

# **INTEGRATED URBAN PLANNING – APPLIED REPORT**



**An Integrated Urban Spatial Development Framework for Walvis Bay (Part 1)**

**&**

**The Walvis Bay Land Development Committee (Part 2)**

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***TOPIC:***

**AN INTEGRATED URBAN SPATIAL DEVELOPMENT FRAMEWORK FOR WALVIS BAY  
(PART 1)  
&  
THE WALVIS BAY LAND DEVELOPMENT COMMITTEE (PART 2)**

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## 1. IDENTIFICATION:



***Hilia E. Hitula***

My name is Hilia E. Hitula, a Town & Regional Planner in Namibia, currently working as the Town Planner of the Municipality of Walvis Bay for 2 years now. I participated in the 2008 IUP programme of which the 2<sup>nd</sup> part of it was held in Kolkata-India. At the time of the IUP I was working for the Ministry of Regional Local Government & Housing & Rural Development, central government of Namibia and was concentrating more on Regional Planning than town planning

and was also working towards my planning certification. I have since, acquired my Town & Regional Planning certification, registered with the Namibia Council of Town & Regional Planners (NCTRP) which is also a member of the Common Wealth Association of Town Planners. Shortly thereafter, I was fortunate enough to find employment with the City of Windhoek, the capital City of Namibia as a Town Planner. An opportunity then presented itself at the Municipality of Walvis Bay, which is the 2<sup>nd</sup> largest level 1 municipality (autonomous) in Namibia in 2009. The move to Walvis Bay was also strongly motivated by family commitments. The experience I have gained through the IUP programme has enabled me to be highly efficient in my current position as the only Town Planner in the town and the Municipality. My position enabled me to serve on a number of development committees, particular the Land Development Committee, the GIS committee and the Aesthetics Committee in the chairing capacity. At these platforms I was able to apply many concepts of the IUP programme, which part of has led to the selected topics of this report. My educational background is a BA Degree in Geography & Information Studies from the University of Namibia, 2002 and a Master Degree in City & Regional Planning from the University of Cape Town, 2004.

## 2. BACKGROUND

The topics selected for this report represents some of the major projects I have been engaged in that extensively involves all aspects of the IUP programme and which have benefitted from the knowledge that I have acquired from the IUP programme.

I have always passionately taken a great interest in Integrated Urban Planning, particularly in the form of Spatial Development Frameworks as I believe there is a great weakness in this area when it comes to applying planning methods in my country at all levels: central government, local government and even the private sector and or academia. As a result, numerous essential planning projects rarely occur or occur with minimum success due to lack of integration. This integration can come in terms of resources, capacity and general knowledge sharing, which are all crucial components of any successful project. At central government this often occurs at the inter-ministerial level and in local government it happens inter-departmental.

As a Town Planner, I have come to realize that many of our projects are highly depended on the participation of other departments, ministries or disciplines to be exact. The town planner is always the one responsible to bring everyone together and to decipher the crucial parts of each party's contribution. In order to have a vibrant functional urban space, you will need the input of everyone. You

cannot work in isolation if you want to achieve sound environmental practices, promote local economic development, uphold sustainable development, encourage public participation, provide access to land, land management, practice effective land use control, create job opportunities, enhance traffic flows and improve access routes, which are all concepts of integrated urban planning. Hence, my passion for integrated spatial development frameworks is driven by the belief that development needs to be guided orderly, almost similar to an orchestration in order to bring all components together in harmony. That way one will be able to maximize on your resources while preserving the vulnerable components thereof. Which I believe has always been the major thing lacking in our local authorities in southern Africa, particularly Namibia. Walvis bay is no exception to this rule, even though it fares better than most municipalities in Namibia, it still has a long way to go in order to maintain the necessary standards if it wants to continue to be a competitive town and reach its envisioned status as the Port City of Namibia. The two (2) selected topics will be elaborated upon further.

My initial project for the IUP in 2008 was to establish an Integrated Spatial Development Framework for the town of Helao Nafidi, which is a newly proclaimed town in northern Namibia with numerous urban planning challenges. However, given the move from central government, I could no longer work on another local

authority while employed by another for obvious reasons. Nonetheless I am now in a process of establishing the Integrated Urban Spatial Development Framework (IUSDF) for Walvis Bay. The objectives, processes and results thereof thus comprise the remaining contents of this report. In addition there will be a part 2;

the functions and role of the Walvis Bay Land Development Committee which complements the actual land delivery process in Walvis Bay. In other words, it is the engine responsible for the implementation of the frameworks that are being created.





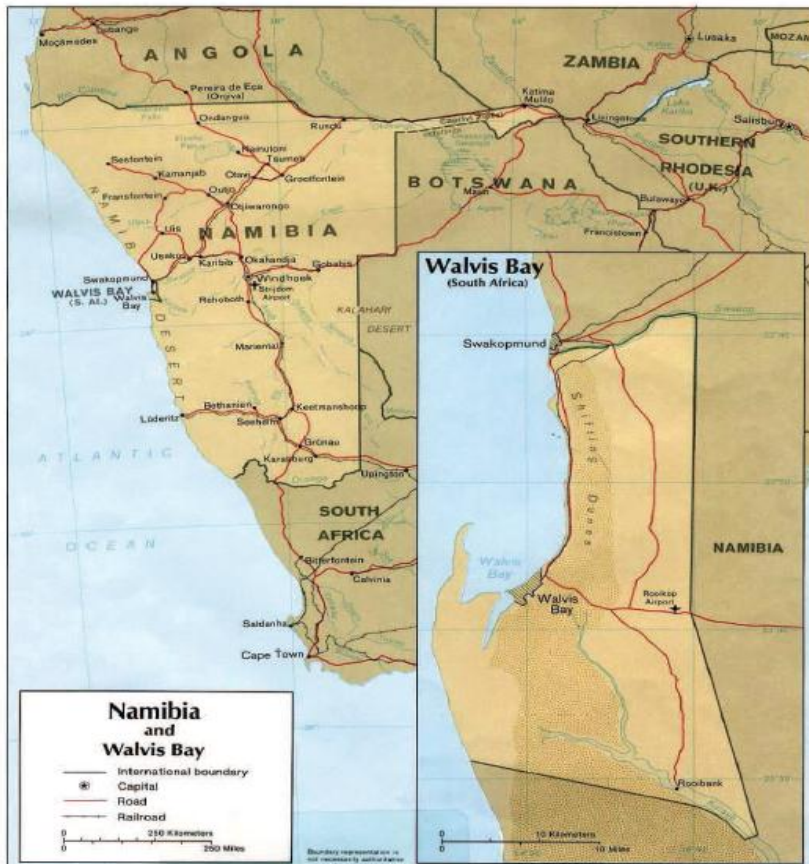


Figure 3: Locality of Walvis Bay Townlands (Ministry of Lands & Resettlements, 2010)

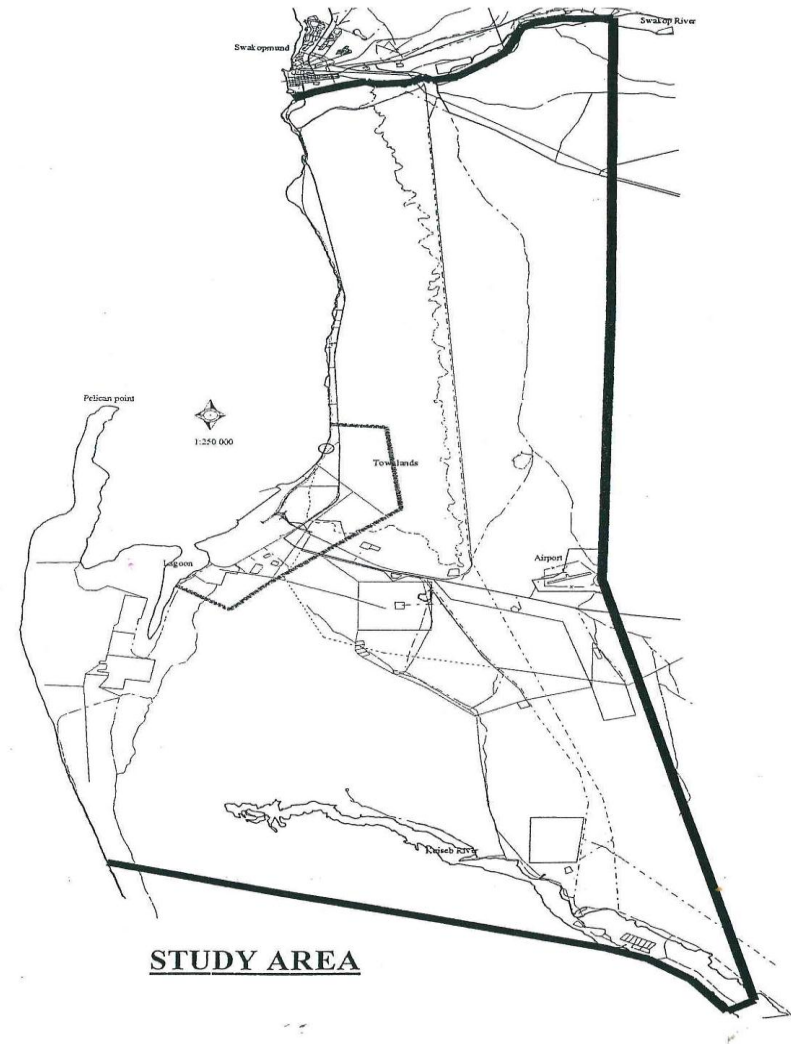


Figure 4: Study area (Structure Plan, 1999).

#### 4. PROJECT BACKGROUND

Urbanisation is a phenomenon which is observed all over the world, but it is particularly virulent in Africa. Namibia is no exception, and nor is Walvis Bay, where urban growth has been overwhelming in recent years. Walvis Bay, better known as the Port City nowadays, is the second largest urban settlement in Namibia after Windhoek, the Capital City. Its population was estimated to be around 80 000 people by the year 2010, however, it is now assumed to have at least over 80 000 inhabitants.

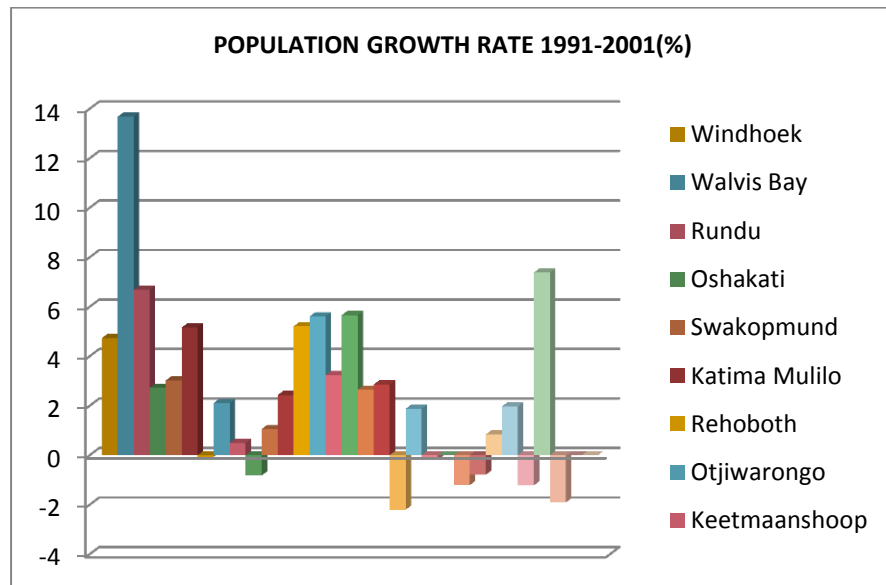


Figure 5: Diagram indicating the population growth rate in Namibia, Walvis bay has the highest growth rate of 13.68% while the average national growth rate is at 4.34%.

The town's strategic location and position has led it to become Namibia's best and only harbour town. These deep-sea harbour qualities led to various industrial growths, particularly the fishing industry, which is the primary industrial sector due to the boats at the harbour as well as large cargo handling owing to the deep and stable port. The port and fishing industry attracted many supporting industrial services such as the transportation services of bulk goods in all rail, air and road networks. This strategic advantage not only serves the rest of the country, but goes as far as serving all neighbouring landlocked countries such as Zimbabwe, Zambia, Botswana, Southern Angola and it works well in conjunction with the Republic of South Africa.



Pictures 1: Aerial View of the Walvis Bay Town From the Port





The road network links Walvis Bay to the interior and the rest of the country, making it accessible to the central and southern regions of the country. The Trans Kalahari and Trans Caprivi highways, then links it to the rest of the neighbouring countries. The rail way line is also well connected to the rest of the country. The airport is now a Grade 10 Category Airport in terms of fire fighting capabilities and a Grade 4e runway category that can accommodate 380 airbus planes, which can now accommodate a limited number of international passenger flights and is envisioned to be upgraded to a category that can also internationally handle cargo in addition to passengers.

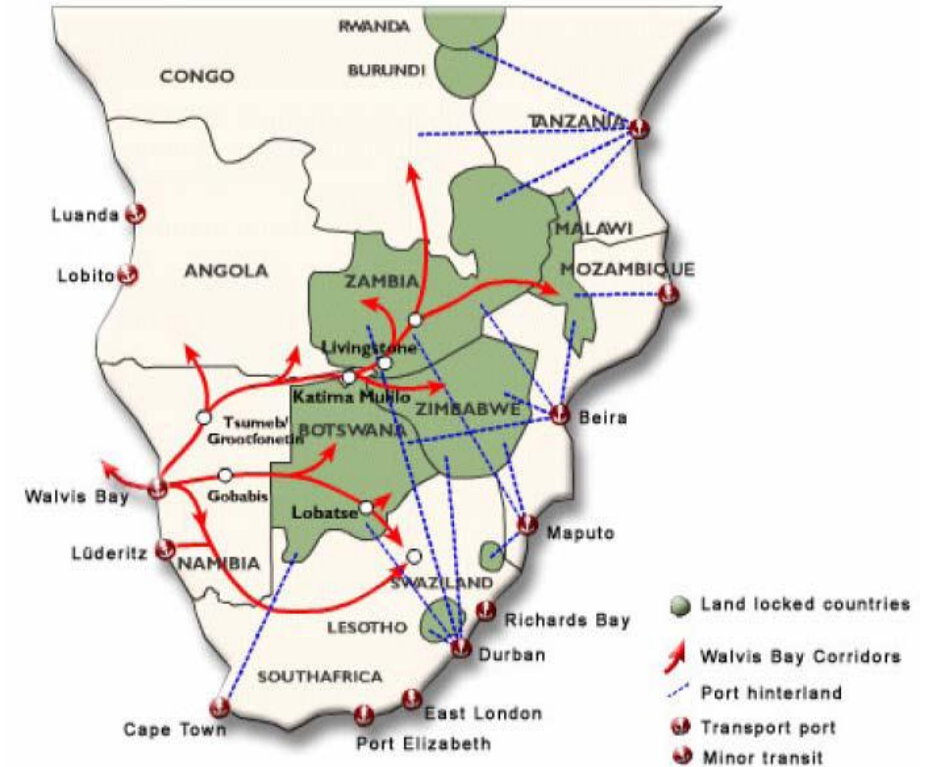


Figure 6: Walvis Bay Transport Corridors into the SADC hinterland (Nampower Socio-Economic study, 2008)



Pictures 2: Cargo at the Walvis Bay Port



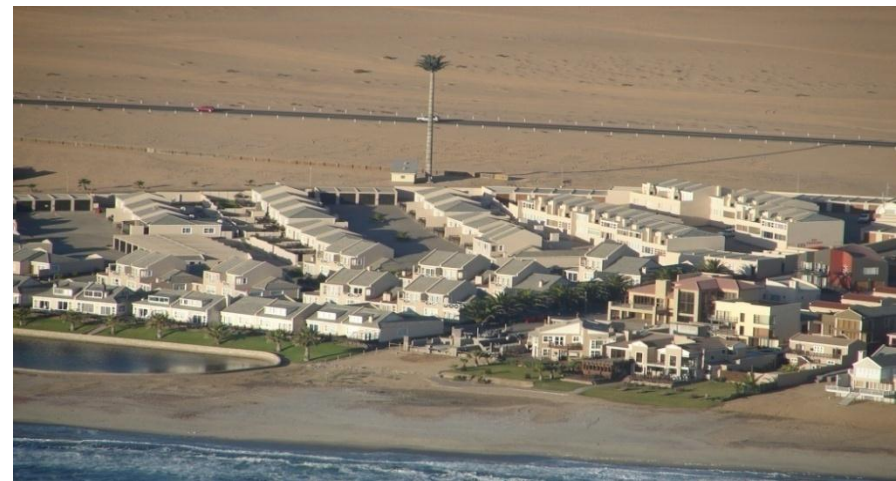
Pictures 3: Fishing boats in Walvis Bay.

Subsequent to the above background, Walvis Bay has become a national node resulting in increased in-migration as well as internal population growth. The town is growing rapidly due to increased employment opportunities created as many more industrial activities are earmarked for the town of Walvis Bay. Although seen by many as an unhealthy trend, especially where the physical manifestation is unplanned and unhygienic squatter camps, it is now generally recognized that rural-urban migration usually provides better life options for the marginalized poor leaving rural areas. At first, migrants will find themselves in a highly uncomfortable environment without access to adequate shelter, water or sanitation. They will, however, find better access to health



and education and they will have the opportunity to find a job or to engage in informal economic activities. Life expectancy is notably better in towns than it is in the rural areas (Uytenboogardt & Dewar, 1999).

The property market is also growing rapidly due to the developments along the coast offering some of the best sea front properties. These developments also attract a high influx of holiday makers as well as holiday homes. In addition, more immigrants in search of employment opportunities are in need of housing and accommodation, creating a serious housing shortage. This can be seen by the number of increased back yard shacks within the Kuisebmond Township and the number of requested general residential housing projects which yield high numbers of low to middle income housing. This has resulted into a direct competition between housing development and industrial growth in general.



**Pictures 4: The various types of middle income housing (particularly holiday homes) along the coast.**

Pictures 5: The various types of low cost housing in Walvis Bay (Mainly in the Kuisebmond Suburb).



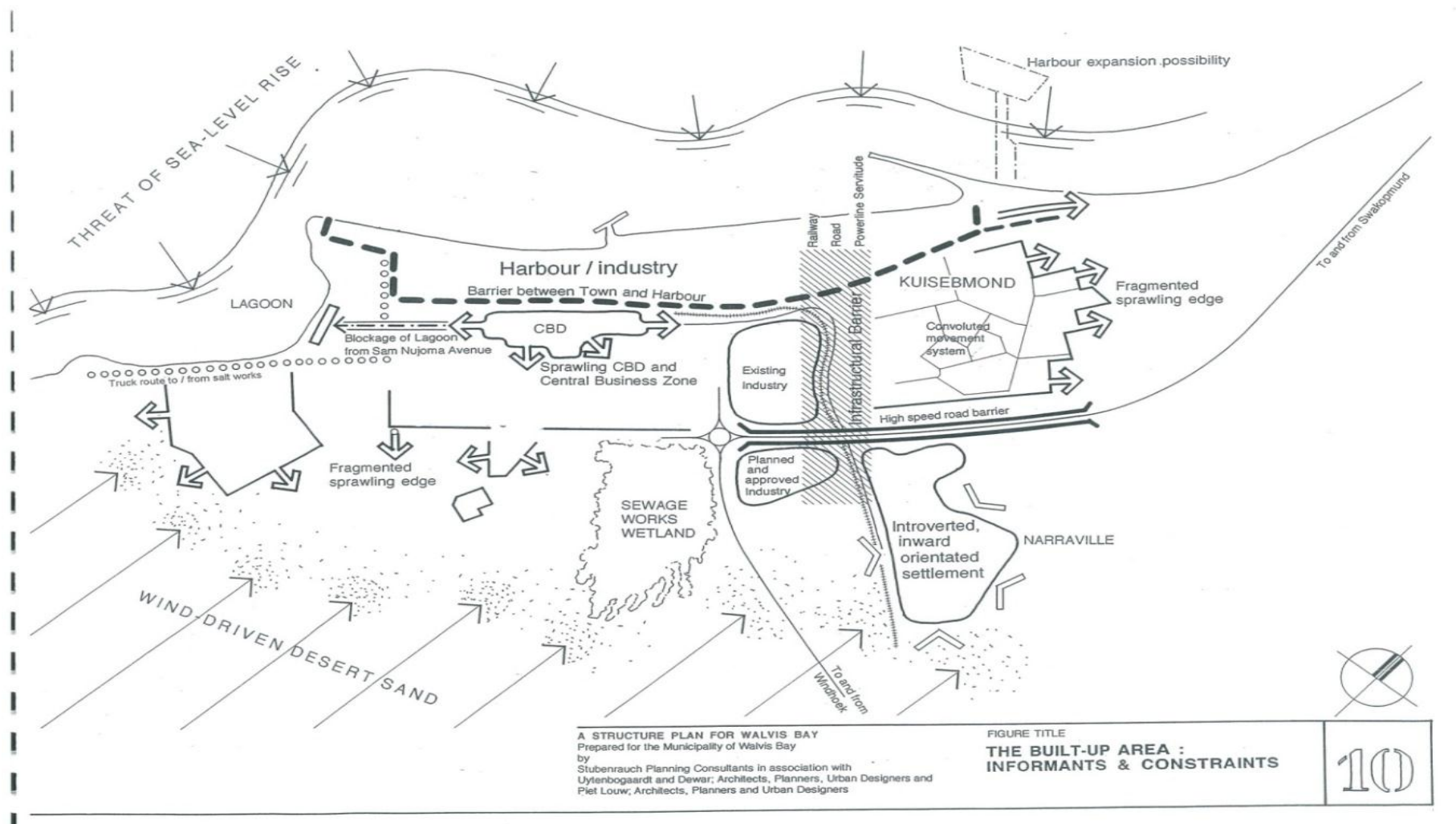
Walvis Bay is also earmarked to be the leading industrial town in Namibia due to its strategic location and transportation networks. Some of Namibia's biggest national projects such as the coal power station, the harbour expansion, dry docking ports, oil refinery, water distillation plants, aqua-cultural activities etc. are envisaged within the town area of Walvis Bay.

If supported by good planning and urban management, urbanization can actually contribute to the economy of the town and the country as a whole. But the vision of the city fathers, and the quality of planning and development decisions must be good if the town is to avoid being swamped by the spontaneous growth of unhygienic shanties, fuelled by lack of resources on the part of the local authority. In this context, the dimensions of good

development control are as much economic, social and environmental as they are physical.

Given the strategic location of the Port City that extends into the desert, the pelican bay, the coast and the two main rivers, which creates physical barriers that are all highly environmentally sensitive, creates a vulnerable and limited developable environment that requires strong town edges to avoid uncontrolled sprawling into the sensitive areas. The Municipality therefore needs to be extremely cautious in avoiding unnecessary spread of the urban area into the environmentally sensitive areas. It is therefore essential that the spatial development framework will be produced as an output of this Action to integrate all of these dimensions.





**Figure 7: A Map indicating the various Walvis Bay Environmental threats & constraints (structure plan, 1999.)**

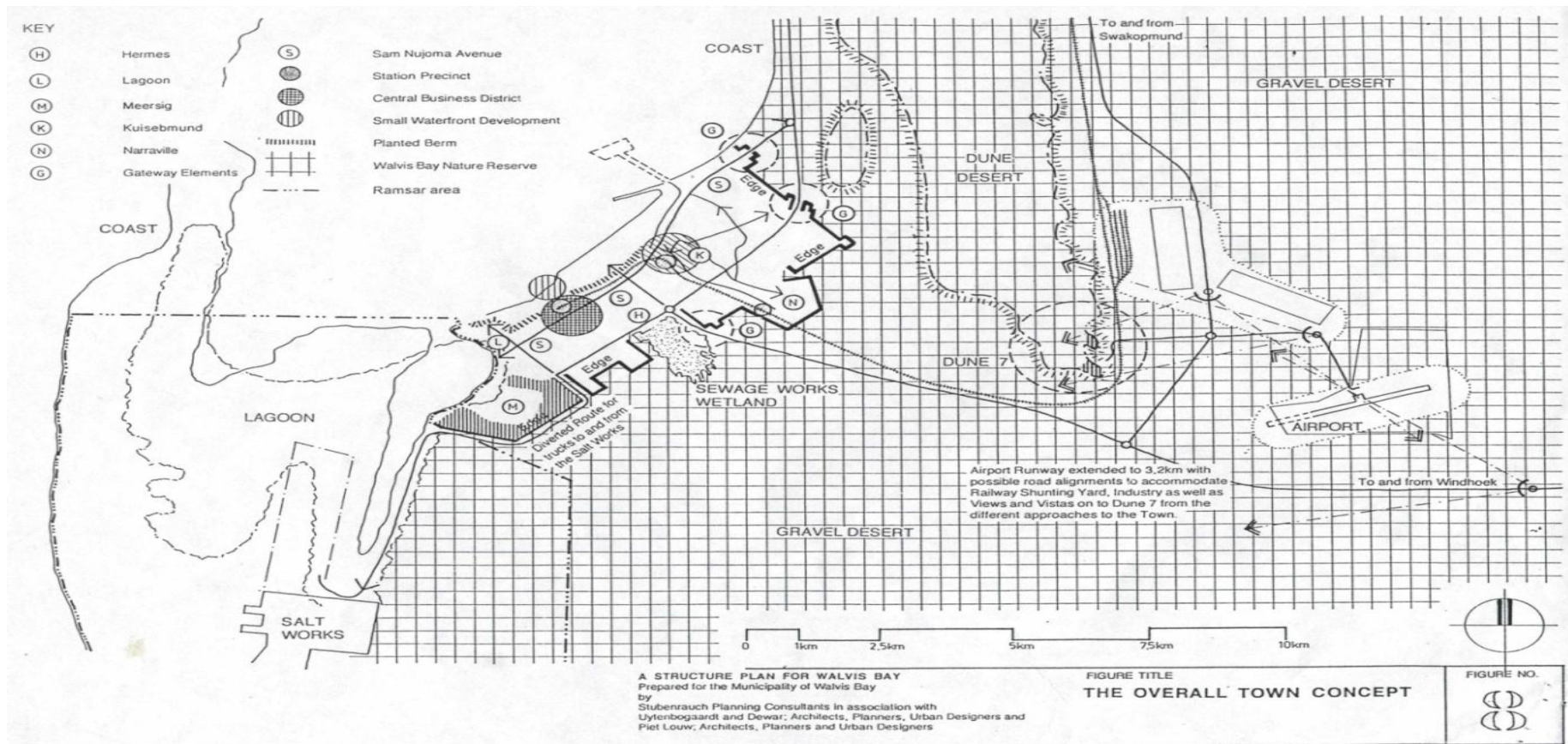


Figure 8: A map indicating the defined town edges of the Built-up area in Walvis Bay with the surrounding natural environment (Structure Plan, 1999).

In order to contribute to an improvement in the quality of life in Walvis Bay, the town must be well managed and controlled. Planners must be equipped with the tools that the town needs to reach development goals in the context of a well-articulated development vision. A healthy municipality will generate capital from servicing and selling land and will subsequently earn income from taxes and the sale of services. If this balance is healthy, then there will be means to subsidise the delivery of land and services to the town's poor.

The broad relevance of the proposed Action is to provide a growth vision, together with development control tools for the town, through the preparation of an Integrated Urban Spatial Development Framework. The document will contribute to good planning decisions and well informed urban management practices.

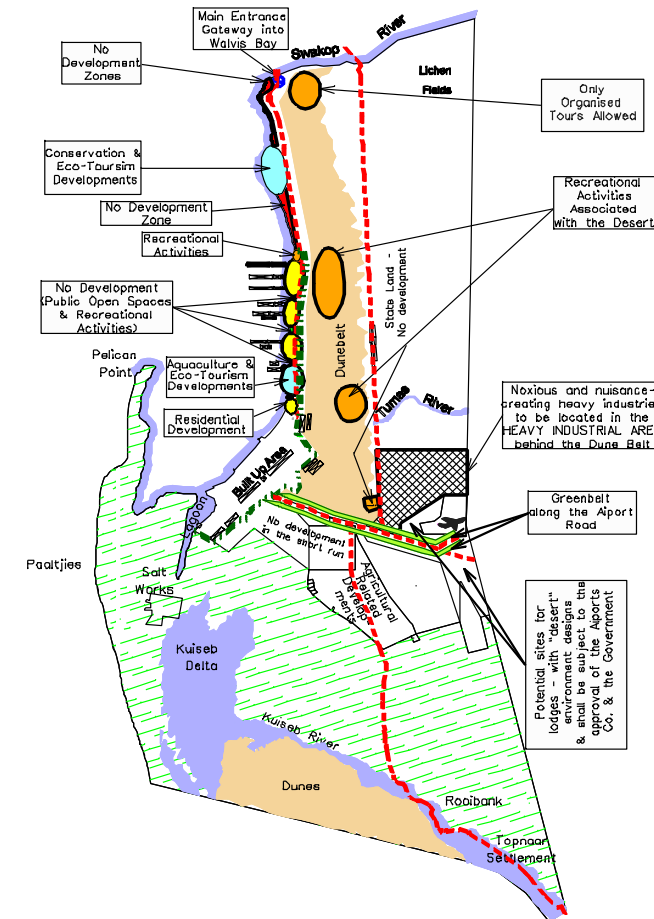


Figure 9: The Walvis Bay sub-regional (Townlands) structure plan as reviewed in the Structure Plan in 2008

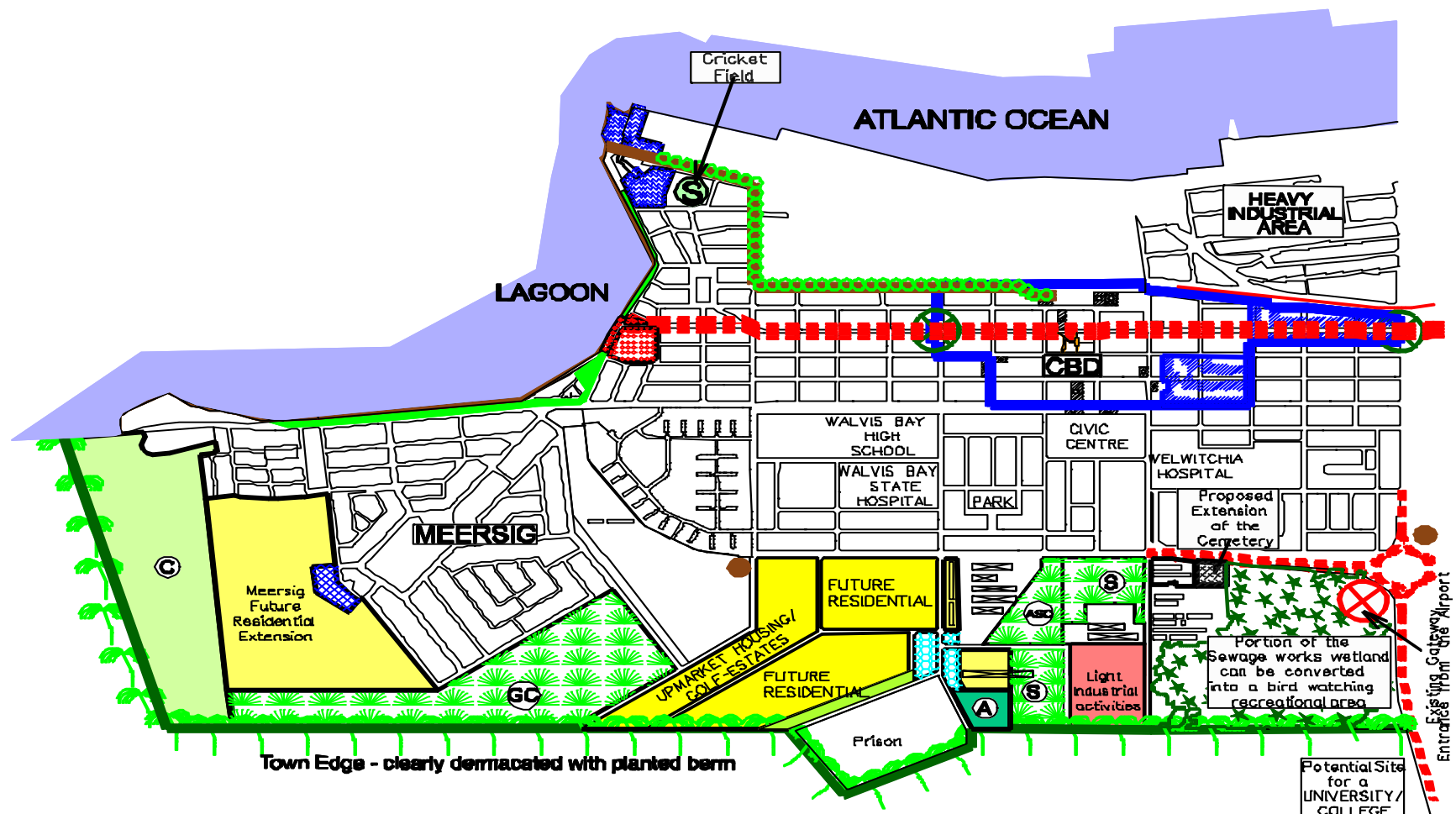


Figure 10: The Walvis Bay town-scale (Walvis Bay Town area –Walvis Bay Proper) Structure Plan. (WB Reviewed Structure Plan 2008)

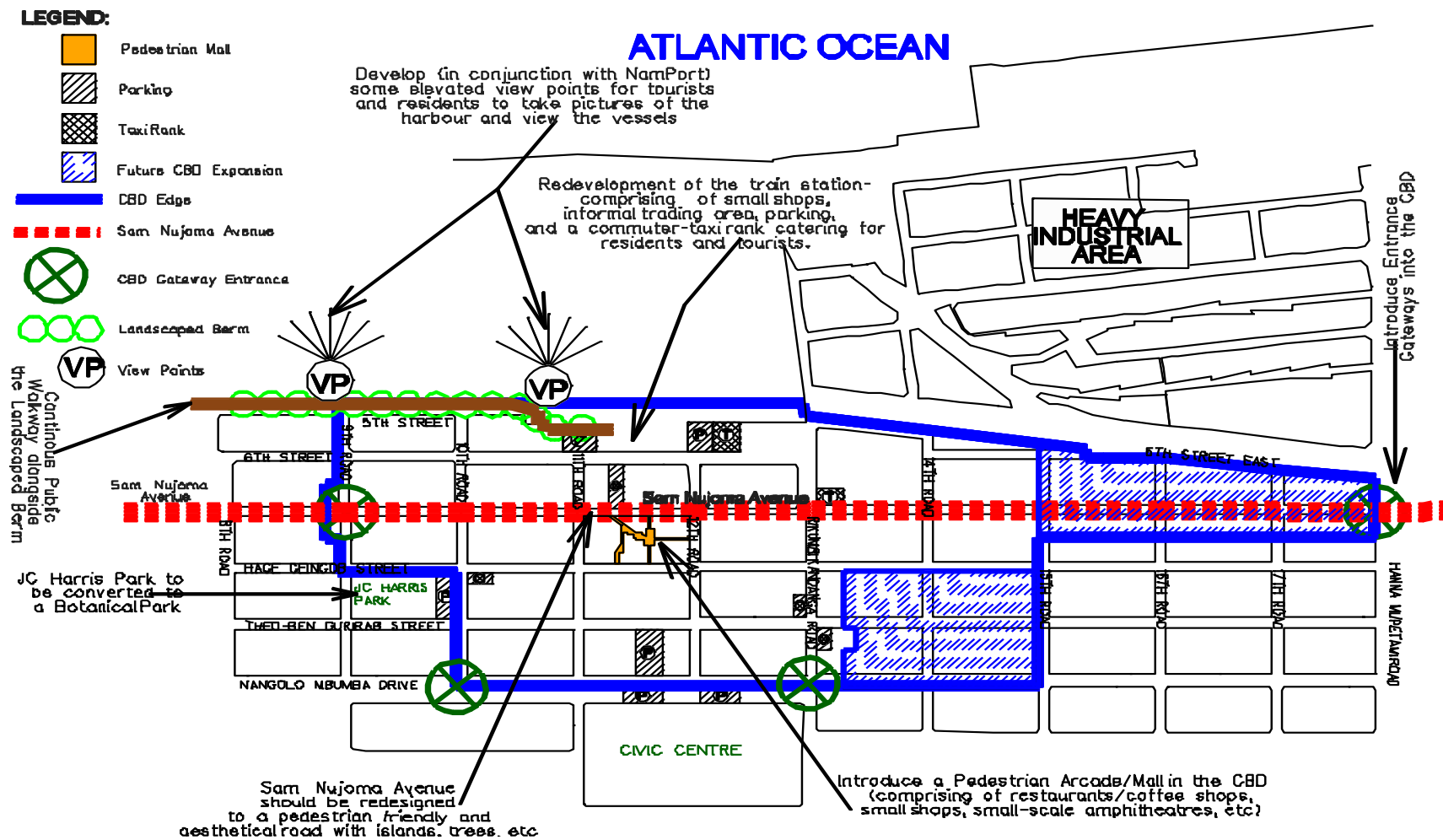


Figure 11: The Walvis Bay CBD boundary & envisioned growth (W B Reviewed Structure Plan, 2008).



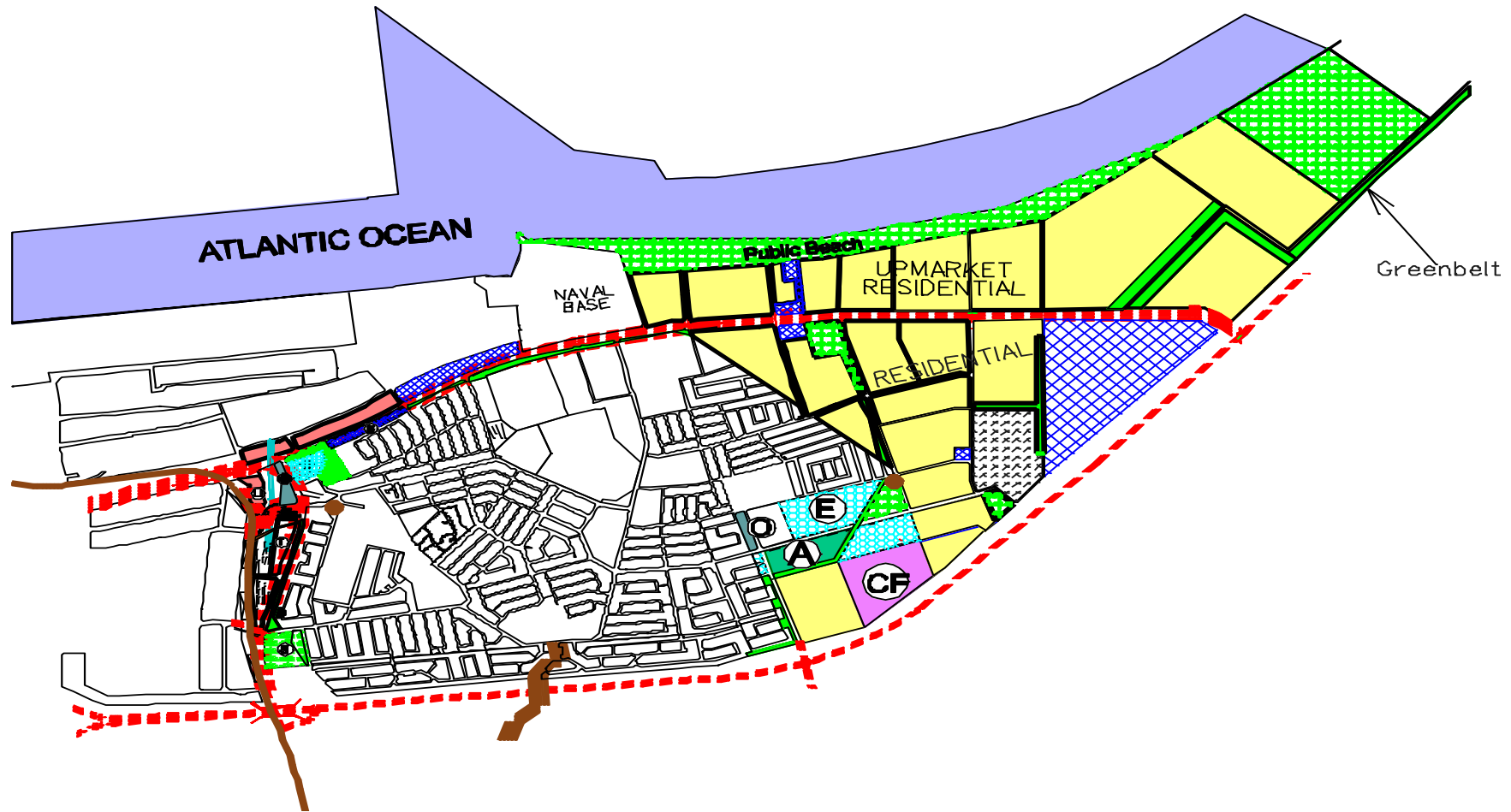


Figure 12: The Walvis Bay Kuisebmond Suburb envisioned growth (WB Reviewed Structure Plan, 2008).



## 5. OBJECTIVES

- To enable the MWB Town Planning section to identify and prioritise spatial development targets.
- To harmonize and maximise the development potential of our urban land developments in a balanced proportion towards the built-up area.
- To re-evaluate the environmentally sensitive areas threatened by urban sprawl and the anticipated sea-level rise threatening the port city.
- To promote and maintain the aspect of being the leading industrial town in Namibia while sustaining human growth within a healthy and safe environment.
- To improve the capacity of Municipality of Walvis Bay (MWB) to plan, manage and control urban development.
- The action aims to aid MWB to develop a “vision” and the tools to ensure that all development within the townlands are directed and focused sustainably in accordance with modern planning principles.
- The vision and tools will be incorporated into an Integrated Urban Spatial Development Framework (IUSDF) for Walvis Bay, including all the necessary urban and environmental policies and action programmes necessary to guide urban growth.
- The Action will support the MWB to undertake the studies, plans and instruments described hereafter, with the participation of a wide base of stakeholders organized into a series of town planning workshops specially constituted to support the preparation of the IUSDF.
- Through the establishment of a development vision, the identification of a development framework to encompass future long-term urban growth, the establishment of clear development policies and the articulation of priority implementation plans, the Action will improve MWB’s efficiency and effectiveness for social service delivery to its citizens.

## 6. PURPOSE

*Firstly*, the existing Walvis Bay Structure Plan is out-dated and no longer appropriate in terms of economic investments requirement, the spread of ad-hoc residential suburbs along the coast and the dramatic population growth causing exposing poverty and precipitating the accelerated growth of informal settlements. It is focusing on physical aspects and has no economic or social content and has limited environmental content.

*Secondly*, there is a need to involve significant public participation procedures and a much wider effort towards public involvement in



planning decisions. This should target councillors, representatives of business, culture, worship, community leaders and traditional leaders.

## 7. SCOPE

### 7.1 Activity 1: Project Inception

#### Activity Description

Once the project proposal and funding has been approved by the EU, a number of Tasks will have to be carried out to prepare for the commencement of the action. Three Tasks are envisaged as follows:

##### 1.1: *Project Refinement*

Representatives from the MWB and EU will discuss the project proposal as presented and will make changes to the technical and financial aspects where required or relevant. This will result in an amended project document and the signing of a contract by the two parties.

##### 1.2: *Preparation of Terms of Reference and Tender Documentation*

This action is necessary in order to appoint the sub-contractor (town planning consultant) who will prepare the IUSDF on behalf of Council. Documents will be prepared in terms of the conditions and format required by the EU, but will be administered by the MWB, who will be the contracting party.

##### 1.3: *Evaluation and Award of Tender*

Tenders will be evaluated in accordance with criteria contained in the tender documentation. The evaluation committee will comprise both MWB and EU experts and may include other experts to be appointed. The recommendations will be submitted in parallel to the EU and MWB Council. Once the appointment is approved, a contract will be signed between MWB and the town planning consultant.

### 7.2 Activity 2: Surveys Studies and Analysis

#### Activity Description

Upon appointment, the town planning consultant appointed as sub-contractor shall, within two weeks, commence work on the preparation of the Status-Quo Investigation Report. Three Tasks are envisaged as follows:

##### 2.1: *Surveys and Studies*

Through fieldwork, observation, stakeholder interventions and the implementation of sample questionnaire survey, the sub-contractor will carry out a number of surveys including, but not limited to, the following:

- Preparation of appropriate aerial photography and ortho-photo basemaps with a level of detail compatible with analysis at a scale of 1:5000.
- Preparation of a household survey employing a 5% sample of the population. This is to provide information on the town's population, as well as information on basic needs, problems and aspirations.
- 100% survey of existing land use and land ownership. Mapping of these attributes will require interpretation of aerial photos and some fieldwork using modern GIS techniques.
- 100% survey of areas of environmental and ecological interest and covering all aspects of the ecological resource (vegetation, fauna, soils, etc.).
- 100% survey of tourism activities and infrastructure, including parks, monuments and areas of natural beauty. A questionnaire survey should be utilized to determine tourist numbers and characteristics.
- 100% survey of formal business, commercial, industrial and infrastructural activities, with a 20% representative sample being subject to a questionnaire survey to determine turnover, potential for growth, associated activities, input/output activities, market trends, energy requirements, environmental impacts, etc.
- 100% survey of informal business activities, including a questionnaire similar to above.

- 100% survey of the position, capacity, specification and condition of existing municipal services, including electricity, water, sewage disposal and refuse removal.
- 100% evaluation of the condition of the road network, including volumes and capacity.

## 2.2: *Status-Quo Analysis*

With reference to the various surveys and studies carried out under Task 2.1, the sub-contractor shall undertake an analysis of all findings in order to prepare appropriate sector and spatial profiles of the town. This will include, but not be limited to:

- Demographic analysis and population growth projections, emphasising sector and spatial dimensions, as well as demand for services and shelter.
- Analysis of surveys and studies to prepare an economic profile of business in Walvis Bay, emphasizing its spatial dimensions and growth characteristics.
- Analysis of surveys and studies to prepare a poverty profile for Walvis Bay, emphasizing its spatial dimensions and growth characteristics.
- Stakeholder analysis and profile, assessing current capacities, strengths and weaknesses with a view to their future role in public participation.
- Environmental analysis and profile for Walvis Bay, assessing potential ecological hazards and appreciating existing environmental protection measures.

All survey results and subsequent status-quo analysis should be mapped, wherever possible, using modern GIS techniques. All themes should be supported by written explanations.

### 2.3: *Documentation*

All findings, analysis and theme profiles will be assembled into a Status-Quo Report which will be designated as Volume 1 of the Integrated Urban Spatial Development Framework. It will be clearly written, concise, and free of jargon and will be illustrated with maps, plans, diagrams and photographs in full colour. It will also be issued as a digital document.

## 7.3 Activity 3: Preparation of Integrated Urban Spatial Development Framework

### Activity Description

Upon completion of the surveys and studies and following review by the contracting parties, the town planning sub-contractor will proceed to finalise the preparation of the IUSDF Report. Two Tasks are envisaged as follows:

#### 3.1: *Plans, Tools and Programmes.*

With reference to the different surveys, studies and profile analysis undertaken during Task 2.1, the sub-contractor will prepare an Integrated Urban Spatial development Framework, making use of the Status-quo appreciation to prepare

development plans, planning tools and implementation programmes.

The IUSDF is intended to provide a spatial framework for the design of solutions to problems and the meeting of development challenges. It will emphasise urban structure, the allocation of land, the need for services and the identification of priority action programmes for the year up to the year 2025. The document will identify key issues, constraints and opportunities, outlining a common strategic vision of the town which will be shared by its shareholders. It will elaborate the legislative, policy, institutional and capacity constraints that limit the ability of the town to manage development and to support corrective measures. The role of the TDF and the participation of stakeholder communities are critical to the preparation of the IUSDF.

Aspects to be covered by the Framework include, inter alia, the following:

- Allocation of land for future urban functions to the year 2025, including directions for growth beyond that date.
- Location, size, and reticulation of bulk services, including water, sewage disposal, electricity and refuse removal.
- Position and network hierarchy for main and distributor roads.
- Development policies for economic and physical development expressed in spatial (development zones) and sectorial terms.
- Identification of implementation programmes requiring priority detailed planning and implementation.

- Environment action plan identifying benefits, constraints and negative impacts requiring mitigation measures. This will include an environment management plan as an important component of the IUSDF.

### 3.2: Documentation

All plans, tools and programmes will be assembled to constitute the Integrated Urban Development Framework, Volume 2. It will be clearly written, concise, free of jargon and will be illustrated with maps, plans, diagrams and photographs in full colour. It will also be issued as a digital document.

## 7.4 Activity 4: Establishment of the Town Development Forum (TDF)

### Activity Description

Prior to the appointment of the town planning sub-contractor the MWB will establish a town Development Forum to represent the stakeholder communities for the purpose of participating in the preparation of the IUSDF. One Task is envisaged under this Activity as follows:

#### 4.1: Selection and Constitution of the TDF

Through a process of rigorous community participation, the Council shall formally appoint at least 20 members from the stakeholder community to represent them on the TDF. A formal constitution will be drawn up and membership will be confirmed by Council resolution. The Forum will be made up of a number of

Councillors, senior technical MWB staff and the 20 members elected by stakeholder communities.

## 7.5 Activity 5: Operation of the Town Development Forum

### Activity Description

Simultaneously with the work of the town planning sub-contractor, the TDF will meet in a series of workshops in order to participate in the preparation of the IUSDF. Two tasks are envisaged as follows:

#### 5.1: Series of Participation Workshops

At least 5 workshops will be organised by MWB which will be facilitated by the town planning sub-consultants. Each workshop will be facilitated to maximise inputs into the planning process and project outputs. The five workshops are to be scheduled as follows:

- At the outset, to discuss the objectives of the Action and to feed in preliminary inputs;
- On completion of the studies and surveys, to hear preliminary findings and give inputs;
- At the submission of the draft Status-Quo Report, to share analysis and recommendations and give inputs;

- A plan concept workshop to discuss alternative spatial development concepts and to assist in identifying a preferred spatial framework; and
- On submission of the draft IUSDF Report, to hear proposals and give inputs.

#### 5.2: *Final Evaluation Workshop*

An Evaluation Workshop will be organized by MWB after acceptance of the IUSDF Report in order to assist an appointed sub-consultant to undertake an External Project Evaluation.

## 7.6 Activity 6: Project Closure and Audit

### Activity Description

Upon completion and acceptance of the IUSDF Report by the EU and MWB, sub-consultants will be appointed to undertake the final project evaluation and financial audit. Three Tasks are envisaged as follows:

#### 6.1: *External Project Evaluation*

A short-term consultant will be appointed to conduct a project evaluation in accordance with EU and MWB specifications and criteria. The purpose is to evaluate the extent to which project aims and expected results have been met. Criteria identified in Section 1.7 of this Proposal will assist, as well as the forum created under Activity 5, whereby the TDF will be convened as an Evaluation Workshop.

#### 6.2: *Project Audit*

An external auditing firm will be appointed to undertake an audit of the project finances which were managed and disbursed from the funds provided by the EU. A Final Audit Report will be submitted to both the EU and MWB.

#### 6.3: *Final Project Report*

With the Project Evaluation and the Audit as the main references, the MWB will prepare and submit a Project Closure Report depicting all aspects of the project and highlighting its successes and shortfalls. Lessons learned for future reference will be the main report output.

## 8. EXPECTED RESULTS

### 8.1 RESULT No.1:

***An Integrated Urban Spatial Development Framework (IUSDF) for Walvis Bay which includes the necessary urban and environmental management policies and plans and urban development programmes to guide and manage urban growth that is completed and adopted by Council***

#### Result Outputs

Three tasks will be undertaken in order to achieve Result No.1, each corresponding to the following outputs:

#### *Output 1.1*

The publication of findings and recommendations from a series of baseline surveys and studies in a Status-Quo Report.

#### *Output 1.2*

Based on the findings and recommendations, the analysis of themes and sector profiles leading to the formulation of urban plans, tools, policies and programmes presented as an Integrated Urban Spatial Development Framework.

The output documents prepared under Result No.1 will be delivered in two volumes:

Volume 1 will be the Status-Quo Report which will contain the results of the surveys and studies corresponding with output 1.

Volume 2 builds on the status-quo findings and sets out proposals, policies and implementation strategies corresponding to output 2.

Together, these two volumes will comprise the Integrated Urban Spatial Development Framework (IUSDF) to be delivered by a town planner sub-consultant.

## **8.2 RESULT No.2**

*The formal existence of a standing committee (Town Development Forum) constituted from interested and involved stakeholders which is recognized by Council and which is placed to participate in, monitor and review the preparation of the IUSDF and, thereafter, to continue this role for all major planning and development initiatives in Walvis Bay.*

## **Result Outputs**

Two tasks will be undertaken in order to achieve Result No.2, each corresponding to the following outputs:

#### *Output 2.1*

The appointment and constitution of a Town Development Forum recognized by Council

#### *Output 2.2*

The holding of a series of IUSDF consultation meetings/workshops to mark key milestones during the preparation of this document, with its continued operation thereafter, linked to future planning, monitoring or development initiatives.

The minutes of all of these events will be prepared, approved, widely circulated and formally noted at MWB Council meetings.

## **9. PROCESS**

In January 2010, the European Commission (EC) advertised a call for proposals to obtain grants for Non-State Actors and Local Authorities in Development-Actions in Partner Country Namibia.

Namibia was allocated a country-specific funding envelope of EUR 1,000,000 (Euro One Million) for grants from the 2009 budget to actions falling within the first of the three main components described above.

This call for proposals sought to award the funding by means of grants to actions presented by Non-State Actors (Lot 1) and Local Authorities (Lot2) which aim at promoting an inclusive and empowered society in Namibia.

The global objective of the Call is poverty reduction in the context of sustainable development, including the pursuit of the Millennium Development Goals (MDG) and other internationally agreed targets.

The specific objective is to support actions presented by Non-State actors (Lot 1) and Local Authorities (Lot 2) which aim at promoting an inclusive and empowered society in Namibia.

It is an “actor-oriented” programme aimed at strengthening the capacity of civil society organizations as a pre-condition for a more equitable, open and democratic society through support to their “own initiatives”

The Municipality of Walvis Bay falls under Lot 2 where priority was given to actions that:

- 1) Improve the efficiency and effectiveness of basic social service delivery by Local Authorities to the most vulnerable groups, and or
- 2) Foster the role of Local Authorities in promoting local, participatory democracy and good governance at community level.

The Town Planning Section responded to this call and submitted a concept note as outlined in the project background regarding the current status of our Structure Plan and the need to upgrade to an Integrated Urban Spatial Development Framework. The concept note was successful and we were then invited to submit a full proposal regarding the IUSDF. The full proposal was submitted and the application was successful.

The project is currently at the stage where the project inception phase has been completed and about to embark upon the surveys, studies and analysis phase as per table below:

ACTION PLAN	YEAR	YEAR 1													YEAR 2												Implementing Body
	SEMESTER	Semester 1						Semester 2							Semester 3						Semester 4						
	MONTH	1	2	3	4	5	6	7	8	9	10	11	12		1	2	3	4	5	6	7	8	9	10	11	12	
PROJECT INCEPTION																										WB Town Plan. Section	
Project Refinement																										WB TPS	
Tender Documentation																										WB TPS	
Tender Evaluation & Award																										WB TPS	
Prepare Base Maps																										WB TPS	
SURVEYS,STUDIES ANALYSIS																										Town Planning Sub-Contractor	
Surveys and Studies																										TP Sub-Con	
Status Quo Analysis																										TP Sub-Con	
Documentation																										TP Sub-Con	
PREPARATION OF IUSDF																										Town Planning Sub-Contractor	
Plans, Tools and Programmes																										TP Sub-Con	
Documentation																										TP Sub-Con	
ESTABLISHMENT OF THE TDF																										WB Town Plan. Section	
Selection																										WB TPS	
Constitution																										WB TPS	
OPERATION OF THE TDF																										WB TPS & TP Sub-Con	
Participation Workshops 1-3																										WB TPS/ TP Sub	
Final Evaluation Workshop																										WB TPS/ TP Sub	
PROJECT CLOSURE & AUDIT																										WB Town Plan. Section	
External Project Evaluation																										Eval. Sub con	
Project Audit																										Audit Sub con.	
Final Project Report																										WB TPS	



## **10. PART II**

### **10.1 THE LAND DEVELOPMENT COMMITTEE**

The Walvis Bay Land Development Committee is the committee tasked to ensure land delivery in Walvis Bay. The team comprises of the various managers from all departments involved in land development and land delivery, namely: the Town Engineer from the department of Roads & Building Control, the Engineer from the department of Water & Waste (sanitation), the Manager of Properties and Housing, the Manager from the department of Finance Administration, the Manager from the department of Economic Development and one executive member, the General Manager of Roads and Building Control under which the Town Planning Section falls. It is part of the Town Planners job description to be the chairperson of this team.

The team is tasked to ensure that all development goals of the Council are achieved according to priority list and within the available funds. The team needs to ensure that the land is legally created and serviced according to the Local Authorities Act; the municipality may not sell unserviced land. Serviced land means that, the land should be properly planned, surveyed and registered with at least water, electricity, sewage and roads prior to being auctioned or sold off via any other form of sale. This process as you can imagine is very delicate particularly given finances and the

various departments and disciplines involved. Legal procedures are also to be followed and often Council's priorities are out of tune with available funds or legal processes or various departments have various priorities. This organization is responsible for one of Walvis Bay's most unique traits, which is that Walvis Bay does not have informal settlement areas.

However, we do have another challenge in the absence of informal areas, and it is the backyard shacks syndrome. Since, it is very difficult to settle informally in Walvis Bay due to the strict control of the land delivery process, the marginalized people have come up with an alternative whereby, they build shacks in the backyard of the formal houses at a monthly fee to the owner of the formal house. The situation has become so extreme that one can find up to 10 backyard shacks in one formal dwelling. The consequences are of course unimaginable, starting with the fact that this is a clear indication that there is a need for more formal housing and there is clearly a housing shortage in the whole system. This situation of overcrowding also places a heavy strain on the existing infrastructure whereby, the infrastructure was designed to carry a capacity of 5 household members instead now carries a load of about 11 households, 90% of which means illegal connections i.e. Water & electricity. Many at times the sewage system simply cannot handle the load. This results in high maintenance or no maintenance at all affecting the overall land development budget.

This in turn also affects the overall targets of the committee as it results into limited funds and backlog. There are also a number of social risks involved in terms of hygiene and safety. These dense set up is highly prone to fires and challenging for the fire brigade to access.

High on the LDC priority list is to meet the housing demand and to find a workable solution against the vicious circle of backyard shacks. Many concepts of the integrated urban planning are required on a daily basis particularly the legislation, legislative tools and enforcement methods, public participation, risk, security & robustness, access to land and land management & land use, monitoring and maintenance, water supply and sanitation, learning organizations and processes of change. It is my hope to contribute to this solution via applying all the IUP skills as discussed in the beginning of this document.



Pictures 6: A newly established housing development with no shacks.



Pictures 7: Established housing with developed backyard shacks. The red arrow in the pictures shows worst case scenario and other black arrows show other backyard shacks



More pictures indicating backyard shacks and types of materials used to build the backyard shacks. Various materials are used, including old fishing nets to serve as boundary demarcations.



## 11. REFERENCES

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