



UNIVERSITY
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DURBAN

THE CITY OF DURBAN

AN EXCURSION HANDBOOK

"FOCUS ON CITIES" CONFERENCE

Excursion, Wednesday, 10th July, 1968

INSTITUTE FOR SOCIAL RESEARCH

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UNIVERSITY OF NATAL, DURBAN.

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EXCURSION GUIDE -

THE CITY OF DURBAN

Wednesday, 10th July, 1968

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University of Natal
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South Africa

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C O N T E N T S

	Page
Route Map	
Introduction	1
FIRST LAP: Howard College to Gardiner Street Jetty - The Southern Work Zones of Durban and Chatsworth. Route Points 1 to 15.	9
SECOND LAP: Lunch Hour Tour of Durban Harbour by Pleasure Launch.	19
THIRD LAP: The Central Business District and Residential Areas. Points 16 to 42.	
<u>Maps</u>	<u>Facing Page</u>
Fig. 1. Physiographic Regions	2
Fig. 2. The Site of Durban.	3
Fig. 3. Functional Areas.	4
Fig. 4. Group Areas Outlines.	5

Introduction

While it is interesting to speculate upon the significance of early travels undertaken along the shores of Natal possibly by the Phoenicians, by the Portuguese and the purchase of the Bay of Natal by the Dutch East India Company in 1689, the effective history of Durban dates from 1824. In that year a party of trader-adventurers under the Leadership of Lt. F. Farewell set up an ivory trading post at the Bay of Natal. The first significant advances of the settlement, however, occurred after the influx of the Boer trekkers into the interior between 1838 and 1842 and subsequently by British immigrants between 1848 and 1852.

In 1854 Durban possessed 1,200 White inhabitants and was proclaimed a municipality.

The motto selected for the town was "Dibile Principium Melio Fortuna Sequatur" which, loosely translated, reads - from a difficult start progress will follow, or, from small beginnings larger things will grow.

During the 19th century exploitation of the port and forwarding and distributive trade characterised the economy. During the period the mono-functional economy was stimulated particularly by periodic wars, the ~~mineral~~ discoveries at Kimberly and on the Witwatersrand, the sugar industry and by the development of railways. By 1911, the total population of the city had increased to

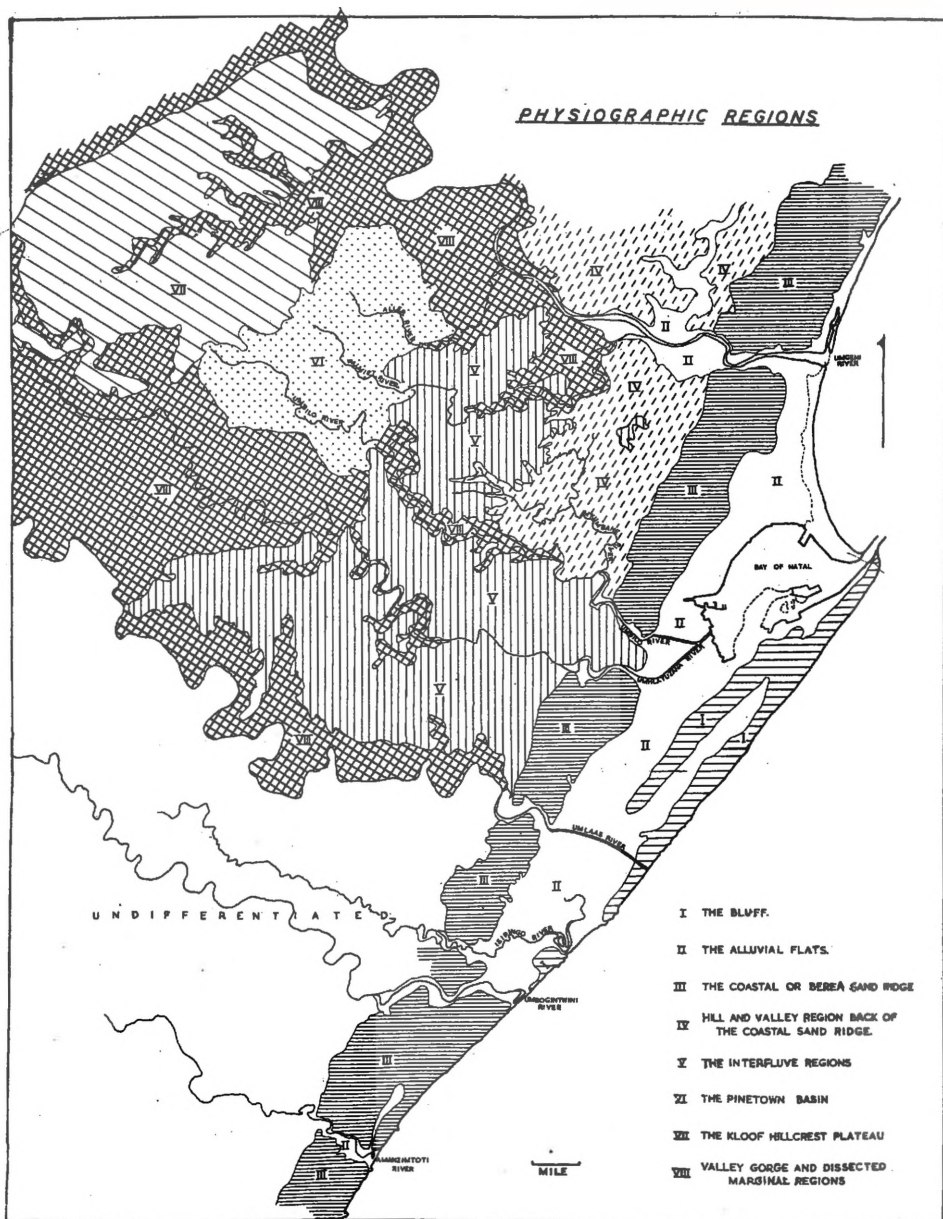


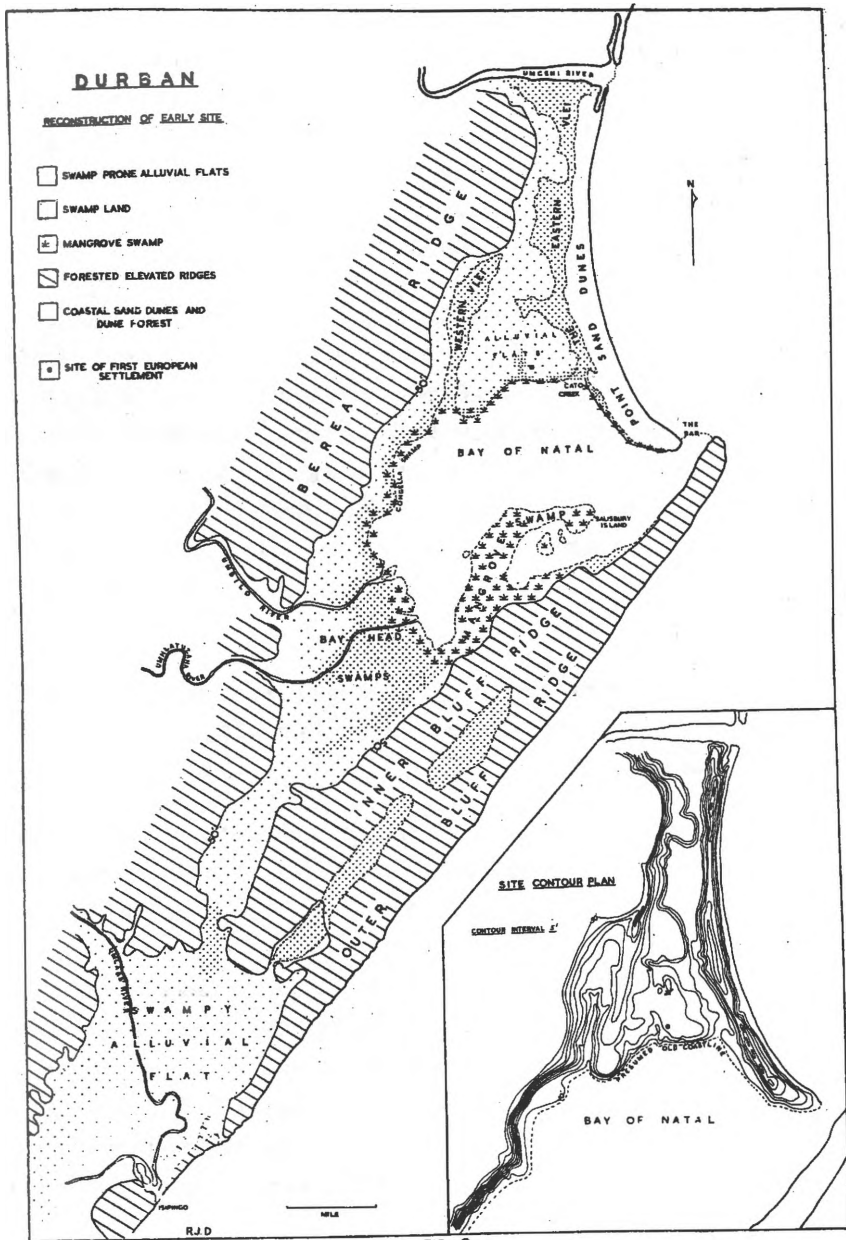
FIG 1

115,000 persons of which 34% were European, 47% Indian and 19% African, a racial composition reflecting in particular the growth of the Indian population in Durban during the periods of active Indian immigration between 1860 and 1911, originally initiated to supply the sugar estates with suitable workers.

Economic diversification has been the major feature of economic growth in the modern period since 1914. The growth of secondary industry, a large scale holiday and hotel industry, financial institutions, the transport function and large scale development of harbour facilities have been added to the already important trade function. The population of the Metropolitan Area in 1966 was estimated as 786,000 persons.

Secondary industry is today the major economic function and employs an estimated 125,000 workers of all races.

The city possesses South Africa's largest and one of Africa's busiest ports visited by over 4,000 vessels and handling 16 million tons of cargo annually (over 50% of the total handled by all ports in the Republic). It is the third largest industrial, commercial and financial centre in the country functioning as the economic capital of Natal with a hinterland stretching back over the most intensively developed lands in South Africa. Durban's beaches, scenic attractions and ideal winter climate, among other factors, have made it the



premier coastal resort in the country. The city has well over 100 hotels and plays host to between 200,000 and 300,000 visitors annually.

The site of Durban

The Bay of Natal, originally some $7\frac{1}{2}$ square miles in area, is bounded on the north, west and south by extensive low lying alluvial flats, formerly swampy and ill-drained, not exceeding 50 feet in elevation and extending northwards to the Umgeni River and southwards to the Umbogintwini River (Figs. 1 and 2). On these flats two prominent former swamp lands, the Eastern Vlei, which extended from Cato Creek to the Umgeni River, and the Western Vlei, reaching along the foot of the Berea ridge from the northwest corner of the bay, enclosed between them an irregular, slightly elevated and drier stretch of land on the northern bay shore. This was to become the site of the first settlement. The configuration of the swamps was also to exert an important influence on the future spacial trends of the city.

To the east the Point, with sand dunes originally rising to 50 feet in places, encloses one side of the bay, its peninsular form providing a natural sheltered waterfront for quayside development.

To the west of the flats the Berea ridge, rising to over 400 feet, stretches north and south as a continuous feature except for gaps cut into it by the principal

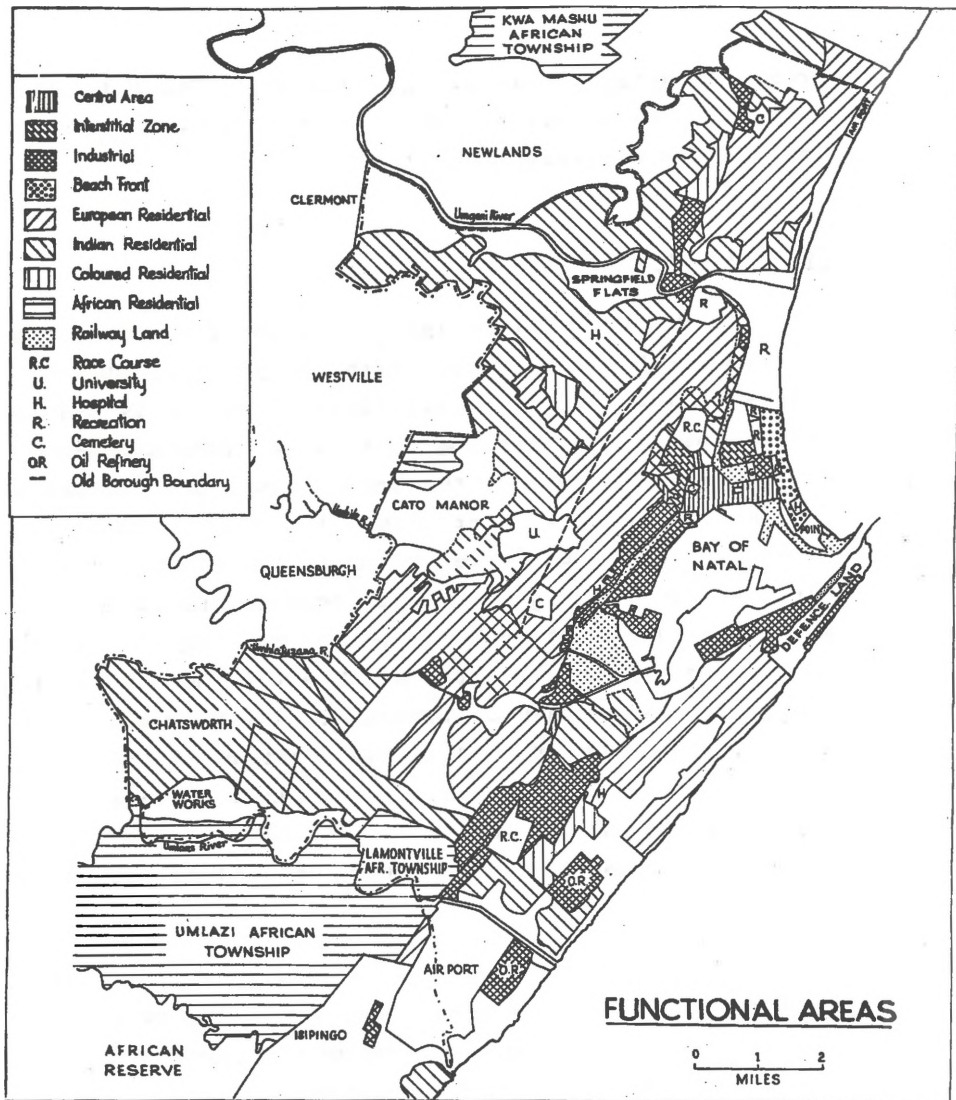


FIG. 3

rivers in the area. In the north the ridge fringes the coast, and extending inland of the flats continues southwards to Umbogintwini where it once again fronts the sea. In the southeast the two ridges of the Bluff extend southwestwards from the bay entrance to Isipingo Beach and reach elevations of over 200 feet.

West of the Berea ridge a lower lying hill and valley region, cut off from the influence of the sea, slopes upward on to interfluvial heights separated by entrenched east west river valleys. The interfluves, which rise to over 1,200 feet on their inland margins, have varying widths and degrees of slope. The inland portion of the metropolitan area contains the extensive gently sloping land of the Pinetown Basin at an average elevation of 1,100 feet, rising by a sharp escarpment to the elevated Kloof-Hillcrest plateau, generally above 1,800 feet in elevation. Steeply sloping entrenched valleys and dissected country are characteristic of the marginal land of the metropolitan area to the south, west and north.¹

Since the average inhabitant of Durban finds the hot and humid sub-tropical summers of the city distinctly uncomfortable elevated sea facing sites are desirable. In the past the environment left much to be desired for

¹ The physical characteristics of the site of Durban have for some time provided a basis for interesting and controversial geomorphological research.

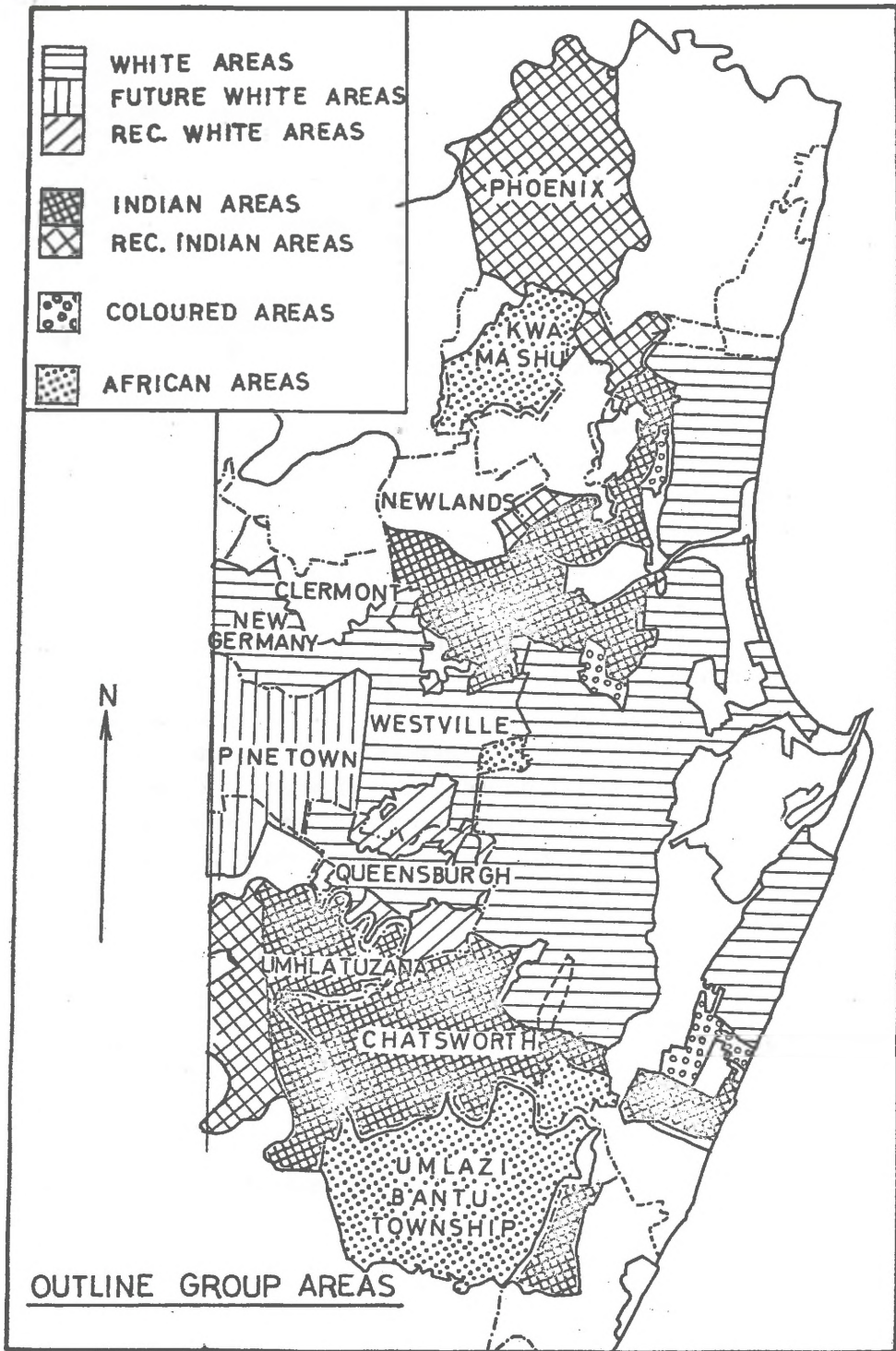


FIG. 4

the extensive swamps of the site were the source of frequent endemic diseases, including malaria and other tropical diseases. It was as recently as 1934 that the last serious outbreak of malarial fever took place in Durban.

Between 1824 and 1835 the settlement was known simply as Port Natal. In 1835 it received its present name after Sir Benjamin D'urban, Governor of the Cape. Its first official street plan, covering present day central Durban, was drawn up under commission from the Trekker Government of the Natalia Republic in 1840 and was subsequently accepted by Natal's first colonial surveyor in 1845, after the British annexation.

The Old Borough of Durban (13 square miles) was proclaimed in 1854 and forms the nucleus of the present city. Its boundaries ran along the crest of the Berea and along the Umbilo and Umgeni rivers, and formed an important ecological and social divide in the later development of the city. In 1932 the Borough was considerably enlarged to 70 square miles, while recent additions to its territory have increased the area to 90 square miles. Today it is surrounded by 19 smaller local authorities ranging in status from boroughs or municipalities to local health commission areas.

The total territory occupied by the Durban Metropolitan Area is of the order of 200 square miles, stretching westwards from the boundary of the City towards the flats of Pinetown and the plateau surface

of Kloof and Hillcrest. To the south ribbons of urban development stretch along the coast to Amanzimtoti and Kingsburgh, backed by the Umlazi African Reserve and the large African township of Umlazi, one of the few African urban areas developed upon reserve territory. Northwards, the city has expanded over the coastal heights from Durban North to Glenashley, La Lucia and Umhlanga Rocks and over the broken country inland to Kwa Mashu, the second of Durban's giant African townships.

The major work centres of the city are located mainly upon the alluvial flats (Fig. 3). The central business district, a complex of White and Indian business areas, is located along the northern shores of the Bay and occupies the earliest settled portion of the city. To the east of the C.B.D. is the beach front region of hotels and flats. The Point, formerly an important area of trade and industry, is today gradually changing to become essentially residential in character.

Durban's major industrial regions in Maydon Wharf, Congella, Rossburgh, Jacobs and Mobeni extend southwards from the city centre. At the bayhead are located the major marshalling yards and the shores of the bay stretching along the foot of the Bluff are occupied essentially by harbour facilities handling bulk cargoes, particularly of oil, coal and mineral ores. The only major foci of industry outside the City of Durban are located in the industrial zones of Pinetown to the west

and in the south, on the Isipingo flats at Prospecton. Future industrial expansion will take place essentially upon the southern portions of the alluvial flats in Isipingo and in the north upon the Springfield flats and the flat land of river valleys extending northwards to Sea-Cow Lake, Phoenix and Mount Edgecombe.

Durban's population of some 800,000 persons comprises roughly equal proportions of White, Indian and African peoples with a Coloured minority. Broadly speaking the population is stratified economically on the basis of race. Spacially Whites occupy the most favourable land and the non-Whites the less desirable areas. The population patterns prior to group areas proclamations could be related to the physical environment, to historical, administrative and legal factors, and to economic status and selective social forces, the influences of many of which may still be observed in the townscapes of the present day city. The structure of the city assumed a broadly zonal pattern of residential areas, and a remarkable degree of segregation existed between Whites and Indians in particular.

The first group areas in Durban were proclaimed in 1958.

The emerging pattern of residential areas is that of a sectoral model (Fig. 4). White residential areas extend in broad sectors along the coastal margins northwards and southwards, with the exception of the Indian residential areas developed in the Isipingo area in the south. Westwards White residential areas stretch in a

broad sector from the city boundary to Pinetown, Kloof and Hillcrest between the Umhlatuzana River and the Umgeni riverlands. Indian residential areas will in future occupy two broad sectors stretching westwards, one in the north covering the Umgeni riverlands and one in the south occupying the interfluvium of the Umlaas and the Umhlatuzana rivers and will include also the Merebank and Isipingo regions in the south. There will be no provision for Indian residents within the inner portions of the city, and the present Indian business district will remain strangely isolated from its main source of livelihood. African residential areas will occupy sectors in the south stretching across the Umlazi African reserve and focussing upon the major employment centres of Moberi and Jacobs. In the north the township of Kwa Mashu at present isolated from major employment centres, will in future be near a belt of industry stretching northwards over valley flat land.

At present the population of the Durban Metropolitan Area is estimated to be approximately 1 million persons.

The 'City of Durban' excursion is not exhaustive but is designed to demonstrate some of the more interesting aspects of Durban's history, spatial growth and its present day urban morphology and social structure. It is organised in 3 laps.

FIRST LAP: HOWARD COLLEGE TO GARDINER STREET JETTY -
THE SOUTHERN WORK ZONES OF DURBAN AND
CHATSWORTH ROUTE POINTS 1 TO 15

1. The campus and principal buildings of the University of Natal.
2. Congella was the site of one of Shaka's Kraals built as an outpost. Its full title was Kwakhangela Ama Nkengana - the Cannibal or Vagabond outlook (Khangela means outlook).
 Congella was also the site occupied by the Boer Camp at Durban after the establishment of the Republic of Natalia and played an important role in the hostilities between the Boers and the British forces stationed in the old fort in 1842. The spur-like site was ideal as being elevated it possessed a wide view of the bay and the settlement of Durban and possessed an excellent water supply from a fresh water spring - still the source of water for a pond in present day Congella Park. The village of Congella was laid out in 1843 and its streets remain part of Durban's modern street plan.
3. The route now moves to the industrial area of Rossburgh. The area, established in the 19th century, was once beyond the boundaries of Durban. It became the site of the central sugar refinery, mainly as a result of the available water resources of the Umhlatuzana River which also provided a

means of effluent disposal. It is an unplanned industrial region mainly of medium to small scale establishments and a few very large firms.

The spine of the Rosburgh region contains an important neighbourhood Indian shopping centre of the strip type, associated with the densely occupied Indian residential area of Clairwood.

4. Clairwood is at present occupied by an Indian residential area in an advanced stage of decay. While there is a wide mixture of housing types, slum conditions are prevalent. The area is zoned in terms of land use planning as a future industrial region.
5. The Jacobs Industrial Region. Together with the Rosburgh and Amanzimyama and Mobeni industrial areas the Jacobs industrial region forms a part of the major work focus in the south of Durban. The industrial area, which has been mainly developed since the second World War, is planned upon conventional lines in contrast to the garden estate of Mobeni. It again contains a wide range of industry both in terms of type and size. In general the size of firm is on average smaller than in Mobeni but larger than in most of the other industrial regions in the city. One factory in the area employs, for example, over 3,000 workers. Total employment is some 18,000 workers. The structural elements of the southern portions of the city represent the ideal arrangement of

segregated residential areas. Within the area the central core of work provides a focus for radiating sectors of residence. White sectors extend to the Bluff, to Montclair and Woodlands and to the interfluvium between the Umbilo and Umhlatuzana rivers. Indian residence is provided in Merebank and in Chatsworth and temporarily in Clairwood, while Bantu residence is provided in the sector which runs southwestwards through Lamontville and the Umlazi townships. A small enclave of Coloured residence is also focussed upon the work zone.

6. The Mobil Oil Refinery.
7. The Merebank Indian Township. The township at present possesses approximately 2,600 dwellings of both the sub-economic and economic types. It will ultimately contain 3,430 dwellings.
8. The Mobeni Industrial Estate. The Mobeni Industrial Estate was established in the immediate post-war period and planned upon the garden factory principle. Several factory sites are many acres in area. The majority of firms are large scale undertakings and in each case the firm is responsible for the upkeep of the garden-like surroundings. The estate is served by a network of railway siding facilities. Immediately to the left of the route is located the Clairwood Race Course which is to be zoned for industrial development in the near future.

9. To the left of the route, at point 9, is located the Lamontville African township. Lamontville was established in 1933 and represents one of the more mature townships in the Durban area. The township possesses 2,762 dwellings and includes also the large J.S. Smith hostel for single Bantu workers. The total population of the township is estimated at present as being 25,302 persons.
10. The Chatsworth Indian Housing Scheme. In 1960 the total Indian population of the City of Durban was approximately 219,000 persons. At an estimated annual rate of increase of approximately 3.4% between 1965 and 1970 dropping gradually to approximately 3% by the year 2000 it is estimated that the Indian population of the city in that year will be close to 750,000 persons. The projected increase in population together with household size and housing requirements of the population group are given in the following table.
- In 1965 the number of houses available to the Indian population was of the order of 20,000 while the number required was approximately 38,000. The shortfall of 18,000 houses was brought about mainly by the proclamation of group areas within the city and the potential displacement of between 90 and 100,000 Indian persons as a result. The displaced population will require approximately 13,000 houses alone.
- If we take the planning period 1965 to 1985 upon which the City Council is at present working, and

POPULATION, FAMILY SIZE AND HOUSING NEEDS TO 2000.

Year	Population Growth Rate	Population	Household Size	Houses Required
Sept. 1960		218,393		
	3.35%			
Jan. 1965		250,930	6.75	37,200
	3.25%			
Jan. 1970		294,600	6.63	44,500
	3.25%			
Jan. 1975		345,500	6.50	53,000
	3.0%			
Jan. 1980		400,800	6.37	63,000
	3.0%			
Jan. 1985		464,700	6.25	74,400
	3.0%			
Jan. 1990		538,700	6.13	87,900
	3.0%			
Jan. 1995		624,900	6.00	104,200
	3.0%			
Jan. 2000		724,500	6.00	120,800

include presently existing houses which will be demolished within the period, approximately 61,000 new houses will be required within the next 20 years. Of this total it is estimated that approximately 11,500 will be built privately on Indian owned land or upon sites provided for private development in the existing townships. The City Council will therefore require to build approximately 49,000

houses to house the population by 1985. Chatsworth is at present the major township for Indians within the City of Durban. It is planned that the township with its proposed extensions will ultimately contain 16,000 - 17,000 houses with a population of over 100,000 persons. The remaining 33,000 houses which will be required by 1985 will be developed in new Indian townships to be established to the north of Durban in the Newlands and Phoenix areas.

By 1966 approximately 8,000 dwellings had been built at Chatsworth. It is estimated that the majority of the remaining houses will be built by the end of 1970.

Chatsworth is built on modern lines and upon the neighbourhood unit principle. Housing is available at sub-economic rentals and for economic purchase. One neighbourhood unit has been set aside for private owner-builders. Sub-economic housing is of four types ranging from flats with one room plus a kitchen and toilet/shower at R3 per month, to double-storeyed semi-detached houses with two rooms, a separate toilet and shower upstairs together with one room and a kitchen on the ground floor, at a monthly rental of R6. The type of house preferred by the majority of the residents is the type which consists of two rooms, a kitchen and toilet/shower at R4.35c per month. The double-storeyed house is not highly favoured by the majority of the residents.

Economic housing which is available to householders earning between R160 and R180 per month is available in three types. All houses are provided with electrical points and water is laid on. The scheme has a waterborne sewerage system. The township is to have an impressive township centre which will contain shopping and office facilities and buildings for cultural, religious and recreational needs. At present only restricted shopping facilities are available within the township. A model of the projected township centre can be viewed in the foyer of the City Engineer's building, Old Fort Road. The township at present possesses 15 schools - two of which are secondary schools - all of which operate upon the "platoon" system where education is provided in two shifts per day. The schools are built by the Public Works Department. Ultimately the township will have 55 schools.

Health services are provided by two clinics while a large provincial hospital is at present under construction.

Recreational facilities are at present provided by 16 sports fields for public use, but the township possesses very few facilities for night entertainment. At present there is only one hotel that possesses a night club. Transport within the township is at present provided by private bus companies. A rail link is planned to be built for the township in the years 1967-68. The railway which will run down the central spine of the township will form an essential part of the planning scheme.

The visit to Chatsworth will be under the guidance of senior planning officials of the City Engineer's Department.

11. Development of the bayhead formed an important part of the Moffatt Commission report on the development of Durban harbour. The position of the graving dock was largely responsible for the Commission's decision to locate the ship building and ship repair industry in the bayhead area. The Commission recommended that 167 acres of land be allocated to ship building and ship repair industries. The proposed land has been reclaimed from the bay and is situated to the south of the graving dock and the present zone of ship repair facilities which surround it.

The Barend's ship yard, with the support of the Industrial Development Corporation is probably the largest local yard and represents an investment of over R3 million. The existing development of the yards include a slipway 350 feet in length, which it is proposed to extend to 620 feet. The present facilities allow for the building of vessels of up to 6,000 tons. When the longer slipway is completed the yard will be able to build vessels of over 30,000 tons.

The ship building yard includes (1) a large ship building hall in which most of the steel work involved in the construction of a vessel is undertaken. (2) A machine shop where machinery is either made or assembled. (3) A drawing office. (4) Workshops

for supporting trades. (5) The slipway.

The yard will draw its materials largely from this country. Structural steel will be provided by ISCOR, the bulk of the machinery (it is estimated that between 30% and 40% of the machinery will have to be imported, including the major marine engines), fittings, including furniture, electrical installations, etc., will be drawn from local manufacturers. The firm at present employs 600 workers of all races. When the yard is fully operative it is estimated that the employment will rise to 1,200 persons.

12. The Southern Freeway and Maydon Wharf. The Southern Freeway was opened to traffic in July 1967 and links the centre of Durban with its southern suburbs. For some distance it traverses the centre of the old Congella marshalling yards.
- Maydon Wharf: Following the increase in harbour traffic during and following the Boer War, including in particular the timber trade, it was decided to build a quay on the western flank of the bay on the site of the Congella swamps. By 1905 the first 65 acres had been reclaimed and in 1907 1,500 feet of wharf had been completed. The work on Maydon Wharf, which included the development of the Congella Marshalling yards and the Congella industrial area, was completed in 1934. The land seaward of the railway is Government owned and is leased to industry and trade. Maydon Wharf was Durban's first major 'planned' industrial area and presents an industrial landscape of the 'between the wars' style in contrast

to the garden estate of Mobeni. The size of industries in the Maydon Wharf and Congella areas varies widely but firms are generally smaller than those in Jacobs or Mobeni. The industrial composition site is very varied and is no longer dominated by timber and bulk handling establishments. Recent additions to the area are the two huge sugar terminal silos each with 4 acres of covered storage space. Sugar is handled in bulk by the most up to date automatic methods.

13. St. Andrews and Russell Streets area, the centre of Durban's developing "Hillbrow". Tall blocks of medium quality flats have replaced an earlier residential area. The region possesses many of the social characteristics of an intensively developed area of flat dwellers.
14. The Victoria Embankment (Esplanade) was built as a bayside reclamation scheme and was completed in 1902. It is named for the old Queen and after London's famous embankment. Formerly lined by high class residences (including the home of one of Natal's last prime ministers, Harry Escombe, which stood on the site of the new block of government offices), the Esplanade is now lined by modern and expensive flats and some hotels and clubs. The new Law Court building stands on the playground of the first Durban Boys' High School. Albert Park, at the west end, is one of the parks (Albert and Victoria) established in 1864 at the

extremities of the early town.

At the western end of the Esplanade also is the main fishing wharf of Durban harbour and several fish pre-cooling factories.

15. Gardiner Street Jetty.

SECOND LAP: LUNCH HOUR TOUR OF DURBAN HARBOUR BY PLEASURE LAUNCH. Lunch will be provided on Board.

The major structural elements of the port and harbour will be examined during this lap. The launch will return to the starting point for the third lap of the excursion.

THIRD LAP: THE CENTRAL BUSINESS DISTRICT AND RESIDENTIAL AREAS. POINTS 16 to 42.

16. Gardiner Street, at the foot of which is situated the famous statue to Dick King an heroic figure of this Province. The width of the town block between Smith Street and the Esplanade should be noticed. The bayside blocks are naturally of varied widths but are considerably wider than the normal city blocks of central Durban. At the time when the street plan was laid out, the early settlers had already established themselves on the crest of the beach running down to the bayside. These

settlers claimed frontage and fishing rights to the bay and Cato, commissioned to draw the plan, was obliged to draw long narrow building plots running from the bayshore to present day Smith Street. The blocks have also been crossed by numerous lanes and narrow streets which have progressively given access to the long narrow plots.

17. The Central Civic Region: The city square is the historic heart of Durban. At the southwest corner a plaque commemorates the original settlement of 1824, which was made upon the site of the square. Surrounding the square is the Post Office (1886 and a historical monument, and originally the City Hall), which housed the national convention of 1909. From its steps Winston Churchill spoke during the South African war. One of the original town wells is located in the basement of the building. The City Hall (1910) - a remarkable resemblance to the Belfast Guild Hall may be noted; the publicity bureau occupies the building of an early library established in 1853; St. Paul's Church stands on the site of an earlier Church which was completed in 1855 at the time of arrival of Bishop Colenso in Natal. Medwood Gardens are located on the site of an early outspan; the old law court building situated behind the City Hall block was erected in 1866; on the site of the Allied Building Society, now one of the city's tallest office blocks, stood Durban's first two storeyed building (1850), the upper floor of

which contained the main government and town council offices for some years. In front of the site of the Old Mutual building, the first sugar market in Natal took place in 1855. The Royal Hotel, recently rebuilt, has been a feature of the square since the 1840's when, as the Commercial Hotel, it was the starting point for postcards to Pietermaritzburg. The title 'Royal' dates from the visit of Prince Alfred to the city in 1860.

To the right of the City Hall is the principal entertainment centre with a concentration of five or six cinemas and many restaurants.

18. The route along Smith Street, between Field and Gardiner Streets, passes through the principal financial and office district of Durban. Barclays Bank, the Norwich Union Building and the United Building are prominent new additions to this district. Eagle Star House, is the tallest building in Durban, 25 floors. At present under construction is the new Natal Building Society building. Note the general absence of pavement verandahs, so strongly a feature of the shopping region in West Street.

THE CENTRAL BUSINESS DISTRICT

19. West Street is Durban's principal shopping street. Together with Pine Street and Smith Street, which run parallel to it on the north and south respectively, the three streets formed the framework of

the original layout plan of early Durban. Its width is 100 feet - the space required to turn an ox wagon with a full span of oxen. The central city blocks of West Street are very long and are crossed by few intersections. This factor very soon led to the construction of numerous lanes and, today, arcades which improved access between the main streets and have considerably increased the commercial frontage. The spacing of the relatively few cross streets was suggested by arms of swampland running up from the Bay. The streets ran down into these swampy areas leaving the intervening drier spaces for the development of the town blocks. While West Street like other parts of the C.B.D. has been subject to considerable rebuilding in the recent past it still retains several buildings from the late 19th and early 20th century. In general its facades are irregular and the profile jagged and on average somewhat low. The core of the shopping district is situated between Broad Street and Gardiner Street, which area contains the major departmental stores and the higher class speciality shops.

Between Field and Gardiner Streets a noticeable depression in West Street marks the site of an early pond or swamp which was the first supply of fresh water to the settlement. This swamp for long formed a barrier between the east and the west ends of the town, between which a strong rivalry existed until the 1860's when this portion of West Street began to evolve as the major shopping district.

20. West Street Cemetery was established in 1851 beyond the then limits of Durban. Today it is a major planning problem in the central area and part of it has been expropriated for the alignment of the new western freeway. The Roman Catholic Cathedral is on the left and is the seat of an Archbishopric. Immediately to the west of the Cathedral are the Indian and African markets, both outstanding tourist attractions, but forming an essential part of the trading area of the Indian central business district.
21. The Indian central business district: with increasing settlement in Durban from 1870, Indian traders, at first unable to compete for ownership of property in the established White C.B.D., began to develop shops and shacks upon the northwestern swampy fringes of the area. Antagonism arising from increasing trade competition and race attitudes on the part of the Europeans, is reflected in the exercise of powers provided under licencing laws to confine the expansion of the Indian businesses to the northwestern quadrant of the central area centred upon the spine of Grey Street. The Durban C.B.D., is characterised, therefore, by a highly interesting racial and structural duality. The basic character of the Indian sector of the C.B.D., is one of a plural landuse; of small shops with flats and tenements above. A large proportion of non C.B.D., landuses - in particular residence, educational, and institutional landuse - is a

characteristic feature of the C.B.D.

Of the 820 retailing establishments within the Indian business district 93% are food shops, clothing shops and general dealers. Food shops and clothing shops together, in fact, account for nearly 70% of the total.

The range of financial and office services offered by the business district is limited when compared with that of the White C.B.D.

There are approximately 312 factories situated within the area manufacturing, in particular, jewellery and cheap clothing, many of them employing only two or three persons. The size of establishments is one of wide contrasts. For example there is one clothing factory employing over 300 workers and another employing only 10. There are tailors with a staff of 20 and several that are one man establishments. There are a few shops that cover some thousands of square feet but the majority are small while many occupy tiny rooms that measure only 10 x 10 feet. The owners of shops do not necessarily live behind or above the shops but a large proportion of them do live within easy walking distance of their shops (75%). This is probably due to the fact that unlike his White counterpart, the Indian merchant and trader spends long hours, including weekends, at his place of business; living close to his business interests is, therefore, convenient.

A wide range in the socio-economic status level of the residents of the C.B.D., is characteristic.

A rich merchant, a shop assistant, a doctor and a waiter, may all occupy flats within a single building. Residential segregation takes place rather upon religious and linguistic lines. For example, in Grey Street flats are occupied predominantly by Gujerati speaking Muslims. Overcrowding is prevalent both in houses and in flats within the C.B.D. In one cottage, for example, the 8 rooms were occupied by 8 different families. Living in flats, furthermore, seems to have exercised little influence on the size of the families. The average flat consists of kitchen, a large diningroom/lounge and a bedroom. The average size of the families in flats is two adults and four to five children.

A very great disability is the absence of facilities for healthful recreation. There are no playgrounds in the area and the nearest public open spaces are in Albert Park where a corner with a few swings is set aside for non-White use. Streets become playgrounds during weekends and after shopping hours - as do the passages leading to flats. Unlike the White C.B.D. the area is very much alive at all times of the day.

While most of the Indian business district is housed in buildings which are strictly western in concept it does contain a few notably oriental structures. Centrally located is the Grey Street Mosque, the largest mosque in South Africa. Leading off Grey Street immediately beyond the Mosque, is the Madresa

Arcade - perhaps Durban's most striking oriental townscape, with a minaretted entrance and small eastern shops overlooked by crowded galleried tenements.

22. Pine Street and Commercial Road enclose between them a strip of land which today contains the city telephone exchange and modern parking facilities. This land, which breaks the regular pattern of the central grid of streets, was formerly occupied by the first extension of the main railway line to the interior from the central station. The line was removed to its more convenient, below street level, route around the central area in 1894.
23. Durban Central Station is situated on the site of the first railway station in South Africa, which was linked to the Point by two miles of railway in 1860. The present station was erected in the late 19th century to a plan designed for a Canadian railway station. The exactitude of Durban's engineers is today reflected in a roof spanning the concourse which is capable of carrying 4 feet of snow! The station, a decayed building in the contemporary townscape, is to be resited within a new civic centre to extend from the City Hall across the railway land to Old Fort Road. The site selected for the new station is in the Greyville area.
24. Soldiers Way is one of the few diagonals in the central city grid iron plan. The alignment of the

street follows the boundary of the square of ordnance land surrounding the Old Fort about which more will be said later in the excursion. The name of the street is associated with the marching of troops from Defence Headquarters to the station for embarkation.

25. The eastern portion of the C.B.D. The area is Durban's motor town cut off from the hard core of the C.B.D. by a barrier created by the central civic region to the west. The region is dominated by motor sales rooms, workshops and by associated engineering and metal industries. Construction of residential flats on the upper floors of buildings has become a profitable source of income to property developers.
26. The Point docks. The quayside, commenced in 1850, extended progressively towards the north until by the 1930's the entire length of the bayside margin of the Point had been developed. In 1937 a scheme to develop the present day T jetty was commenced. The Point dock region is essentially an area handling general cargo. The new Ocean Terminal is the most recent addition to the quayside. Opened in 1962, it contains, apart from passenger handling facilities, a large precooling shed to handle deciduous fruit exports with a capacity of some 6,000 tons. The building contains examples of contemporary sculpture and mosaic art of considerable merit, executed by John Hooper.

27. The route now enters the region of the Point. It is a typical dockside area of mixed commercial, industrial and residential uses and is subject to considerable redevelopment problems. The problems arise essentially from deteriorating site qualities for industry, warehousing and other commercial uses and competing demands for land from residential property developers and the harbour authorities. The townscape at present presents a somewhat depressed backwater-type appearance but about 30,000 people still work here. Socially the area is one of considerable complexity and is subject to a considerable degree of social disorganisation - it is Durban's principal vice quarter.
28. Addington Hospital is the City's principal European provincial hospital. It was established on this site in 1879 in what was then Addington Village and government owned land. The hospital has recently undergone a major rebuilding operation. Its influence on the surrounding land uses, in particular upon the development of flats in the streets immediately behind it, is very strong. Blocks of flats fronting upon the hospital are essentially of middle class quality and contrast with the high quality and luxury flats which characterise the actual sea front further north.
29. The Beach Front Region and centre of the holiday resort function. The northern portions of this region are the most recently developed and consist of a narrow strip of buildings, essentially flats

with a few high class hotels, merging gradually towards the south with the older developed region in the vicinity of the foot of West Street. The northern portion of the region is flanked, on its western margin, by a belt of open land mainly devoted to recreational and institutional uses and includes a part of what was formerly Victoria Park (1864). The southern and older portion of the region in contrast is very heavily built up with narrow lanes and streets and highly congested development upon the 19th century street plan formerly lined by small beach cottages.

In concept the Beach Front region conforms to the somewhat outdated concepts which gave rise to the English and French coastal resorts.

30. The early stages in the evolution of what will ultimately form part of Durban's new civic region. The buildings in this region at present house mainly municipal departments, particularly those of the City Engineer, City Licensing Department and City Police. The land to the north and including also the land southwards to the vicinity of the City Hall, is at present the subject of an intensive survey and planning study being conducted by Professor Lord Holford and Professor Kantorovich (of London and Birmingham respectively) who have been engaged by the City Council as planning consultants. Ultimately, it is conceived, a large civic region including a cultural civic centre will evolve between the present precincts of the City Hall and

the existing buildings in Old Fort Road. The area which will be subject to redevelopment will extend from Pine Street to the Umgeni River and between the sea front and Umgeni Road.

The Old Fort. The fort was erected in 1842, with simple earth works and trenches surrounded by a laager of wagons, as the stronghold for the British forces sent to annex the port. During 1842 the fort was beseiged by the Boer Commandos from Congella Village (established in 1839), the trekker settlement on the western shores of the bay. It was during this seige that Dick King made his 600 mile ride to Grahamstown for reinforcements. The site of the fort lay defensively on a small promontory surrounded by swamp land on three sides. In 1845 the fort became the centre of a large square of ordnance land, two sides of which are evident today in the alignment of Soldiers Way and Umgeni Road, as previously observed.

The route along Old Fort Road roughly follows the southern edge of the former Eastern Vlei swamp which extended over the flats northwards to the Umgeni River and over which the river frequently flooded in the early years of the settlement. Reclamation of the swamp commenced in the early years of the 20th century, and it has subsequently been used for essentially recreational purposes and for a period, as the Durban Airport. To the left of the route are the new Durban studios of the South African Broadcasting Corporation.

31. The route will now make a transect through the Berea residential districts which demonstrate a socio-economic transition up slope on the sea-facing Berea ridge.

Greyville, situated upon the flats at the lowest elevation is today an Indian residential district invaded by commerce and industry. The district, built in 1891, was originally a White working class region but was rapidly subjected to the processes of invasion and succession as Indian residential settlement spread from the central city area and as it was realised that the area was subject to malarial attack from the neighbouring swampy ground to the east and west.

On the right is St. Mary's Anglican Church, designed by Sir Herbert Baker - his only public building in Durban. Block AL of the Durban town lands, through which the route now takes us, is an area of racial mixture of Whites and Indians, and represents the heart of the controversies which raged over what became termed Indian penetration. It is upon this area that much attention was focussed by the Broome commissions of the 1940's and which ultimately led to the 1943 "Pegging Act" and the 1946 Asiatic Land Tenure Act. It has also been a crucial area in group areas legislation. Ecologically, the area was a natural zone of invasion and succession, with Indians extending upwards from Greyville into the older residential areas on the lower Berea slopes. Today it is a proclaimed group area for Whites and Indian families have been moving out in the past few

years. Much rebuilding of old residential buildings is taking place by way of flat building.

The Botanic garden, established in 1851, contains a rich collection of indigenous and exotic flora and is a centre for botanical research. At the foot of the gardens a large lily pond marks the location of Currie's Fountain - the principal water supply for the town between 1879 and 1886.

The Greyville Race Course and Royal Durban Golf Course. The race course occupies the head of the former Western Vlei at the foot of the Berea ridge. Horse racing on this site dates from the early 1840's, and it is on record that the first Durban July Race meeting was held on the site between 22nd and 23rd July, 1844. Prize money for the winner of the main race in 1844 was the equivalent of R30 - today the stake is of the order of R36,000. A considerable proportion of the Province of Natal's revenue is derived from this and from the Clairwood Race Course situated in the south of Durban. From Currie Road an excellent view of the city may be obtained.

The route now moves to the crest of the Berea Ridge within which area the highest rung of residential quality may be observed. Standing on the highest point of the Berea Ridge is King's House, the official residence of the Governors of Natal, Governors General of the Union, and now of the State President: it is surrounded by Durban's highest quality residences and its best addresses. Downslope from King's House, residential quality progressively

deteriorates until in Umgeni Road we encounter a poor class and socially mixed zone.

32. Burman Bush, the only significant remnant in Durban of the original subtropical forest which clothed the coastal margins of Natal. Today the vegetation is much disturbed and is far less dense than it must originally have been. The bush is now preserved as a bird and nature reserve.
33. Umgeni - this decayed area (at present Indian dominated) is the site of an early village surveyed in 1864 at the important drift over the Umgeni River. The river was first bridged at this point in 1864. In 1867 it became the terminus of the railway from Durban and an important trans-shipping point.
34. Umgeni Quarries. The quarries are in Dwyka tillite which here reaches a very considerable thickness and is overlain by a layer of the red Berea sands. At the crest of the ridge is located a deposit of post Cretaceous rocks which is similar in character and age to those which underlie the Bay and the Bluff.
35. The extensive Springfield flats - the flood plain of the Umgeni River. The area is cut up into plots of small Indian market gardens (average size less than 2 acres). It is destined, however, to become an industrial zone to serve as a work centre for the Kwa Mashu African township (ultimate popu-

lation plus 100,000 persons) some five to six miles to the north.

Development plans for the flats include a large canal along which the Umgeni River will flow so as to prevent the flooding which still occurs periodically.

The sand banks of the Umgeni River have been Durban's principal source of building sand from an early date.

36. Springfield and Asherville municipal housing schemes: The Springfield Indian municipal housing scheme (of economic and sub-economic housing) was commenced in 1944 and was the first major Indian housing scheme in Durban. It now has over 700 sub-economic dwellings and over 800 economic dwellings for letting. Today it is one of the smallest of Durban's Indian housing schemes.

Asherville an area of economic dwellings is one of the most highly favoured Indian residential districts within the City of Durban. It is an area not dissimilar from European middle class districts elsewhere in the city and contrasts sharply with the mixed development in older, privately developed, Indian residential areas.

37. King George V Hospital to the right and the Indian Teachers Training College to the left.
38. The site of Sydenham Village (established in the 1850's), and located at the crossroads of early routes from Durban, Pietermaritzburg, the north coast and Zululand.

39. Sherwood - the European residential area located upon an "elevated island" above the level of the Berea Ridge and surrounded by non-European residential districts.
40. Sparks Estate - a Coloured housing scheme (approximately 500 dwellings) located on lower lying valley lands and separated from the White residential area of Sherwood on an elevated hill, by a buffer strip of vacant ground.
41. An almost immediate change in the racial composition and in the quality of the residential patterns may be observed as we descend from Sherwood and Sparks Estate to Indian residential districts in Sydenham. The structure of the townscape tends to become very much more disorganised and lacking in amenity, reflecting the low economic status of the majority of the Indian group. Housing varies widely in quality, age, building materials and density; pavements are frequently unmade, streets unkempt and fencing of the plots is poor; tree planting is haphazard and ornamental gardens frequently absent. It is a colourful townscape, however, in the life and dress of its people, in the frequent punctuation by mosques and temples and small shops, and the use of garish colours, particularly of deep tourquoise greens and blues in colourwashes for houses.
42. Berea Road and the Western Freeway - the main axis of development within the Metropolitan Area to the west - was originally constructed by the 45th Regiment

and was opened in 1855. The 45th cutting, at the entrance to Durban, is named after this Regiment. Berea Road today is being completely reconstructed as part of the freeway system of the city and will ultimately be excavated to a depth of some 17 feet below the present street level. It will be crossed by bridges carrying the north-south traffic routes of the Berea. The freeway will ultimately link, towards the centre of the city, with an inner and elevated ring road which will join it to freeways running towards the south and north.

43. The Cato Manor Valley. The name of Cato Manor will forever conjure up the horror of the period of mushroom African shack development of post-war Durban. For 20 years up to 1963 Cato Manor contained Durban's major African slums which at their peak housed over 100,000 inhabitants. The valley is situated generally at a lower altitude than the Berea and is cut off from the cooling influences of the sea. It has been proclaimed a White group area and plans are being drawn for the development of mainly middle class housing. At present much of the land is vacant and is owned by the local authority and the Department of Community Development. The valley floor is occupied by sparsely developed Indian settlement while White residential development has within the past few years steadily been creeping down the slope of the ridge from the crest of the Berea. The only remnant of African settlement today is the Chesterville African township

and a small pocket of privately owned African land to the west. The valley represents, furthermore, the major area from which Indian population has, or will, shift under the group areas proclamations. Approximately 200 acres of land on the west facing slopes has recently been acquired by the University for future expansion.

The route now moves up to the back slopes of the Berea ridge to the University. As we reach the crest of the ridge there is once again a startling contrast between the low income non-White areas of the valley and the affluent residential development of high income White residents on the elevated lands of the sea facing ridge.



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