



52ND
ISOCARP
CONGRESS

12 - 16 SEPTEMBER 2016
DURBAN, SOUTH AFRICA

"CITIES WE HAVE VS. CITIES WE NEED"

CONGRESS RECAP

Part 1

PLENARY



ISOCARP

Knowledge for better Cities

International Society of City and Regional Planners
Association Internationale des Urbanistes
Internationale Gesellschaft der
Stadt- und Regionalplaner
Asociación Internacional de Urbanistas

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Publisher: ISOCARP Publications
Name: Cities we Have vs. Cities we Need
Editor: Slawek Ledwon and Guy Perry
Lay-out: Daniel Radai
ISBN: 978-94-90354-49-7
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"CITIES WE HAVE VS. CITIES WE NEED"



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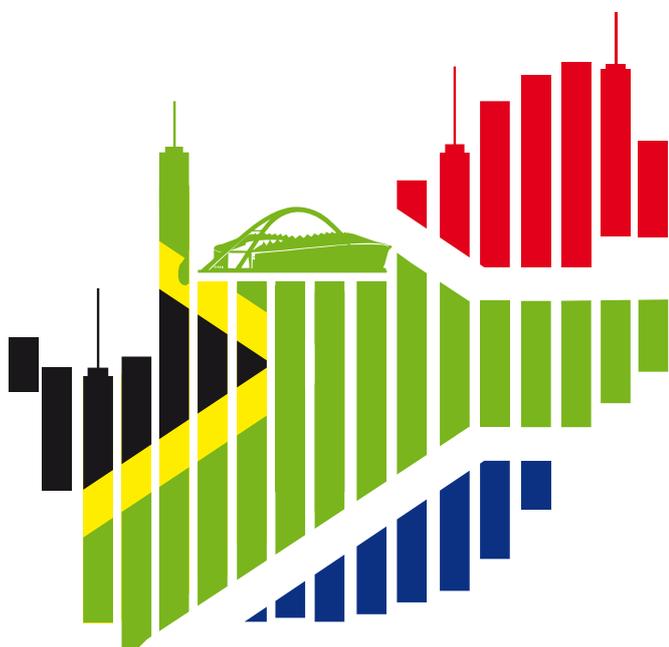
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52ND ISOCARP CONGRESS

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"CITIES WE HAVE VS. CITIES WE NEED"

Introduction

by Slawomir Ledwon, Vice President Congresses and Events

Introduction

After the 2015 Congress was hosted in The Netherlands, Belgium and Germany and ISOCARP celebrated the 50th Anniversary - in 2016 the event was hosted in Durban, South Africa.

ISOCARP and the Local Organising Committee, together with the partners and sponsor, worked together to deliver this event to the highest standards. The theme was "Cities we Have vs Cities we Need". The Congress Team, led by the General Rapporteur – Guy Perry – was responsible for the content. Over 100 papers presented were complemented with keynote speakers and plenary sessions. Apart from that there were 7 technical workshops on the first day prior to the main part of the event.

It was an extraordinary opportunity for exchanging knowledge, showcasing the latest trends, networking and learning more about Durban and South Africa.

The following publication is a summary of the event.

Congress Theme

The congress theme is different each year and it is selected not only to discuss the latest trends in planning, but also to best address the local planning issues in the hosting country – by helping to answer the burning questions and tackle the present problems.

Nowadays urban populations in cities around the world are growing at unprecedented rates, changing the profiles of the urban world and redefining the outlook of the urban phenomenon. As cities grow, there are complex challenges stemming from stretched transportation, housing, energy and water infrastructure. Ancillary, pandemics, rising food prices, polluted waterways and skies, blackouts and joblessness have eroded quality of life and destabilized societies and their prospects for prosperity. This demographic change is also assigning and demanding new roles and functions for cities as well as changing their economic, social and political character. Many, especially in the developing world, are not functioning well due to significant social problems such as high levels of poverty and poor infrastructure.

This challenges urban practitioners to harness urbanisation for sustainable development and inclusive growth in these cities under strenuous conditions. Hence, the pressure to reinvent planning and transform cities at local, regional and national scales. Architects, engineers, urban planners, civil society and policy makers face unprecedented challenges to creating sustainable, healthy, 'smart', 'green', adaptive, inclusive, productive, safe, flexible and resilient cities.

The theme of the 52nd ISOCARP International Planning Congress "Cities we Have vs. Cities we Need" was conceived as a catalyst to foster trans-disciplinary ways to interpret the past and conceive the future of cities. This requires a reflection on current practice of planning and the making of cities and for the generation of different ways in which the cities we need are created. It calls for sharing of knowledge and practice about cities as well as innovative ways in which desirable cities of the future are created. The theme provides an opportunity to work toward collaborative solutions for the challenges faced by the cities we have in order to create the cities we need in future.

Sub-themes

The main theme was divided into 6 sub-themes that dealt with different aspects of "Cities we Have vs. Cities we Need". The objective was to cover many issues, and at the same time to be able to discuss them in smaller groups. These formed tracks during the congress that run in parallel during the paper sessions.

1. Transforming human settlements.
Theme was focused on the planning, building, development and management of human settlements. It addressed spatial patterns of social and economic inequality and their potential integration.
2. Planning Activism and Social Justice.
This theme was focused on the role of activism within planning process and how it has impacted cities and redefined planning priorities, for better and worse.



3. Envisaging Planning Theory and Practice for the next decades. This theme provided a critique of inherited planning practices and highlights innovation where planning theory and practice is reinvented or recast to create more relevant cities in the developing world.
4. Urban Planning and Policy making in times of uncertainty, fragility and insecurity. Planning is an instrument that can help address the challenge of environmental, political and economic uncertainty, but it can also be used to dominate and subjugate citizens. This theme elaborated the role of planning in situations of flux.
5. Intelligent Cities for People. This theme tackled the definition of smart cities where technology and access to data can be exploited for an unprecedented awareness and control of our built environment. It also argued if the human priorities of these cities been appropriately defined, while the technology flourishes.
6. Planning for an interlinked and integrated rural-urban development. This subtheme explored the changing conceptualization of the urban rural divide and the possibility of new forms of urbanity and rural existence. It aimed to answer should or can rural-urban migration be mitigated by intelligent villages and rural development and if the urban development must be more shaped by its non-urban context.

Congress Team

Scientific content of the ISOCARP congress is coordinated by the General Rapporteur and managed by the Congress Team members. The latter are responsible for each of the subthemes – from reviewing and selecting the abstracts,

reviewing paper submissions, structuring the sessions, leading the discussions to summarising the findings of each track. Usually there are two Co-Rapporteurs per track and they represent the international ISOCARP Membership. In 2016 the teams were extended with one local Co-Rapporteur from South Africa. The aim was to allow for a better understanding of how the particular sub-theme is represented in the local context and also to be able to leave a more meaningful legacy. This cooperation was an excellent display of teamwork and delivered noteworthy results.

The General Rapporteur for the 52nd ISOCARP Congress was Guy Perry and his Congress Team members were:

Track 1: Transforming human settlements

Malgorzata Hanzl, Poland/USA, Ahmed Sangaré, Côte d'Ivoire & Local Co-rapporteur: Peter Robinson

Track 2: Planning activism and social justice

Brett Clavio, USA; Dorota Kamrowska-Zaluska, Poland & Local Co-rapporteur: Thulisile Ncamsile Mphambukeli

Track 3: Envisaging planning theory and practice for the next decades

Milena Ivkovic, Netherlands/Serbia; Nuin-Tara Key, USA & Local Co-rapporteur: Mark Oranje

Track 4: Urban planning and policy making in times of uncertainty, fragility and insecurity

Jacob Babarinde, Papua New Guinea; Elizabeth Reynolds, England/Australia & Local Co-rapporteur: Geci Karuri-Sebina

Track 5: Intelligent cities for people

Huang Jianxiang, Hongkong; Awais Piracha, Australia & Local Co-rapporteur: Aurobindo Ogra

Monday 12 th Sep	Time	Tuesday 13 th Sep, ICC	Wednesday 14 th Sep, ICC	Thursday 15 th Sep, ICC	Friday 16 th Sep, ICC
<i>Seven Technical Workshops</i> <i>eThekwinini (x3)</i> <i>Msunduzi</i> <i>Hibiscus Coast</i> <i>KwaDukuza</i> <i>uMhlathuze</i>	8:00 -	Registration	Registration	Registration	Registration
	9:00 - 11:00	Opening Plenary	Plenary - Keynotes	Matchmaking	Habitat III
	11:00 - 11:30	Break - Exhibitions	Break - Exhibitions	Break - Exhibitions	Break - Exhibitions
	11:30 - 13:00	Congress Intro	Tech. Workshop Reports	ISOCARP Projects	Closing Plenary
	13:00 - 14:00	Lunch	Lunch	Lunch	Lunch
	14:00 - 15:30	Six parallel tracks	Six parallel tracks	Six parallel tracks	14:30 - 18:00 Members Only – Bureau Meeting & Annual General Meeting
	15:30 - 16:00	Break - Networking & Mentoring	Break - Networking & Mentoring	Break - Networking & Mentoring	
	16:00 - 17:30	Six parallel tracks	Six parallel tracks	Six parallel tracks	18:00 Post-congress Tours
	17:30 - 19:00	YPP Workshop Report	ISOCARP Awards and Partners	Launch of the 25 th YPP Ann. Celebrations	
		19:30 (19:00 Departure) Welcome Reception Passive Entertainment	19:00 Passive Entertainment (Heritage)	20:00 Dinner, Awards Ceremony & Congress Party	

Track 6: Planning for an interlinked and integrated rural-urban development

Tathagata Chatterij, India; Lorraine Gonzales, USA & Local Co-rapporteur: James Chakwizira

Congress structure

The congress programme comprised of five days. First day was dedicated to 7 parallel Technical Workshops in different areas of the Durban region. Then there were 4 consecutive days of central programme, hosted at the Durban International Convention Centre. This included plenary many sessions and parallel track presentations. Evenings were reserved for networking and social events. On the last day, after the closing plenary session, there was time for ISOCARP Bureau Members and Annual General Meeting. These were meetings of ISOCARP members to discuss the current business of the society.

Technical workshops

There were 7 technical workshops as an integral part of the congress. They were organised and hosted by municipalities: eThekwinini Municipality

(Inner City and Peri Urban workshops), uMhlathuze, KwaDukuza Local Municipality, Ray Nkonyeni, Msunduzi and eThekwinini DubeTradeport – KingShaka.

The concept was to combine technical tours, which are usually site visits showcasing the development and planning aspects in study areas, by mixing them with interactive discussions – workshops. The delegates had a chance to familiarise with the current issues regarding the workshop theme and then to contribute to the debate on the future trends and solutions. The results were presented during a plenary session to the whole audience. These comprehensive reports also allowed delegates to experience other technical workshops that they could not attend.

The trips also had networking and entertainment programme with lots of surprises and excitement for the delegates that allowed them to experience the true South African culture, hospitality and also socialise and network with others.



Keynotes

One of the main highlights of each congress are keynote speeches. In Durban there were three excellent contributions to the plenary by Vanessa Watson, Nicholas You and Michael Hardman.



Vanessa Watson

Vanessa Watson is professor of city planning in the School of Architecture, Planning and Geomatics at the University of Cape Town (South Africa). Her research over the last thirty years has focused on urban planning in the global

South and the effects of inappropriate planning practices and theories especially in Africa. Her work seeks to unsettle the geo-politics of knowledge production in planning by providing alternative theoretical perspectives from the global South. Apart from being the author or editor of numerous publications, she was chair and co-chair of the Global Planning Education Association Network (2007-2011). Vanessa is a founder of the Association of African Planning Schools and is a founder and on the executive of the African Centre for Cities at the University of Cape Town.

Sustainable Development Goal 11 and the New Urban Agenda: can planning deliver?

In October this year the New Urban Agenda of SDG 11 will be debated and adopted at Habitat 3 in Quito. It proposes, for the first time, a socially progressive vision for all cities in the world by 2030. These propositions undoubtedly capture the cities many of us want, accepting that highly diverse contexts shape this vision. However, this vision is a far cry from the kinds of cities we have, requiring (as drafters concede), a transformatory approach.

Planning is located as a central implementing tool in the Agenda but is it an approach to planning which can achieve these very high expectations?

Nicholas You

Nicholas You is an urban specialist and thought leader. He was the senior policy and planning advisor to UN-Habitat and the manager of the Habitat II Conference held in Istanbul in 1996. He is the founder and honorary chairman of the UN-Habitat World Urban Campaign Steering Committee, immediate former chairman of the Assurance Group for Urban Infrastructure of the World Business Council for Sustainable Development, and is currently the Chair of the Urban Strategy and Innovation Council for ENGIE (formerly GDF-Suez) and of the Steering Committee of the Sustainable Cities and Communities Programme, China. He is an advisor for numerous projects on urban sustainability and urban innovation, working worldwide.



Smart Approaches to Sustainable Urban Development

Literature abounds with references to “smart city” and “big data” approaches to solving urban problems. Is there such a thing as a “smart” city? Perhaps this is the wrong question to ask. Recent examples of urban innovations from Asia, Africa, Europe and the Americas show, however, that there are “smart approaches” to making our cities more liveable and hopefully more sustainable. The lessons learned are clear and compelling and have less to do with technology and data than with good urban governance and people.





Michael Hardman

Michael Hardman is Lecturer in Geography in the School of Environment and Life Sciences at the University of Salford, Manchester, United Kingdom. He is an interdisciplinary researcher interested in the broad area of sustainable

urban environments. His research predominantly focusses on the idea of 'urban agriculture' and explores ways to introduce agricultural activities into cities, particularly through informal means such as 'guerrilla gardening'. He leads a wide variety of externally funded projects which explore the potential for urban agriculture. His book 'Informal Urban Agriculture' was the first in the Springer international urban agricultural series. Michael's research has featured heavily in the media.

Edible Cities: Exploring the Need
for Urban Agriculture

Urban agriculture, simply agricultural activity in the city context, is an ever-growing movement; from the rooftop farms of New York City to the informal gardens of Johannesburg, there is a wide range of activity being pursued globally. Research has shown that there has been an upsurge at both ends of this urban agricultural spectrum, with evidence suggesting that grassroots 'guerrilla gardening' is gaining in popularity whilst simultaneously large-scale commercial urban farming is also on the increase. This talk critically evaluates the need for such urban agriculture in our cities and whether the practice should be embraced more by authorities.

Other elements

Young Professional Planners

The YPP programme has celebrated its 25th anniversary during the Durban congress. There were presentations and reminiscences from the past and even a birthday cake to share. The first workshop took place in 1991 in Cancun, Mexico, under the guidance of Professor Estefania Chavez de Ortega. Since then some 500 young planners have participated in the workshops. Professor Estefania also attended the event in Durban.

On the occasion of the 25 year celebration of the YPP programme the workshop had a larger format than the years before. Almost 80 international and national YPPs were invited. The results of the workshop have been presented at the plenary session and also summarised in this report.

ISOCARP Projects

ISOCARP is a very active society that involves its members in various activities. Many of those are worldwide projects. There was an opportunity to present all of the programmes and the results of recent projects at the plenary in Durban.

One of the core activities is Urban Planning Advisory Team. This is a project based programme that aims to deliver planning solutions for a particular local issue. The work is followed by a report summarising the efforts for the client. During the congress plenary there were two UPATs presented – Gaza and West Bank.

Apart from that ISOCARP has been running capacity building programmes and intensive training. Also there was Moscow Urban Forum in 2016. The emerging programme is also mentoring, which comprises of three components. The first one is Mentor and Student Research Lab, which has already been tried and tested in 2014. The 2016 edition was held in Gdansk, Poland. The other two are: Mentor a Paper (assistance for congress authors with their papers) and Mentoring Sessions (meetings between generations during a dedicated time at the congress). Both were first launched in Durban and were a huge success, very popular both with Mentors and Mentees.

ISOCARP Awards

They are a traditional part of the society's activities. There are Awards for Excellence that are a recognition of exceptionally innovative urban and regional initiatives. Since 2005 they serve as the highest honour that the International Society of City and Regional Planners can award to a city, region or an institution. We also have Gerd Albers Award that is given for best publications by ISOCARP members since 2001. It was established in 1999, in honour of Professor Gerd Albers, one of the Co-founders and past Presidents of ISOCARP, on the occasion of his 80th birthday. The Award is given annually, with a public announcement at the congress. Also there is Routledge Poster Prize for the Young Planning Professionals. It is made possible by Routledge Publishers that give an annual grant to ISOCARP. This grant is awarded to the best poster in the YPP Exhibition during the event.

Technical Workshops

COP17/CMP7
UNITED NATIONS
CLIMATE CHANGE CONFERENCE 2011
DURBAN, SOUTH AFRICA



I. eThekweni Municipality - Inner City

by Zenzile Mbinza

Introduction

The International Society of City and Regional Planners (ISOCARP) organised its 52nd Congress in Durban, South Africa between the 12th and 16th of September 2016. As part of this Congress, seven technical tours were organised. This brief reports on the first of these, which was the Inner-City Development tour in eThekweni, Durban's metropolitan municipality.

Significance of the inner-city development tour

Like many other cities in South Africa and generally the world over, cities have expanded exponentially both in terms of population and size. The expansion of cities has in turn meant that previously prized areas of the city have been in decline for the better part of the last century. What has occurred in cities is a reverse in ideology where residents have opted for the suburban areas of the city owing to increased mobility both thanks in part to the automobile and increased standards of living. As a result of this, the inner-city has become a shell of poverty and rapid urban succession.

The tour was meant to highlight and exhibit eThekweni's inner-city development projects which were aimed at revitalising this space and bringing people back to it. The projects were premised on the idea of being people-centric in such a way that the inner-city indeed became a space in which they can thrive echoing the Congress's overall theme of Cities we have versus cities we need. These efforts cemented the city's drive for wanting to be Africa's most liveable city, where all citizens live in harmony by 2030.

Places visited during tour

The tour began by a walk through Warwick Junction. Thereafter, a brief overview of the inner-city was given by eThekweni's officials on the significance of the space at City Hall. The tour then proceeded to the Centrum sites for participants to gauge the civic precinct and its relationship to the broader inner-city. This was important for the reason that the municipality had to ensure that it was seen to be invested in the inner-city as opposed to be improving it for people. The tour ended with a walk to the promenade where participants were made to understand the link between inner-city and its public open spaces.

Key observations about eThekweni's inner-city

The observations made for this tour can be summarised in five broad themes and these are:

- a) Renewal:- through its projects, eThekweni's inner-city was in a state of resurgence. However, it was obvious to see that the change was engineered to the extent that the change witnessed was almost shocking. This is because the project had been initiated with the object of erasing the what was in the space as opposed to working with it. This approach to inner-city redevelopment has proven to be the city's biggest challenge to date.
- b) Transience:- as though caught between the past and the future, eThekweni's inner-city displays a wanting to move on mentality and but this is how it's always been mentality in one. The inner-city presented both a space for escapism for those that were coming from other parts of the city and entrapment for the residents of the inner-city.
- c) Gentrification:- projects were aimed at revitalising the inner-city but there was evidence that they were acting to push people out owing due to the increasing rentals. This was leading to a balancing act that the city would have to play in which it had to consider at what cost this revitalisation project would come.
- d) Identity (or absence thereof):- the conundrum of renewing or not to renew had led to a situation in which the inner-city did not have an obvious identity. This was also fuelled by the many people that found themselves (both South Africa and foreign) in the inner-city but did not necessarily reside there. Thus, the very essence of the role that the inner-city played in broader eThekweni became questionable.
- e) Scale:- the question of the scalability of renewing the inner-city was asked throughout the tour. The scalability relates to how ready the space was for renewal as well as how ready the city government was ready in rolling out projects in the near future. Of concern was how the space and its buildings could be refashioned

to accommodate ever-increasing numbers of people there. Furthermore, the extent to which residents were involved in formulating the projects was never clear and as such the not for us without us (NFUWU) caption sprang up.

eThekweni's inner-city beyond the congress

In taking the inner-city projects forward, the following were recommended:

- 1) For eThekweni to work more closely with inner-city residents and business community

and to avoid adopting a saviour mentality. Government must work with its people as opposed to prescribing what they need.

- 2) For eThekweni to refrain from using poverty as a way of investing property but to rather seek opportunities in which mutual benefit can be gained by the city, the inner-city as well as potential investors.

- 3) For eThekweni to work or rather leverage local assets for renewing the area instead of forging new, foreign assets and identities.

General Thoughts on the Tour

- Walk through the inner city (Warwick, meeting at City Hall, Centrum)
- Presenters very knowledgeable of their area
- Genuine care for the area
- Any inner city is generally challenging to deal with
- Five main issues identified

Workshop 1: Inner City



Identity

- Belonging
- Ownership
- Soul (Essence)
- Raison d'etre
- Chutzpah

Points of Caution

- Need to refrain from "Superman" mentality
- Refrain from romanticising poverty and people's issues in general
- Work with and nurture local assets (including residents)







II. eThekweni Municipality - Peri Urban

by Elizabeth Barclay

Brief

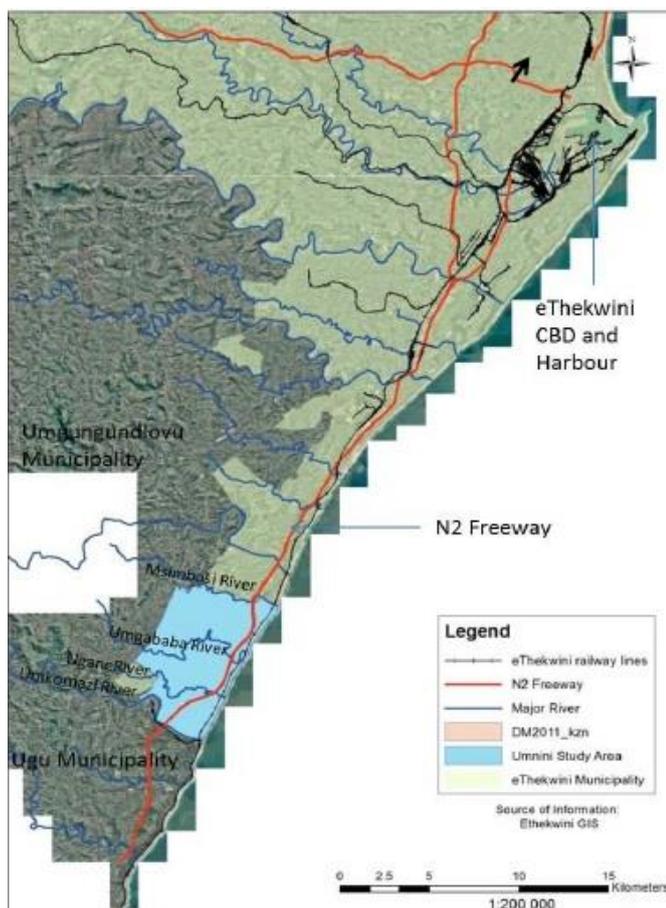
On the 12th of September, 2016, the International Society of City and Regional Planners opened the 2016 congress held in Durban, South Africa by organizing six (6) technical tours to different places within the city. This report outlines the details of the second technical tour to Umnini Municipality in eThekweni tagged eThekweni Peri-Urban. The congress delegates departed the Durban International Conference Centre (Durban ICC) around 8:15 am and made our return around 5:00pm.

Technical Tour 2 Officials

Co-Rapporteur: Elizabeth Barclay

Workshop Assistant (YPP): Oluwabukola Ayangbile

Project Manager/ Tour Guide: Themba Masimula



Location Map

Assistant Tour Guide: Andrias Mkhize

Umnini Municipality Guide/Tutors (Sizakala dept): Mxolisi Ngonelo, Mbuso Ngidi

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.



Residential developments in Umnini



Rich Agricultural land/ regions of conservation in Umnini

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.

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

Settlements 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/ house-holds have GP co-ordinates done and the next phase is for the land surveyor to put pegs in the ground.



Delegates at the Umnini Area



Ward 98 Centre - Delegates making their way into the centre for Workshop presentation and discussions

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.

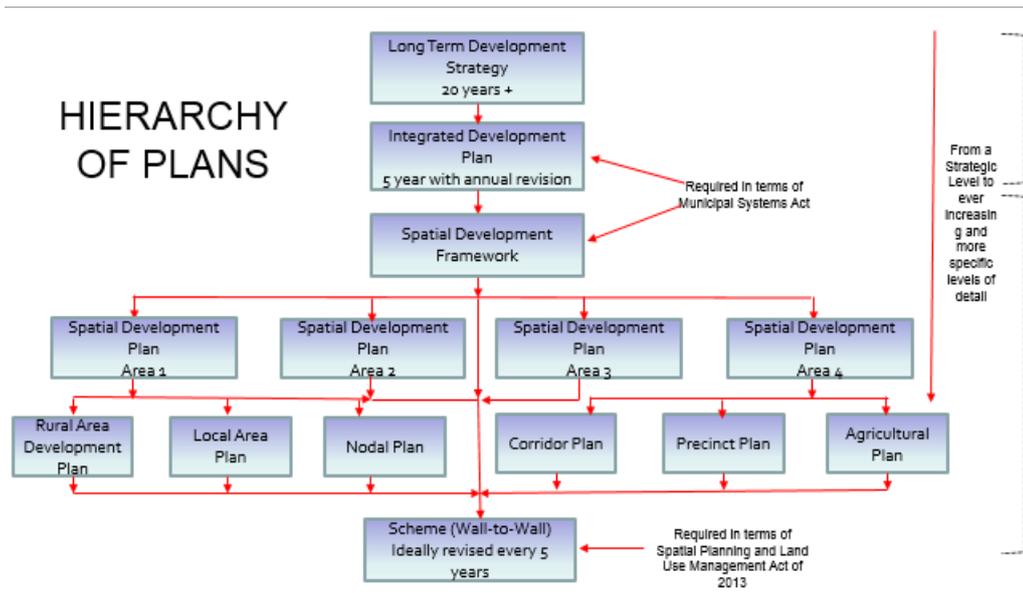
Description of the technical workshop

The delegates left the ICC at 8:15am to Umnini through the Inkosi Luthuli Highway to join the N2 southbound. On the route we were shown the Pent centre; the Wilson's wharf; the Umlathi residences which are one of the oldest in South Africa; the old airport site which is now used for container storage; the key industrial areas where there is Toyota Auto Supply which is the biggest manufacturer in South Africa; Isiphingo, Amanzimtoti area (New town centre and old town centre); the Gadera mall which is the biggest in Durban; and the proposed Illovo Auto Supply Park opposite Karedene. The tour bus took the Umgababa off ramp which took us to the Umgababa Beach and then to the Ward 98 Centre for a formal presentation and discussions. We observed a tea break after the presentation and then continued with the discussions after. At the completion of the discussions, we proceeded to one of the townships dining area to experience African cousins at the Maxis life Style and made our return to ICC around 5:00pm.

Umnini municipality

The Umnini Municipality building was built and completed in October 2012 with the aim to take services closer to the people. It is a green building powered by the supply of electricity from Eskom and relies on natural light as well as solar panel. Before the building was constructed, people had to travel several kilometres to have access to government services. Hence, an idea of a one stop shop where ward 98 residents can have access to virtually all their needs and services was conceived, and this led to the construction of the Ward 98 building. It serves as home to small and medium scale enterprises and this helps to develop upcoming business people in the area; it provides offices for leasing to people who have professional services to render to the people. For example, there is an administrative block, a library, and a tele centre (faxing, internet facilities and computer classes).

The Ward 98 building houses different departments. The Sizakala department is responsible for customer relations in the municipality- certifies documents, provides information about municipal services, receives and responds to reports of electricity and water related faults within houses in the municipality and also prepares the salary of all other government workers in the municipality. The



department of home affairs is responsible for the registration of birth and death, issuing of birth and death certificates and issuing of affidavit for relevant documents verifications. The COGTA (Cooperative Government and Traditional Affairs) department helps people who have challenges within the area- the poor families and families affected by rain etc. The Social workers' department deals with all cases and instances of abuse, foster care and theft in the region. The Social Grant Office is responsible for pension grant and child care grant and they constitute the highest population of staff of the municipality- between 5000 to 5500. There is also a Ward Consular who writes proof of residence letters for admission registration for residents of the Ward.

It is worthy of note that some departments are however yet to move into the building. This include the department of Labour, GCIS and SAPS. But, it is believed that these departments will move in once the lease has been signed.

The Municipality is financed by the rental leases obtained from the business owners and traders within the Ward 98 building.

Questions/ observations raised by the delegates

1. Someone asked why there is no bank in the municipality building since the aim was to bring all necessary facilities closer to the people.

The municipality official wrapped his answers around two issues – security consideration and profitability. The centre is a public property while banks are privately owned, hence, it won't be profitable for banks to locate in the building.

2.. Also, the issue of not giving opportunity to people from outside the ward area to lo-cate businesses in the centre was raised.

It was then explained that the site where the Ward 98 building is located used to be an Art and Craft market where the local people trade. Hence, removing the market to introduce another use means first hand opportunity to the local people. Likewise, the construction of the centre was possible through a joint effort of the locales. Also, there is need for sensitivity of the dynamics of the municipality. Thus, even when spaces are advertised publicly, preferences are given to people from the ward.

3. Also, a question as regards how development activities and programs are carried out in the municipality was raised.

The municipality being a traditional area is under the supervision of the Nkosi. So, for any major program to be carried out in the area, the ward council must notify the Nkosi. Before the centre was constructed, consultation was also made with the Nkosi who then engaged the people and persuaded them to move from the site with a prom-ise of better opportunities in the future. Also, land is obtained from the Nkosi and construction activities is at the discretion of the land owner, but when problems arises, the municipality is bound to intervene.

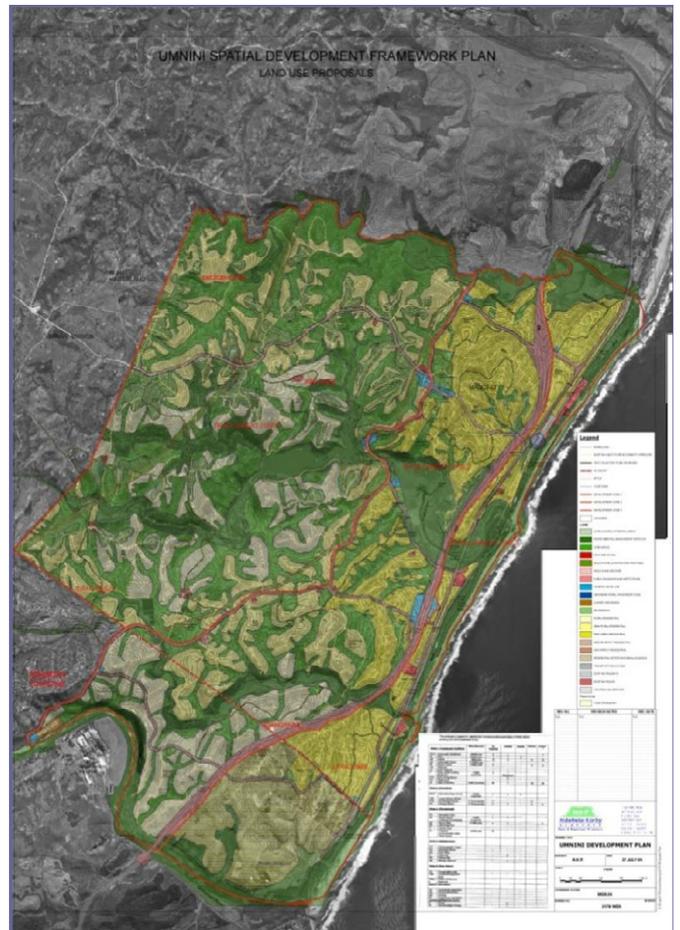
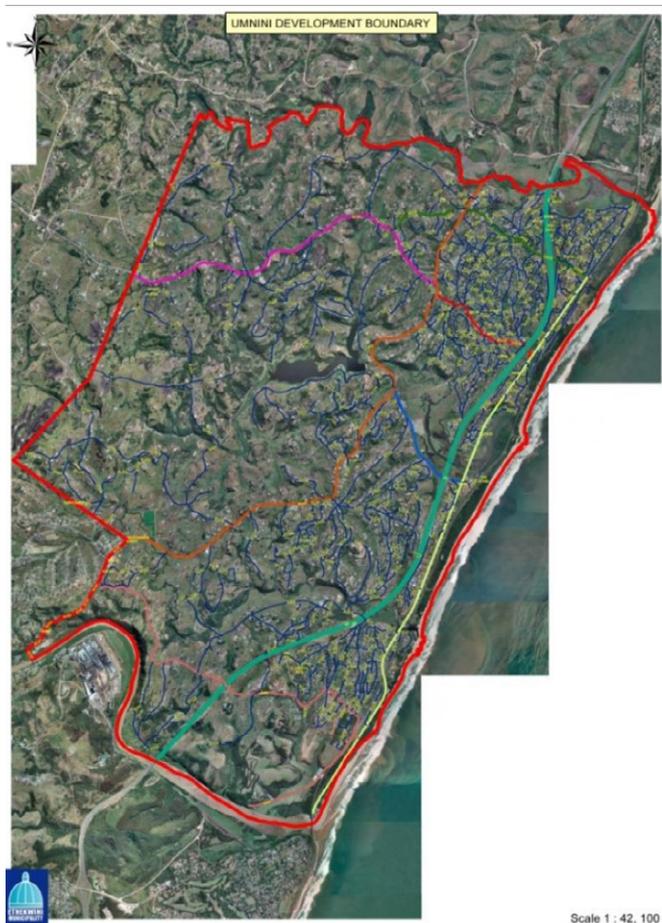
Workshop presentation - Mr Themba Masimula

Title: Land use management - a scheme in a tribal council area: the first for the city, Umnini Settlement (working in a tribal council area of the city)

It is noted that development within the study area

has grown considerably over the past few years without any management or intervention from the Planning Department of eThekweni. As such, there is a need for the Municipality to formulate a Scheme to manage the sporadic growth of this settlement. The aim of this project is to respond to this need by

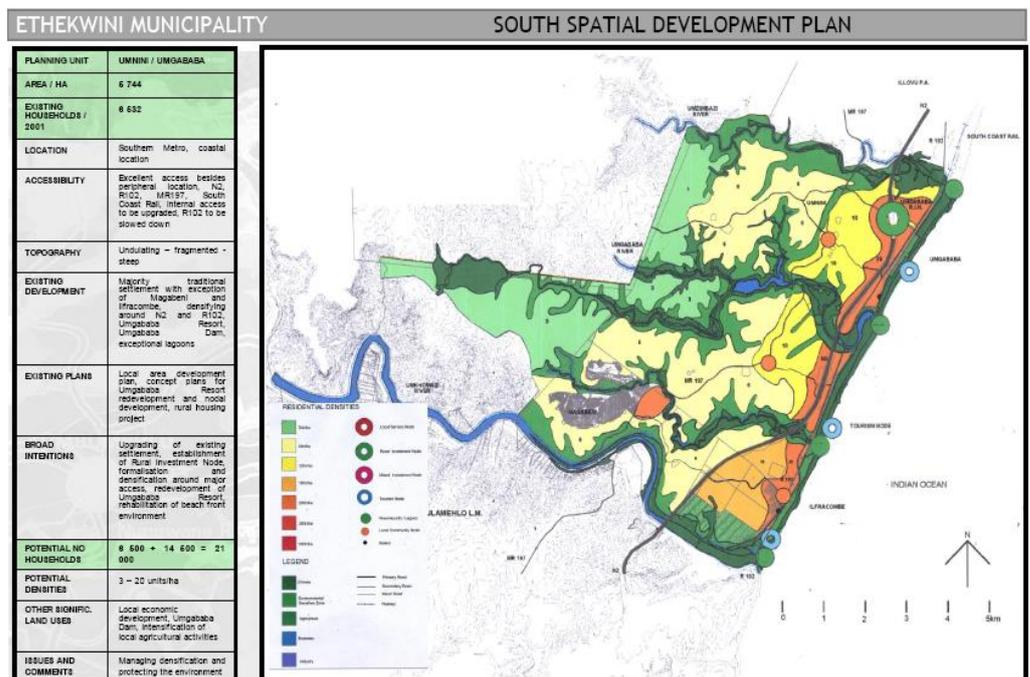
formulating draft Scheme recommendations. These recommendations will then be developed into a proposed amendment to the Southern Consolidated Scheme and taken through the full approval process in terms of the Planning and Development Act, Act No. 6 of 2008. Once approved, the Scheme will



Left: Scheme Location map

Right: Project Plan Map

Bottom: Spatial Development Plan



be used by the Planning Department, Traditional Authority, Ingonyama Trust Board and other service providers to manage development in the area in a sustainable manner.

It is also noted that the study area is administered by the Umnini Traditional Authority and the Ingonyama Trust Board (ITB). Traditional land use management practices have been in place within the study area for many years, and as such, this project needs to take full cognisance of existing land use management system and merge them with the preparation of a Municipal Scheme required in terms of the Municipal Systems Act, Act No 32 of 2000 and KwaZulu-Natal Planning and Development Act, Act No. 6 of 2008. It is also noted that the Spatial Planning and Land Use Management Bill is expected to be promulgated in the near future and this may have an impact on the approval of the Scheme.

The eThekweni municipality came up with a scheme called the Umnini Rural Scheme to be located on the South Side of eThekweni; approximately 4000ha in extent and falls under the jurisdiction of Ingonyama Trust Board (ITB).

Vision of Project

To create Quality Environments

To create a vibrant settlement that is self-sustainable

To promote safe environments

Objectives of Project

Manage and guide development

Create a Scheme that can be used by the Amakosi to direct development

To create a Plan that will allow service providers to assess the Infrastructural requirements in the area

To promote energy efficiency

To protect environmental assets

To create a self-sustainable settlement

Project description

The Southern Spatial Development Plan notes the following for Umnini (Nov 2011 – 2012):

“Upgrading of existing settlement, establishment of Rural Investment Node,

formalisation and densification around major access routes, redevelopment of Umgababa Resort, rehabilitation of beach front environmental assets

Hierarchy of Activity Nodes,

The establishment of a rural investment node at the intersection of R197 and the link road from R102.

The establishment of local community nodes at the various local road intersections and at Ilfracombe.

Acknowledging the on-going coastal residential densification process and allowing for residential densities of up to 20 units / ha in the vicinity of the N2 and R102

Limiting residential densification in bands to the west to 15, 10 and 6 units / ha

Maintaining rural settlement densities (in the region of 3 units / ha) and associated communal agricultural activities in the extreme west

Maintaining the agricultural activities in the vicinity of the Umkhomazi River

Protecting, managing and rehabilitating the coastal areas and the river valleys

Developing the coastal and inland recreation opportunities.”

Rationale for the Project

Spatial Planning and Land Use Management(SPLUMA) promotes wall to wall Schemes-

Attempt to guide sustainable and safe development in these areas while at the same time RESPECTING AND PROMOTING PEOPLES CULTURE AND HERTIAGE.

Create Quality Living Environments

Participation and Consultation

Stakeholder engagement:

Steering Committee Meetings: Steering Committee Meeting 1: Inception Steering Committee Meeting – May 2012; Steering Committee Meeting 2: Review of current Plan – June 2012

Proposed statement of intent for Umnini. Source: Umnini Draft Scheme, 2012

AREA	FUNCTION	CHARACTER / IMPACT	BUILT FORM	TIME FRAME
Umnini Strategic Guiding Document: South Spatial Development Plan Nov 2011 – 2012	To provide a residential suburb in the eThekweni region and to provide for a variety of local economic opportunities to meet the needs of the surrounding community including local tourist facilities. Protection of environmental service corridors running through the area.	Low to medium residential density residential development east of the P197 with densities decreasing as one moves westwards into the rural hinterland.	Multi-unit developments and flats may be permitted between R102 and N2; and in close proximity to the regional road network. Tourism facilities to be encouraged along the coastline within limits of the environment. Prioritization of pedestrian accessibility and permeability is essential. Development and maintenance of public space is also critical.	Short term: lower intensity uses only as no waterborne sewerage. Medium to long term: densification and consolidation of uses allowed east of the P197 until waterborne sewerage is implemented.

Proposed Non-residential Land-Use. Source: Umnini Draft Scheme, 2012

Proposed Land Use	No of Erven	Area (ha)	% of Total Area
Shopping Centre	1	7	0%
Commercial/ Shop	26	7	0%
Petrol Filling Station	3	7	0%
Mixed Use	11	14	0%
Tourism Node	6	10	0%
Municipal (including bulk service facilities such as reservoirs)	6	5	0%
Primary School	17	26	1%
Secondary School	8	23	1%
Further Education and Training College	1	3	0%
Crèche	2	0	0%
Clinic	5	2	0%
Worship	9	4	0%
Community Facility	40	21	1%
Cemetery	3	25	1%
Cell Mast	3	0	0%
Market Garden	6	10	0%
Quarry	1	2	0%
Sports field	11	15	0%
Open Space/ Conservation	50	1 626	41%
Roads	0	220	5%
Railway	0	35	1%
Total	209	2 062	52%
Overall Total	19 709	4002	100%

Ingonyama Trust

COGTA and Ingonyama Trust Meeting: Discussed consultation process with ITB – June 2012 at Buro Crescent, COGTA Offices.

Ingonyama Trust Board Meeting: Presenting initial Plan to ITB– June 2012 at ITB offices, PMB

Interaction with Traditional Authority

June 2012 - introduced the project and the project team, asked for the tribal authority support and for them to be on board. Authority was granted to the team and the consulting team. Scheduled the next meeting to present the plan to the Izindunas in July 2012.

July 2012 – Scheduled a meeting for the allocation of facilities and it was chaired by the Izindunas. There was a lot of information sharing with the Izindunas.

	Standard Applied	Required	Existing Provision	New Sites Proposed	Total Sites Planned
Primary Schools	1/1100 Units	17	8	9	8
Secondary Schools	1/2 500 Units	8	3	3	3
Clinics	1/8 000 Units		4	4	4
Municipal Offices	1/30 000 Units for local centre 1/100 000 Units for regional centre	1	1	1	1
Local shops	1/1 000 Units	20	26	-	26
Shopping centre	1/19 500	1	-	1	1
Crèches	1/480 Units	41	2	*	*
Community halls	1/6 000 Units	3	1	*	*
Worship	1/1 200 Units	16	9	7	16
Community Facilities	1/500 Units	40	-	-	40

Existing and Required Community and Social facilities. Source: Umnini Draft Scheme, 2012

Land Use	Critical issues that need to be managed	Existing and Future uses	Possible zones extracted from Southern Scheme Proposed New Zones
Very Low density Residential – western area	Impact on neighbours and the environment ; space for future services	< 5 units /ha Average site size: 2 000m ² Formal and Traditional housing	<ul style="list-style-type: none"> Special Residential 1200 Residential TA 2000
Low Density Residential - along R102 and main access roads inland	Impact on neighbours and the environment ; space for future services	5 – 10 du/ha Average site size: 1 000m ² Formal housing	<ul style="list-style-type: none"> Special Residential 900 Residential TA 1000
Medium Residential - east of R102	Impact on neighbours and the environment ; space for future services; impact on road network	10 – 20 du /ha Average site size: 500m ² Formal housing	<ul style="list-style-type: none"> Special Residential 450 Intermediate Residential General Residential 1 General Residential 2 General Residential 3 Residential TA - 500m²
Medium to higher density	Impact on neighbours and the environment ; space for future services; impact on road network	> 20 du /ha Average site size: 500m ² Formal housing – attached. Walk-ups etc.	<ul style="list-style-type: none"> Special Residential 450 Intermediate Residential General Residential 1 General Residential 2 General Residential 3 Residential TA - 500m²

Landuse Typology - Residential. Source: Umnini Draft Scheme, 2012

Intended Outcomes

A scheme that can be replicated elsewhere in the City/Province/Country.

A Settlement Plan that will be used by the Amakhosi to guide Development

A plan that will allow service providers to assess infrastructure

A plan that will guide land uses such as community facilities and public infrastructure such as cemeteries, land fill sites etc

Emerging challenges

Planners must be relevant

Planners shape people's lives- need to intervene responsibly

Planners need to lead and NOT BE LED!!!

Norms and Standards- their value

Energy efficiency

Social needs vs Environmental assets

Discussions

Questions raised by Tour Delegates

1. Reasons why Umnini was chosen for the model was asked.
 - a. The Umnini Rural Area Scheme is informed by the Municipality's Integrated Development Plan (2012) (IDP), Spatial Development Framework (2012) (SDF) and South Spatial Development Plan (SSDP) (November 2011) which form the eThekweni Municipality's package of plans that inform the preparation of a Scheme.
 - b. Umnini presents a number of great opportunities one of which is its peri-urban nature
 - c. The service department urged the Municipality to help them develop.

Comments/suggestions raised by Tour Delegates

1. There is no effort from the part of the municipality to provide housing facilities to the people in this area in order to complement the tribal authorities. Many of the people in this area are not financially empowered, hence the need for the government to balance housing needs in the area.
2. City planning needs to be done ahead of people influx. Many times, cities develop at a rapid rate with little or no plan. Planners need to rise up to a pro-active City Planning.
3. Now that the Municipality is stepping in to develop/plan a traditionally owned land, there is need to develop a means that would build in people a sense of responsibility to allow for continuity/ sustainability. Hence, after land is subdivided, rent can be introduced to make the people have a sense of ownership and a commitment towards improvement and sustainability.
4. Making of a detailed plan like the case of Copenhagen, Denmark will help set a clearer and more focused path that the development of the area will follow.
5. Planners need to accommodate and sit with the people and not plan away from them. A more participatory and inclusive planning process should be practiced.
6. Some of the issues associated with the study area is jurisdictional issues which generates

political problems/ policy issues. Plans can't be processed because land isn't marked. Hence, a process for acquiring a land lease should be set up. Also, building inspectors and advisers are needed in the area to dissuade people from further developments on flood plains, along rail way lines and dunes.

References

The Planning Initiative, 2012. Umnini Layout Plan and Draft Scheme Recommendations Draft for Comment. Umnini Draft Scheme. Nov, 2012. The Planning Initiative and Rob Kirby Associates

ISOCARP 2016

Technical Workshop 2 – Ethekewini Metropolitan Municipality
 Peri-urban Development

Umnini

35 south of eThekewini CBD

Land belong to King Goodwill Zwelithini – Managed & allocated by Izindunas

No title deed of ownership

No services & proper road design

No refuse removal

Reluctance and distrust from traditional authority – dislike the word scheme



Coastal Development

- Building on sand dunes
- Waste from the higher areas end up in the sea

- Umgababa Beach – apartheid beach for black South Africans
- Separated by two main roads & railway line from the community
- Redeveloped into a tourist & recreation area



Urbanisation & sprawl

Residential development – demand services from Metro

Environmental problems with traditional burial practices on increasingly smaller sites & building in wetlands



Metro Planning response

Compromise planning – respecting & promoting people's culture, while promoting sustainable quality environments

Decentralised systems – embrace small scale alternative solutions for self-sufficiency & off-the-grid living



III. uMhlathuze Municipality

by E. Stephen Goldie (UAE/Australia)

The City of uMhlathuze is a local government on the north-east coast of the province of KwaZulu-Natal, about 150 kilometres north-east of Durban. It is responsible for an area of 795 km² and a population of 334,459 (2011 Census) that is increasing at around 1.4% yearly. The municipal area includes areas of natural significance, including rivers, lakes, wetlands and an Indian Ocean coastline of almost 45 km, significant agriculture and industrial production as well as a number of formal and informal settlements.

The tour leaders, Mrs Brenda Strachan, Manager: Spatial and Environmental Planning and Mr Mthokozisi Mhlongo, Project Manager: Spatial Planning, explained that the main town and the seat of the council is Richards Bay, which is situated on a 30 square kilometre lagoon of the Mhlathuze River. In 1976 it was improved to create a deep water harbour with railway and an oil/gas pipeline linking the port to Johannesburg, a project so successful that it now handles in excess of 80 million tonnes of freight each year, which is about 60% of South Africa's seaborne cargo.

The port facilities are on the north side of the lagoon, and just 3 km to the east is a small, but luxurious suburb known as Richards Bay Waterfront. The main access to this suburb is a single-lane steel bridge that is only suitable for cars and small vans, so the challenge is to replace it with a more functional structure. The tour participants agreed that this was a necessity if the waterfront area was to reach its full potential as a tourist destination and entertainment area. It is pleasing to note that this project has progressed to the point where tenders for the construction of the new bridge were called in November 2016.

Under South Africa's old apartheid regime (which ended in 1991) Richards Bay was a 'white' city and Empangeni, about 13 km inland was the formal 'black' settlement. While both cities clearly suffer from past planning policies that favoured car-based sprawl, the residents of Empangeni are less likely to own a car and therefore depend for transport on a swarm of mini-buses. Many also depend on market stalls along the footpaths of the town centre

to supplement the family income. Notwithstanding this, the town centre is clearly serving its true purpose as a retail, business and cultural centre for the town and its hinterland, but equally clearly, significant intervention of the sort proposed by the city's planners is necessary if the town is to grow and prosper.

The focus of the site tour was a site on Maxwell Street on which a mini-bus terminal is to be built, providing a key intervention from which other interventions can follow. Such as relocating much of the on-street mini-bus parking, improving the footpath stalls and so on. The tour participants had many comments and suggestions, but noted that such a vibrant, but problematic town centre would require significant, on-going planning. A few key comments included the accurate observation that a town of 15,000 people has a town centre, not a central business district and the long term importance of passenger rail, but perhaps the most active discussion concerned closing Maxwell Street, which is very steep and creating a multi-level open market along the lines of Zagreb's Dolac Market, well known for its combination of traditional open air farmers' market stalls above and indoor market for refrigerated produce below.

Some 15 km southwest of Richards Bay and 13 km south of Empangeni is the settlement of, eSikhaleni, the core area of which is a well-planned, if nowadays anachronistic, semi-Radburn estate approximately 3½ by 1¼ km in size and containing simple, but mostly well-cared-for single family homes. The northern edge of this estate is one of the main roads for this township and adjoining settlements. The planners of the estate took this lightly trafficked, two lane road to be a barrier, when in fact the real barrier is a small creek north of and roughly parallel to the road. The intervening strip of some 150 m was soon built out with poor quality informal buildings that benefited from providing goods and services to the adjoining estate and the through traffic, such as it is.

Over the last 30 years this informal settlement has extended over the creek for about a kilometre, but the area around the creek is known as uMzingwenya



(Crocodiles Home). The homes in this area are built on land owned and allocated by the traditional chiefs or local landlords who operate without consideration of city regulations or the niceties of proper utilities. So, the usual problems of informal settlements, such as no proper road network, lack of sanitation, etc. are in this case compounded by much of the land being within the 1:100 year flood line or affected by an easement for a high-voltage transmission line.

To address these problems a Participatory Community Action Planning (PCAP) process was conducted, leading to the adoption of the Mzingwenya Informal Settlement Upgrade Plan. Essentially, this plan will manage a combination of actions designed to relocate all households from the environmentally sensitive area and from underneath the power line easement while also providing some settlement management and improved services for the remaining community. Clearly, a most worthwhile project, but it also brought home the reality of the problems of rapid urbanisation across the global south; a critical issue for the world-wide community of planners that ISOCARP represents.



Children play in front of their homes - Three informal dwellings in the 1.100 year flood zone, uMzingwenya. Source: Stephen Goldie

Market stalls, mini-buses and crowded footpath in front of the library, Commercial Road, Empangeni. Source: Stephen Goldie

Single lane, low headroom, steel bridge at Richards Bay Waterfront. Source: Stephen Goldie

The one lane Steel Bridge



Site 1: The Steel Bridge Project.

- This bridge is the connection point for the Richards Bay Water front but with only one single carriage way.
- A vehicle has to crawl at snail pace and only one vehicle allowed at a time

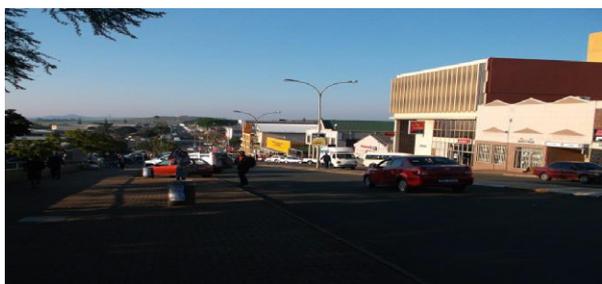
Site 1: The Steel Bridge Project.

- The rehabilitation of the bridge is suggested to allow for dual carriage.
- The delegates also suggested the need to tap deeper the ecosystem based on detailed environmental planning strategies. Municipal officials are required to be trained on Coastal Planning and to bring the area to life.

Site 3: Empangeni CBD

- The CBD was seen by the delegates as an area that need functional town planning intervention as it relates to conflict uses and the unregulated traffics.
- The suggestion was for high density walk up development of office block in view of the lack of space.

Picture of the CBD



Site 4: uMzingwenya Settlements Upgrade.

- The group were happy as Mr Mthoko Mhlongo explains that various interventions are being explored in terms of In situ Upgrade and Regularization of the settlements

Site 1: The Steel Bridge Project.

- This poses serious functional, structural and operational challenge in view of modern efficient and effective road network and connectivity.
- There is a need for Master plan or detailed precinct plan to incorporate recreational, port, market, agric produce; crafts sales & tourism

Site 2: Enseleni Nature Reserve.

- It is suggested as an area for capital injection with collaboration with the Provincial Government in terms of proper management and planning.
- The group considers the site as a good example of biodiversity corridor and showcases the relevance of Environmental consideration in the Planning activities of the City.

Site 3: Empangeni CBD

- The new taxi rank under construction was seen as a welcome development.
- The officials were commended for the cleanliness of the CBD and their plan to implement the Spatial Development Framework of 2013.

Site 4: uMzingwenya Settlements Upgrade.

- The Land is owned and allocated by the Traditional Leaders and local landlords without environmental consideration as the site is located on flood line and over Eskom high tension cables.

Environmental Challenge facing the informal settlements



IV. KwaDukuza Local Municipality

by Kenneth Newman

Background

The KwaDukuza Municipality is one of four local municipalities that fall under the iLembe District Municipality jurisdiction. The KwaDukuza area covers approximately 750km² between the uThongathi and uThukela rivers in Northern Kwa-Zulu Natal. It is located between Africa’s two largest harbours, the Durban Harbour and Richards Bay harbours.

The municipality borders a coastline that spans approximately 50km incorporating a range of sensitive coastal environments and excellent tourism opportunities. The KwaDukuza region consists of different development nodes with varying degrees of development such as Ballito, Shakas Rock, Salt Rock, Tinley Manor, Zinkwazi, KwaDukuza (formally known as Stanger), Groutville and Shakaskraal.

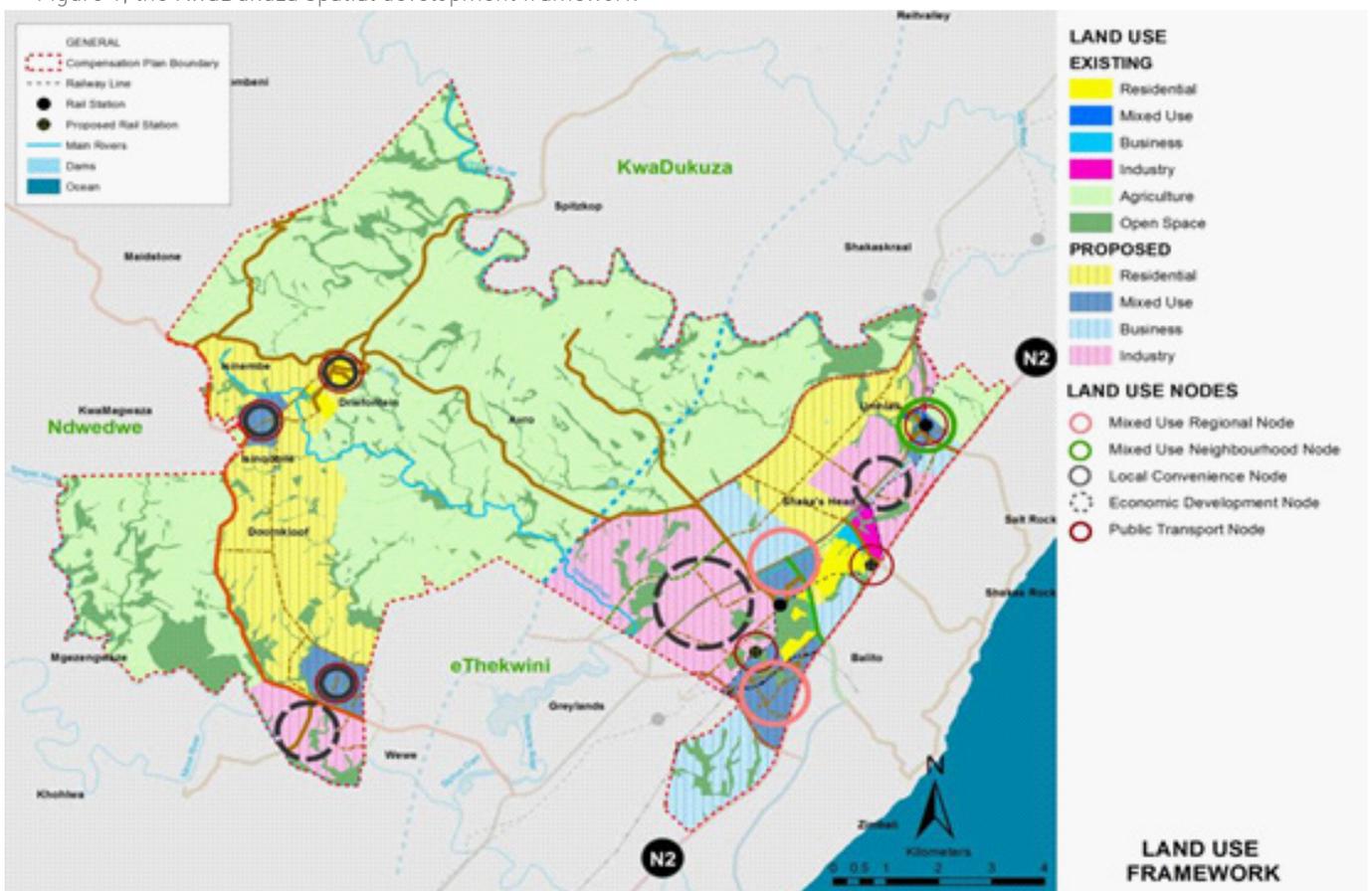
The KwaDukuza Municipality has the fastest growing

population in the province. The growing population has subsequently increased the demand for housing, social facilities, infrastructure and economic opportunities to absorb the labour market. The population of KwaDukuza Municipality has grown at 3.2% per annum between 2001 and 2011.

Spatial planning and growth

The KwaDukuza Spatial Development Framework (Figure 1) provides strategic guidance for the future spatial development of the KwaDukuza municipal area which is considered a future secondary city. The plan must ensure that the envisaged physical space economy reflects the social, economic and environmental development issues identified in the IDP. The adopted package of plans guides the existing and future spatial development of the municipality. The plan facilitates integration, that is

Figure 1, the KwaDukuza spatial development framework



ensuring appropriate vertical and horizontal linkage of policies, intentions and development which are given credibility by national, provincial and local policies. The above indicates that the municipality is experiencing rapid growth since it is considered to be a secondary city.

Expected outcome of the workshop

The main purpose of the workshop was to expose the delegates to a number of the conference themes through a variety of current planning projects. The choice of projects provided delegates with a holistic view of the main challenges that the municipality faces and still must overcome to achieve the concept of “cities we need”. The municipality also hoped to engage delegates in finding innovative and sustainable solutions to help solve existing problems and to provide further guidance in maximising identified opportunities.

Description of the technical workshops

The KwaDukuza Municipality selected four study areas, each with multiple and unique challenges. The four study areas included:

- Greater Compensation Area Conceptual and Development Framework Plan;
- eThembeni Precinct Plan/Township Establishment Project;
- Groutville Priority 1;
- Rocky Park Integrated Housing Project.

Study Area 1: Greater Compensation Area Conceptual and Development Framework Plan

The Greater Compensation Study Area (GCA) consists of the southern region of KwaDukuza Municipality. It is located within an “Aerotropolis” or “Airport City” which has the Dube Trade-Port and the King Shaka International Airport as its nuclei. It is also located within the eThekweni-uMhlathuze corridor which is the primary provincial corridor regarding the provincial growth and development plan.

The study area for this framework plan forms part of the southern region of KwaDukuza Municipality and borders eThekweni Metropolitan Municipality and Ndwedwe Local Municipality, and it falls within the iLembe District Municipal area. There are challenges relating to cross-border planning involving the different municipalities, bulk infrastructure availability, and legislation relating

to the Subdivision of Agricultural Land, 1970. At a medium population growth scenario, it is estimated that GCA must provide for approximately 2,350 new households by 2020.

The greatest challenges confronting the GCA are the area’s fragmented land use pattern, identifying new linkages that support the existing road networks, cross (municipal) border alignment, the provision of infrastructure and problems created by Subdivision of Land Act.

Study Area 2: eThembeni Precinct Plan / Township Establishment Project

The eThembeni township establishment lies west of the uMvoti Toll Plaza on the N2 national road and south-east of Groutville, within the KwaDukuza Local Municipality. The project area comprises 82 properties on approximately 230 hectares which were set aside for a human settlement project called the Chief Albert Luthuli Rural Upgrade Project (CALRUP). Previously, the area comprised rural small holdings. However, over the past few years, the area has experienced rapid development, due mainly to the informal subdivision and disposal of sites by the original owners. Numerous residential houses have been and are constructed on the plots, without formal subdivision or proper planning layout and, in some cases, in waterlogged areas. Therefore, there is a need to formalise the area through the control of ad hoc and illegal developments, through the appropriate placement of structures, the supply of bulk services as well as the management of the environmentally sensitive areas (primarily wetlands) on the site. Approximately 73 percent of the area is a wetland.

To this end, the KwaDukuza Local Municipality has appointed professional services to co-ordinate the eThafeni Planning and Development Framework which will guide formal township establishment. There are currently several interventions underway, including the:

- Obtaining an environmental authorization;
- regularisation of illegal development;
- compilation of the planning framework;
- the formal township establishment process;
- facilitating the transfer of land.

The areas greatest challenges remain the following:



Figure 2, Groutville Aerial Image

- the lack of service infrastructure;
- the occupation of uncertified housing structures;
- illegal sand mining operations within the catchment area;
- an inadequate sewage disposal system due to the high water table; and
- the encroachment and direct loss of habitat through formal and ad hoc development.
- the gap in policy to adequately deal with these identified problems;
- continuing illegal land transactions;
- Illegal land and building development;
- competing needs in as far as the provision of social and recreation versus residential land use opportunities are concerned;
- the number of proposed units does not match the needs of the beneficiaries; and
- current delays in the town planning approval process.

Study Area 3: Groutville Priority 1

The Groutville Priority 1 area is located approximately 4 km south of the KwaDukuza Town (Figure 2). This project entails the upgrading of an existing informal settlement comprising of a mix of both formal and informal structures. Many of the housing structures are located on wetlands and environmentally sensitive areas. The project grapples with the challenge of maintaining a balance between the provision of infrastructure and preserving the existing location of houses. Other challenges presented by the Groutville area, include:

Study Area 4: Rocky Park Integrated Housing Project

The Rocky Park Integrated Housing Project (IRD) is located on the western periphery of the KwaDukuza CBD. The project is an infill and mixed-use development providing a range of housing opportunities within close proximity to areas of economic activity. This project comprises caters for community residential units, affordable units,

and lower income units with associated service infrastructure and social amenities. This project is considered groundbreaking for the municipality as it attempts to integrate different tenure types, income levels and housing types into the same project.

The Rocky Park IRD attempts to meet the key objectives of the KwaDukuza Municipality which were derived from the National and Provincial Strategies, including the following:

- ensuring development in well-located areas that provide convenient access to urban amenities, including places of employment;
- creating social cohesion;
- servicing of stands for a variety of land uses including commercial, recreational, as well as residential blocks for both low, middle and high-income groups;
- providing a land use and income group mix based on local planning and needs assessment.

The areas of greatest challenge for the municipality include the inflexibility of traditional town planning policies to adjust to this unique housing concept, the failure of municipal policies on infrastructure provision to adequately cater for affordable housing and lack of funding for beneficiaries.

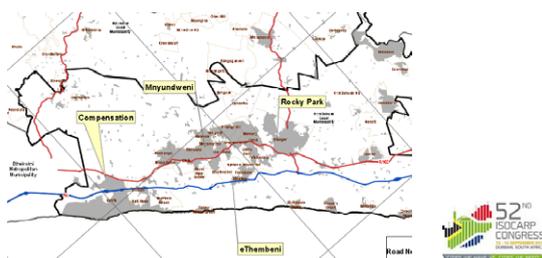
Main findings of the workshop

Going forward, the KwaDukuza Municipality must respond to a broad range of development challenges, including:

- managing a number of serious environmental threats, including water pollution, wetlands destruction and the accompanying habitat loss;
- finding innovative financial options to help poorer communities access the different housing options provided for the through the IRD project;
- confronting increasing socio-economic inequality;
- dealing with ever decreasing legal accountability;
- dealing with increasing political interferences in statutory processes, and
- finding smart planning design solutions to mitigate negative impacts.

KWADUKUZA MUNICIPALITY

Local Co-Rapporteur: Kenneth Newman



Four Study Areas

- **Study area one** consists of the Southern region of KwaDukuza Local Municipality. It is located within an "Aerotropolis" or "Airport city" which has the King Shaka International Airport as its nucleus as well as being located within the eThekweni-uMhlathuze corridor which is the Primary Provincial corridor in terms of the Provincial Growth and Development Plan. This project faces some challenges relating to cross (municipal) border planning, bulk infrastructure availability and securing legislative approval i.t.o. Act 70 of 1970.
- **Study area two** is the EThembeni Precinct Plan/Township Establishment Project. This is an emerging peri-urban settlement that is experiencing rapid development without any formal development application approval.
- **Study area three** focuses on Groutville which is located approximately 4 km south of the KwaDukuza Town. This project entails an upgrading of an existing informal settlement which has both formal and informal structures. There are housing structures that are located on wetlands and environmentally sensitive areas.
- **Study area four** is called the Rocky Park Integrated Housing Project. It is located on the western periphery of the KwaDukuza CBD. This is a mixed use development comprising of community residential units, affordable units, and lower income units with associated service infrastructure and social amenities. The rental units are heavily subsidised and this cast some doubt over its long-term sustainability. Currently, the rent-to-buy scheme does not seem to find favour with the municipality and this could make this project viable over the long term.

eThembeni



Ethembeni Township Establishment Project – "A High-income Informal Settlement"

- Known as the "eThembeni Precinct Plan" it is situated within the Chief Albert Luthuli Land Tenure Rights Upgrade Project ("CALLRUP").
- Most of the land was transferred from the Dept. of Land Affairs under the CALLRUP scheme into private ownership. These original beneficiaries are now selling off residential plots without the necessary legal authorizations.
- **What is the current de facto situation?**
 - No environmental authorization (failure to address serious ecological issues such its impact on the existing wetland system, drainage systems and natural habitat destruction).
 - No approved engineering services plan or decent infrastructure provision (poor water quality and sewerage disposal).
 - No approved land use plan (land is zoned "undetermined"/no provision made for supporting urban land uses).
 - No formal township establishment or a formal layout plan (individual erf access are problematic).
 - No legal transfer of ownership (uncollected transfer duties and taxes).
 - No building plan authorization (uncollected scrutiny fees).
 - Finally, while some properties have been independently valued for over R1 million, Council does not collect a single cent in rates revenue.
- **Discussion points:** Ecological, financial, economic, legal accountability, political, and the planning design solutions/impacts.

V. Ray Nkonyeni Municipality

by Matthew Dayomi and Anza Ligege

1. Introduction

The International Society of City and Regional Planners (ISOCARP) held its 52nd Congress in Durban, South Africa. On the first day of the Congress, 12th September 2016, Congress delegates undertook a technical tour visiting different municipalities within the province of Kwa-Zulu Natal (KZN).

This report provides a feedback on one of the seven technical workshops; Technical Workshop 5: Ray Nkonyeni Municipality.

The technical leadership team consisted of the following:

Local Co-rapporteur: Mathew Dayomi

Representative from ISOCARP: Tshisa Madima

Workshop Assistant (YPP 2016): Anza Ligege

Tour guides: Ray Nkonyeni Municipality
Alamein Precinct - Nomusa Sibiyi, Lerato
Madihlaba, Simphiwe Nikelo / Oatlands Landfill
site - Yandisa Mhlamvu / Margate Airport -
Yolanda Van Rensburg, Siyabonga Zama

The technical tour was divided into four sessions; Project Site Briefing, Project Site Inspection, Discussions and Mayoral reception.

Upon arrival, the delegates were warmly welcomed by African traditional music at the Desroches Hotel, one of the iconic hotels in South Africa as the Honorable Mayor put it when officially welcoming the local and international delegates from different ends of the world.

The technical workshop group was not only composed of the municipal officials, the political leadership also formed part of the event. Although the Technical Tour was under the local municipality, The Honourable Mayor of the Ugu District Municipality, Cllr Tolomani Munyayiza was also present to give support to the initiative.



Mayor: Cllr. Cynthia Mgwebu

2. Background of the study area

Ray Nkonyeni Local Municipality is a category B municipality and falls within Ugu District in the Southern part of KwaZulu Natal Province of South Africa. The Municipality was established after the 2016 local elections, it is therefore a resultant of amalgamation of the two former municipalities of Ezingoleni and Hibiscus Coast Municipalities. Figure 3 below shows a map of Ugu District Municipality before Ezingoleni and Hibiscus Coast Municipalities merged, whilst Figure 4 shows the new Ray Nkonyeni Municipality.

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.

Ray Nkonyeni 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



Welcoming of delegates by African Traditional Dancers



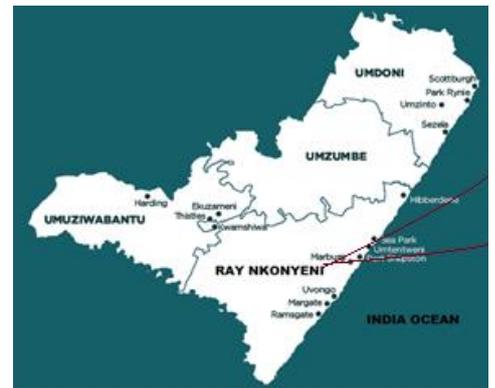
★ Former Eziqoleni Municipality

Map of South Africa



★ Former Hibiscus Coast municipality

Map of Ugu District before 2016 elections



Map of Ugu District after 2016 elections

and linkage with both Ethekewini and the Eastern Cape. It is also 120km from the city of Durban, main commercial centre of KZN and one of 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. The wards along the coastal belt have a higher number of people due to favourable economic factors when 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 (and sanitation), housing and electricity, Informal settlements and skewed development that is biased towards the coastal urban settlement areas. Ray Nkonyeni Municipality is also facing a galloping urbanisation trends which has put pressure on the municipality to develop new infrastructure and extend services to new growth areas. The 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

3. Project site brief

The project site briefing was led by the Ray Nkonyeni Municipal officials. Different sets

of presentations were made to the delegates in order to give an insight of the study areas before visiting the sites. Mr Zama, the HOD for Economic Development, Tourism and Planning was the program director for the project sit brief session.

The three project briefs are outlined below.

Project site 1: Alamein Precinct Plan

Alamein Avenue Precinct project was one of the main focus of the tour which Town Planning Technician, Ms Nomusa Sibiya presented on. 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).



Ms. Nomusa Sibiya: Town Planning Technician

The study area as shown in figure 5 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 physical 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 (and wetland) that flows into a small gorge near the



Mr. Siyabonga Zama: HOD Economic Development, Tourism and Planning



Alamein Precinct study area



Masinenge Informal Settlement

mouth of the Vungu River, separating Uvongo and Margate area. The project area 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.

The key issues assessed in the study area are summarised as follows:

- Whether R61 freeway acts as a physical barrier
- Illegal industrial land uses in the residential area of Uvongo
- High pedestrian movement on the R61 provincial road due to the location of Masinenge
- Poor pedestrian movement infrastructure in the study and surrounding areas
- Lack of (or poor) public transportation
- Limited economic opportunities within the study area
- Highly sensitive environment (wetlands, river, etc.) due to the invasion and succession
- Lack of social services and infrastructure
- Crime and safety



R61 separating Masinenge Informal Settlement and Uvongo Town

Project site 2: Oatlands Landfill



Ms. Yandisa Mhlamvu: Manager Education and Waste Minimisation

Ms. Mhlamvu, Manager for Education and Waste Minimisation gave an insight on the landfill project. 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 landfill 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 land uses

that are located in close proximity to the landfill site or vice versa.

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.

Expected outcome

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).

Project Site 3: Margate Airport

Ms Yolanda presented on Margate Airport. Ray Nkonyeni Municipality is one of the premier domestic holiday destinations in South Africa and the Municipality is experiencing unprecedented economic growth and influx of people into the

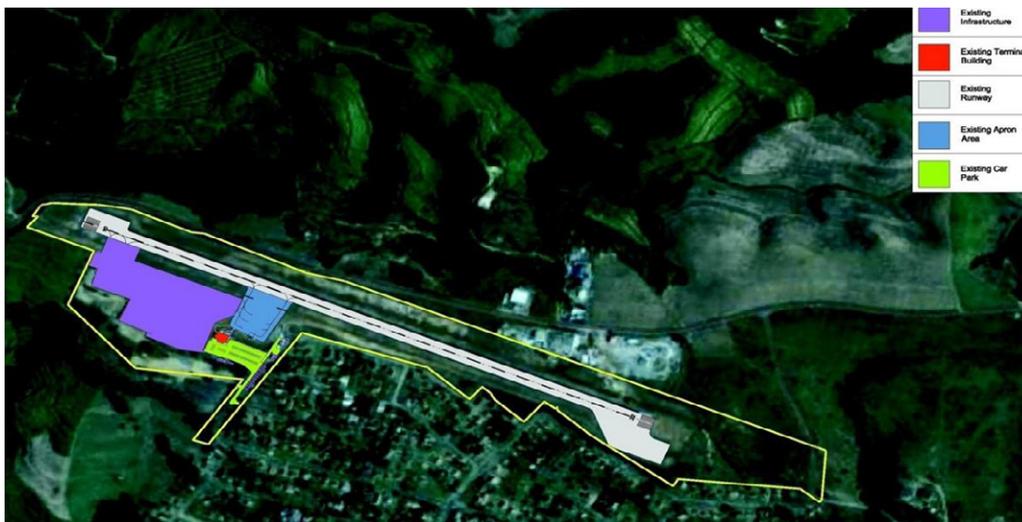


Ms Yolanda Van Rensburg: Margate Airport Manager

area. 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 can also stimulate growth in the area.

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

Figure 5: Margate Master Plan



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 International Civil Aviation Organisation (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.

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

- Decline of the General Aviation;
- Air fares are generally high;
- Lack of infrastructure to accommodate bigger aircrafts i.e. 75 seater aircraft and more, with particular reference to the length of the runway to take on the bigger aircrafts;
- Significant pressure on the Municipality to support a schedule service for the airport;
- No market exists to support the aeronautical activities of the airport, but can be stimulated by the local Chamber of Commerce.

4. Project site inspection

Masinenge Informal settlement formed by residents who come for employment opportunities in Uvongo informal industrial area.



Newly built housing aimed at accommodating those who settled informally. Each unit consist of two bedrooms on the 1st floor with bathroom, small kitchine and lounge on ground floor. The bedrooms are accessed by steep staircase which pose a challenge to people wit physical imparements.



Uvongo informal industrial area a number of dwelling units are utilised as light industries, varying from mechanical, plumbing and agricultural practices. Heavy vehicles are collapsing the small streets which were initially designed for residential traffic.



Oatlands Landfill Site

Situation

- Waste comes from as far as Bizarna and the rest of the Ugu district;
- Leachate (untreated) returned to the landfill site and the stream;
- 20 plus years left for the filling up of the landfill site at current growth rate of population and waste generation (how about the future?);
- Buffer zone occupied by other land uses such as the chicken shacks at the entrance to the landfill leading to the insufficient size of the buffer zone.

Issues/problems

- Resolving the issue of the invasion of the buffer zone
- Leachates returned to landfill (sprayed) and the stream!
- Management of the landfill leading to the poser
 - Enlarging the buffer zone
 - Enforcing strict buffer zoning
 - Citizen information of education
 - Can the PPP principle be applied to the

management of the site along with the issue of best practices AND guarantee safety and environmental sustainability

Comments

The city we want would need to be responsive to:

- Employment opportunities.
- Sensitive to environmental challenges of the area.
- Inclusive housing environment (mixed housing types).
- Supportive infrastructural plan.
- Sustainable
 - Environmentally
 - Resources
 - Economically
- Promote integration (social and land uses among others)

The expected outcome of this task is to propose a spatial human settlement framework that is responsive to:

- Employment opportunities.
- Sensitive to environmental challenges of the area.
- Inclusive housing environment.
- Supportive infrastructural plan.
- Best practices principles and sound financial management

5. Discussions at the end of site inspection

After the site inspection, delegates convened for discussions after lunch at the hotel. The breakaway sessions were three; session one focussed on the Alamein Precinct, session two on Margate Airport and Oatlands Landfill was discussed in session three.

Questions and comments raised during the Margate Airport Discussions:

1. What are the negative impacts of the airport to the surrounding residence
2. How will the project ensure self-sustainability?



Oatlands Landfill Site, Ms Mhlamvu took the delegates through the plans for expanding the landfill site



Margate Airport session was chaired by Head of Planning Department of Ray Nkonyeni Municipality

3. The access to the airport is very limited especially from the regional road.
4. The municipality needs to establish the pulling factor, by partnering with retail shops to keep the airport alive.
5. A buffer should be constructed around the airport to reduce impact on residential areas nearby the air port
6. The Master plan has no intention of expropriating any of the nearby house
7. The airport is run and funded the municipality, however there are storage rooms owned by private owners who have a long lease with the municipality
8. The airport is licenced and regulated by the CAA. The challenge with the CAA is in the inconsistency in the regulatory framework. For example, if a slight accident occurs in any of the airports in the country, the standard level of service is affected. To a certain extent, it becomes a challenge to respond promptly to meet the new set standards.
9. The Margate airport is Category 4 approved airport.
10. The planning of the airport should be synchronised with the development plan of the city. The airport may not be able to sustain itself if the services are not required OR the demand is not high enough. Infrastructure can be built easily, but sustaining the operations needs strategic planning and marketing.

11. The Ray Nkonyeni Local Area Plan needs to be reviewed in order to respond to the changing dynamics of the city. The review of development plan will assist also to properly plan for the future growth. Interest is drawn on the space between the airport and the hospital. The residents there might be affected in the long run.
12. The Municipality does not have integrated transport plan. There airport does not have any public transport system in place that connects the airport to the city.

Ms. Mhlamvu chaired the Oatlands Landfill discussion session.

Issues/problems

- Resolving the issue of the invasion of the buffer zone
- Leachates returned to landfill (sprayed) and the stream!
- Management of the landfill leading to the posser
- Enlarging the buffer zone
- Enforcing strict buffer zoning
- Citizen information of education

Can the PPP principle be applied to the management of the site along with the issue of best practices AND guarantee safety and environmental sustainability was the main question debated during the third session?

6. Conclusion

Final comments

The city we want would need to be responsive to:

- Employment opportunities.
- Sensitive to environmental challenges of the area.
- Inclusive housing environment (including mixed housing types).
- Supportive infrastructural plan.
- Sustainable – (Environmentally, Resources, Economically)
- Promote sustainable integration (social and land uses among others).

The expected outcome of this visit was to look at how YPP and the Municipality can work together in proposing responsive solutions to the issues/problems before us within the Municipality such as:

- Best practices principles and sound financial management and would require the revitalization and programmes to reinvigorate the city.

We have set out a list below of what makes a successful city and believe that large doses of these are required in addition to the regeneration programmes embarked upon by the Municipality along the line of the principal theme for the ISOCARP conference, the city we have and the Municipality we need in Ray Nkonyeni.

The Municipality We Need is socially inclusive, engaging and belongs to all.

It is affordable, accessible and equitable; is economically vibrant and inclusive; is collectively managed and democratically governed; fosters cohesive territorial development (notion of communities); is regenerative and resilient; has shared identities and sense of place; is well planned, walkable, and transit-friendly; is safe, healthy and promotes well-being; and is innovative and responsive.

The Municipality that we need requires the following tools to achieve the above)

Governance and Partnerships (inclusive of active participation);

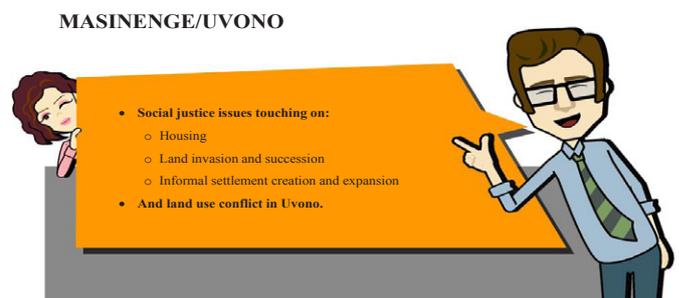
Planning and Design; Connectivity and Mobility;

Services quality (Environment, health, housing and safety);

Economy and Livelihoods; Education and Training;

Social and Cultural; Smart growth (urban density);

Food security; and Liveability



Situation

A burgeoning informal settlement on the R61 that has led to the creation of the *Alamein precinct project* that includes the provision of housing for informal dwellers and the possible resolution of the long standing issue of non-conforming land uses.

The city/ settlement we have
 Problem A: Masinenge
 Growth/expansion of the informal settlement;
 Informal activities;
 Land invasion and succession;
 Poor living conditions on marginal lands;
 Proximity to industrial areas (employment);
 ❖ Mining
 ❖ Warehousing

ISSUES

- Limiting the invasion
- Provision of proper housing
- Improvement of living/ environmental conditions
- Improving the capability of the conditions
- municipality has to provide for them
- Rehabilitation of the settlement.

The city/settlement we need should be inclusive, safe, to provide integrated active services (infrastructure, social, and economic) leading to Sustainable/ livable environment and empowerment.

Uvono

Across the R61 from Masinenge



ISSUES

Dealing with non-conforming uses emanating from a previous era (light industrial/housing)

Provision of the right mix of land uses
 Public transportation including NMT

AIRPORT UPGRADING

- economic/ growth incentives
- lengthening of the runway of the local airport of Margate
- financing and sustainability of the above
 - o what are the attractions?
 - Tourism
 - Business
 - Regional/business airport

ISSUES

Financing the growth expansion of the airport (lengthening the runway and other ancillary facilities)

OATLANDS LANDFILL SITE

Situation

- Waste comes from as far as Bizana and the rest of the district;
- Leachate (untreated) turned to the landfill and the stream;
- 20 plus years left for the filling up of the landfill site at current growth rate of population and waste generation (how about the future?);
- Buffer zone occupied by other land uses such as the chicken shacks at the entrance to the landfill. Insufficient buffer zone.

Issues/problems

- Resolving the issue of the invasion of the buffer zone
- Leachates returned to landfill (sprayed) and the stream!
- Management of the landfill PPP or as is (under control of the municipality)

Question of best practice, safety and environmental sustainability

- Enlarging the buffer zone
- Enforcing strict buffer zoning
- Citizen information of education

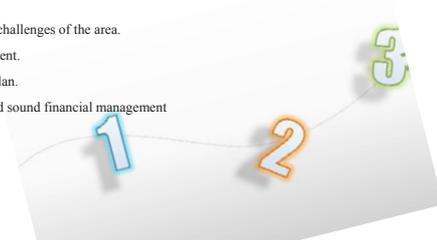
Final comments

The city we want would need to be responsive to:

- Employment opportunities.
 - Sensitive to environmental challenges of the area.
 - Inclusive housing environment (mixed housing types).
 - Supportive infrastructural plan.
 - Sustainable – environmentally
 - Resources
 - Economically
- Promote integration (social and land uses among others)

The expected outcome of this task is to propose a spatial human settlement framework that is responsive to:

- Employment opportunities.
- Sensitive to environmental challenges of the area.
- Inclusive housing environment.
- Supportive infrastructural plan.
- Best practices principles and sound financial management



This requires revitalization and programmes to reinvigorate the city We have set out a list below of what makes a successful city and believe that large doses of these are required in addition to the regeneration programmes embarked upon by the Municipality along the line of the principal theme for the ISOCARP conference, the city we have and the city we need in Ray Nkonyeni.

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- is affordable, accessible and equitable; is economically vibrant and inclusive;
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- is regenerative and resilient; has shared identities and sense of place;
- is well planned, walkable, and transit-friendly; is safe, healthy and promotes well-being; and is innovative and responsive.

The Municipality that we need (tools to achieve the above)

- Governance and Partnerships (inclusive of active participation);
- Planning and Design; Connectivity and Mobility;
- Services quality (Environment, health, housing and safety);
- Economy and Livelihoods; Education and Training;
- Social and Cultural; Smart growth (urban density);
- Food security; and Livability

CASE STUDY: 1

**ALAMEIN PRECINCT PLAN PROJECT, RAY NKONYENI
LOCAL MUNICIPALITY, KWAZULU-NATAL, RSA**

PRESENTER: MS. NOMUSA SIBIYA



2

1. PROJECT BACKGROUND

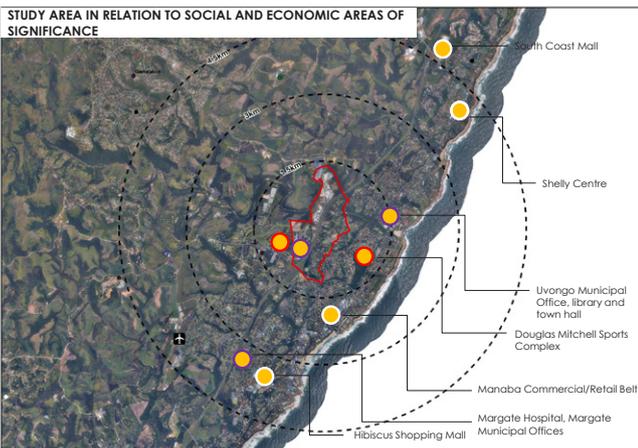


4

2. STUDY BOUNDARY



6



8

PRESENTATION OUTLINE

1. Project background
2. Study boundary
3. Project process
4. Precinct Plan
 - 3.1. Key issues in the study area
 - 3.2. Vision
 - 3.3. Concept
 - 3.4. Key proposals
4. Land Use Framework
5. Way forward

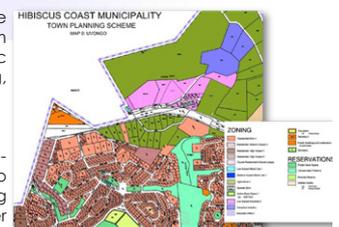


3

PURPOSE OF THE PROJECT

Formulation of precinct plan to guide future development of the Alamein area which aims to achieve the following:

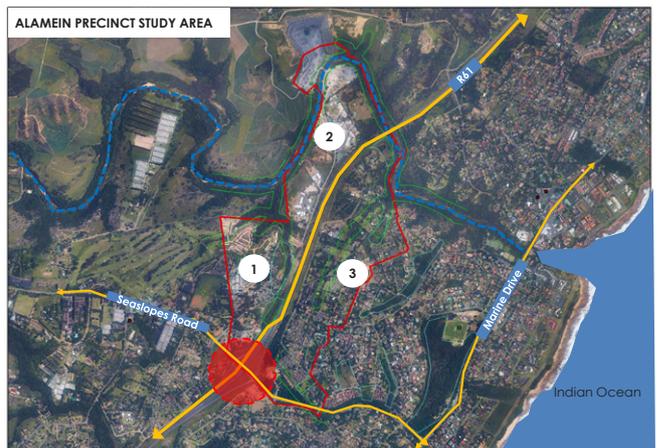
- ❑ Offer choices and diversity to the residents in terms of mainstream urban opportunities, ie. economic opportunities, movement, housing, services, recreational activities, etc.
- ❑ Offer productive spaces
- ❑ Improve how and where people live
- ❑ Address the increase of non-conforming industrial uses in Uvongo in terms of the town planning scheme. Non-conforming uses refer to prohibited uses in the town planning scheme



5



7



9

POPULATION OVERVIEW

The study area falls within two wards, namely Ward 3 (Masinenge) and Ward 19 (Uvongo)

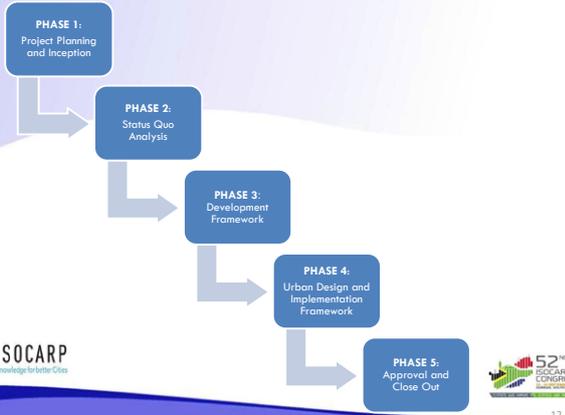


	CHARACTERISTICS		
	WARD 3	WARD 19	TOTAL
POPULATION	8531	5804	14 335
POPULATION GROWTH	1.3%	0.8%	2.1%
UNEMPLOYMENT RATE	14.8%	8.9%	23.7%
GENDER	Females		53%
	Males		47%
HOUSEHOLD SIZE	2.2	2.6	



10

PROJECT METHODOLOGY



12

4. PRECINCT PLAN



14

VISION FOR ALAMEIN

"An integrated urban space that embraces uniqueness and promotes a healthy, sustainable environment that is people friendly, walkable, safe and offers socio-economic prosperity for all"



16

3. PROJECT PROCESS



11

STAKEHOLDER ENGAGEMENT PROCESS

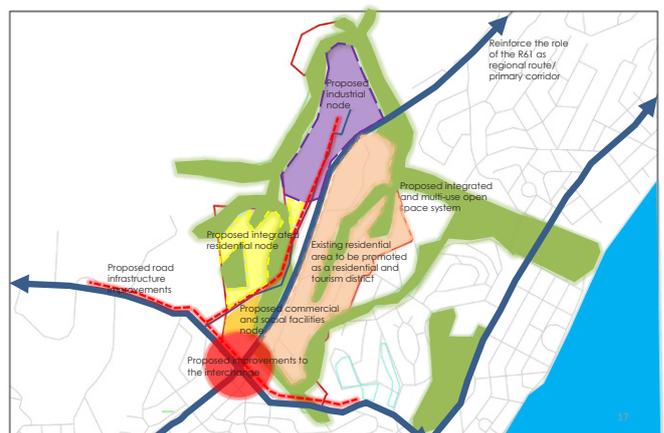
13

KEY ISSUES IN THE PRECINCT

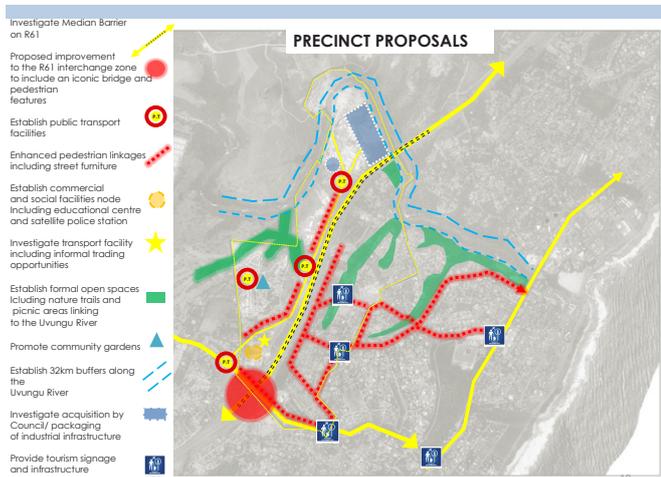
- ❑ R61 freeway acts as a physical barrier
- ❑ Illegal industrial land uses in the residential area of Uvongo
- ❑ High pedestrian movement on the R61 provincial road
- ❑ Poor pedestrian movement infrastructure in the study area and surrounding areas
- ❑ Lack of public transportation
- ❑ Limited economic opportunities within the study area
- ❑ Highly sensitive environment
- ❑ Lack of social services and infrastructure
- ❑ Crime and safety



CONCEPT



17



LAND USE FRAMEWORK

- In terms of guiding future development, the Precinct Plan recommends that:
- The "Agriculture 2" zoning to remain the same in the residential area of Uvongo whereby residential and tourism development is being promoted. The Municipality must therefore institute legal action against owners involved in non-forming land uses
 - The consolidation of Erf 253 and Erf 1923 and rezoning from "Public building" to "Low Impact Mixed Use 2" as part of developing the commercial and social facilities node
 - Consolidation of Erf 254 and Erf 255 for future expansion of the municipal depot in line with developing the commercial and social facilities node
 - Proposed rezoning of Erf from "Agriculture 2" to "Low Impact Industrial Use 2" as part of expanding industrial development



WHERE TO FROM HERE?

- Approval and adoption process finalised in May 2016
- Continued engagement and information sharing
- Source funding for the implementation of the plan
- Detailed feasibility studies for proposed specific projects
- Marketing and development of the area in terms of the developed Precinct Plan
- Investigate the need for a Local Area Plan for the entire Uvongo town and surroundings



CASE STUDY: 1.1

MASINENGE UPGRADE OF INFORMAL SETTLEMENTS PROJECT, RAY NKONYENI LOCAL MUNICIPALITY, KWAZULU-NATAL, RSA

PRESENTER: MR. SIMPHIWE NIKELO

2

PRESENTATION OUTLINE

1. INTRODUCTION AND LOCATION OF THE PROJECT
2. PROBLEM STATEMENT
3. BRIEF PROJECT BACKGROUND
4. DENSIFICATION CONCEPT AND FORM OF TENURE
5. IDENTIFICATION AND PRIORITIZATION OF BENEFICIARIES
6. CHALLENGES EXPERIENCED
7. PHOTOGRAPHIC VIEWS OF THE PROJECT

3

1. INTRODUCTION AND LOCATION OF PROJECT

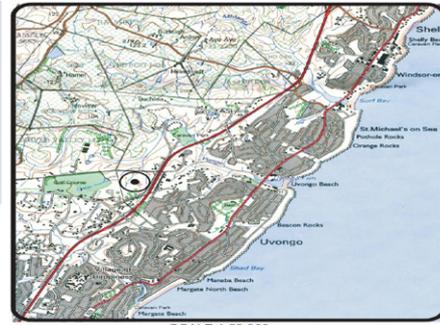
- ❑ The Masinenge Upgrade of Informal Settlements Housing Project is located on two state owned properties, being Remainder of Erf 252 Margate and Portion 2 of the Remainder of Erf 252 Margate.
- ❑ The project is located North of Margate and West of the R61/N20 South Coast Toll Road and 18 km South of the Port Shepstone CBD.
- ❑ The project borders on the Margate Golf Country Club and adjoins Agricultural lands, a developed Industrial area and the toll road. In close proximity to the site are existing formal residential developments including social and economic facilities.



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Knowledge for better Cities



4



LOCALITY PLAN
MASINENGE
PTN 2 OF ERF 252 AND
THE REMAINDER OF ERF 252 MARGATE

PLANKONSULT
Town and Regional Planning
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2. PROBLEM STATEMENT

- ❑ How to transform the Cities we currently have into the Cities we want by way of innovative Town Planning and Engineering Solution(s): A Case Study of Masinenge Upgrade of Informal Settlements.
- ❑ Structural challenges of Conventional Town Planning Layout for Low Income Market in RSA.



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3. BRIEF PROJECT BACKGROUND

- ❑ The Project is one of the many projects being initiated by the erstwhile Hibiscus Coast Municipality, which is now Ray Nkonyeni Local Municipality.
- ❑ It aims at transforming a Settlements characterised by inhuman and degrading living conditions.
- ❑ Its emergence was as a result of:
 - Effects of Failed Apartheid Group Areas Act;
 - Civic disobedient and defiance of illegitimate Apartheid Urban Spatial Plan,
 - Political and Tribal violence with their resultant population displacement.



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- ❑ This project will have amongst other infrastructural services to be installed, a full waterborne sanitation system which will feed to the Margate treatment works, water to each individual site and a well-built gravel road and storm water network, which will be upgraded in future to surfaced roads.
- ❑ Furthermore, this project forms part of the Municipality's Electrification Master Plan wherein the first 324 units (Phase 1) will receive electricity, which are currently being reticulated by an Eskom appointed Contractor. While the project will provide 882 residential sites, but it will benefit over 4 000 people who currently live in squalor conditions which do not befit human habitation.



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4. DENSIFICATION CONCEPT & FORM OF TENURE

- ❑ The Project was initially designed for 542 units and later increased to 662 stand-alone houses. Due to an influx of occupiers on the informal settlement area, the new concept of multiple storeys was introduced to maximise the number of dwellings to be yielded, firstly at 800 units and later to the currently approved 882 units.
- ❑ The project size comprises of 118 single stand-alone 40 m² single dwellings and 764 multiple storey buildings (blocks) ranging from two to fourteen (48m²) units which total to 882 housing opportunities.
- ❑ Typical single residential Sites simply would not have achieved the density required, therefore an increased density with reduced Site sizes was the only solution.



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- ❑ Due to the constant increase in informal settlers to the project area, the Municipality resolved to increase the number of potential dwelling units by the replacement of some of the freehold stands with additional blocks of flats.
- ❑ The township layout has been amended with the previously approved 882 dwellings having been increased to 95 single attached and detached units and 971 flats, totalling 1066 dwelling units.
- ❑ The layout also contains a number of community facilities including shops, worship site, primary school, parks and open spaces.



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- ❑ Each erf contains a little garden along the front of the building and sufficient space to the rear of the building to accommodate a motor vehicle.
- ❑ Each beneficiary will be responsible for the maintenance of their part of the building.
- ❑ Each qualifying beneficiary will obtain security of tenure by receiving a title deed to their property, establishing personal home ownership. The township design contributes to a concept of communal living.

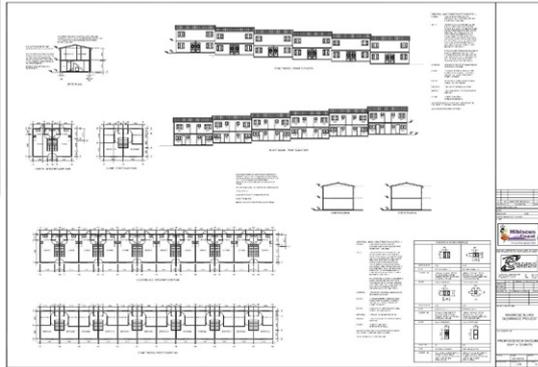


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BUILDING PLANS



MASINENGE UPGRADING OF INFORMAL SETTLEMENTS



5. IDENTIFICATION AND PRIORITISATION OF BENEFICIARIES

- Beneficiaries were identified from the existing occupiers,
- Project Steering Committee which is constituted by both representatives of the Ward Committee, directly elected members of the Beneficiary Community and Ward Councillor was established which assisted the Sales Administration Team;
- Prioritization was given to the aged and old occupiers of the Project.



6. CHALLENGES EXPERIENCED

- Apartheid Spatial Planning – Racial & Economic Segregation
- Constant Influx of illegal Occupiers – Community Involvement & Solutions
- Complex Forms of Tenure – Individual ownership within a Communal Living
- Integration and Co-ordination





21



24



25

Interior



26

CASE STUDY: 2

OATLANDS LANDFILL PROJECT, RAY NKONYENI LOCAL MUNICIPALITY, KWAZULU-NATAL, RSA

PRESENTER: MS. YANDISA MHLAMVU



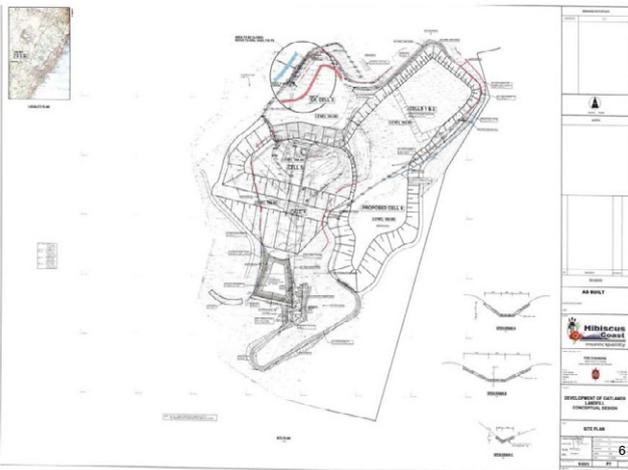
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1. HISTORY

- ❑ Oatlands Landfill original development by Ugu Municipality.
- ❑ Taken over by Hibiscus Coast Municipality in **1994**.
- ❑ Site serves the Hibiscus Coast Area and some other Local.
- ❑ Site serves the Hibiscus Coast Area and some other Local Councils.
- ❑ It receives approximately 35,000 tonnes of Municipal solid waste from Municipal collection vehicles and private vehicles per year.
- ❑ A license for the site has recently been issued by the Department of Economic Development, Tourism & Environmental Affairs (EDTEA).



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3. WASTE LICENCE

The License was issued with conditions that require the Municipality to:-

- ❑ Ensure there is sufficient airspace.
- ❑ Treat leachate.
- ❑ Provide a drainage layer over Cells 1 & 2.
- ❑ Install a borehole.



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PRESENTATION OUTLINE

1. HISTORY
2. GENERAL
3. WASTE LICENCE
4. LEGAL ISSUES
5. SOLUTIONS
6. IMPLICATIONS OF NO ACTION
7. WAYFORWARD
8. PROJECT EXPENDITURE



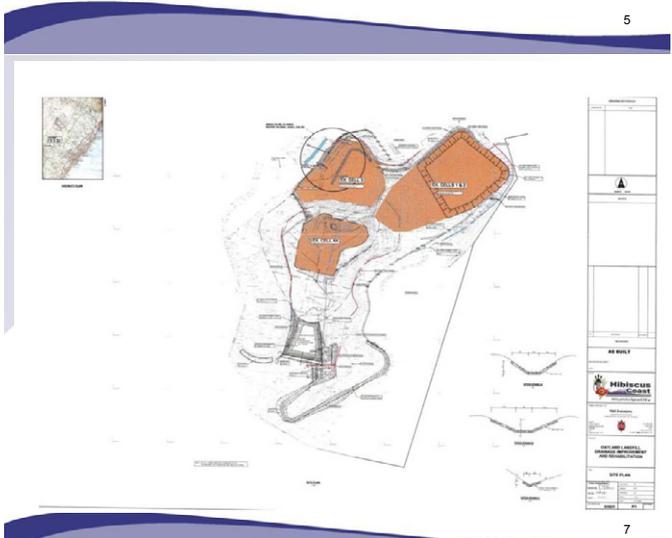
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2. GENERAL

- ❑ The landfill now licensed, is an asset to a Municipality.
- ❑ The landfill now licensed, is an asset to a Municipality.
- ❑ It has the potential to be a Regional site with a life of up to **25 years**.
- ❑ Waste disposal is an essential service to the Community
Waste disposal is an essential service to the Community just like water, roads, and sewage.



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4. LICENCE ISSUES

- ❑ Current airspace extends to July 2017. It must be increased by extending Cell 4 further. It takes about 18 months to complete the design, procurement and construction process.
- ❑ Leachate is being re-circulated onto site. This is not sustainable in that the volume of leachate is increasing and stability of the site could be compromised. To reduce the volume of leachate a treatment plant is proposed. Preliminary planning has been completed and the next step involves a Environmental Impact Assessment (EIA) and Waste License Application (WULA).
- ❑ The position of the new borehole has been identified.
- ❑ The installation of the drainage layer over Cell 1 & 2 has not been planned.



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5. SOLUTIONS

- ❑ Airspace to be increased by raising the liner in Cell 4.
- ❑ The planning for the leachate treatment plant must proceed and the plant constructed as soon as approval is received.
- ❑ A quote must be obtained to install the additional borehole.
- ❑ Funds must be provided for the drainage layer on Cells 1 & 2.

7. WAY FOWARD

- ❑ The raising of the liner to increase airspace must be implemented as **a matter of urgency**.
- ❑ The EIA and WULA for the leachate treatment plan must commence as soon as possible.
- ❑ As soon as funds are available the additional borehole must be installed.
- ❑ When funds are available the drainage layer above Cells 1 & 2 must be constructed.



6. IMPLICATIONS OF NO ACTION

- ❑ **AIRSPACE:** if there is no airspace the site will have to close. The Municipality will have to transport the waste to Durban (Lovu Landfill). Estimated cost **R15.0 million/annum**. The alternative is widespread litter and pollution with associated smell, rats, and flies.
- ❑ **LEACHATE CONTROL:** failure to treat the leachate will lead to repeated pollution incidents. DWA have already issued directives to the former Hibiscus Coast Municipality in which they have threatened Legal Action in the form of heavy fines and / or imprisonment.
- ❑ **BOREHOLE:** failure to install the borehole is a non compliance in the License Conditions and the license could be withdrawn.
- ❑ **DRAINAGE LAYER:** failure to install the drainage layer could result in the Municipality being prohibited from landfilling in Cells 1 & 2 restricting the potential of the site.

8. PROJECTED EXPENDITURE

Project	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	Comments
Cell 4B	R 4,000,000.00					Raise liner to 150ml provide airspace
Cell 4C		R 7,000,000.00				Extension of Cell 4 towards the CSW, includes final stability team
Cell 4D				R 9,000,000.00		Raise liner to final level to provide airspace
Cell 3 closure			R 3,500,000.00			Closure and capping of Cell 3
CSW dam wall			R 300,000.00	R 300,000.00		Raise existing wall, clear vegetation and improve wall
Leachate Treatment Plant - EIA & WULA Professional Services	R 250,000.00	R 250,000.00				Preliminary project to confirm feasibility
Leachate Treatment Plant - Construction		R 3,000,000.00	R 3,000,000.00			Construction of leachate treatment plant
Access Road		R 250,000.00	R 250,000.00			Relocation of access road down to leachate storage area and pipe relocation
Entrance Area				R 250,000.00		Rehabilitation of Entrance area & Weir/bridge
Standby Leachate Pump				R 380,000.00		(a) Provide backup pumps (b) Amend proposals to new ponds & CSW pond (c) Additional valves, etc
Reedbeds				R 410,000.00		Construction of reedbed to filter CSW overflow and treated leachate
Cell 1 / 2					R 6,500,000.00	Closure and capping of Cell 1 / 2
TOTAL	R 4,250,000.00	R 10,500,000.00	R 7,050,000.00	R 10,320,000.00	R 6,500,000.00	

Construction



CASE STUDY: 3

**MARGATE AIRPORT MASTER PLAN, RAY NKONYENI
LOCAL MUNICIPALITY, KWAZULU-NATAL, RSA**

PRESENTER: MS. YOLANDA VAN RENSBURG



2

1. HISTORY OF MARGATE AIRPORT

- ❑ Margate Airport was a South African Airforce Base from 1971
- ❑ Airport handed to the Local Authority late 1990
- ❑ Airports Management Company (Airlink) managed the Airport till end 2009
- ❑ Airlink operated Bi-weekly flights between OR Tambo International Airport
- ❑ The scheduled flights ended with the Airport Management Company handing the Airport back to the Local Authority
- ❑ The Airport hosted the 2010 Soccer World Cup and upgraded several Security aspects
- ❑ Thereafter with no scheduled air service operating from Margate Airport the Airport was a Category 2 Civil Aviation Authority Licensed Aerodrome
- ❑ Durban International Airport moved from Amanzimtoti to LaMerz currently known as King Shaka International Airport
- ❑ South Coast is approximately 190km from King Shaka International Airport (2 hours drive)
 - Increased cost of travelling to the newly built KSIA – fuel and toll fees
 - Person-time lost in travelling rather than the actual business
 - Increased levels of inconvenience (waking up too early and or sleep-over)
 - Potential for Increased Road Accidents
- ❑ Scheduled flight was revived in November 2013 and CemAir are currently operating from OR Tambo International Airport
- ❑ It has been proven that the route is sustainable and viable.



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3. LOCATION AND OWNERSHIP

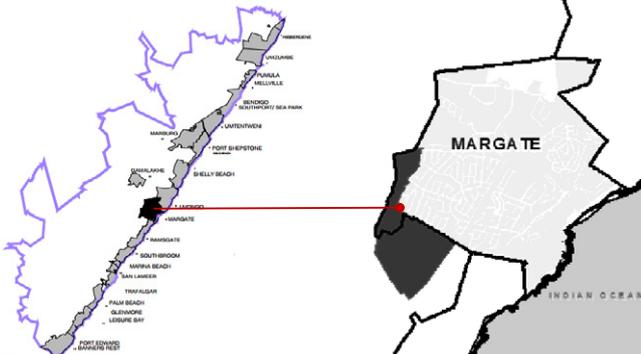
- ❑ The Municipality is one of the premier domestic holiday destinations in South Africa
- ❑ For a town to attract and retain co-operations with regional and nationalities, an efficient and functional airport that can be easily reached is important.
- ❑ Airports are vital gateways to places and can give effect to stimulating commerce and local economies.
- ❑ The business' of airports, in particular the growth in 'non-aeronautical' revenues,
- ❑ Margate Airport holds such potential and is one of the airports identified by the government's air transport strategy which aims to use regional airports to grow the economy of regional towns in both aeronautical and non-aeronautical developments



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4. SITE LOCALITY MAP

Lot 3841 within the suburb of Margate Approximately 22 kilometres away from Port Shepstone CBD and 4.7 kilometres Away from Margate CBD.



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PRESENTATION OUTLINE

1. HISTORY OF MARGATE AIRPORT
2. HISTORY OF THE PROJECT
3. LOCATION AND OWNERSHIP
4. SITE LOCALITY
5. AIRPORT STATUS QUO
6. ACCESS TO THE SITE
7. TOWN PLANNING CONTROLS
8. PLANNING AIRPORT INFRASTRUCTURE
9. PROPOSED DEVELOPMENT
10. RECOMMENDATION



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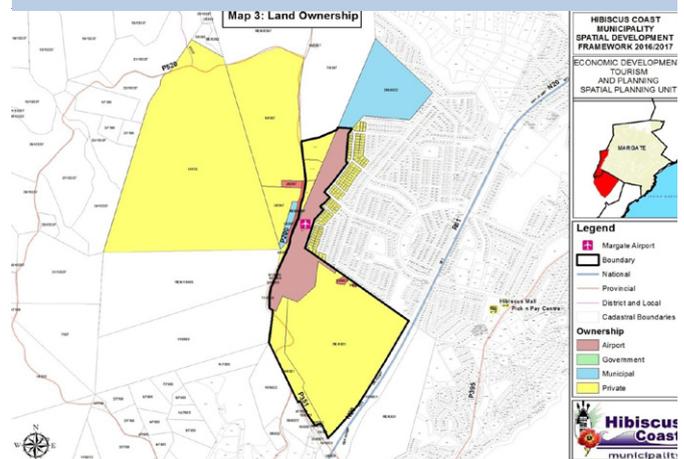
2. HISTORY OF THE PROJECT

- ❑ Present the draft Margate Airport Master Plan (feasibility study);
- ❑ Provide details of the site including legal descriptions, site location and the extent of the site and relevant mapping thereof.
- ❑ Present municipal policies and future aeronautical demands that will be necessary to preserve the integrity of the airport and its surroundings i.e.Town Planning, the development controls applicable to the site as per the zoning certificate provided by Ray Nkonyeni Municipality and the land use of the existing buildings.
- ❑ A detailed description of the proposed expansion and development
- ❑ The impact that the proposed development will possibly have on the surrounding land uses.
- ❑ Relevant mapping for the proposed expansion of the site. This will include locality map, siteplan, zoning map, land use and proposed development plan.



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3. LOCATION AND OWNERSHIP (CONTI..)



5. MARGATE AIRPORT – STATUS QUO

- ❑ **Airport Infrastructure compliance with SACAA/ICAO**
 - AIP (Aeronautical Information Publication) – Code 3C
 - Runway length 1300 x 30 - quite strong
 - Visual approaches – non-instrument runway
 - Fire Cat 4 (can upgrade to 6)
 - Airports Operators Licence held by Municipality
 - Terminal capacity approx. 50-100 pph
- ❑ **Operator Compliance**
 - Aircraft licensing (e.g. Part 135 / 121 Operators licence or GA)
 - Pilot licensing
 - AA regulations



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5. MARGATE AIRPORT – STATUS QOU (CONTI...)



6. ACCESS TO SITE



- ❑ 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 is gained only from Tedder Avenue and Livingstone Road. The standard size for these roads are 6.5m.
- ❑ P200– Former Hibiscus SDF Review 2016/17-future development corridor

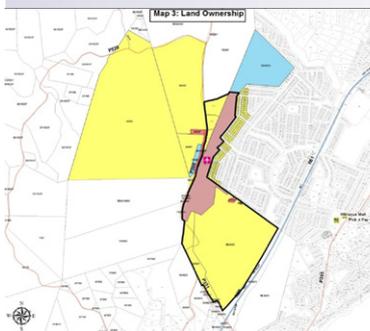
7. TOWN PLANNING CONTROL: CURRENT ZONING

- ❑ Margate Airport is currently zoned "Special Zone 55" According to the Municipal Scheme`;
- ❑ The zoning permits works ancillary to the function of an airfield and no development controls are prescribed;
- ❑ Most of the surrounding land uses around Margate Airport are zoned "Residential Only 4" which are predominately the properties that lie on the eastern side of Margate. Other areas are zoned "Low Impact Industrial 2" which lies on the northern side of the airport , "Agriculture" and "Public Open Space" within the site.

7. CURRET ZONING (CONTI...)



7. CURRENT LAND USE & OWNERSHIP



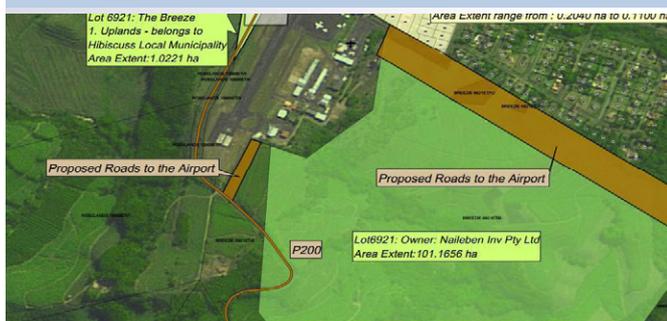
- ❑ Margate airport is adjoined by housing on the east side and mostly by farm land on the west, north and south sides;
- ❑ **A brick factory is located on the western boundary of the airport** and a major road separates the airport property from the farm land and small industrial area on the northern side
- ❑ Property towards the east as well as the airport, are owned by the local council. Properties on the north and west sides are privately owned.

8. PLANNING AIRPORT INFRASTRUCTURE

- ❑ The Ray Nkonyeni Municipality proposes the expansion of Margate airport;
- ❑ The expansion is to include the runway extension as well as commercial, retail and residential mixed use around the airport.



9. PROPOSED ROADS TO AIRPORT



9. PROPOSED ROADS TO AIRPORT (CONTI...)

- ❑ The proposed development around the airport and the expansion of the airport will result in the airport terminal being located on the eastern side of the run way enabling easy access from the public road to the airport;
- ❑ Access to the airport is now proposed to be from the public road and there will be less traffic in the mentioned suburb.

10. AIRPORT INFRASTRUCTURE: TERMINAL EXPANSION



11. RECOMMENDATIONS

- ❑ The plan serves as a concept guideline and more detailed work / investigation need to be conducted towards developing a comprehensive and practical master plan;
- ❑ Are as of determining cost / benefits and in mobilizing effective funding strategies both for airport improvements and developing supporting commercial ventures in the precinct;
- ❑ A pool of specialists that will conduct the necessary technical duties which include but are not limited to:
 - Engineers (Traffic, electrical, and civil)
 - Architects
 - Quantity Surveyors
 - Environmentalists

10. AIRPORT INFRASTRUCTURE: TERMINAL EXPANSION





VI. Msunduzi Municipality

by Selna Cornelius

On 12 September 2016, about thirty ISOCARP congress participants departed from the ICC in Durban, for what would prove to be an exceptionally eye-opening learning experience in the Msunduzi Local Municipality. This workshop comprised of two main study areas namely the Greater Edendale and Vulindlela Development Areas, which provided a mix of all the themes of the congress. More specifically, three sites within these two development areas were visited during the day, including respectively:

Vulindlela Development Area: Henley Dam invasion and human settlement

Greater Edendale Area: Dambuza and Unit H human settlement

Greater Edendale Area: Town Centre

This report aims to provide a brief background to the above-mentioned case study areas as well as a summary of the current challenges experienced, concluding with some points for discussion, critical questions as well as a concise overview on how these case studies relate to the six 52nd ISOCARP congress themes.

Background to the site visits

Vulindlela Experience

Vulindlela is a predominantly rural traditional settlement, representing a typical South African rural context. The Henley Dam area is aesthetically

appealing, but currently under pressure because of uncontrolled urbanisation and land grab that is occurring in the area. During the site visit a number of upmarket dwellings were pointed out, which have been erected illegally within the 1 in 100 year floodline next to the dam. It was further explained that the land is privately owned by Umgeni Water (a parastatal organisation). Umgeni proposed to consolidate the upmarket residential development on higher grounds around the dam and to subdivide the water body from the parent property and manage the activities of the dam in terms of the Water Act. The Municipality's intervention in the above standoff was subsequently requested.

Greater Edendale Experience

The Greater Edendale Area was established as a Section 30 Town, as per the Black Administration Act 38 of 1927, resulting in formidable transformation challenges facing the area. The technical tour focused on the Dambuza/Unit H human settlement development and the establishment of the Edendale Town Centre.

Dambuza [Unit H Housing Project], like most areas of Greater Edendale, is afflicted by land tenure discrepancies and overlapping general plans, which have resulted in multiple land ownership. The problem is exacerbated where low income state residential houses have been built over privately owned land and where settlement development has occurred in a manner inconsistent with property



boundaries (cadastral base). The municipality has identified 5 Priority Housing Projects as a partial solution to the problem.

The Edendale Town Centre was identified as an Urban Hub to promote township renewal and the transformation and regeneration of the Greater Edendale area. It was emphasised during the site visit that the hub must not be seen as a traditional CBD but that it was built around the concept of an Informal economy that will set the platform for other land uses to grow organically.

Challenges identified during the site visits

Vulindlela Experience

- Settlement sprawl and densification problems because of uncontrolled urbanisation
- No building controls or higher order services and other mechanisms in place
- No definition of urban edge and lack of floodline delineation
- Environmental impacts: illegal uncontrolled development in flood risk areas
- High income land invasion and conflict: issues with Land Ownership and Management arrangements

Greater Edendale Experience

- The area reflects all the traditional elements of Apartheid planning
- Environmental sensitivity and the “Dambuza Dongas”

- Land tenure discrepancies and overlapping general plans - multiple land ownership
- Beneficiaries are unable to receive title deeds and security of tenure rights
- Transformation & regeneration of Greater Edendale area by means of an Urban Hub
- Hub must be built around the concept of an Informal economy, not a traditional CBD

As with most cases in the South African context, these challenges need to be addressed within an environment that is bound by the constraints of high levels of poverty and unemployment, land legal complexities, inadequate services and infrastructure provision and the rapid increasing rate of informal settlement development.

Relation to congress themes

Considering the challenges as mentioned above, the main congress themes applicable to this specific Technical workshop included themes 1, 4, 5 and 6:

- 1. Transforming human settlements – with reference to the Dambuza Unit H Housing Project, this theme focused on the planning, building, development and management of human settlements whilst addressing spatial patterns of social and economic inequality and their possible integration.
- 4. Urban Planning and Policy making in times of uncertainty, fragility and insecurity – referring to the environmental challenge faced by the Vulindlela/Henley dam case study area as well as the lack of proper building control, floodline delineation and land legislative compliance.





- 5. Intelligent Cities for People – specifically referring to the Edendale Town Centre, the current development of the Urban Hub can be enhanced by the use of typical smart city technology and access to data. This would greatly enhance the benefits, development and awareness of an informal economy within the Greater Edendale Area.
- 6. Planning for an interlinked and integrated rural-urban development – in both the cases of Vulindlela and the Dambuza Housing project, changing the conceptualization of the urban-rural divide and creating the possibility of new forms of urbanity and rural existence, would completely reshape these settlements and provide new economic opportunity and viability to the case study areas.

Critical thinking/points for further discussion

- Can land invasion be an opportunity for a Local Municipality to create new policies and new forms of urbanity/rural existence?
- Importance of creating a polycentric city, sustainable urban centres, identifying growth nodes, public place making!
- High income invasion – does it really exist?
- Should or can rural-urban migration be mitigated by intelligent villages and rural development?
- Must urban development be more shaped by its non-urban context?
- During the Dambuza housing project a housing structure had to be adapted, because the conditions of tenure changed throughout the process – how should Planners handle an ever changing environment?

- Importance of land value in bridging gap between rural/urban areas
- Self-help communities? Are we really planning “Cities we need”? What about the community’s needs?
- The way in which economic activity needs to engage with the public realm: how to ensure that the new town centre will not mitigate the role of CBD?
- The dual identity of the Centre/Hub as both a place of economic activity but also a place of social gathering?
- Defining ‘African Urbanism’?

In summary

These case study areas bring into focus the ability of the Greater Edendale Vulindlela Development Initiative (GEVDI) to deliver on its mandate i.e. a developmental local government tasked with confronting the blight of poverty, exclusion and deprivation. GEVDI provides a holistic perspective that is closely connected to a continuous process of spatial transformation wherein substantial room for creative solutions should be allowed both in development, planning and decision making.

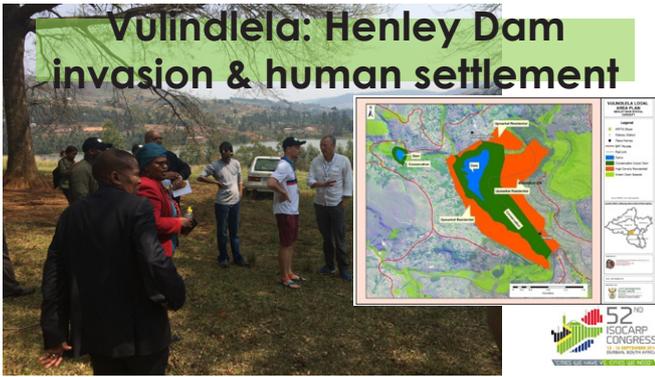
**TECHNICAL WORKSHOP 6:
MSUNDUZI MUNICIPALITY**
Greater Edendale and Vulindlela
Development Initiative (GEVDI)

1. Vulindlela: Henley Dam invasion & human settlement
2. Edendale: Dambuza & Unit H human settlement
3. Edendale: Town Centre

**Main issues/challenges
Relation to conference themes
Questions for discussion**

Greater Edendale and Vulindlela
Development Area
Population: 618 536
Case City size: 1619
Type: Technical workshop site visit

Vulindlela: Henley Dam invasion & human settlement



52nd ISOCARP CONGRESS
SOUTH AFRICA 2014

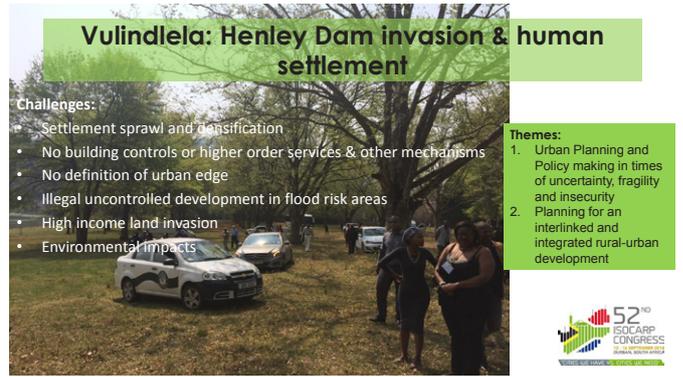
Vulindlela: Henley Dam invasion & human settlement

Challenges:

- Settlement sprawl and densification
- No building controls or higher order services & other mechanisms
- No definition of urban edge
- Illegal uncontrolled development in flood risk areas
- High income land invasion
- Environmental impacts

Themes:

1. Urban Planning and Policy making in times of uncertainty, fragility and insecurity
2. Planning for an interlinked and integrated rural-urban development



52nd ISOCARP CONGRESS
SOUTH AFRICA 2014

Vulindlela: Henley Dam invasion & human settlement



Critical thinking:

1. Land invasion an opportunity for LM ?
2. Importance of creating polycentric city, sustainable urban centres, identifying growth nodes, public place making!
3. High income invasion?

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SOUTH AFRICA 2014

Edendale: Dambuza & Unit H human settlement



52nd ISOCARP CONGRESS
SOUTH AFRICA 2014

Edendale: Dambuza & Unit H human settlement

Challenges:

- Area reflects all elements of Apartheid planning
- environmental sensitivity and the "Dambuza Dongas"
- land tenure discrepancies & overlapping general plans - multiple land ownership
- highly volatile and contested landscape
- low income state residential houses [Unit H Housing Project] built over privately owned land
- beneficiaries are unable to receive title deeds & security of tenure rights

Themes:

1. Transforming human settlements
2. Planning for an interlinked and integrated rural-urban development



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Edendale: Dambuza & Unit H human settlement

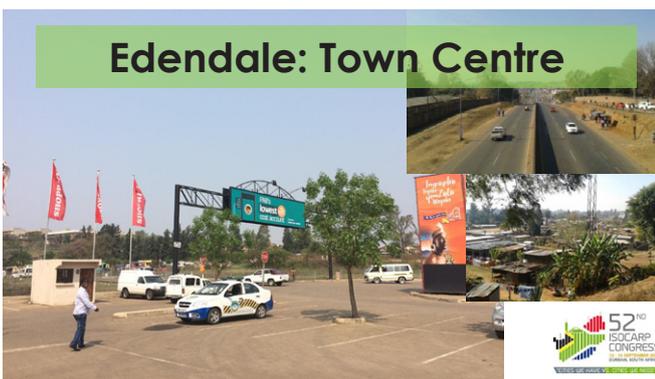
Critical thinking:

1. Housing structure had to be adapted, condition of tenure changed through process - what can Planners do in an ever changing environment?
2. Importance of land value in bridging gap between rural/urban areas
3. Self-help communities?



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SOUTH AFRICA 2014

Edendale: Town Centre



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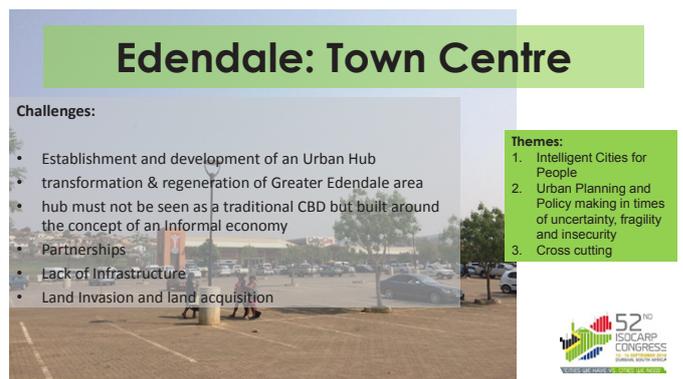
Edendale: Town Centre

Challenges:

- Establishment and development of an Urban Hub
- transformation & regeneration of Greater Edendale area
- hub must not be seen as a traditional CBD but built around the concept of an Informal economy
- Partnerships
- Lack of Infrastructure
- Land Invasion and land acquisition

Themes:

1. Intelligent Cities for People
2. Urban Planning and Policy making in times of uncertainty, fragility and insecurity
3. Cross cutting



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Edendale: Town Centre

Critical thinking:

1. The way in which economic activity needs to engage with the public realm?
2. The dual identity of the Centre/Hub as both a place of economic activity but also a place of social gathering?
3. Defining 'African Urbanism'?
4. How to ensure that new town centre will not mitigate role of CBD??



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Not all work and no play



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VII. eThekweni DubeTradeport - KingShaka

CITY OF ETHEKWINI: DUBE TRADEPORT/ KING SHAKA INTERNATIONAL AIRPORT

Team Leader: Ketaodirelang Samuel Letebele (eThekweni Metro)

Local Co-Rapporteur: Yandisa Mashalaba (University of Free State)

YPP: Mofat Frank (University of Venda)

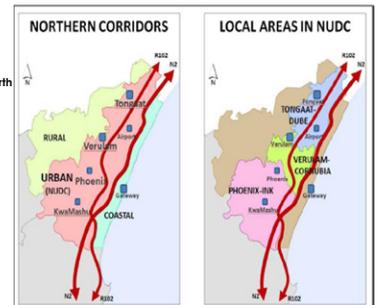
- Strengths
- Questions for discussion



eThekweni Metro
Population (3.6 million)
Case City size (2297 km²)
Type: Case

BACKGROUND

- Area:
 - KSIA/DTP is located approximately 30 km north Durban in SA
- Umhlanga;
- Cornubia;
- Verulam;
- Airport Development Node (SEZ)
- Nodal priority investment area
- Northern urban development corridor
- Eairtopolis strategy

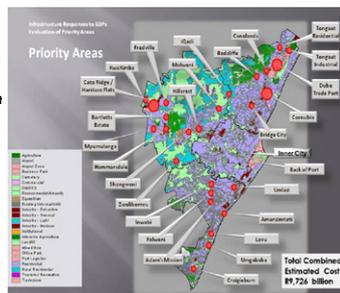


eThekweni Metro
Population (3.6 million)
Case City size (2297 km²)
Type: Case



OPPORTUNITIES

- Dube Tradeport leases most of the land parcels it develops
- Eairtopolis project is managed and compiled at the provincial level
- Partnerships
- One hour radius
- Greenfield dev. opportunity to promote highly efficient integration of airport & airfreight infrastructure
- world class logistics platform -high value agricultural, manufacturing & business services zones.



eThekweni Metro
Population (3.6 million)
Case City size (2297 km²)
Type: Case

STRENGTHS

- Dube City
- Trade
 - Agriculture zone (fully let)
 - Agricultural Research Centre
 - Cucumbers
 - Cargo
- Trade Zone 1 (Fully let)
- Partnership with Tongaat Hullets
- Licensed operator of the SEZ
- Durban & Richards Bay Link- Logistics
- Facilitate investment in KZN
- Big on Perishable goods
- ITC



eThekweni Metro
Population (3.6 million)
Case City size (2297 km²)
Type: Case



CHALLENGES

- Key findings
- Growth and phasing of the development
- Integration of the airport land development with city development
- Demand for land
- Connectivity
 - Connecting to Johannesburg remains a problem
- Provision of bulk infrastructure
 - Allow stakeholders, such as property associations to benefit from installing bulk infrastructure
 - Tax holidays/Tax breaks from the municipal level not just at treasury

CHALLENGES

- Noise contours:
 - review of the noise contours in partnerships with ACSA & ATNS
 - Methodology used sterilizes some land parcels
- Tension
- Integration
 - There is an existing forum for stakeholder engagement
- Policy choices
 - Alignment of policy imperatives with provincial and national government levels
- Lack of experiences
 - In partnership with UKZ, knowledge and expertise in the aviation industry is being addressed
- Environmental issues
 - Compliance and legal issues
 - Mother nature responds to man, not the other way round
 - DMOSS – change of thinking



eThekweni Metro
Population (3.6 million)
Case City size (2297 km²)
Type: Case



eThekweni Metro
Population (3.6 million)
Case City size (2297 km²)
Type: Case

Keynotes



52ND ISOCARP CONGRESS

ISOCARP
Knowledge for Better Cities

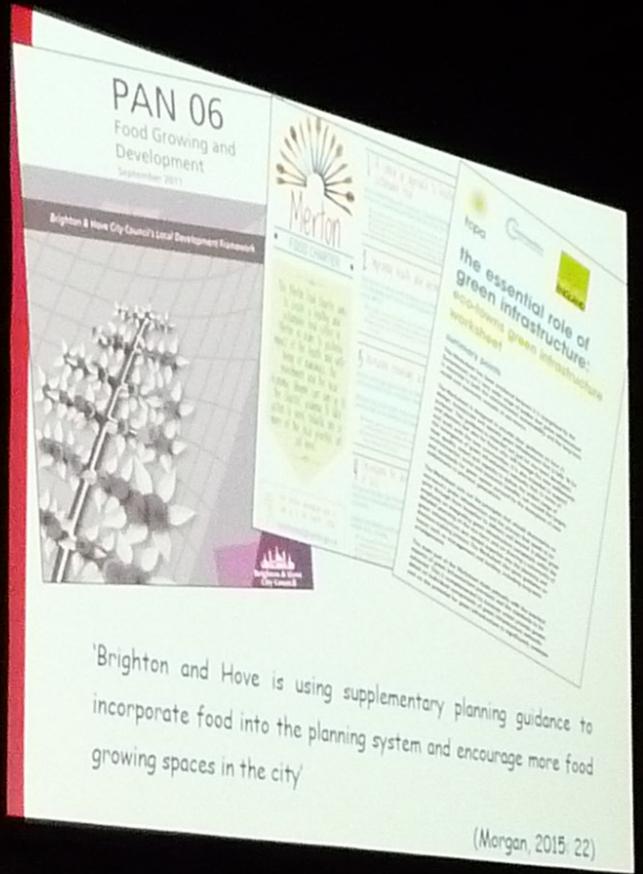
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52ND ISOCARP CONGRESS

A man in a light blue shirt is speaking at a podium on the left. Behind him is a large white banner with the ISOCARP logo and text. The banner features the text '52ND ISOCARP CONGRESS' in large letters, the ISOCARP logo with the tagline 'Knowledge for Better Cities', and a smaller version of the same text at the bottom. The stage is decorated with a large, colorful planter box filled with various green and red plants.



Two men in suits are seated at a long table covered with a dark red cloth. The table is set with water bottles, glasses, and microphones. The background is a dark wall with a large projection screen.



PAN 06
Food Growing and Development
September 2011

Brighton & Hove City Council's Local Development Framework

Merton

the essential role of green infrastructure: supporting green infrastructure

'Brighton and Hove is using supplementary planning guidance to incorporate food into the planning system and encourage more food growing spaces in the city'

(Morgan, 2015: 22)

The projection screen displays a slide titled 'PAN 06 Food Growing and Development' dated 'September 2011'. It features a header for 'Brighton & Hove City Council's Local Development Framework' and a logo for 'Merton'. The main content includes a photograph of a plant and a text box with the heading 'the essential role of green infrastructure: supporting green infrastructure'. Below the slide, a quote reads: 'Brighton and Hove is using supplementary planning guidance to incorporate food into the planning system and encourage more food growing spaces in the city'. The citation '(Morgan, 2015: 22)' is located at the bottom right of the screen.

Sustainable Development Goal 11 and the New Urban Agenda: Can Planning Deliver?

by Vanessa Watson

Sustainable Development Goal 11 and the New Urban Agenda: can planning deliver?

Vanessa Watson
University of Cape Town
2016



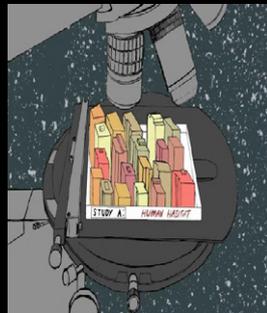
....to reinvigorate the global political commitment to the sustainable development of towns, cities and other human settlements, both rural and urban.



www.citiscopescope.org

HABITAT 111

- The Post-2015 Development Agenda.
- Sustainable Development Goal 11 on cities and human settlements.
- The New Urban Agenda.
- Role of planning...



Why is this of interest?

For a long time planners around the world have been arguing that governments should take cities and planning more seriously.

And now it has happened!



The 2030 Agenda for Sustainable Development includes a set of 17 Sustainable Development Goals (SDGs) to end poverty, fight inequality and injustice, and tackle climate change by 2030.



Goal 11: Sustainable cities and communities: Make cities inclusive, safe, resilient and sustainable

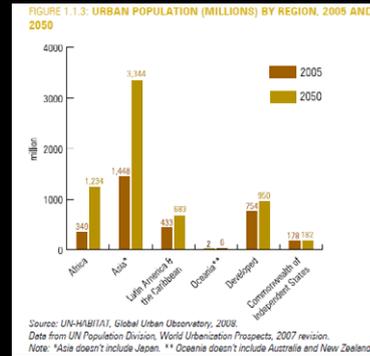
The fight for an urban goal in the SDGs

Shifting 50 years of anti-urban bias in development policy

In 2013, 84% of governments in less developed regions had anti-urban policies to lower migration from rural to urban areas (United Nations)

Countered by the urban 'tipping point' and new urban interest – cities as 'growth engines' in the global economy and cities as vehicles for achieving global sustainable development .

The global urban tipping point: over 50% of the world's population lives in urban areas



And 75% of urban dwellers are in the global South.

What is SDG Goal 11 ?

Spelt out in the New Urban Agenda (NUA) 23p

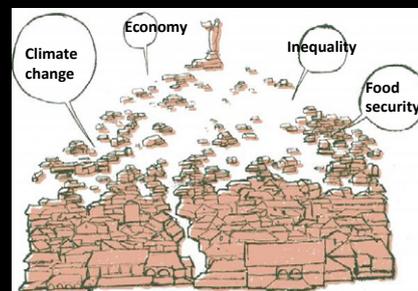
A UN process led by UN Habitat, negotiated through: regional representatives; policy experts; Habitat 3 bureau – 10 member states; stakeholders. To be adopted at Habitat 3 in October.

Major shifts:

- From a shelter and 'slums' focus in the global South to all urban areas globally.
- From only sectoral goals to a view of all goals through the spatial lens of 'the urban'.
- Hence new focus on local government.

The new role of cities anticipated by SDG 11

Urban areas (and planning) will be expected to deal with ALL the key global issues. It is assumed cities are the major contributors to these, and offer the greatest potential to address them...



All global processes work horizontally through places – urban places

The NUA (3rd draft): CITIES FOR ALL

Highly progressive, even radical, although disputes eg over the 'right to the city'.

.... All urban citizens must have just, safe, healthy, accessible, resilient, sustainablecities.

.... People centred vision of cities ... equal rights and opportunities accepts social function of land... civic engagement ...quality public spacesgender equality ... recognize informal economy... balanced and integrated territorial development... adopt disaster risk and climate change and adaptation measures... minimize environmental impact....

Paragraphs 90 - 120 the role planning must play as the key implementer

"We commit to an **Urban Paradigm shift...**"

Shift in **urban outcomes** to acceptance and inclusion of informality, density, mixed use, public transport, environmental priorities, plans shaped by connected and high quality public space.

Very different from much current planning practice!



OUT !!!

ECO-ATLANTIC - LAGOS

KIGALI – PLAN FOR CAPITAL OF RWANDA



Monofunctional suburbia



What kind of plans in the NUA?

In the NUA and in the *International Guidelines on Urban and Territorial Planning*, adopted by the Governing Council of UN-Habitat in April 2015.

Implies a nested hierarchy of state-led, regulation-driven, spatial plans, starting at the top: national, regional and local (urban) scales

83. We will anchor the effective implementation of the New Urban Agenda in inclusive, implementable, and participatory urban policies, as appropriate, to mainstream sustainable urban and territorial development as part of integrated development strategies and plans, supported, as appropriate, by national, sub-national, and local, institutional and regulatory frameworks, ensuring that they are adequately linked to transparent and accountable finance mechanisms.

106. We will promote the development of adequate and enforceable regulations in the housing sector, including, as applicable, resilient **building codes, standards, development permits, land use by-laws and ordinances, and planning regulations**, combating and preventing speculation, displacement, homelessness

119. We will include culture as a priority component of urban plans and strategies in the adoption of planning instruments, **including master plans, zoning guidelines, building codes, coastal management policies, and strategic development policies ...**

A strong state role rather than just market liberalism may be necessary, but:



1. How does this kind of planning respond to the goal of cities as economic drivers and sites of greatly reduced poverty and inequality ??? Where is the economy in all this??
2. Where is the institutional capacity and degree of decentralization to roll out national, regional and local spatial and law-driven plans and their implementation ??

Does the NUA assume a form of planning stuck in the past?

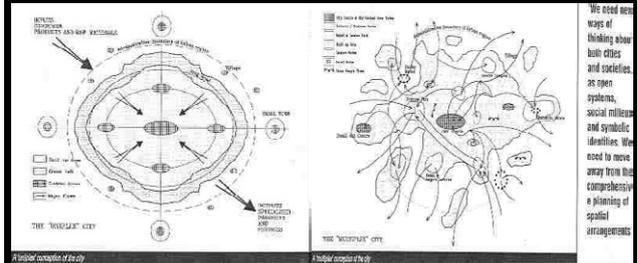
Has it forgotten about the global economy and how this impacts on cities and regions?

Does it assume an institutional and regulatory capacity available in Europe, and maybe the US and China, but not in many parts of the global South?

Can planning deliver on NUA goals given these major gaps?

Have major critiques of past planning been forgotten?

"We must shift from a 'uniplex' conception of the city to a 'multiplex' concept"



Graham S and P Healey (1999) Relational concepts of space and place: Issues for planning theory and practice. *European Planning Studies* 7(5) 623-46.

Graham and Healey (1999) – key points:

- Planners do not grasp the complex dynamics of contemporary urban change...they retain the assumption that cities can be considered unproblematically as single, integrated, unitary material objects to be addressed by planning instruments... They assume a concept of cities managed from the nation-state downwards through a hierarchy of territorial plans, and tightly linked to their rural hinterlands.
- Cities and regions are conceptualised as 'containers', bounding the activities which go on inside them. The economic and social lives of city residents are assumed to equate with this physical and locational conception of urban life.
- Planners need to come to grips with the reality of the 'multiplex city'. .. Economic activities in cities and regions can be linked in to international circuits of trade and innovation ... as well as local factors and forces..

Conclusion...

GOAL 11 AND THE NUA IS A MAJOR SHIFT IN GLOBAL POLICY THINKING.

PLANNING AS THE MAIN IMPLEMENTING TOOL IS NOW CENTRE-STAGE IN THIS.

THE SDG PROCESS IS NOT JUST A TALK-SHOP: A MASSIVE ROLL-OUT OF INDICATORS AND MONITORING MECHANISMS WILL START RIGHT AFTER OCTOBER, WITH A POSSIBLE NEW GLOBAL INSTITUTION TO MANAGE THIS.

MEETING GOAL TARGETS WILL BE REINFORCED BY INTERNATIONAL AGENCY RATINGS AND POSSIBLY LOAN REQUIREMENTS.

THE NUA GOALS ARE SOCIALLY AND ENVIRONMENTALLY POSITIVE AND WORTH SUPPORTING....

BUT THE NATURE OF PLANNING ENVISAGED IN THE NUA IS UNLIKELY TO DELIVER ON THESE VERY AMBITIOUS EXPECTATIONS.

THIS COULD BE CHANGED -- BUT A GOBAL DEBATE ON THIS IS NEEDED URGENTLY!

Edible Cities: Exploring the Need for Urban Agriculture

by Michael Hardman




Edible Cities

Exploring the Need for Urban Agriculture

Dr Michael Hardman
Lecturer in Geography
University of Salford, UK
@DrMikeHardman / m.hardman@salford.ac.uk

Urban Agriculture

Edible Cities?

Informality

Moving Forward...



Urban Agriculture



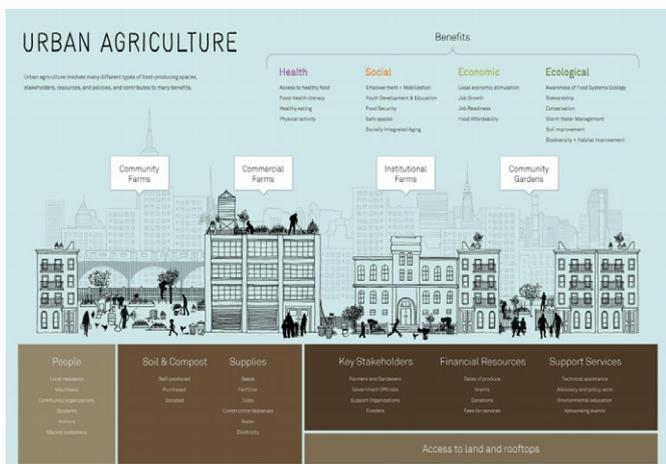
Hungry City
CAROLYN STEEL
THE RURAL PRODUCTION OF THE CITY

Food Miles
Standard Note: SWS04
Last updated: 14 Jan
Author: Chris
Sector: Science

Disincented development at the rural-urban fringe: Re-connecting spatial planning theory and practice
A.J. Scott, C. Carter, M.R. Reed, P. Lasham, D. Adams, N. Mehta, R. Waters, D. Collins, C. Cress, R. Cuzzell, R. Fryer, P. Giblin, K. Lewis, M. Middleton, N. Schofield, B. Shaver, R. Collins

Oh what heaven to only eat food grown where you live! The disturbing truth about supermarket food - and QUENTIN LETTS' very simple solution
By QUENTIN LETTS FOR THE EASY NEWS

Hong Kong Imports Over 90% of Its Food. Can It Learn to Grow?
By David Wong on August 9, 2012
Photography by Glenn Rogan, Elmag

(Five Borough Farm, 2016)

Spectrum of opportunity spaces

From the micro (i.e. grass verge) → To the macro (i.e. industrial site)



'Given the current economic climate, stalled development spaces are a feature of our towns and cities and are likely to remain so for the foreseeable future.'

(Greenspace Scotland, 2010)



(Chipungu, 2016)



- Incredible Edible Todmorden - huge impact
 >100 groups in the UK + more internationally
- Our research shows the network is making a positive impact
- Edible landscapes - free for everyone!





View over 100 Carrot City case studies! To explore the collection database select a category above.



Edible Cities?



'Brighton and Hove is using supplementary planning guidance to incorporate food into the planning system and encourage more food growing spaces in the city'

(Morgan, 2015: 22)



(Visit Salford, 2013)





'We rely on grants from charities... you never know where the next will come from'
(Salop Drive)

'Given the funding environment, a lot of organisations will do what they can to raise funds, it's a very challenging environment'
(Federation of City Farms and Community Gardens)

'Our income is below £25,000 a year... our income from supporters and community, which is the donations box generally and one-off donations people might give us, some people give a couple of hundred pound here and there'
(Woodgate Valley Urban Farm)

- Phase 1 - desktop study on the key ingredients for success
Creation of typology and literature on urban farming
- Phase 2 - case study analysis of successful projects
Visits to urban farms identified in Phase 1 and soil testing
- Phase 3 - key stakeholder consultation and recommendations
Community consultation

Animals killed at Wythenshawe Park community farm after yobs went on rampage

18:49, 21 MAY 2016 | UPDATED 21:56, 22 MAY 2016 | BY TODD FITZGERALD

It is understood that four youths had hurled missiles at cows, kicked poultry cages and let dozens of birds out of their coops

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Recommended in Greater Manchester News

MANCHESTER
Watch as CCTV records brazen burglars breaking in to family home

OLDHAM
Road blocked in Oldham after building collapses

ROSDALE
Staff turn up for work

Three geese and a chicken were killed after yobs went on the rampage at Wythenshawe Park community farm.



- £1 million from a charity to enable UA
- Housing Association providing land - predominantly stalled sites for meanwhile developments
- Beyond food growing - recreate the Garden City feel to the space



(Urban Catch, 2013)

BRIGHT  FARMS

 **GOTHAM GREENS**
LOCAL PRODUCE

SIEMENS

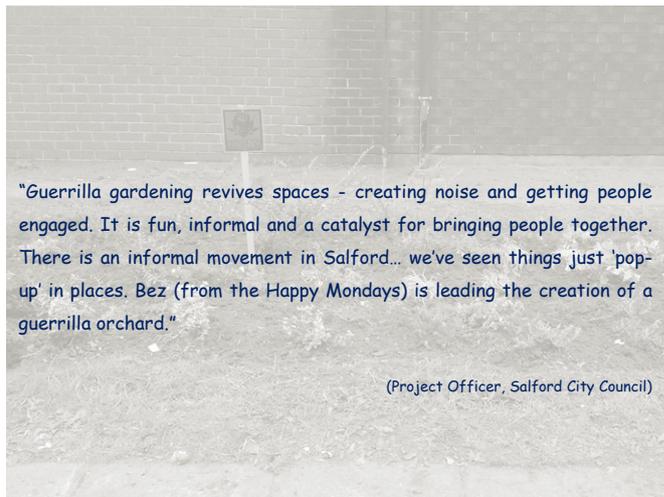
 **Mondelēz International**



Informality



-  'Illicit cultivation of someone else's land' (Reynolds, 2008: 16)
-  Guerrillas either legitimise or decline (increasingly the former i.e. Incredible Edible Todmorden)
-  Evidence shows that many pursue the informal route to avoid what they deem 'over-bureaucracy'



"Guerrilla gardening revives spaces - creating noise and getting people engaged. It is fun, informal and a catalyst for bringing people together. There is an informal movement in Salford... we've seen things just 'pop-up' in places. Bez (from the Happy Mondays) is leading the creation of a guerrilla orchard."

(Project Officer, Salford City Council)



Moving Forward...

'The local trap refers to the tendency of food activists and researchers to assume something inherent about the local scale. The local is assumed to be desirable; it is preferred a priori to larger scales. What is desired varies and can include ecological sustainability, social justice, democracy, better nutrition, and food security, freshness, and quality'

(Born and Purcell, 2006: 195)



- Cities need to realise the benefit of using stalled space – meanwhile UA sites should be encouraged (Angotti, 2013; Hardman and Larkham, 2014; Wiskerke and Viljoen, 2012)

- More radical approaches i.e. embracing Guerrilla Gardening
 'Ideally you will choose the time to seek legitimisation. Do this when you judge that you and your guerrilla garden will be more at risk if you continue illegally than if you try to go legit. **Once you call a truce and offer to negotiate, it is crucial you do this from a strong position'** (Reynolds, 2008: 226)



- Opportunity space for key actors to seize on the global UA momentum
- UA will never make a city self-sufficient but can radically impact on health and wellbeing
- Planners need to look at exemplars – use tools to enable the practice in cities (like Brighton in the UK)



Angotti, T. (2013) *The New Century of the Metropolis: Urban Enclaves and Orientalism*, Abingdon: Routledge.

Born, B. and Purcell, M. (2006) Avoiding the Local Trap: Scale and Food Systems in Planning Research, *Journal of Planning Education and Research*, 26 (2): 195 - 207.

Hardman, M. and Larkham, P. (2014) *Informal Urban Agriculture: The Secret Lives of Guerrilla Gardeners*, London: Springer.

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Ioannou, B., Moran, N., Sondermann, M., Certoma, C. and Hardman, M. (2016) Grassroots Gardening Movements: Towards Cooperative Forms of Green Urban Development? In: Bell, S., Fox-Kemper, R., Keshavarz, N., Benson, M., Caputo, S., Noori, S. and Voigt, A. (Eds) *Urban Allotment Gardens in Europe*, Abingdon: Routledge.

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Reynolds, R. (2008) *On Guerrilla Gardening*, London: Bloomsbury.

Wiskerke J. S. C. and Viljoen, A. (2012) 'Sustainable Urban Food Provisioning: Challenges for Scientists, Policymakers, Planners and Designers', in: Viljoen, A. and Wiskerke J. S. C. (Eds) *Sustainable Food Planning: Evolving Theory and Practice*, Wageningen: Wageningen Academic Publishers.

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📧 @DrMikeHardman

New forms of partnership & governance: the Carbon Bank of Gwangju



Some concluding observations

T1 (2005) "A smart city uses ICT to enhance its liveability, workability and sustainability"

T2 (2015) " Smart and sustainable cities are connected communities, activities, services, systems and people to improve quality of life and preserve the planet's resources."

Future City?

1. Puts people first
2. Makes government an employment of choice
3. Pushes for high standards of quality
4. Engages on continuous improvement & learning
5. Share information
6. Uses data strategically
7. Engages people
8. Recognises leadership at all levels

YPPs



Young Planning Professionals` 25th Anniversary Session

by Piotr Lorens

Young Planning Professionals 25th anniversary session

Piotr Lorens, VP YPP

developed on the basis of ideas generated by:
Marjo van Lierop, Madina Junussova, Lukasz Pancewicz,
Ahmed Sangare, Daniele Vettorato, Mikhail Stepura, Marcin Sliwa

YPP Program – outline for next years

- Traditionally – YPP workshop only
- Number of new initiatives developed so far, also – many more plans about the future
- YPP 2.0 program structure:
 - Congress: YPP workshop, YPs co-reporting, „Lets’ Reinvent Planners!” roundtable, YPP Network session (in future)
 - YPP National workshops and Intensive Trainings
 - Bridging Theory and Practice (cooperation with planning schools and organizations of them)
 - YPP Network (as a new platform for YPs)
 - YPP Award / Student Award

„Lets’ Reinvent Planners!”

- Many YPs feel they can contribute to the profession and have their own opinion about how it shall develop
- Also, both YPs and EPs („experienced planners”) have various opinions on how the profession shall evolve, what is important these days, how the roles of planners can be performed etc.
- The good venue for these discussions shall be a roundtable to be organized during one of the plenary sessions of the congress, allowing both sides to exchange ideas

YPP Network

- Following the initial discussions held with YPs in the second part of 2015, the YPP Network was initially conceptualized
- It is intended to „make possible better start for YPs in the professional life”
- YPP Network shall become a (forum), (database), (meeting point), (HOME) for all YPPs
- YPP network: allowing YPs to „mix” in a new way and ALSO to find for them a good „starting point” in the professional world

25th YPP Anniversary

- YPP program founded in 1991
- 25th anniversary of YPP program in 2016
- XXL workshop – 80 participants!
- Involving the YPs in the congress reporting
- Numerous local initiatives (workshops in China, Poland, Russia, United Kingdom)
- A special session during the Durban congress
- All of these - marking the „new start” of the YPP program – YPP 2.0

YPPs contribute to the reporting process of the Congress workshops

- Following the experience gained during 51st ISOCARP Congress, the role of YPs during future congresses needs to be reinvented
- YPs shall:
 - Participate in the YPP workshop (as usually)
 - Become supporters of the Congress Team (initiated in Rotterdam) and serve as co-rapporteurs of the congress sessions / tracks (responsible for drafting the final presentation / posters from the sessions / tracks)

„Lets’ Reinvent Planners!”

- In 2016 – reflecting on the past and setting the „foundation stones” for the future
- During subsequent congresses – a „special session” on planning practice as seen by Young Planners in dialogue with Experienced Planners and Academics
- The detailed scope of this shall be developed by the YPP Committee (as decided by ISOCARP EXCO)

Roundtable during the Durban Congress „Lets Reinvent Planners!”

- During this roundtable we have:
 - Short intro into the YPP 2.0 (Piotr Lorens)
 - Reflections on the origins of the program (Estefania Chavez de Ortega, Program Founder)
 - Reflections on the future of the program (colleagues representing different parts of the profession and being involved in YPP program)
 - Summarizing the 25th workshop and celebrating the 25th YPP BIRTHDAY



**“CITIES WE HAVE VS CITIES WE NEED”
52ND ISOCARP CONGRESS
12-16 SEPTEMBER 2016
DURBAN, SOUTH AFRICA**

**25TH ANNIVERSARY OF YOUNG PLANNING
PROFESSIONALS PROGRAMME (YPP Programme)
1991 GUADALAJARA, JALISCO MEXICO**

DRA. URB. ESTEFANÍA CHÁVEZ BARRAGÁN

TIMELINE

- In 1959 the Section of the Architecture curriculum decided to create Urban Planning post-graduate studies at the Faculty of Architecture UNAM (National Autonomous University of Mexico).
- In 1983, coordination approved to create a curriculum for undergraduate Urban Planning studies in a new school.
- Between 1983 and 1985, the coordination worked in the generation of the curriculum for The Urban Planning Degree.
- Finally, on November 8th 1985 (World Urbanism Day), the undergraduate degree of Urban Planning was approved and opened at the Faculty of Architecture at UNAM.

TIMELINE

- Due to the fast increase of human population from the 1950s to the 1980s, universities were in the need to address this problem in the developing countries by preparing professionals to help and attend the consequences of it.
- Initially several professions started to attend this problem with different perspectives. At the beginning, the International Congresses of Modern Architecture (CIAM) congresses testified it.
- In 1929 there was already a talk about the need for studies of Urban Planning at the Faculty of Architecture.

- In 1991 at the XXVII ISOCARP Congress, which was held in Guadalajara Jalisco, with the theme "Planning for Tourism", students of the newly established Degree of Urban Planning, attended as partners to meet members of the congress.



Local Organising Committee with Manuel d'Acosta Lobo in the post-congress in Cancun.

En ISOCARP. Guadalajara, Jal.

Salvador Gómez Rocha, Hector Quiroz Rothé, Jván Gamboa, Mtra. Estefanía Chávez Barragán Coordinadora de la Licenciatura en Urbanismo, Daniela Rojas Aréchiga, Santiago Calzadillo López, Víctor Romero Méndez, Pamela Ileana Castro Suárez, Della López Araiza, y Mario Enrique Reyes Pérez.



TIMELINE

Picture from the YPP workshop in Glasgow in 1993 with Serge Domicelj in it.

- YPP Programme was formalized in the following conferences.
- To date ISOCARP's life is sustained on this program.

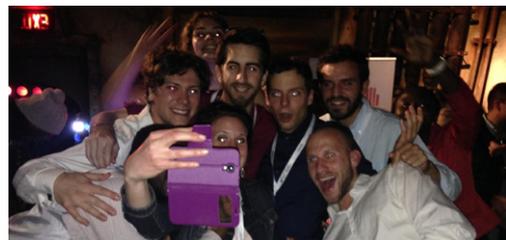


PRESENT

- The members of YPP Programme, have the responsibility to know the history of the association to which they belong and have rejuvenated. This in order to participate actively in the present and future of ISOCARP.
- In the last congress in the Netherlands, there were no members of the YPP Programme in the assembly of members discussing the future.

PRESENT

- I invite these young people to participate as they are an important part of the future of society.



YPP Workshop Report

by Piotr Lorens

ISOCARP YOUNG PLANNING PROFESSIONALS WORKSHOP, South Africa, Durban, 8-11 September 2016

1 Enabling **SOCIAL JUSTICE** perspective in the strategic decision making



WE INVITE YOU TO LISTEN TO **7**

STORIES OF DURBAN BY

80 YPPs

2 **COCKTAIL POINT:** Emphasizing social dimension of the inner-city urban regeneration - **DURBAN CBD**

3 Developing model for bottom-up planning of the rural areas - **QADI, INANDA AREA**

4 A study of **RURBANIZATION:** **FOLWENI VALLEY**

5 Re-conceptualizing the **URBAN DEVELOPMENT LINE**

6 Planning for the mixed-tenure, affordable housing in the large-scale urban developments - **CORNUBIA**

7 "Smart city" in the context of an **AFRICAN** city **THE CASE UMHLANGA RIDGE**

Aladekoyi Opeyemi Comfort & Kolawole Atinuke Justina



Enabling **SOCIAL JUSTICE** perspective in the strategic decision making

DURBAN: Young Planning Professionals' Workshop

Supervised by: **Dr. Hayangah Rosemary**

Simba CHITAPI, Zhuqing LIU, Sarah MAHADEO, Mikhail MALASHENKO, Frank MOFFAT, Thandeka THYANI, Thuli NDLOVU, Benjamin SCHERBARTH, Phila SOGIBO, Lonolisa THALEGWAYO, Nevelisa TYEKELA

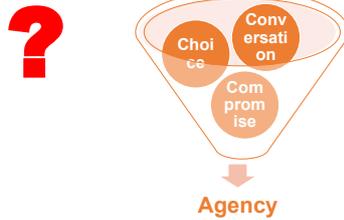
Coordinated by: **Dr. Hangweleni Hope Magidimisha & Dr. Nancy Odendaal**
Madina Junussova & Lukasz Pancewicz - ISOCARP



1



WHAT IS **SOCIAL JUSTICE**

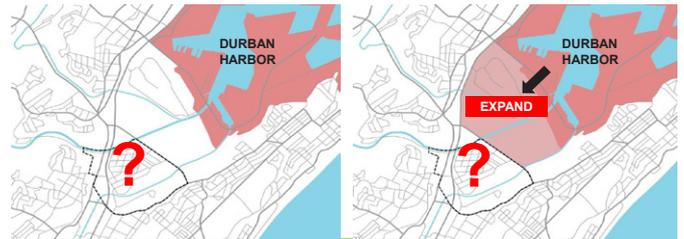


TO PROTECT

HARBOR: DOESN'T EXPAND
CLAIRWOOD: RE-GENERATE

TO CREATE

HARBOR: EXPAND
CLAIRWOOD: RE-ZONE



SCENARIO 1: TO PROTECT

Possible interventions

- Local community strengthening programme
- Socially responsible businesses programme
- Informal housing incrementally upgraded
- Dangerous businesses relocated and conflicting land use corrected

Expected outcomes

- Better quality of life
- Stronger community
- More participation
- Better access to facilities
- Better and more just policies
- More socially responsible business



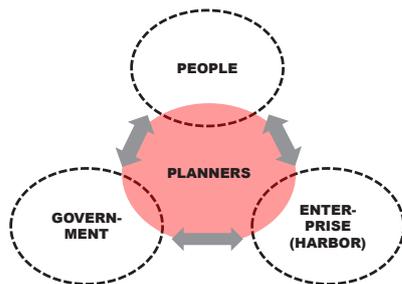
SCENARIO 2: TO CREATE

Possible interventions

- Public participation, transparent inclusive process
- Meaningful compensation and adequate options for relocation
- Re-zoning of the area to mainly logistics
- Port expansion

Expected outcomes

- Creation of employment
- New business opportunities
- Improved living conditions
- Integrated and well functioning industrial zone
- Local business can find a place in a formalized industrial setting



Social justice for Clairwood is reflected in the community being a part of the conversation of place making



COCKTAIL POINT: Emphasizing social dimension of the inner-city urban regeneration - **DURBAN CBD**

DURBAN: Young Planning Professionals' Workshop

Supervised by: **Prof Dayomi Mathew**

Bartoszewicz Katarzyna, Gosh Solanki, Taheri Somayeh, Varughese Prasanth, Wisniewska Magdalena, Patuwa Valeriy, Minkathi Pamela, Mzamo Bulokani, Dlamini Lungile Fezekile, Odokumbo Damiola Monzurat, Nohobe Tahiru, Mubana Petrus

Coordinated by: **Dr. Hangweleni Hope Magidimisha & Dr. Nancy Odendaal**
Madina Junussova & Lukasz Pancewicz - ISOCARP



2



Social Inclusion in CBD space

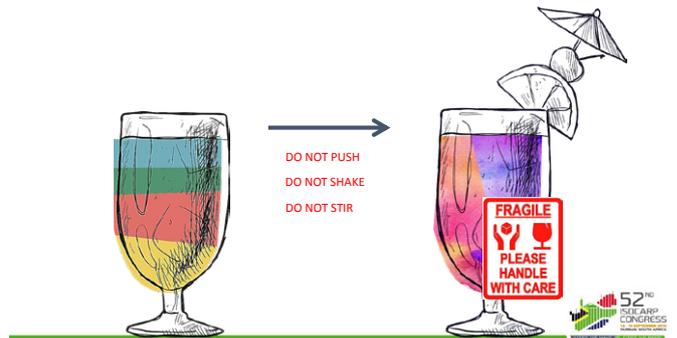
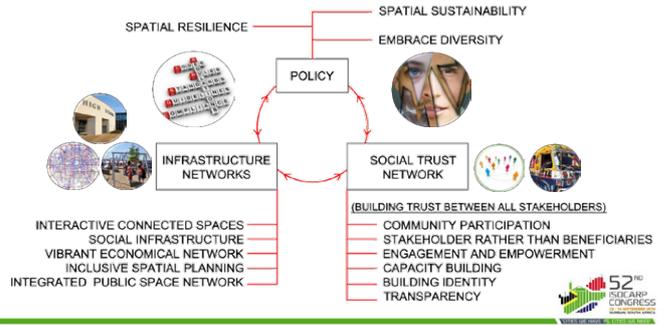


The VISION

Socially inclusive urban regeneration

AIM

To foster a socially inclusive neighbourhood, vibrant and liveable community in the Durban CBD Point.



3

Developing model for bottom-up planing of the rural areas – QADI, INANDA AREA

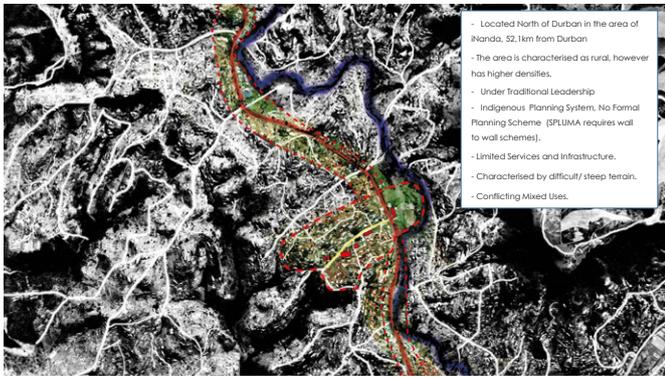
DURBAN: Young Planning Professionals' Workshop

Supervised by: Ms. Zungu Amanda

ASHAMI OLIWAKAYOZE, BOYKO DMITRY, PRINS ERIEN, DLAMINI SINEKHOSI, MATLOU NTWAKO, MLONYENI INGA, MPRUNGOSE CELWE, NISLE THEMBEKA, ZULU SANDILE

Coordinated by: Dr. Hangwelani Hope Magidimisha & Dr. Nancy Odendaal
Madina Junussova & Lukasz Pancewicz - ISOCARP



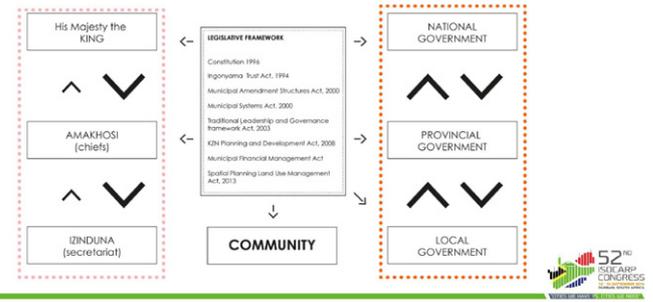


Emerging Settlement Planning Issues

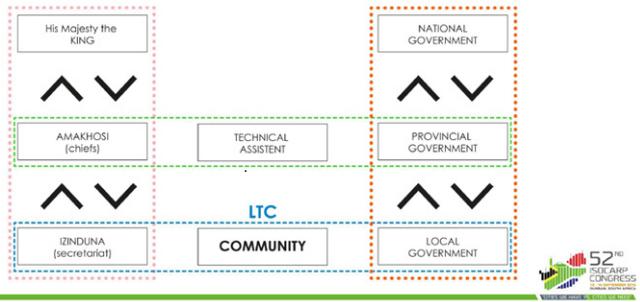
Infrastructure	Social	Landuse	Environment
water supply	library	compatibility	landscape forming
power lines	sport grounds	housing typology	wetlands and floodplains
access roads	churches	land use pockets	stormwater
	playgrounds		

Traditional	Formal
Undocumented	Documented
Indigenous knowledge	Modern/ Scientific Knowledge
Permission To Occupy	Land Owner (Security of Tenure)
No Rates/ Taxes	Rates/ Taxes
No Formal Layout	Layout and subdivision done
Community solves disputes through Tribal Court	Disputes solved through State Authority (SAPS, Judiciary)
Vast Land Owner (The King)	Regulators of Services (Bound by Legislation)

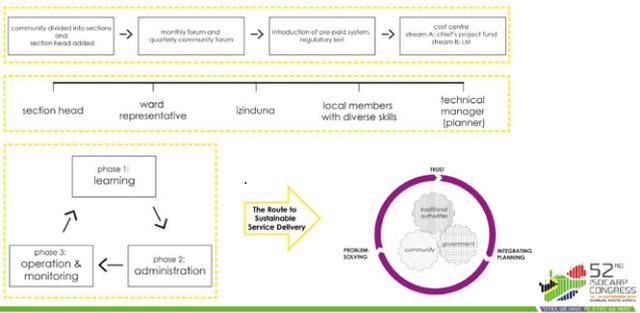
Traditional vs Formal hierarchical system



Proposed model



Local Trust Committee



4

RURBANITES

A study of RURBANIZATION: FOLWENI VALLEY

ALBERTO CENDOVIA, ANTHE HEYER, BRILLIANT TYRHOPE, JACOB KALKMAYR, JAMES SCHACKMAR, LEONHARD RADEBE, NICOLENE DE JONG, OLIVIA WOLLA RIXENGELE, THEMBA NGOMBE, TRISTAN RIMMING, VICTORIA OLIVER

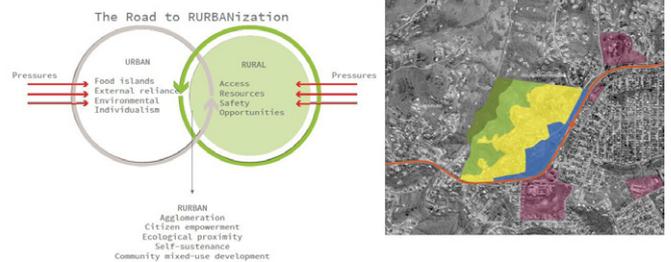
Supervised by: Ms. Norton Claire

Coordinated by: Dr. Hangwelani Hope Magidimisha & Dr. Nancy Odendaal Madina Junussova & Lukasz Pancewicz - ISOCARP

SITE ASSESSMENT



RURBANIZATION



CONSERVATION, AGRICULTURE LEAD TO BUSINESS



RESIDENTIAL AND COMMUNITY



5

Young Planning Professionals' Programme

RE-CONCEPTUALIZING THE URBAN DEVELOPMENT LINE

Supervised by: Dr. Chipungu Lovemore

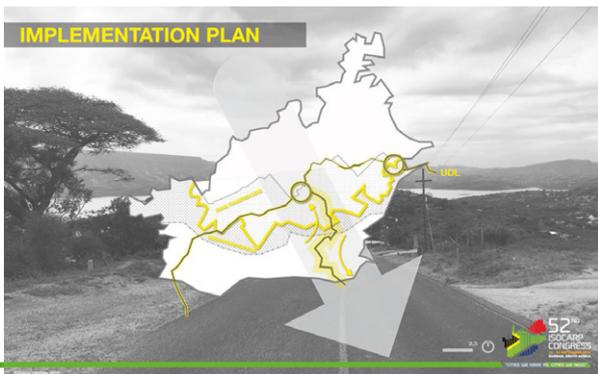
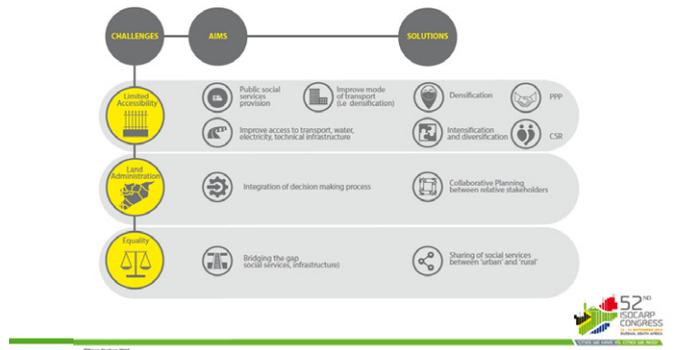
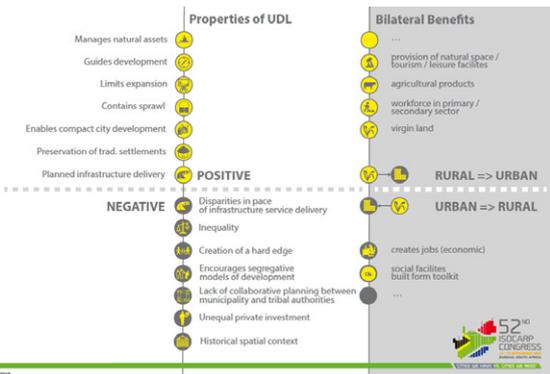
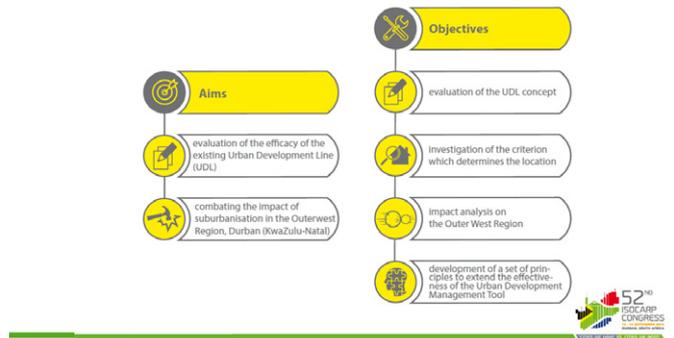
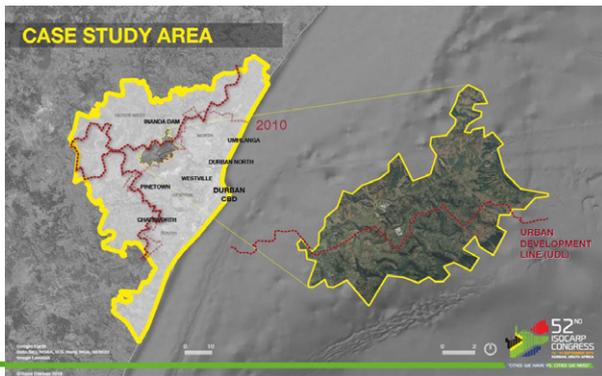
U Wari, Ashleigh Marryat, Mbulimbhe Ngidi, Hama Otracht-Prondzyńska, Othman Akinyemi, Shabangwe Ngweni, Tyah Gail

Coordinated by: Dr. Hangwelani Hope Magidimisha & Dr. Nancy Odendaal Madina Junussova & Lukasz Pancewicz - ISOCARP

TRACE DURBAN

RE-CONCEPTUALIZING THE URBAN DEVELOPMENT LINE

MIND THE GAP





Planning for the mixed-tenure, affordable housing in the large-scale urban developments – CORNUBIA

DURBAN: Young Planning Professionals' Workshop

Supervised by: Onatu George & Luckin Patricia

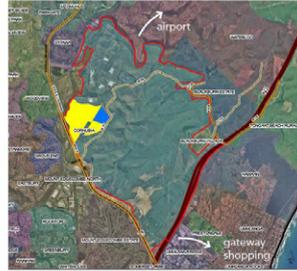
Dmitry Surkov, Edmore Mutsaa, Elizabet Dimitrova, Hong You, Lucia Leboto, Miranda Schut, Princess Tshilire, Thobekile Mkhize

Coordinated by: Dr. Hangwelani Hope Maggidimisha & Dr. Nancy Odendaal
Madina Junussova & Lukasz Pancewicz - ISOCARP



THE SA CONSTITUTIONAL HOUSING RIGHT

CORNUBIA: A NATIONAL PRIORITY PROJECT



- 1300 Hectares
- 25,000 Affordable houses
- 100,000 Residents

Source: G. Onatu, P. Luckin & N. Nkomo (2016) case study presentation



CORNUBIA WILL BE...

A BENCHMARK FOR SIMILAR INITIATIVES ACROSS THE COUNTRY



04 PHASE II- 3D VISUALISATION

- Regional integration
- Integrated settlement
- Sustainability
- Building a dynamic region
- Strengthening the regional logic of space

source: visualization and text: TPER urban design studio (2016) Cornubia phase II planning report



CORNUBIA TODAY

DOES IT LIVE UP TO EXPECTATIONS?



POLICY IS COMPLIANT

THE DEVELOPMENT FOLLOWS THE PLANNING FRAMEWORKS AND COMPLIES WITH THE NORMATIVE PRINCIPLES



- The principles
- Integrated human settlements
 - Infrastructure and service provision
 - Mixed use, integration, high densities and compact urban form



CHALLENGES

ON THE GROUND, SEVERAL ISSUES EMERGE



TRANSPORT



SERVICE PROVISION



NATURAL ENVIRONMENT



PROJECT MANAGEMENT



POLITICAL PRESSURE

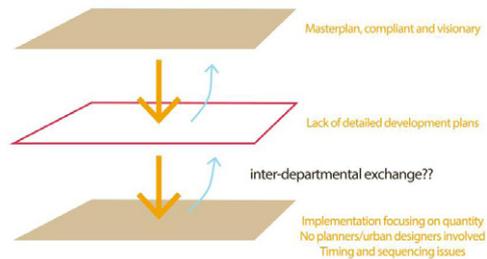


SOCIO-ECONOMIC



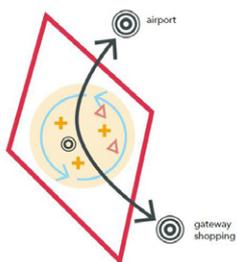
MISMATCH

THE DESIGN VISION DOES NOT MATCH THE REALITY TODAY



VISION FOR CORNUBIA

A PLAYGROUND FOR PEOPLE & INNOVATION



BRT & KNOWLEDGE
access & exchange to improve learning

ENERGY & FOOD
on site production

WATER & WASTE
closing the cycle rainwater use and recycling

ECONOMY
training for EPWP match making services transfer of skills



MASTERPLAN

A PLACE TO LINK PEOPLE TO INNOVATION



COMMUNITY MAPPING

CREATING A SENSE OF IDENTITY & SOCIAL COHESION



- 1) participation
- 2) placemaking
- 3) appropriation
- 4) sense of ownership

Source: PRGS (London) The power of maps. Adapted by M. Schab



COMMUNITY REACTOR

LINKING PEOPLE TO INNOVATION



- 1) training
- 2) platform for exchange
- 3) tech - hub
- 4) research & monitoring
- 5) gardening demonstration
- 6) processing & crafts
- 7) micro-credit facility
- 8) match-making for jobs
- 9) child care



7

“Smart city” in the context of an AFRICAN city THE CASE UMHLANGA RIDGE

DURBAN: Young Planning Professionals' Workshop

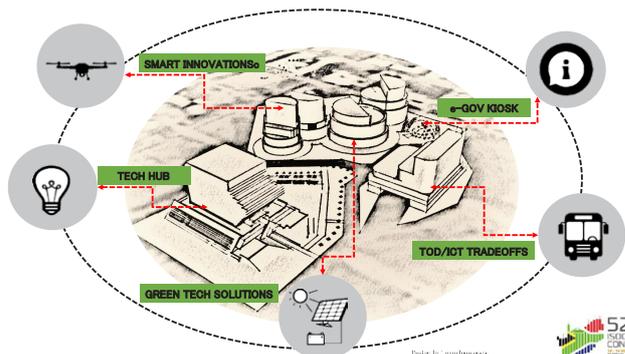
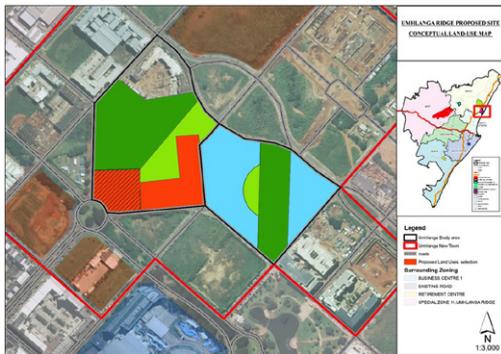
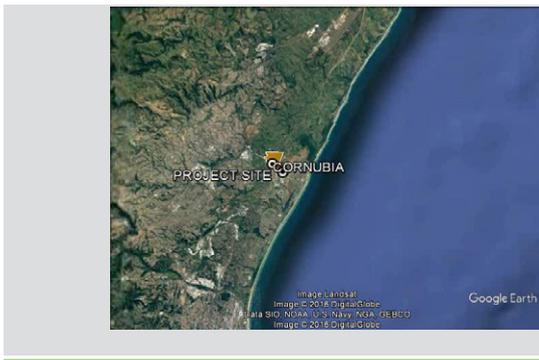
Supervised by: Ms. Annette Von Riesen



Sean Cooke, Ntsheni Colin Khwamisi, Joanna Prigara, Michele Melchiorri, Sabelo Mkhlangu, Misoqo Dlamini, Ndawondwa Duduzile, Francisco Achwaka, Chalesa Eweke, Joseli Engler, Shyley Nyamwanza, Gizem Ergonen, Anca Lipiga, Carlisle Wray Hunter

Coordinated by:

Dr. Hangwelani Hope Magidimisha & Dr. Nancy Odendaal
Madina Junussova & Lukasz Pancewicz - ISOCARP



We propose a new African City where **smart technology** unifies communities once segregated through intelligent **connectivity**, **smart innovation** and inclusive urban design as encompassed under the diversity and culture of African people.

YPP-INGWENYA.BLOGSPOT.CO.ZA
YPP-INGWENYA@URBANHABITLAB.EU



SPECIAL THANKS TO:

UNIVERSITY OF KWAZULU-NATAL

STUDENT ASSISTANTS
Dlamini Mngqobi
Ngidi Mbalenhle
Njike Siyabonga

Dean – Prof. Betty Mubangizi
Faculties and staff of the UKZN who helped us

ISOCARP

Piotr Lorens – Vice President YPP
Local Organisation Committee of the Congress

Gaby Kurth - Administrator



TO BE CONTINUED...



25th Anniversary Booklet (pdf)

25 Years of Young Planning Professionals Workshops 1991-2016



ISOCARP
Knowledge for better Cities

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and Regional Planners

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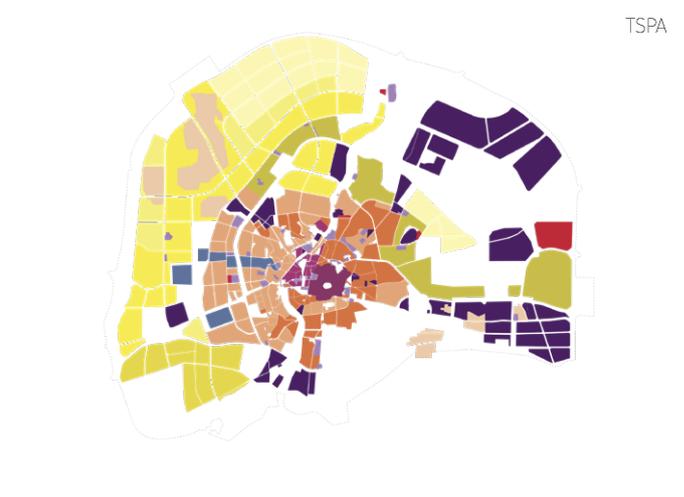
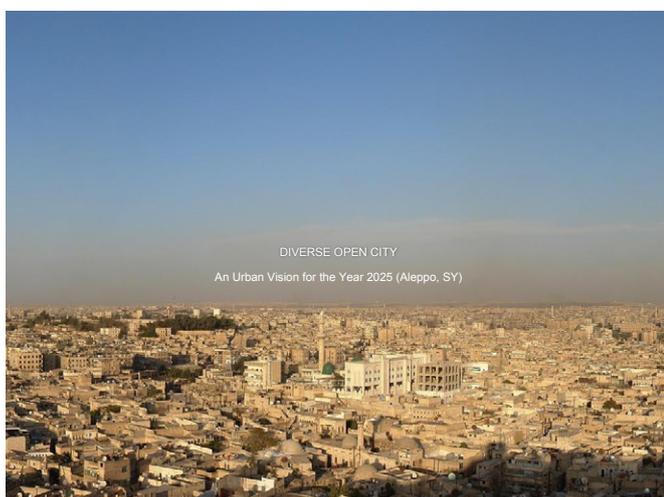
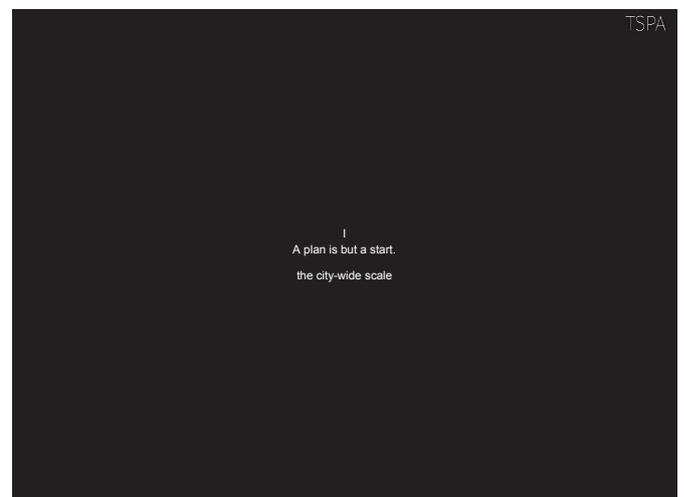
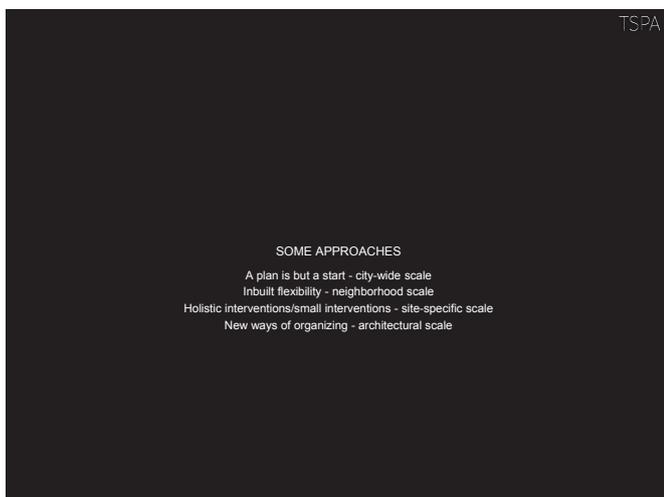
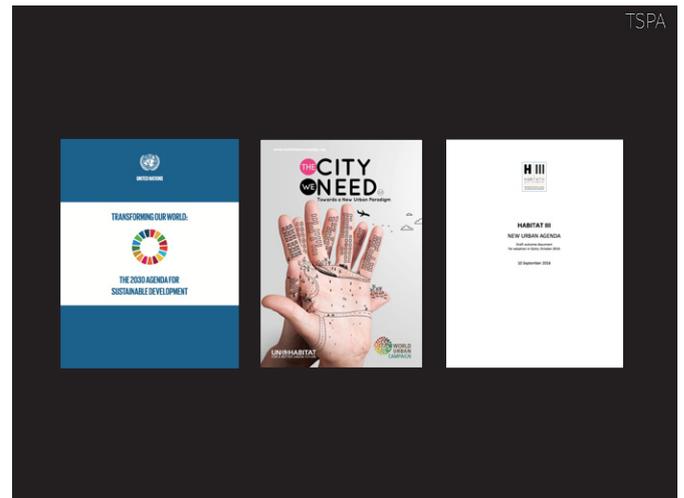




Matchmaking

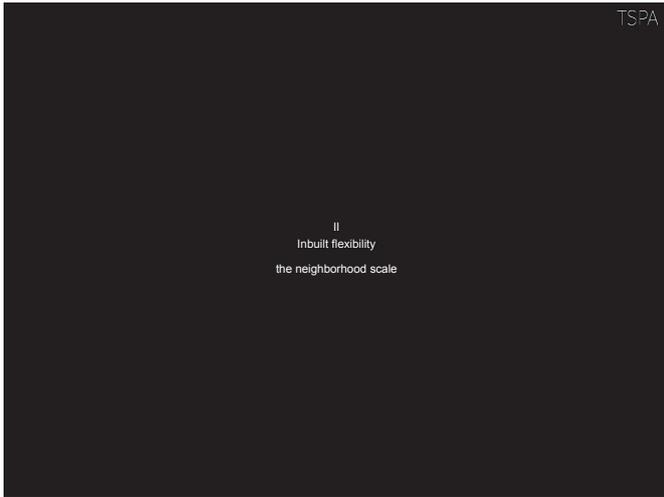
Implementing Sustainable Urban Strategies from the Perspective of Private Urban Consultancy

by Benjamin Scheerbarth





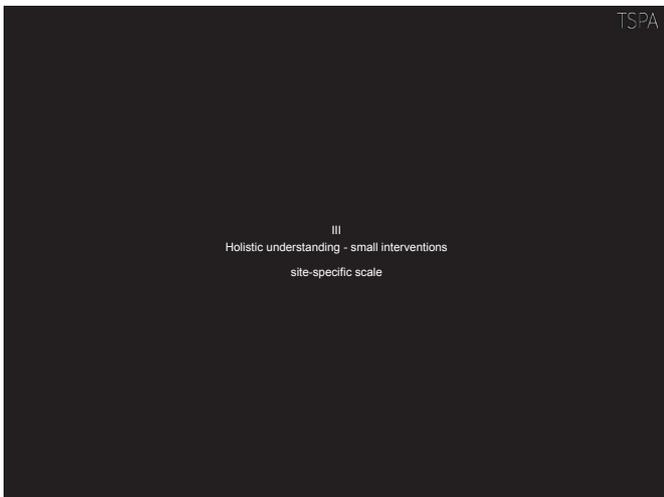
TSPA



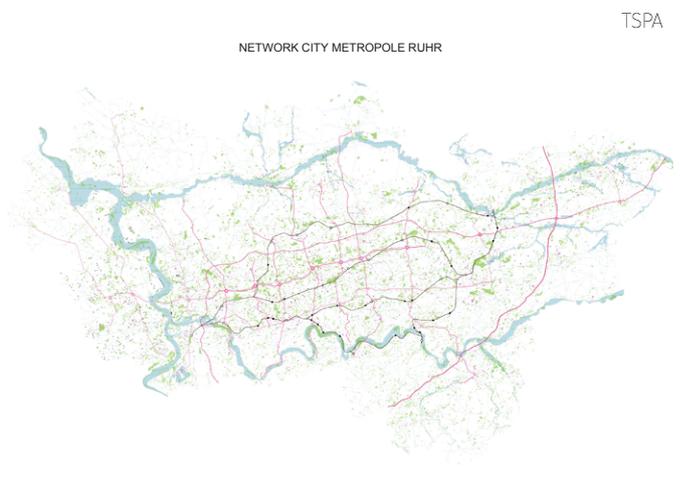
TSPA



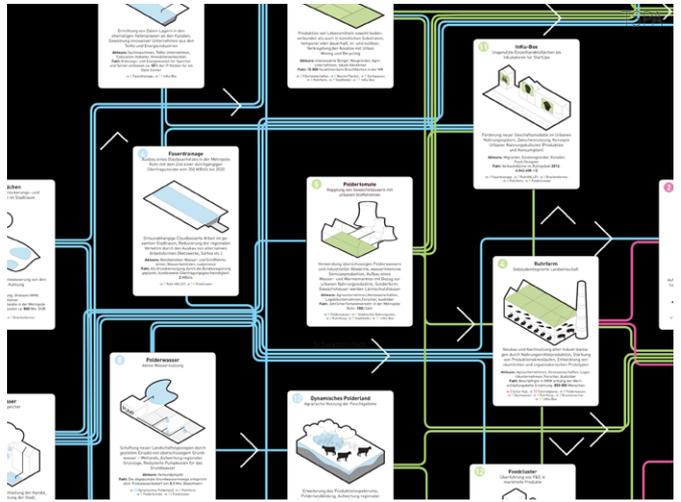
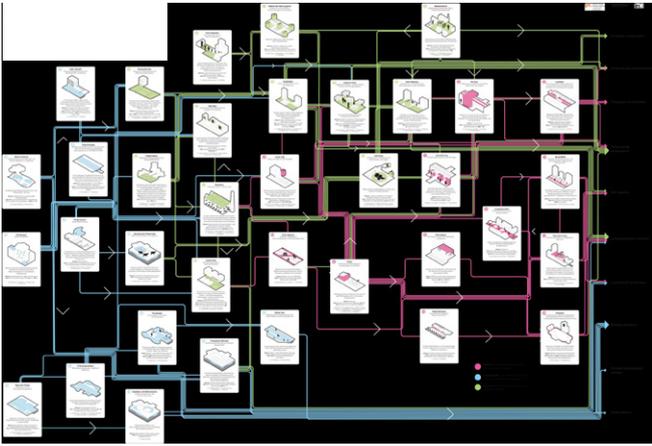
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TSPA



TSPA



The City We Need and the Implementation of the New Urban Agenda - How Professionals will Contribute?

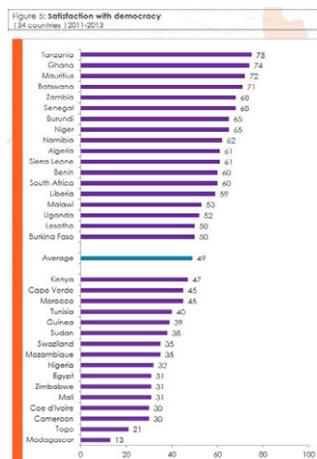
by Fana Sihlongonyane and Langwenya Mhlophe

PRINCIPLES FOR A NEW URBAN PARADIGM

- PRINCIPLE 1: The City We Need is **socially inclusive** and engaging.
- PRINCIPLE 2: The City We Need is **affordable, accessible** and **equitable**.
- PRINCIPLE 3: The City We Need is **economically vibrant** and inclusive.
- PRINCIPLE 4: The City We Need is **collectively managed** and **democratically governed**.
- PRINCIPLE 5: The City We Need fosters **cohesive territorial development**.
- PRINCIPLE 6: The City We Need is **regenerative** and **resilient**.
- PRINCIPLE 7: The City We Need has **shared identities** and **sense of place**.
- PRINCIPLE 8: The City We Need is well **planned, walkable**, and **transit-friendly**.
- PRINCIPLE 9: The City We Need is **safe, healthy** and promotes well-being.
- PRINCIPLE 10: The City We Need learns and **innovates**.

Challenges for African Countries

Structures	Processes
Resources	Values



Bratton and Houessou (2014, p.5)

Modernist Urbanism

- Modernist urban change that **denies dependent relations**, interconnectedness (e.g. rural-urban; formal informal; node-centric, urban hierarchy, etc. (vs **ordinary cities** – connect, webs, flows, etc.
- **Grid Logic**: Urban plans, zones, building codes, schemes, etc.
- **Exclusionary legislations**, Policies and strategies are created to legitimise the order.
- Many poor/'othered' people are **pushed outside the grid**. (rely- 'pirate urbanism,' 'guerrilla housing,' informality [**indigenous people**]

Colonial Legacy

- **Spatial, Institutions** (structures, legislations), **worldviews** (citiness – see Robinson).
- Neo-colonial tendencies (**Imitative models** without relevance) e.g. CIDs, Mega-projects, etc.
- The city is **insularly European**.
- The stereotypes – **stigmatisation** of urban development (Africa, African, Afro).

Neoliberal Nation Building

- Ideology or policy model that emphasizes the value of **free market competition**.
- Neoliberalism sees **competition, individualism, consumerism** as the defining characteristic of human relations (**communalism, reciprocity, ubuntu**, etc excluded).
- The **market rationality** that pervades through its logic.
- Urban Development is a function of alienation: **paranoid urbanism, mono-cultural enclaves**, etc.
- It creates **spatial fragmentation, inequalities** among communities= sequence of equivalence

Market is the king

- A country's independent authority and the right to govern itself seems **compromised**.
- **The Market is the king**.
- People are valued more for being **customers** than **citizens** – a consumerist city.
- Development of **car-dependent cities**.
- ‘**Cookie-cutting**’ planning is done in the name of the market.

8

Market is the king

- Transport infrastructure **determines location** and **direction** of development.
- Low-density sprawl, **spatial mismatch** between jobs affordable housing and transportation.
- The **urban economy can not keep pace** with the growth of the population.
- 62 percent and 43 percent, respectively, of the urban population live in **slums** and are faced with unacceptable levels of risk to illnesses, worm infections, cholera and diarrhoea.

9

Informality

- Cities have **limited formal economic base** and the great majority of people lives in **slums** and survive in the **informal economy**.
- Without skills and transport poor people are condemned to remain **out of the mainstream** of the society.
- Their struggle for survival has a dire impact on the **urban environment**, e.g. cutting trees for firewood or drinking polluted water.

10

Natural Disasters

- **Rainstorms, earthquakes** and other weather phenomena can exact a devastating toll on property, human welfare, natural resources, and the economies of developing countries.

11

Post-democratic tendencies

- A governmental configuration in which the **monied elite rule**, and the interests of state citizens are ignored for corporate profit (Colin Crouch).
- Voters can choose between several political parties, but **there is little or no difference between the representatives** they elect.
- **Business elites** use lobbying, outsourcing, and offshore tax havens as effective tools to sway policies.
- Political parties appear unable to form alternatives to the **diktats of market forces**.

12

What professionals can do on the ground?

- Inclusive
- Equitable
- Safe
- healthy
- Resilient
- Competitive
- Sustainable

13

What professionals can do on the ground?

- Foster **Inclusive**, **Participatory** and **collaborative** Governance
- **Educational reform and transformation**
- “**Rethink Africa**,” or write the world from Africa (Mbembe 2002); **Global-Africanisation** (Sihlongonyane 2015)
- ‘**Epistemic disobedience**’ within global knowledge production - two approaches: **de-westernisation** and **de-colonial position**.
- **Redeem blackness/Otherness** (race, gender, sexuality, etc)
- See the “global” “regional” and “local” **not as scales**, but rather various **interrelated entangled dimensions** and **folds**.

14

What professionals can do on the ground?

- A fundamental **change of attitude** towards African languages.
- **Redefine Capitalism**: infusing ubuntu, reciprocity, collective accountability and profitability.
- **Lets create new names**
- Change measures of success: **money** and **market mood**, but empowerment, social cohesion, representation, etc.
- Foster **positive behavioural change** e.g. appreciate public transport, non-motorised transport, environmental conservation, e.g. reduce the ecological footprint.

15

Univercities

by Irena Itova

- **fact:** planning processes rely on vast quantity of data and analyses
- **status quo:** planning strategies are mainly based on [dated](#) data & information (generated from field researches, censuses and alike)
- **opportunity:** [big data](#) generated by cutting-edge technology available in cities, brings the possibility to base planning on near [real-time](#) data & information, thus better understand and anticipate behavioural patterns
- **instruments:** technologies like Artificial Intelligence, Quantum computing, 5G network, Supercomputers and others, collecting, transmitting and analysing information and data at ultra-high speed, progress at unprecedented levels

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[Big data](#) is nothing different than data collected, transmitted and stored by digital means from various sources and at high speed and frequency

Humans can not compete with machines against [frequency](#) and [high-volume tasks](#), but machines can not tackle [novel situations](#)

We will need [human knowledge](#) to connect new ideas from cross-cutting (bridging) disciplines to bring [intelligence](#) in [Smart Cities](#)

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[Internet of Knowledge](#) = scaling the greatest minds to [every](#) mind

- [Data](#) as unorganized facts is worthless
- [Information](#) is potentially valuable concepts based on [data](#)
- [Knowledge](#) is what we understand based upon [information](#)
- [Intelligence](#) is the effective use of [knowledge](#) in [decision making](#)

[Internet of Knowledge](#): a network of knowledge clusters connected to become a body of knowledge, while providing a content-based support for implementing the knowledge as a service.

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The cities we need should shift from [just-in-case](#) to [just-in-time](#) planning

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The next future brings a societal paradigm shift and new phenomena known as

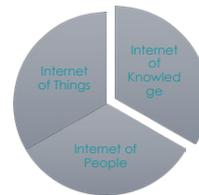
- [industry 4.0](#)
- [knowledge-based economy](#)
- [hyper-connected societies](#)
- [horizontally connected governmental and city/town departments](#)
- [digitized data collection and processing](#)
- [one Open Access Data pool](#)

These trends are and will keep changing the way we plan, organize and manage cities and the way urban planning processes are being conducted and executed in the very near future

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Technology-aided tools will provide planning with integral platforms where worldwide [collective knowledge](#) combined with [big-data analytics](#) can uncover hidden patterns, unknown correlations and trends, thus, accelerating the urban planning process to [information based](#) decision-making



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Integrating [big data](#) and [knowledge](#) means

- Accelerated [smart decision-making](#) based on information processed from vast available [on-line knowledge](#) pool
- [fast response](#) on novel situations based on high volume, deep learning processed comprehensive data & information
- [integrating the power](#) of big data and scientific knowledge in one place to reach just-in-time decisions
- [new expert knowledge](#) that fills-in the [gap](#) between prediction patterns (urban context) and societal needs
- [better efficiency](#) in connecting crossover disciplines & developing effective strategies

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source: psfk.com

Eurasian Cities

by Madina Junussova

EURASIAN CITIES

<http://chistoprudov.livejournal.com/124875.html>

1939

1989

Madina JUNUSSOVA;
Research Intern of the project
"Urban reconfiguration in post-Soviet space" (ira.urban)/
Leibniz Institute for Regional Geography;
PhD Candidate of the SPPA/Carleton University; Research
Fellow of the IPPA/University of Central Asia

Source: World Bank (2012) Eurasian Cities, Washington

**WHAT DO
THE CENTRAL
ASIAN
CITIES NEED?**

- PRINCIPLE 1: The City We Need is inclusive (page 03)
- PRINCIPLE 2: The City We Need is affordable, accessible and equitable (page 05)
- PRINCIPLE 3: The City We Need is economically vibrant and inclusive (page 07)
- PRINCIPLE 4: The City We Need is well managed (page 09)
- PRINCIPLE 5: The City We Need fosters inclusive territorial development (page 11)
- PRINCIPLE 6: The City We Need is participatory and resilient (page 13)
- PRINCIPLE 7: The City We Need is well planned (page 15)
- PRINCIPLE 8: The City We Need is safe, healthy and promotes well-being (page 17)
- PRINCIPLE 9: The City We Need is sustainable and promotes well-being (page 19)
- PRINCIPLE 10: The City We Need fosters innovation (page 21)

**REGIONAL VISIBILITY
TO GET EQUAL ACCESS TO
SHARED RESOURCES**

**LOCAL
GOVERNANCE
TO SELF-SUSTAIN**

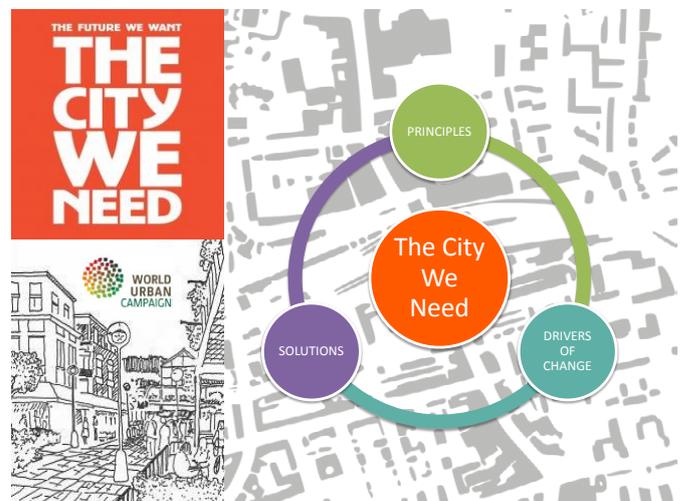
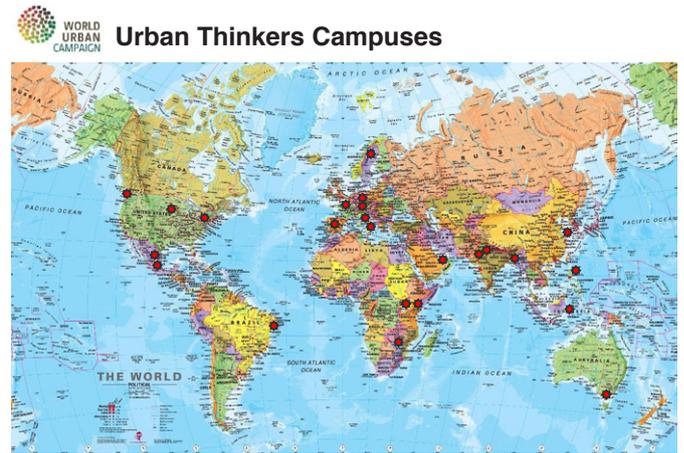
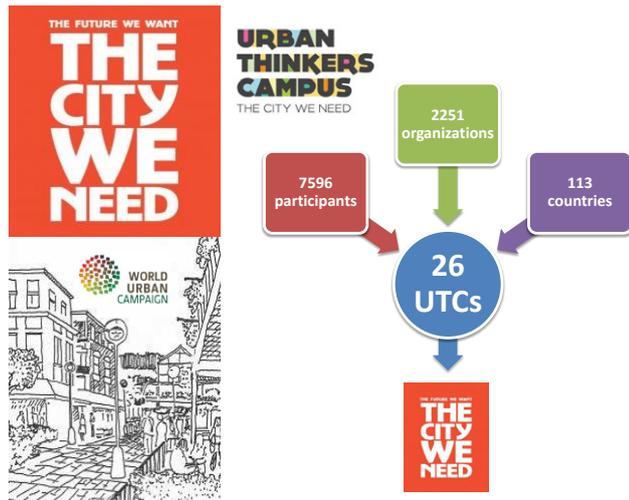
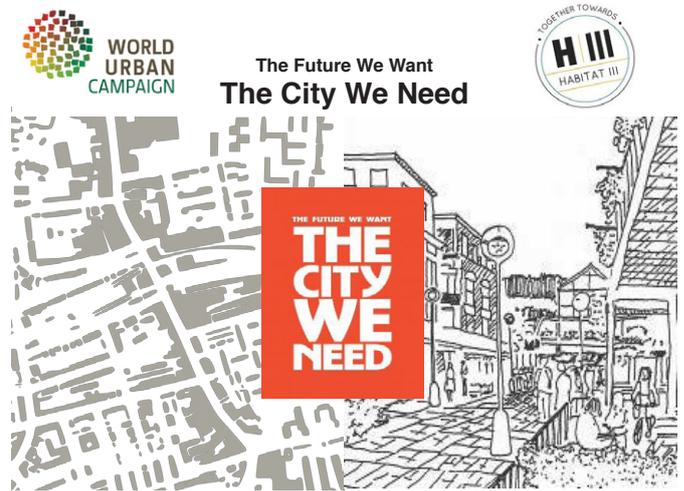
ACTIVE PEOPLE

soviet cities - Research network

ira-urban

Leibniz Institute

The City We Need Principles



The City

1. Socially inclusive and engaging
2. Affordable, accessible and equitable
3. Economically vibrant and inclusive

4. Collectively managed and democratically governed
5. Fostering cohesive territorial development
6. Regenerative and resilient
10. Learning and innovating

We Need

7. With shared identities and sense of place
8. Well planned, walkable, and transit-friendly
9. Safe, healthy and promoting well-being





ISOCARP Projects

Projects Introduction

by Martin Dubbeling

ISOCARP PROJECTS





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www.isocarp.org

ISOCARP Projects to contribute to **'Knowledge For Better Cities'**, **SDG #11**, the **New Urban Agenda**, and above all, **Smart Urbanism**

ISOCARP PROJECTS

THE NEXT GENERATION OF PLANNERS: MENTORING AND YPP WORKSHOPS

URBAN RESEARCH: MOSCOW URBAN FORUM

CAPACITY BUILDING: INTENSIVE TRAINING PROGRAMME

ISOCARP URBAN LABS: URBAN PLANNING ADVISORY TEAMS (UPATs)

ISOCARP Projects to contribute to **'Knowledge For Better Cities'**, **SDG #11**, the **New Urban Agenda**, and above all, **Smart Urbanism**

ISOCARP PROJECTS

MENTORING AND MSRL2.0:
Hanna Prondzynska
Slawomir Ledwon

MOSCOW URBAN FORUM RESEARCH:
Dushko Bogunovich

YPP WORKSHOPS AND INTENSIVE TRAINING:
Piotr Lorens

WEST BANK AND GAZA URBAN PLANNING ADVISORY TEAMS:
Elizabeth Reynolds

ISOCARP Projects to contribute to **'Knowledge For Better Cities'**, **SDG #11**, the **New Urban Agenda**, and above all, **Smart Urbanism**





- The International Society of City and Regional Planners
- Founded in 1965, 800 members worldwide in over 80 countries
- Connected with UN-Habitat, UNDP, UNESCO, the World Bank
- Worldwide and international society and network organization
- Meeting place for national governments, metropolitan regions, universities, cities, consultancies
- Congresses, awards, publications, workshops and training programs



ISOCARP: to assist in a growing demand for exchange of knowledge and experience towards liveable and sustainable cities and smart urbanism



SUSTAINABLE DEVELOPMENT GOALS

- NO POVERTY
- ZERO HUNGER
- GOOD HEALTH AND WELL-BEING
- QUALITY EDUCATION
- GENDER EQUALITY
- CLEAN WATER AND SANITATION
- AFFORDABLE AND CLEAN ENERGY
- DECENT WORK AND ECONOMIC GROWTH
- INDUSTRY, INNOVATION AND INFRASTRUCTURE
- REDUCED INEQUALITIES
- SUSTAINABLE CITIES AND COMMUNITIES
- RESPONSIBLE CONSUMPTION AND PRODUCTION
- CLIMATE ACTION
- LIFE BELOW WATER
- LIFE ON LAND
- PEACE, JUSTICE AND STRONG INSTITUTIONS
- PARTNERSHIPS FOR THE GOALS

The 'Sustainable Development Goals' (SDGs), officially known as 'Transforming Our World: the 2030 Agenda for Sustainable Development'

SUSTAINABLE DEVELOPMENT GOALS



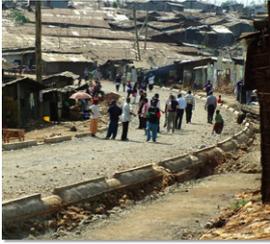
ISOCARP

SUSTAINABLE DEVELOPMENT GOALS



ISOCARP

SUSTAINABLE DEVELOPMENT GOALS



SUSTAINABLE DEVELOPMENT GOALS



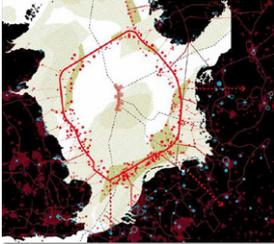
SUSTAINABLE DEVELOPMENT GOALS



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SUSTAINABLE DEVELOPMENT GOALS



SUSTAINABLE DEVELOPMENT GOALS



The 'Sustainable Development Goals' (SDGs), officially known as 'Transforming Our World: the 2030 Agenda for Sustainable Development'

Next Economy v.s. Next City

In the next decades more than 75% of the world population will live in cities. Future cities can only be successful if they can reduce energy consumption and can provide safe, healthy, competitive and stable living conditions (IABR 2016).

- 1 Fast internet enables working at home >>> less and different office space
- 2 Buying online provides better bargains >>> less and different retail space
- 3 Self steering and automatic cars >>> shared cars, other parking facilities
- 4 From ownership of buildings to leasing services >>> more flexibility in use
- 5 Sustainable energy becomes affordable >>> local energy production
- 6 More people living in and visiting cities >>> more and better open spaces
- 7 'Disruptors' like Airbnb and UBER >>> will make businesses in cities change
- 8 ...

The 10 'Urban Principles' of 'The City We Need ...' :

- 1 ... is socially inclusive and engaging
- 2 ... is affordable, accessible and equitable
- 3 ... is economically vibrant and inclusive
- 4 ... is collectively managed and democratically governed
- 5 ... fosters cohesive territorial development
- 6 ... is regenerative and resilient
- 7 ... has shared identities and sense of place
- 8 ... is well planned, walkable, and transit-friendly
- 9 ... is safe, healthy and promotes well-being
- 10 ... learns and innovates



ISOCARP
Knowledge for better Cities

- ISOCARP has organized around 80 Young Planning Professionals (YPP) Workshops and Urban Planning Advisory Teams (UPATs or Urban Labs), Intensive Training Programmes and Regional Seminars on most continents
- YPPs are intensive workshops with 20-30 participants
- UPATs are international teams with 5-10 ISOCARP experts
- Our keys of success: 'innocence and experience', 'active team hunting', 'mixed teams' and 'dissemination'

ISOCARP
Knowledge for better Cities

PROJECTS

MENTORING AND MSRL2.0: Hanna Prondzynska Slawomir Ledwon	MOSCOW URBAN FORUM RESEARCH: Dushko Bogunovich
YPP WORKSHOPS AND INTENSIVE TRAINING: Piotr Lorens	WEST BANK AND GAZA URBAN PLANNING ADVISORY TEAMS: Elizabeth Reynolds

ISOCARP Projects to contribute to 'Knowledge For Better Cities', SDG #11, the New Urban Agenda, and above all, Smart Urbanism

Next Generation: Mentoring Programme

by Slawomir Ledwon

The Mentoring Programme comprises of three initiatives:

1. Mentor a Paper,
2. Mentoring Sessions and
3. Mentor & Student Research Lab.

Mentoring Session

Mentoring Sessions during the coffee breaks at the congress are an opportunity for meetings between the delegates. One of them acts as Mentor, a more experienced ISOCARP member, and the other one is a Mentee, who would like to learn more about the society, and receive guidance on their career and professional development.

Mentors meet with Mentees for a short meeting during the congress, they can also communicate with each other prior to the meeting. The aim is to allow for professional development through networking,

guidance and sharing ideas between experienced members and young planning professionals.

Mentors and Mentees apply to take part in the programme. They are matched before the congress. ISOCARP will schedule meetings during the coffee breaks. Mentors explain how their professional work looks like, how they see the profession, how they benefit from being part of ISOCARP, what are the society's activities, give hints on career development etc. Both parties get to know each other.



Mentors:

Ali Alraouf, Awais Piracha, Dhiru Thadani, Guy Vloebergh, Lorraine Gonzales, Martin Dubbeling, Ric Stephens, Saskia Spijkerman, Shipra Narang Suri, Stawek Ledwoń

Mentees:

Dmitry Surkov, Garfield Wayne Hunter, Kieran Stepan, Martha Potere, Mikhail Malashenko, Nicolene de Jong, Oluwabukola Ayangbile, Sabelo Mahlangu, Simoné Pretorius, Sinovuyo Sifinga, Tessa Joubert, Tjark Gall, Yisha Zhang, Zhejing Cao



Mentor a Paper

The “Mentor a Paper” Programme concept is to match authors (Mentees) with experienced ISOCARP Members, who act as their Mentors. They help them in developing their final contribution to the congress. The work is done prior to the congress. It starts right after the selection of abstracts and continues until the final paper is submitted.

ISOCARP would like to thank the following member mentors (and their Mentees) that took part in the 2016 programme:

- Nasim Iranmanesh (Xiaojun Wang)
- Aleksandra Stupar (Lena Niel)
- Judith Ryser (Junussova Madina)
- Somayeh Taheri Moosavi (Jiang Jinliang)
- Marilena Papageorgiou (Dimson Juliet)
- Slawomir Ledwon (Zhao Ning)
- Fernando Brandao Alves (Jacob Kalmakoff)
- Malgorzata Hanzl (Amit Chatterjee)
- Mairura Omwenga (Francisco Achwoka)
- Jim Reilly (Ito Akpan)
- Patrick Apraku (Eden Tekpor Gbeckor-Kove)
- Taibat Lawanson (Oriyomi Akinyemi)
- Zaklina Gligorijevic (Cristina Rodríguez Álvarez)
- Sharif Bannaga (Daniel Apton Phiri)

Mentor Student Research Lab

The Mentor & Student Research Lab is a workshop based platform for research promoting the collaboration of professionals, graduate and PhD students. It brings together local research teams with mentors to share experiences and proposes strategic recommendations to strengthen sustainable urban development.

During the last three months of research work, the groups - supervised by ISOCARP mentors and led by early career researchers - established a common ground. Here young ambition met with experience, professionalism and methodology to discuss urban issues.

There were 2 editions of MSRL (2014 and 2016). Both took place in Gdansk, Poland and were organised by Urban Revolution Laboratory LEM-ur and DoctorAnts. The host was Gdansk University of Technology. Last edition results were exhibited at the Congress in Durban.

Both turned out to be a great success and received many positive opinions from not only the participants but also from the audience following the project in different parts of the world. For more information and if you would like to host MSRL please visit isocarp.org/mentor-student-researchlab/ and/or contact msrl@isocarp.org.

? #MSRL 2.0

MSRL 2.0

by Hania Obracht-Prodzyńska

More information at
<http://isocarp.org/mentor-student-research-lab/>
<https://www.facebook.com/mentorstudentresearchlab/>
 Contactus
 msrl@isocarp.org

Ready for MSRL 3.0?

?

MENTOR & STUDENT RESEARCH LAB
 Towards wiser cities and better living
 2014 - Urban Transformations

↓

VIBRANT URBAN SOLUTIONS FOR BALTIC CITIES
 WITH VISIBLE STUDENT RESEARCH LAB

ISOCARP Knowledge for better Cities
 Gdansk University OF TECHNOLOGY
 Prezydent Miasta Gdansk
 Prezes Zarządu

The MSRL research is focused on the Baltic Sea Region (BSR) as a multidimensional urban phenomenon with Gdansk acting as a hub for the research teams. **The idea of the MSRL is to promote the collaboration of professionals and graduate and PhD students by bringing together the mentor(s) with a local research team** sharing experiences and proposing strategic recommendations to strengthen sustainable urban development initiatives for BSR at the international, regional and local levels.

? **?** **?**

IDEAL BALTIC CITY

? **?** **?**

Martina van Lierop (Germany)
 Pedro Bessano Garcia (Portugal)
 Giorgio Gasco (Italy, Turkey)
 Othman Al-Mashhadani (Iraq)
 Irina Shmeleva (Russia)

? **?** **?** **?** **?**

2 x (5 mentors 50 students 10 PhD students)

? **?** **?** **?** **?** **?**

Mentors (ISOCARP members) & PhD researchers professional and research experience

PhD researchers & Group coordinators research project coordination

PhD researchers & Students research team

Actors

- Mentors ISOCARP members
- PhD researchers
- Students
- optional
- required

#MSRL 1.0
 #MSRL 2.0

? **?** **?** **?** **?** **?** **?** **?** **?** **?**

Tasks	Benefits
<ol style="list-style-type: none"> Specify your research from the proposed core themes. It should be relevant to the Baltic Sea region context but you are encouraged to bring the experience of your own city. It is possible to join the research with one or more teams of PhD students to create a larger and more diverse research team. Supervise a team of your own young researchers. Support the (PhD) student team with your skills and knowledge. 	<ol style="list-style-type: none"> Choice to lead and shape an urban or architectural focused research under your guidance and of your own design. Opportunity to guide a dedicated team of PhD Candidates and students who value your academic and professional input. Participate in preparation of the report that addresses the relevant issues for the host city (Gdansk) and the Baltic Region. <p>The first MSRL report was published and distributed online. Further reports were published and distributed during the first ISOCARP Congress in November 2015.</p>

Actors

- Mentors ISOCARP members
- PhD researchers
- Students
- optional
- required

? **?** **?** **?** **?** **?** **?** **?** **?** **?**

@ online teamwork

23 Mar 24 Mar opening conference & 1st workshop meeting

15 April PhD students workshop meeting

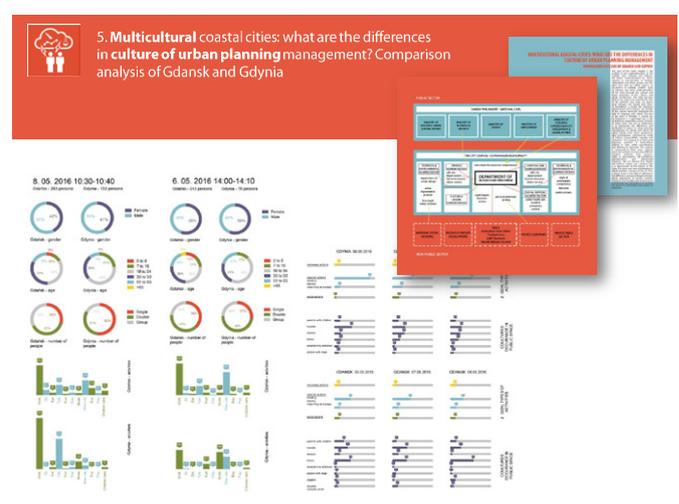
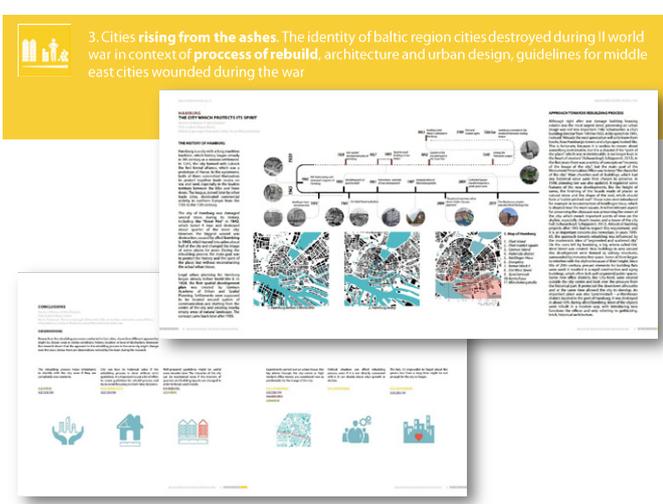
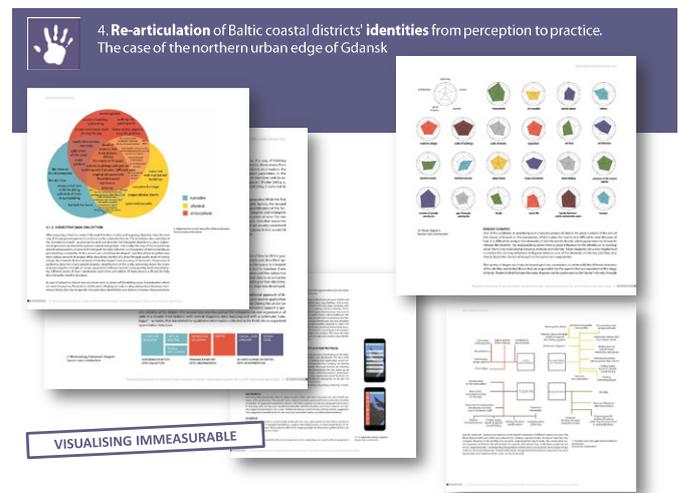
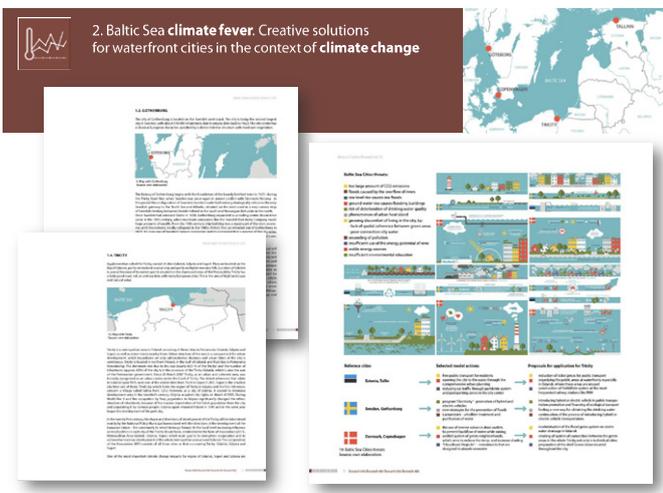
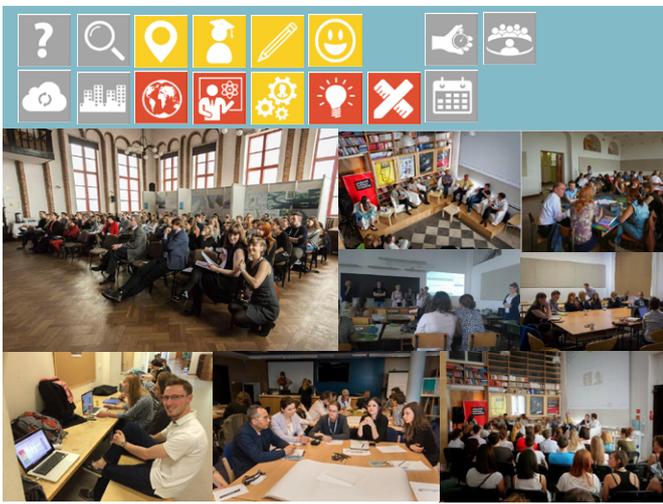
28 April 2nd workshop meeting

13 May 3rd workshop meeting

30 May PhD students workshop meeting

24 May 25 May Conference

01 Sep Publication



Capacity Building: YPP @ Intensive Training Programs

by Piotr Lorens

1. Young Planning Professionals Program – basic facts

- Crucial component of the ISOCARP activities
- Started in 1991 and since then traditionally associated with annual congresses
- Allows younger members of the planning community getting acquainted with the contemporary planning workshop
- Focus on including individuals from all parts of the world and with various experience

2. Key types of activities

- Traditional – congress-related workshop (so-called YPP International workshop)
- **YPP National / Regional workshops**
- Special event – associated workshops (like EU-Projects related)
- **Trainings offered to groups of YPs**
- Publications
- Congress-related exhibitions

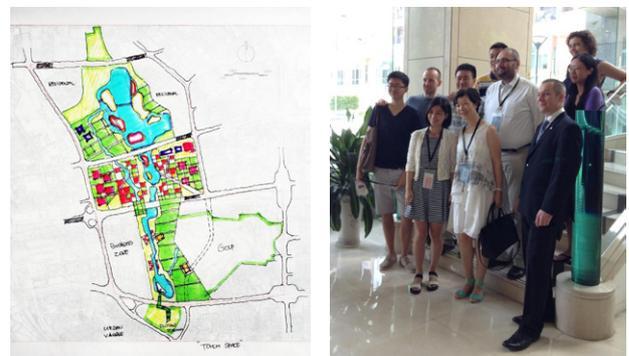


3. National, Regional and Special-purpose workshops

- Provide focused approach (YPPs having similar cultural and educational background)
- Allow promoting modern planning skills and knowledge, also in the underprivileged areas and countries
- May focus on topics specific for particular settings
- Can represent the more „practical” approach – workshop outcomes can be used by the host



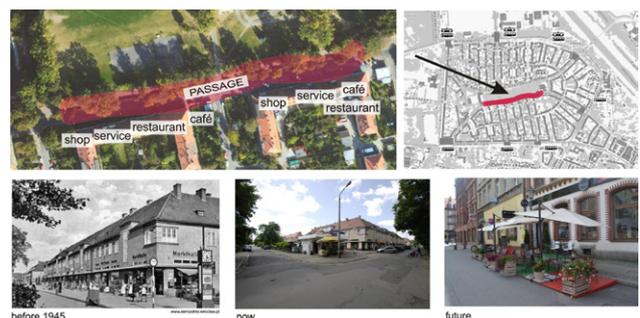
2014 Shenzhen National YPP Workshop



2014 Moscow Urban Forum YPP Workshop



SUSREG Project workshop Wroclaw 2014



4. Key advantages for Young Planning Professionals

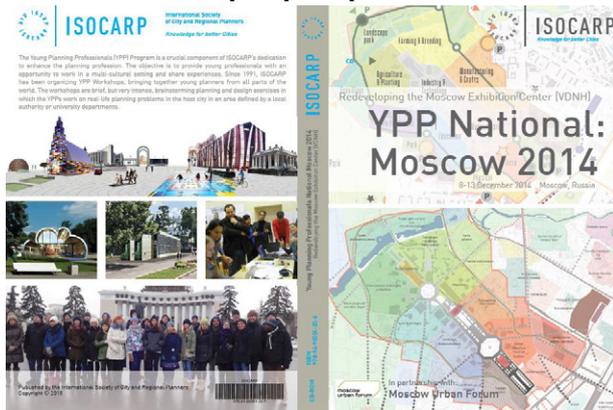
- Mixing experiences and approaches
- Learning from one another
- Exposure to „mature” planning topics
- Direct contact and opportunity to work with high-level professionals (workshop coordinators)
- Opportunity to experience new professional challenges
- Opportunity to gain new skills and abilities, which can be used in every-day work

5. Key advantages for planning community and external partners

- Provides fresh ideas – especially for the „traditional” planning communities
- Allows „safe” discussion of the non-traditional approaches to the old planning problems
- Increases interest among young people in the planning profession
- Increases interest in „learning from one another”



Workshop report publications



6. YPP Trainings

- Introduced in 2010
- Since then – offered in Abu Dhabi and Al Ain, plans to introduce these in other countries
- Focused on providing the groups of Young Planners knowledge and elements of the planning workshop that is required in their geographical and cultural settings / contexts
- Four different concepts of trainings developed so far – two of them „tried and tested”
- May involve presence of the international YPs



Abu Dhabi Urban Planning Council – „Urbanism 1 & 2” (since 2011)



Al Ain municipality – „Introduction to Urbanism I” (2014-2015)



7. Lessons learnt

- It pays back to organize the YPP program – although it may take different forms
- YPPs need more attention from the planning community
- And the planning community needs more YPPs
- Different forms, topics and settings – but the **partner approach** is a key to success

For more info please visit:

www.isocarp.org

or contact:

Piotr Lorens, VP YPP

plorens@pg.gda.pl
plorens.pg@gmail.com



Moscow Urban Forum 2016

by Dushko Bogunovich



Dushko Bogunovich
 ISOCARP (1983)
 Assoc Professor of Urban Design
 Unitec Institute of Technology
 Auckland, New Zealand



moscow urban forum

MOSCOW URBAN FORUM 2016

The Age of Megacities: Exploring Global, National and Local Priorities

30 JUNE - 3 JULY 2016

Bank of Moscow



ISOCARP
 Knowledge for better Cities

moscow urban forum

FAST-GROWING MEGACITIES: TECHNOLOGIES FOR DYNAMIC DEVELOPMENT

June 30 - July 03, 2016
 Moscow, Central Business Area

30 June 2016: Business Program





ISOCARP
 Knowledge for better Cities

**Urban development and planning:
 Global trends and current practices**

*Proposal submitted to the Moscow Urban Forum by
 International Society of City and Regional Planners
 (ISOCARP)*

TERMS OF REFERENCE

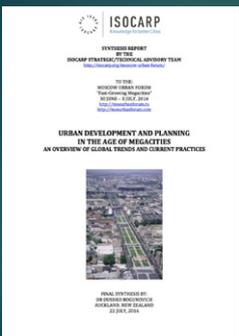
FOR THE
ISOCARP WORKING GROUP
 REPORTING TO:

MUF @ MOSCOW, JUNE 2016

ON

**"URBAN DEVELOPMENT AND PLANNING IN
 THE AGE OF MEGACITIES -
 GLOBAL TRENDS AND CURRENT PRACTICES"**

FINAL DRAFT BY:
 DR DUSHKO BOGUNOVICH
 AUCKLAND, NEW ZEALAND
 18th APRIL, 2016



ISOCARP

REVISED REPORT
 BY THE
 ISOCARP FINANCE/TECHNICAL ADVISORY TEAM

TO THE
 MOSCOW URBAN FORUM
 "Fast-Growing Megacities"
 BUSINESS PROGRAM

**URBAN DEVELOPMENT AND PLANNING
 IN THE AGE OF MEGACITIES -
 AN OVERVIEW OF GLOBAL TRENDS AND CURRENT PRACTICES**

FINAL SYNTHESIS BY:
 DR DUSHKO BOGUNOVICH
 AUCKLAND, NEW ZEALAND
 03 JULY 2016



ISOCARP

Table of Contents

- 1. Introduction
- 2. Global Trends
- 3. National Trends
- 4. Local Trends
- 5. Conclusions
- 6. Recommendations

- ▶ Business as usual...
- ▶ Will the future tolerate that? Or surprise us with....
- ▶ **Disruptive events!**
- ▶ In two areas:
 - ▶ **Technology** (innovation - IT, CT, ET, TT, BT)
 - ▶ **Ecology** (global environment)

technology!



Electric cars racing around the world for 80 days

An international electric car race around the world started on 16 June



New world record set for thin-film solar cells

The performance of thin-film solar cells has been further improved to 22.6 per cent

technology!



24 June 2016

World's first electric road opens in Sweden

↳ Europe, Carbon Reduction, Tech. & Innovation, Transport

Electric cars racing around world for 80 days

An international electric car race world started on 16 June

Sweden just opened on the E16 in Sandviken a test electric road of two kilometres, which allows electric vehicles to connect to an overhead system similar to light rail.

The country is one of the first in the world to test electric power for heavy transports on public roads, and this initiative will help reach Sweden's target of operating a fossil-free fleet.

Trucks will run on electric power while they are on the electric road – working in a similar way to a light rail system with a pantograph connecting the truck to the power lines overhead, and operate as hybrid vehicles while on regular roads.



ecology! (climate change)



ecology! (climate change)



We are 16 years now into the 21st century, and there is still too much 20th century thinking in our urban projects!

3. CASE STUDIES

- ▶ Paris
- ▶ Mumbai
- ▶ Hong Kong
- ▶ Wuhan
- ▶ New York
- ▶ Dubai
- ▶ London
- ▶ Johannesburg
- ▶ Gdansk/Gdynia
- ▶ Buenos Aires
- ▶ Auckland



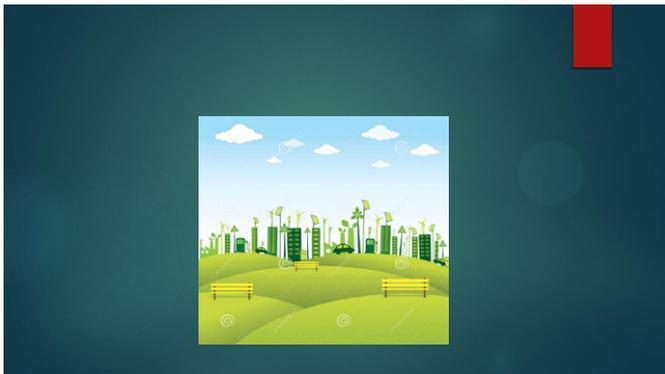
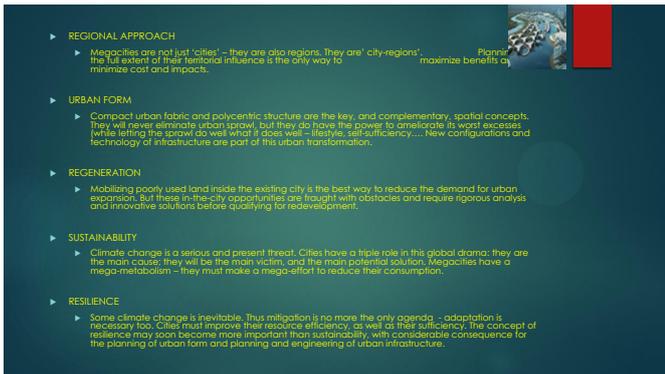
4. METHODOLOGY

- ▶ Global sample (11 big cities)
- ▶ Case study
- ▶ Desk research
- ▶ Key informants
- ▶ Personal experience

5. FINDINGS

- ▶ GROWTH (demographic + economic + physical)
- ▶ MEGA-PROJECTS (site-specific + city-wide)
- ▶ MOBILITY & URBAN FORM (transport shapes cities!)
- ▶ INFRASTRUCTURE (more is better!)

- ▶ GROWTH (demographic + economic + physical)
 - ▶ Economic growth dominates the agenda. Environmental and social development agendas are declared as equally important, but in reality, most often are ignored, or given marginal importance.
- ▶ MEGA-PROJECTS (site-specific + city-wide)
 - ▶ They are more successful – both for the developer and the wider society – when they are integrated into, or coordinated with, an overall urban development strategy (such as polycentric development). Strategic master planning is crucial; context matters.
- ▶ MOBILITY & URBAN FORM (transport shapes cities!)
 - ▶ Polycentric development and compactness/density continue to be the city authorities' preferred spatial pattern and urban fabric. But, urban sprawl actually dominates the reality.
- ▶ INFRASTRUCTURE (more is better!)
 - ▶ Whether it only supports private investment and props up economic growth, or improves the environment and quality of life, it always increases the city's ecological footprint.



Gaza and West Bank UPATs

by Elizabeth Reynolds



Objectives of the UPAT Workshops

- Ensure the basic needs for food, housing, safety, utilities and amenities, education and culture, healthcare and mobility
- Make use of the human potentials, creativity and talent of their inhabitants
- Preserve and restore the natural and cultural assets to ensure livability and modern continuity with the historical past
- Look past the barriers that separate the territories of Israel and the future state of Palestine
- Take the borders of 1967 as borders that are fully open for travel, trade and traffic
- The UPAT team is invited to suggest visions, designs and ideas for Gaza and Central West Bank.



Geo-political Parameters

- *Borders: 1949 Armistice Line, aka the Green Line is the internationally recognized borders between Israel proper and the oPt - The Gaza Strip and the West Bank, including East Jerusalem*
- *East Jerusalem: the capital for the future Palestinian statehood under the two-state solution framework*
- *Israeli settlements: Illegal under international law and UN resolutions and conventions*
- *Palestinian refugees: lawful right of return to Palestinian refugees in the oPt and the Diaspora 'right to self determination'*
- *Natural resources (water): free access to natural resources, especially water*



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Knowledge for better Cities

ISOCARP Gaza & West Bank Urban Planning Advisory Team

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The Gaza UPAT team

- Nader Atta (UNDP/PAPP)
- Elizabeth Reynolds (ISOCARP) UK
- Martina van Lierop (ISOCARP) NL
- Jeremy Dawkins (ISOCARP) AUS
- Ghada Zeiada, Palestine
- Arwa Nayef (UNDP/PAPP)
- Stefan Netsch (ISOCARP) Germany
- Gizem Caner (ISOCARP) Cyprus
- Muneer Elbaz (ISOCARP) Palestine
- Julien Gicquel (UNDP Cons) France
- Said Abu Ghazza (UNDP/PAPP)



The West Bank UPAT team

- Frank D'hondt (UN-Habitat) BEL
- Ahmad El-Atrash (UN-Habitat) Palest.
- Parul Agarwala (ISOCARP) India
- Jeff Featherstone (ISOCARP) USA
- Saeb Erekat (PLO) Palestine
- Martin Dubbeling (ISOCARP) NL
- Katharina Gugerell (ISOCARP) Austria
- Sébastien Goethals (ISOCARP) Belgium
- Ghulam Hassan Mir (ISOCARP) India
- Alma Azzoni (ISOCARP) Palestine



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Gaza & West Bank UPAT Report

INTRODUCTION

OUR OBSERVATIONS AND IMPRESSIONS

TWO METROPOLITAN REGIONS

IMPLICATIONS

WHAT WILL WE DO NEXT?



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Our activities and our approach

We saw many places, we met many people in Government, civil society and universities, and we read many documents:

- National Spatial Plan
- Gaza Revised Regional Plan
- Many reports and studies

Our approach:

- Listen and learn
- Understand perspectives and priorities
- Facilitate a long term strategic view
- Focus on the spatial dimension of policy
- Suggest, predict, propose: this is not a plan
- Engage with stakeholders in SWOT analysis



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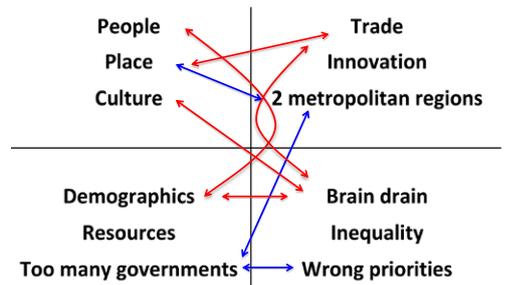
Using **STRENGTHS** to address **WEAKNESSES** and to make the most of **OPPORTUNITIES**, and to mitigate **THREATS**

150 ISSUES

S	O
W	T

SWOT Analysis

State of Palestine with full sovereignty



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Gaza & West Bank UPAAT Report

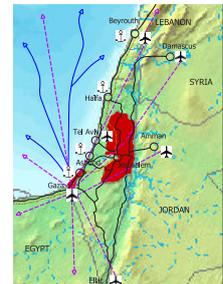
INTRODUCTION

OUR OBSERVATIONS AND IMPRESSIONS

- TWO METROPOLITAN REGIONS**
- International and national scale
 - Urban scale
 - Micro scale

IMPLICATIONS

WHAT WILL WE DO NEXT?



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- West Bank**
- 11 Governorates
 - 112 Municipalities
- Gaza Strip**
- 5 Governorates
 - 26 Municipalities



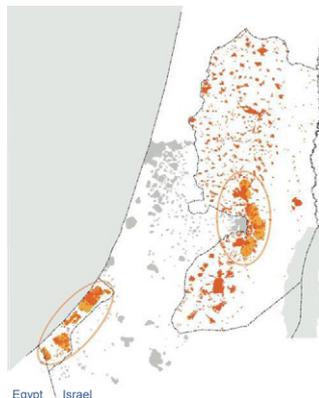
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Palestine's Capital Region

1 Metropolitan Government working with national agencies
? Governors and local councils with specific functions

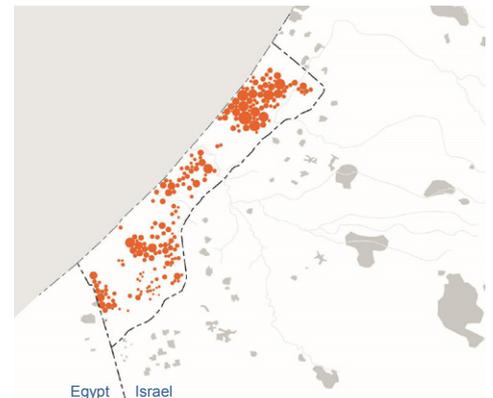
Palestine's Gaza Coast

1 Metropolitan Government including metropolitan authorities
? Governorates and/or local councils with specific functions



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Built up area



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Blue & Green Infrastructure



Egypt Israel



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Road Network

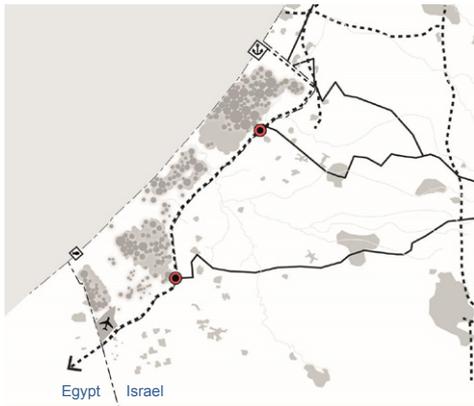


Egypt Israel



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Rail Network



Egypt Israel



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Public Transport Network



Egypt Israel



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Bicycle Network



Egypt Israel



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Campus & Industrial Areas

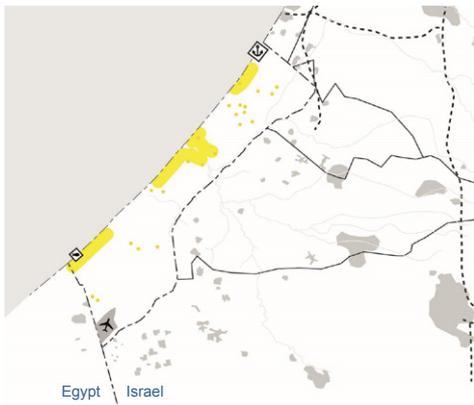


Egypt Israel



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Cultural Areas



Egypt Israel



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Agricultural Areas

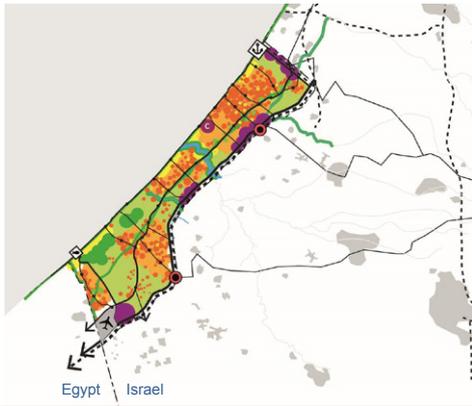


Egypt Israel



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Vision Gaza

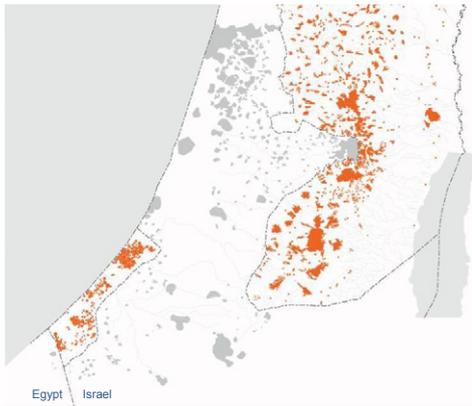


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Built up area



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Existing road network



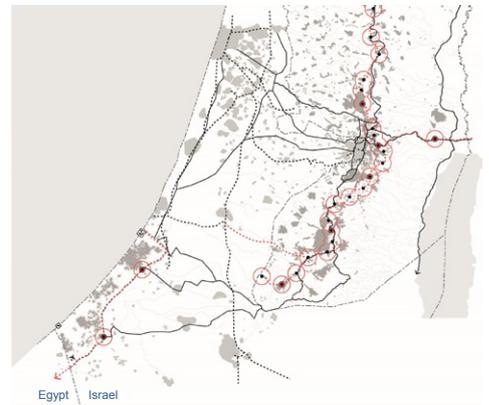
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Existing railway network



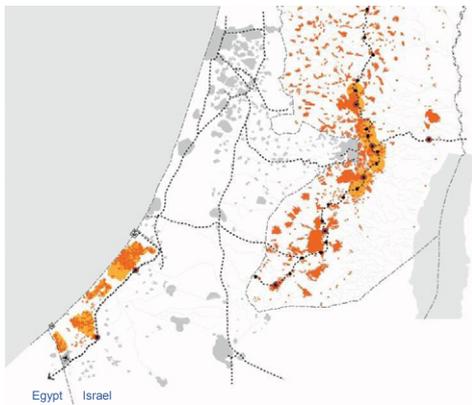
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Proposed railway network



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Areas for development



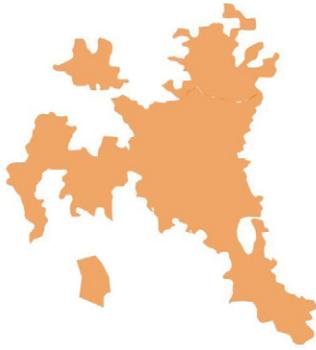
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Ramallah

Present Urban Area

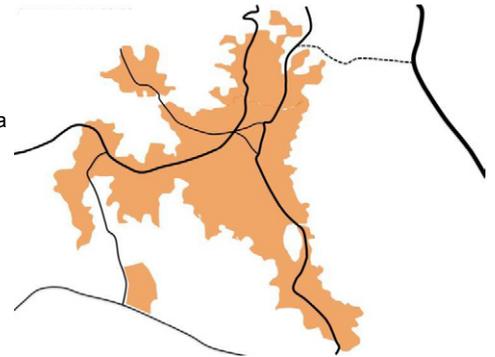


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Ramallah

Present Urban Area
+
Main Roads

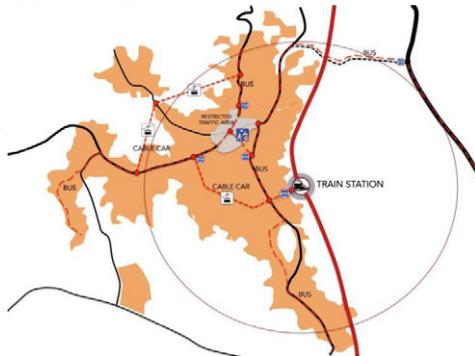


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Ramallah

Present Urban Area
+
Main Roads
+
Public Transport

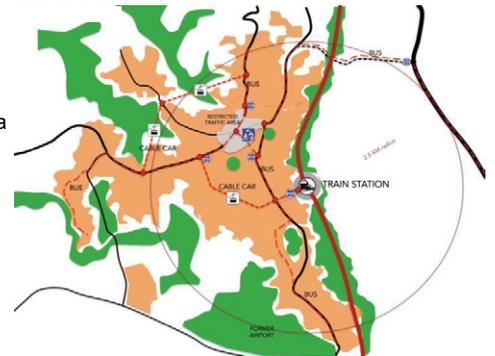


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Ramallah

Present Urban Area
+
Main Roads
+
Public Transport
+
Green Structures



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Jerusalem

Present Urban Area

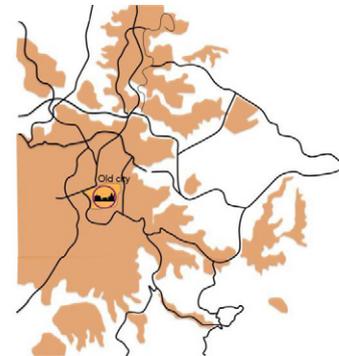


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Jerusalem

Present Urban Area
+
Main Roads

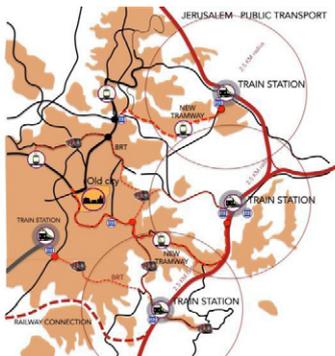


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Jerusalem

Present Urban Area
+
Main Roads
+
Public Transport



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Jerusalem

Present Urban Area
+
Main Roads
+
Public Transport
+
Green Structures

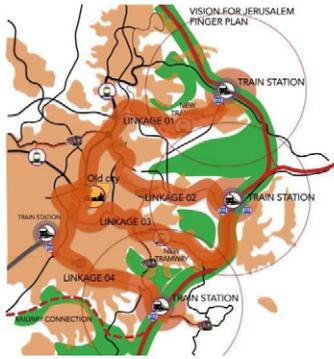


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Jerusalem

Present Urban Area
+
Main Roads
+
Public Transport
+
Green Structures
+
Urban Linkages



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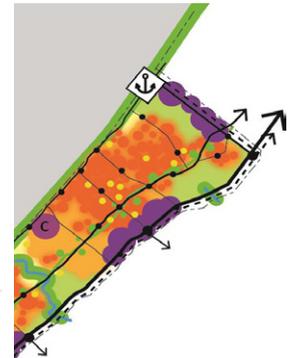
Implications

Example 1: Protecting the port

Gaza Port requires extensive transport and industrial infrastructure on land.

A decision on its location affects

- major freight routes
- retaining land for freight, industry
- controls on interim uses



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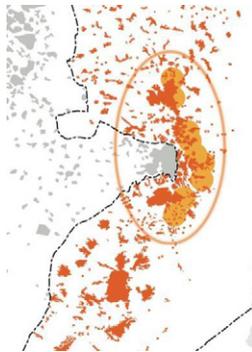
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Implications

Example 2: Urban governance

To maximise the potential of the dynamic metropolitan areas of the State of Palestine, they are likely to be planned and managed as single socio-economic regions. The time to prepare for this is now.

Creating new integrated government structures is not easy -- but promoting existing institutions makes it harder.

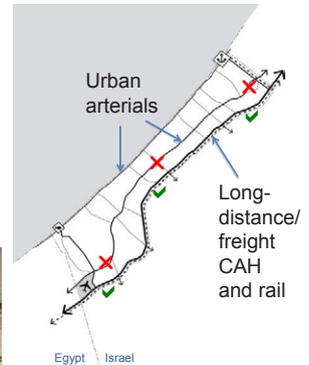


Implications

Example 3: Transport spine

The alignment for the main fast long-distance **highway and rail line** is likely to be on Gaza's eastern border.

- During reconstruction -- avoid compromising proposed alignment.
- Today avoid dividing Gaza with big highways not needed in the long term.



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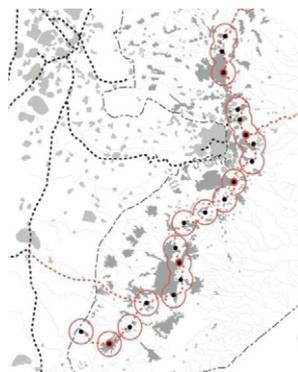
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Implications

Example 4: Road or rail?

Large infrastructure projects compete for funding and priority -- but an urban rail system is likely to deliver many more benefits in the long run.

Major investments in high volume roads will delay or displace integrated public transport projects.



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Thank you for your hospitality and cooperation !



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Projects Conclusion

by Martin Dubbeling



MENTORING AND MSRL2.0: Hanna Prondzyska Slawomir Ledwon	MOSCOW URBAN FORUM RESEARCH: Dushko Bogunovich
YPP WORKSHOPS AND INTENSIVE TRAINING: Piotr Lorens	WEST BANK AND GAZA URBAN PLANNING ADVISORY TEAMS: Elizabeth Reynolds

ISOCARP Projects to contribute to **'Knowledge For Better Cities',** **SDG #11,** the **New Urban Agenda,** and above all, **Smart Urbanism**




- Urban Regeneration **Sitges** (2006-2010)
- Disaster Management **Cancun** (2006)
- Strategies for Airports in **Vienna** (2007) and **Amsterdam** (2006)
- Metropolitan strategies for **Zürich** (2008) and **Szczecin** (2009)
- Liveable Cities **Singapore** (2010)
- East Lake Scenic Area **Wuhan** (2012)
- Redevelopment of Historic Cities of **Tlalneantla** and **Shantou** (2013)
- Jiangbei New District **Nanjing** (2013)
- Capacity Building **Central West Bank and Gaza Strip** (2015)



Central West Bank, Palestine – UH-Hablas (2012), Giza 2016, Palestine – UNDP (2015), Nanjing, China – Jiangbei New District (2013), Shenzhen, China – Jury International Urban Design Competition New East Central Area (2013), Tlalneantla, Mexico – Transformation Historic Centre Tlalneantla (2013), Shenzhen, China – Organic Regeneration Historic Centre Shenzhou (2013), Paris, Russia – Science City and Knowledge Hub (2012), Wuhan, China – East Lake Scenic Area (2012), Singapore (S1) – Railway system transformations and their impact at the Garfield Quay (2010), The Prince Center for Health and Well-being, Singapore – Leader Class (2010), Sitges, Spain (S1) – El Garraf Natural Park (2009), Szczecin, Poland – Prospects for the Metropolitan Area (2009), Zurich, Switzerland – Regional Plan (2008), Guadalajara, Mexico – Pan American Games Urban Legacy (2008), Atlanta City, USA – City Master Plan (2008), Cañicas, Spain – Upgrading and Mobility for the Historic Centre (2008), Sitges, Spain (S1) – Garraf Regional Plan (2007), Schwechat, Austria – Airport area Master Plan (2007), Rijswijk, The Netherlands – New functions for an Urban Hub (2007), Sitges, Spain (S1) – Upgrading and Mobility for the Historic Centre (2006), Schiphol Region, The Netherlands – Ideas for the Master Plan (2006), Cancun, Mexico – Disaster Management (2006), Sitges, Spain (S1) – Urban Regeneration (2005), La Riota, Spain – Regional, social and economic development (2004).



24 UPAT Workshops (Urban Labs) between 2004 and 2015



These publications are available on our website: www.isocarp.org/upats



Example 1: Upgrading the 65 km² Wuhan East Lake Scenic Area



Example 1: Upgrading the 65 km² Wuhan East Lake Scenic Area



Example 2: Nanjing, eight principles for the Jiangbei New District, urban development for 4 million inhabitants



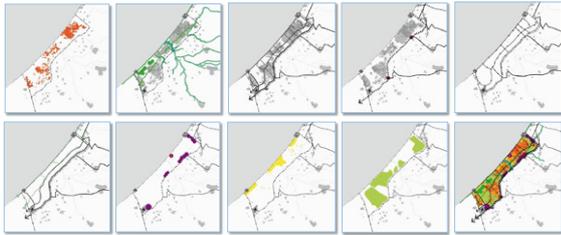
Example 2: Nanjing, eight principles for the Jiangbei New District, urban development for 4 million inhabitants



Example 3: West Bank and Gaza, Visioning Workshops on Spatial Planning for the State of Palestine, UNDP and UN-Habitat



Example 3: West Bank and Gaza, Visioning Workshops on Spatial Planning for the State of Palestine, UNDP and UN-Habitat



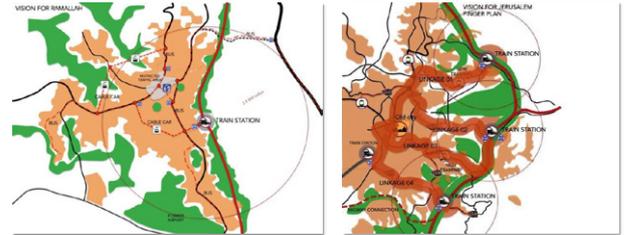
Example 3: West Bank and Gaza, Visioning Workshops on Spatial Planning for the State of Palestine, UNDP and UN-Habitat



Example 3: West Bank and Gaza, Visioning Workshops on Spatial Planning for the State of Palestine, UNDP and UN-Habitat



Example 3: West Bank and Gaza, Visioning Workshops on Spatial Planning for the State of Palestine, UNDP and UN-Habitat



Example 3: West Bank and Gaza, Visioning Workshops on Spatial Planning for the State of Palestine, UNDP and UN-Habitat



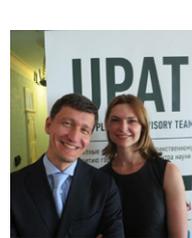
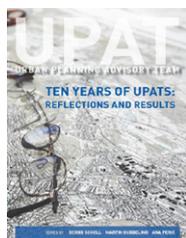
January 2016: Scoping mission and field trips in and outside Kabul for UN-Habitat and Ministry of Urban Development Affairs

Results test planning exercises: key challenges

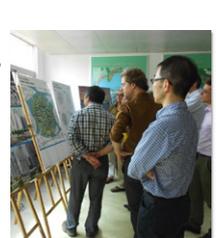
- There is and will be a huge demand for and interest in how to rapidly build, transform and rebuild cities
- Themes for the future: energy, water, health, food security, information and communication technology, identity
- Content, processes and the roles of actors and stakeholders in the urban planning profession change rapidly
- The urban planning profession should reinvent itself, join forces and take a **more active or activist position** in the planning of cities



- The UPAT Programme Initiative: From Problems to Action for improving Cities around the World
- Analyses of other Collaborative Test Planning Procedures
- Overview and analysis of 10 years and 24 UPAT workshops: topics, scope, scale
- Reflection on 8 UPAT workshops
- Lessons from the 2014 UPAT Seminar, organised by ETH Zürich and ISOCARP
- Future Advances in the UPAT Programme



- We do the workshops and training programmes for our members ...
- ... and to generate income for ISOCARP
- It is not a charitable activity
- We receive 40-50 applicants on every Call for Candidates
- We select new and veteran team members to pass the flame. The best can become team leaders and rapporteurs
- The collateral effect is that we have a worldwide pool of 100+ active and experienced planning professionals





ISOCARP Knowledge for better Cities



- Planning and transformation of cities need to be high on the political agenda as successful and adaptive cities are motors of the economy
- Connect Cities and stimulate the exchange of knowledge and experience
- Focus on the "Next Generation" of planners: "innocence" is much more effective than "seniority"
- Offer Young Planning Professionals the opportunity to travel, to interact and to gain experience in other cities.



ISOCARP Knowledge for better Cities



- 4-6 weeks for the Site Visit, Scope of Work, Terms of Reference, Budget and Planning, Call for Candidates
- 4-6 weeks for Team Hunting and for Selecting a Team with clear roles
- 1 week for the UPAT Workshop
- 4-6 weeks for every second or third Workshop
- 4-8 weeks for a Report or a Magazine
- Trends: Capacity Building and Intensive Training, Co-Creation and Co-Production
- Experience: Mixed teams are most successful and productive



What is our role in addressing urban challenges and contributing to urban solutions? That is to take a more active position.



How do the Sustainable Development Goals, the Next Economy, and the Next City effect **your** profession?



Follow urban trends and urban economy carefully.
Analyse and share your data in open platforms.
Get involved in **smart urbanism** for making sustainable cities.



JOIN ISOCARP ON
WWW.ISOCARP.ORG

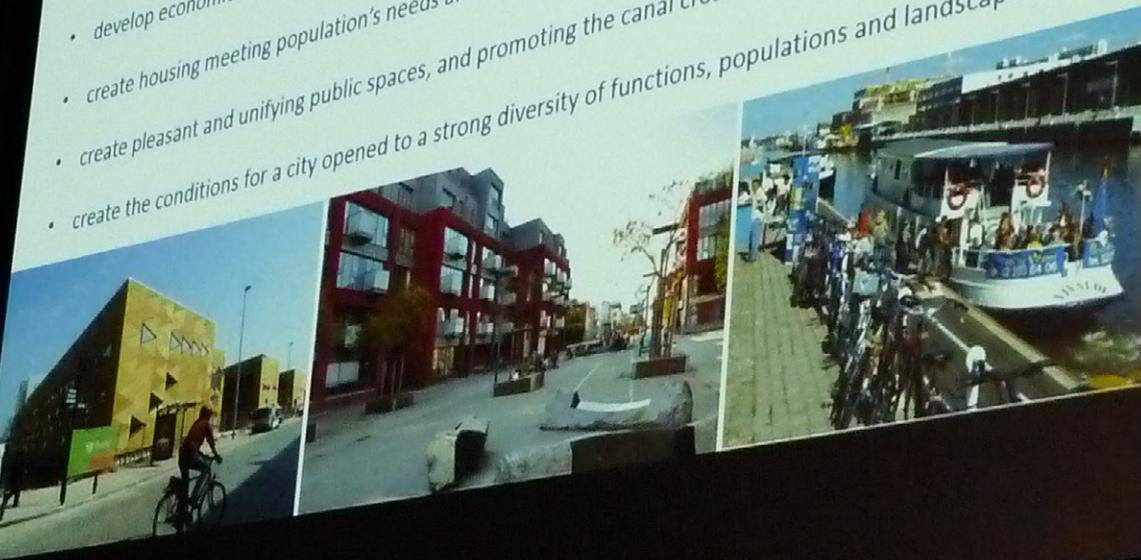
'CITIES WE HAVE VS. CITIES WE NEED'

Thank you for your attention. I suggest we meet again in Portland, ISOCARP Congress 24-27 October 2017 : www.ISOCARP.org

CITY WE NEED

a mixed, productive and open Canal Area:

- develop economic activity bringing workplaces and homes closer to each other
- create housing meeting population's needs and suiting all household profiles
- create pleasant and unifying public spaces, and promoting the canal crossings
- create the conditions for a city opened to a strong diversity of functions, populations and landscapes



ISOCARP Awards for Excellence 2016



Promote the Revival of an Old Urban Area by Improving Public Spaces

Land Use and Urban Spatial Planning Research Center Wuhan: Zhongshan Avenue District Renewal Plan, Wuhan, China. Merit Prize Winners



2016, ISOCARP AWARDS FOR EXCELLENCE Promote the Revival of Old Urban Area by improving street public spaces —Wuhan-Zhongshan Avenue District Renewal Planning

Wuhan Land Resources and Planning Bureau
Wuhan Land Use and Urban Spatial Planning Research Center
Wuhan Planning & Design Institute
Ben Wood Studio Shanghai, LLC

CONTENT AND CONTEXT OF THE PROJECT

Urban Planning and Construction in Wuhan

It is in a new stage that trying to adapt to the international general guideline, and carry out national transition, reform, and organic renewal. How to build a more intense layout, more inclusive society, and more integrative city, and promote the sustainable development of the city, is one of the challenges that Wuhan is confronted with.



CONTENT AND CONTEXT OF THE PROJECT

Currently, Zhongshan Avenue has the responsibility to carry large amount of south-north passing traffic. Vehicles and pedestrians share the same road, so it is not very safe for the pedestrian to cross the street, sometimes the traffic there even in chaos.



CONTENT AND CONTEXT OF THE PROJECT

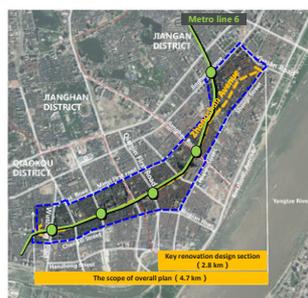
In 2014, Wuhan Metro line 6 was beginning to under open construction and set stations along the Zhongshan Avenue. We take this opportunity of the close down of the street, and carry out the street public space improvement plan of Zhongshan Avenue. The planning construction area is about 4.7 kilometers in length, and 2.54 square kilometers in floor area.

Overall Planning Area

From Yiyuan Road to Wusheng Road, 4.7 kilometers in total, main research content includes: land development, business type improvement, road traffic and landscape structure.

Main Redevelopment and Design Part

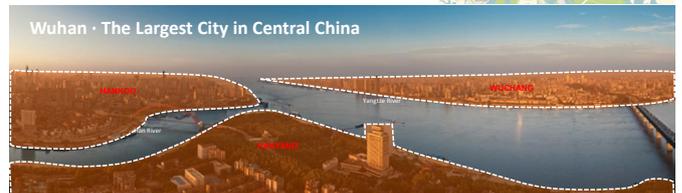
From Yiyuan Road and Qianjin First Road, 2.8kilometers in total, design content includes: street space reconstruction, street section redevelopment, greening and environmental facilities etc.



CONTENT AND CONTEXT OF THE PROJECT

Wuhan

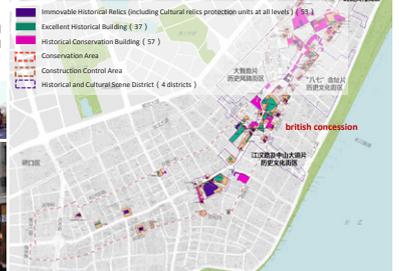
Wuhan is the core city in the middle China, and has about 8494 square kilometers total area, over 10 million population. Wuhan is divided into three towns—Hankou, Wuchang, and Hanyang, by the Yangtze River and Han River.



CONTENT AND CONTEXT OF THE PROJECT

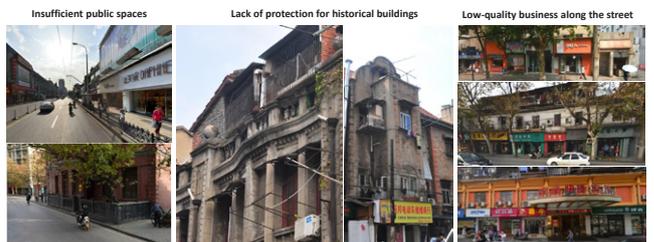
Zhongshan Avenue is located in the vanished wall of old Hankou, and has a history of over 100 years since the wall changed into road. There are 151 of historical and cultural resources, with many commercial zones linked still in vitality.

151 historical and cultural resources



CONTENT AND CONTEXT OF THE PROJECT

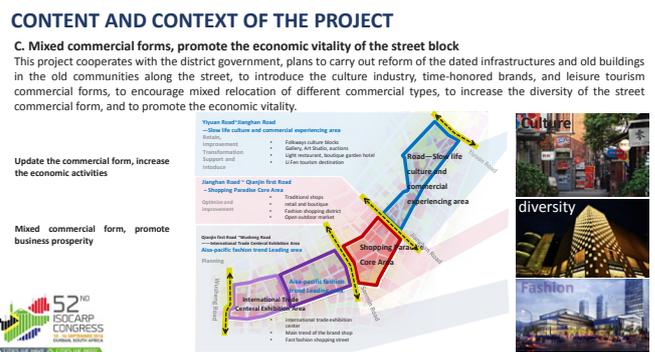
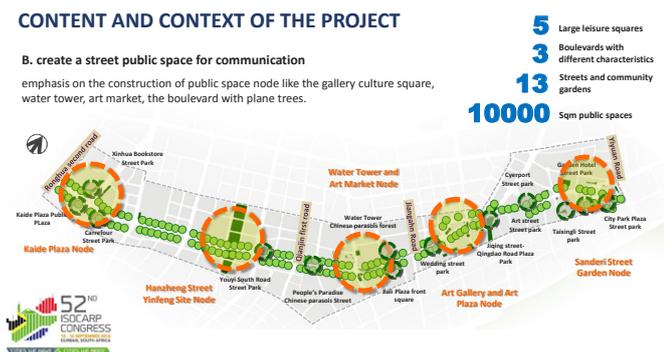
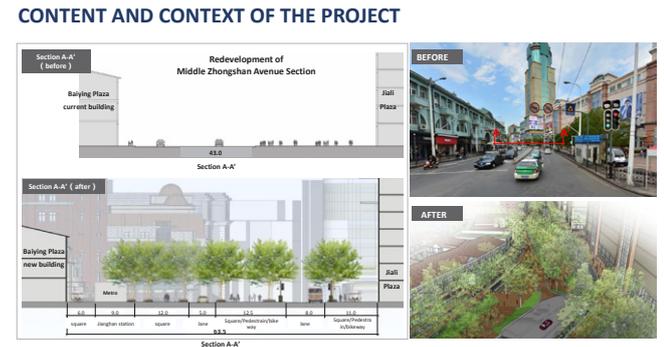
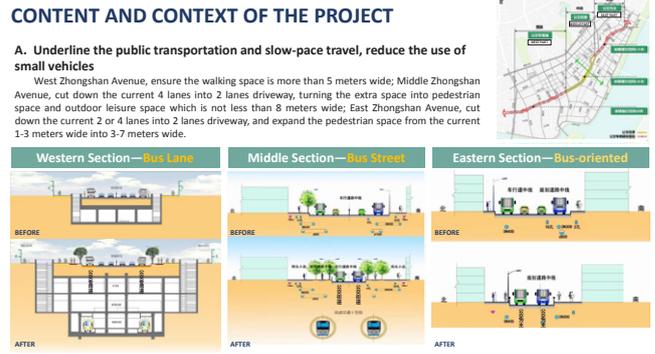
The commercial vitality there is slowly decreasing, protection of the historical buildings is inappropriate, and there is not enough consideration about the humanization of the street environment.



Better Street · Better Life

this project is trying to build a 'public traffic street', and transfer the Zhongshan Avenue into a culture tourism street mixed with public spaces and vigorous city life. It will become a vital link to stimulate quality of life in the Hankou old town and promote the cohesion of the whole society.





CONTENT AND CONTEXT OF THE PROJECT

E. Participatory planning to reduce spatial isolation

- design alliance
- chief expert system
- street showcase
- public participation internet platform



MAIN FEATURES OF THE PROJECT

2. After the transformation, the street will give the priority to the public transportations and pedestrians, reduce the use of small vehicles in order to decrease the urban carbon emission.



Liuduqiao metro station

MAIN FEATURES OF THE PROJECT

1. Focus on the public space, create the first street in Wuhan which combines the public space and street life.



AFTER

MAIN FEATURES OF THE PROJECT

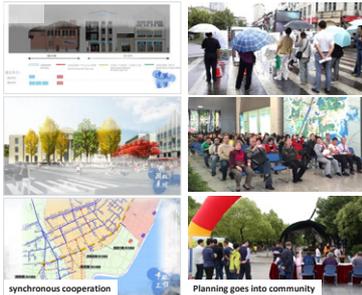
3. the project maintain the local residents as initial consideration, which are the carrier of urban culture and memory.



AFTER

MAIN FEATURES OF THE PROJECT

4. Planning cooperation and public participation synchronous cooperation among multi-subjects, like landscape, historical buildings protection, and urban development, etc. and create multi-methods to ensure the information access and participation of the local residents along the street.



EXPECTATIONS AND FUTURE PROJECTS

- In December, 2014, Wuhan local government launched this plan
- So far, we are working on the historical building refurbishment, landscape construction, civil facilities construction, and investment promotion, etc.
- The construction will be expected to be finished and open to the public again around December 2016.



EXPECTATIONS AND FUTURE PROJECTS

Next Plan

Zhongshan Avenue will be set as the pilot project, and other historical blocks regeneration work will be start soon afterwards, and then, lead the revive of the whole old Hankou area and even the whole city.



CONCLUSIONS

Zhongshan Avenue District Renewal Planning
explore a new spatial carrier for the revive of urban society, economy, and culture

- Practice the 'people-oriented' transport concept into the street space reform.
- Encourage the concept of 'street for communication' during design, combine the public life with the street space organically.
- Sharing and inclusiveness of the communities. Based on diversity and inclusiveness, we hope to create a space which can exhibit the culture, demolish the isolation, and achieve the social integration in the end.
- Planning cooperation and public participation.



The Housing Estate of European Capital of Culture

City of Wroclaw: A new strategy and approach to planning and building urban housing, Wroclaw, Poland. Merit Prize Winners



2016, ISOCARP AWARDS FOR EXCELLENCE

Nowe Żerniki – The Housing Estate of European Capital of Culture Wroclaw 2016

City of Wroclaw & Wroclaw team of architects

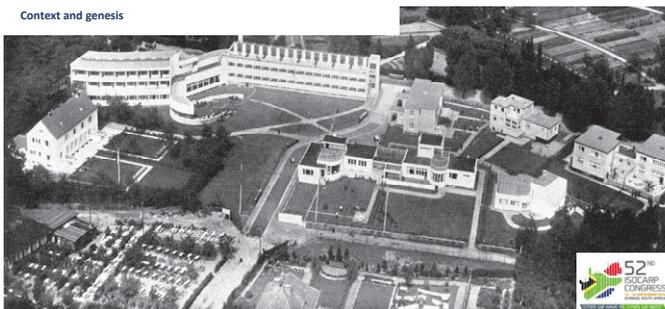


CONTENT AND CONTEXT OF THE PROJECT



CONTENT AND CONTEXT OF THE PROJECT

Context and genesis



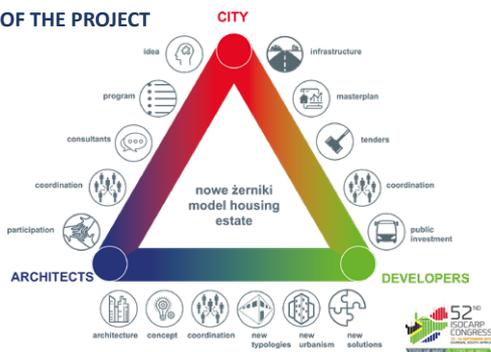
MAIN FEATURES OF THE PROJECT

All-inclusive housing estate



MAIN FEATURES OF THE PROJECT

Organization diagram



MAIN FEATURES OF THE PROJECT

Workshop and participation



MAIN FEATURES OF THE PROJECT

Master plan for the housing estate



MAIN FEATURES OF THE PROJECT

Urbanism and architecture: school, community centre, senior citizens house, nursery and nursery school, family doctor, market, sport ground



MAIN FEATURES OF THE PROJECT

Technical infrastructure



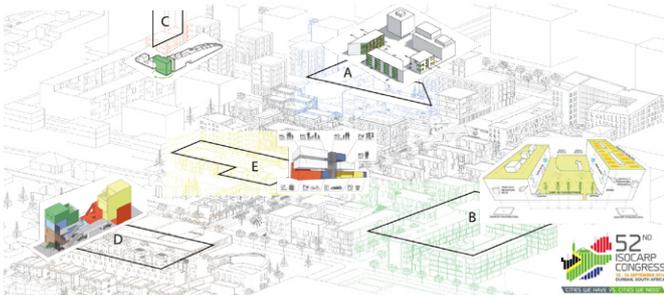
MAIN FEATURES OF THE PROJECT

The housing estate under construction



EXPECTATIONS AND FUTURE PROJECTS

Social and architectural diversity



CONCLUSIONS

Developing of the project



An Innovative Transdisciplinary Planning Tool

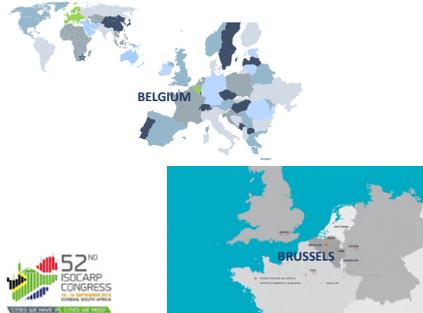
Brussels Planning Agency (BBP-BPB): Canal Plan, Brussels, Belgium.
Grand Prize Winners



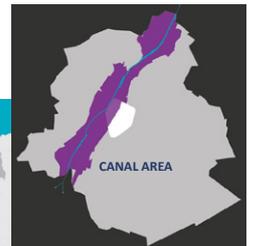
2016, ISOCARP AWARDS FOR EXCELLENCE
CANAL PLAN BRUSSELS
an innovative transdisciplinary planning tool
for the Brussels-Capital Region



A STRATEGIC AREA FOR BRUSSELS



- key figures:
- 14km long
 - 15% of the regional territory
 - 17% of the regional population
 - fast growing young & multicultural population



CITY WE HAD

the cradle of the city



industrial axis of Brussels



CITY WE NEEDED?

- large-scale: monofunctional zones
- creation of CBD
 - focus on offices
 - port and urban industries

- local level: neighborhood regeneration
- housing
 - public amenities
 - green and public spaces
 - socio-economic development



CITY WE HAVE



CITY WE NEED

a mixed, productive and open Canal Area:

- develop economic activity bringing workplaces and homes closer to each other
- create housing meeting population's needs and suiting all household profiles
- create pleasant and unifying public spaces, and promoting the canal crossings
- create the conditions for a city opened to a strong diversity of functions, populations and landscapes



10 YEARS TO GENERATE A DESIRABLE FUTURE

Canal Plan: a coherent and global vision for the whole Canal Area

main principles developed by Alexandre Chemetoff (2012-2015)

- functional diversity
- densification
- focus on public space



"Regional Estate"

- Canal Area: 2.509 ha
- Regional estate: 313 ha of public owned land



10 YEARS TO GENERATE A DESIRABLE FUTURE

implementation: sustainability, innovation and flexibility (2015-2025)

- sustainability in time : 10 years
- innovative governance
 - regional chief architect as the "promotor" of the overall vision
 - transversal project team gathering different public bodies :
 - project leaders (3 persons) responsible for the operational implementation
 - urban permits team (2 persons) assessing and delivering all permits
 - research by design team (3 persons) converts Canal Plan's ambitions into design proposals
- flexibility to respond to ongoing projects: research by design



A DAILY CHALLENGE

Citroën building



CONCLUSIONS

Tailor-made governance

- encourage a culture of transversality and collaboration
- build trust between actors and adherence to Canal Plan's principles
- deliver projects
- achieve urban quality

Flexibility:

- more processes less procedure
- learning by doing/research by design

Canal Area: **laboratory** for management of urban complexity and future challenges



Brussels Planning Agency

Ann de Cannière
Deputy Director

www.canal.brussels

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A world-class sustainable community and redevelopment project

Windmill, Dream, FOTENN Planning + Design & PERKINS+WILL: ZIBI, Ottawa, Canada.
Grand Prize Winners





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Thank you for your contribution to our 52nd International Congress.



ISOCARP
Knowledge for better Cities

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