aeronautical' and aeronautical avenues to improve sustainability in its broad spectrum. An opportunity also exists to create sustainable and viable schemes by carefully integrating airports with their surrounding commercial precincts in order to unlock the catalyst effect of airports on economic growth and development.

Map 3: Margate Airport



Figure 5: Margate Airport



3.2.1. CHALLENGES

The Margate Airport Precinct is faced with the following fundamental challenges:-

- Declining of the General Aviation;
- Air fares are generally high;
- Lack of infrastructure to accommodate bigger aircrafts i.e. 75 seater aircraft and more;
- Significant pressure on the Municipality to support a schedule service for the airport;
- No market that exists to support the aeronautical activities of the airport.

3.2.2. EXPECTED OUTCOMES

Given the identified challenges, the Airport Master Plan identified a number of vision elements. The workshop is set to seek solutions / recommendations from participants to address the following:-

- Establish strategic direction for efficient and economic development at the airport;
- Provide for the development of additional uses of the airport site;
- Improve airport infrastructure;
- Increase tourism and job creation;

- Enable progressive development of facilities when economically justified, in terms of passenger capacity and/or aircraft operations, passenger convenience and freight movements;

3.3. OATLANDS LANDFILL SITE

The Oatlands landfill site is located within the jurisdiction of the Ray Nkonyeni Municipality. The landfill site was developed on behalf of the Region by the Ugu District Municipality prior 1994. The Ray Nkonyeni Municipality took over the operation of the site in 1994. The Oatlands landfill site is part of the service delivery vehicles used by the Municipality to fulfil the constitutional mandate contained in Section 24 of the Constitution of the Republic of South Africa, 1996 (Act 108 of 1996).

Oatlands landfill site is a Class B site recently licensed by the Department of Economic Development Tourism and Environment Affairs (EDTEA). The landfill site is a resource for the Ray Nkonyeni Municipality and the Ezingoleni Local Municipality which will be amalgamated after the Municipal elections on the 3rd August 2016. It should be further noted that the Eastern Cape partially makes use of the site.

The site receives approximately 35 000 tons of Municipal Solid waste collected by Municipal vehicles and private vehicles annually. The site has an estimated 25 years airspace potential. The site has a further potential of becoming a regional site. The disposal of waste is an essential service to the community; currently disposal airspace is available for a maximum of 1 year.

There is a great demand to ensure that the site remains compliant to the set out conditions of the license in compliance/ adherence to section 24 of the Constitution and the sustainable development principles.

The major issues that the municipality is faced with include ensuring that all the management systems of the landfill site are compliant to not only the Constitution but also the conditions of the issued licence.

It is important that the operations of the landfill site does not negatively affect the surrounding landuses that are located in close proximity to the landfill site or vice versa.

3.3.1. CHALLENGES

The Oatlands Landfill Site is faced with the following fundamental challenges:-

- Lack of funding to increase the landfill airspace;
- Insufficient boreholes to support the operations of the landfill site;

- Lack of full compliance with the National Environmental Management Act, 1998 (Act No. 107 of 1998), better known as NEMA.

3.3.2. EXPECTED OUTCOMES

Given the identified challenges the Oatlands Landfill Site is faced with, the question could be asked of how does the Municipality increase the landfill airspace within the challenges of limited funding, and to ensure full compliance with the National Environmental Management Act, 1998 (Act No. 107 of 1998), better known as NEMA.

Map 4: Oatlands Landfill Site



Figure 6: Oatland Landfill Site Leachate



4. ITINERARY

Technical Workshop Item	Description	Time
1. Workshop delegates depart from Durban ICC	All participants and delegates depart from the Durban ICC	7:30
2. Arrival of delegates at Ray Nkonyeni Municipality	All participants and delegates will be welcomed by the Honourable Mayor of the Ray Nkonyeni Municipality at the Desroches Hotel. They will also be welcomed with a warm cultural experience upon arrival. The programme of the day will be explained accordingly. This will include provision of travel packs and introduction of the Tour Guides by Programme Director.	10:00 – 10:30
3. Project site briefing	The delegates and participants will converge at the Desroches Hotel for briefing of the three project sites through presentations prior to be guided to the three project sites.	10:30- 11:30

Technical Workshop Item	Description	Time
4. Project site inspection/ tour	The attendees will be transported to the project site by buses and mini-buses and be further briefed on dynamics of site while physically there. The first project site to be visited is Alamein Avenue Precinct followed by Oatlands Landfill Site and ending with Margate Airport. The total time to be spent on the three sites is approximately 3hours including the travel time.	11:30 - 14:30
5. Lunch	The municipality will provide lunch after the site visit has been conducted at Desroches Hotel.	14:30 – 15:30
6. Discussions	Discussions based on the Technical Tour/ project sites will be undertaken. This discussions will be based on three standardised questions (i.e. one question for each project site).	15:30 – 16:30
7. Mayoral Reception and Networking Session	Finally, guests will be ushered off with a warm cultural experience. Madam Mayor to give vote of thanks, and guests to mingle/ network with each other.	16:30 -18:00
8. Workshop delegates depart from Ray Nkonyeni Municipality for Durban ICC	All participants and delegates depart from the Ray Nkonyeni Municipality for Durban ICC	18:00

5. TECHNICAL WORKSHOP LEADER(S)

The Municipality has nominated the following tour guides which will assist each other in providing details about the identified projects for the Technical Tours:-

No.	Project Name	Designation	Project Tour Guides and Assistance
1.	Alamein Precinct Plan	Town Planning Technician: Spatial Planning	Ms. Nomusa Sibiya – Tour Guide
		Senior Town Planner: Spatial Planning	Ms. Lerato Madihlaba (Assistant Tour Guide)
		Senior Manager: Human Settlements	Mr. Simphiwe Nikelo (Assistant Tour Guide)
2.	Margate Airport Master Plan	Margate Airport Manager	Ms. Yolanda Van Rensburg – Tour Guide
		HoD: Economic Development, Tourism and Planning.	Mr. Siyabonga Zama (Assistant Tour Guide)
3.	Oatlands Landfill Site	Manager: Education and Waste Minimisation	Ms. Yandisa Mhlamvu – Tour Guide