



Linking **People**
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Local Area Plans:

NORTHERN URBAN DEVELOPMENT CORRIDOR

Ethekwini Municipality

Stakeholder Engagement Report

Draft

Contract No: DPU/FPB 0005

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SYNOPSIS: Summary Report of Public Participation and key stakeholder interaction				
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QUALITY VERIFICATION				
This report has been prepared under the controls established by a quality management system that meets the requirements of ISO 9001 : 2000.				
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CONTENTS

1	PUBLIC PARTICIPATION PROCESS FOR THE NUDC	3
2	KEY ISSUES	3
3	SUMMARY OF ENGAGEMENTS	4
4	ANNEXURE.....	19

1 PUBLIC PARTICIPATION PROCESS FOR THE NUDC

The public participation and key stakeholder engagement process for the NUDC project was conducted over a one week period from 30 June until 6 July 2010 and was facilitated by the Development Planning and Management Unit.

It was agreed that six meetings be held at the end June/July and that due to the 2010 FIFA World Cup™ meetings would be arranged on evenings when there were no scheduled matches.

Invitations to the public meetings were sent to the Councillors, to a database of stakeholders from INK, Tongaat and Verulam and notices were placed in local community newspapers.

The schedule of engagements was as follows:-

PUBLIC MEETINGS

Wednesday 30 June 2010	Tongaat Town Hall Greenbury Hall (Phoenix)
Thursday 1 July 2010	Newlands East Hall Montview Community Hall (Verulam)
Monday 5 July 2010	Besters Hall (INK Stakeholders Forum)

Each engagement was structured in the following manner.

- The meeting was opened by the Councillor for the area
- A presentation of Local Area Plan Concept for relevant area
- Discussion, comments or queries on the presentation
- Stakeholders were given until 16 July 2010 to provide written comment.

KEY STAKEHOLDER ENGAGEMENTS WITH ACSA, DUBE TRADEPORT AND TONGATT HULLET DEVELOPMENTS

- Tuesday 6 July 2010 6½ Floor City Engineers Building

Each engagement was structured in the following manner.

- The meeting was opened by the Head of the DP/EMU
- A presentation of NUDC Concept including 2030 Scenarios
- Discussion, comments or queries on the presentation
- Stakeholders were given until 16 July 2010 to provide written comment.

A follow-up meeting on the transportation aspects of the plan was held on

- Thursday 29 July 2010 ETA Offices

Aside from the notes of the various meetings, only three formal submissions were received. One from Dube Tradeport and two from Tongaat Hulett Developments.

Copies of the notes of meetings and the formal submissions received are included in the Annexure.

2 KEY ISSUES

The timing of the public participation process during the 2010 FIFA World Cup™ unfortunately had a negative impact on attendance at the public meetings. This was also likely compounded by the fact that intensive public engagements were undertaken in the latter part of 2009 on the Northern Spatial Development (NSDP).

Whilst attendance at most meetings was in the order of twenty to thirty people, the contributions and insights provided at the meetings were considered of high value to the project.

In the engagements in Phoenix/INK an interesting perception emerged where residents of Phoenix believe all development opportunities and funding are being funnelled into INK, and the INK residents believe that all opportunities and funding are being funnelled into Phoenix.

There is an element of territorial parochialness evident when engaging around long-term strategic planning. Communities and developers are interested in how the proposals affect them.

Concerns were raised in a number of forums that there is a lack of feedback on previous comments from other processes.

3 SUMMARY OF ENGAGEMENTS

The following tables summarise the key issues raised at the various public and stakeholder meetings, as well as the issues raised by Dube Tradeport and Tongaat Hulett Developments in their written submissions. Full details of all meetings are contained within the Annexure to this report.

Table 1: Phoenix Public Meeting (30 June 2010)

ISSUE	SOURCE	MUNICIPAL RESPONSE
1. Concept <ul style="list-style-type: none"> The concept presented was complimented however the timescales associated with the plan are too long-term 	Members of the Public	Noted, it is the nature of the plan
2. Phoenix Town Centre <ul style="list-style-type: none"> There is a need for a taxi rank There is congestion in the Phoenix Town Centre which needs addressing. 	Members of the Public	Noted, detailed precinct planning required in the Town Centre
3. Integration of Communities <ul style="list-style-type: none"> The community expressed a strong concern about being grouped together with INK. The perception is that INK get's the lion's share of the budget Local labour for new projects in the LAP area are ring-fenced for the specific local community i.e. small contractors in Newlands/Phoenix unable to tender for work in KwaMashu 	Members of the Public	Comment noted
4. Densification <ul style="list-style-type: none"> A concern that Phoenix is densifying beyond what it has been designed for was raised. They community are concerned that what little open space that remains in Phoenix is being eroded away by the Council's Infill Housing project. 	Members of the Public	Elizabeth Dumbled responded that in part, the problem could be attributed to the fact that the Land Use Scheme applicable to Phoenix does not permit the reservation of land for environment, community facilities etc
5. Transportation System <ul style="list-style-type: none"> A concern was raised whether any of the new roads proposed would be tolled. Instead of building new roads, focus should be on upgrading and repairing existing roads ETA asked to investigate when the upgrades to Northern Drive will be completed. What will happen to traffic in and out of Phoenix when Cornubia developed? 	Members of the Public	Noted, to be addresses in Transportation Network for NUDC
6. Budget Process <ul style="list-style-type: none"> Only OPEX budget being provided for, no CAPEX since 1999. 	Members of the Public	Need to investigate if the perception is correct.
7. Housing <ul style="list-style-type: none"> The current housing delivery is targeting the R400,000 market which is beyond the reach of most in the Phoenix area. How sustainable are the hostel upgrades. These currently operate at a deficit 	Members of the Public	Comment Noted
8. Community Facilities <ul style="list-style-type: none"> There are insufficient community facilities in Inanda especially libraries. 	Members of the Public	Comment Noted

ISSUE	SOURCE	MUNICIPAL RESPONSE
9. Procedural <ul style="list-style-type: none"> The community expressed concern that a number of issues they had raised through the IDP process were yet to be materialised e.g. the need for a swimming pool There has been no feedback to the community on the Dube EIA process. 	Members of the Public	Comment Noted
10. Airport <ul style="list-style-type: none"> Concern re flight paths linked to airport 	Members of the Public	Comment Noted.

Table 2: Tongaat Public Meeting (1 July 2010)

ISSUE	SOURCE	MUNICIPAL RESPONSE
1. Loss of Agricultural Land <ul style="list-style-type: none"> Concern regarding loss of agricultural land in the area; why is the city not undertaking brownfields redevelopment in the city core? 	Geoff Pullan, Councillor	<i>Helene Epstein (DPEMU)</i> : The aim of the urban development corridor is to concentrate urban development within the corridor so that agricultural land to the west is protected. A climate change study being undertaken by the city will also clarify this issue, relating to food security. <i>ClIr Abrahams</i> : In 1987 plans to expropriate Tongaat South/ Inyaninga for urban development were halted by province as it was prime agricultural land. However Tongaat Huletts is now releasing agricultural land for development, and is not concerned regarding the loss of agricultural land.
2. Population Projections <ul style="list-style-type: none"> How accurate are the population projections, and do they take into consideration the impact of HIV/AIDS? 	Jiefua Pillay, Tongaat Civic Association	<i>Logan Moodley (ETA)</i> : The population projections do take HIV/AIDS into account. The LAP is a 20 year plan but the population projections could be for 15 or 30 years depending on actual population growth, which is difficult to predict.
3. Informal Settlements Upgrading <ul style="list-style-type: none"> What does informal settlements upgrading mean compared to the development of new housing? What will be delivered? 	Jiefua Pillay, Tongaat Civic Association	<i>Faizal Seedat (HD)</i> : The upgrading of informal settlements results in the construction of new houses and the provision of all services. This is to the same standard as greenfields housing development. <i>ClIr Abrahams</i> : A number of greenfields housing projects are in the pipeline in Tongaat including - Tongaat South (with Tongaat Hulett Developments, now called Tongaat South West) - 12,500 units of which 1,000 will be middle income; Aberfoyle - 2,500 units; uMbhayi Project (greenfields development) - 890 units.
4. Local Empowerment <ul style="list-style-type: none"> Dube Tradeport promised local empowerment and benefits to local businesses, yet that has not materialised as much as anticipated. Seems to be 'jobs for pals'. 	Councillor Brian Jayanathan	<i>Steve Angelos (ED)</i> : The Municipality is not aware of all the specifics of assurances made by Dube Tradeport to the Tongaat community. However the Tongaat LED strategy would aim to ensure that there are direct local benefits to Tongaat. <i>ClIr Abrahams</i> : A number of Tongaat residents are now working at the

ISSUE	SOURCE	MUNICIPAL RESPONSE
		new airport. The airport employs people from across the northern region (also Verulam, Waterloo). They also had to retain existing employees. A number of factors and qualifying criteria had to be considered.
<p>5. Water Supply Constraints</p> <ul style="list-style-type: none"> Concerns regarding the predicted massive population growth in the area, and the pressure on water resources. How will water supply be provided in light of water shortages? Water storage also a concern. 	Wade Holland, WESSA/Coastwatch:	<i>Helene Epstein (DPEMU)</i> : Other parallel studies are currently being done to look at future water demand (e.g. Water Reconciliation Study). Water demand will exceed water supply, and so other alternatives need to be considered, e.g. recycling, more dams. Based on these studies (including climate change studies), spatial planning for the area will need to be reviewed. Northern SDP is being reviewed on annual basis in light of other studies.
<p>6. Tolls</p> <ul style="list-style-type: none"> The Tongaat toll and the airport tolls need to be removed. They are resulting in extensive damage to the M4 and R102 as heavy trucks avoid the tolls. 	Geoff Pullan, Councillor	<p><i>Cllr Abrahams</i>: The R102 is being repaired constantly. Tolls need to be abolished not shifted elsewhere. This also has a major impact on traffic in Tongaat. For 25-30 years land has been set aside for the proposed W bypass; but the Water Department has recently installed a water pipeline in the middle of it. The uMbhayi housing project has made sure that the W bypass route has been protected.</p> <p><i>Logan Moodley (ETA)</i>: The toll issue is a serious issue city-wide. The Council opposed the airport toll and the proposed south toll (Toti). This issue needs to be taken up politically by the Mayor, especially as it affects the whole city. The timing of the development of an Eastern Arterial and a Western Bypass is critical, to ensure that it does not have a negative effect on the town's economy.</p> <p><i>Anton Aiello (Consultant)</i>: The preliminary traffic modelling suggests that both an Eastern arterial and a Western Bypass will be required in the future to assist with alleviating this problem, but it is not clear currently which should be developed first. If an Eastern arterial were developed first, it would open up the eastern area for development. The next phase of the project is to finalise modelling the development and phasing for the next 20 years.</p>
<p>7. City plans vs Tongaat Hulett Development (THD) Plans</p> <ul style="list-style-type: none"> The NSDP was presented to the community regarding city plans to unlock development in the Northern Corridor. THD has already presented its development plans for the area. Is the Local Area Plan a city plan or THD's plan? THD has already got an EIA in process. It seems that everything hinges around THD, and that the city is behind. THD should have attended this meeting. Past injustices need to be addressed; the less privileged are not participating at that level, and so the process is flawed. Tongaat is landlocked and so is not able to grow. They welcome THD development and the spin-offs of that development, but 	Paresh Lakha, Tongaat Business Forum	<i>Helene Epstein (DPEMU)</i> : While there is some alignment between the city's and THD's plans, the Northern SDP is the only plan approved by Council, and is therefore considered city policy. The NSDP is the plan that will guide development in the area. THD will submit applications to the city, and the NSDP will be used to guide the city's decisions concerning development and infrastructure. Likewise the LAP will guide development in the area once approved. Stakeholder engagement has taken place over a long time. Issues are still being debated, and elements of the city's planning are being challenged.

ISSUE	SOURCE	MUNICIPAL RESPONSE
<p>the community leaders need to be brought on board. Tongaat must not be another Isipingo.</p> <ul style="list-style-type: none"> • THD's presentation on the uShukela and Inyaninga developments gave the impression that it was a 'done deal'. 		<p>The city has a range of responsibilities that do not align with the private sector's interests. The city will meet with Dube Tradeport, ACSA/THD to discuss the LAP. An institutional response to satisfy the community needs to be considered, e.g. a development forum.</p> <p>Cllr Abrahams: The community needs to continue to negotiate with THD to make trade-offs, e.g. 1,000 upmarket housing units at Inyaninga instead of all office park. Although it would be ideal to bring all planning for the area together, it is not possible to discuss all developments, and different levels of planning at one meeting.</p> <p>Anton Aiello (Consultant): Local knowledge is very important to this process, and help to ground the project in local issues. The LAP has been developed in a metropolitan context, so this local input is valuable and enriching to the plan.</p>
<p>8. Lack of Synergy Between Various Plans for Area</p> <ul style="list-style-type: none"> • The community needs to know how the NSDP, Dube Tradeport and THD plans and presentations tie up. It appears as if their plans are rubber-stamped at a high level. One presentation is needed with the city and other developers/all stakeholders for clarity. 	<p>Councillor Praggie Padayachee</p>	<p>The above discussion also applies to this issue.</p>
<p>9. Economic Future of Town of Tongaat</p> <ul style="list-style-type: none"> • The town of Tongaat is of concern, as its integration into the bigger development picture is extremely slow. The focus of development has been more on housing in Tongaat. How will the current town change from an infrastructure point of view? How will growth be integrated with the town? 	<p>Lionel Naidoo, Tonga East Civic Association</p>	<p><i>Anton Aiello (Consultant):</i> As a partial response to this issue, the city will support Tongaat through its housing programme and the facilitation of agricultural issues related to Dube Tradeport. The city's housing programme will result in ongoing construction job opportunities for 20-40 years. New office development and the response of the town itself to the surrounding development will also generate opportunities. Zoning will need to support local investors. The property market itself can be promoted to generate redevelopment and higher density development. Economic investment can be spread in the housing sector, including the rental market. It is important the Tongaat is grown and not just shifted to a new location.</p> <p><i>Cllr Abrahams:</i> The LAP will be supported if Tongaat is supported economically. The west and south areas of Tongaat need to be developed. What does this area have to offer visitors/ tourists? How can Tongaat sustain itself? The sustainability of the town is critical.</p> <p><i>Paresh Lakha:</i> Tongaat is a 'breakfast community' – 60% of residents leave the area for work; high unemployment. Growth must occur from the town centre. Tongaat can be the first open shopping centre – create pedestrian environment, parking garages, remove the parking problem; this will attract visitors. Development will be no</p>

ISSUE		SOURCE	MUNICIPAL RESPONSE
			different to apartheid if it's just industrial jobs outside of Tongaat. Community participation is critical.
10.	Outcome of Community's Comments <ul style="list-style-type: none"> The community made submissions at the NSDP and THD presentations, but have had no feedback on what happened to those comments. 	Paresh Lakha, Tongaat Business Forum	<i>Helene Epstein (DPEMU)</i> : The community's comments were submitted to the city's Economic Committee. They have not been ignored, but the municipality is still in the process of consolidating all the technical responses from the various departments, before they will be posted on the municipal website or emailed to stakeholders.
11.	Umdloti Wastewater Treatment Works <ul style="list-style-type: none"> EIA is underway for this treatment works on the Umdloti River next to the N2 just before the entrance to the airport. Concerns that the EIA process has not looked at the full context, visual impact on tourists. Recycling/ water issue must be investigated. 	Wade Holland, WESSA/Coastwatch	<i>Anton Aiello (Consultant)</i> : The municipality is investigating the potential of water recycling and water transfer schemes. They are still going through the technical process. <i>Cllr Abrahams</i> : The community objects to this treatment works on the Umdloti. Environmental right is a constitutional right.
12.	Impacts of Development on Natural Habitat <ul style="list-style-type: none"> The Dube Tradeport development has impacted on the natural environment – how do we take control to manage impacts such as the displacement of monkeys, which are now impacting on Tongaat? 	Councillor Praggy Padayachee	<i>Cllr Abrahams</i> : There is an initiative underway to examine the growing monkey problem. This issue will be taken up there as well.
13.	Short Term Implementation Plans <ul style="list-style-type: none"> What are the city's short term (2-3 year) implementation plans? 	Lionel Naidoo, Tongaat East Civic Association	<i>Anton Aiello (Consultant)</i> : The project will be looking at its phasing of the Local Area Plan as its next step.

Table 3: Newlands East Public Meeting (1 July 2020)

ISSUE		SOURCE	MUNICIPAL RESPONSE
1.	The meeting was abandoned at 18h30 due to non-attendance		

Table 4: Verulam Public Meeting (1 July 2020)

ISSUE		SOURCE	MUNICIPAL RESPONSE												
1.	<p>Linkages Between Verulam & Airport</p> <ul style="list-style-type: none"> Connectivity to the airport seems limited. What connections are planned between Verulam and the airport? 	Members of the Public	The preliminary traffic modelling suggests that Verulam should be linked to the airport via the upgraded R102 (including a full interchange) and via the M27 and the proposed new central arterial linking Cornubia to the airport.												
2.	<p>Low Income Housing Development</p> <ul style="list-style-type: none"> Will land be surveyed and developed for low cost housing? Are there any projects that are in the pipeline? 	Members of the Public	<p>It is the municipality's intentions to acquire, survey and service land for low cost housing for in-situ upgrades as well as greenfields projects</p> <p>A number of housing projects are in the pipeline in the Local Area including:</p> <table border="0"> <tr> <td><i>Cornubia</i></td> <td><i>Hibiscus Rd</i></td> <td><i>Amoatana</i></td> </tr> <tr> <td><i>Trenance Park 4B</i></td> <td><i>Blackburn Village</i></td> <td><i>Redcliffe</i></td> </tr> <tr> <td><i>Amawoti-Amaotana</i></td> <td><i>Amawoti-Moscow</i></td> <td><i>Canelands</i></td> </tr> <tr> <td><i>Verulam 2</i></td> <td></td> <td></td> </tr> </table>	<i>Cornubia</i>	<i>Hibiscus Rd</i>	<i>Amoatana</i>	<i>Trenance Park 4B</i>	<i>Blackburn Village</i>	<i>Redcliffe</i>	<i>Amawoti-Amaotana</i>	<i>Amawoti-Moscow</i>	<i>Canelands</i>	<i>Verulam 2</i>		
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<i>Amawoti-Amaotana</i>	<i>Amawoti-Moscow</i>	<i>Canelands</i>													
<i>Verulam 2</i>															
3.	<p>Development Types & the Effect of Housing on Public Transportation</p> <ul style="list-style-type: none"> Will Cornubia be only residential or will there also be other uses? What effect will the housing component have on improving the viability of public transport? 	Members of the Public	There will be residences, social facilities, industry and commerce. About 100,000 new residents are planned for. Many of them will want to use public transport, and consequently, there is a significant number of potential public transport users. The density at which the residential areas will be developed will be another important factor to help make public transport viable.												
4.	<p>Residential Densities</p> <ul style="list-style-type: none"> What residential densities are being considered for Cornubia? 	Members of the Public	Residential densities of more than 40 dwellings per hectare, and up to 200 dwellings per hectare, are suggested for Cornubia.												
5.	<p>Spatial Integration</p> <ul style="list-style-type: none"> Will Cornubia grow towards existing residential areas? 	Members of the Public	Cornubia will have Umhlanga Ridge, Waterloo and Mt Edgecombe as its neighbours. Over time, Verulam and Cornubia could grow toward each other along the R102.												
6.	<p>Public Transport Improvement</p> <ul style="list-style-type: none"> Will the municipality improve public transport in Verulam? 	Members of the Public	The municipality has started the planning of an integrated rapid public transport network for the entire metropolitan area. All envisaged development and the existing town centres are included in that planning.												
7.	<p>Required Densities for Public Transport</p> <ul style="list-style-type: none"> What density is required to make public transport viable? 	Members of the Public	Public Transport is most viable at high densities; a general rule is to have the highest densities close to the public transport stops and have lower densities in between stops.												

ISSUE		SOURCE	MUNICIPAL RESPONSE
8.	The Type of Interim Public Transport <ul style="list-style-type: none"> In the period that it takes for the area to become fully populated, what interim public transport will there be? 	Members of the Public	Public Transport will be provided during all phases of development. As can be expected, capacity of the public transport will grow with the increase of the population. More capacity in public transport means that larger vehicles become more viable (e.g. buses and trains), and until that point is reached, smaller vehicles could be used (e.g. mini-bus taxis and 'mynah' buses).
9.	Dedicated Public Transport Lanes <ul style="list-style-type: none"> Will there be dedicated public transport lanes? 	Members of the Public	In some sections dedicated public transport lanes will be implemented to guarantee travel times for the passengers. All the exact details and locations for dedicated public transport lanes still need to be determined.
10.	Define "Creating Vibrant Places" <ul style="list-style-type: none"> What is meant by the phrase used in the presentation "creating vibrant places"? 	Members of the Public	This includes a variety of different built and natural environments, good public transport, a stable local economy, and safety.
11.	River Pollution <ul style="list-style-type: none"> The Canelands & Ottawa industrial areas are close to the river. Will this not increase the risk of pollution? 	Members of the Public	The municipality will uphold and enforce environmental legislation.
12.	LAP Follow Up Presentations <ul style="list-style-type: none"> The LAP is due to be complete by end of July. Will there be time for follow-up consultations? 	Members of the Public	No dates have been set for future meetings.
13.	Separation of Different Land Uses <ul style="list-style-type: none"> Is there clear separation of industrial, residential, agricultural, and commercial? Will agricultural land in be protected? 	Members of the Public	There is some degree of separation, though there are also substantial areas in which the idea of mixed-used development will be actively promoted, especially in areas of higher densities along the main public transport routes. Regarding agriculture, the aim of the urban development corridor within which the Verulam-Cornubia Local Area falls is to concentrate urban development within the corridor so that agricultural land to the west is protected.
14.	Optimum Population <ul style="list-style-type: none"> What is the optimum population for the area? 	Members of the Public	From a public transportation perspective a mixed use of residential, employment and commercial activities is preferred. This will result in balanced utilization of the public transport vehicles in both directions during the peak hours.
15.	Adequate Infrastructure for Optimum Population <ul style="list-style-type: none"> What infrastructure upgrades will be needed to accommodate the optimum population? 	Members of the Public	Additional infrastructure will be needed as the population increases. The initial study into what infrastructure will be required indicates that upgrades or new sewer works and bulk pipes will be required, as well as new roads. For the sewer works, additional capacity of 118 Megalitre per day will be required ultimately, and for the water

ISSUE		SOURCE	MUNICIPAL RESPONSE
			purification side, no additional capacity will be required for the foreseeable future.
16.	Infrastructure & Transportation Costs <ul style="list-style-type: none"> Infrastructure and transportation costs increase with distance from established urban centres. Has this been taken into consideration? 	Members of the Public	The municipality's objective is to balance the optimisation of the existing developed centres as well as the greenfields developments that will be triggered by the new airport. This study is a tool to reach that objective of balance.
17.	Informal Settlement Upgrading <ul style="list-style-type: none"> The plan recommends the upgrade of existing informal settlements. Will this not entrench a situation where people are living far away from job opportunities? 	Members of the Public	For more urban settlements, the municipality prefers an in situ upgrade approach, especially where residents are able to work or trade nearby and-or easily commute to economic opportunities. For more remote settlements, the municipality looks at each case. The same thinking will be applied to the informal settlements in the Local Area.
18.	Traffic Circles on R102 <ul style="list-style-type: none"> Would it be possible to have traffic circles on the R102 rather than traffic lights. Unlike lights, circles allow traffic to keep flowing, reduce travelling speeds, costs less to operate, are difficult to damage, and continue to function during power cuts. 	Members of the Public	All the benefits of traffic circles are known to and appreciated by the municipality. Traffic volumes and topography are important factors in the decision of the principle intersection solution and layout and will be determined while further detailing the designs.
19.	Housing Developers <ul style="list-style-type: none"> Who will be the developers of housing in Cornubia? 	Members of the Public	The municipality and Tongaat Hulett will develop the land. The municipality will develop the top-structures for the low-cost housing, and private developers will develop the top-structures for the housing for the remaining market segments.
20.	Meeting Between all Stakeholders <ul style="list-style-type: none"> Would it be possible the municipality to convene a meeting of all the Verulam stakeholders, including Tongaat Hulett? 	Members of the Public	The suggestion was noted.

Table 5: INK Stakeholder Forum (5 July 2010)¹

ISSUE	SOURCE	MUNICIPAL RESPONSE
<p>1. Population Projections</p> <ul style="list-style-type: none"> Do the population projections take into account refugees/immigrants to Durban 	Member of Forum	Emigration and immigration into the City have not been quantified in the population projection figures used for this exercise.
<p>2. Focus of Local Area Plan</p> <ul style="list-style-type: none"> The LAP has focussed on new development areas, the focus should be in the area becoming more self-sufficient The timeframes are too far away, the community wish to know exactly where in INK development is going to take place and when More job opportunities need to be provided in the area – is spoken of often but yet to materialise 	Member of Forum	Whilst the LAP provides the spatial structure and space in which the P/INK area can diversify its economy, the interventions required to realise these opportunities are linked to a Local Economic Development Strategy
<p>3. Retail in the Area</p> <ul style="list-style-type: none"> A question was raised as to why the Phoenix Plaza shopping centre is bigger than the Bridge City shopping centre Money should be spent in retail centres in INK 	Member of Forum	The size of retail centres is linked to economic thresholds. Phoenix Centre is mature centre that has grown over time.
<p>4. Role of Small Contractors</p> <ul style="list-style-type: none"> Small contractors are battling to get development opportunities, there is a perception that opportunities are skewed in favour of small politically connected minority 	Member of Forum	Noted
<p>5. Provision of Housing</p> <ul style="list-style-type: none"> Insufficient schools are being provided in new housing areas What is happening for housing opportunities at Amawoti Health and sanitation issues are of concern in informal settlements The community is unable to afford the housing opportunities associated with higher density developments Housing issues in Ward 44 need to be addressed 	Member of Forum	Investigate
<p>6. Provision of Social Facilities</p> <ul style="list-style-type: none"> A clinic is needed in Ward 156 (Amatikwe) A library is required in Ward 53 	Member of Forum	Investigate needs in terms of Accessibility Mapping project
<p>7. Procedural</p> <ul style="list-style-type: none"> There was confusion regarding the setting up of this meeting, the sms notification was sent out late 	Member of Forum	The INK ABM representative apologised for the confusion

¹ Given the last minute notification of this meeting, a translator for this meeting was not formally arranged and a SSI team member volunteered to assist with the translation of the presentation to the Forum in Zulu. However the discussions at the end of the meeting were conducted in Zulu without any English translation. This summary therefore reflects our best efforts to reflect the discussions and represent the issues raised.

Table 6: Written Submission from Tongaat Hulett Developments (16 July 2010 & 29 July 2010)

ISSUE	MUNICIPAL RESPONSE
1. Statement of Support for the Process	
<ul style="list-style-type: none"> • There is a need for a Broad Planning Framework to facilitate growth in north • There is a need for a partnerships to plan and unlock this prime corridor • Alignment between the public and private sector is required • THD committed to working with the Municipality and other stakeholders, both public and private 	Noted and in agreement – see implementation strategy
2. Development Scenarios	
<ul style="list-style-type: none"> • The high growth scenario appears to be conservative – the Tradeport has an annual capacity of 100,000 tons with the potential to increase to 400,000 tons– the high growth scenario only reflects 60,000 tons by 2030 • The fairly positive outlook of the high growth scenario does not appear to have been filtered down into the NUDC or LAPs which have been restricted to a limited area for development in the next 20 years 	The take-up rates for the NUDC were developed from historical data and take into account the development plans of various stakeholders in the area. The scenarios are conservatively optimistic. The quantum of land allocated in 2030 spatial concept exceeds the requirements in terms of the scenarios developed
3. Public Transport Systems	
There is no mention of Public Transportation infrastructure and systems for 2030	Noted – details of Public Transport were not provided in initial reports on which comments are based
4. Representation of Aerotropolis	
<ul style="list-style-type: none"> • It is unclear how the NUDC embraces this global concept 	The aerotropolis is a key concept within the NUDC however it is noted that the institutional arrangements and supply-chain logistics associated with the aerotropolis were not the subject of this study
5. NSDP	
<ul style="list-style-type: none"> • Suggest a review of the NSDP in terms of the outcomes of the NUDC project 	The NSDP will be reviewed in due course
6. Spatial Concept & Economic Strategy/Framework	
<ul style="list-style-type: none"> • Spatial concept based on infrastructural limitations 	Spatial concept reflects the desired spatial structure for the NUDC and is not based on infrastructural limitations
<ul style="list-style-type: none"> • Connections, linkages and integration are vital to the success of the Airport as an economic driver specifically with the Port and CBD 	Agreed – The protection of regional mobility along the N2 is vital in this regard
<ul style="list-style-type: none"> • Increasing passenger numbers and cargo will have a significant knock-on and multiplier impact on surrounding areas 	Agreed
<ul style="list-style-type: none"> • The correct mix and clustering of land uses is important 	Agreed
<ul style="list-style-type: none"> • There is no economic development strategy focusing on harnessing the opportunities presented by the Aerotropolis and Tradeport 	The preparation of a detailed economic development strategy is not part of the NUDC process. The business environment and institutional mechanisms required to enable the spatial vision are vital and the emphasis on this element is noted.

ISSUE	MUNICIPAL RESPONSE
7. Transportation Network	
<ul style="list-style-type: none"> • Whilst the transport Framework provides a clear overall framework there was a request for clarity on a number of particular transportation elements 	See response below
<ul style="list-style-type: none"> ○ Link between R102 (Northern Drive) and M4 through Cornubia – the role of this route is unclear – suggest linking via Cornubia Interchange 	The link is designed to provide access across the N2 and to provide an arterial between the M4 and the R102 providing high quality access to these metropolitan roads from the existing and future residential and commercial developments. An arterial through uMhlanga New Town centre was deemed inappropriate; this would cause similar traffic problems as currently experienced in Tongaat CBD.
<ul style="list-style-type: none"> ○ Link between M41 (Marshall Dam/Phoenix) and the R102 North of Tongaat (including Tongaat Eastern Arterial – propose variation that links into Tongaat CBD as PT spine between Umhlanga-Airport-Tongaat 	Central Mobility Spine continuing north of the airport into the eastern arterial links all the green field developments and provides access. The Central Mobility Spine includes the Public Transport Route from Gateway via Cornubia via the airport going further northbound with a link into Tongaat CBD.
<ul style="list-style-type: none"> ○ The western arterial (to the west of Tongaat) – unclear on exact alignment and eastern arterial is suggested as alternative for the proposed new western alignment of R102 	Diagram available at time of comment was of a diagrammatic nature. The western alignment for the R102 is the alignment previously established and still reserved. The western alignment will provide the high quality regional mobility function and provides a good opportunity to link to the Pietermaritzburg and the western regions of the eThekweni Municipality.
<ul style="list-style-type: none"> ○ Link between new R102 (east of Tongaat) and M4 and Zimbali – alignment seems to conceptual 	The eastern arterial will function as the access arterial to all the envisioned developments and not as the new R102 (see comment above). The link depicted on the material provided at the time of comment is of a conceptual nature.
<ul style="list-style-type: none"> ○ From a PT perspective, the broad framework is positive noting that the coastal strip and linkages east of the N2 have been included. Clearly more work is required on the final networks and modes of PT 	Agreed. More analyses and alignment with IRPTN study from ETA have been undertaken. Refer to Transportation Framework report for final PT network.
<ul style="list-style-type: none"> • Concern over suggestion that no new interchanges be permitted on the N2 	The role of the N2 as national and regional mobility route must be protected in order to protect the integrity of a clear transportation hierarchy in the greater Ethekeeni area. Alternative north/south linkages should be the focus of intensified development and not the N2.
<ul style="list-style-type: none"> • Upgrade of M4/M41 upgrade 	Details related to securing commitment to upgrade this interchange are not within the scope of this project
<ul style="list-style-type: none"> • Request separate session to discuss Transportation aspects of the NUDC project 	Agreed. Meeting held 16 July 2010. See table 7.
8. Land Use	
<ul style="list-style-type: none"> • Further details relating to land use definitions requested 	Noted and incorporated into final LAP documents
<ul style="list-style-type: none"> • Impact of noise contours 	Development within the noise contours is subject to limitations as outlined in the final LAP documents. Amendments were made to the spatial concepts to reflect this.

ISSUE		MUNICIPAL RESPONSE
	<ul style="list-style-type: none"> Land use proposals in the Coastal strip 	The focus of this project was to refine land use proposals for the NUDC. Cognisance of existing land use proposals in adjacent areas was taken into account.
	<ul style="list-style-type: none"> Plan is considered restricted and controlled 	Disagree. The 2030 plan has made provision for a number of opportunity areas in excess of what would be deemed necessary for the development growth scenarios prepared for the project. Infrastructure needs to be provided in a coordinated manner and the corridor must be development in a compact manner. Guidance as to where development should occur is therefore crucial.
	<ul style="list-style-type: none"> Funding for infrastructure should be sourced from both private and public sector funding agencies 	Agreed. The overall spatial vision for the area however should be respected.
	<ul style="list-style-type: none"> Land release strategy 	Further information is provided in the Final LAPs with respect to the land release strategy and implementation framework
9.	Bulk Infrastructure	
	<ul style="list-style-type: none"> Bulk infrastructure provision should include development within the Coastal area 	Limited information was made available at this stage of the project. Provision has been made for the Coastal strip
	<ul style="list-style-type: none"> Focus on sanitation and bulk water infrastructure and not electricity 	Agreed as per the scope of this project
	<ul style="list-style-type: none"> Sustainability 	Agreed. The nature of this project was about sustainability at a city-wide scale. The implementation of sustainability measures at project level is vital for overall long-term sustainability and is supported.
10	Open Space Framework	
	<ul style="list-style-type: none"> Open space framework derived from D'Moss and does not deal with the value of goods and services in the overall development framework 	Disagree. The D'Moss system has been developed on the basis of ecological goods and services and is therefore the appropriate platform to build the open space framework for the NUDC. This layer was augmented in the NUDC process.
	<ul style="list-style-type: none"> NUDC and LAP open space framework should be reviewed in terms of the EMF for Dube 	Should the EMF suggest the expansion of the open space framework this would be welcomed. It is noted that the EMF will be subject to approvals from Ethekewini Municipality and DAEA.
11.	LAPs	
	<ul style="list-style-type: none"> Not appropriate to present LAPs as 2030 plans 	In terms of the City's package of plans, a local area plan is a 30 year plan
12.	Phoenix/INK Local Area Plan	
	<ul style="list-style-type: none"> Development opportunity along N2 should be permitted to occur within the next 20 years 	Agreed. Land release strategy was amended to include this portion as part of the 2030 picture.
13.	Verulam/Cornubia Local Area Plan	
	<ul style="list-style-type: none"> Land Use mix in Cornubia should include substantial new commercial, business and service opportunities 	Agreed, however this should be located in discernable nodes and not as strip development along the M41 and N2. Investment should also be streeted towards

ISSUE		MUNICIPAL RESPONSE
		existing nodes.
14.	Tongaat/Dube Local Area Plan	
	<ul style="list-style-type: none"> Land use plan precludes development in Ushukela Highway Precinct 	Development of this precinct south of Ushukela Highway is permitted
	<ul style="list-style-type: none"> Location of western and eastern bypass and arterial questioned 	See notes under transportation network .

Table 7: Written Submission from Dube Tradeport (16 July 2010)

ISSUE		MUNICIPAL RESPONSE
1.	<ul style="list-style-type: none"> City did not inform DTP of their response to the comments provided on the NSDP, nor that the plan was approved 	Recommend the City provide a response
2.	<ul style="list-style-type: none"> NSDP process is fundamentally flawed and the process of preparing the LAPs is fundamentally incorrect. The DTP has been engaged in a commenting role only. 	Local government is required in terms of the Constitution and the Municipal Systems Act to plan the area under their sphere of influence. Ethekwini Municipality is well within its rights to prepare a long term spatial concept for the Northern Spatial Development area. The DTP is a key stakeholder in the development of this corridor and recommendations in the Implementation plan suggest building stronger relationships.
3.	<ul style="list-style-type: none"> Vision remains essentially local rather than global. 	The concept developed for the NUDC embraces the DTP as a key component of the logistics platform for Durban, the Province, South African and sub-Saharan Africa
4.	<ul style="list-style-type: none"> Premise of the plan is reactive rather than proactive 	The plan is proactive. The City has set a vision of how it would like to see the development of the NUDC unfold.
5.	<ul style="list-style-type: none"> Future land uses are fixed 	Development planning requires the identification of land uses for a specific area these are refined during the development process and the same will occur in the NUDC area.
6.	<ul style="list-style-type: none"> DTP's 2060 framework is not included in the planning framework and DMoss at Dube Banks incorporated 	The DTP framework has been included for 2030. Areas under dispute (e.g. Dube Banks) were not included as they conflict with the Environmental Record of Decision. The area is an environmental offset for the development of the airport.
7.	<ul style="list-style-type: none"> Assumptions around the take-up rates are flawed 	The take-up rates for the NUDC were developed from historical data and take into account the development plans of various stakeholders in the area. The scenarios are conservatively optimistic.
8.	<ul style="list-style-type: none"> Air freight is one component of an efficient logistics network 	Agreed, therefore it is vital to establish a clear transportation hierarchy within the NUDC that protects regional mobility whilst at the same time provides metropolitan accessibility.
9.	<ul style="list-style-type: none"> City must provide details to recourse DTP can take to challenge the plan 	It is hoped that DTP would start to recognise where there are elements of agreement and build on these together with the City and other stakeholder to realise the development of the NUDC.

Table 8: LAP Discussion with Tongaat Hulett and Dube Trade Port (31 January 2011)

ISSUE		MUNICIPAL RESPONSE
1.	Differences were noted in the growth rates projected by the two main stakeholders and the municipality.	Growth rates based on extensive and thorough economic analysis and projections. It is in the city's best interests to ensure that the growth projection is realistic.
2.	It was suggested that the scenario planning methodology had been neglected in determining the potential for growth.	It was noted that the 20 year timeframe takes into account the short to medium term and 50 year timeframe deals with long term growth potential
3.	Important to focus on the ultimate take-up rather than the timeframes	Need to get an understanding from the 2 stakeholders whether the ultimate NUDC spatial structure is acceptable to them. In the 5 to 10 year implementation plan, stakeholder interaction will be critical to understand where development is desirable and likely. It is critical to follow the implementation strategy found in the plan to make this a success. The review process will be critical to ensure the 2030 plan is viable
4.	What about flexibility in the 2 scenarios?	The SEA process will also impact the review of the plan which will take place at the Branch's discretion (not legally required, but acknowledged to be important), and will take into account some amendments, but the most critical thing at this meeting is to get agreement on immediate priorities in order to allow for appropriate infrastructure planning
5.	<p>Priorities:</p> <p><u>Tongaat Hulett Developments</u></p> <p>Ushukela Highway Cornubia North Road network, particularly around Inyaninga (Blackburn Interchange also needs to be acknowledged in the plan) Inclusion of the Coastal LAP and NUDC together on a plan (ED suggested this occur as annexure to reviewed NSDP)</p>	Noted and these will be amended on the plan where aligned with the city (most likely in a review of the plan). Areas of non-alignment will need to be pended for discussion in the proposed Northern Development Forum.
6.	<p>Priorities:</p> <p><u>Dube Trade Port</u></p> <p>Northern Portion of the Airport Dube East (currently open space) Still under appeal, Environment branch to supply written confirmation that the site can be developed. (suggested alternative offset around the Hazelmere dam) S2 portion was in the original RoD, needs to be indicated. Road network through DTP not entirely in alignment, Interchange issue to be followed up and clarified. Mount Moreland indicated as agriculture, needs amendment. DTP will object to the NUDC on the basis of the Dube East open space, need to await the appeal outcome before a way forward can be sought.</p>	Noted and these will be amended on the plan where aligned with the city (most likely in a review of the plan). Areas of non-alignment will need to be pended for discussion in the proposed Northern Development Forum.

ISSUE		MUNICIPAL RESPONSE
7.	The lack of an obvious linkage to Verulam in the NUDC plan was raised	The road exists, but its scale is different to that of the roads proposed on the plan.
8.	Noted that it is the principle of connectivity to the towns of Verulam and Tongaat that is critical, therefore the road needs to be indicated, even if at small scale.	Noted. Cannot change this in the mapping at this stage, but will action on review and ensure future mapping and planning indicates this.
9.	Broader threat to Verulam is the issue of Economic competition.	The Verulam LED strategy and the ongoing Verulam Development Forum are attempting to ensure the sustainable economic development of the town.
10.	NUDC plan should have flexibility in its variety of land uses, with mixed uses prioritized.	Yes, mixed use is a priority and large areas (eg Cornubia) are designated mixed use with a degree of mixed use in all residential areas.

Table 9: Follow-up Discussion with Tongaat and Verulam Stakeholders (15 February 2011)

ISSUE		MUNICIPAL RESPONSE
1.	Plan seen to be weighted in favour of Tongaat Hulett as main land-owner. Was there a partnership in preparing the plan?	Assurance given that plan was produced independent of funding from Tongaat Hulett, and while they were consulted as a major stakeholder, the plan is not biased in their favour.
2.	All the money spent on hiring consultants to do economic modelling for the plan is wasted if the consultants are not available to explain the plan and if the work is being duplicated in other plans.	Noted, the consultants were not available to talk to the plan on this occasion due to illness and unavailability. Hopefully duplication will not be required if the plans can inform each other.
3.	The UDL restricts the development potential of private landowners other than THD, as it ends where their land ends, and THD refuses to put land up for sale, inhibiting the ability of Tongaat and Verulam residents to benefit from the development potential of the area	Noted, but there is plenty of redevelopment potential within the two towns, and the UDL will also allow greater densities and increased development rights within its area, while restricting development without and promoting rural lifestyles, agriculture for food security and environmental services.
4.	Tongaats and Verulam ratepayers will be funding the infrastructure provided	It is noted that these areas constitute a significant rates base, but servicing agreements are being drawn up in many cases of development which mean the costs of infrastructure provision will be partially borne by developers and land owners. All attempts will be made for the infrastructure to be beneficial to all in the area.
5.	Fear expressed that these Towns will befall similar fates to Isipingo and Isipingo Rail, being marginalised from economic growth despite being located on the doorstep of a major Economic Hub.	The LED strategies for Tongaat and Verulam will attempt to address these particular issues and unlock the inherent economic potential of these towns.
6.	Need for more engagement both between the residents of Tongaat and Verulam, and with the city and other stakeholders	Noted, and it is suggested that representatives from the Towns of Tongaat and Verulam join us on the Northern Development Forum, proposed to be held quarterly.

4 ANNEXURE

1. Record of Public Consultation Phoenix
2. Record of Public Consultation Tongaat
3. Record of Public Consultation Newlands East
4. Record of Public Consultation Verulam
5. Record of Public Consultation INK Stakeholders Forum
6. Comments from Tongaat Hulett Developments
7. Comments from Dube TradePort