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**GLOSSARY OF TERMS**

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<th><strong>Study area:</strong></th>
<th>Refers to the entire study area encompassing all the alternative alignments as indicated on the study area map.</th>
</tr>
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<tbody>
<tr>
<td><strong>Economically Active:</strong></td>
<td>A person of working age who is available for work, and is either employed, or is unemployed but has taken active steps to find work in the reference period.</td>
</tr>
<tr>
<td><strong>Unemployed:</strong></td>
<td>Those people within the economically active population who (a) did not work in the seven days prior to census night, (b) wanted to work and were available to start work within a week of census night, and (c) had taken active steps to look for work or start some form of self-employment in the four weeks prior to census night.</td>
</tr>
<tr>
<td><strong>Not Economically Active:</strong></td>
<td>People who are not available for work, such as full-time scholars and students, full-time homemakers, those who are retired and those who are unable or unwilling to work.</td>
</tr>
<tr>
<td><strong>Consumer Price Index (CPI):</strong></td>
<td>An inflation index that measures the price of a fixed basket of consumer goods and services.</td>
</tr>
<tr>
<td><strong>Gross Domestic Product (GDP):</strong></td>
<td>The total value of goods and services produced within the geographic boundaries of a country for a specified period of time.</td>
</tr>
<tr>
<td><strong>Skilled Employee:</strong></td>
<td>A person who has undergone training or education in and/or outside his/her work environment and who is in possession of a minimum level of secondary qualification to qualify for their occupation. An employee in this category must have undergone at least two years’ study or training after having completed grade 12.</td>
</tr>
<tr>
<td><strong>Semi-skilled employee:</strong></td>
<td>A person who acquired his/her expertise through a relatively short training period (single days or weeks) after which the required tasks should be efficiently performed. He/she must possess basic literacy and numeracy prior to training, but primary education is sufficient as a prerequisite for training.</td>
</tr>
<tr>
<td><strong>Unskilled employee:</strong></td>
<td>Persons who have not undergone any formal training or of whom no minimum level of education is required.</td>
</tr>
<tr>
<td><strong>Informal Settlement:</strong></td>
<td>An unplanned settlement on land which has not been surveyed or proclaimed as residential, consisting mainly of informal dwellings (shacks).</td>
</tr>
<tr>
<td><strong>Household Final Consumption Expenditure:</strong></td>
<td>Includes all consumption expenditure made by households from their own cash resources (including all income in cash received), as well as all the counterpart of income in kind (except social transfers in kind) that households might have received, such as remuneration in kind and other transfers in kind.</td>
</tr>
<tr>
<td><strong>Household Income:</strong></td>
<td>All receipts by all members of a household, in cash and in kind, in exchange for employment, or in return for capital investment, or receipts obtained from other sources such as pension, etc.</td>
</tr>
<tr>
<td><strong>Township:</strong></td>
<td>A single-race residential development, a construct of the apartheid government, which confined non-whites who lived near or worked in white-only communities. These areas were underserved, monofunctional and disintegrated with broader metropolitan area.</td>
</tr>
<tr>
<td><strong>Medium-Term Expenditure Framework:</strong></td>
<td>An analytical framework which would enable governments to forecast and programme spending over a three to five year period, taking account of both likely resource constraints and the link with the economy at large.</td>
</tr>
<tr>
<td><strong>Social Housing:</strong></td>
<td>A rental or co-operative housing option for low income persons at a level of scale and built form which requires institutional management and which is provided by accredited social housing institutions or in accredited social housing projects in designated restructuring zones.</td>
</tr>
<tr>
<td><strong>Slum:</strong></td>
<td>Overcrowded or squalid land or buildings occupied by predominantly indigent or poor persons, without security of tenure and with poor or non-existent infrastructure or sanitation.</td>
</tr>
</tbody>
</table>
APPENDICES

Appendix A: Inwabi Link
Appendix B: Map of Study Area
Appendix C: Housing Policies & Definitions
Appendix D: 5 Year Housing Plan
Appendix E: Land Use Plan Legends

LIST OF ACRONYMS

AADF    Annual Average Daily Flow
ABM     Area Based Management
AC      Asbestos Concrete
BBBEE   Broad Based Black Economic Empowerment
BEE     Black Economic Empowerment
BNG     Breaking New Ground
CBD     Central Business District
CPF     Commercial Property Finance
CPI     Consumer Price Index
CPTR    Current Public Transport Record
DBS     Discount Benefit Scheme
DoH     Department of Housing
EEDBS   Enhanced Extended Discount Benefit Scheme
ETA     EThekwini Transport Association
FLISP   Finance Linked Individual Subsidy Programme
GDP     Gross Domestic Product
IDF     Integrated Development Framework
IDP     Integrated Development Plan
LED     Local Economic Development
NCA     National Credit Act
NDPG    Neighbourhood Development Programme Grant
NGO     Non-Profit Government Organisation
NHBRC   National Home Builder’s Registration Council
NHFC    National Housing Financing Corporation
NURCHA  National Urban Reconstruction and Housing Agency
PDP     Precinct Development Plan
POP     Phasing Out Programme
SDB     South Durban Basin
SDF     Spatial Development Framework
SMME    Small Micro Medium Enterprise
1. INTRODUCTION

1.1. Introduction

EThekwini Municipality has committed itself to local economic development in UMLazi, with a view of transforming the economic landscape of its R293 townships. The key focus is on nodes and business centre’s to create a critical mass of community and commercial facilities and amenities. Therefore the focus with regards LED in UMLazi must be to unlock strategic land parcels, address land legal matters and encourage and promote private and public sector investment in the identified commercial nodes and precincts of UMLazi.

Further to this, dormitory townships on the periphery of cities, created during apartheid, have been identified as the Neighbourhood Development Programme Grant (NDPG) target areas. UMLazi, as the second-largest of these townships in South Africa, has therefore been identified by the city as an appropriate receptor for this funding.

In the context of both the NDPG and the identification of Restructuring Zones, and acknowledging that these initiatives would mutually complement and assist each other if they were to be conducted in parallel, an opportunity has arisen to sustainably develop nodes along the Public Transport Corridor of the Mangosuthu Highway and other possible corridors in UMLazi.

Important principles underpinning the restructuring of UMLazi are:

- Redevelopment
- Development intensification
- Development integration
- Development of a hierarchy of activity systems

The UMLazi Nodal Regeneration Study considers and identifies ways of addressing the major development requirements in UMLazi, including:

- Integration
- Urban form restructuring
- Addressing housing needs
- Creating adequate social support infrastructure
- Leakage of thresholds
- Local economic development

The Study will also identify additional development requirements for the UMLazi Nodes and the optimal methods of resolving these in a strategic manner.

The end product of the study will include strategic spatial frameworks and designs which will guide transport, economic and spatial development within the UMLazi Nodal Regeneration areas.

The basis for the project would initially be the volume of previous studies and strategies already available, it is expected that the integration of these previous plans would result into a co-ordinated and incrementally improved development concept and action plan for the nodes. This report is one in a series of 6 sector analysis reports produced as part of Phase 2 of the UMLazi Nodal Regeneration Study within eThekwini Municipality and should serve as a summary of available sector information for the area. The various other sector analysis report include:

Sector Report 1: Strategic Planning Sector Report
Sector Report 2: Transport & Infrastructure Sector Report
Sector Report 3: Social Facilities Sector Report
Sector Report 4: Economic Development Sector Report
Sector Report 5: Housing Sector Report
Sector Report 6: Environmental Sector Report
1.2. Background and Brief

Apart from creating hubs of economic activity, the nodes are also viewed as ideal restructuring zones where social housing objectives could be implemented within the context of a variety of housing options. This should create a vibrant mix of activities within the nodes towards changing the economic and social character and future of UMLazi.

The philosophy of this strategy is also supported by various national and provincial funding support programmes such as the Neighbourhood Development Partnership Grant and the objectives and focus areas of these grants will also be considered and incorporated within the planning of the nodes. The intention is to formulate a clear and quantifiable urban precinct plan / design to enable the municipality to lobby funding for strategic public and private catalytic investments within UMLazi.

The project will also identify additional development requirements for the UMLazi Nodes and the optimal methods of resolving these in a strategic manner. The key areas of focus within the project will be the following:

- Property Trends
- Social Housing Needs and Models
- Local Economic Development Analysis
- Urban design & implementation plan to unlock strategically located land.

1.3. Study Approach

INFORMATION BASE

The main information sources during the preparation of this report included:

- eThekwini corporate GIS Dataset;
- Deeds web searches;
- Physical land use survey of each node;
- Volume of documents containing previous studies and strategies, including:
  - eThekwini Spatial Development Framework (SDF, 2002)
  - UMLazi Precinct Development Plan (1998)
  - UMLazi Structure Plan (1998)
  - South Local Development Plan (1998)
  - South Spatial Development Plan (2007)
  - South Durban Basin Action Plan For Partnerships (2007)
  - eThekwini Integrated Transport Plan

ASSUMPTIONS

The preparation of this report is based on the following:

- The agreed terms of reference and inception report submitted to the client.

LIMITATIONS

- Although some overall framework planning studies were conducted for UMLazi in the past, these studies were conducted more than ten years ago. Since then many things have changed spatially, economically, socially, etc and therefore it was difficult to use the available information.

- From a spatial planning and management point of view, the fact that there is currently no Town planning Scheme in place for the UMLazi area firstly contributes to the unstructured nature of land uses around some of the nodes, while also increasing the need for this study to provide some basis for future management.
METHODOLOGY

The development of the situational analysis involved the assessment of previous studies to determine the extent of the study area covered by these studies, the current relevance of the previous studies to the UMLazi Nodal Regeneration, the potential impact of current and future projects on social facilities.

The following is a list of key documents, websites and interviews engaged to conduct the analysis:

- EThekwini Spatial Development Framework (SDF, 2002)
- UMLazi Precinct Development Plan (1998)
- UMLazi Structure Plan (1998)
- South Local Development Plan (1998)
- Glebelands Hostel Redevelopment Investigation/ Precinct Plan (2006),
- South Spatial Development Plan (2007)
- South Durban Basin Action Plan For Partnerships (2007)
- 2010 Sport Hub Development (Current),
- UMLazi Local Economic Development Strategy (Current),
- and
- EThekwini Accessibility Mapping for Community Social Services.
- EThekwini Municipality five-year housing plan.
2. PLANNING CONTEXT

2.1 The Study Area

UMlazi is South Africa’s second largest township (after Soweto) occupying approximately 4500ha situated in the southern municipal region of eThekwini, approximately 17 kilometers South of Durban’s Central Business District and immediately west of Durban International Airport and the Southern Industrial Basin.

UMlazi is strategically located to the west of the N2 freeway and west of the Durban International Airport. Mangosuthu Highway corridor forms the primary channel that links to secondary roads leading to primary facilities in all 26 sections comprising of Sections A to Z and Sections AA to CC. The population is estimated at 432,725 inhabitants.

The following nodes were identified as strategic areas for intervention:

- Megacity / Glebe Node
- Ezimbuzini Node
- UMLazi-V Node
- Mangosuthu /KwaMnyandu Node
- UMLazi W Node
- UMLazi Station Node

These Nodes are situated in a flowing, linear strip, west of the N2 and primarily within the public transport corridor Refer: Figure 1

Figure 1: UMLazi at a district level

Source: SDB ABM SDF: 2004
Figure 2: Originally Identified Nodes
2.2 Delineation of Nodes

A node can be defined as an area that has a strategic urban centre and a focal point for one or more of the following uses:

- Economic activity
- Transport
- Social/community uses
- Political/administrative activities and;
- Educational activities

The following nodes have been identified and all lie in a linear flow, west of the N2, and on the main public transport corridor;

- Mega-city, Glebe & Ezimbuzini Node
- UMsazi V-Node
- Mangosuthu-KwaMnyandu Node
- UMsazi W-Node and;
- UMsazi Station Node

Each of these nodes either has the characteristics of an urban centre or a focal point, or they have the potential to become an urban centre or focal point within that area.

The boundary delineation of any node cannot (because of the nature of urban growth) be fenced in absolutely and forsaking any specific areas. By its very nature nodes are meant to interact with its surrounding environment and to a certain degree grow naturally as an end result. It is however possible to delineate an initial design boundary as an area which should be included within the node in order to ensure potential growth. The five key elements to consider in defining such boundaries are briefly discussed below:

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>DESCRIPTION AND RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Regional Gravitational Pull</td>
<td>Any node is usually part of a larger strategic spatial framework and as such has a ranking in terms of its anticipated function and threshold areas. In order to implement any strategic direction, it is imperative that each node fulfils its anticipated function within the hierarchy or continuum of nodes and at the locality required. This means that a node should not compete with a node of larger gravitational pull (Attraction value) than itself. This is practically achieved by ensuring that a) nodes are not positioned too close to each other and b) the functions and activities offered at a particular node does not require a threshold which overlaps with that of the larger node. Specifically in the case of study nodes the areas included within each node should not compete with higher order nodes or even each other. Due to the relatively close proximity of all these planned nodes to each other, the specific function of the node will more likely determine this.</td>
</tr>
<tr>
<td>2. Key Catalyst activities</td>
<td>In most cases nodes are identified in areas where there is good accessibility, open land and existing or potential catalyst activities which could serve as anchors to further investment or attraction (gravitational pull) to the node. This either includes existing businesses centres or facilities or areas with natural and infrastructural characteristics which might attract specific catalyst activities. It is important that any boundary is identified as inclusive of these functions or areas as possible.</td>
</tr>
<tr>
<td>3. Transport linkage</td>
<td>A node in isolation, which is accessed with difficulty, could never function. It is therefore important to include the major access routes and intersections as part of the node. Firstly these areas tend to naturally attract activity and secondly any potential increase in activity around a node will impact back onto the transport network as well. In certain cases proposal will include upgrading of the transport network to either increase or decrease traffic flow or providing specific attention to pedestrian traffic.</td>
</tr>
<tr>
<td>4. Public resources</td>
<td>As nodes are usually planned as areas where public effort and investment would stimulate a desired</td>
</tr>
</tbody>
</table>
function, the availability of public resources within the defined node area would greatly enhance the efficiency of such developmental efforts. Such public resources do not only include public land, but also existing public facilities and infrastructure which could be used toward the stimulation of the node. Furthermore, such resources are also not always under the ownership or authority of the local municipality, but often under state authority. It is important to note that it may be a prerequisite that public resources are already available, but would be beneficial.

5. Planning boundaries

It often happens that a suite of developmental plans in an area does not link up or correspond with each other. This could firstly be in terms of actual proposals which conflict at cross boundary areas and secondly by leaving unplanned areas on the landscape with no direction. It is therefore vital that all available plans for surrounding areas and activity systems are placed in context to the node to ensure proper integration and an inclusive boundary.

As the detailed delineation of a node is often only determined by the actual interventions planned, the delineation of each nodal area used for this report should not be seen as the final delineation of the nodal areas and is kept wider than anticipated. For the purposed of this report, a key transport or access point was determined for each node (e.g. taxi Rank) and an assumed five minute walking distance of 400 m used to determine a radius and functional boundary of each node. In some cases the clearly concentrated nature of the node justified a smaller radius (e.g. UMlazi V) and in other nodes, the simplistic radius around an access point was amended due to the physical, linear nature of the node (e.g. Mangosuthu / KwaMnyandu Node).
Although a volume of previous studies exist for the wider Umlazi area, the age and level of detail of these plans only provide a guiding direction toward the development vision for the area and does not provide detailed planning for the individual nodes. The wider contextual studies which impact on the study area are described briefly below and include:

- eThekwini Spatial Development Framework (SDF, 2002)
- Umlazi Precinct Development Plan (1998)
- Umlazi Structure Plan (1998)
- South Local Development Plan (1998)
- South Spatial Development Plan (2007)
- South Durban Basin Action Plan For Partnerships (2007)
- eThekwini Local Development Plan
- eThekwini Integrated Transport Plan

### 3.1. eThekwini Spatial Development Framework (SDF, May 2002)

The Spatial Development Framework (SDF) for the Durban Metro Area provides a context and parameters within which to develop Local Council spatial plans. Spatial structuring elements are the key tools of the SDF. Their translation to the Local Council level gives spatial expression to the goals and strategies of the IDP, provides a spatial manifestation of the sector programmes, integrates programmes across sectors and assists in identifying strategic project areas and development priorities. The eThekwini Municipality Spatial Development Framework has identified Umlazi as one of the mixed investment nodes which aims at planning for residential, commercial, industrial and services densification and rationalisation, with a strong link hierarchy for the safe and efficient movement of people and to ensure appropriate location for local economic development and growth, in keeping with the principles of the Development Facilitation Act, 1995.

In terms of the principles set out in the Development Facilitation Act, in undertaking spatial planning, municipalities should, inter alia:

- Densify and rationalise their use of land;
- Create access and facilities for communities who were formerly marginalised; and
- Address the skewed distribution of land.

![Figure 3: eThekwini Municipality SDF](source: eThekwini IDP 2007/08)
3.2. UMLazi Precinct Development Plan (1998)

As an extension of the work which was previously completed on the UMLazi Integrated Development Framework (IDF) and the UMLazi Structure Plan, it was resolved that a Precinct Development Plan for UMLazi should be established. Emanating from the UMLazi Structure Plan, it was agreed that in order to make a substantial contribution to the improvement of the conditions in UMLazi, an intermediary structure was necessary. As such, the concept of precincts was adopted. The precincts were determined based on existing residential neighbourhoods, council wards and physical barriers. The precincts were intended to contribute to the creation of community areas sharing secondary level support facilities, unique identities, common access etc. The establishment of the precincts is aimed at changing the anonymous and monotonous nature of the township into a number of identifiable communities. In doing so, it allows for the creation of belonging, community spirit and responsibility. The plan identified nine precincts, which are as follows:

- **Precinct 1** consists of neighbourhoods A, V, E and the Glebe, which is located at the eastern extremity of UMLazi and is the most prominent precinct. It is highly visible and accessible and represents the link between UMLazi and existing and future activities and transportation links east of it. It contains the most significant portion of high-density residential development, economic opportunities and civic amenities.

- **Precinct 2** consists of neighbourhoods B, C and W. The precinct is centrally located with easy access from most areas of UMLazi, which contains significant public and private investments. The precinct plan suggests the improved integration of the W centre, the provision of additional civic amenities and the development of the economic potential of the area.

- **Precinct 3** is located on the northern periphery and consists of residential units F, G and H. The highest development priority for this area is the upgrading of the substantial amount of informal and formalised settlement. However, the precinct plan suggests that this needs to be co-ordinated with the development of a centrally located activity spine, the rehabilitation and development of the open space areas and the establishment of a linkage to the north.

- **Precinct 4** consists of units J, K and DD located on the north-western periphery of UMLazi. This precinct contains a large amount of land under tribal tenure and this together with the development of significant areas of informal settlement, represents the major areas for concern. The precinct plan suggested that the potential future development of the MR579 may be significant in altering development emphases.

- **Precinct 5** includes units L, M, and N. The precinct is centrally located and easily accessible. It represents an important link between the various precincts. As such, both primary and secondary activity nodes and corridors exhibit significant local opportunities for economic development.

- **Precinct 6** comprises of units P, Q and R. This area is equally centrally located and contains a substantial amount of formalised and informal development. The development of these areas must be regarded as priority as must the provision of adequate support facilities and the utilisation of the local economic development opportunities.

- **Precinct 7** contains units D, S and T. This precinct is one of the easiest precincts to access (following Precinct 1) and contains the major education facilities and potential improved linkage to Isipingo. The area displays good potential for economic development and the establishment of additional civic amenities. However, the area requires substantial residential upgrading and redevelopment.

- **Precinct 8** includes units U, X, Y and Z, which is located on the south-eastern periphery. The precinct also includes the MR80 from Isipingo to Folweni and beyond. Although the area is not easily accessible to the majority of UMLazi, it may have the
potential to accommodate amenities and development opportunities exceeding the requirements of the particular precinct. Some effort may be required to improve local integration and linkage to other areas to the east.

- **Precinct 9** is the most remote precinct and includes units AA, BB and CC. This area covers a wide range of development ranging from middle income to formalised, informal and tribal settlement. One of the most urgent issues to be addressed within this precinct is the relationship between the Municipal and tribal authorities regarding land ownership. This also includes areas of informal development and the natural development potential of the precinct.


Based on a comprehensive analysis of the existing context and conditions within Umlazi, the Integrated Development Framework (IDF) provides a holistic guide for future development relating to physical, economic, social and institutional development aspects. The IDF *inter alia* promotes the better integration of Umlazi into the metropolitan development and in particular into the existing and planned activities and opportunities adjacent to Umlazi. Relating activities directly to movement patterns and ease of access, the framework suggests the development of structuring elements such as activity and open space systems as well as development precincts. Based on existing and planned movement corridors, the hierarchy of activity systems is proposed to include a primary stem, covering areas of easiest access for the majority of the residents and providing accommodation for amenities serving the entire population. The secondary activity system relates to secondary collector roads and nodes and provides accommodation for precinct amenities, while the tertiary system is based on local collector roads and centres providing for local, neighbourhood-level requirements. The IDF promotes the integration of development *inter alia* by encouraging mixed-use development within the activity systems, consisting of amenities, economic activities and residential development, the level and density of which is depending on the level of activity system. The IDF also encourages the integration of the natural and the built environment.

3.4. **Umlazi Structure Plan (1998)**

Representing the spatial expression of the IDF, the structure plan applies the policies and strategies developed in the IDF to the physical realities of Umlazi. As such the structure plan is intended to establish a guiding framework for all future spatial development. The Precinct Development Plans (PDPs) represent a concretization of the principles established in the structure plan. The main principles for the transformation of Umlazi include *inter alia* the establishment of COMPLEXITY as a basis for urban systems, redevelopment and development intensification, development integration, development of a hierarchy of structures, meeting needs locally and the physical integration both internally as well as with activities and opportunities external to Umlazi. The key components of the structure plan consist of the establishment and utilization of movement linkages and connectors, activity corridors, spines and nodes, open space systems, various housing forms and densities as well as a series of development. Key interventions identified in the structure plan include *inter alia* the establishment of additional external linkages to Isipingo, Lamontville, Chatsworth and the tribal development in the south and west, improved internal linkages between the individual residential neighbourhood both at vehicular and pedestrian levels, the development of primary, secondary and tertiary activity systems and the establishment of major, minor and Durban open space systems.

3.5. **South Local Planning Studies:**

**Glebelands Hostel Redevelopment Investigation / Precinct Plan (2006)**

The primary purpose of the study was to formulate a precinct plan that will guide the regeneration of the study area and ensure the integration of the Glebelands Hostel with the surrounding communities thus improving the environmental quality and the quality of life in
general. The plan subdivided the study area roughly into 6 sub-precincts, namely:

- sub-precinct 1 – Glebelands hostel/ recreation;
- sub-precinct 2 – Reunion (railway) residential;
- sub-precinct 3 – Reunion / Crossley Light Industrial;
- sub-precinct 4 – Megacity zone (with Transnet/Tehuis hostels);
- sub-precinct 5 – Prince Mshiyeni Hospital and Tehuis Park; and
- sub-precinct 6 – Peace valley Informal.

The project area covered approximately 225 ha in extent and the population at Glebe hostel alone was estimated at 20,329 people. The following objectives of the study area were:

- To accommodate in a socially and environmentally responsible manner, densification and infill, conversion, high density (multi-storey) residential accommodation as well as in-situ upgrade;
- To create an environment where public, private and pedestrian movement integrate without loss of amenity or safety;
- To provide an environment and framework which is capable of change and growth over time;
- To create an area that is safe for all users of the area;
- To accommodate higher order social and enterprise support services and promote the sharing of these services between communities in and around Glebelands; and
- To achieve the above in a cost effective and environmentally responsible manner.

The plan proposes seven programmes, which are as follows:

A: Safety and Security
B: Public space realm
C: Infrastructure
D: Residential
E: Facilities and Amenities
F: Planning
G: Local Economic Development

- The implementation of the above programmes will improve the quality of life of the residents of UMlazi and creates a better environment living environment.


This study was based on the notion that the Glebe hostels have been a hostile environment for too long, that they had been separated from the surrounding communities for too long and that they were not a quality living environment for individuals and families. Based on this, the objective was to respond to the basic and urgent needs of the area, provide a supportive environment and to create improved opportunities. This refers to providing a choice of housing types and costs, to create identifiable and balanced living environments and to ensure the precinct was integrated into the wider surrounds and city.


The strategic aim of the investigation project was to formulate an urban design framework plan that would ensure investor confidence, attract new investors and improve the built environment. In addition, the investigation intends to establish development and implementation guidelines for the revitalization, upgrading and management of the economic development node. This would be based on sound social, economic, environmental and planning principles with the aim to advance business opportunities and enhance sustainability while protecting the existing economic base.

In addition, the investigation was to ensure that the node is adequately integrated into the surrounding areas identified by various SDB strategic plans thereby improving the environmental quality and the quality of life in general. The Economic Node Framework Plan was formulated to upgrade Ezimbuzini. In addition, the Glebe Precinct Plan and UMlazi Economic Strategy Plan have identified Ezimbuzini as a strategic development area for the region.
The vision formulated for the Ezimbuzini Node is:

“The Ezimbuzini Node is a safe, clean and an equal business opportunities environment within an accessible transport network and has a mix of light industry, residential and social amenities infused in a vibrant African tradition and cultural experience”.


The purpose of the South Spatial Development Plan is to determine the economic role of the Southern Municipal Planning Region. The plan identifies the capacity of existing natural and built environment to create a sustainable investment and development opportunities and establishes linkages to opportunities for the socio-economically disadvantaged communities of the south. The main objectives of the plan include:

- To establish an understanding of the strategic role of the southern area within the context of the eThekwini Municipality,
- To ensure alignment of the SSDP with the development plans of the west and north as well as the South Durban Basin Framework,
- To inform the broader Unicity Spatial Development Framework as well as providing guidelines for subsequent local area plans and land use schemes.

Of specific relevance to UMLazi, the following planning principles and concepts are applied:

**Sustainable Development**: ensuring that development is sustainable both in terms of environmental consideration, physical and social service provision, local economic development etc, this in particular applicable to the areas of substantial informal densification in UMLazi,

**Integrated Development**, i.e. facilitating integration of the various informal, formal traditional and urban components of their interlinkage and accessibility to the remainder of the Metro,

**Restructuring the City**, i.e. providing better accessibility, establishing appropriate physical and social services, creating additional local economic development opportunities and facilitating the better linkage to activities in the wider Metro.

**Economic Development**, i.e. developing the opportunities for local economic development and facilitating such development through improved accessibility, linkage, support and training.

**Efficient Development**, i.e. ensuring provision of appropriate services and facilities to the densifying traditional settlement areas and considering an appropriate level of formalisation,

**Uniqueness of Places**, i.e. maintaining the unique character of the area while upgrading services, facilities and the urban and green environment.

**Quality Living Environment**, i.e. improving the living conditions in the area by providing appropriate physical and social services including facilitating the appropriate formalisation and upgrading of local economic activities,

**Structuring Development**, i.e. establishing a development structure which allows for efficient land development, accessibility, development predictability etc,

**Hierarchy of Access Corridors**, i.e. locating development requiring high levels of access and visibility as well as higher residential densities in proximity of the major existing access routes and improving north-south linkages both by developing the planned MR579 as well as local level linkages to the north and south.

**Hierarchy of Activity Nodes**, i.e. the UMLazi town centre has been identified as a mixed investment node in the eThekwini IDP while other existing nodes such as the UMLazi Megacity, the V intersection and KwaMnyandu are regarded as significant local service nodes, the development of the existing unit centres should be urgently revisited,
Environmental Structuring Elements, i.e. while the remaining green environment should be appropriately managed and rehabilitated, the urban environment of Umlazi requires serious attention.

Providing a Variety of Housing Opportunities, i.e. upgrading the numerous informal settlements, allowing for residential densification in the area identified and providing appropriate physical and social support services throughout Umlazi.

The South Spatial Development Plan suggests the following for Umlazi:
- The urgent necessity to significantly upgrade the urban and natural environment for Umlazi,
- The similar urgent necessity to formalize/upgrade the larger number of informal settlements in the areas,
- Encouraging, supporting and formalising existing and additional local economic activities and provide appropriate training systems,
- Providing better linkages within and to the areas north and south of Umlazi including in particular developing the planned MR579 as well as local level linkages,
- Revisiting the development of the existing large number and state of unit centres,
- Allowing and encouraging the densification of residential areas in appropriate locations indicated.


The eThekwini Municipality’s key challenge is to ensure that all its actions contribute to sustainable development. Over the past five years the Municipality has made significant strides to address key development challenges within the City. While significant progress has been made in all areas, there is still some distance to go towards comfortably addressing the following challenges of which are directly related to the Umlazi area:

- Low economic growth and high rate of unemployment;
- Access to basic household and community services not optimal;
- Relatively high levels of poverty;
- Low levels of literacy and skills development;
- Sick and dying population affected by HIV/AIDS;
- Exposure to unacceptably high levels of crime and risk;
- Many development practices still unsustainable; and
- Ineffectiveness and inefficiency of inward-looking local government still prevalent in the municipality.

The eThekwini Municipality has developed a delivery plan which is organized into eight separate but related plans. These plans are interrelated firstly, because all the programmes and projects are filtered through the common set of filters which apply to programmes and projects as well as methodologies and the delivery of programmes and projects. Secondly, the plans, programme and projects are supportive of each other to ensure greater impact in delivery. Where contradictions or overlaps are found to exist, these will duly be brought into alignment. The eight Point Plan is listed as follows:

1) Sustaining our natural and built environment
2) Economic development and job creation
3) Quality living environments
4) Safe, healthy and secure environment
5) Empowering citizens
6) Celebrating our cultural diversity
7) Good governance
8) Financial viability and sustainability

3.8. EThekwini Integrated Transport Plan

“The stated mission of the ITP is to increase access to opportunities to poorer communities through the provision of public transport.” Even further than this, the overall system is to have a public transport focus that will reduce the overall trips made by private commuters and reduce the demand for road space. The policy is also going to encourage redevelopment around rail stations and major modal interchanges as it has been noted that a large growth in employment for low income people is expected which will increase the demand for
public transport. The following are the specific public transport projects identified in the ITP:

- A CBD prioritised public transport distribution system interfacing with various major bus, rail and minibus-taxi services
- Phased implementation of taxi and bus rank (sic) rationalisation in the Warwick Avenue area including the development of a multi-level Berea Station Transport Interchange

The approach of the transport plan is to provide good accessibility to the Durban CBD to allow people to access all the services offered, and this can be achieved by rail and road-based public transport direct form residential areas to the transportation hub at Warwick Junction as well as a “two-tier system of park and ride”.

Access to the northern and southern corridor developments will be by a serviced with a combination of rail and road based public transport which will help to avoid unnecessary competition.

3. 9. Current Planning Initiatives

2010 SPORT HUB DEVELOPMENT AT THE KING ZWELITHINI STADIUM (CURRENT)

The eThekweni Municipality has resolved to upgrade three existing stadia as training venues for 2010 FIFA World Cup viz. Princess Magogo Stadium at KwaMashu, King Zwelithini Stadium at uMlazi and Sugaray Xulu Stadium at Clermont. These stadia will not be upgraded in isolation; it is the eThekweni Municipality’s intention to build sports hubs around the selected venues. In order to meet FIFA requirements for training venues it is necessary to upgrade the existing three stadia. The stadia selected as training venues for 2010 are located in former township areas. This is a deliberate choice to enable people in previously disadvantaged areas to benefit from the 2010 Soccer World Cup event. The project seeks to ensure that investment in 2010 training venue upgrades leaves a lasting legacy and provides benefits to previously disadvantaged communities where they are located. Training venues will be developed as multifunctional venues suitable for hosting non-sporting events and accommodating a number of sporting codes e.g. athletics, rugby and football. The stadia that have been selected as training venues have been prioritized in terms of availability of land to accommodate other sporting codes hence creating sports hubs in those precincts. Care has also been taken to ensure that these are strategically located in close proximity to schools, community facilities and commercial developments. It is anticipated that post 2010, each training venue will be allocated to a local professional team who will become anchor tenants of the stadia to use as a home ground, where they could lease rooms to use as offices, club library, retail and video rooms for public to view their past games. This will allow teams to interact with communities. Having a dedicated home ground will allow teams to establish a strong support base in townships where they will be based.

The King Zwelithini Stadium is located along the Mangosuthu Highway in the vicinity of KwaMnyandu railway station and the Mangosuthu University of Technology. Mangosuthu Highway is a major arterial within uMlazi, it is about 20km in length stretching from the main entrance to Umlazi at V section up to K section in the Western hinterland. It is a corridor of mixed-use activity including; commercial activities, residential uses, educational facilities and sports activities. The stadium is located on a 9.3 hectare site. The site has direct access from Mangosuthu Highway. Within the site are an outer field; the Victoria Mxenge indoor sports centre, a children’s play lot and a vacant portion. The stadium has one grandstand located on the western side and has a total capacity of 12000. Adjoining the site to the East are informal settlements. The site will be extended to incorporate approximately 0.8 hectares of the land currently occupied by informal settlement in order to provide parking for the stadium and additional sports facilities in line with the sports hub concept. Approximately 600m from the stadium site is a 25m swimming pool complex comprising of ablution facilities, administration block and cashiers offices. It is located within a high activity node, which includes a community hall, shopping centre and municipal offices.
Figure 4: The King Zwelithini Stadium
THE SPORTS HUBS OBJECTIVES

The introduction of sports hubs is aimed at addressing the problem of the lack of infrastructure and associated sports development programmes in former township areas. It entails the development of sporting infrastructure around stadia that have been identified as 2010 FIFA World Cup training venues and within major commercial centres or high activity nodes. The aim of the sports hubs is to:

- Cater for a range of sports codes such as rugby, netball, basketball, swimming, athletics and tennis.
- Cluster as many sports codes as possible within a defined zone, which is centrally located and highly accessible to service broader communities.
- Encourage efficient use of limited space, common management of facilities and sharing of resources. Create catalytic process to ensure the upgrading of the public realm, roads and bulk infrastructure.
- Enable easy access by local schools and high density residential areas in order to ensure maximum usage. Improve stadium facilities for future use as home grounds by local professional football teams and to provide business opportunities associated with these.
- Link sports facilities to commercial developments to ensure increased business opportunities and maximum benefit to local communities.
- Unlock the commercial and business opportunities within the sports industry from which local businesses can benefit.
- Create opportunities for marketing former township areas as tourist destinations.
- Enable implementation of an innovative institutional model that minimizes the risk of degradation and vandalism whilst ensuring sustainability, maximum turnover and maximum benefit to local communities, schools and institutions.
Figure 5: UMlazi Sports Hub
The site is constituted by three land parcels; the main site, described as Erf 1502 Umlazi-D:

Site 1 (Refer to Figure 5) is 9.3 hectares in extent. The site is bounded by Mangosuthu Highway to the north, the railway line to the south, Maphumulo Street to the west and the informal settlement to the east. Existing facilities within the site are the Victoria Mxenge indoor sports centre, the King Zwelithini stadium, one outer field, a children’s playlot and a netball/basketball combination court. Currently, there is only one access that services both the stadium and the Victoria Mxenge Indoor sports centre. An alternate access needs to be provided as the existing access is congested when there are events in both facilities.

Site 2 (Refer to Figure 5), described as Erf 1501 Umlazi -D is situated adjacent to the main site to the east. The site is approximately 0.8 hectares in extent. The city is in the process of acquiring the site from a private owner. It is anticipated that the site will be used for stadium parking and the installation of tennis courts or additional netball and basketball combination courts.

Site 3 (Refer to Figure 5), described as Erf 1459 Umlazi D is 0.7 hectares in extent and it is situated 600m from the King Zwelithini stadium site. The site has a swimming pool complex. Spatial linkages between this site and the stadium site would need to be strengthened to enable the two zones to work to together as an integrated hub. The main sports hub site is situated about 500 meters from the Mangosuthu University of Technology where the Carnegie-eThekwini sports development centre is located. Planning of the stadium/sports hub site will need to be linked to the sports development centre.

3. 10. Local Economic Development Strategy For Umlazi (Current)

The strategic aim of this Local Economic Development plan is to develop the economic capacity of the Umlazi area to achieve the potential for an improved economic future in unison with the quality of life for the people in communities throughout the entire area. The principal goal for this LED strategy is to achieve a strategy that produces implementable projects that will stimulate local employment opportunities in sectors that improve the communities using existing resources.

KEY NODAL AREAS

As part of the local economic development initiatives, five areas have been identified for redevelopment and regeneration with the aim of uplifting and supporting maximum land usage through the development of conceptual frameworks and strategies to guide and promote optimal investment toward commercial activity, public services such as housing and infrastructural redevelopment.

The following are a description of the five nodal areas identified as strategic areas to harness local economic development:
- Ezimbuzini & Glebe Node
- Umlazi Station Node
- Mangosuthu Node
- KwaMnyandu
- Umlazi W

AIMS AND OBJECTIVES

The objectives to be achieved for the LED strategy as outlined in the Terms of Reference are to:
- Provide a clear direction on the economic future of Umlazi;
- Translate economic concepts in time – based on highest probability scenario(s);
- Identify key intervention areas, in terms of economic sector and space differentiated by types of intervention;
- Formulate supporting interventions strategies;
- Identify and conduct consultations with key stakeholders; and
- Provide recommendations on institutional processors to drive economic development.
SUMMARY OF NODAL POTENTIAL FOR ECONOMIC DEVELOPMENT

<table>
<thead>
<tr>
<th>NAME OF NODE</th>
<th>ECONOMIC DEVELOPMENT POTENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GLEBE</strong></td>
<td>Given the eThekwini Municipality’s plans for the Glebe area, which seeks to develop an integrated and mixed-use residential environment, there are opportunities for economic development in this area. People will be able to operate shops and offices from these areas so as to allow people the opportunity of accessing these services in close proximity to their homes. In addition, there is a need for further trading space for the local entrepreneurs as local SMMEs are unable to locate within the Megacity. This will open up trading for the locals and will encourage competition.</td>
</tr>
<tr>
<td><strong>EZIMBUZINI</strong></td>
<td>The Ezimbuzini is an area of real economic potential due to its bustling environment and the concentration of people in this area utilizing the services on offer. However, the extent of the informal settlements in this area is occupying land that could otherwise be used for economic development e.g. traders markets, industrial hub etc. As such, plans must be developed for the relocation of these informal settlements into high density housing so as to free up land for development.</td>
</tr>
<tr>
<td><strong>ZWELETHU / V NODE</strong></td>
<td>This area developed naturally as an economic node in UMlazi. This means that there are a number of factors working well for this area. People are naturally able to do business here. As such, this area has the potential to be developed even further through appropriate planning for economic development.</td>
</tr>
<tr>
<td><strong>MANGOSUTHU NODE</strong></td>
<td>This node has the potential to be further developed as an educational node and the strength of this should be harnessed. There are areas that require improvements e.g. the relocation of the informal settlements in the area and the formalisation of the container businesses in the area so as to make the area conducive to a learning experience for the students. It will also allow for the further development of other supporting institutions e.g. incubators.</td>
</tr>
<tr>
<td><strong>KWAMNYANDU</strong></td>
<td>The main importance of this area is that the Mangosuthu Highway and the railway line meet at this point. This means that there is a high concentration of people in this area, who have ease of access to transportation facilities. Therefore, this area has incredible potential to be developed as an economic node in terms of trading and services. During the 2010 FIFA World Cup, this area will have many people (local and international) passing through. It would be ideal for this area to be developed so as to capitalize on this opportunity. A significant proportion of the land in this area is currently housing informal dwellings. The relocation of these informal settlers into formal housing should be considered in order to make land available for business development.</td>
</tr>
<tr>
<td><strong>W NODE</strong></td>
<td>This area is not well designated and there is a lack of signage indicating that this is an economic node, which offers so many services. This is probably one of the reasons why this node was not successful in its role of town center. There is a need to improve the visibility of this area to open up new opportunities for the node. Although people do not congregate here naturally, there is a built environment, which needs to be utilized to a greater extent. The businesses need to be retained and expanded in order for this area to continue operating. If this is undertaken, there are a number of economic opportunities that can be developed in this area.</td>
</tr>
</tbody>
</table>
3. 11. Planning Control and Management Measures

As far as could be determined, there is currently no Town planning Scheme guiding development and land use within UMlazi and the study area. From a spatial planning and management point of view, the fact that there is currently no Town Planning Scheme in place for the uMlazi area firstly contributes to the unstructured nature of land uses around some of the nodes, while also increasing the need for this study to provide some basis for future management.

From the land use and ownership analysis it is clear that most of the land, especially public land is characterized by a diverse mixture of land use in condensed areas. This implies that either a more structured node needs to be established via the subdivision of land to major land use similarities or an appropriate mixed use zoning needs to be identified to accommodate and manage development within the nodes. It is envisaged that as part of the eThekwini LUMS formulation process an appropriate mixed use zoning(s) will be formulated to be used in similar nodes throughout the municipality. However, this study will propose land use measures and controls for the Umlazi Nodes based on the contextual realities of the nodal areas to ensure that local economic initiative is not impeded, while still protecting surrounding land use and sensitive environments as well as managing pressures on transport infrastructure. Details of further developments are discussed in the Concept Phase.
4. TRANSPORT & SERVICES CONTEXT

4.1. Introduction

Within uMlazi, development nodes are found in the vicinity of the M30 corridor located in the south of the eThekwini Municipal Area, and lies outside of the urban core area. Consequently, levels of infrastructure provision are lower than the urban core.

Despite the nodes being geographically located within uMlazi and along the M30, the economic activities carried out locally have relevance at both a sub-regional and regional level, further reinforcing the need for transport amenity integration with the greater eThekwini Municipality. The influences of major development in the metro on the uMlazi economic nodes are also considered. The influences of adjacent areas such as South Industrial Basin are of critical importance for the economic sustainability of the uMlazi nodes, and as such are also considered under this investigation.

The Mega City node forms the eastern outer node in the Mangosuthu Highway (M30), and uMlazi Station forms the western outer node, situated on Ngqwele Road, off the M30.

All nodes are situated in close proximity to the M30 and enjoy access to this mobility route either by direct access or by lower order access roads. The M30 in turn connects the nodes to high mobility routes such as the N2, M4 and R102 thereby facilitating regional access throughout the eThekwini Municipality (Refer to Figure 6).

The uMlazi rail line runs parallel to the M30 and links to the main north-south rail line serving eThekwini, thereby providing additional connectivity.
Figure 6: Study Area
4.2 Summary

Previous investigations within uMlazi have highlighted the need for greater vehicular and pedestrian controls in order to create safer pedestrian zones. The poor north-south linkage has been a theme which has been highlighted in several investigations. The Mlazi River valley creates a natural barrier to this linkage.

Planning documents on a sub-regional and regional scale highlight the need to ensure that previously disadvantaged areas are integrated into the eThekwini Metro through adequate linkages and integration into the municipalities public transport system. It has also been highlighted that all residents of eThekwini should have access to economic opportunities.

It is therefore evident that the regeneration of nodes within uMlazi must not only take into consideration infrastructure requirements within the node for its functioning, but also economic interaction on a sub-regional and regional scale for its success and sustainability.
5.1. Access and Linkages

5.1.1 REGIONAL ACCESSIBILITY

Need for regional access:
Competitive local, national and international economies mean that every competitive advantage must be utilised to ensure economic success. Transportation plays a vital role in all day to day economic activities. It links all factors of production, be it labour and places of employment or products and their markets. By linking these factors through a well designed, efficient and responsive transport system, economies can take advantage of all available resources. Transport systems which can provide an economic advantage will thus be able to attract private investment to take advantage of these benefits.

The uMlazi economy is intrinsically linked to, and is dependent on the eThekwini region’s economy. The metro’s economy is competitive, well-developed and integrated with the global economy. The uMlazi economy is not growth oriented, is underdeveloped and has limited access to eThekwini and other markets and resources further away, which results in exclusion from benefits of the greater metro economy.

By establishing and reinforcing transportation links between the uMlazi and strategic locations within the eThekwini Municipality, this isolation of uMlazi from regional markets and resources can be reversed. Links should be efficient, co-ordinated with land use and integrated with the overall development goal of the municipality to provide maximum benefit and thereby attract private sector investment in uMlazi.

The eThekwini SDF (1998) highlights nodes of regional and national significance. These nodes represent points of significant infrastructure, investment and economic potential and have established links to local, provincial and national markets. Thus transport links between uMlazi and these nodes should be seen as imperative to accessing economic potential.

Both the N2 and N3 form the primary road based high mobility north-south and east-west corridors serving the eThekwini municipality. The N2 (north-south) and N3 (east-west) corridors are experiencing demand at close to capacity due to increased development pressures along the corridors. The need for an additional north-south corridor is thus evident as well as improved east-west linkages in municipality.

These two corridors are supported by various regional, district and local collector/distributor routes (As defined by “Guidelines for the provision of engineering services and amenities in residential township development, 1995, The Department of Housing) which provide access to important hubs of economic activity, both at a metro and national scale.

These national routes are reinforced by rail corridors which serve both freight and commuter trips. The rail line serving Umlazi flanks the M30 for much of its route in uMlazi and links with the main north-south line to the east. The main north-south rail route runs parallel to the R102 and provides an important mobility link for commuters to the CBD, the port and areas of economic significance in the north; and to Amanzimtoti, the Southern Industrial Basin and Isipingo in the south. North of the Umgeni River, the rail intersects Avoca, KwaMashu and Verulam before continuing towards Richards Bay. Two rail lines, originating in the port/Southern Industrial Basin region, run in an east-west direction, parallel to the N3, and thereby increase regional access by rail.

The main nodal destinations, associated primarily with economic opportunities in the eThekwini Municipality are (Refer to Figure 7):

- The Southern Industrial Basin, Amanzimtoti and Isipingo Rail in the immediate southern vicinity – accessed via the N2, R102 and associated cross-links;

- Durban CBD, Durban Port and Warwick Junction north-east of uMlazi – accessed via N2, M4 and R102;
- Pinetown in the north-west region – accessed via N2/M1, N2/N3/M13; and Various nodes north of Durban, including: Avoca, Umhlanga, Dube Trade Port and Bridge City – accessed via N2, M4, R102 and rail.

**UMlazi’s access to the eThekwini Transport Network**

UMlazi’s link to the eThekwini Municipality hinges off the north-south transportation corridor. Access to this corridor is gained through the M30 (Mangosuthu Highway), Old South Coast Road and the M35 (Sipho Mkhize Drive).

The rail service line flanks the M30 for most of its route within UMLazi and then links with the main north-south line to the east. Numerous rail stations within UMLazi makes the service potential very accessible (Refer to Figure 8).

The M30 forms a central east-west route which bisects the UMLazi area into northern and southern sub-areas. The M30 varies in capacity and design from west to east, existing as a two lane single carriageway in the west and forming a dual carriageway (2/3 lanes per carriageway) to the east. Numerous roads feed off the M30, providing access into UMLazi in the north and south. The high traffic demand experienced by the M30 can be attributed to it being the only collector distributor road within UMLazi area that has access to regional and sub-regional routes.

Old South Coast Road is situated on the eastern border of UMLazi and extends from Prince Mcwayizeni Drive in the north to the M35 in the south. The route consists of a single carriageway and the number of lanes varying between one or two lanes per direction. Access is gained to the R102 either directly off Old South Coast Road (within Isipingo Rail) or via Sabjee Road, north of the intersection of Old Main Road and Prince Mcwayizeni Drive. Access to the N2 may be gained via the R102. The route is easily accessible from the south eastern regions of UMLazi. The proposed development of the Inwabi link will improve accessibility to this route from central UMLazi.

The M35 (Sipho Mkhize Drive) is an east-west route and is located along the southern boundary of the UMLazi and links to the R603 in the west before extending to Pietermaritzburg. The route falls under the control of the KZN Department of Transport and extends from Old Main Road in the east towards Pietermaritzburg to the west. The route consists of a single carriageway, one lane per direction with climbing lanes.
route has limited access links from areas of uMlazi in the north. Improved access to the M35 may alleviate traffic demand on the M30. In addition, a link between the M30 and Joyner Road to the east could improve access to the N2 corridor and reduce traffic on Jeffels/Wilcox Road and Old Main Road. The feasibility of this link is to be assessed in subsequent stages of this project.

The major shortfall in uMlazi’s connectivity with the eThekwini Transport Network is that all north-south movement, and in particular movement to the economic hubs to the north hinges off the N2 corridor located at the eastern border of uMlazi. The presence of the uMlazi and Mbokodweni Rivers flanking uMlazi to the north and south respectively as well as terrain constraints, will hinder improved north-south links.

The proposed extension of the M579 to Pinetown could improve uMlazi’s north-south connection as well as improve access the N3 east-west corridor. In addition, the development of the M577 to KwaMashu will create a north-south corridor consisting of the M579-M577-R102 which will extend between uMlazi and the Kwidukuza Municipality. This corridor will have the potential to:

1. Reinforce north-south integration of the eThekwini Municipality by creating an additional north-south corridor
2. Reduce traffic demand on the existing N2 corridor
3. Stimulate economic development away from the traditional N2 & N3 corridors, where most economic activities are located.

Correspondence with the KZN Department of Transport has indicated that although detailed designs have been completed for the route between Hans Dettman Highway and Duffs Road, no detailed planning has been done further south (P579). Land has been secured for the proposed route alignment from Hans Dettman to the southern regions. No decision has been made by the KZN DoT to construct the route due to questions of mandate of the ETA and KZN DoT. Discussion between the two departments should be pursued to determine/reach agreement on route responsibility and jurisdiction.

5.1.2 INTERNAL CIRCULATION IN UMLAZI AND ACCESS TO SURROUNDING AREAS

In order for the residents of uMlazi to gain maximum benefit from the development of these development nodes, the internal transport network should ensure accessibility to all nodal developments within uMlazi and to mobility routes leading out of uMlazi.

The M30 is a central east-west route which bisects uMlazi. It forms a central mobility route and a spine along which most economic activity and infrastructure investment are concentrated. Of the six nodes identified under this study, five are located along the M30. The sixth node, the Ezimbuzini/Glebe Node is located along Prince Mcwayizeni Drive. Access to the M30 may be gained directly onto the M30 via Prince Mcwayizeni, and access onto the R102 and N2 can be gained via Old South Coast Road. An alternate class 3 route that may be utilized as an alternative to the M30 is the M35 route. This route however has a lower level of accessibility as compared to the M30, with access gained only through Mkhathali Drive and Maurice Gumede Drive from within uMlazi. A network of class 4 local distributor/collector routes (as Indicated by the eThekwini Pavement Management System) covers the uMlazi area; linking residents to the M30 and M35 (refer to Figure 9). It is through this network of local collector/distributor routes that access may be gained to the six development nodes.

To the north of the M30 - Sibusiso Mdakane Road is an east-west road to the north of the M30. The road traverses nearly the entire east-west length of northern uMlazi. Access from this route to the M30 may be gained via various local distributor/collector roads such as Ukhazi, Ngqwele, 2003, Ntonto Zulu, Veni Yeni and Main Road. The local distributor network to the south of the M30 is divided into two distinct areas. The first area, parallel and to the south of the M30, has good access to the M30. The second area is located further south of the M30. It is parallel to and to the north of M35. Access to the M35 is limited and can be accessed by two roads only, Mkhathali and Maurice Gumede Drives. Two distinct spines converge to these roads, South Spinal Road and Mayibuye Drive, the later connecting the M30 and M35. The limited access to the M35 and the poor linkage between the M30 and M35 will tend to promote use of the M30 by uMlazi residents, as opposed to the M35.
Figure 8: UMLazi’s Access to the eThekwini Transport Network
Figure 9: Local Distributor Circulatory Routes within uMlazi
5.1.3 NODAL ACCESS

A brief discussion on access to the individual nodes follows:

Mega City Node - The Mega City node is located at the eastern extremity of the M30 (Mangosuthu Highway), at the signalized intersection of the M30 and the Prince Mcwayizeni Drive.

Ezimbuzini/Glebe Node – The node is situated in the south-eastern extremity of uMlazi. The node is situated along Prince Mcwayizeni Drive which provides direct access to the M30 as well as Old South Coast Road (and thus the R102 & N2 via Old South Coast Road).

uMlazi V Node – The node is situated at the intersection of the M30 and Main Road/Existing Main Road, to the west of the Mega City Node.

Kwamnyandu/Mangosuthu Node – The node is situated at the heart of uMlazi along the M30. The designated node extends from the Mangosuthu University of Technology in the east to the uMlazi Kind Zwelethini Stadium in the west. Three local distributor roads provide access to the node from the northern and southern regions of uMlazi. These are Ephraim Mdala Maphumulo Street and Road 1702 from the south and Ntonto Zulu Drive from the north.

uMlazi W Node – This node is situated in the west of uMlazi, along the M30. Three local distributor roads provide access to the node from the northern and southern regions of uMlazi. These roads are Mayibuye Drive from the south and Road 2003 and Veni Yeni from the north.

uMlazi station node – the node is situated in the far west of uMlazi, along Ngqwele Road. Access to the M30 is achieved directly through Ngqwele Road.

5.2. Public Transport

Public transport data was acquired from the CPTR. All public transport facilities in the uMlazi area were identified (Refer to Figure 10) and the available data with regards to the facility description, dimensions, amenities, utilization and waiting times were attained. This information will be used in subsequent stages of the study to inform decisions on required infrastructure upgrades to cater for increased demand and improved service levels.

Person trip travel data was also acquired from the CPTR. Of the total person trips out of uMlazi (38553 person trips) by public transport, the greatest demand is to the Durban CBD (37%), Phoenix Industrial/KwaMashu (18%) and the South Industrial Basin (18%) (Refer to Figure 11).

The overall modal split between Bus: MBT: Rail is 33:29:38 (Refer to Figure 12). A dominant mode of public transport exists to each of the locations, with market shares ranging from 65% to 100%. Rail is dominant over longer distance trips with large person trip demand, whereas bus is dominant over shorter trip lengths and high volume demand. Mini-bus taxi is dominant for trips of short lengths, such as to Isipingo or within uMlazi. It is possible that these trips to Isipingo, a transportation hub, (“Glebelands Hostel Redevelopment Investigation, Precinct Plan (2006), Linda Masinga & Associates) from within uMlazi act as feeder trips to gain access to bus and rail facilities.
Figure 10: Public Transport Facilities in uMlazi
Figure 11: uMlazi Public Transport Desire Lines
Public Transport Modal Split

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>33%</td>
</tr>
<tr>
<td>MBT</td>
<td>29%</td>
</tr>
<tr>
<td>Rail</td>
<td>38%</td>
</tr>
</tbody>
</table>

Figure 12: uMlazi Public Transport Modal Split

5.3. Road Pavement Condition

Information pertaining to the uMlazi road pavement condition was attained from the eThekwini Transport Authority’s Pavement Management System. The data indicated general road facilities and description (number of lanes, pavement and surface type, road class) as well as an in depth survey indicating condition of road surface and pavement. This was achieved to rating the extent of surface defects (pothole, rutting etc.) and well as condition of pavement (texture, voids, etc.). The VCI index indicates that the condition of the local distributor/collector network ranges from very poor to very good in uMlazi. Of concern is that sections of the M30 are rated as being in Very poor and poor condition. The high levels of traffic experienced by the M30 as well as its pivotal role as a district collector/distributor warrants improved maintenance and rehabilitation as required.

A brief discussion of the pavement condition follows as it pertains to each of the nodes identified.

Mega City Node – The M30 in the vicinity of the node is indicated as being in poor to very poor condition. These sections of road not only form the gateway to Mega City but also into uMlazi via the M30. Further investment into the Mega City node should therefore also explore road upgrades in its vicinity as required.

Ezimbuzini/Glebe Node – The node is serviced by Prince Mcwayizeni Drive. The PMS indicates that the pavement along this road is in very poor condition. In addition, the route provides access to the R102 and the N2 via Old South Coast Road. The route is therefore in dire need of maintenance and possibly rehabilitation. In light of its access role to the node as well as access to the N2 corridor, invest in the node should include improvements to road pavement condition.

Umlazi V Node – The node is located at the intersection of the M30 and Main/Existing Main Road. The PMS indicated that the northern carriageway of the M30, to the west of the intersection is in poor condition. Main and Existing Main Roads are in good condition in the vicinity of the intersection, but are in poor condition further away.

Kwamnyandu/Mangosuthu Node – In general, the local distributor/collector network within the node is in good to very good condition. The northern carriageway of the M30 however, exists in very poor to poor condition.

Umlazi W Node – Within the node, Road 2003 and Mayibuye Road (at its intersection with M30) exists in very poor to poor condition. The M30 is in very good to good condition.

Umlazi Station Node – All roads within the nodes exist in very good to good condition.
Figure 13: uMlazi Road Pavement Condition
5.4. Intersection operations

Existing traffic surveys were sourced from the eThekwini Municipality. These counts were for the intersection of:

- M30 and Prince Mcwayizeni Drive
- M30 and Road 2003
- M30 and Ngawele Road
- Prince Mcwayizeni Drive and Old South Coast Road

Additional intersection traffic surveys were commissioned. The intersection operations were then analyzed using Sidra Software. The AM and PM peak hour traffic volumes for each of these intersections were considered in the analysis. The table below summarizes analysis by indicating the AM and PM Level of Service for each intersection.

<table>
<thead>
<tr>
<th>Intersection Number</th>
<th>Intersection Name</th>
<th>LOS AM</th>
<th>LOS PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>M30/ Prince Mcwayizeni Drive</td>
<td>E</td>
<td>F</td>
</tr>
<tr>
<td>2</td>
<td>Prince Mcwayizeni Drive/ Old South Coast Road</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>3</td>
<td>Prince Mcwayizeni Drive/ Taxi Rank Entrance</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>4</td>
<td>Prince Mcwayizeni Drive/ Taxi Rank Entrance</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>5</td>
<td>M30/ Veni Yeni Road</td>
<td>E</td>
<td>C</td>
</tr>
<tr>
<td>6</td>
<td>M30/ Road 12</td>
<td>C</td>
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<td>M30/ Dduduzweni Blind Centre</td>
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</tr>
<tr>
<td>8</td>
<td>M30/ Mangosuthu University of Tech. Entrance</td>
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<td>A</td>
</tr>
<tr>
<td>9</td>
<td>M30/ Road 1702</td>
<td>F</td>
<td>B</td>
</tr>
<tr>
<td>10</td>
<td>M30/ Ntonto Zulu Drive</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>11</td>
<td>M30/ Ephraim Mdala Maphumulo Street</td>
<td>D</td>
<td>B</td>
</tr>
<tr>
<td>12</td>
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<td>A</td>
</tr>
<tr>
<td>14</td>
<td>M30/ Mayibuyi Drive</td>
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<td>A</td>
</tr>
<tr>
<td>15</td>
<td>M30/ Ngawele Road</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
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</tr>
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<td>17</td>
<td>Ngawele Road/ Ukhozi Road</td>
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<td>18</td>
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<td>M35/ Maurice Gumede Drive</td>
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<td>A</td>
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<td>South Coast Road/ Airport Access Road</td>
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<td>Old South Coast Road/ Prospecton Road</td>
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<td>Jeffels Road/ Ballex Road</td>
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<td>N2/Joynor Road (South Onramp)</td>
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<td>B</td>
</tr>
<tr>
<td>28</td>
<td>Sabjee Road/ R102</td>
<td>A</td>
<td>D</td>
</tr>
</tbody>
</table>

5.5. Existing and Planned Developments impacting on transport

Isipingo Town Centre upgrading by SDB ABM and eThekwini Economic Development Unit:

As reviewed by the in the Ezimbuzini Economic Development Node, Status Quo and Conceptual Development Framework (2007), the South Coast Road Corridor Development Framework Plan indicates that the economic activities of uMlazi and Isipingo are highly interdependent, predominantly due to the transport links between them and the transport terminal facilities.

Consequently, upgrades to the Isipingo CBD will not only create improved access to economic activities for the residence of Isipingo but also to the neighboring uMlazi residents. The positive spin offs could be increased employment opportunities in Isipingo and a stronger commercial Isipingo node could positively stimulate economic activities along Old South Coast Road and the Ezimbuzini Node in uMlazi in particular. The existing condition and capacity of Old South Coast Road is being addressed in the projects listed above.
Coast Road should thus be assessed in order to identify whether it could act as a bottleneck to such economic stimulus.

**2010 Sport Hub development at the uMlazi Stadium**

The development of the 2010 Sport Hub along the Mangosuthu Highway represents a substantial infrastructure investment within the transport corridor which should not be geared only towards service in the 2010 World Cup, but also towards long term development in uMlazi.

The proximity of the stadium to both the uMlazi Town Centre as well as the Mangosuthu University is immediately identifiable. Investment into transport infrastructure that would serve the 2010 event should also have the long term benefit of serving these two nodes. The potential for a BRT route along the M30 has been indicated in a preliminary discussion with the ETA. The potential for the BRT implementation should be investigated bearing in mind that high density development and ridership is required to sustain such a system. The “Spring Point” at which the BRT system becomes sustainable should be investigated.

**Road Upgrading and widening by eThekwini Transport Authority (e.g. Inwabi Road linking Isipingo and uMlazi)**

Upgrades of links between Isipingo and uMlazi will reinforce economic links between the regeneration nodes and thereby accessing and investments and opportunities outside uMlazi.

**Railway Station and Surroundings upgrading (e.g. Reunion Station and Glebe)**

The existing rail station is situated in close proximity to the Glebe hostels as well as the Megacity Node to the north and the Ezimbuzini node to the south. Upgrades to the Rail Station and improved access to these two activity nodes could prove beneficial not only to the activity nodes but also assist in reviving rail patronage.

The Glebelands Hostel Redevelopment Investigation, Precinct Plan (2006) recommends the densification of settlement in the Glebe. The would be mutually beneficial with the Rail Station upgrade by creating thresholds necessary for efficient and economically viable rail operations for the service providers and affordable, accessible and safe public transport for residents.

**5.6. Mangosuthu Corridor Assessment**

**The Corridor Concept**

Corridors can be loosely defined as land use systems of increased linear intensity, which help to structure and shape the surrounding environment. They are tools of both spatial structuring and economic growth. [Source: Development Corridors, KwaZulu-Natal Provincial Planning and Development Commission]

One of the key elements structuring the corridor is the movement route. This usually takes the form of a central movement spine which connects nodes of activities. Refer to Figure 14.

Corridors in an urban environment should be space integrators Successful urban corridors should be **space integrators** i.e. exhibit the following characteristics:
- Multiple access;
- A hierarchy of accessibility; and
- Pedestrian friendly.

The key advantage of a corridor as a spatial structuring element, and tool for economic growth, is that it has the potential to link areas of higher thresholds (levels of support) and economic potential, with those that have insufficient thresholds. [Source: Development Corridors, KwaZulu-Natal Provincial Planning and Development Commission] The Mangosuthu Highway (M30) forms the main arterial of the Mangosuthu Corridor. The M30 enjoys good north-south connectivity to the rest of the eThekwini municipality at its eastern extremity through the N2, R102
and M4 routes, but has virtually no northern connectivity in the west or the interior of the corridor. Possibilities exist for links to the southern Pinetown regions through the development of the MR579 route. The major obstacle to improved north-south linkages to connect the corridor to the rest of the municipality is the presence of the uMlazi River to the north and the Mbokodweni River to the south. The uMlazi Rail Line flanks the M30 and provides commuter services to the region. The corridor is well serviced by bus and mini-bus taxi terminal facilities throughout its length. The close correlation between the concentration of public transport facilities and the activity nodes is a reflection of the resident’s dependence on public transport, level of car ownership and general levels of employment.

A variety of formal and informal land use activities occur along the corridor, at acceptable walking distances from public transport facilities. Numerous north-south links within uMlazi branch off from the M30, providing good access to the corridor and its activities to locals.

Figure 14: The Generic components of a corridor
6. INFRASTRUCTURE SERVICES OVERVIEW

An overview of the bulk services in the identified study areas will be discussed in this section of the report. The following services will be reviewed:

- Bulk Stormwater
- Bulk Water
- Bulk Sewer
- Electricity
- Solid Waste Disposal

The current capacities of the above services will be discussed and the future possible upgrades necessary to cater for future developments. The identified nodal areas are illustrated in Figure 7 where a total of six development nodes have been identified. In order to provide a meaningful overview of the services located in each of the node areas a single combined study area was defined.

The defined study area consists of a mixed land-use which is predominantly Urban Formal and Urban Informal. A plan plot of the land-use is indicated in Figure 10. Figure 11 illustrates a plan plot of the land-use within the study area.

Figure 15: Development Node Locations and Defined Study Area

Figure 16: Predominant Land-use within the Study Area
Figure 17 Current Land-use within the Defined Study Area in the uMlazi Region
6.1. Water

In order to determine a status quo assessment of the current water demand in the uMlazi area, a telephonic discussion was held with Mr S. Moodliar (5 May 2008) from the eThekwini Water & Sanitation Department. It was ascertained from the discussion that the study area currently receives its water supply predominantly from Wiggins Water Treatment Works. According to the eThekwini Water & Sanitation Department the current water supply system is currently adequate for the uMlazi area.

The current service commitments in the uMlazi area are the replacement of the Asbestos Concrete (AC) watermains, which is a project in progress. The Folweni reservoir which is situated along the outskirts of uMlazi is presently being upgraded to cater for short term demand increases.

The bulk watermains within the study area are depicted in Figure 8, and ranges in diameter from 225mm to 825mm. Due to lack of information a total of 4% of the pipelines diameters are unknown within this area. From Figure 8 it can be seen that the total water pipeline coverage within the study area is to all of the proposed nodal points.

A water consumption database, provided by the eThekwini Municipality comprises of itemized billing of consumers, within the study area was utilised to determine the water demand for each land-use area sub-division. A vast majority of the water consumption is utilised by the Urban Formal land-use, which is depicted in Figure 7.

A complete bulk water analysis could not be undertaken due to the large area and time constraints. A complete analysis would involve the following processes:

- Determination of the maximum flow demand value in a given day by applying a peak factor, as prescribed in the “Guidelines for Human Settlement Planning and Design”.
- The bulk water network should be sub-divided into segments based on pipeline diameter and locality.
- The current capacities are then compared against the full capacity to determine if the system is operating at its maximum flow or not.

This is a simplified analysis method and a more detailed analysis should be undertaken for more accurate results.
Summary

It was determined that the current system is functioning effectively. No known problems exist within the uMlazi area. The pipe infrastructure is currently adequate but would need to be re-assessed for future developments. Additional reservoir storage is available for limited future developments within the area. A summary of the nodal positions in relation to the existing water services is now detailed.

1. **uMlazi Station Node** - situated in close vicinity to an existing reservoir and with bulk water lines situated close to the nodal area.

2. **uMlazi W Node** - situated centrally close to two reservoirs it is probably the nodal position best situated to maintain water from the existing network.

3. **Kwamnyandu / Mangosuthu Node** - the coverage to this nodal position is not as extensive as the other five nodes. This may pose a problem due to the fact that is the largest defined node and may have the largest re-development area.

4. **Ezimbuzini / Glebe Node** - the node is situated near a reservoir and has adequate coverage and access to the existing bulk water lines in the vicinity. The capacity in this area may need to be examined in more detail in order to determine the capacity of the water system.

5. **Mega City Node** - coverage of this nodal area can be considered to be adequate. However reservoirs are not situated in the vicinity of this node which may present a problem.

6. **uMlazi V Node** - this nodal position is not located near any existing reservoirs of bulk water lines. This may present a challenge if future developments are to take place in this vicinity. It is most likely for this nodal position additional infrastructure may need to be installed.
Figure 19: Bulk watermains located within the study area.
6.2. Waste Water

In order to ascertain the current status of the sewer network and pump stations located within the study area an interview was held with Mr A. Ngidi (5 May 2008) of the eThekwini Water and Sanitation Unit.

A graphical representation of the bulk sewer lines and pump stations located within the defined study area is depicted in Figure 9. The current data cannot be considered to be of a high accuracy. The bulk sewer lines are defined as being 250mm and above. Currently the sewer lines are running at capacity. Other problems that exist include broken manhole covers and numerous blockages. The informal settlements within the study area pose serious problems to the sewer system due to breakages and illegal dumping. The current capacity of the sewer pump stations located within the study region is unknown.

The uMlazi Wastewater Treatment Works is located approximately 3km from the uMlazi region. The bulk sewer network coverage is extensive throughout the study area and extends to all of the proposed nodal points.

In order to determine the current capacity of the system the following methodology is proposed:

- The scale and type of development needs to be accurately determined.
- A survey needs to be undertaken to determine relevant connection points and relevant pipeline dimensions.
- The estimated Annual Average Daily Flow (AADF) with a prescribed peak factor needs to be estimated for each development node.
- Drawdown tests for each individual pump station to assess the hydraulic capacity need to be undertaken.

Summary

A comprehensive analysis will need to be undertaken of the existing pump stations and sewer network within the study region. It is highly probable the sewer pipelines will need to upgraded and replaced to accommodate the additional flow resulting from new developments.

7. **uMlazi Station Node** - the nodal point is situated near a single bulk sewer line to the South-East of the node. This line will in all likelihood will transport the majority of the sewer flow. Depending on the scale and development type this line may require greater evaluation.

8. **uMlazi W Node** - this node is situated near a pump station and two bulk sewer lines to the North-East of the node. These lines will in all likelihood cater for the flow and be the tie in points for future developments.

9. **Kwamnyandu / Mangosuthu Node** - there does not appear to be adequate coverage at present for this node. A single line situated centrally within the development would be required to handle the flow from this developmental area.

10. **Ezimbuzini / Glebe Node** - the nodal position is well situated to tie into the bulk sewer lines which currently exist. The nodal position is also well situated to pump stations situated within the study area.

11. **Mega City Node** - the nodal position is the best situated of the five to cater for the possible flow emanating from proposed developments. Bulk sewer lines are situated to the Northern and Southern regions of the node providing numerous ties in opportunities for future developments.

12. **uMlazi V Node** - the node is probably the worst situated in terms of opportunities to discharge wastewater into the municipal systems. Although the possibility may exist to tie into smaller sewer lines situated in the vicinity of this node.
6.3. Stormwater

In order to determine the current capacity of the stormwater system a meeting was held with Miss N. Gumede (5 May 2008) from the Coastal, Stormwater and Catchment Management Department of the eThekwini Engineering Unit.

Problems that currently exist within the study area can be detailed as follows. A large percentage of the stormwater pipeline data is incomplete or missing as indicated in Figure 13. Numerous other issues such as blockages and broken stormwater pipes exist within the study region. Due to the fact that Durban is a predominantly a summer rainfall region with rain events of high intensity occurring over a short time period a high likelihood of localised flooding due to stormwater blockages exists.

Plans are currently underway to improve the stormwater system in the uMlazi study region. These improvements include resurveying of existing lines and repairs to damage and blocked stormwater lines in order to prevent flooding near housing establishments. It should be noted that uncertainty exists of stormwater infrastructure existing at all of the proposed nodal points.

All new developments will need to ensure that the post development flows emanating from the site are attenuated down to the 1 in 10 year and 1 in 50 year pre-development flows as stipulated in the “eThekwini Design Manual for Guidelines and Policy for the Design of Stormwater Drainage and Stormwater Management Systems”.

Summary

Numerous challenges exist with the current stormwater system in the uMlazi study region. To ensure that new developments are not adversely affected by stormwater flow the following measure need to be undertaken:

- On-site attenuation as per municipality guidelines.
- Resurveying and if necessary upgrading of municipal stormwater lines to cater for the stormwater runoff emanating from the site.
- uMlazi Station Node - stormwater infrastructure is evident in the vicinity of the nodal position. This in all likelihood indicates that the stormwater system is surveyed in this region. The stormwater in this system in theory could be adequately handled.
- uMlazi W Node - there appears to be a lack of data in this region. However this node is located near the Fongisi River, which could provide a good discharge location for the proposed developments in this area.
- Kwamnyandu / Mangosuthu Node - the stormwater infrastructure in this region seems to be poor. This may pose a serious challenge for future developments in this region as the tie in and discharge points for this development appears to be limited.
- Ezimbuzini / Glebe Node - evidence of partial stormwater information exists in this nodal position, however this cannot be considered adequate in order to give any definitive indication of if this infrastructure can cope with adequately with stormwater inflow.
- Mega City Node - the node is ideally situated for discharge of stormwater into the Mlazi River. However care should be taken to keep developments and stormwater infrastructure away from the floodplains that exist near this water course.
- uMlazi V Node - the node development is situated too far from the Mlazi River to take advantage of discharging into the watercourse. There does not appear to be adequate stormwater infrastructure to cater for developments in this area with a high likelihood existing of the possibility of stormwater infrastructure needing to be installed in this area.
Figure 21: Bulk Stormwater Lines Located within the Study Area
6.4. Electricity

To determine the current status of the electricity supply for the combined study area in the uMlazi region a meeting was held with Mr. R. Pillay (6 May 2008) of the eThekwini Electricity Department.

At the meeting it was determined that the electricity system in the uMlazi area is currently running at full capacity. Plans are currently underway to upgrade the major sub-stations in this region in order to introduce additional capacity into the system and also to cater for future developments. Current problems experienced within the area include numerous illegal connections.

The two major sub-stations located in the uMlazi area are:
- uMlazi Major
- Sukuma Major

The geographic layout of minor sub-stations, transformers and overhead electric cables are indicated on Figure 14. The major sub-stations are located outside of the defined study region and are therefore not indicated on Figure 14, however the major sub-stations do supply the electricity to the defined study region.

In order for the eThekwini Electricity Department to cater for future developments within the study area the following process needs to be followed. Once the scope and category of the development has been determined an application needs to be submitted to the eThekwini Electricity Department providing an estimate of the electrical load required by the proposed development.

Summary
Currently the electricity system can be considered to be running at capacity. Future upgrades to the existing systems will result in additional capacity in the Umlazi region.

- uMlazi Station Node - the overhead electrical network is quite extensive in this area with numerous sub-stations located in the vicinity.
- uMlazi W Node - the overhead electrical cable, transformers and sub-stations are quite extensive in this region.
- Kwamnyandu / Mangosuthu Node - overhead electrical cables are not evident in the vicinity of this nodal region. This may suggest the electrical network is not as developed in this region as in other parts of the defined study area.
- Ezimbuzini / Glebe Node - numerous sub-stations exist within this nodal region however few overhead electrical cables are evident.
- Mega City Node - overhead electrical cables and sub-stations in the vicinity of this node can be described as minimal.
- uMlazi V Node - the overhead electrical cables coverage can be described as sparse with only a few sub-stations located in the vicinity.
Figure 22: Overhead Electric Cables, Transformers and Substations Located within the Study Area
6.5. Landfill Sites

In order to determine the current situation with solid waste disposal in the uMlazi region a meeting was held with Ms M. Ngcobo (6 May 2008).

Currently there is a single Transfer Station situated in the uMlazi region. The Transfer Station's purpose is to compact and temporarily store solid waste collected from the uMlazi region. Currently the Transfer Station is running at capacity. There are plans underway to upgrade the Transfer Station to cope with the additional capacity.

The solid waste is transported from the Transfer Station to Bisaser Landfill Site. The Bisaser Landfill Site is due to close in the next 5 to 10 years. After the Bisaser Landfill Site is closed the Verulam Landfill Site will be utilized for solid waste disposal from the uMlazi region.

Due to land constraints and the environmental issues associated with landfill sites it is not feasible to locate a landfill site within the uMlazi area. The proposed development will unlikely generate a sufficiently high volume of waste to justify the investigation of a new landfill site.

The impact on the current Transfer Station may need to be investigated once the full scope of the development is determined.

Summary
The Transfer Station located in the uMlazi study region is currently running at capacity. It is not feasible to introduce an additional landfill site into or near the study region due to land and environmental constraints. The amount of additional waste generated by the proposed new developments is highly unlikely to be of a volume to consider an additional landfill site.

- **Combined Study Area** - due to the fact a single Transfer Station caters for the whole of the uMlazi region its capacity impacts equally on all of the nodal areas. Due to the fact that the Transfer Station is running at capacity the development of any
7. TRANSPORT INFRASTRUCTURE ISSUES

7.1. Current Transport Vision and Objectives

Current transport visions and objectives along the M30 and in relation to the activity nodes are predominantly the improvement/control of vehicle and pedestrian movement and improved links to economic opportunities in the rest of metropolitan as outlined in the Glebelands Hostel Redevelopment Investigation, Precinct Plan (2006) and the Ezimbuzini Economic Development Node, Status Quo and Conceptual Development Framework (2007). This is especially important due to the high levels of public transport dependency and therefore large pedestrian activity, especially around public transport interchanges and limited economic activity and job opportunities in uMlazi.

7.2. Emerging Transport Issues

The low levels of employment and economic opportunities in uMlazi and the poor connectivity with adjacent areas and the rest of the metropolitan highlights the important role of transport infrastructure and systems in stimulating the uMlazi economy.

Improved/formalised transport operations are also important in ensuring pedestrian safety and efficient use of existing capacity. Capacity upgrades of critical routes (e.g. Old South Coast Road) should take priority in order to create initial economic stimulus in uMlazi.

7.3. Infrastructure Needs

The issue of improved north-south linkage should be investigated in detail, exploring possible option through conceptual and preliminary designs. The higher levels of economic activity in the east of the Mangosuthu Corridor correlate with its higher levels of transport connectivity. Improved access in the west of the corridor could unlock similar potential.

The need for formalized pedestrian sidewalks between public transport facilities and activity nodes has been highlighted in previous studies as well as the need for traffic calming measures to improve pedestrian safety.

Road pavement distress is visible in the vicinity of nodes, especially the Ezimbuzini and uMlazi Station node. Rehabilitation of these pavement layers should be investigated.

7.4. Transport Development Opportunities

The limited availability of space in uMlazi and the high levels of unemployment would suggest that the success of uMlazi’s economic development rests in the areas links to outside economic opportunity.

The proposed development of the MR579 in the west has the potential to link uMlazi to industrial activities in the Southern Pinetown regions. This could provide new employment opportunities for residence as well as promote industrial development in uMlazi’s western regions, stimulating the local economy.
8.1. Introduction

Before examining the economic activities and development opportunities of each nodal region within uMlazi, it is first important to do a macroeconomic evaluation of uMlazi in order to determine where it stands economically as a sub-place within the eThekwini municipality. This will also help to determine where development opportunities exist given the current levels of growth, employment and unemployment, income and expenditure and socio-economically.

The choice between integrated development between uMlazi and its surrounding regions or inter-nodal development for the benefit of uMlazi specifically is another reason for needing to examine uMlazi as a whole before tackling nodal specific development opportunities.

uMlazi is predominantly a residential area, and being situated approximately 17km south of Durban and directly west of the Southern Durban Basin (SDB) and Durban International Airport, many residents find employment in these surrounding areas. Currently within the SDB, over 3000 formal businesses exist providing jobs for up to 60 000 people (SDB ABM Action Plan for Partnerships, 2007).

8.2. GDP & Growth

According to the Standardised Regional 2004 report for South Africa accessed through the Quantec database, the regional GDP at basic values for uMlazi was R4.891 billion in 2004 (rands in 2000 constant prices). This makes up 5.05% of the total GDP recorded for the eThekwini Municipality in 2004.

Inflating these figures using the Consumer Price Index (CPI) with the year 2000 = 100, we arrive at a GDP figure of R6.504 billion for 2007 for uMlazi (in 2000 constant prices), which contributes 5.38% of the total GDP in 2007 for eThekwini.

These regional GDP figures are not however the total ‘product’ produced in uMlazi itself but rather the value of the total production by people who reside in uMlazi, both outside and inside uMlazi. It is therefore not an accurate indication of the total level of production within uMlazi. For this value, one can look at the later section on Income & Expenditure.

Using the population figures in section 2.4, a GDP per capita figure for both uMlazi and eThekwini can be calculated. These figures are R15 031/capita and R34 890/capita respectively. Therefore, GDP in uMlazi is much lower than it should be compared to eThekwini. The GDP would need to be more than double that of its current amount in order to match the Municipalities norm.

It can now be determined which industries have the greatest effect on the total GDP for uMlazi. Graph 1 below shows the contribution of each industry to the total regional GDP for the whole uMlazi area and is explained below.

In 2007 in uMlazi, the manufacturing industry contributed 32.02% (R2.082 bill), the government services sector contributed 17.93% (R1.166 bill), the transportation & communications sector contributed 14.65% (R952 mill), the finance & business sector contributed 12.87% (R837 mill) and the wholesale & retail sector contributed 10.81% (R703 mill). As mentioned earlier however, these figures are an indication of the value of production generated by those who reside in uMlazi and will include GDP generated outside of the uMlazi boarder, especially in the case of manufacturing where there are low levels in uMlazi, but many people work in this industry in the areas surrounding uMlazi.

The contributions of these same industries to total GDP in the eThekwini Municipal area are similar, but do vary slightly to uMlazi. In 2007, the manufacturing industry still dominated with a 27.07% contribution to
total GDP, with the finance & business sector contributing 18.37%, transport & communications contributing 15.23%, wholesale & retails contributing 14.85% and the government services contributing 11.34%.

The manufacturing industry is the highest percentage contributor to the GDP in UMlazi and this is most likely because UMlazi is situated directly west of the SDB which houses many of the local manufacturing plants and various other commercial industries. Any developments within this basin will have a positive increasing effect on the regional GDP of UMlazi.
Graph 1: Regional GDP for Umlazi by Industry contribution (in constant 2000 prices)

Figure 23: Regional GDP for uMlazi by Industry Contribution  
Source: Adapted from the Standardised Regional Report SA 2004
An example of how development initiatives in the wholesale & retail industries can have a positive effect on the production levels of uMlazi can be seen in the case of the uMlazi Mega City shopping centre. The Mega City has been ‘instrumental in meeting the needs of the local community, and this can be gauged by the 17% growth in sales in December 2007 compared to December 2006’ (uMlazi residents to buy 25% stake in Mega City shopping centre, The Mercury; 24 January 08).

Alternatively it can be argued that because many of the stores are chain stores and are owned by non-uMlazi residents, that there is a drainage of funds out of uMlazi. However, opportunities for growth do still exist. This can be seen by an initiative launched by a local BEE investment company, who has purchased 25% stakes in the centre and are offering shares in the centre to uMlazi residents and community organisations.

Other initiatives such as the eThekwini Municipalities Integrated Development Plan will have a positive growth impact on all of the industries within uMlazi. Appendix B. shows a map of the whole eThekwini area and pin-points the areas that have been targeted as investment nodes and investment corridors. uMlazi is marked as a mixed investment node and not only sits on a main investment corridor marked as a ‘high priority transport network within eThekwini’, but it is also extremely close to the South Durban Basin, marked as major economic investment zone. This will have a direct spill-off effect onto the local uMlazi economy, as development in this industrial basin will create greater demand for employment, which will lead the unemployed to seek employment in this area.

8.3. Income & Expenditure

According to the household Income & Expenditure survey done in 2004, accessed through the Quantec database, current income for uMlazi in 2004 was R3,482 billion (rands in constant 2000 prices). This is 5.47% of total current income for the whole eThekwini Metropolitan area. Inflating these figures using the CPI with the year 2000 = 100, we arrive at a total income figure for 2007 of R4,012 billion (rands in constant 2000 prices).

From the same study, the total final consumption by households in uMlazi for 2004 was R3,053 billion (in constant 2000 prices). This is 5.45% of the total final consumption for the whole eThekwini Metropolitan area. Inflating this figure using the above same method we get a total final consumption figure for 2007 of R3,703 billion (rands in constant 2000 prices).

The final consumption, current income, taxes on income, savings and disposable income for uMlazi from 1995 – 2007 can be seen below on Graph 2. After taxes, R3,852 billion is left as disposable income and after subtracting the final consumption figure of R3,703 billion, a total savings figure is arrived at for uMlazi residents in 2007 of R148 million, which 3.86% of disposable income. According to an article “Low-income earners are saving the day” (www.thetimes.co.za, 17 April 2008), Trevor Manuel quoted that low-income households saving was ‘streets ahead of the 0.8% national average household savings to disposable income ratio of the past 10 years’, and this stands true in this case with uMlazi’s savings to household ratio being much higher than that of the national average.

In 2001, 70% of total expenditure was retail expenditure with food, beverages and tobacco contributing 31% to this. 9% of total consumption expenditure was used to purchase clothing and footwear. The remaining 30% of final expenditure was used on services such as rent, medical services and transport and communication.
8.4. Population growth

According to the 2001 Census the total population of the eThekwini Metropolitan was 3,087 million with 385,570 of these people (12.48%) residing in uMlazi.

<table>
<thead>
<tr>
<th></th>
<th>2001 Census</th>
<th>2007 Community survey &amp; estimate</th>
<th>% contribution to total 2001 &amp; 2007 eThekwini population</th>
</tr>
</thead>
<tbody>
<tr>
<td>eThekwini Municipality</td>
<td>3,087 million</td>
<td>3,468 million</td>
<td>100</td>
</tr>
<tr>
<td>UMlazi</td>
<td>0,385 million</td>
<td>0,432 million</td>
<td>12.48</td>
</tr>
</tbody>
</table>

Table 1: Population growth between 2001 & 2007

Table 1 above shows the population for eThekwini and uMlazi from the Census 2001, as well as the estimated value for uMlazi in 2007 and the actual 2007 eThekwini population figure extracted from the Community Survey 2007.

Using the Community Survey 2007 population estimates, one can estimate a population figure for uMlazi. The report states the population of eThekwini as being R3,468 million in 2007, and given the eThekwini total population figure from the 2001 Census of 3,087 million people, arrive at a 12.23% increase in the population form 2001 till 2007. Given this percentage increase we can calculate a population estimate for the uMlazi for 2007. By multiplying the 2001 uMlazi population figure of 385,570 people by the increase in the eThekwini population of 12.23%, we arrive at an estimated 432,725 people in 2007 for uMlazi.
This is a 2.04% increase in the uMlazi population each year, which needs to be accompanied by increased production levels with a growth rate higher than this in order to accommodate the additional people seeking employment. Other spatial and socioeconomic factors such as housing and education need to be addressed to make provision for the increasing population.

8.5. Employment, Unemployment and Education

According to the 2001 Census, in the eThekwini Metro region, 970 000 people were not applicable for employment, 782 000 people were employed, 590 000 people were unemployed and the rest were not economically active. Of this, in uMlazi, 120 614 people (12.43%) were ‘not applicable’ for employment, 74 734 people (9.55%) were employed, 100 785 people (17.07%) were unemployed and the remainder were not economically active. A definition of these terms can be found in the glossary on page 3.

Assuming that employment changes in proportion to changes in the population, one can calculate a range of 2007 estimates for employment/unemployment. Adjusting the eThekwini employment figures by the 12.23% increase in population from 2001 to 2007, one arrives at a figure of 1,088 million people who are “not applicable” for employment (31.42% of total population), 878 123 people who are employed (25.35% of total population), 662 551 people who are unemployed (19.12% of total population) and the remainder being not economically active (24.11% of total population).

To derive the estimates for uMlazi, the above 2007 eThekwini figures are multiplied by uMlazi’s percentage share of total employment from 2001 for each employment category. Doing this arrives at 135 365 people who are ‘not applicable’ for employment (31.28% of uMlazi population), 83 874 people who are employed (19.38% of uMlazi population), 113 111 people that are unemployed (26.14% of uMlazi population) with the remainder of the population not being economically active (23.19% of uMlazi population). It must be remembered that many of the ‘not-economically active’ uMlazi citizens are however involved in informal sector activity.

The breakdown of employment by status for both eThekwini and uMlazi can be seen in graph 3 on the following page. Although there has been an increase in the population, and therefore the amount of people willing and able to work, the percentage contribution of each employment status to the total employed population will remain the same 2007 as 2001. This is because the employment by status figures were adjusted according to the 2001 percentage share of eThekwini’s employment status figures. Therefore, there is a chance that the percentage contribution of each employment status might have varied from 2001 to 2007.

Focusing on the employed population and using the Standardised Regional dataset for SA in 2004, one can take a closer look at the breakdown of the employed labour by the industry and by their level of skill.

Graph 4 on the following page shows the percentage contribution to employment for each industry in eThekwini and uMlazi. 26.52% of uMlazi residents that are employed are working in the manufacturing industry while 20.84% are employed in the government services sector. 15.86% are employed in the community, social and other personal services sector, 14.07% are employed in the finance & business sectors, and 14.12% are employed in the wholesale & retail and catering & accommodation industry. The remaining 8.59% of uMlazi residents are employed in the agriculture, forest & fishing industry, mining industry, electricity & water industry, construction industry and the transport & communications industry.

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1 Unemployment rate of whole population and not to be confused with unemployment as measured against only economically active population only
It is now possible to compare the percentage of people employed by each industry in uMlazi with the regional GDP generated by each industry. It must be noted that these employment figures are also ‘place or residence figures’ like the GDP figures used earlier, meaning that these employment figures per industry are for uMlazi residents working either within or outside of uMlazi.

The manufacturing industry employed just over a quarter of uMlazi residents and generates just over a third of the GDP for the uMlazi region. This is consistent as the manufacturing industry South Africa is fairly labour intensive as well as the fact that much of the manufacturing in eThekwini takes place right on uMlazi’s doorstep. Only 3.6% of the uMlazi population who were employed was working in the transport & communications industry while this same industry generated 14.65% of the GDP for uMlazi. This could be due to the fact that the transport industry only requires a small amount of labour in order for the service to operate. Roughly 20% of residents were employed by the government services sector which generates nearly 18% of the GDP.

Looking briefly at the skills breakdown of employed uMlazi residents extracted from the Standardised Regional dataset for SA in 2004, and displayed in Graph 5 on the following page, 13.09% of employed uMlazi residents were highly skilled, 40.47% were skilled and 46.45% were not skilled or semi-skilled. A definition of these terms can also be found in the glossary of terms on page 3.

Source: Census 2001 & Community Survey 2007
In comparison, 18.9% of eThekwini Metro residents who were employed were highly-skilled, 44.3% were skilled and the remaining 36.8% were semi-skilled or not skilled. uMlazi followed a similar path to that of the eThekwini Municipal area in 2004, however roughly 5% more of the employed population in eThekwini were highly skilled and only 36.8% of the employed in eThekwini were not-skilled compared to 46.45% in uMlazi.

Again it must be assumed that the percentage contribution to employment of each level of skill will remained the same as 2004 for 2007/08 as there is no further information available on this specific breakdown. With this assumption, it can be seen that there is a need for investment in skills development programmes within the uMlazi community.

Low levels of education in a community can be a major cause of skills shortages, and education plays a large part in determining the future levels of employment. Currently, many uMlazi residents are unskilled and have low levels or even no education. Graph 6 below shows the breakdown of education into level of education for eThekwini and uMlazi for 2007.
According to the 2001 census information projected to 2007, 9.3% of uMlazi’s population had no schooling at all, with 53.52% of the people only having some primary and secondary schooling. 17.17% of the population completed Grade 12 and only 4.25% attended a tertiary institution. The SA Population report for 1995 – 2007 (Standardised Regional – development indicators) shows a similar pattern. In 2007, 10.02% of the UMLazi population had no schooling while the amount of people that completed grade 12 in some form was 19.56%.

According to this, there has been a slight increase in the number of people completing school in UMlazi, which is promising. It is however still a very low figure. It is clear that there is a need for investment in development in education not only in UMLazi, but also within the greater eThekwini municipal.

With these low levels of education, many of the unemployed seeking employment are actually unemployable due to their lack of skills. In this case the supply of labour is said to be inelastic. If there is an increase in the demand for labour, unemployment levels will fall but nominal wages will increase by less than the increase in demand for labour. This is because there is a surplus supply of unskilled labour. In order for general standard of living to increase, investment in education to develop skills is important. If there is an increase in the amount of people getting an education and increasing their skill level, people will not accept the previously low nominal wage rates and demand higher wages. The spin-off of this is that increased employment means increased income, and this will directly increase the levels of consumption which will stimulate the supply side and in turn increase production.

Source: Adapted from Census 2001

According to the Census 2001, most employed township resident’s work in “elementary” occupations, which includes domestic work, street trade, cleaning and security, and these occupations tend to yield low earnings. Therefore, attention should not only be focused on creating jobs, but also to ensure that the labour market is sufficiently skilled to work in higher paying occupations (Endres et al, Township Labour Markets. Oct 2007).

The supply of labour needs however still needs to be met by a sufficient increase in the demand for labour, which in most townships is dependent on the economy both within and outside of the township. In most cases, the majority of townships residents find employment in the areas surrounding the township. This is also the case in uMlazi, where many of the residents are employed in surrounding areas like
Durban and the Southern industrial basin. Although measures to increase employment within UMlazi are important to growing the local economy, it must not be forgotten that any changes to the eThekwini economy will have a direct impact on the amount of UMlazi residents employed.

In terms of the “external economy” (outside UMlazi), there are two options to increase the level of employment namely, increasing the UMlazi share of eThekwini employment and growing the eThekwini economy which in turn will increase the level of UMlazi employment. In this case, as there is a large number of unemployed people in Kwa-Zulu Natal, the option of increasing UMlazi’s share of total employed people in eThekwini does not sounds as viable as growing the eThekwini economy in order to create more employment opportunities.

As the focus of this study falls on UMlazi nodal regeneration, the spotlight will focus on the options of increasing employment through growing the “internal economy” of UMlazi. Endres et al (2007) states that the “development of a strong retail and services economy” can generate employment in a township’s internal economy. This will be investigated in more detail in the next section.

8.6. Economic Realities and Trends

8.6.1 MARKET AND THRESHOLD ANALYSIS

In order to analyse the economic effect of each node in the next section, it is important to first determine the market area and threshold of each of the nodes. Given the limited consumption expenditure information available for UMlazi post-2001, and the negligible consumption expenditure information available for each node within UMlazi, a profile needs to be created whereby the overall UMlazi expenditure figures can be broken down into each node, given a certain set of assumptions. In order to do this, population figures for each planning section in UMlazi need to be allocated to each node, given the characteristics of each of these planning sections. This will be the number of people assumed to travel to each node for expenditure purposes, the income group, type of household dwelling, unemployment rate, location, main type of transportation and position in the transport system are all thresholds that need to be taken into account in order to estimate the number of people within each node’s market area. Once a population figure for each node has been identified, the type and amount of consumption expenditure in each node can be estimated. This will provide grounds off which to analyse each node in order to determine the estimated economic output or effective demand of each node.

The thresholds that determine the market catchments area of UMlazi as a whole are:

- Accessibility into UMlazi;
- Types of services and goods provided by the market
- Levels of crime and;
- Levels of income.

UMlazi is fairly inaccessible having only one main entrance in the east. This doesn’t allow for much passing trade and narrows the market area in this regard to UMlazi residents. Most of the goods and services sold are aimed at the lower-income bracket of consumers and are low value necessity goods. There is not much differentiation between commodities as the majority of consumption expenditure goes towards basic necessities such as food and clothing and this is what is provided by the market. This too does not attract a wider market than UMlazi residents.

The level of crime too acts as a parameter that affects the market catchment area of UMlazi and detracts people from entering the area. Finally, the level of income of its residents and residents in neighbouring communities affects the market area of UMlazi. Many people in UMlazi and its surrounds are unemployed and earn low levels of income which limits the amount of economic activity.
An important contribution to the growth and development of a township is its investment in retail and service markets. As the majority of the population of uMlazi fall within the lower income bracket, most of the consumption expenditure goes to retail items, however, the retail industry within uMlazi currently only contributes to a small amount of total production, and therefore further investment in retail & wholesale is important.

8.6.2 RETAIL & WHOLESALE

The wholesale & retail sector contributed 10.81% (R703 mill) to the total regional GDP for uMlazi in 2007. Using the census 2001, the amount that the population spends on retail items can be extracted. Of total expenditure, this would be all the non-durable, semi-durable and durable goods purchased. This was 60% of total income that is used to purchase retail items in 2001. In 2007, R4,012 billion was estimated as the total income for the whole uMlazi area. Given the retail expenditure percentage share of total income, and assuming the there has been no change in this expenditure pattern since 2001; total expenditure in the retail market can be calculated as R2.407 billion. Therefore, R2.4 billion is being spent on retail items by the uMlazi population, while only R0.7 billion worth of wholesale & retail items are being produced in uMlazi, thereby indicating that there is additional capacity for expansion of the retail market.

According to this finding, the majority of the population would be shopping for retail items outside of uMlazi, so opportunities do exist for further development of the retail and wholesale industry in uMlazi.

It is also important to look at projections in order to determine the impact of an increase in population or the change in spending habits. Firstly, as the population grows, the total consumption expenditure figure for uMlazi will increase proportionately, increasing the amount of retail expenditure. Production of retail items would also increase, but unless there is a large increase in the production of retail goods, there will still not be enough supply to match retail expenditure demand.

Secondly, assuming that the uMlazi economy develops into a more mature market state, more of its residents will become employed and will earn a greater income. This will shift consumption patterns away from lower priced necessity items to more higher priced semi-luxury and luxury goods, causing a need for greater wholesale & retail production levels. Retail will be focused on in greater detail a little later in the node profile analysis.

8.6.3 PROPERTY MARKET

According to a press release in April 2008 by Lightstone Risk Management, and using the Township Property Price Index launched in November 2007, despite a national decline in inflation, residential property price growth has remained relatively strong. And although this rate of growth has started declining slightly, this sector continues to show a strong house price inflation growth rate. For the second half of 2007, the house inflation rate dropped slightly to 30% from 34% in 2006, but still remains way above the National House Price growth level at the of 2007 of 11%. This can be observed on graph 7 below, which highlights the difference between house price inflation on a national and township level over the past 8 years.

Graph 7: Township Annual Inflation

Source: Lightstone Residential Property Indices press release, March 2008
They also find that there has been a large decrease in the number of properties sold between 2000 – 2007, with the 2007 amount currently sitting at 50% less than that of 2006. This property sales trend can be seen on graph 8 below. Although they still expect more 2007 property sale registrations, the downward trend is set to continue. The cause of this decline after 2000 is said to be due to the large amount of transactions that took place between the State and township residents from the early 90’s to the beginning of the 2000’s, which introduced many new participants to the property market.

The nature of transactions has also changed in township since 2000, and will continue to do so. The proportion of property sales by organisations (mainly the municipality) to individuals has fallen from 66% in 2000 to 26% in 2007 while transactions between individuals have risen to 66% in 2007 from 12% in 2000.

There is a correlation between this trend in the nature of the transaction and house price inflation in townships. Sales between individuals and the state where typically below the market value, which kept house price inflation low. However, as this trend moves towards individual buyers and sellers away from state-to-individual transactions, house price inflation rises. This is stated by Lightstone as being a move towards the more “normal” property market, as individual buyers and sellers set a ‘more realistic market price level’, and a driver for the recent high house price inflation in townships over the last 4 years.

![Graph 8: Annual Township Sales Transactions](image)

Source: Lightstone Residential Property Indices press release, March 2008

This comparison can be seen on graph 9 below which shows the average sales price of residential property in townships from both individual sales, and sales between organisations and individuals. As this move towards private sales increases, property price inflation seems to be showing signs of following the national house price inflation trend, although the high activity and demand for township properties will keep this inflation above the national level in the medium term (Watt, A. Lightstone Residential Property Indices press release, March 2008).
8.7. Review and assessment of previous Economic Initiatives

Regional Planning Studies:

- EThekwini IDP & SDF (2006-2011)

According to the 2007/8 EThekwini Municipality Integrated Development Plan (IDP), one of the strategic focus areas are supporting and growing new and existing businesses, and to provide secondary support to business enterprises, which will be based on a 5 year target ending in 2011. In supporting and growing new and existing businesses, three measures are used to quantify any changes and will be measured by their variation from the baseline figures as at 30 June 2006. The measures are the number of jobs created, the number of jobs sustained and the percentage increase in gross value added. For secondary support to businesses, the measure will be the number of businesses supported. The target of the IDP plan is that by 2011, the number of jobs created in the EThekwini municipality region will have increased to 606000 from the baseline in June 2006 of 82782, the number of jobs sustained will increase to 1 650 000 from 1 043 435 in June 2006 and that there will be a 57% increase in the gross value added from the baseline. They also project that the number of businesses to receive secondary support by 2011 will have increased to 9 900 from 6 600 in 2006. Assuming that UMLazi continues to make up 9.55% of the total number employed people in the EThekwini municipal region (Census 2001) we can estimate that by 2011 an additional 57 873 jobs will be available in the UMLazi area.


The EThekwini Economic Development Strategy “provides a framework within which to develop partnerships with business and society to drive economic initiatives, and guidance to maintain high quality core infrastructure that serve key economic nodes in the EThekwini Municipal Area”. The strategy will look to identify opportunities within specific economic nodes with the aim of improving the business environment to encourage growth and investment. The project will try to identify and develop projects that will lead to further development in key sectors and priority areas. The strategy encourages BBBEE and will actively promote SMME businesses and support their linkages to the broader economy to facilitate overall growth of the economy.

The key strategic outcomes of the development strategy are to grow business, reduce inequality, reduce local unemployment, improve business confidence and provide equitable access to opportunities.


This area based management (ABM) programme identifies and tests innovative ways of implementing municipal Integrated Development Plans (IDP). This ABM development programme was implemented in 2003 with the intention to enhance service delivery, address social and spatial inequalities as well as deepening local democracy into five defined areas of which the SDB is one. The team was lead by a group
of specialists with the ‘opportunity to integrate the development and management initiatives of different spheres of government, line function departments, civil society and the public sector’ in order ‘to achieve best-practice approaches to sustainable development and management.’

8.8. Current Economic Initiatives

- 2010 Sport Hub development at the UMLazi Stadium (Current)

The eThekwini municipality has launched an initiative to redevelop the uMlazi–King Zwelithini Stadium and surrounding areas and create a sports hub at this location. One objective is to upgrade the stadium for use as an official World Cup training venue, thereafter using it as an official venue for PSL matches. They will also be upgrading the access corridors leading to and around the stadium and trying to cluster as many sporting facilities in the area as possible to serve the wider community. One further objective to link these sporting facilities to surrounding schools and residential developments to ensure maximum usage of the stadium after the 2010 World Cup. They will also be linking the sports facilities to commercial developments to increase business opportunities and maximum benefit to the community as well as incorporating sports industry related businesses into the sports hub to create opportunities for local businesses. They also intend to maximise the amount of residential developments within the hub and to ensure an efficient flow of traffic and pedestrian movements to and from the hub into the neighbouring commercial centres and development nodes.

- Local Economic Development Strategy for UMLazi (Current)

The LED strategy for UMLazi is currently in Phase 2 and suggests strategies for a number of major issues including business expansion and diversification of the agricultural sector. The objectives of the LED are to make better use of locally available skills and resources to maximise development opportunities, to create favourable locational conditions, to promote business, to make local markets work better, to integrate diverse economic initiatives and to promote local ownership, community involvement, local leadership and joint decision making. The LED seeks to create employment, increase income levels and allow people to pay for services which will increase the local tax and revenue base and allow for further institutional developments.

- UMLazi Industrial Park Development

This R1bn development is currently at the stage of gaining funding from KZN Growth Fund. The industrial park will operate as a container terminal, 30km from the airport owned. The industrial park will be owned by the uMlazi Community. Toyota also wants to get involved in the project as they currently occupy some of the space as a storage facility.

8.9. Conclusion

UMLazi is characterised by a high population density, high levels of unemployment, low levels of income of the employed, low levels of education and skills, high levels of crime and low levels of access to social services. Currently uMlazi contributes a relatively small proportion to the total GDP of the eThekwini region in comparison to its population share. The levels of economic activity generated by business, both formal and informal, are too low to create employment within UMLazi and many businesses never expand as they lack the necessary skills and know-how to operate. This highlights the need for development in education along with initiatives to help increase employment and reduce poverty, in order raise the standard of living for everyone.

The next section of this study will focus on the ways in which these objectives can be implemented through defined nodal regions within UMLazi. It will identify these economic nodes, and examine the potential development opportunities and constraints within each node, as well as the potential role of the node within uMlazi and the greater eThekwini Municipality.
9. ECONOMIC CONTEXT

9.1 Identification of the nodes

A node can be defined as an area that has a strategic urban centre and a focal point for one or more of the following uses:

- Economic activity
- Transport
- Social/community uses
- Political/administrative activities and;
- Educational activities

The following nodes have been identified and all lie in a linear flow, west of the N2, and on the main public transport corridor:

- Mega-city, Glebe & Ezimbuzini Node
- uMlazi V-Node
- Mangosuthu-KwaMyandu Node
- uMlazi W-Node and;
- uMlazi Station Node

Each of these nodes either has the characteristics of an urban centre or a focal point, or they have the potential to become an urban centre or focal point within that area.

9.1.1. MEGA-CITY, GLEBE AND EZIMBUZINI NODE

The Mega-city, Glebe & Ezimbuzini Node is the most eastern node and starts at the east entrance to uMlazi, on the Mangosuthu Highway at the uMlazi Mega-city centre. It is made up of the Mega-city Centre on the top of the node, the Glebeland hostels in the centre and the Ezimbuzini market area in the south. This node is the one of the larger nodes and can be classified as a mixed-use node. It currently houses much formal commercial activity (mainly within the Mega-city shopping centre), informal commercial activity (mainly within the Ezimbuzini area), residential activity (informal settlements and the Glebe & Tehuis hostels) as well as various government services, education facilities, recreational facilities and has many links to the local and surrounding transport corridors (roads linking uMlazi to the Isipingo CBD and the south Durban industrial basin).

A list of activities within this node is specified below:

- Informal commercial activity (fruit & vegetable and meat vendors, eating & drinking businesses, hairdressers, many goat & chicken vendors, phone vendors, a tavern & bottle store and many other informal vendors)
- Formal commercial activities (petrol stations, general dealer, retail outlets, grocery stores, T-room’s, bottle store, locksmith, clothing stores, fruit & vegetable retailers, a wholesale hardware store and a wholesale trading store, banks, commercial offices and shops, some small businesses, medical specialists, a legal specialist, hairdresser, cell phone store, locksmith and a few real estate and related services)
- Recreational facilities (soccer ground, sports fields, other sports facilities, a stadium and a few conservation areas and parks)
- There is a hospital, some government services (post office, civic centre, Telkom, a sub-station and water treatment plant), a high school, a driving school and a church
- There is also some undeveloped vacant land, two sand quarries and a reservoir.
- In terms of transport there are 5 bus stops, a few taxi ranks and various pedestrian ways.

9.1.2. UMLAZI V-NODE

The uMlazi V-Node is situated directly West of the Mega-city and on the intersection of the Mangosuthu Highway and Sibusiso Mdakane Dr..
Although the uMlazi V-Node is one of the smaller nodes, it contains a fairly large number of formal and informal commercial activities, along with other activities, which are specified below:

- Informal commercial activity (fruit & vegetable vendors, a small meat business, some spaza shops, eating & drinking places, a hairdressing and shoe repair business, chicken vendors, telephone vendors and a tavern).
- Formal commercial activities include a petrol station, fabric manufacturers, franchise restaurants, grocery stores, drinking places, shops & T-rooms, shopping centres, banks and commercial shops & offices, various small businesses, hairdressers, funeral parlours, various professional services (medical, legal, engineering, other), retail stores, clothing manufacturers and many more.
- It also has a day care centre, pre-primary school and secondary school.
- In terms of government services there is a canal, a reservoir/water treatment plant, a community hall. There are also 3 churches and a society for the deaf, as well as some conservation area and open space.
- There are 8 bus stops, various pedestrian ways as well as many arterial and main streets.
- And various informal housing and other settlements

9.1.3. MANGOSUTHU-KWAMYANDU NODE

The Mangosuthu-KwaMyandu Node can be classified the ‘educational node’ as it houses the main Mangosuthu University of Technology and its various associated buildings. It is the most southern node and its situated west of the Glebe/Ezimbuzini node and just south-west of the Umlazi V node on the Mangosuthu Highway.

The following activities can be found within this node;

- Some formal commercial activity (2 grocery stores, a restaurant, bakery, furniture and bottle store, T-room, shopping centre, general dealer, wholesaler and fruit & vegetable retailer)
- Various informal commercial traders (fruit & vegetable vendors, meat business, many formalised informal traders, some hairdressing businesses and herbalists, cell phone repair vendors, some phone vendors, various instant breakfast vendors and tyre and tube repairs).
- Two medical institutions (a medical clinic and a social welfare clinic), a junior, senior and primary school and the Mangosuthu University of Technology.
- Various soccer and sports grounds, a sports facility, conservation areas and a public swimming pool, a sub-station, community hall and canal
- There are many bus stops, pedestrian ways, a railway station, many feeder & distributor streets, various arterial & main roads and a railway line.
- Informal settlements

9.1.4. UMLAZI W-NODE

The uMlazi W-Node is situated just to the north-west of the Mangosuthu- KwaMyandu Node, and sits just to the north of the Mangosuthu highway. This node was originally designed and designated as the town centre node which can be seen by its build-up of various government service infrastructures such as;

- A police station, government office, post office, Telkom, traffic & health department, a welfare office and library, housing & education department and a water treatment plant.

Other activities within this node include;

- A junior primary school, 2 senior primaries, a high school and a tertiary education facility.
- Informal settlements in and around it as well as a low rise apartment building
• Many formal commercial activities
• Informal commercial activities
• A well connected transport corridor with many feeder/distributer streets, bus stops, pedestrian ways, a bus depot and other arterial and main roads.
• Some conservation areas as well as a fair amount of vacant undeveloped land.

9.1.5. UMLAZI STATION NODE

The final and most western node is the uMlazi Station Node. This node has a kidney shape and stretches from the uMlazi station down towards the Mangosuthu Highway.

The activities that can be found within this node are specified below:

• Informal commercial activities (fruit & vegetable vendors, two spaza shops, a hairdressing, shoe repair and herbalist business, a cellphone repair business, some formalised informal business and an informal business).
• Formal commercial activity mainly found within the uMlazi Station supermarket (grocery store, bakery, bottle store, T-room, two hairdressers, dress maker, shoe repair, doctors, tobacco shop, internet cafe, many fruit & vegetable retail stores, chemist, pharmacy, butcher, phone store, two traditional herbal stores, a sports bar and two cellphone network provider stores), and outside the centre like a bakery, formal small business and fruit and vegetable retailers.
• There is also a primary, high school and a church.
• Some undeveloped vacant land and conservation areas and;
• Various arterial streets, two feeder/distribution streets, a taxi rank, some pedestrian ways and railway station and office.
• Various informal settlements.

9.2 Economic Analysis of the M30 Corridor (Mangosuthu-Highway)

Although the focus of this study falls on the specifics of each of the identified nodes, the role of the corridor that links these nodes is extremely important for the success of each node. The M30 Highway (Mangosuthu Highway) is the main East-West road transport corridor in uMlazi and spans the distance of uMlazi from the ‘mouth’ by uMlazi Mega-city Centre to past the uMlazi Train station on the west. The railway line follows the general flow of the Highway, crossing a few times along the way towards the west where the railway line ends at the uMlazi Station node. Due to the lack of other significant east-west transport corridors and there being no major north-south corridors, the relationship between this Mangosuthu highway corridor and the nodes becomes even more important.

Given the position of each of the nodes on this corridor, and the activities within each of these nodes, it is easy to see how important the interaction between each of these nodes and the corridor is. There are various informal and formal activities that have arisen along the corridor over time due to the high concentration of people along this route, and many of these activities will fall within the nodal boundaries.

The most important node in terms of its role within the corridor is the Mangosuthu-KwaMyandu node. Firstly, there is an inter-modal exchange area within this node which is also central on the corridor. There is a high-concentration of people here as the railway and road meets, and this is set to continue growing into the future as proposed developments to transform the stadium and train station come into effect. This node will remain a very important component of the corridor and will not be largely affected by changes in activity in areas surrounding it.

The uMlazi train station node is also important as it sits at the point where the railway line ends. The areas surrounding this station are densely populated and many of the residents use the train to travel
east, and out of uMlazi. Although the Highway and station don’t physically meet at this point, there are linkages from bus and taxi stops to the station all around the node.

Another highly important node is the Mega-city/Ezimbuzini Node as this node accommodates much commercial activity, as well as being situated at the “mouth” of uMlazi and on the Mangosuthu corridor. This would also be the point at which most people from surrounding areas would enter uMlazi, to either continue along the highway, or to satisfy economic needs with the node.

The uMlazi W node is an important node on this corridor, but for a different reason to the other nodes. As mentioned earlier, this node was intended to be the town centre, but although it has not succeeded as such, it is central within uMlazi and on the corridor, it contains many special government services offices, and it contains an inter-modal transport point, linking pedestrians to the rail and road facilities. This node has the opportunity to grow or develop a specialised function within the transport corridor.

The final node along the highway corridor is the uMlazi V-node. It is situated close to the Mega-city/Ezimbuzini node on the east of uMlazi at a large intersection. The node has had a large accumulation of professional services building-up in the past years, which provides it with the opportunity to play the role of a specialised node along the corridor. Although the population is fairly low around the node, many people travel along bus and taxi routes that pass through/end at the uMlazi V node.

Although all the nodes possess unique qualities, this hierarchy of nodes is important because it allows one to identify the nodes that will take the best advantage of any development investments that will take place within this corridor. For example, it is assumed that the Mangosuthu Node will benefit the most from any investment into this corridor because of its inter-modal link and opportunities to expand its commercial activity around this link area.
10. HOUSING OVERVIEW

10.1. Introduction

The primary purpose of the Housing Overview is to provide an analysis of the previous residential / housing studies and the current status of the Umlazi residential sector at a nodal level. This chapter of the study also outlines the current housing vision, the emerging housing issues and housing opportunities that have been identified within the study area.

Constitution: Bill of Rights

The Bill of Rights contained in the Constitution of the Republic of South Africa (RSA) entrenches certain basic rights for all citizens of South Africa including: “The right to have access to adequate housing” (Article 26), where “adequate housing” is defined in the RDP White Paper of November 1994, in the following terms: “As a minimum, all housing must provide protection from weather, a durable structure, and reasonable living space and privacy. A house must include sanitary facilities, storm water drainage, a household energy supply, and convenient access to clean water. Moreover, it must provide for secure tenure in a variety of forms.”

The Constitution also describes the objectives of local government, including regional council as;
- The provision of services to communities in a sustainable manner,
- The promotion of social and economic development
- The promotion of safe and healthy environments, and
- The encouragement of community and community organization involvement in matters of local government.

10.2. Public Sector Hostels Re-development Programme (Chapter 10 of the Housing Code)

Objectives of Public Sector Hostels Re-Development Programme Initiatives:

The Public Sector Hostels Redevelopment Programme is available to all public sector hostels, with the exception of those owned by municipalities that are intended solely for the use of their employees.

Any application for a hostel redevelopment grant must be based on a redevelopment proposal which sets out to:
- promote humane living conditions for hostel residents;
- include hostel residents, the neighbouring community, relevant public authorities and other stakeholders affected by a redevelopment scheme in the decision-making process;
- embody a development orientation, both in terms of empowerment and participation and in terms of promoting economic development;
• promote social integration within hostel communities and also between hostels and the adjacent communities;
• include plans for accommodating those who will be displaced by the project; and
• initiate local institutions and administrative procedures in order to sustain physical improvements and undertake socio-economic development.

Enhanced Extended Discount Benefit Scheme

Currently, there are a large number of state-owned residential properties that remain in the hands of public authorities. This can be attributed to the pre-1994 government housing policy where state support to buy land, developing of infrastructure, issuing of building materials, construction and subsidisation of houses was encouraged and provided for. With the post-1994 approach to achieving equity and, the desire to normalise the housing market, National Government initiated various policies to encourage the transfer of publicly owned housing stock to qualifying occupants.

The Discount Benefit Scheme (DBS) was instituted in terms of Section 3(5)b of the Housing Act, No. 107 of 1997, as a subsidy mechanism to transfer free-standing houses to their qualifying occupants. The DBS was only applicable to state financed property first occupied before 1 July 1993 and housing units or stands contracted for by 30 June 1993, if allocated to qualifying individuals by 15 March 1994.

The discounted benefit was for an amount not exceeding R7 500.00, with household income not taken into consideration. Qualifying occupants of state financed rented family housing units could buy their housing units at a discount, to a maximum of R7 500.00, on the selling price. If the selling price was R7 500.00 or less, the discount benefit was limited to the lesser amount and the sales debtor was able to acquire the housing unit without making a further capital contribution. If the selling price exceeded R7 500.00, the purchaser was required to pay the excess.

The Housing Act, 1997 (Act No. 107 of 1997), Section 14(9), obliged the Minister of Housing to phase out the housing subsidies from the previous dispensation. Accordingly the Phasing Out Programme (POP) was instituted in order to normalise housing administration and the housing environment. The intention of POP was to phase out all previous (pre-1994) housing subsidies on public housing stock and to transfer housing stock for ownership.

The principles and objectives of the current POP and DBS policies are no longer adequate to deal with a wide range of complexities. A new policy framework, criteria, conditions and implementation processes and procedures for an Enhanced Extended Discount Benefit Scheme (EEDBS) is therefore put in place to support decisions made regarding the transfer of pre-1994 housing stock.

The EEDBS shall supersede all other policies and implementation guidelines relating to the DBS and POP.

SUMMARY OF THE IMPLICATIONS OF THE HOUSING POLICIES (Refer to Appendix C)

The following are a summary of the implications of the housing policies as discussed:

- “The right to have access to adequate housing”, this means that this is a constitutional right that cannot be ignored.
- Housing policies offer a diversity of housing needs which cater for low income housing, rental / social housing, inclusionary housing promoting Breaking New Ground by creating communities that have social facilities and amenities.
- The consumer protection through the NHBRC guarantees quality of the product delivered in the subsidised market hence allowing the subsidised to become an asset that a beneficiary can use as surety with banks.
- As a developer the municipality has the responsibility of making sure that they secure strategically located land for housing.
10.3. Housing Delivery Trends and Challenges

Housing delivery in uMlazi Township has mainly been focusing on low-income groups by the Department of Housing providing subsidized houses to people earning between R0 and R3500. No provision has been made for the affordable housing segment by both the public and private sector. The housing approach within uMlazi has always been reactionary and always been biased towards the slum clearance projects. The reactionary implementation approach does not consider the demand of housing other than the needs of the informal settlements.

The informal settlements have also placed tremendous pressure on the services that are being provided by the municipality without actually contributing financially to the services. For example, refuse removal in the area. The biggest threat being posed by the informal settlements is that the areas are so built up that in an event of a fire, the area would be inaccessible, and the loss of belongings and life could be very high.

- INFORMAL SETTLEMENTS

From the UMlazi Housing Plan spreadsheet taken from the eThekwini Municipality there are 139 informal settlements with a total of 20 256 structures have been identified within the nodes. Some of the informal settlements are spread between two wards, and some of the wards are not part of the study area but for completeness of the report the informal settlements that fall into that category have been included.

According to the UMlazi Housing Plan Spreadsheet 118 informal settlements with 19679 structures will require In situ Upgrade and 21 of the informal settlements with 577 structures will require relocation due to the unsuitability of the land. The unsuitability is due to the geotechnical and environmental conditions of the land.

Land parcels that had been identified to fall under the DMOSS programme are now used for residential purposes in the form of informal settlements.

Appendix D: Maps showing informal settlements within the study area
Appendix D: Maps showing informal settlements within nodes
Appendix D: Maps showing the UMlazi Housing plan with relocation and insitu upgrade settlements within the study area
Appendix D: Maps showing the UMlazi Housing Plan with relocation and insitu upgrade settlements within the nodes

- LOW INCOME HOUSING

Within the uMlazi Township there are 7 active housing projects as per the project status report submitted by Mr Velaphi Gumede of the Department of Housing. Of the 7 projects only 3 projects are located within the study area but not within the boundary of the nodes i.e. not in a particular node, these are: UMlazi B10 Isandlwana, UMlazi Housing Project Phase 1 and UMlazi S Extension Housing Project.

As per the eThekwini Municipality’s 5 year plan submitted to the Department of Housing by the Housing Section, only 2 projects have been identified for implementation. The projects are UMlazi Infill (Housing Project) Phase 2 located in ward 76/88 and UMlazi Q8-10 located in ward 87. The total number of sites planned is 2440. These projects have not been included in the Department of Housing MTEF commencing 2008/2009 financial year.

Three parcels of land have been identified for housing projects. The property description is as follows:
Erf 696 in UMlazi T with the extent of 1,4592 ha.
Erf 616 in UMlazi T with the extent of 2,3887 ha.
Erf 1189 in UMlazi T with the extent of 2,9602 ha.

The total extent of the three identified land parcels is 6,81 ha, the type of housing to be implemented has not yet been finalized.
GAP HOUSING / MIDDLE INCOME HOUSING

The target market for gap housing is people earning between R3 500 and R15 000. Currently there are no gap housing projects under implementation or identified within the study area.

The private sector role in the developing of the gap housing is being eradicated by high interest rates, the NCA and the general performance of the property market which have significantly affected people’s affordability levels.

Currently the municipality has a gap housing project in Phoenix that has the following property types and prices.

1. Three bedrooms, two bathrooms, lounge, dining room, kitchen and garage costing R376 000.00.
2. Three bedrooms, one bathroom, lounge, dining room and kitchen costing R320 000.00.
3. Two bedrooms, one bathroom, lounge and kitchen costing R276 000.00.

To qualify for the above mentioned properties the bond amount is calculated as follows

<table>
<thead>
<tr>
<th>Bond Amount</th>
<th>Gross Income</th>
<th>Monthly Repayment</th>
</tr>
</thead>
<tbody>
<tr>
<td>R276 000.00</td>
<td>R12 116.40</td>
<td>R3 3634.92</td>
</tr>
<tr>
<td>R320 000.00</td>
<td>R13 482.67</td>
<td>R4 044.80</td>
</tr>
<tr>
<td>R376 000.00</td>
<td>R15 842.13</td>
<td>R4 752.64</td>
</tr>
</tbody>
</table>

The above table means that with the current interest rate of 15%, the minimum gross amount required to secure a bond in the gap housing market is R11 785. The public sector is in a better position to deliver the above mentioned products as they can make land available at a cheaper rate or freely in order to stimulate this market.

SOCIAL / RENTAL HOUSING

Social housing is for people with an upper income of R7500. The Glebe Hostel is not the traditional social housing project. This was constructed for migrant labour and it was a single sex hostel catering for males. The aim of the Glebe Hostel upgrade was to convert the dormitory style to family units.

With the proposed upgrading of the Glebe Hostel opportunities for Social Housing will be created through densification and the conversion of single units to family units. The densification will be through will be by constructing additional blocks and new walkups.

10.4. MIXED TYPOLOGY DEVELOPMENT

Currently there are no mixed typology developments in the UMlazi Township. An interview was conducted with the Dean of Student Affairs of Mangosuthu University of Science and Technology Mr Thami Mchunu. Mr Mchunu explained that the conversion of Transnet Hostels to Student Accommodation was a proposal made by the Mega City Developers. This was a business venture by the Mega City Developers to target the various tertiary institutions. The proposal was supported by Mangosuthu University of Science and Technology as their students would be able to rent accommodation near the University. The proposal seems to have fallen through and the reasons can only be established with the Mega City Developers and Transnet.
10.5. HOUSING FINANCE OPTIONS

There are two sources of funding available to the eThekwini Municipality for undertaking housing as follows:

- **eThekwini Municipality Internal Funding**: These are the operating and capital funds allocated within the metro council on an annual basis in support of housing projects that have been targeted for implementation.

- **National and Provincial Government Funding**: These are the National and Provincial funds available through the National Housing Programmes, particularly the Housing Subsidy Scheme. The eThekwini Municipality has been largely dependent on these National and Provincial funds to facilitate housing delivery.

The Department of Housing is divided into three regions, namely:

- Coastal region (Durban)
- Inland region (Pietermaritzburg)
- Northern region (Ulundi).

The Coastal Region is made up of the following:

- eThekwini Municipality
- ILembe District Municipality which has 4 local municipalities.
- Ugu District Municipality which has 6 local municipalities.

The budget allocation for 2008/2009 for the Department of Housing for Project Management responsible for housing development is R1.5 billion. Of that only R410 948 974.00 has been allocated to the Coastal Region and it is divided as follows:

- eThekwini – R119 369 107.23
- ILembe – R149 741 061.76
- Ugu – R141 838 805.01

From this it is clear that the focus for housing has moved away from eThekwini Municipality which used to enjoy a bigger chunk of the budget allocation from the Coastal Region. The focus has now shifted to mainly Rural Housing Projects (Projects on Ingonyama Trust Land) hence the ILembe and Ugu budget allocation.

There are challenges facing the eThekwini Municipality with regard to access to funding for housing development.

1. How does eThekwini reclaim its position within the Coastal Region for it to receive a bigger chunk of the budget allocation to allow for the implementation of the identified housing projects?

2. Previously the municipality has relied on the fiscal dumping the Department of Housing nearing the end of a financial year but now the National Department of Housing has requested that the practice stop. Fiscal dumping will only be allowed on approved projects and this will be in accordance with a programme that states that the funds will be spent in the financial year of the fiscal dumping.

3. The new policy from the Department of Housing is that internal services will no longer be financed by the DOH as such the municipalities are required to look for alternating finance sources. The DOH will only provide internal services funding as a last resort and upon demonstration by the municipality that they do not have any other source of finance.

There are finance options that the municipality will have to look at in order to have access to finance for housing development:

1. The municipality has to take advantage of the bilateral agreement between the Department of Housing and the Department of Land Affairs stating that the Department of Land Affairs will assist municipalities in acquiring land for housing purposes.
2. In November 2003 the Financial Sector Charter was signed by the major four banks. The Charter obligated the banks to make available R 70 Billion to the previously disadvantaged by the end of December 2008. R 42 Billion of that R70 Billion had to go towards housing. How does the municipality attract the banks in investing or at least financially committing to uMlazi Township? This could be done by the municipality having to make available some of their land parcels that they own to the banks with conditions like the target market to be between people earning from R7 500 to R15 000.

One example for providing finance is offered by FNB which requires that on the projects that they associate themselves with they normally require that 50% of the housing units must be under R350 000.

FNB Commercial Property Finance (CPF) positions itself by:
- Financing of bulk and internal services (and possible portions of land)
- Financing of top structures.
- Assisting with sales and marketing and providing end user finance (cash flow risk)
- Take-out risk (timing and amount) is eliminated.
- Various structures to facilitate a tri-party relationship between FNB, land owner and developer.

The product is offered through the Development funding using the FNB CPF and End User funding through FNB Housing Finance, this is a one stop funding solution for developers.

2. There are number of Parastatals and NGO’s that are providing funding. Such funding includes seed capital for establishing a Housing Institution, bridging finance for projects and end user finance. These funds are available on certain terms and conditions. Such a funding is available from parastatals such as NURCHA, NHFC etc. NHFC financing can be provided for units ranging between R100 000 and R600 000 that form part of sustainable integrated human settlements. NHFC financing excludes bulk infrastructure and land acquisition. Apart from bridging finance the NHFC offerings cover the following:
- Rental Housing / Rent-to-buy and Installment sale option (Social Housing Institutions and to a certain extent Private Sector landlords who target the lower-end of the housing rental market).
- Commercial Lending: Wholesale finance (Through intermediaries consists mainly home-ownership and micro lending for housing incremental loans).
- Direct End-user finance targeting households with income of R1, 500 - R15, 000 per month, single or joint income.

3. Donor funding could also be looked at, this type of funding comprises grants provided by international or national donor. Most donors will have their own criteria and objectives in allocating these funding.

10.6. Property Markets

Interviews were conducted with two estate agents from two different companies.

There are three distinct housing products in uMlazi Township:

1. R293 style 4 roomed houses with little or no improvements made with selling prices ranging between R165 000 and R250 000, the selling price is also dependant on the location of the house.
2. Affordable housing (bonded) and improved R293 style houses with selling prices ranging between R250 000 and R490 000.

3. Middle income bonded and self built houses with selling prices ranging between R490 000 and R900 000.

Three main reasons have been identified as to why people are selling their houses.

1. A person will sell their house located in Section E, F, G, H, J and K and move to AA, BB, N (High Ridge), Y and Z. These areas are seen as more affluent and have better access to social facilities and amenities. Shopping facilities will be provided by the Philani Valley shopping centre which is currently under construction.

2. A person will sell their house located in Section AA, BB, N (High Ridge), Y and Z to move to Westville, Hillcrest, Durban North and other suburbs.

3. Other people are selling their houses because they are in the process of being repossessed by banks. The signing of the purchase sale agreement halts the process of repossession.
Access to finance for purchasing houses is becoming a problem due to the NCA and the higher interest rates. For accessibility to finance this are the measures that people are taking currently:

1. Co-habiting couples are forced to take a bond together in order to increase their available disposable income.

2. People have to raise large amounts of deposit so as to reduce the bond amount required from the bank.

According to the estate agents there is a huge interest in the property market in UMlazi as it is considered the most desirable township to stay in KwaZulu-Natal. The houses for sale are only in the market for less than one week, whereas in other areas regardless of the price the properties are normally listed for about 3 months before they can be sold.

The sections around the Glebelands Hostel are very undesirable to people that are looking to buy properties. The word “Hostel” has a negative connotation and thus people are unwilling to be associated with areas that have hostels. The lifestyle that is offered by the hostels is undesirable to the younger generation.

According to the estate agents most people seem to be earning a gross income ranging from about R6000 to R9000. This includes people that are employed in companies such as Toyota which is located in Prospecton and civil servants such as teachers and the police. These are the people that are currently struggling to purchase properties in desirable areas. The rental market in the form of complexes and flats can also be an alternative to people that cannot afford to buy properties.

If rental income were to be provided the estate agents requested that the municipality will have to go out on a big education campaign on the purpose and payment of levies in the rental market.

With the introduction of the NCA and the rising interest rates which is currently sitting at 15% the following tables illustrate the gross income that people should earn in order to qualify for bonds (taken from the Bondshack website):

<table>
<thead>
<tr>
<th>Table 2: Interest rate of 15% with 20 years to pay off the bond</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Income</strong></td>
</tr>
<tr>
<td>R2 000</td>
</tr>
<tr>
<td>R5 000</td>
</tr>
<tr>
<td>R8 000</td>
</tr>
<tr>
<td>R10 000</td>
</tr>
<tr>
<td>R15 000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 3: Interest rate of 15% with 25 years to pay off the bond</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Income</strong></td>
</tr>
<tr>
<td>R2 000</td>
</tr>
<tr>
<td>R5 000</td>
</tr>
<tr>
<td>R8 000</td>
</tr>
<tr>
<td>R10 000</td>
</tr>
<tr>
<td>R15 000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 4: Interest rate of 15% with 30 years to pay off the bond</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Income</strong></td>
</tr>
<tr>
<td>R2 000</td>
</tr>
<tr>
<td>R5 000</td>
</tr>
<tr>
<td>R8 000</td>
</tr>
<tr>
<td>R10 000</td>
</tr>
<tr>
<td>R15 000</td>
</tr>
</tbody>
</table>
11. HOUSING DELIVERY ISSUES

11.1. CURRENT HOUSING VISION AND MISSION

According to the Integrated Housing Development Plan of the eThekwini Municipality the City’s Housing Vision and Mission which were developed back in 1999 as part of the Strategic Housing Framework for the eThekwini Municipality are still relevant and applicable as they were then.

Housing Vision

The creation of sustainable human settlements in the eThekwini Municipality with a view to ensuring that by the year 2015 all residents will have access to a housing opportunity which includes secure tenure, basic services and support achieving incremental housing improvement in living environments with requisite social, economic and physical infrastructure.

Housing Mission

The Housing Mission of the City is to:
- Implement the Vision within the context of a sustainable and integrated development-planning framework.
- Achieve the annual delivery of at least 16 000 to 24 000 housing opportunities in the City.
- Establish housing as a lead sector in the economic and social government of the City.
- Ensure that the provision of housing opportunities and the development of balanced neighbourhoods will become part of a broader strategy to re-structure and transform the present sprawling and inequitable urban form into a more compact, integrated and accessible environment.
- Provide households of different interests and means with a range of tenure options and a variety of delivery systems, which will enable access to housing opportunities in an affordable and sustainable manner.

11.2. EMERGING HOUSING ISSUES

The following are the emerging housing issues within the UMlazi Township and the identified nodes.

1. The location of available land for housing and the ownership thereof. The land is of importance due to the fact that most of the informal settlements are currently located in what is considered to be environmentally sensitive area and decanting and relocation of some residents will have to be done.

2. Potential demand for housing due to the number of informal settlements within the UMlazi Township and the identified nodes.

3. Densification of the housing market due to shortage of land and the number of people that require housing.

4. Mix of the various income groups to promote the affordable housing market without alienating the people that a higher income by providing what is seen as inferior product which is the traditional RDP houses that look the same everywhere.

5. Demand and maintenance for rental housing market which is not necessarily like the rental market in towns where rentals can be up to R3000.00 for a two bedroom flat. This is would be a different rental market due to the affordability levels of the people residing within the UMlazi area.
6. Maintenance of the affordability levels which includes the payment of the required rates and levies of the properties.

7. Provision and financing of services supporting residential development like the development of the nodes to include better economic opportunities, social facilities and amenities and transport facilities.

8. Housing backlog in the municipal area which is currently estimated to be approximately 200,000 units. According to the Integrated Housing Development Plan of the eThekwini Municipality the net backlog is anticipated to grow by a household growth rate of as high as 3.5% and thereafter declining in subsequent years.

11.3. HOUSING OPPORTUNITIES

The development of the Umlazi Township and the identified nodes should cater for the following categories:

- Low-income government subsidized market segment (units of 40m² priced up to subsidy level which is R61,380).
- First tier affordable housing market segment (unit 40m² – 79m² priced at R370,000 or less).
- Second tier affordable housing market segment (79m² – 100m² priced up to R500,000).
- Middle income housing market segment (100m² and upwards priced up to R900,000).
- Walk-up 4/5 storey flats

The subsidy mechanisms to be utilized will be the following:

- Finance Linked Individual Subsidy Programme (FLISP)
- Institutional subsidy for social housing
- Project Linked Subsidies
To gain insight into the project area, Statistics South Africa (2001) data has been used to examine the basic socio-economic data for the population in order to ascertain the cohesiveness of the society in which the project is based and the social facilities that are available for that particular population.

12. 1. Population Profile

Census 2001 information indicates that the total population for the greater uMlazi was 388,696 and the seven wards making up the study area was 212,887 people. The study area is made up of seven smaller pockets namely, Ward 76, 77, 78, 82, 83, 87 & 88 with a population of 25,001, 37,359, 35,976, 27,015, 33,058, 24,140 & 30,338 respectively.

<table>
<thead>
<tr>
<th>AREA</th>
<th>POPULATION 2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater uMlazi</td>
<td>388,696</td>
</tr>
<tr>
<td>Ward 76</td>
<td>25,001</td>
</tr>
<tr>
<td>Ward 77</td>
<td>37,359</td>
</tr>
<tr>
<td>Ward 78</td>
<td>35,976</td>
</tr>
<tr>
<td>Ward 82</td>
<td>27,015</td>
</tr>
<tr>
<td>Ward 83</td>
<td>33,058</td>
</tr>
<tr>
<td>Ward 87</td>
<td>24,140</td>
</tr>
<tr>
<td>Ward 88</td>
<td>30,338</td>
</tr>
<tr>
<td>Total (study area)</td>
<td>212,887</td>
</tr>
</tbody>
</table>

12. 2. Existing Social Facilities within the Study Area

HEALTH FACILITIES

There are eleven medical facilities, one hospital and ten clinics located within the study area. Prince Mshiyeni Hospital has a total of 1200 bedded facilities. It serves surrounding areas up to and including parts of Eastern Cape.

Table 6 : Hospitals
EDUCATIONAL FACILITIES:
There are a total of thirty one primary schools, seventeen Secondary Schools, one technical college and one Technikon within the study area.

Table 7: Clinics

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Estimated Pop.</th>
<th>Nr. f Days Opened</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UMiazi-K Clinic</td>
<td>78</td>
<td>35976</td>
<td>20</td>
</tr>
<tr>
<td>2</td>
<td>Ekuphileni-L Clinic</td>
<td>83</td>
<td>33058</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>Boyi Simelane Clinic</td>
<td>83</td>
<td>33058</td>
<td>20</td>
</tr>
<tr>
<td>4</td>
<td>UMiazi-N Clinic</td>
<td>82</td>
<td>27015</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>Amawele Mobile Clinic</td>
<td>82</td>
<td>27015</td>
<td>1week</td>
</tr>
<tr>
<td>6</td>
<td>Zamokuhle Mobile Clinic</td>
<td>82</td>
<td>27015</td>
<td>1week</td>
</tr>
<tr>
<td>7</td>
<td>Osizweni-Q Clinic</td>
<td>87</td>
<td>24140</td>
<td>20</td>
</tr>
<tr>
<td>8</td>
<td>UMiazi-D Clinic</td>
<td>87</td>
<td>24140</td>
<td>30</td>
</tr>
<tr>
<td>9</td>
<td>UMiazi-V Clinic</td>
<td>76</td>
<td>25001</td>
<td>20</td>
</tr>
<tr>
<td>10</td>
<td>Umuzomuhle-H Clinic</td>
<td>77</td>
<td>25001</td>
<td>30</td>
</tr>
</tbody>
</table>

Table 8: Primary Schools

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sawela Primary School</td>
<td>78</td>
<td>UMiazi-J</td>
</tr>
<tr>
<td>2</td>
<td>Tholisu Primary</td>
<td>78</td>
<td>UMiazi-J</td>
</tr>
<tr>
<td>3</td>
<td>Hubhusa Senior Primary</td>
<td>78</td>
<td>UMiazi-K</td>
</tr>
<tr>
<td>4</td>
<td>Embonini Junior Primary</td>
<td>78</td>
<td>UMiazi-K</td>
</tr>
<tr>
<td>5</td>
<td>Zandle Junior Primary</td>
<td>83</td>
<td>UMiazi-H</td>
</tr>
<tr>
<td>6</td>
<td>Ndongeni Senior Primary</td>
<td>83</td>
<td>UMiazi-M</td>
</tr>
<tr>
<td>7</td>
<td>Ngilosi Senior Primary</td>
<td>83</td>
<td>UMiazi-M</td>
</tr>
<tr>
<td>8</td>
<td>Cwebezela Senior Primary</td>
<td>83</td>
<td>UMiazi-L</td>
</tr>
<tr>
<td>9</td>
<td>Khuthala Junior Primary</td>
<td>83</td>
<td>UMiazi-L</td>
</tr>
<tr>
<td>10</td>
<td>Sukuma Primary</td>
<td>83</td>
<td>UMiazi-M</td>
</tr>
<tr>
<td>11</td>
<td>Isithokoziso Junior Primary</td>
<td>82</td>
<td>UMiazi-R</td>
</tr>
<tr>
<td>12</td>
<td>Osizweni-Q Clinic</td>
<td>87</td>
<td>UMiazi-B</td>
</tr>
<tr>
<td>13</td>
<td>Thokozani Primary</td>
<td>88</td>
<td>UMiazi-D</td>
</tr>
<tr>
<td>14</td>
<td>Mzuze Senior Primary</td>
<td>87</td>
<td>UMiazi-D</td>
</tr>
<tr>
<td>15</td>
<td>Zwelisithembiso Senior Primary</td>
<td>88</td>
<td>UMiazi-D</td>
</tr>
<tr>
<td>16</td>
<td>Siyandamazulu Primary</td>
<td>88</td>
<td>UMiazi-B</td>
</tr>
<tr>
<td>17</td>
<td>Mzwilili Junior Primary</td>
<td>87</td>
<td>UMiazi-D</td>
</tr>
<tr>
<td>18</td>
<td>Saphinda Combined Primary</td>
<td>87</td>
<td>UMiazi-Q</td>
</tr>
<tr>
<td>19</td>
<td>Badelile Junior Primary</td>
<td>87</td>
<td>UMiazi-Q</td>
</tr>
<tr>
<td>20</td>
<td>Santa Francesca Combined School</td>
<td>76</td>
<td>Isipingo</td>
</tr>
<tr>
<td>21</td>
<td>Gokul Primary</td>
<td>76</td>
<td>Isipingo</td>
</tr>
<tr>
<td>22</td>
<td>UMiazi Junior Primary</td>
<td>76</td>
<td>UMiazi-V</td>
</tr>
<tr>
<td>23</td>
<td>Isidingo Combined Primary</td>
<td>77</td>
<td>UMiazi-J</td>
</tr>
<tr>
<td>24</td>
<td>Imisebe Combined Primary</td>
<td>77</td>
<td>UMiazi-J</td>
</tr>
</tbody>
</table>
Table 9: Secondary Schools

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kwamgaga High School</td>
<td>78</td>
<td>UMlazi-K (K284)</td>
</tr>
<tr>
<td>2</td>
<td>Qhilika Secondary</td>
<td>83</td>
<td>UMlazi-H</td>
</tr>
<tr>
<td>3</td>
<td>Mziwamandla High School</td>
<td>83</td>
<td>UMlazi-M</td>
</tr>
<tr>
<td>4</td>
<td>Velabahleke High School</td>
<td>82</td>
<td>UMlazi-H</td>
</tr>
<tr>
<td>5</td>
<td>Menzi High School</td>
<td>82</td>
<td>UMlazi-N</td>
</tr>
<tr>
<td>6</td>
<td>Ndukwenhle High School</td>
<td>82</td>
<td>UMlazi-R</td>
</tr>
<tr>
<td>7</td>
<td>UMlazi Commercial High School</td>
<td>88</td>
<td>UMlazi-V</td>
</tr>
<tr>
<td>8</td>
<td>UMlazi Comtech Secondary</td>
<td>88</td>
<td>UMlazi-S</td>
</tr>
<tr>
<td>9</td>
<td>Makhumbuza High School</td>
<td>87</td>
<td>UMlazi-D</td>
</tr>
<tr>
<td>10</td>
<td>Umbelebele High School</td>
<td>87</td>
<td>UMlazi-Q</td>
</tr>
<tr>
<td>11</td>
<td>Shumayela Secondary</td>
<td>87</td>
<td>UMlazi-Q</td>
</tr>
<tr>
<td>12</td>
<td>Zwelethu Secondary</td>
<td>76</td>
<td>UMlazi-V</td>
</tr>
<tr>
<td>13</td>
<td>Enaleni Secondary</td>
<td>76</td>
<td>UMlazi-V</td>
</tr>
<tr>
<td>14</td>
<td>UMlazi Secondary</td>
<td>76</td>
<td>UMlazi-V</td>
</tr>
<tr>
<td>15</td>
<td>Reunion Secondary</td>
<td>76</td>
<td>Isipingo</td>
</tr>
<tr>
<td>16</td>
<td>Zwelibanzi High School</td>
<td>77</td>
<td>UMlazi-J</td>
</tr>
<tr>
<td>17</td>
<td>Dloko Secondary</td>
<td>77</td>
<td>UMlazi-J</td>
</tr>
</tbody>
</table>

RECREATIONAL FACILITIES:
Seven sports fields can be found in the study area. The sports fields have a capacity of 15 000 people. There is one indoor hall, stadia and a swimming pool located at UMlazi-D Section.

Table 10: Indoor Halls

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>King Zwelithini</td>
<td>87</td>
<td>UMlazi-D</td>
<td>500 000</td>
</tr>
</tbody>
</table>

Table 12: Sports Fields

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
<th>Type</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N-Section</td>
<td>82</td>
<td>UMlazi-N</td>
<td>Soccer Field</td>
<td>15 000</td>
</tr>
<tr>
<td>2</td>
<td>L-Section</td>
<td>83</td>
<td>UMlazi-L</td>
<td>Soccer Field</td>
<td>15 000</td>
</tr>
<tr>
<td>3</td>
<td>B-Section Tennis</td>
<td>88</td>
<td>UMlazi-B</td>
<td>Tennis Court</td>
<td>15 000</td>
</tr>
<tr>
<td>4</td>
<td>B-Section</td>
<td>88</td>
<td>UMlazi-B</td>
<td>Soccer Field</td>
<td>15 000</td>
</tr>
<tr>
<td>5</td>
<td>King Zwelithini</td>
<td>87</td>
<td>UMlazi-D</td>
<td>Athletics Field</td>
<td>15 000</td>
</tr>
<tr>
<td>6</td>
<td>Q-Section Sports Field</td>
<td>87</td>
<td>UMlazi-D</td>
<td>Soccer Field</td>
<td>15 000</td>
</tr>
<tr>
<td>7</td>
<td>UMlazi-H Sports Field</td>
<td>77</td>
<td>UMlazi-H</td>
<td>Soccer Field</td>
<td>15 000</td>
</tr>
</tbody>
</table>

Table 13: Stadia

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>King Zwelithini</td>
<td>87</td>
<td>200 000</td>
</tr>
</tbody>
</table>
Table 15: Swimming Pools

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UMLazi-D</td>
<td>87</td>
<td>UMLazi-D</td>
<td>60 000</td>
</tr>
</tbody>
</table>

➢ SECURITY AND EMERGENCY SERVICES:
There are two police stations and one vacant site reserved for a satellite police station at the Glebelands hostel.

Table 16: Police Stations

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UMLazi Police Station</td>
<td>76</td>
<td>Reporting</td>
</tr>
<tr>
<td>2</td>
<td>UMLazi Satellite Police Station</td>
<td>82</td>
<td>Satellite</td>
</tr>
</tbody>
</table>

A fire station is located in ward 82. The station is fully equipped and services the greater uMlazi area.

Table 17: Fire Stations

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UMLazi Fire Station</td>
<td>82</td>
<td>Fully Equipped</td>
</tr>
</tbody>
</table>

➢ SPECIAL FACILITIES:
There are forty-nine worship facilities; one administration office, one magistrate’s court and one post office located within the study area.

Tehuis Park is located within ward 76 close to Prince Mshiyeni Hospital and two playlots, one adjacent to the King Zwelithini Stadium and the other at Menzi Sportsfield.

Five community halls can be found in the study area. They range from grade A to C halls with a carrying capacity of 30 000 people.

The greater uMlazi area has two cemeteries that are both located within the study area in sections S and T. These cemeteries are said to be capacitating thus the community is utilizing cemeteries from other areas.

The greater uMlazi area has two libraries and one is located within the study area at uMlazi-W section. The carrying capacity is 60 000.

Table 18: Churches

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bantu Church of Christ</td>
<td>78</td>
<td>UMLazi-J</td>
</tr>
<tr>
<td>2</td>
<td>St. Philips Church</td>
<td>78</td>
<td>UMLazi-J</td>
</tr>
<tr>
<td>3</td>
<td>The 12th Apostolic Church</td>
<td>78</td>
<td>UMLazi-J</td>
</tr>
<tr>
<td>4</td>
<td>Anglican (church of England)</td>
<td>78</td>
<td>UMLazi-J</td>
</tr>
<tr>
<td>5</td>
<td>AEOE Church</td>
<td>78</td>
<td>UMLazi-K</td>
</tr>
<tr>
<td>6</td>
<td>SA Evangelist Mission</td>
<td>78</td>
<td>UMLazi-K</td>
</tr>
<tr>
<td>7</td>
<td>Echibini Church</td>
<td>78</td>
<td>UMLazi-K</td>
</tr>
<tr>
<td>8</td>
<td>UMLazi-H Church</td>
<td>83</td>
<td>UMLazi-H</td>
</tr>
<tr>
<td>9</td>
<td>Dutch Reform Church</td>
<td>83</td>
<td>UMLazi-L</td>
</tr>
<tr>
<td>10</td>
<td>Wesleyan Methodist Church</td>
<td>83</td>
<td>UMLazi-L</td>
</tr>
<tr>
<td>11</td>
<td>The Pentecostal Mission Church</td>
<td>83</td>
<td>UMLazi-M</td>
</tr>
<tr>
<td>12</td>
<td>Apostolic Church</td>
<td>83</td>
<td>UMLazi-M</td>
</tr>
<tr>
<td>13</td>
<td>Methodist Church</td>
<td>83</td>
<td>UMLazi-M</td>
</tr>
<tr>
<td>14</td>
<td>Life Centre Church</td>
<td>83</td>
<td>UMLazi-L</td>
</tr>
<tr>
<td>15</td>
<td>Order of Ethiopia Church</td>
<td>83</td>
<td>UMLazi-L</td>
</tr>
<tr>
<td>16</td>
<td>Apostolic Church</td>
<td>83</td>
<td>UMLazi-L</td>
</tr>
<tr>
<td>17</td>
<td>Nazareth Baptist Church</td>
<td>83</td>
<td>UMLazi-L</td>
</tr>
<tr>
<td>No.</td>
<td>Facility Name</td>
<td>Ward</td>
<td>Capacity</td>
</tr>
<tr>
<td>-----</td>
<td>------------------------------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>1</td>
<td>uMlazi-K Hall</td>
<td>78</td>
<td>B</td>
</tr>
<tr>
<td>2</td>
<td>uMlazi-M Hall</td>
<td>83</td>
<td>B</td>
</tr>
<tr>
<td>3</td>
<td>uMlazi-W Hall</td>
<td>82</td>
<td>A</td>
</tr>
<tr>
<td>4</td>
<td>uMlazi-Q Hall</td>
<td>87</td>
<td>B</td>
</tr>
<tr>
<td>5</td>
<td>uMlazi-D Hall</td>
<td>87</td>
<td>C</td>
</tr>
</tbody>
</table>

### Cemeteries

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>uMlazi-T</td>
<td>89</td>
<td>305 805</td>
</tr>
<tr>
<td>2</td>
<td>uMlazi-S</td>
<td>88</td>
<td></td>
</tr>
</tbody>
</table>

### Parks & Playlots

<table>
<thead>
<tr>
<th>No.</th>
<th>Facility Name</th>
<th>Ward</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tehuis Park</td>
<td>76</td>
</tr>
<tr>
<td>2</td>
<td>Menzi Playlot</td>
<td>82</td>
</tr>
<tr>
<td>3</td>
<td>King Zwelithini Playlot</td>
<td>87</td>
</tr>
</tbody>
</table>
12.3. Social Facilities Provision Standards

In the past public facilities were provided through the application of a set of standards relating to the provision of different types of public facility. These tended to be rigid and inflexible and as a result it was decided instead to provide a set of guidelines for the provision of public facilities. As the name implies these are meant to guide the planning of public facilities and cannot be applied uniformly across the board. The context must be evaluated and the guidelines adapted to suit the specific situation at hand.

International comparisons indicate that public facilities and amenities should together generally take up between 15% and 25% of the land in a development (Behrens and Watson, 1996). Of this combined amount, ± 33% should be taken up by public facilities and ± 66% taken up by public open spaces. An ideal breakdown of private (i.e. housing, commerce and industry), and semi-public (i.e. roadways and footways) use of land is in the region of 50-60% private, 15-25% semi-public and 15-20% public. Further to this, eThekwini Municipality has developed its own set of facility provision standards or guidelines to guide the development of community facilities. The following tables provide guidelines in respect of access, size and dimension thresholds.

<table>
<thead>
<tr>
<th>Facility</th>
<th>CSIR Standards (Population)</th>
<th>eThekwini Standards</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clinic</td>
<td>12500</td>
<td>1 per n/hood</td>
<td>0.1ha</td>
</tr>
<tr>
<td>Hospitals</td>
<td>100000</td>
<td>1 per town</td>
<td>10ha</td>
</tr>
<tr>
<td>Crèche</td>
<td>5000</td>
<td>1/ 500 sites</td>
<td>2.4ha</td>
</tr>
<tr>
<td>Primary School</td>
<td>7000</td>
<td>1/ 500 sites</td>
<td>4.6ha</td>
</tr>
<tr>
<td>High School</td>
<td>12500</td>
<td>1/ 1500 sites</td>
<td>3000m²</td>
</tr>
<tr>
<td>Municipal office</td>
<td>50000</td>
<td>1/ precinct</td>
<td>3ha</td>
</tr>
<tr>
<td>Community hall</td>
<td>30000</td>
<td>1 per n/hood</td>
<td>500m²</td>
</tr>
<tr>
<td>Cemetery</td>
<td>50000</td>
<td>1 per town</td>
<td>1.2ha</td>
</tr>
<tr>
<td>Parks &amp; playlots</td>
<td>1000</td>
<td>1 per n/hood</td>
<td>500m²</td>
</tr>
<tr>
<td>Fire station</td>
<td>60000</td>
<td>1 per town</td>
<td>3ha</td>
</tr>
<tr>
<td>Library</td>
<td>60000</td>
<td>1/ precinct</td>
<td>500m²</td>
</tr>
<tr>
<td>Police station</td>
<td>60000</td>
<td>1/ precinct</td>
<td>0.3ha</td>
</tr>
<tr>
<td>Worship</td>
<td>30000</td>
<td>1/ 500 sites</td>
<td>500m²</td>
</tr>
<tr>
<td>Post office</td>
<td>11000</td>
<td>1/ precinct</td>
<td>500m²</td>
</tr>
</tbody>
</table>

**Access Modelling**

Through the accessibility mapping for community social services, the eThekwini municipality has developed a model to match the demand for facilities based on the population numbers and demographic profiles with the supply and capacity of facilities geographically. This assessment indicates the nature and extent of backlogs across the municipality and all requests for the construction of new facilities are currently being assessed within this context to ensure that the municipality does not generate an unnecessary and wasteful over-supply of a service in any area. Areas that currently exhibit an over-supply will be assessed with a view to bringing such areas in line with
the level of service set for the entire municipal area. The concept of facility clustering is promoted and a policy on the multi-use of facilities has been adopted. Since managing the myriad of facilities is expensive, in appropriate instances, new innovative methods of sustainable management in partnership with local communities are being investigated.

Medical Facilities

**PROVISION STANDARDS**

The provision standard for clinics is 12,500 people and 1 hospital per town. The study area has 11 medical facilities which are 1 hospital & 10 clinics. The facility standards show that there is a shortfall of one clinic within the study area.

**ACCESS MODELING**

Medical facilities should be accessible to the greatest number of people and as such should be located close to public transport stops. The maximum walking distance for a clinic should be 2 kilometers. Where it is not possible for a clinic to be placed within walking distance, it must be easily reached via public transport with a maximum walk of 5 minutes from the public transport stop and a maximum travel time of 30 minutes to reach the clinic.

A hospital must be located along major transport routes with public transport stops. The maximum travel time to reach a hospital should be 60 minutes by public transport with a maximum walk of 5 minutes from the public transport stop. The current medical facilities do meet these requirements.

**QUALITY OF SERVICES**

The quality of the service was assessed through interviews conducted with various service users. The following responses were received from the interviews:

- The average waiting time before receiving help is 1 hour.
- The average waiting time at the dispensary is 1 hour 15 minutes.
- Patients sometimes leave the hospital without seeing the doctor.
- Patients sometimes leave the hospital without receiving medication.
- There is a shortage of bedded facilities. Sometimes patients are discharged before time to make space for new patients.
- Patients believe that uMlazi needs another hospital that will alleviate the pressure off Prince Mshiyeni Hospital. The proposed hospital should be located anywhere along Mangosuthu Highway.

**CAPACITY OF SERVICES**

The eThekwini Municipality social facilities provision standard for hospitals is 1 hospital for every town. Prince Mshiyeni’s capacity is overstretched as it caters for various areas including Lamontville, KwaMakhuta, Adams Mission, Folweni, Umgababa, Umnini etc.

**SERVICE REQUIREMENTS**

The service requirements for medical facilities were determined through interviews with senior management personnel from the various facilities within the study area. The following requirements/ needs were identified:

- Increase in the number of nurses and doctors serving Prince Mshiyeni Hospital.
- Allocate days for doctors to work at the local clinics.
- Provision of awareness programmes to inform the communities of the services available within the hospital and clinics.
- Regular ward supervision by senior management personnel to ensure that work is done at all times.
- Provision of another hospital further south to cater for people from areas such as Folweni, KwaMakhuta, Umgababa etc.

Educational Facilities

**PROVISION STANDARDS**

The provision standard for a primary school is 7000 people and 12,500 for a high school. The study area has a total of thirty one primary schools, seventeen Secondary Schools, one technical college and one
The social facility planning standards show that there are sufficient educational facilities within the study area.

**ACCESS MODELING**
A primary school should be located within easy reach of the local areas which it is intended to serve. As a result it needs to be located close to but not necessarily along a public transport route. A primary school should ideally be accessible by foot, bicycle and vehicle. The maximum travel time should be 20 minutes whether by foot, bicycle or by vehicle and the maximum walking distance should be 1.5 kilometers.

A high/secondary school should ideally be located on a major transport route with public transport stops. The maximum travel time to the facility should be 30 minutes with a maximum walking distance of 2.25 kilometers.

The tertiary facilities should be located along major transport routes with public transport stops.

**QUALITY OF SERVICES**
The quality of the service was determined through interviews conducted with learners from various schools within the study area. The following responses were received from the interviews:
- The schools have a sufficient number of teachers,
- There is a lack of sporting equipment,
- The learners start classes early and dismissed late,
- Secondary/high schools do not have nutrition programmes,
- The school libraries are not at a compatible condition. They do not have sufficient and new books.

**CAPACITY OF SERVICES**
The estimated minimum population is 3000 to 4000 people for a primary school and 6000 to 10,000 for a high school.

**SERVICE REQUIREMENTS**
The service requirements for educational facilities were determined through interviews conducted with the head master from the various schools within the study area. The following requirements/needs were identified:
- Increase in the annual budget as most schools receive an average of R150 per learner. From the R150 the school is expected to provide reading and writing materials, pay for maintenance, security personnel for the school, and purchase equipment that may be required by the school.
- Extend the nutrition programme up to grade 12 as most of the learners come from impoverished families and cannot afford to buy food. Some learners start the nutrition programme at primary school and when they reach high school, the meals are suspended.
- There is a lack of sporting equipment. Most schools only have netball and soccer fields.
- The quintile system should be revisited as it disadvantages most school.

**Community Halls**

**PROVISION STANDARDS**
The provision standard for community halls is 30,000 people. The study area has a total of five community halls. These halls range from grade A to C.

**ACCESS MODELING**
The community halls provide a variety of services to a number of residential communities and as such should be easily accessible to these communities preferably on a main thoroughfare in close proximity to public transport stops. Where possible, community halls should be within walking distance. The suggested distance is 1.5 kilometers to 2.25 kilometers. Where it is not possible to provide the facility within walking distance it should be within 5 minutes walking distance of a public transport stop with a maximum travel time of 20 to 30 minutes.

**QUALITY OF SERVICES**
The quality of the service was determined through interviews conducted with various service users. The following responses were received from the interviews:

- The halls are in good condition,
- The halls are a very important asset to the community,
- All community halls should be provided at the same standard as they cater for different needs of the immediate communities,
- The halls should be able to house a variety of sporting codes.

**CAPACITY OF SERVICES**

The estimated minimum population for a community hall is 10,000 people. The carrying capacity of the halls within the study area is 30,000 people.

**SERVICE REQUIREMENTS**

The service requirements were determined through interviews conducted with various service users. The following responses were received from the interviews:

- All community halls should be upgraded to grade A.

Cemeteries

**PROVISION STANDARD**

The provision standard for cemeteries is 50,000 people. The greater UMsazi area has two cemeteries which are said to be capacitated thus people are forced to utilize cemeteries in other areas.
**PROVISION STANDARD**

The provision standard for libraries is 60,000 people. UMlazi has two libraries and one falls within the study area. There is a shortfall of three libraries within the study area.

Based on the study conducted by eThekwini Municipality, three new libraries were proposed for UMlazi with a maximum travel time of fifteen minutes by public transport.
## Table 24: Planning Standards

<table>
<thead>
<tr>
<th>HEALTH</th>
<th>EXISTING POP.</th>
<th>STANDARDS</th>
<th>MINIMUM SITE SIZE</th>
<th>EXISTING</th>
<th>REQUIRED</th>
<th>SHORTFALL</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clinic</td>
<td>212 887</td>
<td>1 per 20 000 pop</td>
<td>0.1ha</td>
<td>10</td>
<td>11</td>
<td>1</td>
<td>One clinic is required in the study area.</td>
</tr>
<tr>
<td>Hospitals</td>
<td>212 887</td>
<td>1 per town</td>
<td>10ha</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>There is a need for a new hospital in Umlazi as Prince Mshiyeni serves areas as far as the Eastern Cape.</td>
</tr>
<tr>
<td>EDUCATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary School</td>
<td>212 887</td>
<td>1 per 7 000 pop</td>
<td>2.4ha</td>
<td>31</td>
<td>31</td>
<td>0</td>
<td>There is a shortfall of 2 police stations within the study area.</td>
</tr>
<tr>
<td>High School</td>
<td>212 887</td>
<td>1 per 12 500 pop</td>
<td>4.6ha</td>
<td>17</td>
<td>17</td>
<td>0</td>
<td>There is a site already allocated for a police station at the Ecimbuzini/ Glebelands Node.</td>
</tr>
<tr>
<td>SECURITY AND EMERGENCY SERVICES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police station</td>
<td>212 887</td>
<td>1 per 60 000 pop</td>
<td>0.3ha</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>There is a shortfall of 2 police stations within the study area.</td>
</tr>
<tr>
<td>Fire station</td>
<td>212 887</td>
<td>1 per town</td>
<td>1.2ha</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>There is a site already allocated for a police station at the Ecimbuzini/ Glebelands Node.</td>
</tr>
<tr>
<td>COMMUNITY/ CIVIC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community hall</td>
<td>212 887</td>
<td>1 per 20 000 pop</td>
<td>500m²</td>
<td>5</td>
<td>11</td>
<td>6</td>
<td>The two cemeteries in Umlazi are full, a new site must be identified for a new cemetery.</td>
</tr>
<tr>
<td>Administration office</td>
<td>212 887</td>
<td>1 per 50 000 pop</td>
<td>3000m²</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Cemetery</td>
<td>212 887</td>
<td>1 per town</td>
<td>3 ha</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Library</td>
<td>212 887</td>
<td>1 per 60 000 pop</td>
<td>1500m²</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>SPECIAL FACILITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worship</td>
<td>212 887</td>
<td>1 per 3 000 pop</td>
<td>1200m²</td>
<td>49</td>
<td>71</td>
<td>22</td>
<td>The existing religious facilities may be sufficient for the study area as the Zion Church followers use their homes as worship facilities.</td>
</tr>
<tr>
<td>POST AND TELECOMMUNICATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td>212 887</td>
<td>1 per 45 000 pop</td>
<td>500m²</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>The number of Post Offices may be sufficient as the post is delivered on a door-to-door basis.</td>
</tr>
<tr>
<td>RECREATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sports Field</td>
<td>212 887</td>
<td>1 per 10 650 pop</td>
<td>1.5 ha</td>
<td>8</td>
<td>20</td>
<td>12</td>
<td>There is an a great need for playlots in the study area.</td>
</tr>
<tr>
<td>Play Area</td>
<td>212 887</td>
<td>1 per 2 500 pop</td>
<td>0.1 ha</td>
<td>2</td>
<td>85</td>
<td>83</td>
<td></td>
</tr>
</tbody>
</table>

**Notes**
- All facilities are based on 212 887 population.
- Some of the facilities that do not existing within the parameters of the nodes are located in the surrounding areas within a reasonable walking distance from the nodes.
- Previous studies, interviews with medical personnel and service users show that there is a need for an additional hospital in uMlazi.

Based on the above Table 24 indicates the estimated land required for facilities to accommodate the target population.
Table 25: Land for Community/ Social facilities

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>AREA (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health (clinic)</td>
<td>0.1</td>
</tr>
<tr>
<td>Security and Emergency Services (Police Station)</td>
<td>0.6</td>
</tr>
<tr>
<td>Community/ Civic (community hall, admin. Office, library)</td>
<td>1.65</td>
</tr>
<tr>
<td>Special Facilities (worship)</td>
<td>2.64</td>
</tr>
<tr>
<td>Post and Telecommunication (post office)</td>
<td>0.2</td>
</tr>
<tr>
<td>Recreation (sports field, play lot)</td>
<td>22.7</td>
</tr>
<tr>
<td>TOTAL (excl. hospital)</td>
<td>27.89</td>
</tr>
<tr>
<td>TOTAL (incl. hospital)</td>
<td>37.89</td>
</tr>
</tbody>
</table>

12.4. Existing & Planned Developments Impacting On Social Facilities

MANGOSUTHU UNIVERSITY OF TECHNOLOGY EXPANSION.

Mangosuthu University of Technology is situated on Erf 13 of UMlazi-S with a total area of 44,7744 ha. In 2005 the institution acquired two pieces of land from the former University of Zululand, Remainder of Erf 9 UMlazi-S and Erf 6 uMlazi-S with a total extent of 33,0760 ha. The institution is unable to utilize a large portion of the land as more than 50% is settled by an informal settlement. Should appropriate accommodation be found for the informal settlement, a provision will have to be made to accommodate the new residential stock.

- Densify and rationalize their use of land;
- Create access and facilities for communities who were formerly marginalised; and
- Address the skewed distribution of land.

12.5. Conversion of Transnet Hostels to Student Accommodation

When the Megacity shopping centre was constructed, the architects that were involved in the design of the shopping centre proposed that the Transnet hostels be converted into student accommodation. A proposal was made to the Mangosuthu University of Technology regarding this conversion. The Technikon accepted the proposal and pledged its support should the initiative be successful. The architects held talks with Transnet regarding the conversion however, this proposal was not successful.

2010 SPORT HUB DEVELOPMENT AT THE UMLAZI STADIUM

The sport hub development will have enormous spin-offs for the greater uMlazi area as these facilities will:

- Cater for a range of sports codes such as rugby, netball, basketball, swimming, athletics and tennis.
- Cluster as many sports codes as possible within a defined zone, which is centrally located and highly accessible to service broader communities.
- Sharing of resources create catalytic process to ensure the upgrading of the public realm, roads and bulk infrastructure.
- Enable easy access by local schools and high density residential areas in order to ensure maximum usage.
GLEBELANDS EZIMBUZINI NODE
STUDY AREA BY INDIVIDUAL NODES

A. GLEBE EZIMBUZINI NODE

TERRAIN & DENSITY

A slope analysis of the nodal area was prepared and is attached hereto overleaf. From the said slope analysis it is evident that there are scattered areas with steep (in some areas undevelopable) slopes, although the majority of the nodal area, especially around the Megacity complex is characterised by fair planes with vacant, potentially developable land.

Due to the character of the nodal accommodating fairly large commercial and community facilities the built up areas are not very dense and the entire node provides a sense of open arrival.

Towards the Glebelands hostels and to the west, the slopes become fairly steep, although these are developed and occupied in terraced structures. The central area of this node around the taxi rank and towards the goat traders’ area is fairly evenly sloped. The built up areas are fairly sparse with notable vacant land, although the concentration of building increased in the south towards Isipingo.

OWNERSHIP

An electronic ownership investigation was conducted for the major land parcels within the node. This already mentioned flat, potentially developable areas are mainly owned by private individuals or companies, while the surrounding facilities are mainly owned by the state (e.g. Prince Mshiyeni Hospital and the Glebe Hostels). Refer to the ownership map overleaf for more detail.

Around the Ezimbuzini complex the northern properties toward the Glebelands hostels area mainly State Owned, while the southern portions of the node, towards Isipingo is mainly registered in the names of private individual and companies.

LAND USE

The Land uses within the node are mainly characterized by commercial uses around the Megacity Complex and some industrial activities in the south east towards the reunion station. The other distinguishing land use within the node is the hostels found scattered all around the node.

A list of activities within this node are specified below:

- Informal commercial activity (fruit & vegetable and meat vendors, eating & drinking businesses, hairdressers, many goat & chicken vendors, phone vendors, a tavern & bottle store and many other informal vendors)
- Formal commercial activities (petrol stations, general dealer, retail outlets, grocery stores, T-room’s, bottle store, locksmith, clothing stores, fruit & vegetable retailers, a wholesale hardware store and a wholesale trading store, banks, commercial offices and shops, some small businesses, medical specialists, a legal specialist, hairdresser, cellphone store, locksmith and a few real estate and related services)
- Recreational facilities (soccer ground, sports fields, other sports facilities, a stadium and a few conservation areas and parks)
- There is a hospital, some government services (post office, civic centre, Telkom, a sub-station and water treatment plant), a high school, a driving school and a church
- There is also some undeveloped vacant land, two sand quarries and a reservoir.
- In terms of transport there are 5 bus stops, a few taxi ranks and various pedestrian ways.
PREVIOUS STUDIES

A private sector Framework Plan for Megacity exists which indicated more commercial activities and improved pedestrian environment than that which was ultimately built.

For the Glebelands area the Glebelands Precinct Plan was completed in 2005 and contains detailed proposals on housing typology mixes.

From a nodal structuring viewpoint the Glebe Framework Plan completed in 2006 provides guidance to intended landuses and importantly, linkages and access points as illustrated adjacent. From this framework it is evident that the access routes throughout the node need to be strengthened and maintained. No expansion of landuse areas were proposed and rather a focus on upgrading existing conditions and maximizing on available land.

Two important proposals from the framework was the need for better pedestrian linkages across the Mangosuthu Highway, between the hostels and Megacity / Prince Mshiyeni Hospital. Secondly the framework proposed the upgrading of Reunion Station and a strong pedestrian linkage to the Durban International Airport.
**ACCESS AND CIRCUALTION**

The **Main access** routes include:

**a) M30 Mangosuthu Highway:**
- District collector providing access in/out of uMlazi
- Provides access to N2/South Coast Road to the east
- Provides access into uMlazi to the west
- Road pavement in poor to very poor condition

**b) Prince Mcwayizeni Drive:**
- Provides access to Ezimbuzini /Glebe Node & Isipingo Rail to the south
- Provides access to R102/N2 via Old South Coast Road

**c) Old South Coast Road:**
- Provides access to Isipingo Rail
- Provides access to R102/N2 via Old South Coast Road

The **key intersection** of these access routes is:

**a) M30/Prince Mcwayizeni Drive Intersection:**
- LOS E during AM peak hour
- LOS F during PM peak hour

**b) Prince Mcwayizeni Drive/Old South Coast Road Intersection:**
- LOS C during AM peak hour
- LOS B during PM peak hour

**PUBLIC TRANSPORT FACILITIES**

**Mega City Taxi Rank**

No CPTR data information available
Van Dyke Carpet (B019)

Ezimbuzini (B016)
Mode Served: Taxi
Loading Bays: 50
Peak Hour Utilisation: 5 vehicles

Reunion Station (B018)
Mode Served: Taxi
Loading Bays: 2
Peak Hour Utilisation: 4 vehicles

Glebelands (B017)
Mode Served: Rail
Loading Bays: 5
Peak Hour Utilisation: 6 vehicles

ENVIRONMENTAL CONSIDERATIONS

This Glebelands node is characterised by a large area of floodplain of the Mlazi River to the north and east and very dense settlement patterns in the hostel areas. The Megacity Mall lies for the most part within this floodplain system. Sections of this floodplain have status in terms of D’MOSS. The area slopes steeply towards the west and either side of the railway line. These steeper slopes are vegetated and form an important linkage with the river system and D’MOSS. The node includes the Glebe hostels which are generally rundown and in a state of disrepair and are planned to be upgraded. The open spaces are generally disturbed and covered with alien vegetation, such as Kikuyu grass.²

The flat central areas of the area around the Ezimbuzini node are developed as sports stadia. The topography is steeper towards the north. There are large areas of open space predominately in the central areas, along the railway lines. The node includes a market place and is also characterised by areas of steep slopes. Flat areas are characterised by largely dense hostel settlements. Open spaces are used as dumping grounds for waste and there are numerous portable toilets in the vicinity. A historical goat market is still in existence in this node and goats are constrained to a large central open area.

² Way-Jones, N. per obs
Figure 26: Ezimbuzini Node
SOCIAL FACILITIES

This node is characterized by the following:

- Low Density Residential, Informal Residential (Peace valley, Pilgrim x and V8), High Density Residential (Glebelands Hostels and Tehuis Hostels),
- Public Facilities (Prince Mshiyeni Memorial Hospital, Tehuis Park, Umlazi Senior Secondary, Umlazi Junior Primary, Reunion Secondary, Kingdom Hall), and

Prince Mshiyeni Hospital

Tehuis Park
PREVIOUS STUDIES

Although the Glebelands Precinct Plan discussed before provides a broad indication of the intended land uses and access routing to the Ezimbuzini Node, the interventions required is at a more detailed level.

The Ezimbuzini Economic Node study prepared in 2007 provided more detailed proposals and interventions for the improvement of the current activities within the node as well as the possible expansion of activities. The plan (illustrated adjacent) suggested tangible pedestrian improvements and urban form upgrading with safe pedestrian crossing and recreational areas.

The study also proposes additional commercial activities towards the north and around the taxi rank with an emphasis on the provision of more formal trading areas. A number of projects were identified towards the implementation of this study and should be considered during the further execution of this project.
ECONOMIC DEVELOPMENT

- Current Economic Role of the Node

As mentioned in section 3.2, this node stands out as a mixed-use node given the variety of activities located within the node. The node has the potential to play the role of a main economic node within UMLazi given the strategic linkages between the areas of the Mega-city, Glebe and Ezimbuzini, as they each have a comparative advantage over each other, as well as the other nodes. This node is also located on the perimeter of two neighbouring industrial areas and is closest node to the south industrial basin, creating linkages for the UMLazi residents between the SDB and UMLazi.

- Market and threshold analysis

The UMLazi Mega-city, Glebe & Ezimbuzini node has a fairly wide market catchment area given the activities that exist within its boundaries. The Mega-city centre attracts a large amount of the more wealthy UMLazi residents while the Ezimbuzini node attracts many people who visit the buzzing livestock market and other various informal traders in the area. A large number of people who live within the nodal boundary will use the trade and service facilities offered within the node to satisfy their economic needs. The node is also situated on the start of the Mangosuthu highway, at an intersection with the main south bound road, through which many people travel by taxi, bus and car.

- Type of economic activity and employment

The Mega-city, Glebe and Ezimbuzini node generates a large amount of economic activity mainly in the form of formal commercial activity, but also informal commercial activity. The majority of the formal commercial activity is retail activity and can be accredited to the Mega-city, which hosts a large variety of retail stores while the majority of informal trade activity can be found in the lower part of the node, namely the Ezimbuzini area. There is also some light industrial activity to the east of the node and the hospital to the west of the Mega-city which generates economic activity. A shopping centre the size of the Mega-city creates many, and a number of UMLazi residents will find employment within the Mega-city shopping centre, while others find employment in the informal trade areas in Ezimbuzini. However, as mentioned before, a shopping centre like the Mega-city does create a leakage of funds out of UMLazi as many stores are chain stores and owned by non-UMLazi residents.

- Economic role and linkages with the Durban economy

This node seems to have some important linkages between, and economic contributions to the broader Durban economy. Currently, a lot of the commercial activity takes place in this node, both informal & formal, but takes place mainly between UMLazi residents. There will be some trade between neighbouring residents with regards to the Mega-city and the Ezimbuzini market area however not many Durban residents enter UMLazi for retail purposes. The Mega-city does attract many residents from neighbouring communities such as Merebank and Lamontville that had to previously travel to the eThekwini CBD. This also creates massive savings on transport.

Mega-city, Glebe and Ezimbuzini Node

- Opportunities (including those links between the broader economy)

Within this node, the Mega-city centre is the predominant economic activity generator. The centre alone currently generates a large amount of economic activity and makes up for almost half of UMLazi’s total effective demand capacity. The remainder of the areas within this node that generate economic activity will need to try and attract the demand they would like through other incentives. Currently the goat market which is soon to be officially opened, and the informal trading which takes place in the Ezimbuzini part of the node do attract much demand, and will have a larger part to play in attracting the additional
demand that will be generated in the next 5 and 10 years give that the
capacity of the Mega-city centre stays pegged.

Besides the Mega-city centre there, there is the opportunity to expand
the current livestock, agricultural and traditional trade by creating a
market or hub of trade in the area, similar to the recent Goat Hub. If
some of the spare municipal land in the area could be developed for
high-density mixed-use purposes, there is an opportunity to expand
and formalise the informal trading in the area. One such option could
be to develop light-industrial agri-processing capacity in the area, to
take advantage of the advantageous lands surrounding the node. This
would create an incentive for many of the subsistence farmers within
and outside of Umlazi to join in production. In the uMlazi LED plan, it
was mentioned that there is also potential to redevelop or convert the
Glebeland hostels into student accommodation or social housing.
There would be a demand for this kind of housing as the Tehuis and
Glebelands hostels are situated right on the foot of the Mega-city and
not far from the Mangosuthu University of Technology. The study also
mentioned that there is potential for some high-density/mixed-use
commercial development in the node which could allow residents to
operate shops and offices to provide a service to people close to
home. There is also an opportunity to upgrade some of the sports
facilities in light of the developments to the hostels, to provide suitable
sporting facilities to the surrounding residents.

Currently there is a fair amount of economic activity between this node
and the broader economy, mainly through the Umlazi Mega-City,
which attracts residents from near-by communities. Development of a
formalised trade market could also draw people in from neighbouring
communities. Besides these options there are not many prevailing
opportunities to link this node to the greater Durban economy.

- **Job creation opportunities (potential & project identification)**

There are a few potential opportunities to create employment within
this node. One such opportunity can could materialize from the
formalisation of some of the informal livestock and agricultural trade in
the Ezimbuzini area, and create a market or trade ‘hub’ or even agri-
processing capacity. By creating such a agricultural market or hub,
more people will start to visit this area to purchase livestock and other
agricultural products, which will lead to others joining the market to
compete, in turn creating further employment. Redevelopment or
renewal of the Glebelands and Tehuis hostels will also create
employment in the form of construction work; however, this will only be
temporary employment.
B. UMlAZI V NODE

TERRAIN & DENSITY

A slope analysis of the nodal area was prepared and is attached hereto overleaf. Due to the relatively small footprint of the built up area and its locality at a major route intersection, the node is generally characterised by fair slopes. There are however a number of drainage areas at the back of most of the commercial buildings and this will need to be considered during further proposals and interventions. Especially the improved structuring of space will need to be addressed.

OWNERSHIP

An electronic ownership investigation was conducted for the major land parcels within the node. The only tangible publicly owned land available within this node is the road reserve and the majority of formal businesses in the node are located on private owned land. However, initial impressions indicate that the need for parking within this node and the improvement of traffic flow can be accommodated within the road reserve area.

LAND USE

Although the UMlazi V-Node is one of the smaller nodes, it contains a fairly large number of formal and informal commercial activities, along with other activities, which are specified below:

- Informal commercial activity (fruit & vegetable vendors, a small meat business, some spaza shops, eating & drinking places, a hairdressing and shoe repair business, chicken vendors, telephone vendors and a tavern).
- Formal commercial activities include a petrol station, fabric manufacturers, franchise restaurants, grocery stores, drinking places, shops & T-rooms, shopping centres, banks and commercial shops & offices, various small businesses, hairdressers, funeral parlours, various professional services (medical, legal, engineering, other), retails stores, clothing manufacturers and many more.
- It also has a day care centre, pre-primary school and secondary school.
- In terms of government services there is a canal, a reservoir/water treatments plant, a community hall. There are also 3 churches and a society for the deaf, as well as some conservation area and open space.
- There are 8 bus stops, various pedestrian ways as well as many arterial and main streets.
- And various informal housing and other settlements
ACCESS AND CIRCULATION

The following access and circulation routes serve the node:

a) M30 Mangosuthu Highway:
   • District collector providing east west access through node
   • Pavement of northern carriageway in poor condition

b) Veni Yeni Road:
   • Local collector route providing access to the northern and southern regions of uMlazi

The status of the key intersection within the node is as follow:

a) M30/ Veni Yeni Road Intersection:
   • Updated traffic counts not available
   • New counts have been commissioned

PUBLIC TRANSPORT FACILITIES

uMlazi V Taxi (B020)
Mode Served: Taxi

uMlazi V(B006)
Mode Served: Taxi
INFORMAL SETTLEMENTS
ENVIRONMENTAL CONSIDERATIONS

This node is largely flat in terms of topography and characterised by few open spaces in central areas, such as along King Road and the Mangosuthu Highway. The node is characterised by largely commercial/office developments. Waste skips are often left open and exposed and litter is evident in most areas. Car washes and other small business dominate the street scenes. Stormwater drains are exposed and frequently filled with litter or overgrown with vegetation, impeding flow. There is a need for maintenance of existing stormwater channels and installation of litter traps.

![Figure 27: Typical street scene in V Node, towards north-western corner](image)

![Figure 28: Typical street scene in V Node](image)
Figure 29: Umlazi V Node
SOCIAL FACILITIES

This node is characterized by the following:

- Low Density Residential,
- Commercial Facilities, and
- Public Facilities (UMlazi-V Hall and the Methodist Church)

The node is surrounded by a number of facilities which include the uMlazi Magistrates Court, UMlazi Police Station, Enaleni and Zwelethu Secondary School, Inkonkoni Senior Primary and a number of religious facilities. Some of these facilities serve the Greater UMlazi area.
ECONOMIC DEVELOPMENT

- Current Economic Role of the Node

The uMlazi V-Node has an economic advantage in that it is strategically situated on the major intersection of the Mangosuthu Highway and Sibusiso Mdakane Dr., and is equidistant from the Mega-city centre, the Ezimbuzini trade area and the Mangosuthu University of Technology. Although this node is residentially dense, the core of the node has many informal, but mainly formal commercial business activities, including a small community shopping centre, a few commercial office & shop units, various formal small businesses and some clothing & fabric manufacturers. This node does however have the highest concentration out of all the nodes of professional services such as doctors, dentists and lawyers, which provides it with a comparative advantage and allows it to become a ‘special node’ in a sense.

- Market and threshold analysis

The market catchment area of the uMlazi V node is fairly large due to its transport threshold. Most of the northern suburbs in uMlazi, above the Mangosuthu highway, are linked to the eastern areas of uMlazi through a bus and taxi route which stops in uMlazi V along the Mangosuthu highway. Because it sits at a cross-road of a main highway and bus/taxi route, the amount of people that pass through this node is large. The population threshold is also high because there a large amount of people living within the node’s boundary, many of which travel by foot and would use the commercial activities within the node to satisfy their economic needs. The number of professional services within this node also acts as a threshold allowing the node to capture a much wider market area. Other features such as the BP station and the Magistrate’s court also act as a threshold parameter which allows the node to widen its market catchment area.

- Type of economic activity and employment

Although the uMlazi V-Node has various informal commercial activities within its boundary, the bulk of the economic activity is generated from its large base of formal commercial activity, especially the higher-income earning professional services. It has a highly diversified product and service market ranging from a dress making service, to an auto scrap yard, to a meat and fish market, to cosmetics. As most of the activity is in the form of formal commercial activity, many of the people employed within this node are employed by the formal sector, although there are still many people that find employment in informal trade and informal businesses.

- Economic role and linkages with the Durban economy

This node does not contribute significantly to the wider Durban economy and its economic role within this context is negligible. This node serves mainly the local community.

UMlazi V Node

- Opportunities (including those links between the broader economy)

This node developed naturally as an economic node due to the congregation of people here, and the ease at which these people were able to do business. It therefore has some potential for development as there are positive factors working in its favour (uMlazi LED plan, Situational, Sector & SWOT analysis). There is limited land for further new developments but there is a sufficient amount of municipal land within the node that could be utilised to develop some high-density mixed-use commercial activity. Infrastructural redevelopment could be an option in order to create greater space such as converting some buildings into multi-storey structures to develop into mixed-use commercial spaces. Within the current commercial capacity, there is the opportunity to diversify the business base to give
the node even further comparative advantage in terms of more professional services and other specialist trades. For example, within the node there are a number of different motor specialists such as auto trimmers and panel beaters, and if some of these formal companies could diversify their service base, there is a potential to attract a wider market to this node. Redevelopment of some of the existing buildings into more prestigious commercial office space might even attract a larger variety of professional activities or create an incentive for some of the existing businesses to expand themselves.

Give this node’s proximity to the Mega-city centre and the entrance to UMlazi, and given the excess demand capacity that will become available in the next 5 to 10 years (assuming Mega-city and UMlazi Mall’s capacities are pegged), this node has the opportunity to expand sufficiently.

- **Job creation opportunities (potential & project identification)**

There is not a lot of potential in terms of job creation within this node as the area is quite fully capacitated and there is not much room for further development, unless some existing buildings are redeveloped into multi-storey mixed-use/commercial developments, which will create employment opportunities within businesses moving into the area and short-term in the construction process. Some employment could also be created if the municipal vacant land is developed on and attracts new businesses to the area.
C. MANGOSUTHU / KWAMYANDU NODE

TERRAIN & DENSITY

A slope analysis of the nodal area was prepared and is attached hereto overleaf. Due to the relatively large project area around this node, the terrain varies and has areas which are quite steep around the Mangosuthu Campus and a number of water drainage areas, affecting localised positioning of informal traders and a large number of informal settlements.

The institutional facilities within this node, creates a less dense built environment in general, although there is a conglomeration of activity around the KwMnyandu Station.

OWNERSHIP

An electronic ownership investigation was conducted for the major land parcels within the node. The nodal study area is characterised by fairly large areas of publicly owned land due to the government facilities and institutions found within the node. The majority of the area around the KwaMnyandu station is registered in the name of the South African Rail Commuter Corporation.

LAND USE

The following activities can be found within this node;

- Some formal commercial activity (2 grocery stores, a restaurant, bakery, furniture and bottle store, T-room, shopping centre, general dealer, wholesaler and fruit & vegetable retailer)
- Various informal commercial traders (fruit & vegetable vendors, meat business, many formalised informal traders, some
- hairdressing businesses and herbalists, cellphone repair vendors, some phone vendors, various instant breakfast vendors and tyre and tube repairs).
- Two medical institutions (a medical clinic and a social welfare clinic), a junior, senior and primary school and the Mangosuthu University of Technology.
- Various soccer and sports grounds, a sports facility, conservation areas and a public swimming pool, a sub-station, community hall and canal
- There are many bus stops, pedestrian ways, a railway station, many feeder & distributor streets, various arterial & main roads and a railway line.
- Informal settlements
ACCESS AND CIRCULATION

a) M30 Mangosuthu Highway:
   • District collector providing east-west access through node
   • Pavement condition of northern carriageway in poor to very poor condition

b) Road 1702:
   • Local distributor route providing access within node
   • Pavement in fair to very good condition

c) Ntonto Zulu Road:
   • Local distributor route providing access to northern uMlazi regions

d) Ephraim Mdala Maphumulo:
   • Local distributor route providing access to southern regions of uMlazi
   • Pavement in fair to good condition

The three key intersections within the node include:

a) M30/Ntonto Zulu Road Intersection:
   • Updated traffic counts not available
   • New traffic counts have been commissioned

b) M30/Ephraim Mdala Maphumulo Intersection:
   • LOS C during AM peak hour
   • LOS C during PM peak hour

c) M30/Road 1702 Intersection:
   • Updated traffic counts not available
   • New traffic counts have been commissioned

PUBLIC TRANSPORT FACILITIES

KwaMnyandu Station (B015)
Mode Served: Taxi
Loading Bays: -
Peak Hour Utilisation: 1 vehicle
INFORMAL SETTLEMENTS
ENVIRONMENTAL CONSIDERATIONS

This node includes a number of small drainage lines, characterised by steep sided valleys in the west and south, running to the north and south from a central ridge line along which the railway line and Mangosuthu Highway run. There are large open space areas to the south and east of the Mangosuthu University of Technology. Hillside seepage wetlands were identified in these areas during a Basic Assessment study for the proposed Inwabi link road (Sivest, 2007). The report found that the proposed development site is situated adjacent to a drainage channel and a wetland habitat that extends the length of the western site of the road. Most of this wetland is part of the Mangosuthu University of Technology property and is fenced off and is referred to as hillside seepage wetland and is likely to be adversely affected by the proposed development. This wetland has been degraded and is a vestige of a larger previous wetland area on the site. However the wetland still displays a degree of functionality (Sivest, 2007). The proposed Inwabi link road alignment would encroach into the 10m wetland buffer.

Figure 30: Views from Mangosuthu University of Technology hill towards west

Figure 31: Hillside seepage wetlands and buffers as indicated in the Inwabi Link Road Basic Assessment Report (Sivest, 2007) lying south of the Mangosuthu University of Technology
Figure 32: KwaMnyandu/ Mangosuthu Node
SOCIAL FACILITIES

The Mangosuthu/ KwaMnyandu node is characterised by the following:

- Hostel, Formal and Informal Residential,
- Public Facilities (Siyandamazulu Primary, Umgijimi Junior Primary, Thokozani Primary, Zwelesithembiso Senior Primary, Umbelebele High School, Mangosuthu University of Technology, uMlazi Assembly of God and uMlazi-D Swimming Pool),
- Sports and Recreation Facilities (King Zwelithini Stadium, Victoria Mxenge Indoor Hall, King Zwelithini Soccer Field).

This node is surrounded by two cemeteries, religious facilities, uMlazi Place of Safety a clinic and education facilities.
ECONOMIC DEVELOPMENT

Current Economic Role of the Node

The role of this node is predominantly educational as it houses the main Mangosuthu University of Technology, the University of Zululand, Comtek College and the Technical College, as well as a few other primary schools. There are also various other sports fields and recreational facilities within this node and along the Mangosuthu corridor, which can be strategically linked to this vision of an educational node. The KwaMnyandu train station is situated just off the Mangosuthu highway and provides a good link between this, and all the other nodes. Proposed developments such as the King-Zwelithini Stadium upgrade and stations Urban Development Framework Plan will cause the role of this node to shift from an educational node, to a more mixed-use node that incorporates various sporting activities, residential developments, commercial activities and a major inter-modal exchange point.

Market and threshold analysis

This node has an advantage in terms of its transport threshold because it is positioned where the railway line and highway meet. There are a large number of people from outside this node that converge on this point through the KwaMnyandu station, causing the market catchment area to widen substantially. The bus and taxi routes for most of the south-western suburbs bottleneck into a single route that either runs along the south towards Ezimbuzini, or up towards the Mangosuthu-KwaMnyandu node, also increasing the catchment area. The population threshold is another parameter that increases the market area for this node as a large amount of residential properties are situated within this node compared to the other nodes. Another aspect that becomes a threshold parameter for this node is the Technikon itself. Many people will travel into the node to visit the Technikon and this increases the nodes catchment area substantially. The upgrade of the stadium and its surrounds is an element that will also cause the market threshold of this node to increase substantially as many people from outside uMlazi will now travel to this node.

Type of economic activity and employment

As mentioned earlier, this node houses the Technikon and various other educational and sporting facilities. The Technikon generates much economic activity both in terms of tuition fees and indirectly through the students consumption needs. There is very little formal commercial activity within this node but a fair amount of informal activity due to the large amount of low-cost housing and informal settlements in the area, as well as the convergence of people from the highway and station meeting point. These informal businesses consist of container businesses as well as fruit & vegetable businesses, informal hairdressing businesses and Chicken Dusts (side of the road braai meat for sale). These services are low-price services and do not generate too much activity in economic terms.

Economic role and linkages with the Durban economy

This node is particularly important in terms of its role and linkages to the Durban economy mainly because of the Technikon. Firstly, tertiary education facilities play a large part in the development of skills, which contributes to the skills base of the local economy. Many students who attend the Mangosuthu University of Technology will gain valuable skills and find employment in Durban and the wider eThekwini Municipality once they leave, thereby contributing to the continued growth of the wider economy. Many students will also gain the necessary skills to start and manage their own businesses which will contribute largely to the local uMlazi economy, and even to the greater Durban area.

MANGOSUTHU – KWAMYANDU NODE

Opportunities (including those links between the broader economy)
This node has many opportunities with regards to commercial, educational and recreational developments. In terms of the additional effective demand capacity that will become available according to the 5 and 10 year projections, this node could stand to gain a lot given the current planned developments for the node and its advantage of having an inter-modal interchange.

In terms of recreational development, work has already begun on the upgrade of the Stadium and its surrounding areas. This area will be developed into a sporting node with a variety of different sporting facilities. Many people will pass through this area, both local and international, and this will create various opportunities leading up to the 2010 World Cup. Investment in some form of a sports training facility would allow many underprivileged children in the area a chance to make a career from sport. It would tie in nicely with the new sports hub and allow many of the children from surrounding schools, which lack sport facilities, the chance to get involved in sporting activities. This will also have an effect on the broader economy.

Alongside the sports hub development is the KwaMyandu station Development Framework Plan which seeks to transform the existing station into a much wider serving node. Currently there are plans to develop some retail capacity around the station and even a shopping centre that will attract many of the passing commuters, and divert much of the retail activity that currently leaks into the CBD back into uMlazi. Much of the informal ‘kiosk’ type activity that currently surrounds the station is also included in this framework plan with the intention of formalising much of this activity through building of sheltered trading areas. There has also been mention of other residential and mixed-use development on the opposite side of the highway, which will be linked with pedestrian walkways to the station, shopping centre, Mangosuthu Tech and the station. There is also potential for the development of high-density mixed-used facilities to accommodate more formal businesses and incentivise informal “container” businesses around the Technikon to formalise their trading.

Residential opportunities also exist within this node. Informal settlements near and around the Technikon, and in other areas of the node, could be relocated to low-cost housing to make some space for the development of high-density residential and student accommodation, in order to accommodate the residential demands of the students. This will allow students the chance to stay closer to the Technikon and avoid travelling every day. Besides students, others will seek residence in this area as it is central and right on a main transport corridor.

In terms of educational development, there is opportunity for investments in skills development centres, business support centres and other finishing school institutions which would boost the standard of education and skills for the whole of Umlazi. This will have a direct spill-off effect on the broader economy.

**Job creation opportunities (potential & project identification)**

Job opportunities in this node can be identified as short, medium and long-term. Short term job creation opportunities could be realised through some of the physical infrastructural development in terms of stadium upgrade and development of commercial and residential property around the station and stadium. Employment creation opportunities that stem from educational or sporting initiatives will be longer-term. Investment in a skills development centre or a sports training facility will have a direct effect on employment levels in the long run. Umlazi residents who were previously uneducated and unemployable can gain access to basic, or even more advanced skills, and become prepared, and eligible, for employment. Employment will also be created through investments in the shopping centre and creation of a formal trade market along the stretch between the Technikon and the stadium, and formalisation of the container trade surrounding the Technikon. As the area becomes economically stimulated by the linkages between the academic institutions and sports facilities, more people will converge on this area which will stimulate the trade market, incentivising more people to join the market, thereby creating further employment.
D. UMLAZI W NODE

TERRAIN & DENSITY

A slope analysis of the nodal area was prepared and is attached hereto overleaf. There are fair
slopes around business centre of the node and it is positioned on a clear platform. The entire
node is planned and built in consideration and support of each other and the result in a less
dense built area, but with larger buildings and functions.

OWNERSHIP

An electronic ownership investigation was conducted for the major land parcels within the
node. Similar to the Mangosuthu/KwamNyandu Node, the presence of the government and
municipal offices and functions ensures large portions of publicly owned land. The business
centre itself is owned by the Ithala Development Finance Corporation.

LAND USE

This node was originally designed and designated as the town centre node which can be seen
by its build-up of various government service infrastructures such as:

- A police station, government office, post office, Telkom, traffic & health department, a
  welfare office and library, housing & education department and a water treatment
  plant.

Other activities within this node include;

- A junior primary school, 2 senior primaries, a high school and a tertiary education facility.
- Informal settlements in and around it as well as a low rise apartment building
- Many formal commercial activities
- Informal commercial activities
- A well connected transport corridor with many feeder/distributor streets, bus stops, pedestrian ways, a bus depot and other arterial and main
  roads.
- Some conservation areas as well as a fair amount of vacant undeveloped land.
ACCESS AND CIRCULATION

a) M30 Mangosuthu Highway:
   • District collector providing east-west access to node
   • Pavement in good condition

b) Road 2003:
   • Local distributor route providing access to northern regions of uMlazi
   • Pavement condition vary from very poor to fair

c) Mayibuye Road:
   • Local distributor route providing access to the south
   • Provides a critical link between the M30 & M35
   • Pavement conditions vary from poor to very good

The key intersections within the node currently function as follow:

a) M30/Road 2003 Intersection:
   • LOS C during AM peak hour
   • LOS B during PM peak hour

b) M30/Mayibuye Road Intersection:
   • Updated traffic counts not available
   • New traffic counts have been commissioned

PUBLIC TRANSPORT FACILITIES

Checkers uMlazi C(B002)
Mode Served: Bus

Rail Station
ENVIRONMENTAL CONSIDERATIONS

This node includes three drainage lines that run from the centre of the node towards the north-east, north and south. The node is highly developed and few open spaces remain. Housing projects are planned on steep slopes within the node. Most open areas occur in the north-eastern section of the node.
SOCIAL FACILITIES

This node is characterized by the following:

- Formal and Informal Residential,
- Commercial Facilities, and
- Public Facilities (Ndukwenhle High School, Mzuzu Senior Primary, Later Day Saints Church, uMlazi-W Hall, Amawele Mobile Clinic, Umlazi Post Office, Umlazi-W Library, and the Administration offices).

This node is surrounded by religious facilities, education facilities, sports field and a train station.
ECONOMIC DEVELOPMENT

Current Economic Role of the Node

As mentioned earlier, this node was intended to play the role of the town centre, and although it has not taken off as anticipated, the node still has all the infrastructural capacity of that of a town centre. In terms of commercial requirements, this node services some of the needs of the more western areas of uMlazi with its large number of government service centre’s and administration facilities, and formal and informal commercial activities. The role of this node can also be seen as a ‘special’ role due to its high level of public sector facilities. People within uMlazi will travel to this node to make use of the services offered as they are not offered anywhere else in uMlazi.

Market and threshold analysis

Due to this node’s above mentioned advantage in terms of government service infrastructure, the market threshold of the W-node extends way past its boundaries. Within the whole of uMlazi, this node is the only node that houses transport, education, housing and health departments, as well as the only public library. Although people do not congregate here naturally, many uMlazi residents from other areas who need to utilize these services will travel to this area for them. Within the nodal boundary is a train station which, although it is not connected directly to a road link, is not far from the other modes of road transport and will allow for a widening of this node’s catchment area. There is also a dense residential build-up around the node which acts as a positive threshold parameter and increases its catchment area.

Type of economic activity and employment

There is a fair amount of economic activity within this node, but it is minimal in terms of the activity that should be generated given its infrastructural capacity. There are a number of formal and informal commercial businesses which serve the surrounding population and also provide employment to a number of uMlazi residents. There are also a few primary schools, a high school and a tertiary education facility that generate some economic activity.

Economic role and linkages with the Durban economy

This node plays an economic role and forms a linkage to the Durban economy through its vast range of government services and administration facilities. This role is an informative role between the Durban and uMlazi authorities with regards to information shared through the various government departments.

uMlazi W Node

Opportunities (including those links between the broader economy)

Although it was assumed that the whole uMlazi W node was pegged at the current capacity if the uMlazi Mall which is situated within the node, there are potential opportunities for further investment in this node because of its central position and current infrastructure. As mentioned before, people do not naturally congregate here, but if the types of businesses and services can be diversified and existing businesses can be retained and expanded, there is an opportunity to create greater demand for this node and its facilities. There is some potential for some high-density residential/mixed-use development which will attract people to this area and allow for expansion and retention of businesses. It would not be advisable to try developing further retail capacity within this node given plans for development of retail capacity in the nearby Mangosuthu-KwaMnyandu node, but there is an opportunity to diversify the business base by creating a smaller service centre based around the current government services and administration offices within the node.
Job creation opportunities (potential & project identification)

There are opportunities for job creation stemming from the above goal of business and services retention and expansion. Besides this, there are not many other opportunities within this node for job creation.
E. UMLAZI STATION NODE

TERRAIN & DENSITY

A slope analysis of the nodal area was prepared and is attached hereto overleaf. There are fairly steep slopes observed adjacent to the station on the western side. Due to the relatively small size of this node as well as the said terrain, the central open spaces for circulation between functions need to be structured and improved.

OWNERSHIP

An electronic ownership investigation was conducted for the major land parcels within the node. The road reserve areas are registered in the name of the state, while the station area and surrounding land is owned by the South Africa Rail Commuter Corporation.

LAND USE

The activities that can be found within this node are specified below:

- Informal commercial activities (fruit & vegetable vendors, two spaza shops, a hairdressing, shoe repair and herbalist business, a cellphone repair business, some formalised informal business and an informal business).
- Formal commercial activity mainly found within the Umlazi Station supermarket (grocery store, bakery, bottle store, T-room, two hair dressers, dress maker, shoe repair, doctors, tobacco shop, internet cafe, many fruit & vegetable retail stores, chemist, pharmacy, butcher, phone store, two traditional herbal stores, a sports bar and two cellphone network provider stores), and outside the centre like a bakery, formal small business and fruit and vegetable retailers.
- There is also a primary, high school and a church.
- Some undeveloped vacant land and conservation areas and;
- Various arterial streets, two feeder/distribution streets, a taxi rank, some pedestrian ways and railway station and office.
- Various informal settlements.
ACCESS AND CIRCULATION

a) M30 Mangosuthu Highway:
   • District collector providing east-west access in uMlazi
   • Pavement condition varies from fair to good

b) Ngqwele Road:
   • Local distributor proving north-south access through node
   • Pavement condition good to very good

c) Ukhozi Road:
   • Local distributor providing access within node
   • Pavement condition varies from good to very good

The main intersection within the node functions as follow:

a) M30/Ngqwele Road Intersection:
   • LOS C during AM peak hour
   • LOS C during PM peak hour

PUBLIC TRANSPORT FACILITIES

1. Umlazi Rail Station
2. Peak Hour Utilization: 9961 Person Trips during AM & PM Peak hours
3. Umlazi Station (B001)
4. Mode Served: Bus
5. Loading Bays: 5
6. Peak Hour Utilization: 7 vehicles
7. Senzangakhona(B009)
8. Mode Served: Rail
9. Loading Bays: 3
10. Peak Hour Utilization: 13 vehicles
INFORMAL SETTLEMENTS

UMLAZI STATION NODE

[Map of informal settlements around Umlazi Station Node]

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SOCIAL FACILITIES

This node is characterized by the following:

- Formal and Informal Residential,
- Commercial facilities, and
- Public Facilities (Bantu Church of Christ and Vukuzakhe High School)

This node is surrounded by religious facilities, education facilities and a sports field.
ECONOMIC DEVELOPMENT

Current Economic Role of the Node

The role of this node is a little harder to clearly define as it is situated a fair distance away from all the other nodes, and right at the end of the railway line. Given these two elements however, it can be assumed that transport makes up the main role of the node. This node is the most western node, it is the last link of road to rail, and is also surrounded by a large amount of residential activity, which allows the node to see much passing activity. There is some formal and informal activity that is situated around the station; however, the main reason for people visiting this node would be for transportation purposes.

Market and threshold analysis

One threshold to this node could be its distance from the rest of the nodes. Due to its distance, and it being in the other direction to the CBD and many of the eastern planning units, many people will not travel to this node for any reason. However, as it is strategically placed at the end of the railway line, and is the last service point for all the planning units in the west, this threshold actually becomes an advantage as it allows the market catchment area to increase largely. This can be substantiated by the number of people that travel by train to work/school that live in all the planning units surrounding the station. The income levels of the surrounding population also act as a threshold parameter. Many of the households residing in the planning units around the station node are in a higher income group than the rest of UMlzzi, and this will increase the amount of economic activity that can take place in the node. Investments in retail activity would benefit this node more than the others as the higher income-earning groups will demand more luxury goods and services.

Type of economic activity and employment

Within this node there is only a small amount of commercial activity namely in the form of various informal activities such as spaza shops and vegetable vendors, as well as some formal activity mainly found at the UMlzzi station supermarket. The majority of the people employed within this node will be employed by either the station itself, or involved in the formal and informal activities surrounding the station.

Economic role and linkages with the Durban economy

The economic role and linkage of this node with the Durban economy is limited to its function of transportation. Many people who live in UMlzzi work in the greater Durban area and those who live in the western areas of UMlzzi will travel by train into Durban via this node. There is no commercial advantage or linkage between this node and the Durban economy.

Opportunities (including those links between the broader economy)

Although there is not much opportunity for economic linkages between this node and the broader Durban economy, opportunities do exist for retail, and even potentially light-industrial activity within this node. There is a lot of informal activity that currently surrounds the station, but there is potential to formalise some of that trade and also invest in some additional retail capacity in the area. This node has the opportunity to capture a large proportion of the additional effective demand projected for 2012 and 2017 given its position and surrounding population figures. As mentioned above, there is a large amount of people who converge on this point so investment in retail facilities will draw attention away from the CDB, and allow people to access the same services close to home. Some of this commercial activity should however be focused at the higher income-earning groups as this is the area around which many of the richer areas lie. Much of the area directly surrounding the station could be developed into property geared for mixed-use commercial and light-
industrial activity, and even linked up to pedestrian walkways and railway and road crossovers.

**Job creation opportunities (potential & project identification)**

The opportunities for employment in this node are not as fruitful as the other nodes as there is not much commercial activity already within the node. However, opportunities still do exist and jobs can be created if investment in commercial retail infrastructure is made, or if some of the informal trade around the station can be formalised through development of a formal trading market, which will attract others to join in the activity.
1. Introduction

Section two develops the conceptual spatial framework which is phase 4 of our study. This phase examines uMlazi within its greater context. To understand the workings of this township spatially would assist in unlocking its true economic potential. It is imperative that UMlazi is part of a greater whole. This exercise thereby determines or re-emphasizes the choice of nodes.

Once the nodes have been defined, Phase 5 conceptually develops each node in relation to each other within the system or urban web thereby defining the character of node and latent potential. Phase 6 provides strategic project packaging proposals for each node.

The Spatial Development Concept is informed by the wider city scale analysis of the entire uMlazi to understand the function of the M30 corridor and the project nodes.

In order to contextualize uMlazi within the City Scale, the following eight layers of Analysis were used to examine uMlazi in its spatial context:

- Natural Structuring Elements
- Broad Rail Network
- Broad Road Network
- Broad Land Use
- Informal Settlement
- City Housing Programme
- Geography of Poverty (Unemployment)
- Distribution of Opportunity
1.1. Natural Structuring Elements

The natural elements define not only the boundaries of uMlazi, but structures the area considerably in terms of distribution networks and concentration of activities.

UMlazi is bordered by the Mlazi River to the north and by Isipingo, Malagazi and the Mbokodweni River to the south. These natural barriers limit north-south connectivity within and from uMlazi resulting in a lack of movement and economic development.

The natural features thus creates a east–west linear development trend within UMLazi and the main access route (M30) as well as the rail network follows the ridge areas between these rivers.

The natural environment within UMLazi also impacts on a lower, more localized level as a number of potential development areas quite steep.

It is important to for the purposes of this study to understand the linear macro structure of the UMLazi and the resulting position of the M30 Corridor is guided by the environmental structure of the area.

Figure 33 – UMLazi Natural Structuring Elements
1.2. Broad Rail Network

Considering the city wide drive towards increased public transport within eThekwini as well as the focus on rail transport, it is important to consider the current rail linkages between uMlazi and the rest of the City.

From Figure 34 it is evident that the uMlazi rail line is part of an extensive rail network connecting the south, north and west to the central Durban CBD. The rail network within UMlazi extends further than that found in the INK area.

The uMlazi rail line runs parallel to the M30 and this is mainly attributed to the natural structuring elements as discussed in the previous section. The fact that the rail network runs parallel to the M30 and intersects with it at certain points provides key opportunities for intermodal transport facilities.

- The rail provides an essential commuter service with 5 stations within uMlazi.
1.3. Broad Road Network

- The N2 corridor located at the eastern extremities of uMlazi is the only north–south link.
- There is an unambiguous lack of alternative north-south connections to and from uMlazi.
- The M30 / Mangosuthu Highway – is the central east-west mobility route
- The M35 (Sipho Mkhize Drive) to the south of uMlazi links to the R603 in the west before extending to Pietermaritzburg and links to old main road in the east
1.4. Broad Land Use

- Predominantly low density residential
- The N2 is a barrier to the industrial areas along the eastern boundary of uMlazi.
- There is little to no commercial activity within uMlazi to stimulate growth and create sustainable levels of employment.

Figure 36 – Broad Land use
1.5. Informal Settlement

- A large percentage of housing is in the form of informal settlements.
- Large configurations of informal settlements occur on the outskirts of the metropolitan corridor.
- Due to the topography these settlements occur within floodplains.

Figure 37 – Informal Settlements
1.6. City Housing Program

- UMlazi is on the city housing programme for insitu upgrades

Figure 38 – City Housing Program
1.7. Geography of Poverty

- Areas to the north-western and south-western areas of EThekwini show extreme levels of unemployment.

- UMLazi has a medium to high level of unemployment, with areas to the north exhibiting extremely high levels of unemployment.
1.8. Distribution of Opportunity

In line with the philosophy of the National Spatial Development Perspective, as well as the KwaZulu-Natal Provincial Spatial Economic Development (PSEDS), the city wide context of uMlazi need to be considered not only in terms of addressing basic needs, but to ensure a practical and systematic distribution of opportunities to uMlazi, which are often concentrated in other areas.

The Retail/ Commercial opportunities within the City, primarily exists within the Durban CBD. Other urban installations such as Gateway, Pavilion and the New Arbor Town Development are within a 35km radius from uMlazi, however it exhibits limited connections making it inaccessible.

Similarly major industrial opportunity is located west and south of Durban i.e. Pinetown and SDB respectively. uMlazi is within a 10km radius to the SDB and 20km radius to the opportunities in Pinetown. Due to the spatial arrangement people are disconnected from these opportunities.

It is therefore important to ensure the distribution of opportunities to uMlazi both by ensuring connectivity to such opportunities within the city as well as creating additional localized opportunities.

Figure 40 – Distribution of Opportunity
2. THE POLYCENTRICITY

2.1. WHAT IS THE POLYCENTRIC CITY?

The concept of a Polycentric City refers to the outward diffusion from major cities to smaller ones over a wide area, and focuses on the local linkages that arise from this process. The concept is illustrated below:

The Polycentric City concept recognizes the benefits that can be gained through the linking of urban areas to create markets for the higher level services, activities and functions required to sustain competitive urban life.

It furthermore signifies a distinct shift or evolution from Monocentric City models and places emphasis on the improve linkages between various city poles. It is important to note that linkages here are not merely viewed as mobility linkages, but also as areas of high accessibility which will attract and accommodate a variety of mixed urban uses in closer vicinity to the residents of an area.

Internationally the Polycentric City concept it believed to assist in the development and management of urban growth as it is believed to decongest routes and place the emphasis on development of cheaper land areas. As a result of this the local conditions around sub centers are more conducive for small businesses.

Although it is not the intention of this report to provide an extensive explanation of the Polycentric City concept, it is believed to model the natural direction of growth within eThekwini and using this approach should result in local benefits for uMlazi.
2.2. The Development Corridor

A number of notable development corridors exist within the eThekwini Municipality. These loosely follow the N2 and R102 north-south route and the N3 and M13 east-west route.

The Northern and Western Development Corridors are currently well defined with high levels of investment and infrastructural projects. As a result of historic public investment into these areas, major private sector investment has followed and contributed to the development and growth of these corridors.

The Southern Development Corridor seen less interest over the years. Again, guided by a lesser public investment in these areas which has resulted in fewer private investments.

The result is that opportunities are systematically drawn to these northern and western corridors and the longer this trend continues, the more difficult it becomes to effectively link the southern corridor to the City.

There is a continuous need to spread investment opportunities and economic development through an urban system of strong development corridors.

Figure 42 – eThekwini Development Corridors
### 2.3. The Metro Lattice

As indicated with the brief discussion on the Polycentric City Concept earlier, connectivity between various city centers is crucial for modern cities to develop.

The current conditions highlight disconnectivity within the city where the golden “T” doesn’t provide a complete network of easy movement and there is a real need to integrate circulation – providing a circuit from all directions. Thus core to the "Polycentric City" concept is a region of interconnected centres / cities.

If an effective polycentric urban system is to be developed, both small and large centers need to have good accessibility at all scales. The more accessible lower-level centers are compared to the primary city, the less monocentric is the urban system.

Thus the effective linkage of UMlazi as a center within the rest of the City is dependent on the provision of good connectivity as well as good public transport. From Figure 43 it should be evident that the proposed P579 to Pinetown / Westmead Industrial is an important economic link from UMlazi as part of the larger metro lattice of connectivity.

![Figure 43 – The Metro Lattice](image-url)
3. CONCEPTUAL AREA FRAMEWORK

The Conceptual Area Framework is formulated against the background of the previous analysis and the Polycentric City concept.

Before the concept is explained it is furthermore important to explain some of the perceived core challenges facing uMlazi in the achievement of improved connectivity and a stimulation of local development opportunities.

3.1. Core Challenge 1 - Umlazi Island

The uMlazi Township was developed at a distance of approximately 25km away from the main CBD. Due to the distance from the main place of employment and economic nodes, uMlazi suffers from the alienation of economics.

This implies that not only are opportunities located a distance away from uMlazi, but household income flows out of uMlazi towards areas of opportunity within the City. The result is that uMlazi is forced to function as an island to the main land.

There is a dependency from the conceptual island, as uMlazi cannot function without the CBD.

The key challenge is to manage this dependency while uMlazi is spatially separate to the surrounding context. The concept illustrated below:

Figure 44 – Umlazi as an Island
3.2. Core Challenge 2 – Controlled Movement

The uMlazi Township is completely reliant on the N2 for access to opportunities and service mentioned earlier. Functionally the township is connected to the rest of the city from only one point of entry and exit. This concept is illustrated by the figure below:

The result is the lack of free movement along a complete network of circulation systems within uMlazi. Essentially there is a clear lack of equity of movement when comparing UMlazi to the rest of the City and other centers.

As indicated before this single access point is via the Mangosuthu (M30) Highway. The Mangosuthu Highway (M30) forms the main arterial of the Mangosuthu Corridor. The M30 enjoys good north-south connectivity to the rest of the eThekwini municipality at its eastern extremity through the N2, R102 and M4 routes, but has virtually no northern connectivity in the west or the interior of the corridor.

The key challenge presented here is that additional city wide access points to and from UMlazi need to be realized. Clearly this will need to focus on both improvement and upgrading of the current access Gateway via the M30 route, but also create access linkages to the west and on a north-south basis where possible.

This controlled access point has resulted in the conglomeration of activities around this access point and a resulting congestion of traffic at this point.
3.3. Core Challenge 3 – Limited Bus Access

There is a defined rail link from uMlazi to Durban with the rail end/beginning in the west at the uMlazi Station. Along this rail line there are five stations in close proximity to the M30 and in most areas the uMlazi Rail Line flanks the M30 and provides commuter services to the region. This serves as a main east-west mobility route as conceptually illustrated by the figure below:

**Figure 46 – Limited Bus and Taxi Access**

The corridor is well serviced by bus and mini-bus taxi terminal facilities throughout its length. The close correlation between the concentration of public transport facilities and the activity nodes is a reflection of the resident’s dependence on public transport, level of car ownership and general levels of employment.

The challenge is however that there aren’t sufficient bus and taxi linkages to the north and the south from this main corridor. The result is that the majority of activities and opportunities are still concentrated mainly along the corridor with very little diffusion to surrounding areas.

The direct result is that already impoverished households are forced to travel further to access service and economic opportunities.

This also presents a challenge in the continued pressures on the M30 corridor. As additional activities are added along it, the corridor loses a measure of mobility to added friction and congestion. Thus the current singular access route within uMlazi might continually lose its capacity to link the uMlazi residents to City wide opportunities.
3.4. Core Challenge 4 – Natural Barriers

From the analysis of natural structuring elements it was evident that natural barriers limit north-south connectivity within and from uMlazi resulting in a lack of movement and economic development.

The major obstacle to improved north-south linkages to connect the M30 corridor to the rest of the municipality is the presence of the Mlazi River to the north and the Mbokodweni River to the south. The concept is illustrated by

Figure 47. These natural barriers to movement and expansion of development require large infrastructure investment to overcome these constraints.

Although the long term bridging of these rivers to provide major access points to the north and south has been identified, this is seen as a long term vision which will have to be justified by economic attractors directly to the north and south of uMlazi.

However, as a natural asset these amenities need to be revitalized to state that attracts tourism and local residents to use the river edges as place of recreation.

Figure 47 – Natural Barriers limit Choices
3.5. Core Challenge 5 - Quality of Place

As part of the regeneration of the uMlazi project area the quality of urban environment, especially around the nodes will need to be considered.

Apart from public realm conditions, the type of housing does not meet the needs and densities of the area. The housing provided has been monotonous and lacks qualities of good livable neighbourhoods.

Current residential areas lack variety of housing typologies and activities resulting in a monotonous urban landscape not conducive to quality urban environments.

The challenge is to bring into UMlazi places of quality and places of choice. This will imply not only a variety of housing typologies and densities, but also a range of mixed activities in areas currently functioning as residential towns.
3.6. Core Challenge 6 – Quality of Life

The ultimate intention of a quality urban environment is to ensure a quality of life to residents. This is however not only achieved through variety of land uses and housing typologies, but also through sufficient infrastructure and social services.

During the sector studies it was highlighted that there is insufficient social facilities present in uMlazi when compared to the population thresholds.

Due to the limited number of social facilities and limited infrastructure there is a lack of a quality of life. The area does not fulfill the guidelines required for social facilities within an area of its population.

The challenge will thus be to ensure that any regeneration of the identified nodes include sufficient social infrastructure and accommodate a mixture of not only commercial activities, but social facilities too.

It is believed that the balance between economic and social functions is vital to ensure vibrant nodes and areas where the quality of life is enhanced.
3.7. Core Challenge 7 – Outflow of Economy

The ultimate challenge is really a culmination of all these challenges and results in the economy leaving uMlazi. The economy is here defined as all economic production resources including finances as well as human capital as people seek employment opportunities elsewhere. Although most residents still reside in uMlazi, their skills are applied elsewhere within the City and/or region.

Nothing is reinvested into the area since it is completely reliant or dependent on the main city, Durban, to function. Under these conditions uMlazi as a whole could not grow and focus on its own internal development.

It will be vital to ensure that the current dependency is addressed during the development of the identified nodes. Activities aimed at providing local opportunity for economic investment and the retention of household incomes should be promoted.

Figure 50 – Outflow of Economy
4. SPATIAL RE-INTEGRATION STRATEGY

Regional Connectivity

The first strategy is to improve the regional connectivity of uMlazi to the region through the proposed M579 road to link the M30 in uMlazi to Pinetown. This will provide direct and additional connectivity to a wider regional economy for Umlazi.

Regional Scale Centre

Due to the distance of approximately 25km between Durban CBD and Umlazi, there is a need for a secondary urban centre to the CBD as part of the Polycentric City. This will imply that the regeneration of Umlazi will not only focus on local needs, but the regional function of the area as a regional centre.

Regional Development Lattice

The complete accessibility of uMlazi to all its residents and to regional opportunities is vital as increased linkages imply increased opportunities. Especially the north-south linkages within between the M30 and the remainder of Umlazi will be crucial in this regard.

Figure 51 – Spatial Re-integration Strategy
CONCEPTUAL AREA FRAMEWORK - CONCEPT

ACCESSIBILITY LINKS

RAIL MOBILITY ROUTE

REGIONAL CENTRE /

NODE

ACCESSIBILITY LINKS
4.1. Proposed Broad Road Network

It has been reiterated that uMlazi’s connectivity with the eThekwini Transport Network relies only on the north-south movement which hinges off the N2 corridor.

The planned M579 link route will contribute towards improved circulation and reinforce north-south integration of uMlazi into the broader eThekwini municipality.

Secondly it is important to provide additional access point to uMlazi in the east to ensure increase access to the N2/ R102 corridor and its related opportunities. Specifically additional and improved linkages with the R102 will be sought towards Isipingo. This is envisaged to both improve accessibility to uMlazi but also provide access to employment opportunities for its residents.

The internal north-south linkages within uMlazi will need to be improved and especially improved linkages to the M35 will contribute toward a more functional distribution network. A potential future linkage over the Mlazi River to connect to the Higginson Highway is indicated, but seen as a long term alternative.

As per typical corridor development, the main arterial access route is meant to serve as mobility route and not accommodate all the activities envisaged. For this reason the M30 is viewed as mobility route and parallel activity streets are identified as activity corridors. The exact locality of these activity corridors will be determined during the next phase of the process.

As part of the strive for improved connectivity the uMlazi Station, KwaMnyandu and Zwelethu Rail station have been identified as PT transfer facilities offering rail line haul service, supported by a road based feeder system.

The proposed series of access routes and linkages are illustrated by Figure 52 overleaf.
**Figure 52 – Proposed Broad Road Network**

**Broad Road Network:** Umlazi's connectivity with the eThekwini Transport Network relies only on the north-south movement which hinges off the N2 corridor.

- The N2 corridor is currently experiencing capacity constraints, therefore additional north-south link roads are required.
- The planned P579 to Pinetown will reinforce north-south integration of Umlazi into the broader eThekwini municipality.

**Broad Rail Network:** The Umlazi Station, KwaMnyandu and Zwelethu Rail station have been identified as FT transfer facilities offering rail line haul service, supported by a road based feeder system.
4.2. Hierarchy of Nodes

In line with the Polycentric City Model, the above mentioned linkages are important as far as they connect sub centers or nodes to each other. It is therefore important to identify a hierarchy of nodes and their related functions.

Figure 53 provides a conceptual hierarchy of nodes which will be guide the further design and planning of individual nodes. It is important to approach each node not in isolation, but as its function and position as part of the M30 corridor.

From previous sections in this report it should be evident that the UMlazi Megacity, Glebelands, Ezimbuzini and UMlazi V nodes actually function as a system of mixed uses at the Gateway of the M30 Corridor and UMlazi as a whole. As such the regional accessibility of this node together with the variety of mixed uses indicates that this node could function as a regional center.

It should however be noted that current congestion around this node will need to be considered and addressed with further development proposals.

The Mangosutho/ KwaMnyandu Node is seen as a single node and the interactions between the two pole of this node viz. the Mangosutho Technikon and the KwaMnyandu station should ideally be linked into a continuous node. It is envisaged that the function of this node will be a mixture of commercial opportunities (especially around the station) and regional social facilities such as the King Zwelithini Stadium and the Mangosutho Campus itself. It is envisaged that this node will perform a major service to the majority of residents within UMlazi.

The UMlazi W Node should not be seen as being divorced from the KwaMnyandu/ Mangosutho node, but rather functioning in support of one another. Due to the relatively short distance between these nodes it is believed that UMlazi W could provide crucial office and smaller retail services. Furthermore it is believed that a long term trend will occur where these two nodes will expand towards each other through the current residential areas between them. It will therefore be important to ensure improved connectivity between these nodes.

The UMlazi Station node is seen as an important neighborhood node which will serve both the economic and social needs of residents towards the west of UMlazi. The potential P579 link to the industrial areas of Pinetown and New Germany could create opportunities for some light industrial activities around this node.

The linkages and land uses within each of the nodes will be explored in more detail during the next phase of the process.
Figure 53 – Conceptual Hierarchy of Nodes

- good access,
- compactness and
- internal circulation
- robustness
This Section represents the conceptual framework for the wider contextual area of the M30 Corridor and identified nodes within uMlazi. The broader city wide analysis provided indicates that uMlazi is not effectively connected to the rest of the city and will require improved and even additional linkages.

Furthermore the concept of the Polycentric City advises that uMlazi should ideally function as a secondary urban center and it is important to approach the further design of nodes within the study area from this perspective.

The conceptual spatial framework proposed herein is thus based on the regional needs of uMlazi as part of the greater Durban structure, while attempting to address the direct needs of local residents.

The result is a series of connectivity's proposed as well as an accompanying hierarchy of nodes. These nodes will be planned and designed in more detail within the following phase of the project and ultimately lead to a set of urban design plans and associated project to improve the structure, urban quality and functioning of both the M30 corridor as well as the various nodes towards the overall regeneration of uMlazi.