

**TECHNICAL WORKSHOP 7 – ETHEKWINI MUNICIPALITY**

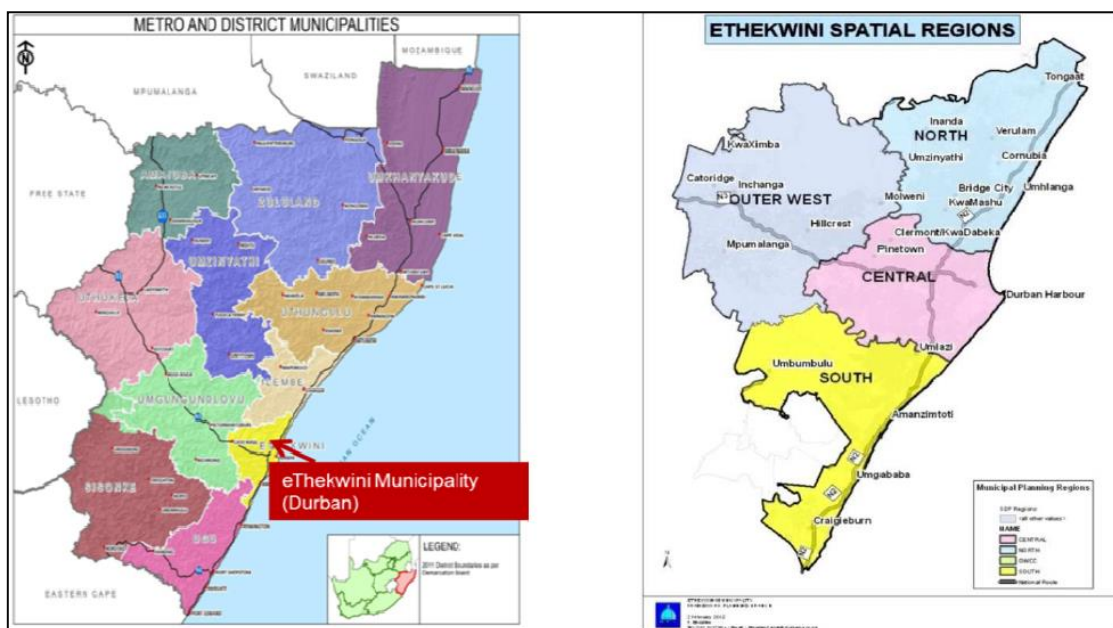


**DUBE TRADEPORT / KING SHAKA INTERNATIONAL AIRPORT**

**1. BACKGROUND**

The eThekweni Municipality is located on the east coast of South Africa in the Province of KwaZulu-Natal (KZN) and is bordered by three district municipalities, namely, iLembe in the north, UGu in the south and uMgungundlovu in the west as shown in Map 1 below. The eThekweni Municipal Area (EMA) spans an area of approximately 2297km<sup>2</sup>, extending from Tongaat in the North to Umkomaas in the South and from the coastline in the East to Cato Ridge in the West and is characterized by coastal plains and steep and dissected topography. Map 2 below shows the spatial extent of the EMA as well as the administrative extent of the municipal planning regions.

Figure 1: Location of eThekweni Municipality Provincially and Spatial Regions



As part of the Municipal planning process and system, the Municipal area has been divided into four functional areas, namely, the Central Municipal Planning Region (CMPR), South Municipal Planning Region (SMPR), West Municipal Planning Region (WMPR) and North Municipal Planning Region (NMPR). The eThekweni Spatial Regions map above outlines the abovementioned spatial planning regions.

The total population of eThekweni is currently approximated at 3.4 million, just over one third of the population of KwaZulu-Natal (Stats SA 2011). The eThekweni Municipality accommodates a wide range of land uses including formal and informal, urban and rural settlements and these are complimented by economic, transport, public and social infrastructure. Other prevalent land uses include agriculture and traditional settlement. A large part of the municipal area is also designated as part of the metropolitan open space system.

## 1.1 Northern Spatial Planning Region

The Northern Municipal Planning Region (NMPR) stretches from the northern banks of the Umgeni River in the South up to and including Tongaat in the North, from the coast line in the east to UMzinyathi, Inanda and border with the ILembe District Municipality in the West and North. This is a total area of 59, 764 ha which represents approximately 26% of the EMA. The role of this region within the broader municipal area is as follows:

- it provides a logistics support
- it has significant residential, commercial & services function
- specializes in coastal tourism & recreation
- it is a trade and industrial investment centre
- has significant agricultural support function

Future economic and residential growth in the North of eThekweni has been planned for around the Dube Trade Port; however it is also critical that growth anticipates and align with the needs of the city's immediate municipal neighbours to the north; Ndwedwe and KwaDukuza.

## 2. DESCRIPTION OF THE TECHNICAL WORKSHOPS

### DUBE TRADEPORT/KING SHAKA INTERNATIONAL AIRPORT

The King Shaka International Airport (KSIA)/Dube TradePort , is located approximately 30 kilometres north of Durban in South Africa. The development presents a greenfields opportunity to promote a highly efficient integration of airport and airfreight infrastructure, supported by complementary, world class logistics platform with high value agricultural, manufacturing and business services zones.

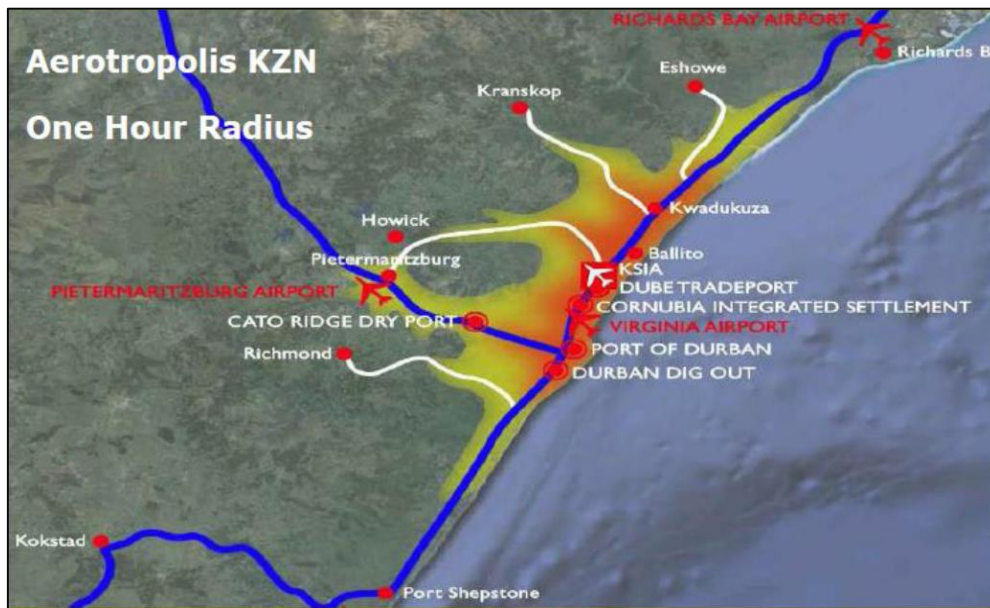
This technical workshop will locate the Dube TradePort development within a global, national, provincial and local context, and reflects on the strengths and opportunities the project presents. The challenges that need to be addressed in planning for airport related development, termed as Airport Cities or Aerotropolis, within a developing world context will be identified. These will be discussed with a view to informing further interventions in the airport region. These issues will be unpacked under the following themes:

#### 2.1 AEROTROPOLIS STRATEGY & MASTER PLAN

The KwaZulu-Natal Integrated Aerotropolis Strategy (IAS), is a commitment by provincial government to ensure that the opportunities presented by King Shaka International Airport, the Dube Trade Port, the ports of Durban and Richards Bay, and other infrastructural assets such as roads and rail are fully exploited to drive the economic development in the province. The strategy seeks to synergise operations in and around the airport by bringing together competing visions for the area, especially those of municipalities, government departments, state-owned entities and other major private sector landowners to foster a truly strategically competitive airport-linked enterprise network that attracts new private investment.



Figure 2: KZN Aerotropolis Footprint-One hour Radius



The success of the Aerotropolis project therefore requires the ability of government, municipalities, entities and the private sector to work together in implementing the strategy. The Aerotropolis is envisaged to bolster the already existing plans to develop a modern airport-driven city around King Shaka (Dube City) and the proposed Dube Trade Port Special Economic Zone (SEZ).

## 2.2 Dube TradePort

The development has a 60 year master plan in place, which encompasses the following four elements (Figure 3):

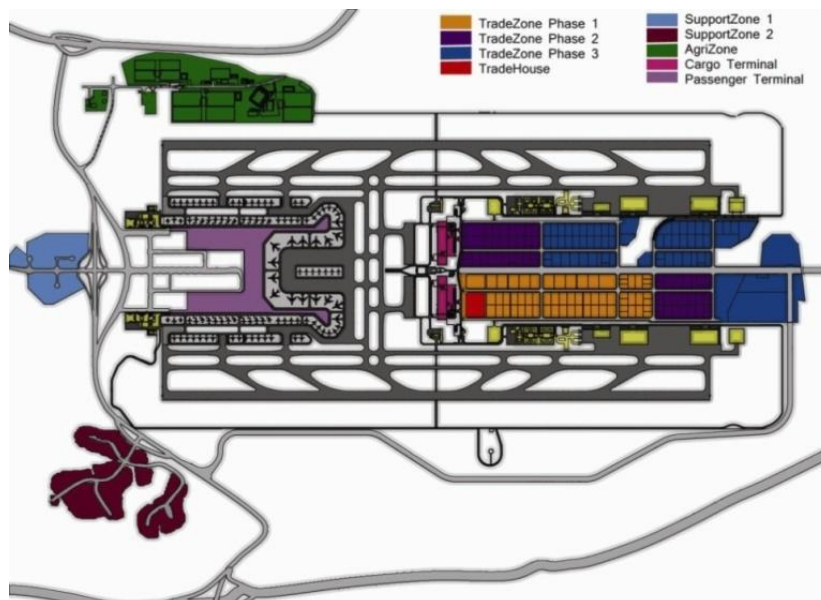
The **International Airport** with capacity to handle 7,5 million passengers per annum in 2015 and a 3,7 kilometre runway that will accommodate the world’s largest aircraft. By 2060 the airport will expand with two parallel runways and be capable of handling in excess of the projected 45 million passengers.

A **Tradezone** that lies between the two planned runways and includes a cargo terminal capable of handling 100 000 tons of cargo per annum on opening which will enable faster export and import of time sensitive products by air. This zone will provide an export environment where tenants, operators and service industries can achieve high levels of productivity, logistics efficiencies and competitiveness. Approximately six hundred and fifty thousand square meters of floor space will be available for development.

A number of **Support Precincts** totalling seven hundred thousand square meters of floor space at full development, where land will be released for the development of offices, business parks, commerce, retail and hotels for development by the private sector.

An **AgriZone Precinct** that includes land for the cultivation of high value farming products and facilities to promote agricultural production and export. The planned facilities include greenhouses, an indigenous plant nursery to grow plants for the rehabilitation of the airport site, pack-houses, a local training centre and buildings for administration, research and associated activities.

**Figure 3: Dube TradePort 2060 Year Master Plan**



The Dube TradePort is a 2060 hectare development located in a greenfields environment, largely surrounded by land currently under agriculture. This therefore presents an opportunity to put into place a land use framework that responds holistically to the aerotropolis concept, and capitalises on the potential of the project to attract growth and development. This is in stark contrast to most European examples, where the aerotropolis concept is usually retrofitted to existing brownfield sites.

### 2.3 Planning challenges

- Demand for land in the aerotropolis region is largely driven by international connectivity. Estimating future connectivity or changes within global patterns of air

traffic is challenging, and planning frameworks need to be flexible enough to accommodate for change.

- Provision of new bulk infrastructure in order to improve the overall efficiencies and reduce the cost of logistics.
- Consideration for locating residential uses outside of the 55LRdn noise contour extends the spatial extent of the aerotropolis area. The tension between retaining sufficient space for future phasing and growth and at the same time promoting a compact urban form requires careful planning, particularly around public transport.
- The real challenge is to integrate the airport led development into city development, so that investment reinforces a functional, well performing place.
- Dealing with environmental issues within the context of aerotropolis development
- Policy choices being made at local government level that may have a significant impact on national and provincial infrastructure. Part of the problem arises from the fact that this is the first airport of this scale to be built in South Africa in the last 60 years and where the position of airports in a global context has fundamentally changed in recent years.
- The lack of previous experience or examples relating to aerotropolis planning in South Africa makes the task all the more daunting.
- A final challenge for planning the aerotropolis region relates to a tension evident in most planning processes. Achieving the most equitable distribution of resources possible, and ensuring that the benefit from this investment does not only accrue to private developers and the airport operation, is an important challenge.

### 3. EXPECTED OUTCOMES

- Proposed interventions on how to address the challenges identified in the airport region.

### 4. ITINERARY

Technical Workshop Item	Description	Time
1. Workshop delegates depart from Durban ICC	All participants and delegates depart from the Durban ICC	08:00

<b>2. Technical Tour Session 1</b>	The delegation will travel north along the M4, off-ramp onto M41 at La Lucia, drive past Gateway/Umhlanga towards Cornubia, proceed along M41 past Cornubia New Town Centre, travel past Verulam Town Centre along the R102, Travel past Canelands Industrial & Mt Moreland, then turn right onto M65/Dube Boulevard.	08:00 – 09:30
<b>3. Arrival of delegates at Dube TradePort.</b>	All participants and delegates to be welcomed by Ms. Mathabo Mosia - Senior Manager: Spatial Planning at Dube Trade Port. Delegates to receive the briefing of the Technical Tour.	09:30 – 10:00
<b>4. Dube TradePort Technical Tour starts</b>	The delegates will be transported, via two shuttles to visit different precincts within the KSIA/DTP and they are the Industrial Zone, the Agrizone, and Cargo Terminal.	10:00 – 12:00
<b>5. Tea and Refreshments</b>	Delegates to be served lunch at the Latitude Conference centre	12:00 – 12:45
<b>6. Technical Tour Session 2: Presentations</b>	Presentation of Airport Planning challenges and opportunities- eThekweni Municipality perspective Discussions/Q & A's	13:00 – 13:15  13:15 – 13:30
<b>7. Technical Tour Session 2: Presentations</b>	Presentation of Dube TradePort Masterplan and precincts Discussions/Q & A's	13: 30 – 13:45  13:45 – 14:00
<b>8. Technical Tour Session 2 Presentations</b>	Presentation of the DURAMP-Durban Aerotropolis Master plan Discussions/Q & A's	14:00 – 14:15  14:15 – 14:30

<b>9. Tea &amp; Refreshment break</b>	Networking	14:30 – 15:00
<b>10. Panel Discussions</b> Led by Mr. Victor Radebe- Programme Manager- Aerotropolis Management Unit	Global South Perspectives of the Aerotropoli development juxtapose with International Aerotropolis development	15:00 – 15:45
<b>11. Technical Tour Session 3</b> Break away session 1 & 2	Proposed interventions to address the challenges identified in the airport region.	15:45 – 16:30
<b>12. Report back from Break away session 1 &amp; 2 to the main delegation.</b>	Interventions or solutions presentations	16:30 – 16:45
<b>13. Technical Tour Session 4</b> Local Co- Rapporteur response to the Technical Tour	Consolidation of key issues from Technical Tour to be reported back to the Main Congress	16:45 – 17:00
<b>14. Closure &amp; Vote of Thanks</b>	Mr. Cosmas Hamadrizipi-Senior Manager –Policy & Planning -KZN EDTEA	17:05
<b>15. Entertainment &amp; light refreshment</b>	Entertainment	17:10 – 18:00
<b>16. Workshop delegates depart Dube TradePort for the ICC</b>	The delegation will travel north along the International Trade Route, turn right into Ushukela Drive, turn right onto M4 and travel along a coastal scenic drive	18:00 – 18:45

## 5. TECHNICAL WORKSHOP LEADER

- Mr Emmanuel Letebele  
Senior Professional Planner  
eThekweni Municipality  
Strategic Spatial Planning Branch