

KWADUKUZA CBD REGENERATION

PHASE 2: SITUATIONAL ANALYSIS

09.07.20



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PREPARED BY



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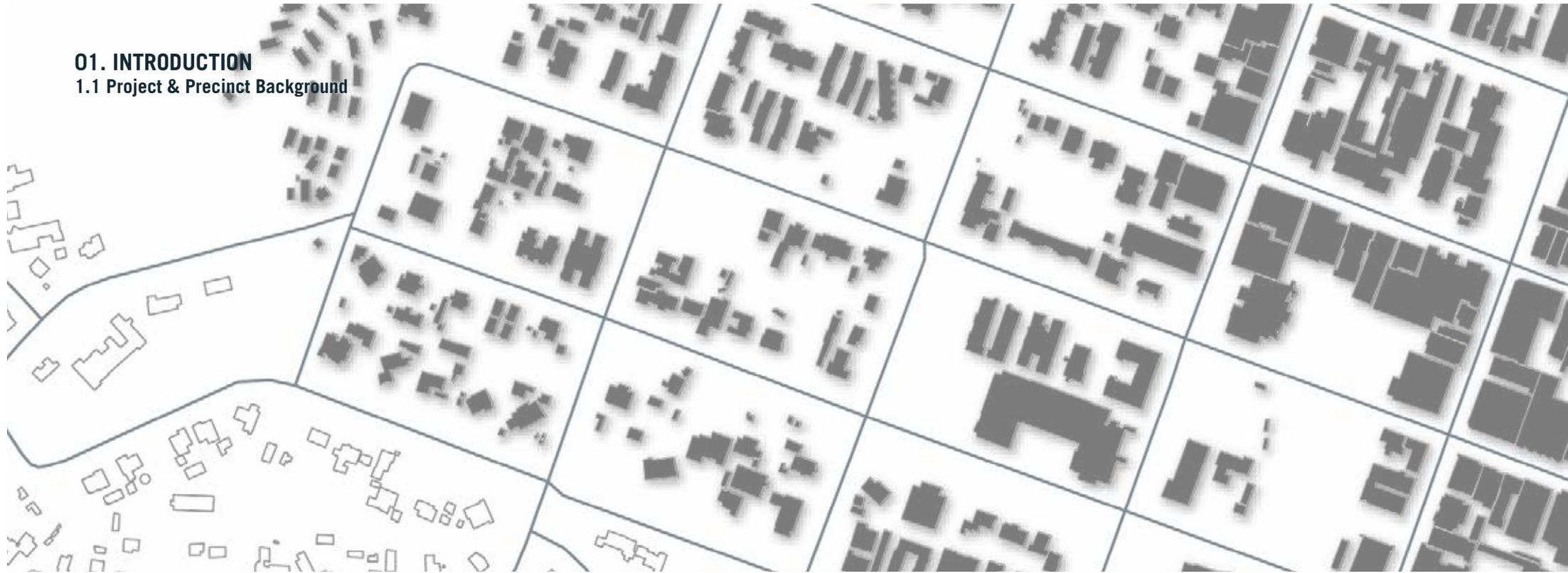


CONTENTS

01	INTRODUCTION	4
02	POLICY INFORMANTS	12
03	THEORETICAL UNDERPINNINGS OF TOWN CENTRES	18
04	STUDY AREA CONSIDERATIONS	36
05	CBD ASSESSMENT	42
06	DEVELOPMENT PERSPECTIVE	86
07	CONCLUSION	94

01. INTRODUCTION

1.1 Project & Precinct Background



01.

INTRODUCTION

PROJECT BACKGROUND

KwaDukuza Municipality is located within the iLembe District. This unique Municipality is rich in history, tourism and administrative strengths.

KwaDukuza Municipality is continually seeking out strategies on how to better itself and achieve its vision of becoming a city by 2030.

KwaDukuza Municipality's strategic location to the R102 and N2 allow for access to major economic hubs of

Durban, Richards Bay and Gauteng, and more specifically King Shaka International Airport, meaning that it is strategically situated not only to local but also national and international markets.

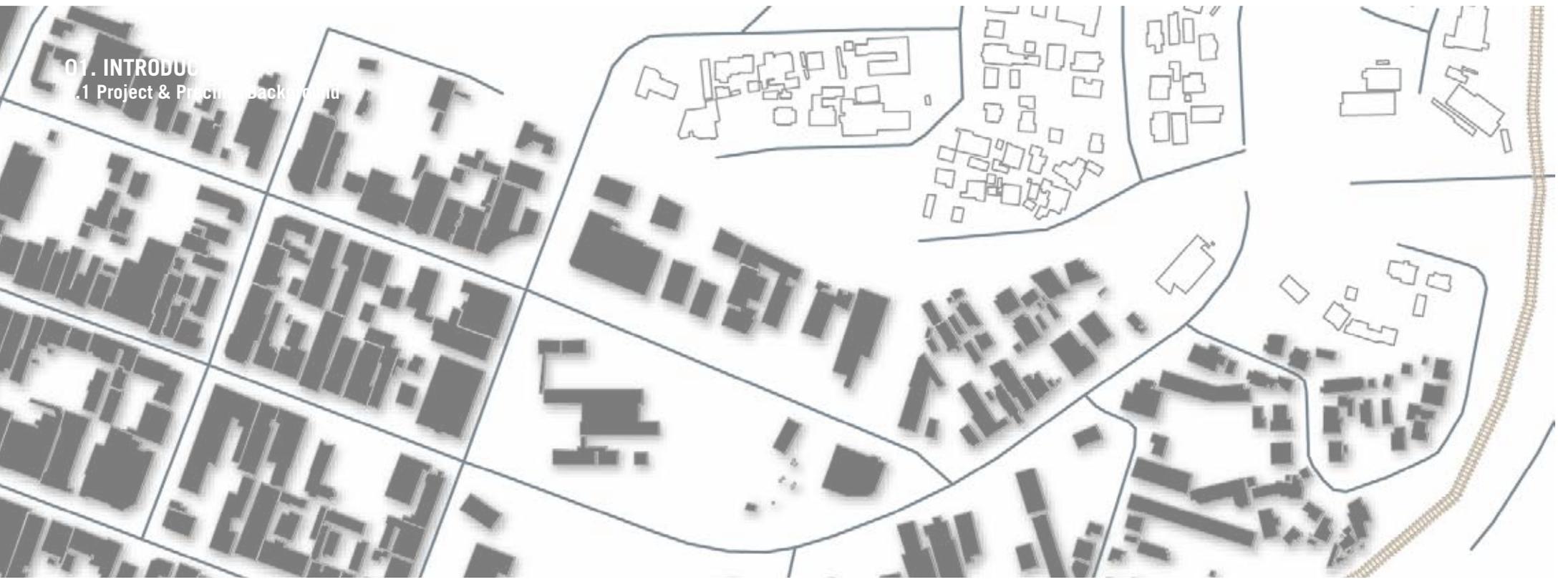
The KDM CBD itself, is a unique CBD with prominent administrative, and commercial significance as well as a rich historical background.

This dynamic CBD is vibrant throughout the year and is the livelihood of many

residents. However, as with many South African CBD's, generally the rise of malls in close proximity has prompted the demise of the core CBD commercial functions.

IYER, acknowledges the Municipalities proactive approach in coordinating a study of this nature in order to regenerate the CBD and improve the lives of people within KDM.

IYER submitted the inception report



to the client as the first deliverable of this project. This report then serves as the second deliverable of the project phase, which is Phase 2: The situational Analysis.

The team has undertaken a detailed assessment of the Study Area and will outline the findings within the contents of this report.

01. INTRODUCTION

1.2 Brief History of the CBD

The study area is the central business district of KwaDukuza (formerly Stanger) which is on the King Shaka Heritage Route which follows the life and death of King Shaka, one of the greatest military leaders in South African History. Heritage sites related to the life of King Shaka are located in the surrounding area.

The name KwaDukuza symbolizes the historical background of the area being home to King Shaka's Royal Residence which was named 'Dukuza'; directly translating to, 'place of the lost person'.

KwaDukuza was also the home of Chief Albert Luthuli, political activist and President General of the ANC (1952 and 1955). He was the first African to be awarded the Nobel Peace Prize.

King Shaka extended the boundaries of the Zulu Kingdom by defeating numerous clans and incorporating these into the Zulu nation. He built his palace and capital between 1820 and 1825 in the current area of KwaDukuza. He was murdered by his two half-brothers in 1828, Dingane and Mhlangana, who burned down the palace and dumped his body in a grain pit.

A memorial was built over the pit in 1932 (located at 96 King Shaka st at the King Shaka Visitors Centre).

The area has two Museums, The KwaDukuza Museum at 9 King Shaka Str. and The Albert Luthuli Museum at 3233 Nkukhanya Luthuli St, Groutville. A new Museum Centre has been proposed to replace the current Museum in King Shaka st.

The City as we know it was established to serve the coastal farming community in 1873 and it was named Stanger after the first Surveyor-General of Natal.

The growing sugar cane industry resulted in a diverse multi-racial population in Dukuza with the settlement of Indian families which were imported to work on the sugar cane farms (KwaDukuza Municipality IDP, 2011).

The earliest structures that may still exist are likely to date from 1890-1900 (eg. The Old Fort). Most buildings from the 1870's would have been replaced with solid material as they became available in the late 1800's.

In the 1930's the town grew with the

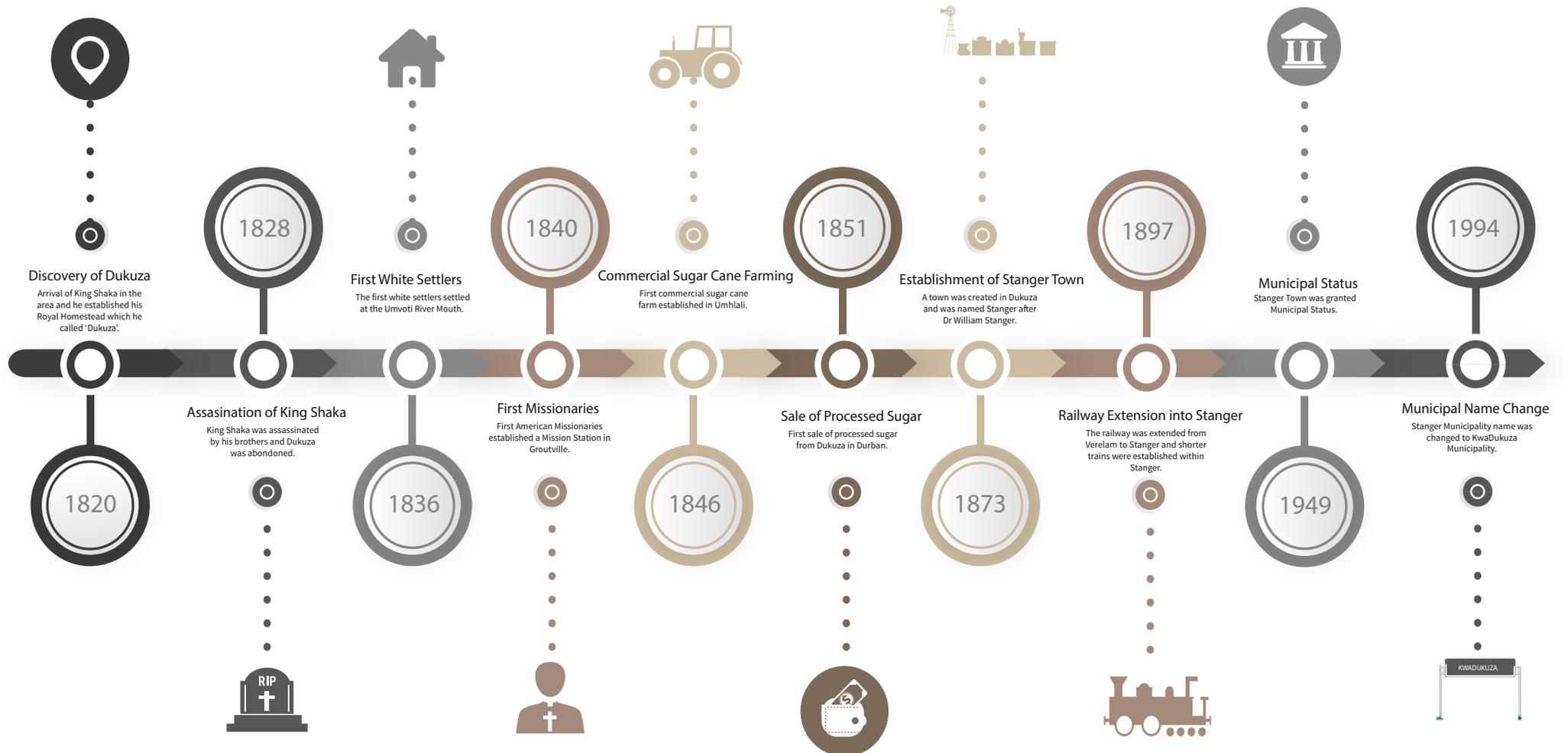
sugar industry and many businesses and residential buildings were built in the CBD. Therefore the majority of the older buildings in the CBD will be between 60 and 90 years old. Some will have been altered or rebuilt completely.



A picture of King Shaka

01. INTRODUCTION

1.2 Project & Precinct Background



01. INTRODUCTION

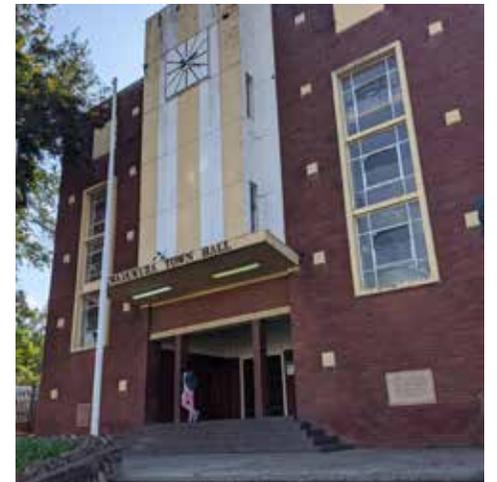
1.3 Study Area Delineation

The Study Area is located within the KwaDukuza Municipality formerly known as Stanger. The study area incorporates the KwaDukuza CBD and the new KwaDukuza Mall as well as the Ushaka Mall.

The Study Area is approximately 115ha in extent. The Study area is made up of a diverse range of land uses from administrative at the core, to retail, commercial and social amenities.

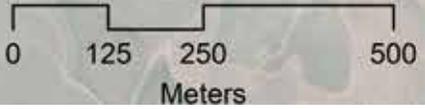
Today KwaDukuza has lost its role as an agricultural service centre, but is a bustling regional service centre of between 500 000 to 1 000 000 people (the 2016 population for the iLembe District was placed at 657 612 people in terms of the 2016 Community Survey published by StatsSA.

Whereas the town and immediate surroundings have a population of more than 50 000 people, the under-served community of more than 50 000 people immediately to the south of KwaDukuza, in Groutville and surroundings, are significant users of the CBD.





STUDY AREA LOCALITY



01. INTRODUCTION

1.4 Report Structure

The report will be broken into several sections, seven respectively. The report introduction highlighted the project background and provided a brief history of the Municipality.

Thereafter, policies relevant to the study area will be considered and the effect that this has on the CBD.

Thereafter, insight to the theoretical underpinnings of town centres will be addressed and case studies will be introduced to depict these theories and the lessons KDM can learn from.

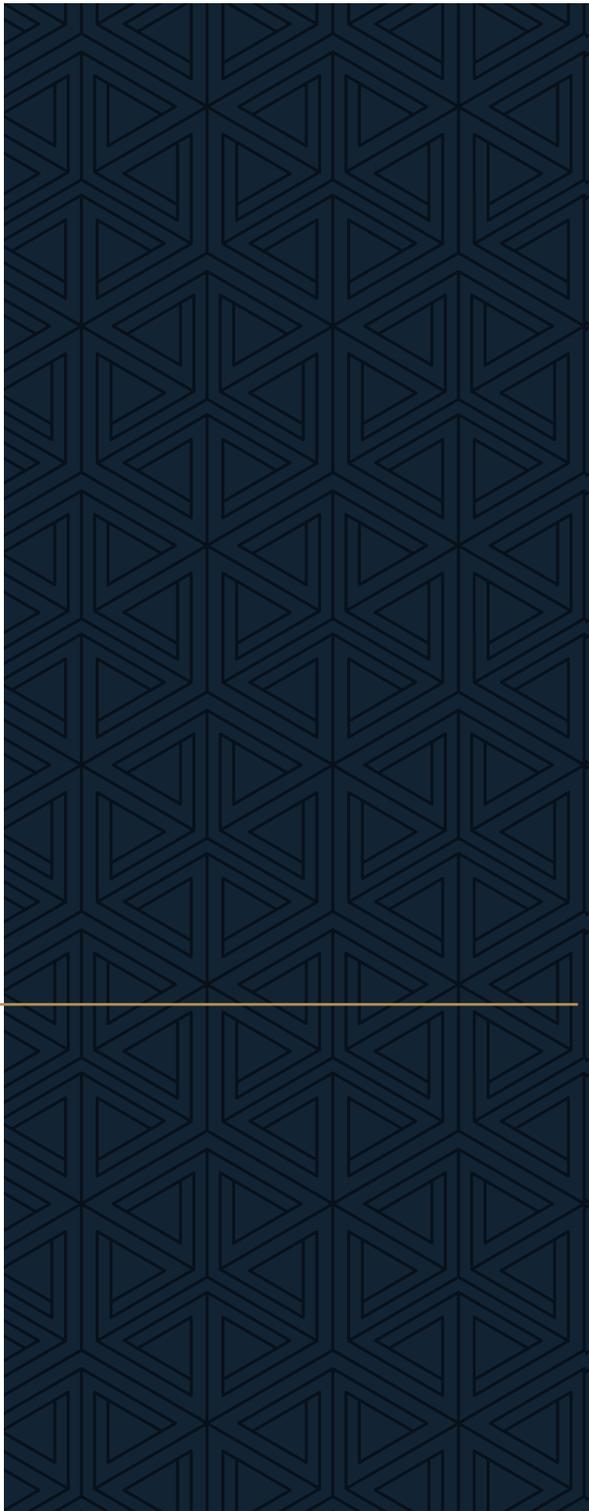
This will be followed by highlighting projects and initiatives that have a bearing on the CBD.

Following this the report highlight the findings from the study area assessments

The report will then present a synopsis of the findings and the way forward in terms of a development perspective for the CBD and will lastly conclude the report.



02 POLICY INFORMANTS



02. POLICY INFORMANTS

2.1 Policies Impacting the CBD

This section highlights the various policies and plans that are in place which have a bearing on the development of the KwaDukuza CBD.

This section seeks to implicitly highlight only the relevant policies and not the full spectrum of the hierarchy of plans within the municipal organization.

POLICY	POLICY OBJECTIVE & IMPLICATIONS ON THE KDM CBD REGENERATION MASTERPLAN
KwaDukuza Municipality IDP, 2020/2021	<p>The Integrated Development Plan (IDP) is one of the key tools for local government to cope with its developmental role and it assists municipalities to arrive at decisions on issues such as the municipal budget, land management, promotion of local economic development and institutional and organizational transformation in a systematic, strategic and consultative manner. The IDP identifies the following projects which have a bearing on development in the KDM CBD:</p> <ul style="list-style-type: none"> • The rebuilding of KwaDukuza Museum and linking it with the King Shaka Grave Interpretative sector as a catalytic project. • Development of an intermodal facility which will link all public transport facilities within KwaDukuza CBD. • The Municipality is currently considering further council owned adjacent land acquisition applications from the private sector to develop for medical supporting facilities i.e. Doctors consulting rooms, and laboratories adjacent to the KwaDukuza Private Hospital.
KwaDukuza Municipality SDF, 2019/20 IN REVIEW	<p>The KwaDukuza Municipality SDF is a tool which sets out the spatial planning direction for development within the municipality in line with the objectives set out in the municipal IDP. The SDF sets the following benchmark targets which need to be considered in the KDM CBD Regeneration Masterplan:</p> <ul style="list-style-type: none"> • By 2025 Ballito and KwaDukuza CBD must have fibre optics installed • 100% Access of all communities to KDM CBD by 2040 • Develop vertical hydroponic farming in CBD as a pilot project by 2025 and rollout more initiatives by 2030

02. POLICY INFORMANTS

2.1 Policies Impacting the CBD

POLICY	POLICY OBJECTIVE & IMPLICATIONS ON THE KDM CBD REGENERATION MASTERPLAN
KwaDukuza City Development Strategy,	<p>The KwaDukuza Municipality City Development Strategy (CDS) is a key informant of development within KwaDukuza. This strategy identifies the key opportunities and challenges that underpin KwaDukuza Municipality's performance and develops key strategies up to the 2030 horizon to enhance and mitigate these findings and ultimately promote positive, transformational change. The CDS developed six strategies to transform the municipality and the following strategies have a bearing on the KDM CBD Regeneration Masterplan:</p> <ul style="list-style-type: none"> • Strategy 2 - limit sprawl, characterise and reinforce the hubs • Strategy 3 - Transport planning • Strategy 4 - Bulk Infrastructure • Strategy 5 - Bridging the digital divide
POLICY	POLICY OBJECTIVE & IMPLICATIONS ON THE KDM CBD REGENERATION MASTERPLAN
KwaDukuza Land Use Management Scheme	<p>KwaDukuza Municipality adopted a wall-to-wall land-use management scheme on the 31st of March 2016. In terms of the Municipal Systems Act (No. of 2000), a set of land use guidelines has to be developed for the entire municipality along with a 'wall to wall' scheme which includes Traditional Council Areas. The Scheme reflects and must be aligned to the strategic intentions of the Spatial Development Framework (SDF) as part of the Integrated Development Plan completed and adopted by the KwaDukuza Municipality. This scheme has a bearing on the SDF to ensure that the spatial developments in the SDF correspond with the land use zonings stipulated in the Land-Use Management Scheme.</p>

POLICY	POLICY OBJECTIVE & IMPLICATIONS ON THE KDM CBD REGENERATION MASTERPLAN
KwaDukuza Lekgotla	<p>The following 2016 KwaDukuza Lekgotla resolutions have a bearing on the strategic planning of the municipality and must be considered in the KwaDukuza Municipality (KDM) Spatial Development Framework (SDF):</p> <ul style="list-style-type: none"> • Create a special regime for old buildings to comply and stimulate their redevelopment, e.g. KwaDukuza CBD area • Develop and approve the Building Maintenance policy /By law • Reconstruct the New KwaDukuza Museum and Integrate it with King Shaka Interpretive Centre, • Support and facilitate implementation of Urban Renewal of Ballito, Shakaskraal and KwaDukuza CBD by improving infrastructure and through public-private partnerships. • Provide on-going support to informal traders with facilities and business development. • Establish a Tourism Office in KwaDukuza CBD • Erect and provide tourism signage for areas and public tourism facilities • Extend KwaDukuza Library buildings and services • Offer Free Wi-Fi and Cyber centres in all our libraries

02. POLICY INFORMANTS

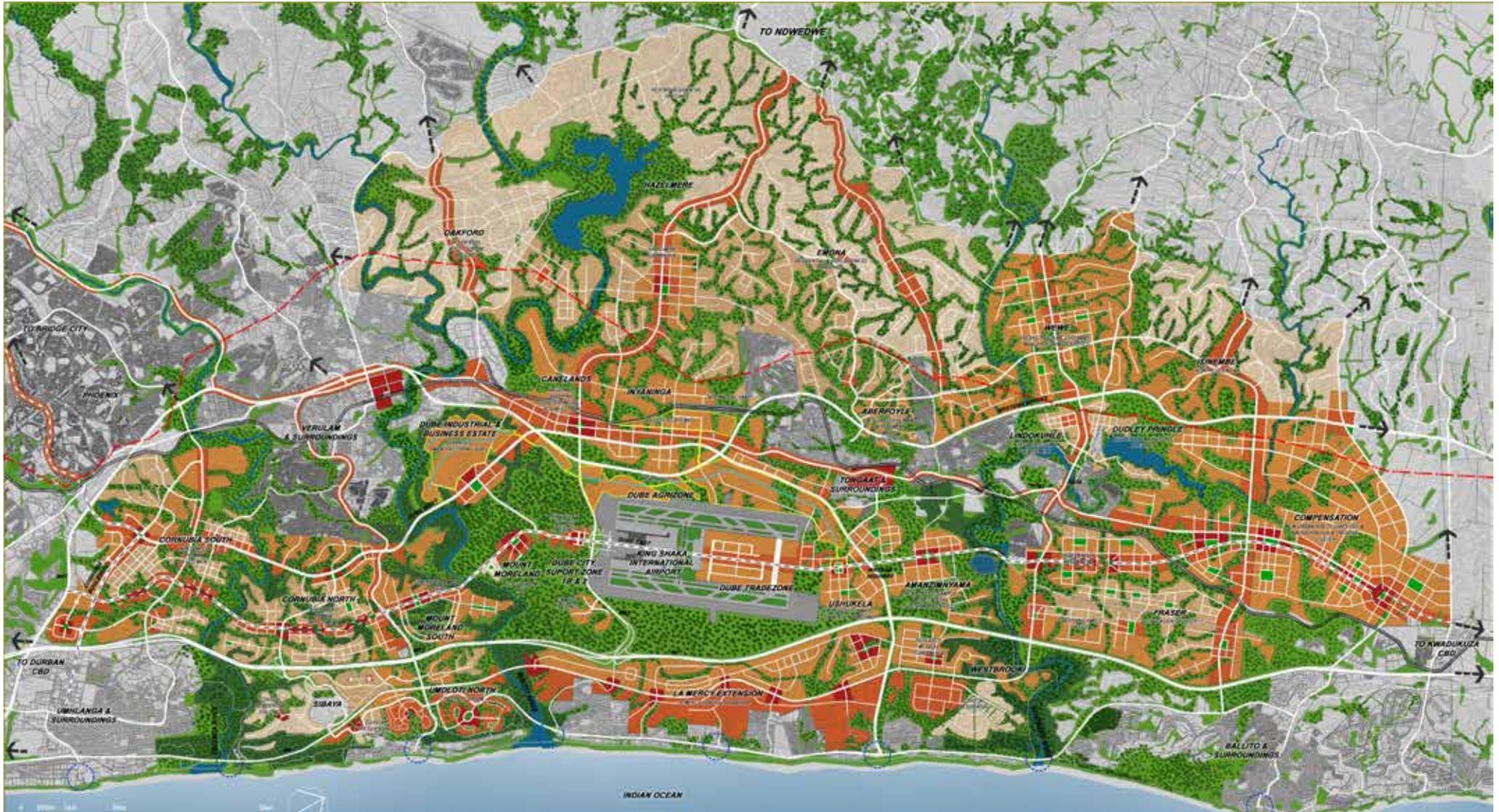
2.1 Policies Impacting the CBD

POLICY	POLICY OBJECTIVE & IMPLICATIONS ON THE KDM CBD REGENERATION MASTERPLAN
KwaDukuza Low Emissions & Development Strategic Framework & Action Plan	The KwaDukuza Low Carbon Emission Strategy and Action Plan is a critical tool for KwaDukuza Municipality to achieve its low emission goals, meet the low carbon economy targets set by the NDP and comply with the Paris Climate Agreement. Low emission, or low carbon development, is about meeting the development needs of the municipality while minimising its contribution to climate change, and helping it prepare for its impacts. Development within the KDM CBD must align with this framework to ensure that the low emission goals are achieved.
KwaDukuza Climate Change Response	KwaDukuza Municipality (KDM) developed the KwaDukuza Climate Change Response Strategy (CCRS) as a means of developing a robust climate change strategy that provides recommendations for response to climate change issues for vulnerable sectors in KwaDukuza (CCRS, 2013). The CCRS recommends the following: <ul style="list-style-type: none"> • Development planning is to take into account the location of key services to decrease the potential need for additional transportation requirements. • Support walking and cycling modes, e.g. cycle lanes and storage in the form of non-motorized infrastructure. • The opportunity exists for the municipality to apply for funding from other spheres of government – e.g. National Donor organisations and/or Non-Governmental Organisations are also key entities which the municipality could collaborate with on projects and/or to gain extra momentum in the form of extra resources, as is the case with their partnership agreement with ICLEI Africa.

PLAN	POLICY OBJECTIVE & IMPLICATIONS ON THE KDM CBD REGENERATION MASTERPLAN
Durban Aerotropolis Master Plan, 2019	<p>The Durban Aerotropolis Master Plan constructs a development framework for the next 50 years of growth in the region's premier airport precinct. The master plan creates a favourable environment for investment through integrated and coordinated spatial planning, multi-modal transport networks, place marketing, infrastructure and engineering services, and environmental sustainability. This plan proposes the establishment of satellite zones, innovation hubs, instant transportation, public transportation, connectivity, agricultural innovation, densification and the need to attract foreign direct investment for the establishment of the Aerotropolis.</p> <p>The Aerotropolis Master plan straddles three municipalities: Ndwedwe; eThekweni and KwaDukuza thus making it critical to ensure that development within KwaDukuza considers this plan to ensure that the municipality contributes to the transformation of this plan into tangible outcomes.</p>

02. POLICY INFORMANTS

2.1 Policies Impacting the CBD



03 THEORETICAL UNDERPINNING OF TOWN CENTRES



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.1 Understanding the Basis of Town Centres

This section aims to provide an understanding of the urban structure of town centres and their associated urban performance. The section will also evaluate local case studies to provide a better understanding of regenerated CBD's that are largely influenced by decentralisation, crime, a declining public realm, as well as components of an "Activity- High Street, and associated urban challenges. The study will also introduce key urban design guidelines to assess KDM CBD.

Understanding the Town Centre Structure

M Kahn- 2011 indicates that many geographers and planners now tend to differentiate the Town Centre into at least two areas, viz. the "Core" and the "Frame".

Conventionally, the Town Centre, as a whole, is that area of high intensity uses and high land values, usually within 10 minutes walking radius of the "Peak Land Value". The Core occurs within a 5-minute walking distance.

The "Core" is the highest and most intense retail and office area within about 5 minutes walking radius of the "Peak Land Value". Some analysts distinguish

between the Retail Core and the Office Core. For the most part the Core is distinguished as the area containing the "first order" or best retail and office floor space or the most intensively used part of the Town Centre.

The "Frame" of the Town Centre is the area around the Core, and usually comprises several clusters of secondary order stores, lower rent type stores (usually those with large display areas such as furniture and motortown, residential clusters, clusters of light / service industry, civic facilities and transport nodes (such as bus, taxi and rail termini). (See diagram on the right). It is clear that a Town Centre comprises a mix of land uses. It is also clear that this mix of land uses emerges organically, however it is also recognised that these uses need to be managed and directed so that the various parts work in consort, are integrated, are mutually reinforcing and create a safe, accessible, easy to use component of a town

This mix of uses will not be managed if open-ended generalised land use zones such as General Commerce and General Business are utilized, as this will not direct land uses to achieve the points

made above. A coordinated mixed-use town centre is achieved by the appropriate zoning of the various clusters that comprise a Town Centre. In addition to the use of fine-grain zoning of a Town Centre, it is necessary to plan, develop and maintain the strategic infrastructure that supports the operation of the Town Centre, e.g. General circulation, Parking, Pedestrian routing, Pavement treatment, landscaping, etc.

The Core of a Town Centre should, ideally:

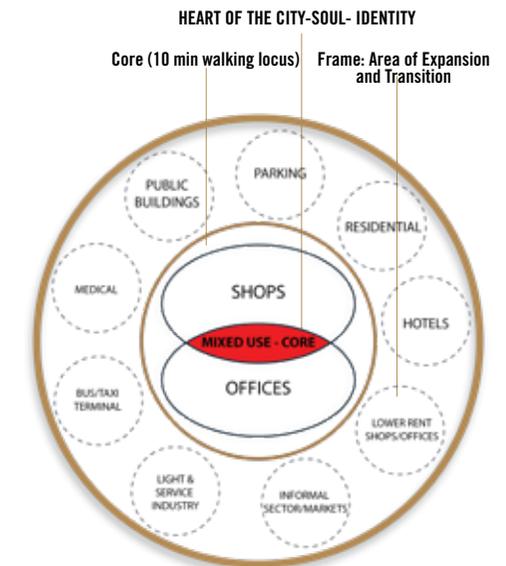
- Be contained within a walking distance of approximately 500 metres, or a maximum of 5 min walking radius (so that full extent is within 10 min)
- Individual blocks should not be in excess of 150 metres so that access to adjacent areas is facilitated.

The Core and the Clusters that comprise the Frame need to be treated differentially, viz. The Core should be pedestrian orientated and so that it could be ;

- Fully pedestrianised
 - Partially pedestrianized, or
 - Traffic calmed
- Individual clusters of the Frame also

need to be differentially treated, so that:

- Residential clusters are pedestrian friendly
- Civic clusters are pedestrian orientated
- Transport termini are clearly linked to pedestrian routes of the Core
- Secondary retail and office clusters are also pedestrian orientated
- Service industrial clusters are vehicle orientated.



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.1 Understanding the Basis of Town Centres

CONCEPTUAL APPLICATION OF MODEL TO KDM CBD

The application of the Town centre structure model over the KDM CBD reveals that there is a semblance of a traditional “core and frame” land uses that underpins the theoretical model however there is a slight departure which challenges the key structural components of the model as elaborated below;

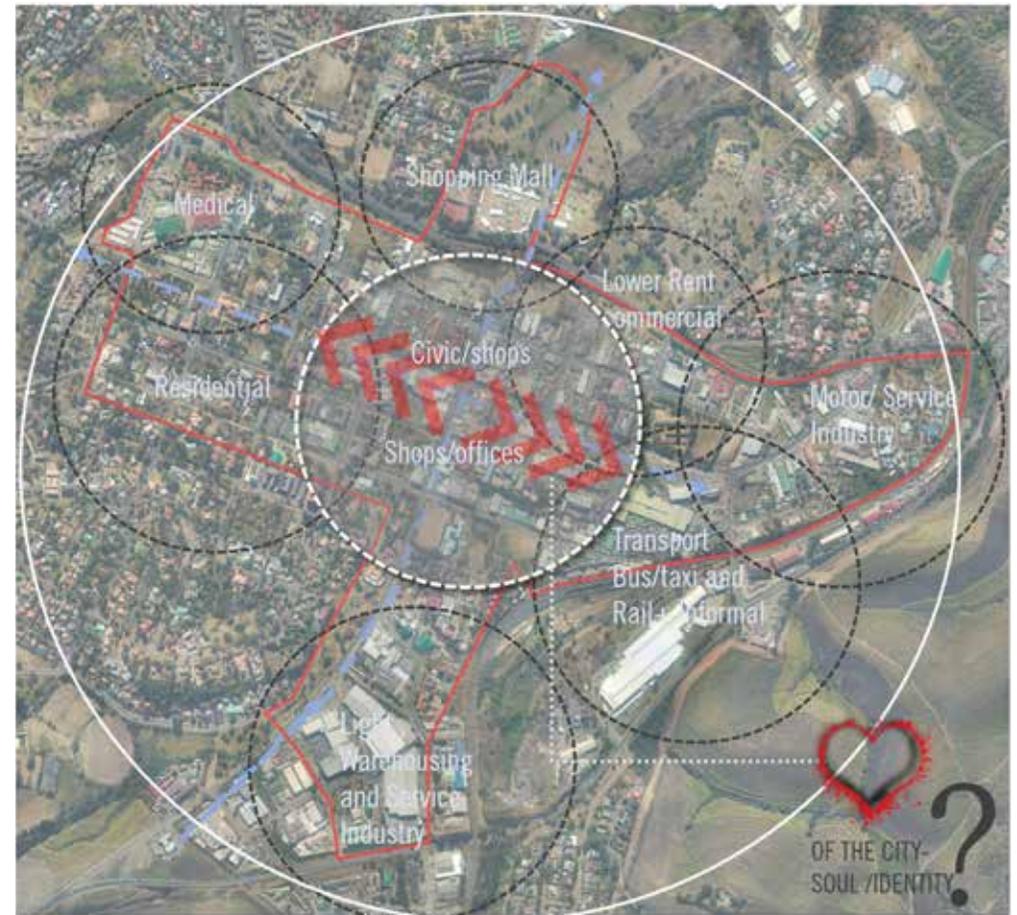
Frame- This consists of the more transitional uses such as residential, Public transport terminus, Light Industrial warehousing, and service zones. The Hospital services occupy the western quadrant of the frame whilst lower rent shops border the core areas. Off interest and as a departure from the model, is the Stanger Mall that now straddles the frame and pulls some of the individualised shopping functions from the core. This is in part compromises the integrity of the core which relies on the higher end retail stores and banks- “ feet generating Land use” that have now dispersed from the core areas and located in the mall.

Core- contains a variety of Mixed use-Town centre activity however some of the

more established retail offerings have relocated to the Mall. There is also no substantial office component in the Core with the low scale of development the typology is typically retail ground floor with residential above. It doesn't attract some of the more corporate offices as found in larger CBD's.

The civic component which lies centrally in the CBD offers a stable and public service function however there are plans to relocate both the local and district the municipal functions out of the CBD. The components that comprise an integrated Town Centre will further be damaged with the removal and relocation of the civic offices.

Critically what makes the “Core” is an Activity street, “Heart of the CBD” a vibrant space where the pedestrian intensity and land use activities are at its peak. The question for the KDM CBD is there a Heart, does a specific area in the CBD has a unique identity/soul that is easily identifiable?



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies

BLOEMFONTEIN CBD, SOUTH AFRICA - CBD REVITALISATION

In many cases, up-market retailers and companies decentralise from the CBD to other areas in the city. At the same time, informalisation has also “invaded” CBDs. This, in turn, affects the rental quality and the behaviour of formal businesses (Cohen 1999).

The following points have been raised as main changes that need to be effected in the Bloemfontein CBD.

- **Getting the Fundamentals Right: Addressing Crime and Grime**

The basics should be addressed first. Key to the success of the CBD revitalisation is basic services such as waste removal, water provision, crime prevention. Landowners, business owners have a negative perception of the CBD due to the basic services mentioned above. These are key aspects to their decisions to remain in the CBD or not. More than 50% of the occupants in the CBD mentioned that crime, feeling unsafe and dirt(grime) contributed to their negative view of the CBD. Addressing this fundamental service could instantly gain back the consumer and landowners confidence.

- **Locating Vital Economic Generators in the CBD**

Bloemfontein had lost its entertainment character due to decentralisation and urbanisation. the economic diversification of CBDs has usually gone hand in hand with flagship projects to diversify the economy of the CBD—entertainment being one aspect (Clark 2004). With economic diversity and flagship projects together assist in the revitalisation of the CBD, entertainment and social spaces within the CBD will contribute to this. Creating a mix of uses that will draw people to the CBD is of paramount importance. The Windmill Casino is not located in the CBD and the planned Bloemfontein Convention Centre is unlikely to be built in the CBD. These are two major economic generators which could assist greatly in the economic revitalisation. Key flagship projects are vital to economic growth In the CBD. There are some opportunities with regards to tourism and public square to create a pedestrian and tourism friendly zone between them.

- **The Potential of Increasing the Residential Component of the CBD**

Residential components of the CBD have been located on the fringe of the CBD. There are two(2) mechanisms to assist in increasing the residential component:

1. use of funding mechanisms for Social Housing – declaring the CBD a restructuring grant;
2. and tax policies of the Mangaung local council. Owners who wish to convert the commercial buildings to include a residential component, will receive incentives in land taxes.

- **Making Use of BIDs or CIDs**
Using Business Improvement Districts (BIDs) by means of tax incentives or a type of incentive that gives the landowner some sense of benefit to contribute.

- **Regulating Decentralised Development**

To protect the CBD from increasing commercial decentralisation. A framework that directs commercial activity in the CBD and provides enough benefit to remain in the CBD.

BLOEMFONTEIN CBD CHALLENGES



LESSONS LEARNT FROM BLOEMFONTEIN CBD



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies

PAARL CBD- INTRODUCTION OF SHOPPING MALLS TO THE CBD

The main consequence that has arisen from examples in the developed world is that shopping malls have moved the retail sector out of the city centres (Guy 1998). Central business districts (CBDs) are threatened by the continuous retail decentralisation in cities, where retail is continually moving out of the city centre into malls (Wrigley & Lowe 2002).

Problems:

- Decentralisation
- Car dependency
- Safety
- Congestion and parking

The CBD is important not only for shopping necessities, but also social interaction. It activates street life and creates many benefits such as safety and attracts people to this realm.

Paarl

A secondary City that is the economic and administrative centre of the Drakenstein Municipality. This case study will explain the introduction of a Shopping mall on the outskirts of the CBD and the effect on the retail component of the CBD. Lady Grey Street is the main

street retail activity street on the Paarl CBD. The street had been neglected and experienced crime, informal trading and the streets were not clean. It is easy to say the CBD was in decline. Major stores had been attracted to the introduction of Paarl Mall which offered:

- Safety
- Parking
- Convenience of all stores under one roof
- Larger foot traffic

With the introduction of Paarl Mall, Shop owners did not give up and came up with new strategies to ensure they could continue business in the CBD. One of the major changes was to adjust their target groups from high income to low-middle income. They understood that the high-income consumers will be attracted to the mall, but there was still a large base of low to middle income of consumers.

Parking attracted consumers to the shopping mall who sought safe and secure parking spaces. Consumers that used public transport, non-motorised transport and by walking, preferred the CBD and access to transportation.

The Drakenstein Municipality had

created many initiatives to rejuvenate the CBD such as pavement improvement and creation of parking areas through Private Partnerships(PPs).

To re-activate the CBD retail component, the correct mix of retail types need to be allowed and ensure that they cater to the low to middle income market that do not primarily use cars. A rise in cellphone shops, financial and business services such as insurance, banking and loan services in the CBD.

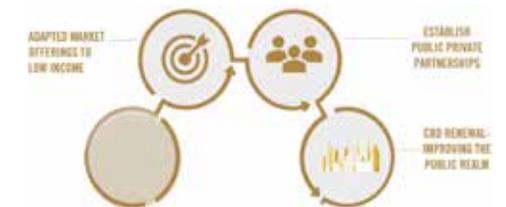
Conclusion:

The Paarl Mall has had a significant effect on the CBD retail on Lady Grey Street, but the CBD changed the offering from High end retail to one that will attract the low to middle income consumer.

PAARL CBD CHALLENGES

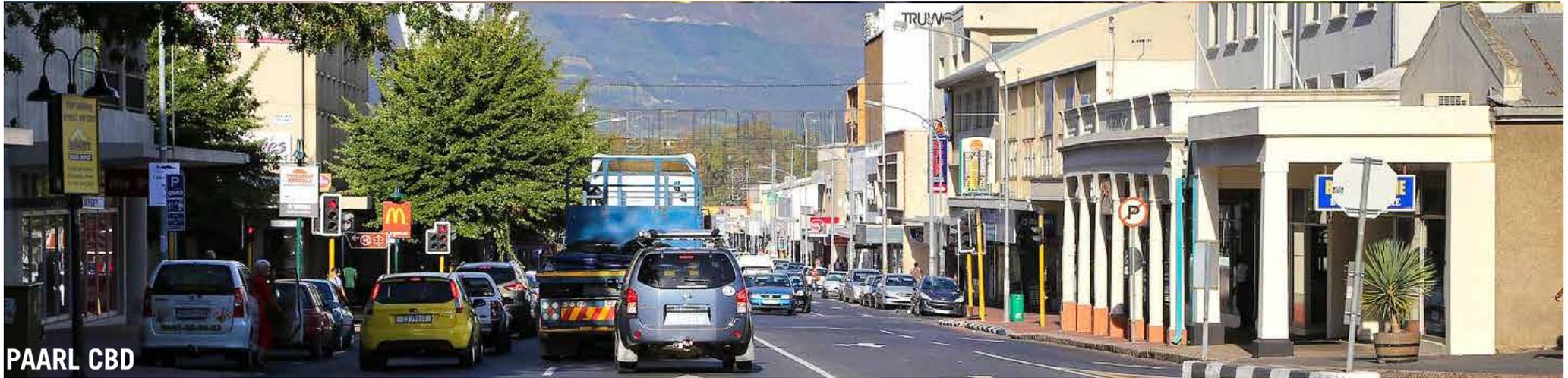


LESSONS LEARNT FROM PAARL CBD



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies

BRAAMFONTEIN

The Braamfontein case study provides a more local example and perspective on regeneration. Located in Johannesburg inner centre, Braamfontein is an inner-city neighbourhood in South Africa that has emerged as one of the successful urban regeneration projects in South Africa.

Like many inner-city areas in South Africa, Braamfontein went through a degradation process between the 1980's and the early 2000's. The area was characterised by numerous hijacked buildings with a lot of vacant office spaces and limited retail activity thus reflecting the investment flight which is common in most cases of decay and degradation.

In the early 2000s, the city embarked on a project aimed at the regeneration of Braamfontein and other inner-city urban centres. Some of its priorities through the process included, the improvement of public spaces within the area. The creation of a safe pedestrian environment and realisation of a vibrant public realm with specific and distinct character was also key to the regeneration process.

Various strategies such as the promotion of mixed use development and public art were utilised to bring more activity and character to the area. Today the area is known for its art and its vibrancy as it serves as the stage for multiple weekend markets and other events. Social activities, coffee shops, restaurants, arts galleries are mixed with theatres and these are only a few of the activities currently present in the precinct that have been instrumental to its success. Key lessons learnt from Braamfontein include the role of mixed-use developments in creating choice and activity in an area. This is further supported by innovative uses of art to bring character and overall placemaking in an area.

BRAAMFONTEIN CHALLENGES



LESSONS LEARNT FROM BRAAMFONTEIN



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

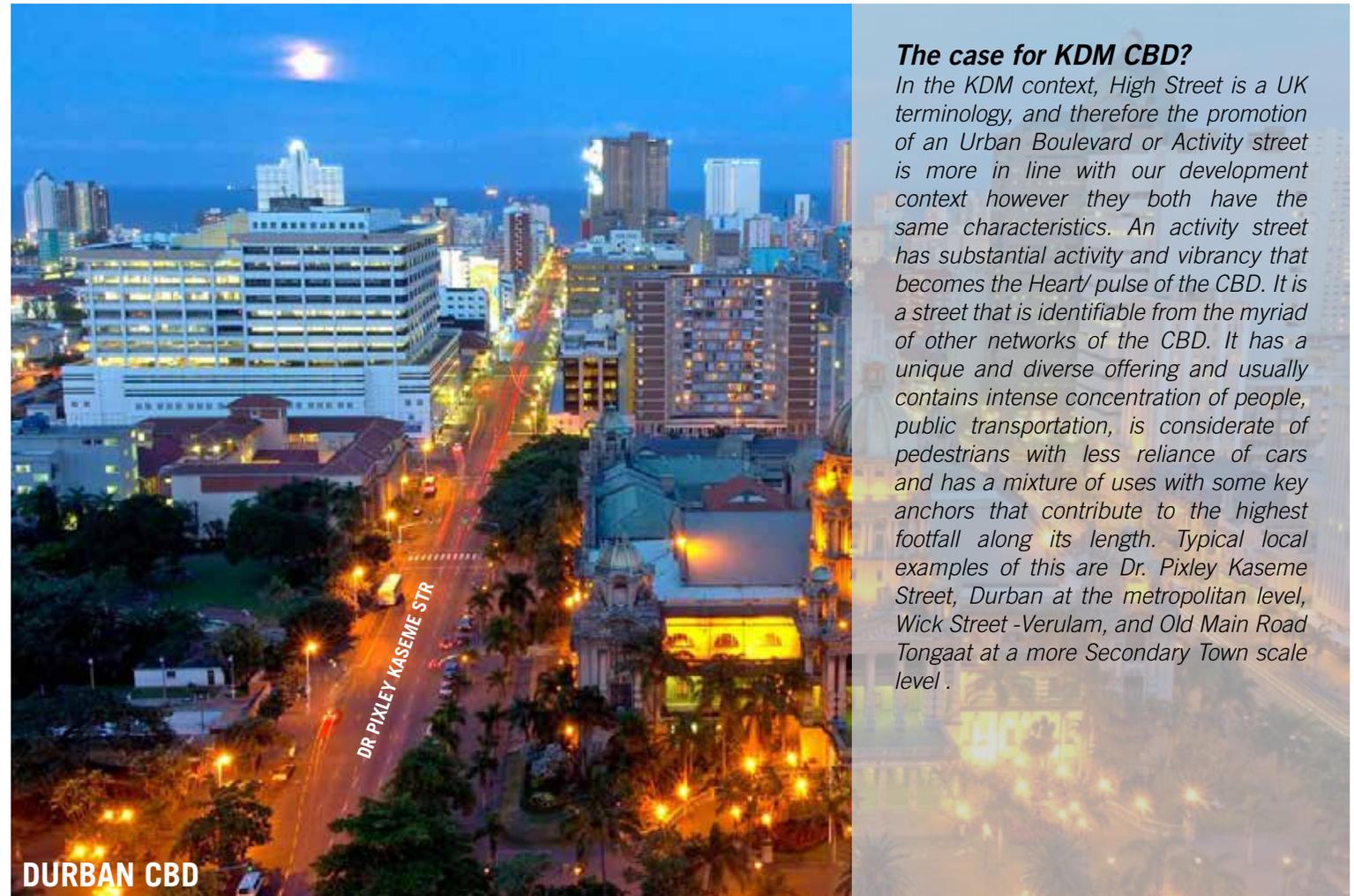
3.2 Case Studies

HIGH STREET- ACTIVITY/ TOWN CENTRE PERFORMANCE

What are Activity or High Streets?

High streets are places of great complexity and variety, which is reflected in varying performance. High streets are characterised by considerable diversity and complexity. Not all High Streets are the same and the way in which they are affected by and respond to change is diverse and varied. The following land uses below usually characterise High Streets;

- Leisure, retail, entertainment and cultural facilities;
- business, office and other employment opportunities;
- public and private services;
- residential opportunities;
- high density, mixed-use and sustainable developments;
- a place for the local (and other) community facilities; and
- quality, design, sense of place and focus on public realm



The case for KDM CBD?

In the KDM context, High Street is a UK terminology, and therefore the promotion of an Urban Boulevard or Activity street is more in line with our development context however they both have the same characteristics. An activity street has substantial activity and vibrancy that becomes the Heart/ pulse of the CBD. It is a street that is identifiable from the myriad of other networks of the CBD. It has a unique and diverse offering and usually contains intense concentration of people, public transportation, is considerate of pedestrians with less reliance of cars and has a mixture of uses with some key anchors that contribute to the highest footfall along its length. Typical local examples of this are Dr. Pixley Kaseme Street, Durban at the metropolitan level, Wick Street -Verulam, and Old Main Road Tongaat at a more Secondary Town scale level .

03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.2 Case Studies



PEOPLE AND FOOTFALL

Footfall is the key to understanding a place. This theme aims to identify the type of people that come to the town centre and the means of travel that is used and the sense of community that is experienced.



DIVERSITY AND VITALITY

A successful high street can be determined by the range and variety of facilities on offer and the diversity of uses and users. The more there is to offer, the more people are likely to visit, so diversity is a driver of footfall.



CONSUMER AND BUSINESS PERCEPTIONS

This aims to test the perception of the town centre's overall offer that satisfies the expectations, wants and needs of its stakeholders, focusing primarily on businesses, visitors and local residents. With a better understanding of these perceptions, strategies can be put in place to mitigate any negative perception.



ECONOMIC CHARACTERISTICS

To provide users with and understanding of the economic performance of the town centre. Looks into the partnerships of the users to come together and work towards certain goals to improve the town centre.



Source: *Understanding High Performance Street Performance*, GENECON LLP and Partners, December 2011

03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.3 Principles of Assessment- KDM CBD

Urban Regeneration is the attempt to reverse various urban challenges and decline by both improving the physical structure, and, more importantly, and elusively, the economy of those areas.'

-- <https://www.theguardian.com/>

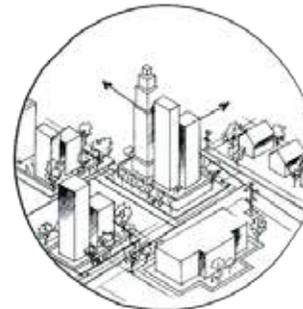
Urban Design plays a key role in regeneration projects in enhancing people's experience of the urban environment and is viewed as not only a tool for addressing some of the physical and aesthetic challenges of an area but securing public and investor interest in an area.

Failure to adequately plan and ensure development follows a clear planning logic or considers the application of urban design principles that may have a negative impact on the performance of a precinct and people's experience in it.

One of the key attributes of Urban Design is how it "seeks to introduce the creative process of spatial design into land development processes. It is focused on how the design process and the arrangement of built form can enhance the public environment and the interface between the public and the private realms (City of Cape Town,

2013)." To achieve this, urban design interventions are commonly underpinned by key design principles as outlined in the adjacent graphics.

To unpack the urban design principles into an assessment criteria for the KDM CBD, the following overarching themes have been developed;



MAKING CONNECTIONS



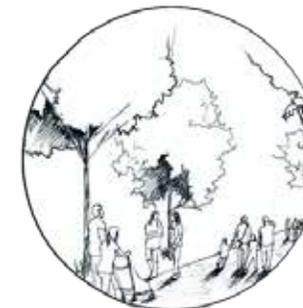
PLACE MAKING & PUBLIC REALM



POSITIVE EDGES



ACTIVITY RESPONSE



SUSTAINABILITY & RESILIENCE



NON-MOTORISED TRANSPORT

Themes of Assessment

03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.3 Principles of Assessment- KDM CBD

1. ACCESSIBILITY AND PERMEABILITY

To enhance a system of movement which offers a variety of choice for people. Permeability should be enhanced for all users including vehicular and pedestrian movement.

Key focus areas for principles;

- Making Connections- Grid Permeability
- Movement Systems- modes
- Public Transport Infrastructure
- Infrastructure Connectivity
- Penetration of Movement

2. AMENITY+ IDENTITY AND LEGIBILITY OF THE AREA

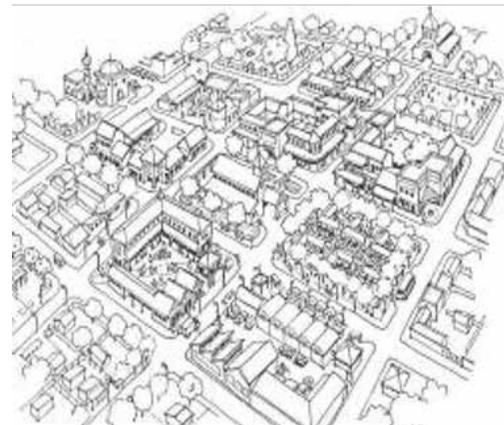
To ensure that the environment created is easily understood by all users, to enable choice and that different elements and functions are clearly understood. That there is a positive and memorable image of the CBD. A positive image and identity can enhance investment and use within an area. Amenities can be described or refer to any physical or non-physical benefits of a property or place, especially those which increase the attractiveness or value or which contribute to its comfort or convenience.

Key focus areas for principles;

- Placemaking and Public Realm
- Building Impact on Public Realm
- Legibility of the environment
- Provision of Social Spaces/ landmarks



Theme 1: Accessibility and Permeability



Theme 2: Amenity+ Identity and Legibility



03. THEORETICAL UNDERPINNING OF TOWN CENTRES

3.3 Principles of Assessment- KDM CBD

3. RICHNESS OF ACTIVITIES

To ensure that a high degree of integration of activities exists to promote access to a wider range of opportunities and experiences. A diverse environment increases levels of choice available to its user;

Key focus areas for principles;

- Mixed-Use and Complexity
- Landuse and zoning
- Vacant and Undeveloped Opportunity
- Diversity and Economy
- Users of the CBD
- Trading patterns
- Property dynamics in the CBD
- Influencers on CBD performance

- Sustainability and Resilience
- Preservation and conservation
- Retain natural Habitats

4. PUBLIC ENVIRONMENT PERFORMANCE AND PEOPLE

To ensure that the environment created has as its ultimate basis, a focus on accommodating the needs of people and a human scale.

Key focus areas for principles;

- Public Realm performance and condition
- Pedestrian Intensity
- Commuter comfort
- Commuter safety



Theme 3: Richness of Activities



Theme 4: Public Environment Performance and People

04 STUDY AREA CURRENT INITIATIVES



04. STUDY AREA CONSIDERATIONS & CURRENT INITIATIVES

4.1 Proposed Projects within the CBD

Whereas most CBDs have one or two strategic commercial / services anchors an assessment of the KwaDukuza CBD suggests various such anchors. The following anchors have been identified:

- Public transport and related retail, in areas to the east of Cato Street;
- Chief Albert Luthuli North, in areas around the Civic offices and other government facilities;
- KwaDukuza Mall, the most recent addition of anchors to the CBD;
- SuperSpar (Balcomb) and surrounding activity including the McDonald's and KFC Drive-thru's and related uses;
- Chief Albert Luthuli South, an area where an alternative retail centre and various wholesalers and government services are located;
- Stanger Hospital to the west, together with the Department of Transport providing regional services.

These existing anchors have formed the structure and functioning of the CBD. Although in recent years the structure of the CBD has begun changing.

These recent developments impact on property development trends as well as the CBD character. These are:

- The establishment of the KwaDukuza Mall;
- The opening of the KwaDukuza Private Hospital;
- Although a while ago, the establishment of the Pick and Pay in what the report refers to as the wholesale area to the south of the CBD;
- The development and redevelopment of substantial retail space in Ballito; and
- To a lesser extent the establishment of Hyundai Show Room on Mahatma Gandhi Road and a McDonald's Drive Thru on Balcomb Road (in the northern section).

The establishment of the 30 000m² KwaDukuza Mall had, and will continue to have, an impact on development in the KwaDukuza CBD. As it is located immediately adjacent to the CBD its impact will be greater than for instance if it was located on the periphery of the town.

The most notable impact at present has been the establishment of most

of the major banks in the Mall with some already closing down branches in the CBD. A similar situation in the Amanzimtoti CBD, competing with the Galleria Mall, led to the 'closure' of the CBD following all the banks moving to the Mall. Although this is not expected to be the case in KwaDukuza, the impact will be felt, as access to banking services is at the core of all retail and service transactions.

The Mall also contributed to the further fragmentation of retail and service activities in the CBD with some national brands now having four stores, one in each of the zones, a situation that is not sustainable.

The move of Woolworths to the Mall leaves the area in which it was located on Gizenga Street, the same area has previously lost a major bank, a KFC Drive Thru and the Hyundai sales area, with substantial vacant space. Only the Nando's current remains in this area.

At present it would appear as if there is some interest in development in the sections of Balcomb (McDonald's and Hollywood Bets), Hulett (KFC Drive Thru), King Shaka and Mahatma Gandhi

(Hyundai Show Room) to the west of Gizenga Street.

Although the establishment of the KwaDukuza Private Hospital will not necessarily impact on the spatial distribution of the CBD, due to its peripheral location, it does provide KwaDukuza with a regional facility that will strengthen the regional role of the CBD.

In addition to the preceding developments the KDM Final IDP 2019-2020 states that KwaDukuza Municipality has an Operational and Maintenance Plan for both existing, new roads and public transport facilities including taxi ranks, bus stops and storm water management). However, the Operational and Maintenance Plan is under development, therefore the Municipality is currently using a Roads Master Plan.

In addition to this, a sum of R240 million is proposed for the development for an intermodal facility. KwaDukuza Municipality with the Department of Transport and organized taxi industry will be developing an intermodal facility which will link all public transport

04. STUDY AREA CONSIDERATIONS & CURRENT INITIATIVES

4.1 Proposed Projects within the CBD

facilities within KwaDukuza CBD. This facility will also create retail space for local businesses and franchisees. This is one of the anchor projects identified as part of KwaDukuza CBD Regeneration.

Whilst the exact location of the intermodal facility is unknown at this point, it can be assumed that it would occur in the region of the existing taxi rank and rail station, where most of the CBD activity occurs. This intermodal facility will certainly impact the CBD.

04. STUDY AREA CONSIDERATIONS & CURRENT INITIATIVES

4.1 Proposed Projects within the CBD

The adjacent plan represents projects within the CBD that were obtained from the developments register within the KwaDukuza Municipality.

As outlined, KwaDukuza is rich in history attributed to King Shaka and Chief Albert Luthuli. Within the CBD are three heritage buildings, which are Stanger Secondary School, The King Shaka Memorial Site and the Museum.

These trademarks are currently operational however, require greater attention. The municipality is undertaking a project at the Museum and Heritage Site to redevelop the area into a cultural and heritage precinct. The project is within the initial stages of conceptual design.

In addition to this significant project is the upgrade of a formal park on Chief Albert Luthuli Street. It must be noted that within the CBD recreational spaces are severely limited and therefore the implementation of this park is welcomed.

Within CBD, developments are focused around changing uses from predominantly residential to more

mixed use, general commercial and light industry uses.

Within the central region of the CBD opportunities should exist for pocket parks and relief areas which are much needed as notices during a site visit.

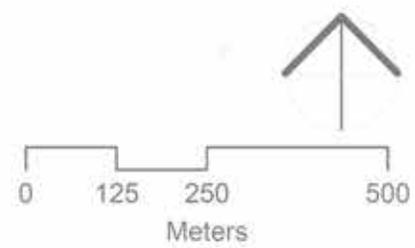
The projects represented on the adjacent image indicate that there is development impetus within the CBD, which inherently proves that CBD is attracting invest opportunities. The municipality should therefore seek to promote investor desirability.

Through the following analysis the report will seek to assist the Municipality in deducing where areas of intervention lie and through the Regeneration Framework, priority projects will be highlighted to guide the municipality in providing the most efficient and investor attractive CBD.



- 1** Rezoning from "Special Zone 2: Medical Centre" to "Core Mixed Use 3"
- 2** Consolidation and rezoning of consolidated erven from "Residential Only Detached 5" to "Mixed Use Light Impact 2"
- 3** Rezoning from "Residential Only Detached 5" to "Mixed Use Office 3"
- 4** Rezoning from "Residential Only Detached 5" to "Light Industry 3"
- 5** "Consolidation" to "Relaxation"
- 6** Rezoning from "Special Residential 1" to "General Commercial"
- 7** Upgrade to formal park
- 8** King Shaka Heritage Tourism Project

Heritage Buildings



04. STUDY AREA CONSIDERATIONS & CURRENT INITIATIVES

4.2 Analysis/Review of the KwaDukuza CBD Masterplan 2008

IYER prepared the Masterplan for the KDM CBD in 2008. The objective of the project was to formulate an agreed vision and strategy for the renewal and regeneration of the Kwadukuza CBD. The previous Masterplan identified the following strategies;

1. The consolidation and improvement of the Public Transport Terminus within the CBD as a primary starting point for wider Redevelopment.
2. The redevelopment of King Shaka Street into an Urban Boulevard. The central portions of King Shaka Street are pedestrianised, allowing for the creation of a linear externalised retail street. Parking moved to the adjacent streets such as Hulett, Lindley, Cato, and Chief Albert Luthuli streets.
3. Ensuring greater continuity of activity along streets by proposing an infill of blocks and by introducing a Form-Based planning Scheme encouraged through incentivisation.
4. Promotion of a key future development across the R74 as part of extending the “Frame of the CBD”. The new business and retail centre should be

made up of specialised uses that should not compete with the mixed uses within the CBD. Key elements of the proposal are;

- Developing a parkway system for the Town
- Creating a new civic cluster
- Allowing for a retail centre
- Facilitating new Office development
- Creating a Town Gardens

Twelve years from the masterplan, there have been some minor improvements in the CBD. Components of the parking strategy have been implemented however there has been some backlash from the business owners. T

The redevelopment of King Shaka Street has not transpired inline with the vision and its current status as an activity street is in question as many of the more established retail have left the CBD since then The KwaDukuza Mall has been built on the portion of land across the R74 identified for a Business and Retail centre and whilst it does to some extent align to the proposals made in 2008, the major difference is that the Masterplan has proposed a finer grain precinct where

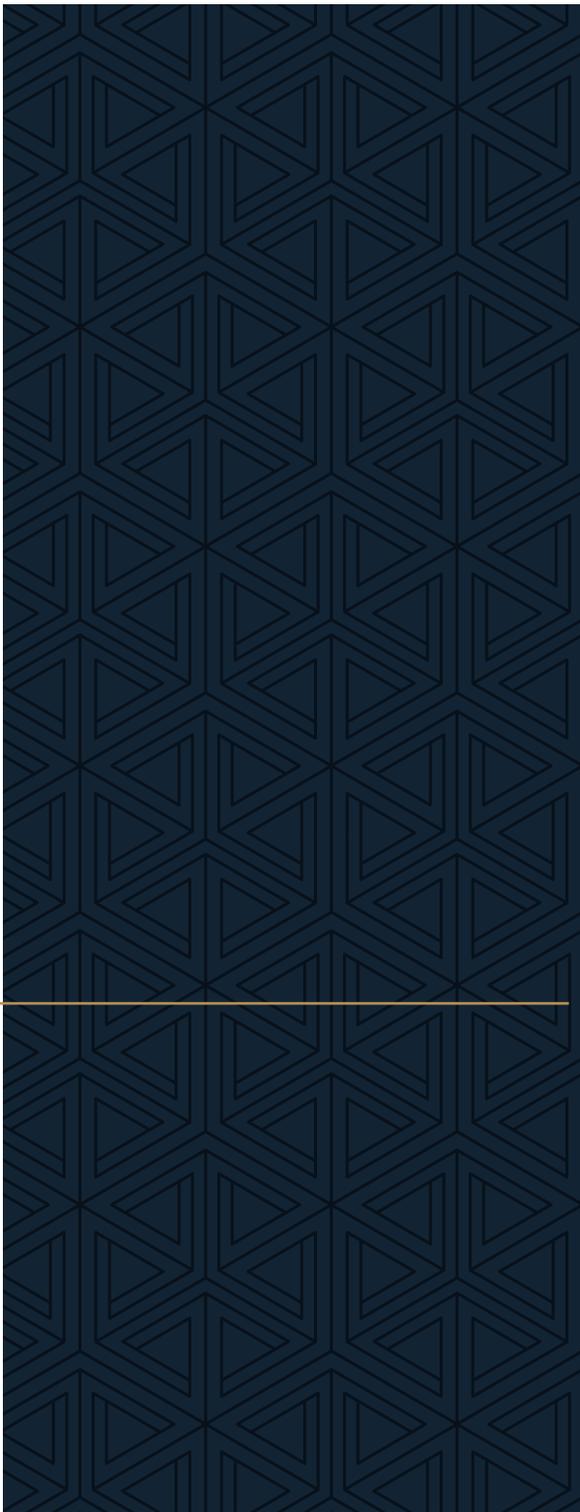
the retail development will form part of the precinct structure however what currently exists is a standalone mass block that detracts from this original intent. Furthermore, the Mall has attracted some of the retail from the CBD which goes against the original intentions of the 2008 Masterplan.

At present, there are discussions to create an intermodal facility at the Public Transport Hub, however, the area currently has not been redeveloped as proposed in the 2008 Masterplan and current observations are that it needs a major redevelopment to improve the basic conditions found at the Transport hub.

04. STUDY AREA CONSIDERATIONS & CURRENT INITIATIVES
4.2 Analysis/Review of the KwaDukuza CBD Masterplan 2008



05 CBD ASSESSMENT



05. CBD ASSESSMENT

5.1 Introduction

This section provides a more detailed site assessment of the Kwadukuza CBD. The foundation of this chapter and assessment is based on an on-site reconnaissance where the team has visually assessed the CBD based on a series of urban guideline principles under the following themes, Accessibility and Permeability, Amenity, Identity and Legibility, Richness of Activities+ Diversity of Economy and Public Environment performance and people.

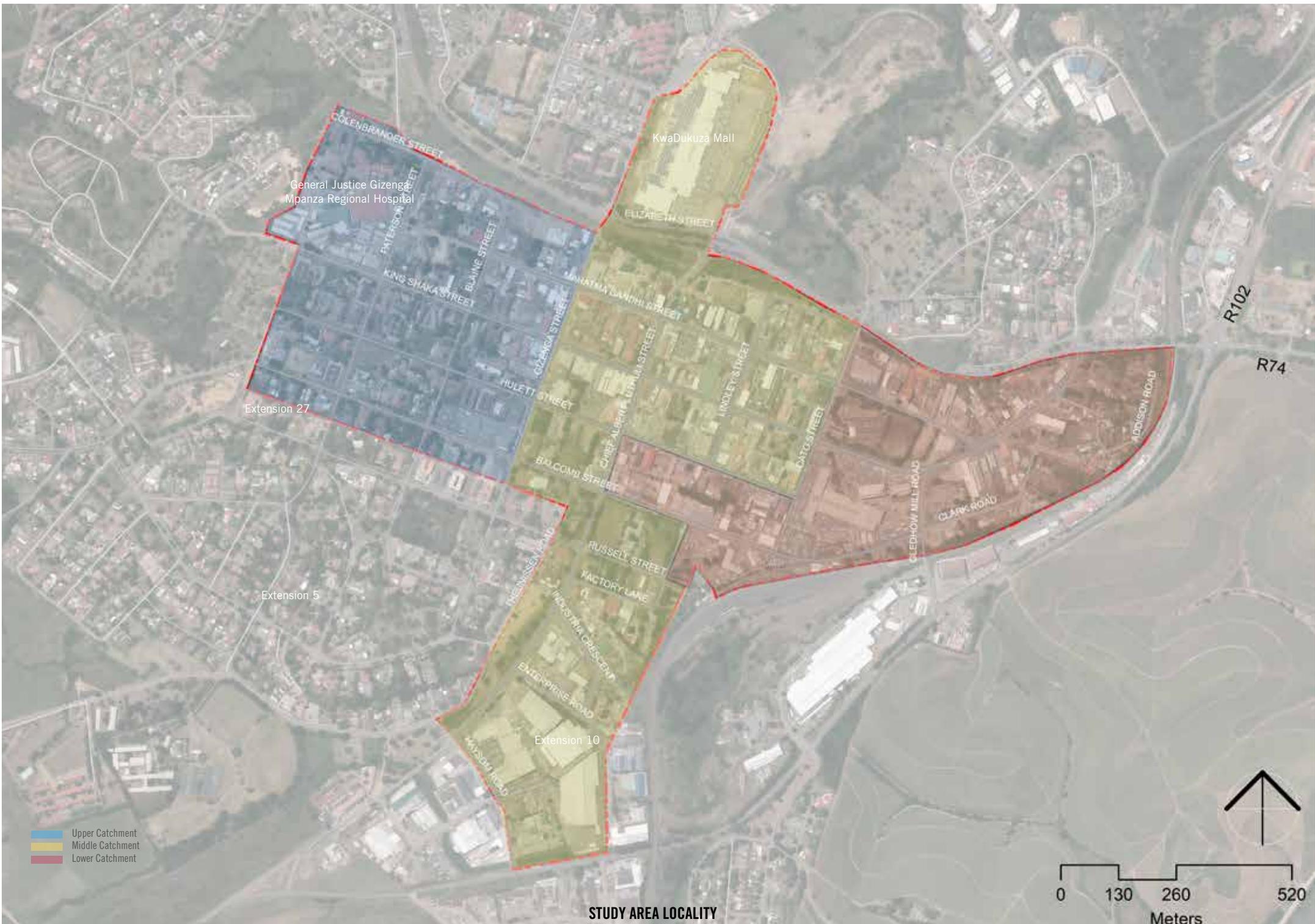
The CBD boundary has been identified which consists of the southern boundary incorporating Stanger Extension 10, the northern boundary limited by the R74 but includes the Stanger Mall precinct, western boundary which includes the General Justice Gizenga Mpanza Regional Hospital and Stanger Extension 27 and Extension 5 areas and in the eastern the boundary being framed by the R102 and incorporates the Stanger Extension 16 area.

The study area has been further divided into distinct precincts to assist in the site assessment of the CBD. These have been characterised as follows;

- Upper (Western Quadrant)- Between

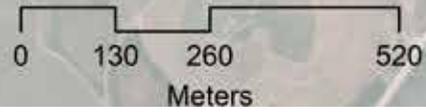
Sanders Street up to and including Gizenga Street and the first block of Balcomb Street

- Central Precinct- Stanger Central – Between Gizenga Street to Cato Street including the Stanger Shopping Centre
- Lower Precinct (Eastern Quadrant)- From Cato Street up to the R102 and includes Haysom Road in the south



STUDY AREA LOCALITY

- Upper Catchment
- Middle Catchment
- Lower Catchment



05. CBD ASSESSMENT

5.2 Accessibility and Permeability

To enhance a system of movement which offers a variety of choice for people. Permeability, a central concept of new Urbanism should be enhanced for all users including vehicular and pedestrian movement. The lack of permeability discourages movement on foot and encourages more vehicular trips.

5.2.1. MAKING CONNECTIONS

The principle of making connections can be seen as the foundation upon which other principles are hinged. It is about offering people choice by ensuring that developments are integrated with the surrounding urban systems. This is done by prioritising the development of an urban structure of finer grain blocks to enable greater permeability of the precinct or city as a whole.

The Permeability and connectivity of a precinct are essential in terms of allowing both easy access between different precincts as well as within the precinct itself. Equally as important, the principle of making connections also focuses on the provision of Non-motorised transportation (NMT), Public Transport within an urban environment.

5.2.1.1. Block Structure

It is widely accepted that the grid structure offers a movement system that is legible, efficient, and easy to navigate. The grid also offers greater permeability and choice of navigation. Most traditional town centres generally consist of an average size urban block of 200m x 100m in the case of Durban CBD which normally caters for walkways or pedestrian arcades mid-way of the larger blocks. Newer more contemporary CBD's use a 100m X 100m urban block as a foundation for development.

The plan below reflects the existing KDM CBD block structure. The KDM CBD has a more traditional grid with the majority of the urban blocks are in the region of 200m X 140m in extent. The challenge in KDM is that most of the blocks are impermeable and inhibit shorter runs between blocks. Whilst the length of the current block structure is not impractical for a user of the CBD it does limit to a degree choice in movement and makes navigating the precinct difficult at a pedestrian scale particular for older/mobility impaired users of the CBD.

05. CBD ASSESSMENT

5.2 Accessibility and Permeability

5.2.1.1. Walkability

Whilst it is important to have a connected and permeable city, equally, a walkable city that considers the natural conditions is highly important. Walkability goes beyond just having an efficient grid system with shorter spans and mid-block pedestrian access, it is also dictated by how efficient the system of routes are within a CBD environment. Is the CBD a traversable environment that does not have any basic topographic conditions to challenge both user's travel times and also their comfort.

From the image on the right, it is evident the KDM CBD has been constructed over hilly terrain. A significant portion of the CBD is on steep to moderate terrain. This has severe implications for the walkability of the CBD as most of the routes are not on level surfaces. Critically access to and from key land uses such as from the regional hospital to the public transport hub, poses challenges as it places strain on the ability for pedestrians to navigate the steeper conditions found within the CBD as well as considerably extends the walking time to access particular land uses.

The steeper elevation as observed on-

site creates challenges not only for critical services i.e stormwater control but also where the paving does not meet at the tie in points at intersections and creates tripping hazards for pedestrians (refer to adjacent table for approximate street slope).

ROAD NAME	MAX SLOPE (%) INCLINE	MAX SLOPE (%) DECLINE	AVG. SLOPE (%) INCLINE	AVG. SLOPE (%) DECLINE
Addison Rd	10.0	11.7	3.6	4.3
Balcomb Street	4.3	9.2	1.4	4.6
Blaine Street	13.9	8.9	3.6	3.4
Cato Street	12.0	14.3	4.8	5.2
Chief Albert Luthuli St	7.3	8.4	2.4	3.0
Colenbrander Street	12.2	5.5	4.2	1.9
Enterprise Road	8.4	13.0	2.4	8.8
Factory Lane	5.7	8.7	2.8	4.8
Gizenga Street	7.4	7.0	4.3	3.7
Hulett Street	4.1	11.1	2.3	5.0
King Shaka Street	4.5	8.8	1.6	3.5
Lindley Street	9.6	14.2	4.2	4.9
Link Street	4.7	12.8	2.1	4.0
Mahatma Gandhi Street	6.6	9.6	2.8	4.1
Patterson Street	10.7	5.2	4.2	2.9
Theunissen Road	5.8	7.9	2.0	3.2

Table: Approximate street slope



Stanger Hospital

RA MOODLEY HOMES FOR THE AGED

MARKAMA GARDEN STREET

Temple

Mosque

KDM Finance

Post Office

Town Hall

KFC

SPAR

Stanger South Secondary School

KwaDukuza Clinic

Desai's Cash and Carry

Suberb's

CHECKOUT

DOHA

Stanger South Secondary School

Stanger South Secondary School

Stanger South Secondary School

KwaDukuza Mall

Mosque

KDM Finance

Post Office

Town Hall

KFC

SPAR

Stanger South Secondary School

KwaDukuza Clinic

Desai's Cash and Carry

Suberb's

CHECKOUT

DOHA

Stanger South Secondary School

Stanger South Secondary School

Stanger South Secondary School

Ilembe

Zakariyya Muslim School

Ilembe

Museum

King Shaka Heritage Site

Dawnview Primary School

Shoprite

Bokers

Taxi & Bus Rank

Dawnview Primary School

Shoprite

Bokers

Taxi & Bus Rank

Dawnview Primary School

Shoprite

Bokers

Taxi & Bus Rank

Dawnview Primary School

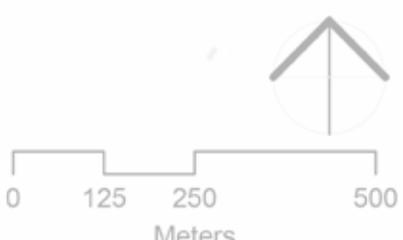
Shoprite

Bokers

Taxi & Bus Rank

R74

R102



05. CBD ASSESSMENT

5.2 Accessibility and Permeability

5.2.1.2 Access into the CBD

Considering the location of the CBD relative to transport routes the CBD can be accessed from various directions, each access accommodating a different part of the market catchment. Based on a preliminary assessment the primary accesses are:

- Colenbrander Road (North west): Providing access for KwaDukuza residents from the various areas to the west;
- Chief Albert Luthuli Street (North): Providing regional access for traffic on the R74, specifically from areas to the west such as Maphumulo;
- Balcomb Street (South West): Also providing access for residents from areas to the west, including Glen Hills;
- Chief Albert Luthuli Street (South): Providing access from the R102 and the regional population to the south of KwaDukuza;
- King Shaka Street and Link Road (South): Providing access from the R102 and the R74, also then the best link for people approaching from the N2 in the east;

Public transport, in the form of taxi, bus and rail, then provides another key component of the access to the CBD. Public transport generally congregates in the eastern part of the town (where taxi / bus rank and the railway station are located).

The grid layout pattern of the CBD then provides a good distribution network for vehicles and pedestrians (once accessed).

5.2.1.3. Arcades

Road intersections are the main connection points within the CBD. There are two arcades, one between Hulett Street and King Shaka Street, and the other between King Shaka Street and Mahatma Gandhi Street.

5.2.1.4. Improve NMT Infrastructure

Most streets are broad enough to support a widened sidewalk/ pavement, however this is greatly dependant on the traffic volumes on the street (*refer to the adjacent table for approximate lane widths along segments of main streets as shown in the adjacent map*).

ROAD NAME	NO. OF LANES (BOTH DIRECTIONS)	LANE (m)	PARKING (m)	PAVEMENT/ SIDEWALK (m)
Balcomb Street	3	2.6	-	1.5 + 1.5
Blaine Street	4	2.6	2.3 (umarked)	-
Cato Street	2	2.6	2.3	3+2
Chief Albert Luthuli St	4	2.6	2.3	3+3
Gizenga Street	4	2.6	2.3	3+3
Hulett Street	2	3.2	2.3	3+3
King Shaka Street	4	2.6	2.3	3+3
Mahatma Gandhi St	4	2.6	2.3	3+3
Patterson Street	4	2.6	2.3	1.5

Table: Approximate lane widths along segments of main streets

05. CBD ASSESSMENT

5.2 Accessibility and Permeability

5.2.1.5 Public Transport Infrastructure

The KwaDukuza CBD is home to a taxi rank, bus stop, and train station. Taxis operate within KwaDukuza providing a service to the community, while buses and trains venture out of KwaDukuza as transport means to various other destinations. Within KwaDukuza, there are many taxis operating within various sub-places, and they generally have a designated route which crosses the CBD while driving to or from the taxi rank.

The destination ranks for taxis/ buses/ trains travelling out of KwaDukuza has been obtained from the iLembe District Current Public Transport Record (CPTR), 2004.

The adjacent tables provides an indication of the Public Transport Routes departing from KwaDukuza. Please note, an engagement session with the relative personnel is required in attaining the latest information.

MODE	ORIGIN RANK/ TERMINUS	DESTINATION RANK/ TERMINUS	ROUTE DISTANCE (km)
Minibus Taxi/ Bus	Stanger Rank, Maphumulo and Mandeni Rank	Route 1: Maphumulo	37
		Route 2: Mandeni	39
		Route 3: Durban	75
		Route 4: Tongaat	40
		Route 5: Kranskop	73
		Route 6: Greytown	130
		Route 7: Doringkop	19

Taxi and Bus Routes

ORIGIN RANK/ TERMINUS	ROUTE TAKEN TO DESTINATION RANK/ TERMINUS
Durban	Mon to Fri - 16 trains per day from Monday to Friday transport passengers from Durban to Stanger station, stopping along the way at Compendation, Umhlali, Shakaskraal, Tinely manor, Groutville, Charlottedale and Gledhow before reaching Stanger.
Stanger	Mon to Fri- 16 trains per day from Monday to Friday transport passengers from Stanger to Durban station, stopping along the way at Gledhow, Charlottedale, Groutville, Tinely Manor, Shakaskraal, Umhlali and Compensation before reaching Durban Station

Train Routes



05. CBD ASSESSMENT
5.2 Accessibility and Permeability



05. CBD ASSESSMENT

5.3 Amenity + Identity + Legibility

To ensure that the environment created is easily understood by all users, to enable choice and there is a positive and memorable image of the CBD. A positive image and identity can enhance investment and use within an area. Amenities can be described or refer to any physical or non-physical benefits of a property or place, especially those which increase the attractiveness or value or which contribute to its comfort or convenience.

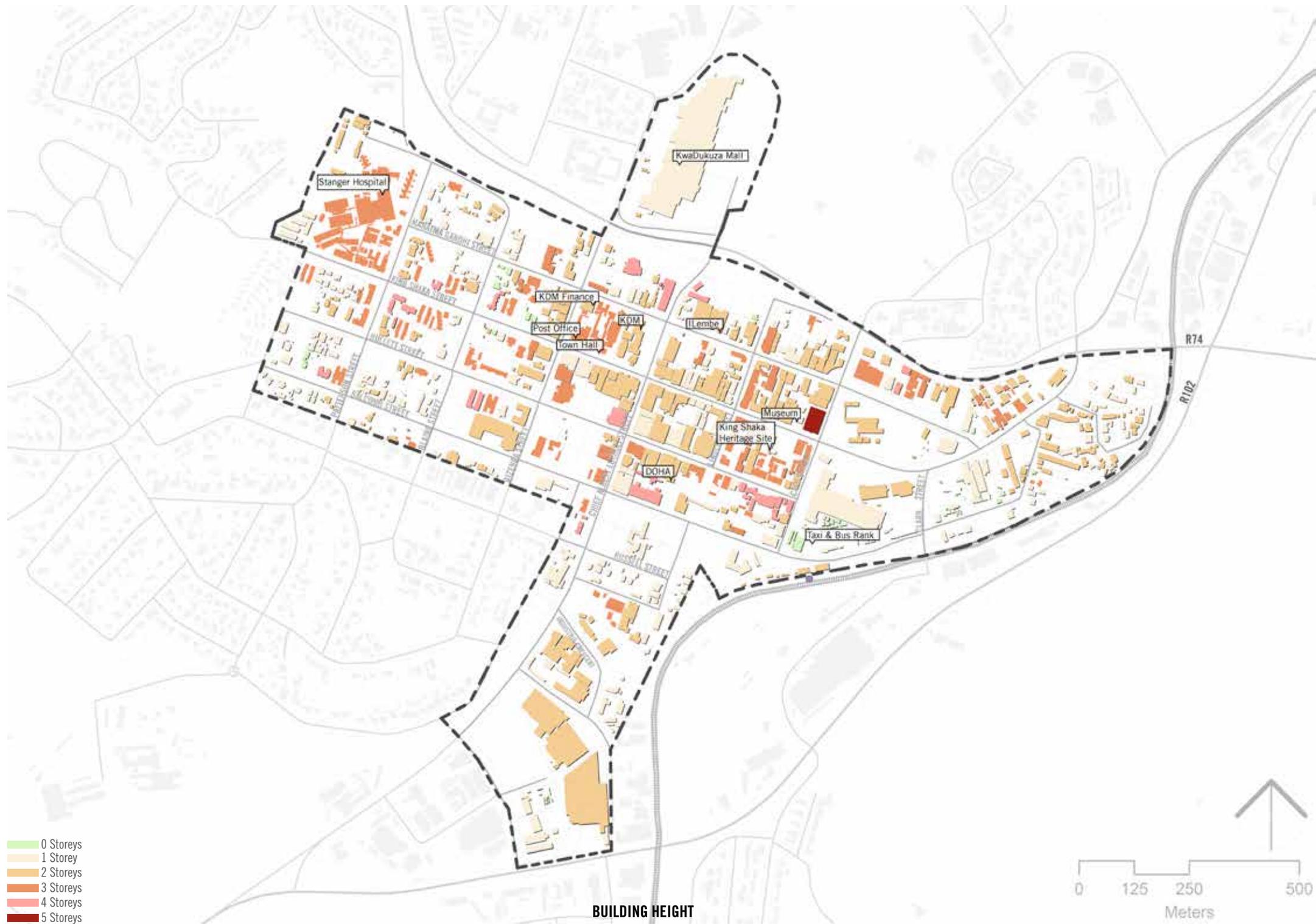
5.3.1. PLACE-MAKING AND PUBLIC REALM

The public realm is a critical component of any CBD as it enhances the user's experience and can either attract or repel them. The positioning and design of buildings, as well as other multiple factors, have an impact on a user's experience of the public realm. To enhance the public realm the human scale and legibility of the environment must be considered. The creation of a hierarchy of urban spaces through the provision of parks, urban squares and other public spaces to facilitate and support urban life is essential to successfully performing urban environments. Visual connections are also key in urban environments as the user experience is enhanced through the

creation and celebration of vistas while the creation of landmarks plays a key role in assisting with orientation and in giving character to the urban fabric.

5.3.1.1. Building Impact on Public Realm

The plan on the right reflects the various building heights within the KDM CBD. The average height within the CBD is 2 storeys with some at 3 storeys. Very few exceed the 4 to 5 storey height envelop. Due to this low rise development, the CBD can be said to be of human scale where there is a comfortable scale between people and the environment. Due to the scale of buildings, landmark buildings that usually use height as a means of way-finding are not evident in the CBD. Most of the buildings that have landmark qualities are linked to land uses that make them identifiable.



Stanger Hospital

KwaDukuza Mail

KDM Finance

Post Office

KDM

Ilombe

Town Hall

Museum

King Shaka Heritage Site

DOHA

Taxi & Bus Rank

R74

R102

MEDICAL TRAINING STREET

KING SHAKA STREET

WILKETT STREET

SALOMON STREET

WILKETT STREET

MUSKIE STREET

WILKETT STREET

05. CBD ASSESSMENT

5.3 Amenity + Identity + Legibility

5.3.1.2. Legibility of the Environment

The legibility of the environment in the KDM CBD is very unclear. Apart from a few noteworthy buildings and spaces, there are limited placemaking elements or suitable landmarks substantial enough that gives the CBD its distinctive character or is easily identifiable. This can be attributed to the low scale of development where particular landmark buildings and spaces virtually disappear within the backdrop of the CBD. Users of the CBD can easily recognise and navigate within the area however new users to the area will find it difficult to orientate themselves around the CBD, as there are no buildings that can be distinguished as “imageable/ legible” landmarks.

Civic spaces and buildings blend too easily into the built landscape of the town with retail and commercial buildings have very similar architectural aesthetic across numerous streets of the CBD with no easily identifiable activity street.



05. CBD ASSESSMENT

5.3 Amenity + Identity + Legibility

5.3.1.3. Imageability of Place- Bad buildings

A site recognisance exercise has been undertaken to assess the building condition within the CBD. At an overall level, it can be said that the quality of buildings within the CBD falls within a fair to moderate condition. This can be attributed to largely a historic CBD with relatively older buildings. Those buildings that are considered to be in a good condition are contemporary buildings built within the last few years which are in a better state in both aesthetic and maintenance condition. Considering that the general overall quality of the buildings within the CBD was fair, the assessment into the condition of the buildings was not site-specific but rather isolated to the various precincts identified at the start of this chapter. Below illustrates the general condition across the various precincts;

Upper (Western Quadrant): Apart from the hospital, this area is predominantly residential which comprises of 3 storey complexes indispersed with other residential typologies. The majority of the buildings in this precinct are in fair condition at present but some are evincing signs of lack of maintenance

and deterioration. The hospital itself is not in a good state and is showing visible signs of a deteriorating condition.

Central Precinct- Stanger Central: The core of the Town centre is predominantly in a fair condition with some buildings requiring general maintenance – paint and upkeep however there are areas where buildings are in a poor and deteriorating condition. Some of the vacant and unoccupied buildings show signs of building damage that requires attention. Some buildings along Hulett street require general maintenance. There are some buildings within this precinct exhibit a good condition due to it largely being a newer building such as the Nissan building along Cato street and north of the site which contains the Stanger shopping centre.

Lower Precinct (Eastern Quadrant):

The lower precinct is characterised by predominately transport/ service industrial, warehousing and industrial activity. The general conditions found within this area are fair with a large number of buildings requiring general maintenance. Around the Taxi facility, the business's particularly along portions of Balcomb streets needs attention. The

roofs and awnings are damaged, paint has deteriorated. The school and some business's along Mahatma Gandhi street are in good condition.

Largely, the physical imageability of the place is fair but there are too many areas in the CBD where maintenance of buildings is required to improve the overall imageability of the area. Coupled with a deteriorating public realm, this will inhibit future investment in the area in the short to medium term



05. CBD ASSESSMENT

5.3 Amenity + Identity + Legibility

5.3.1.4. Accessible Social and Public Spaces

Social and public spaces play an important role in improving the quality of life and well-being for people. It is important in cities to have these inclusive and accessible spaces and land use that promotes a healthy lifestyle and culture within communities. The plan below reflects some of the key land uses that is located within the CBD. Of interest, are the major land uses such as the hospital, Taxi rank, shopping Centre and both the primary and Secondary school are all located at the periphery of the CBD. To access the hospital from the main Taxi facility by foot, it will take approximately 15minutes for a pedestrian to walk, and not taking into consideration the hilly areas of the CBD which would add a further 5 minutes to the trip. The CBD contains worship facilities such as Churches and mosques for people however what is noticeable from the plan below, is that there isn't any sufficient park spaces or town gardens for the people within the core of the CBD. The "green cover" is essentially a private space.

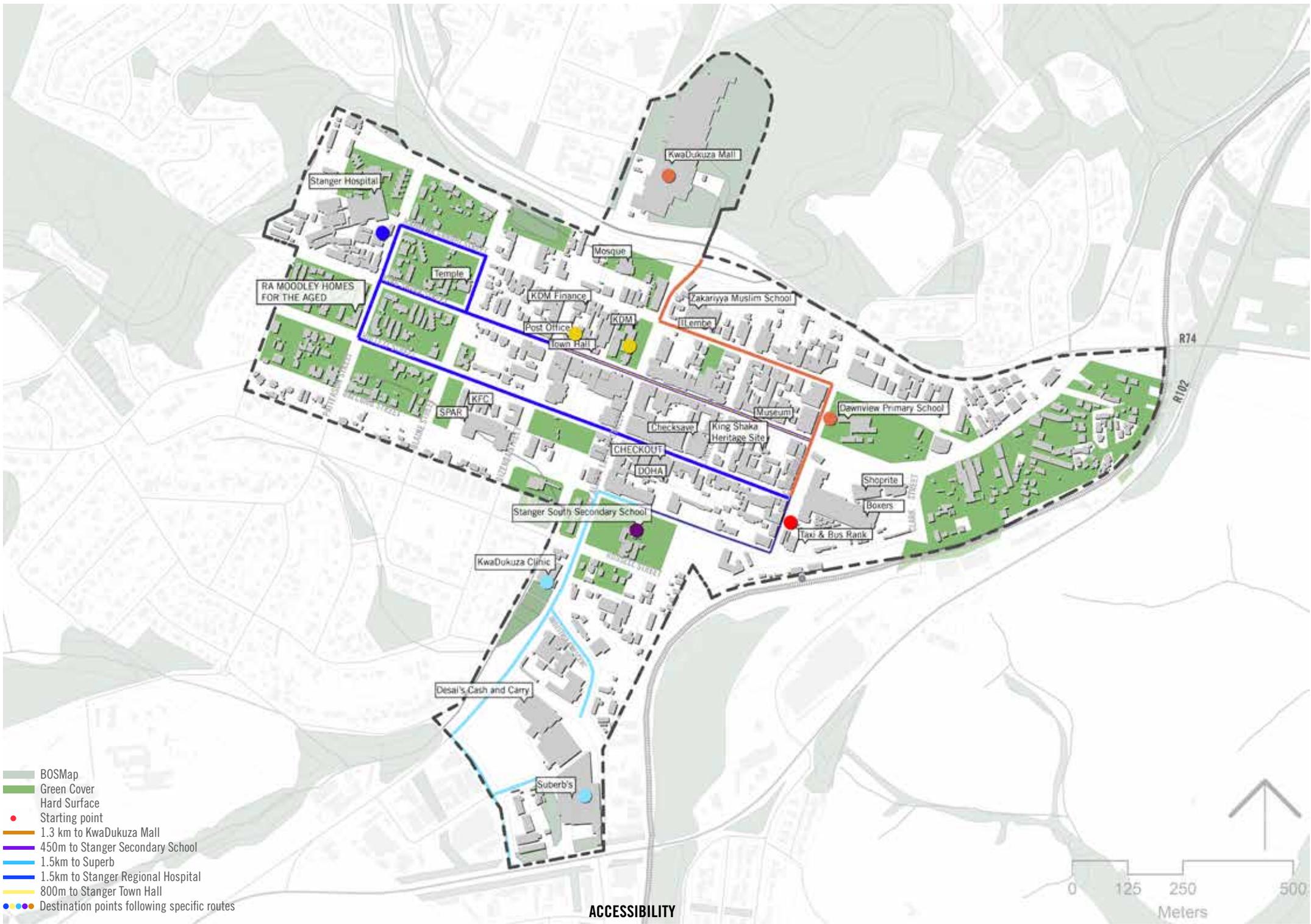
Retain natural habitats

It is important to retain any natural

or biodiverse areas in the CBD to assist in reducing heat island effects associated with CBDs. This can be further exacerbated by climate change and therefore it is important to enhance and promote a greener city. Currently, the CBD has, limited natural open spaces areas to protect. Much of the biodiverse areas lies closer to the new shopping mall with not much contained in the CBD. The low building form helps to limit the heat island effect however consideration should be given to roof gardens/ or hydroponic activities to promote a more sustainable city including the landscaping of streets to include WSUDS opportunity.

WSUDS Design for Sustainable Streets

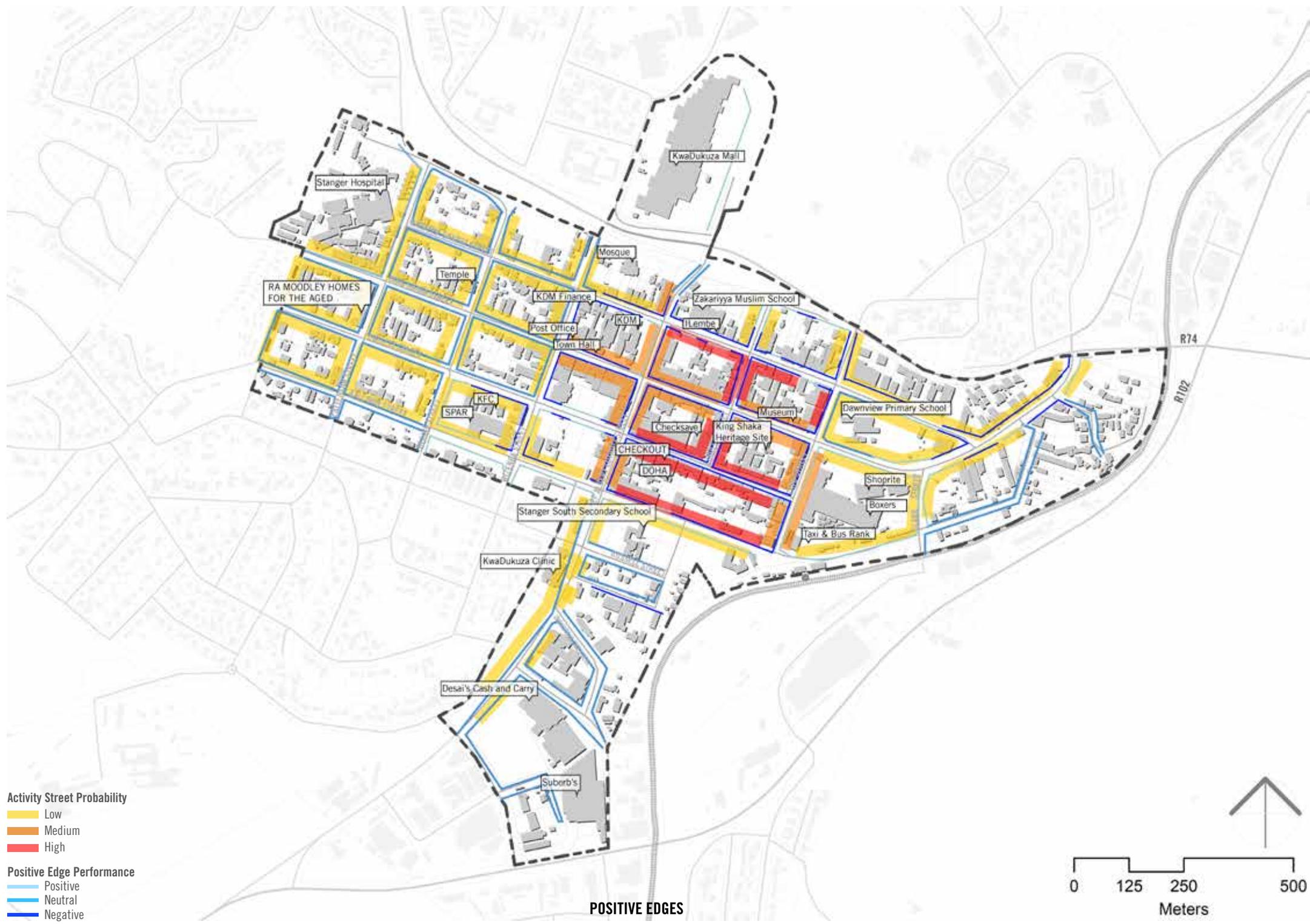
The CBD currently has no effective means of a water sensitive urban design. Rainfall runoff collects at kerb inlets and flows into the stormwater drains. Some building have water tanks to collect rainwater for re-use.



- BOSMap
- Green Cover
- Hard Surface
- Starting point
- 1.3 km to KwaDukuza Mall
- 450m to Stanger Secondary School
- 1.5km to Superb
- 1.5km to Stanger Regional Hospital
- 800m to Stanger Town Hall
- Destination points following specific routes

ACCESSIBILITY





05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.1 MIXED-USE AND COMPLEXITY

The principle of activity response is aimed at promoting diversity within urban environments through the promotion of mixed-uses.

5.4.1.1. Ownership within CBD

Land ownership in the CBD regeneration projects is crucial as multiple private owners would make the implementation of key projects challenging but also strategic land that is owned privately would require more engagement and negotiations than land that is municipally owned. There are instances where private landowners would partner with the Municipality on key projects as they see the benefits of urban regeneration. In the KDM CBD, the majority of the land is under private ownership with limited land under public ownership already developed with limited vacant opportunities. It is therefore important on projects of this nature to engage with landowners to co-create the vision together.



05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.1.2. Land-use intensity and diversity

There are generally several types of land uses, namely; Residential, Commercial/Retail, Industrial/Service, Recreational, Civic and Social, Transport and Agriculture. Well performing urban spaces consist of a mixture of uses by blending the above uses in a compatible and rationale manner to develop an integrated precinct that can cater for a 'live-work-play' environment. Through their diversity, mixed-use areas are considered more resilient to change over time and therefore result in a more sustainable urban environment.

The adjacent map reflects the various types of land uses that occur within the CBD. These are as follows;

Upper (Western Quadrant): The prominent land use is the General Justice Gizenga Mpanza Regional Hospital which occupies a very large footprint in the western precinct. The hospital is surrounded by residential development in the form of single-family homes to 3 storey medium density residential apartments.

Central Precinct- Stanger Central: The central zone is the core of the Town centre

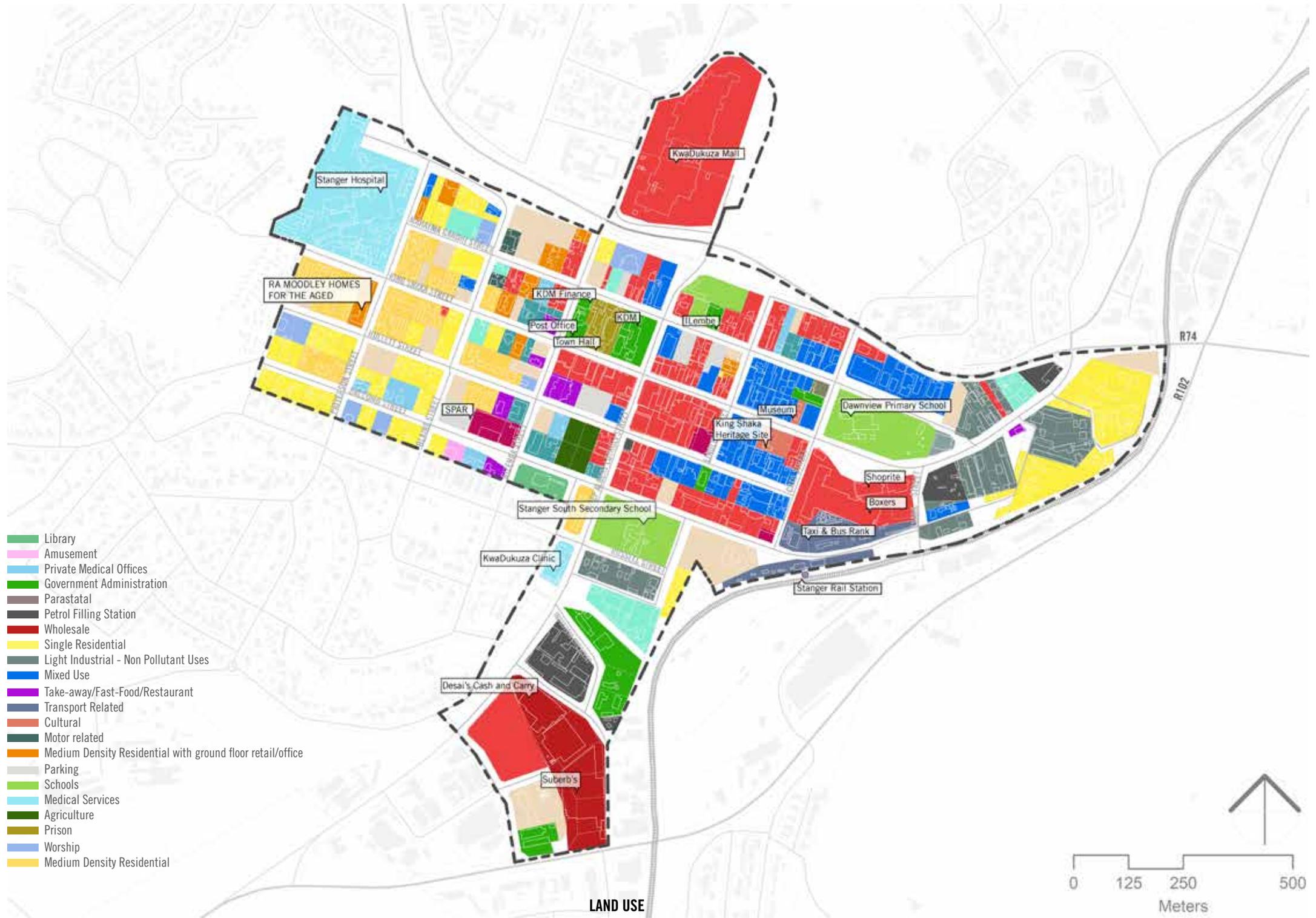
where it is characterised by commercial/ retail offerings- typical CBD uses such as shops, supermarkets, clothing stores, smaller shops offering funeral parlours, cell phone shops, smaller hardware stores, cell phone repairs and sales, etc. Most of these land-uses are contained on the ground floor and those buildings which are 2 storeys or greater contain residential above. There is a strong civic component that houses the KDM offices on Chief Albert Luthuli Street and King Shaka Street as well as the Ilembe District Municipality offices along Mahatma Gandhi Street.

Lower Precinct (Eastern Quadrant):

The lower precinct is characterised by predominately transport/ service industrial, warehousing and light industrial activities. Amongst the more transformed industrial and service-related uses in the lower precinct, lies a single-family residential precinct along Addison road.

Overall, there is a nice mix of land uses. Whilst the overall scale and intensity is somewhat limited, there are a good mix and spread of all types of traditional land use mix within the CBD. Due to the lower scale format of development and

with some retail and major banks exiting the CBD to the new shopping centre, the levels of intensity on previously identified activity streets are constrained. It also could be said that the residential densities within the Town Centre are not dense enough to sustain nightlife activity, thou the Town at present doesn't cater to any after-hour activities.



- Library
- Amusement
- Private Medical Offices
- Government Administration
- Parastatal
- Petrol Filling Station
- Wholesale
- Single Residential
- Light Industrial - Non Pollutant Uses
- Mixed Use
- Take-away/Fast-Food/Restaurant
- Transport Related
- Cultural
- Motor related
- Medium Density Residential with ground floor retail/office
- Parking
- Schools
- Medical Services
- Agriculture
- Prison
- Worship
- Medium Density Residential

Stanger Hospital

RA MOODLEY HOMES FOR THE AGED

KDM Finance

Post Office

Town Hall

KDM

Ilombe

SPAR

King Shaka Heritage Site

Museum

Dawnview Primary School

Stanger South Secondary School

Shoprite

Boxers

Taxi & Bus Rank

KwaDukuza Clinic

Stanger Rail Station

Desai's Cash and Carry

Suber's

R74

R102

05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.1.3. Underutilised Demands- Scheme provisions

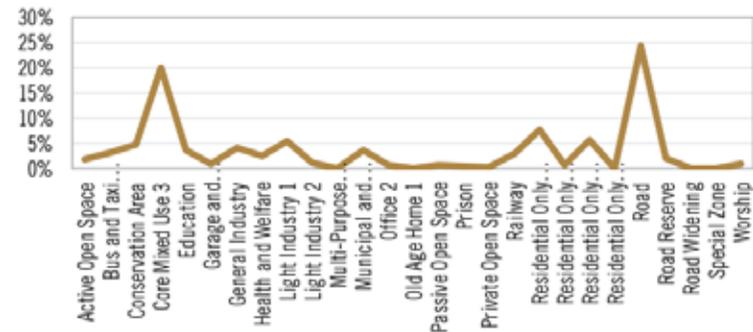
Zoning is the tool that determines what uses are to be developed within a specific geographic area and used to segregate uses that were conceived as incompatible. This is also to preserve the character of an existing area or protect existing development from being impacted by new developments.

The plan on the right reflects the current zoning for the area. In general terms, the zoning aligns with the current activities found within the Town Centre. The graph on the right indicates that the core mixed-use zone contributes to 20% of the total land usage in the CBD with residential offerings contributing a further 15%. The remaining land uses are dispersed across the CBD. A very small percentage of land allocated to active open space is non-existent as the land has been developed as a Shopping Mall, therefore there is no active open space area within the CBD. The CBD falls well below the global standards for open space provision.

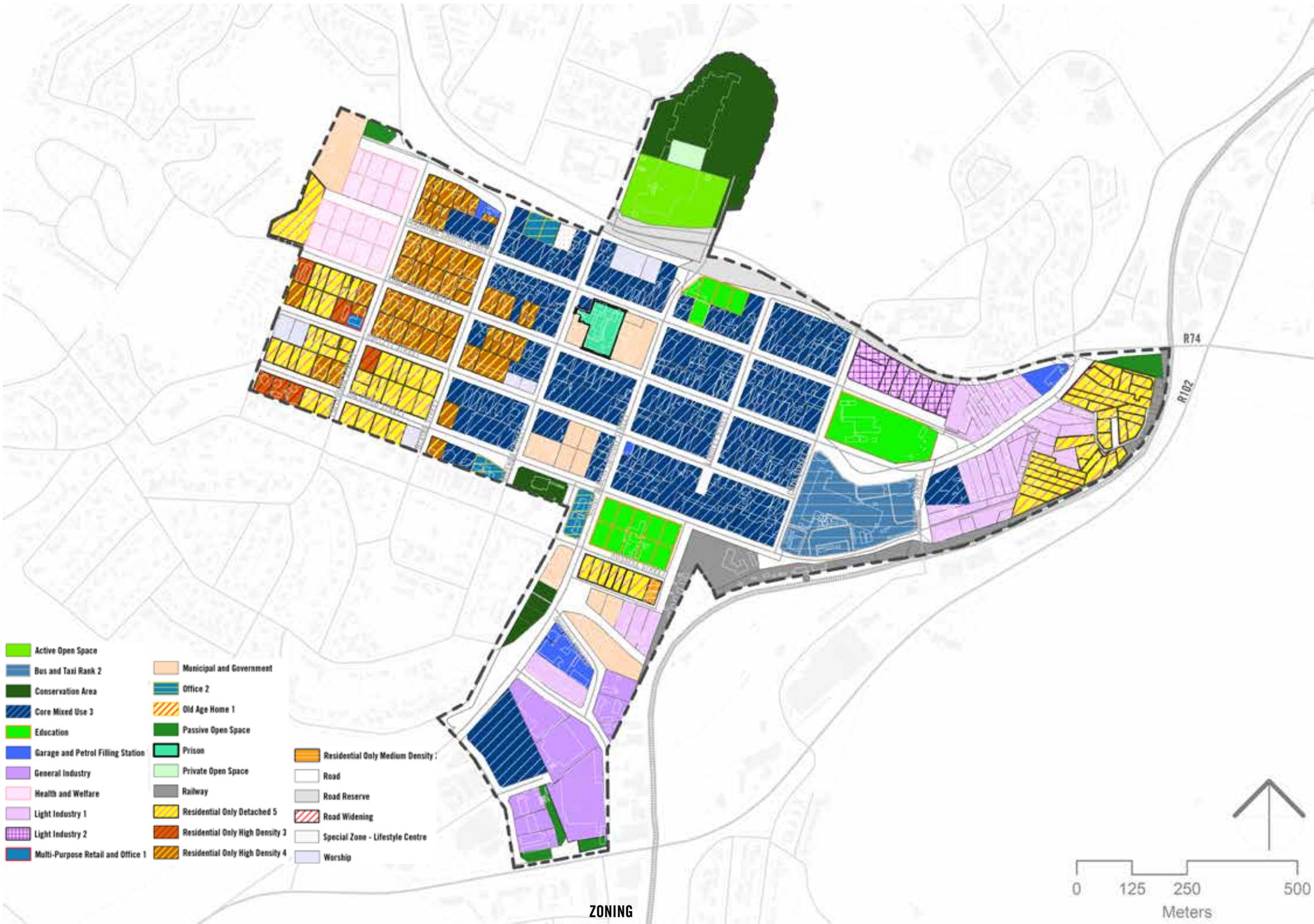
The table on the right reflects the scheme development controls for the key land uses found within the CBD. Of interest, the core of the CBD is characterised by Mixed-use has a height restriction of 6 stories however most of the development in the CBD is developed up to 2 or 3 stories. This is also evident west of the CBD within the residential precinct- Residential High Density where the scheme permits a 6 story height envelop however most of the residential found here is of a lower height. This indicates a latent potential for new opportunities to take advantage of the available rights with the appropriate incentives but this also indicates that the infrastructure would have been designed for the maximum projected yields. So in theory there should be enough available capacity in the system to support increased densification.

KDM CBD Scheme Controls- Key uses only							
Zone	Min Lot size	FAR	Coverage	Height (storeys)	Setbacks		
					Front	Side	Rear
Core Mixed Use 3	450m ²	1,25	80%	6	street line	n/a	n/a
Education	10000m ²	0.5	30%	3	7,5m	2m	2m
General Industry	1800m ²	1	75%	3	7,5m	2,5m	2,5m
Health and Welfare	2000m ²	1	70%	3	9m	4,5m	4,5m
Light Industry 1	900m ²	0.6	60%	3	7,5m	2,5m	2,5m
Light Industry 2	450m ²	1	75%	3	7,5m	2m	2m
Multi- Purpose Retail and Office 1	450/2000m ²	0.5	50%	2	7,5m	2,5m	2,5m
Municipal and Government	1800m ²	1	50%	3	9m	4,5m	4,5m
Office 2	900m ²	0,8	50%	6	7,5m	2m	2m
Residential Detached 5	900m ²	1	50%	2	7,5m	2m	2m
Residential High Density 3	1800m ²	1,8	60%	3	9,0m	4,5m	4,5m
Residential High Density 4	1800m ²	2	70%	6	9,0m	4,5m	4,5m
Residential Medium Density 2	1800m ²	n/a	35%	2	7,5m	4,5m	4,5m
Worship	1800m ²	0,50	40%	15m	7,5m	2,5m	2,5m

% of Land use allocations in the KDM CBD



GLOBAL STANDARD FOR OPEN SPACE: 0,48 TO 4 HA PER 1000 PEOPLE

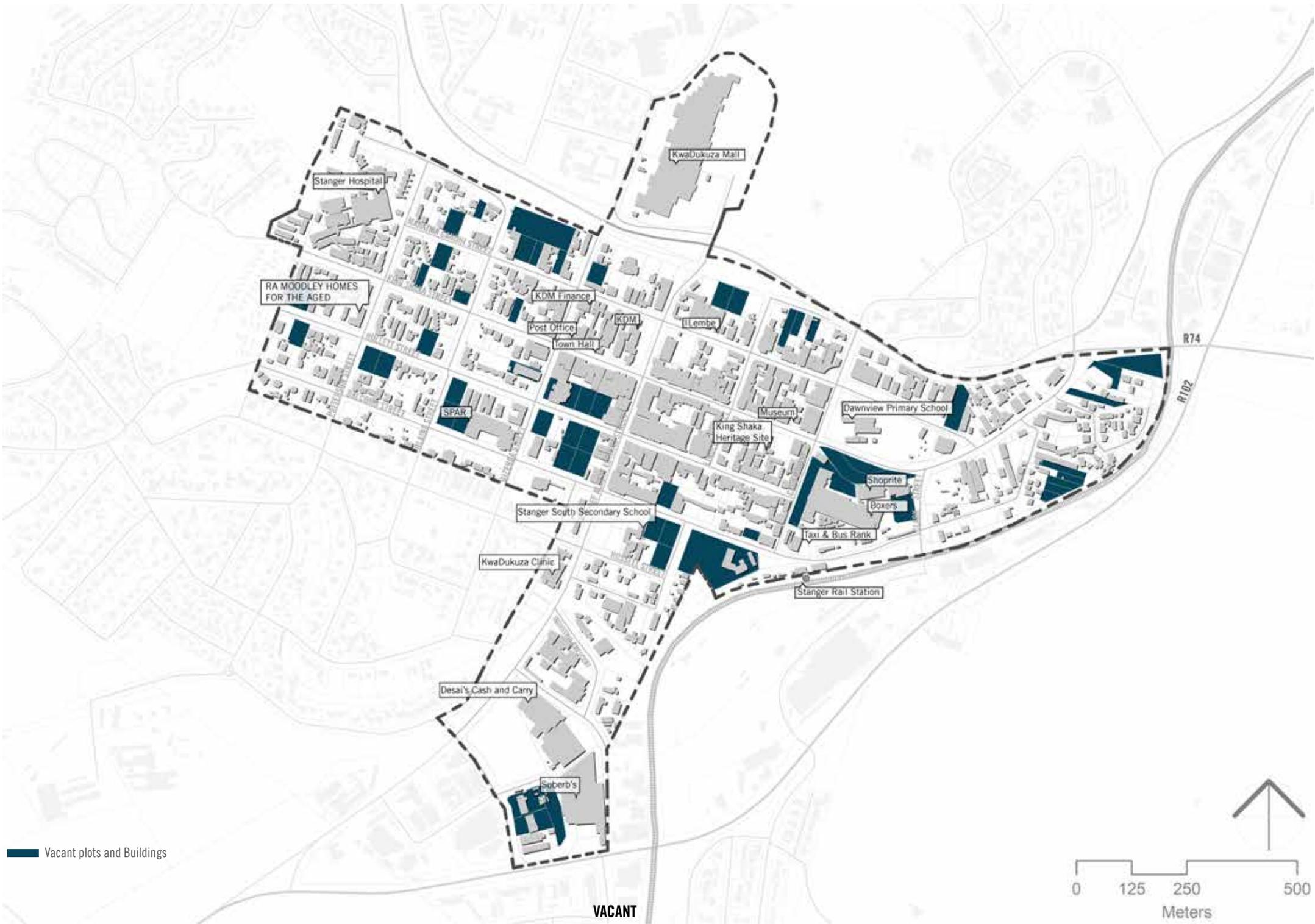


05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.1.4. Vacant and Undeveloped Opportunity

There is very few vacant and undeveloped land within the CBD. As indicated earlier most of the land within the CBD is privately owned. Most of these opportune land parcels are being used for parking. To identify new potential areas for renewal within the overall precinct a careful and considered approach needs to be adopted such as looking at the unoccupied and derelict buildings for reformatting or adapting to the guided urban vision. The plan on the right illustrates vacant as well as potential land for a new opportunity. Some of the areas reflected are on existing properties that are undeveloped/ leftover space however presents opportunity to compact development. In these cases, owners could utilise the identified portion of land to densify within their property i.e. create a second dwelling, or if the land is strategically placed, utilise for other economic or recreation opportunities. The scheme may need to be reviewed to permit additional development rights or relax certain conditions where applicable to facilitate new development take-up on existing sites.



05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.2. DIVERSITY AND THE ECONOMY

5.4.2.1. Users of the CBD

It was noted in the earlier sections that KwaDukuza today is a bustling regional service centre for between 500 000 to 1 000 000 people (the 2016 population for the iLembe District was placed at 657 612 people in terms of the 2016 Community Survey published by StatsSA).

Whereas the town and immediate surroundings have a population of more than 50 000 people, the under-serviced community of more than 50 000 people immediately to the south of KwaDukuza, in Groutville and surroundings, are significant users of the CBD. For the purpose of this assessment these population catchments will be referred to as the primary and secondary catchments. The total population of the KwaDukuza Municipality was placed at 276 719 people in 2016 (StatsSA Community Survey 2016). The population of the larger region will then be referred to as the regional catchment.

The KwaDukuza Municipality is roughly defined as the primary and secondary catchment of the KwaDukuza CBD.

The 2011 population distribution of the Municipality is reflected below. Urban KwaDukuza is viewed as the primary market catchment, the rest of the Municipality being the secondary catchment.

It should be noted that Urban Shakaville and Urban Ballito could be considered as part of the Tertiary Catchment, viz. the rest of the District, as the relationship between residents and the KwaDukuza diminishes with distance.

The population in the secondary catchment will generally access the CBD through the public transport system. The importance of the public transport node for the KwaDukuza CBD can thus not be overstated.

It is then also important to consider demographic and socio-economic characteristics of the population. These characteristics are reflected in detail on a ward level in the Status Quo Assessment Report of the 2020 KwaDukuza SDF.

In terms of 2011 age distribution of people in the catchment, reflected in the diagram overleaf, it is noted that:

- The population in rural and low-income settlement areas are clearly younger than in the formal areas of Ballito and KwaDukuza;
- In two rural wards, Ward 1 and 25, more than 50% of the population was 20 years and younger.
- In Ward 6 of Ballito and Ward 16 of KwaDukuza respectively 24% and 32% of the population fell in this age group. Other urban wards also have older populations.
- In Ward 6 of Ballito 21% of the population is 61 years of age and older. Excluding Ballito, the population in the 61 years of age and older age category generally ranges between 6% and 10% in urban and rural wards (with some exceptions).

The table below confirms that in 2011 only 44% of the KwaDukuza Workforce was employed, i.e. people aged between 15 and 64. Although the official employment rate is higher, those figures exclude those not economically active.

On a ward level, based on 2011 statistics (as reflected in KwaDukuza SDF 2020), the employment levels vary considerably. In rural wards, Wards 1, 25 and 27, the employment level is respectively 25%,

20% and 27%. In Ward 6, Ballito, 67% of the Workforce is employed. In general, employment levels are higher in Ballito and other coastal wards. Rural wards located on the western boundary of the municipality generally have the lowest levels of employment.

The tertiary market catchment includes areas that relate to KwaDukuza CBD, but are generally not located in the Municipality. This will include most of Maphumulo, portions of Mandeni and Ndwedwe Municipalities, but then also extend to Gingindlovu and Greytown located in neighbouring Districts.

This population in this catchment is generally rural and poor, and will display similar socio-economic characteristics to the rural portion of the secondary catchment.

Importantly, the primary and secondary catchment of the KwaDukuza CBD has continued to experience above average population growth, with specifically the in migration of people to Groutville and surrounding. Rural population in the tertiary catchments stabilised or in some instances even declined.

05. CBD ASSESSMENT

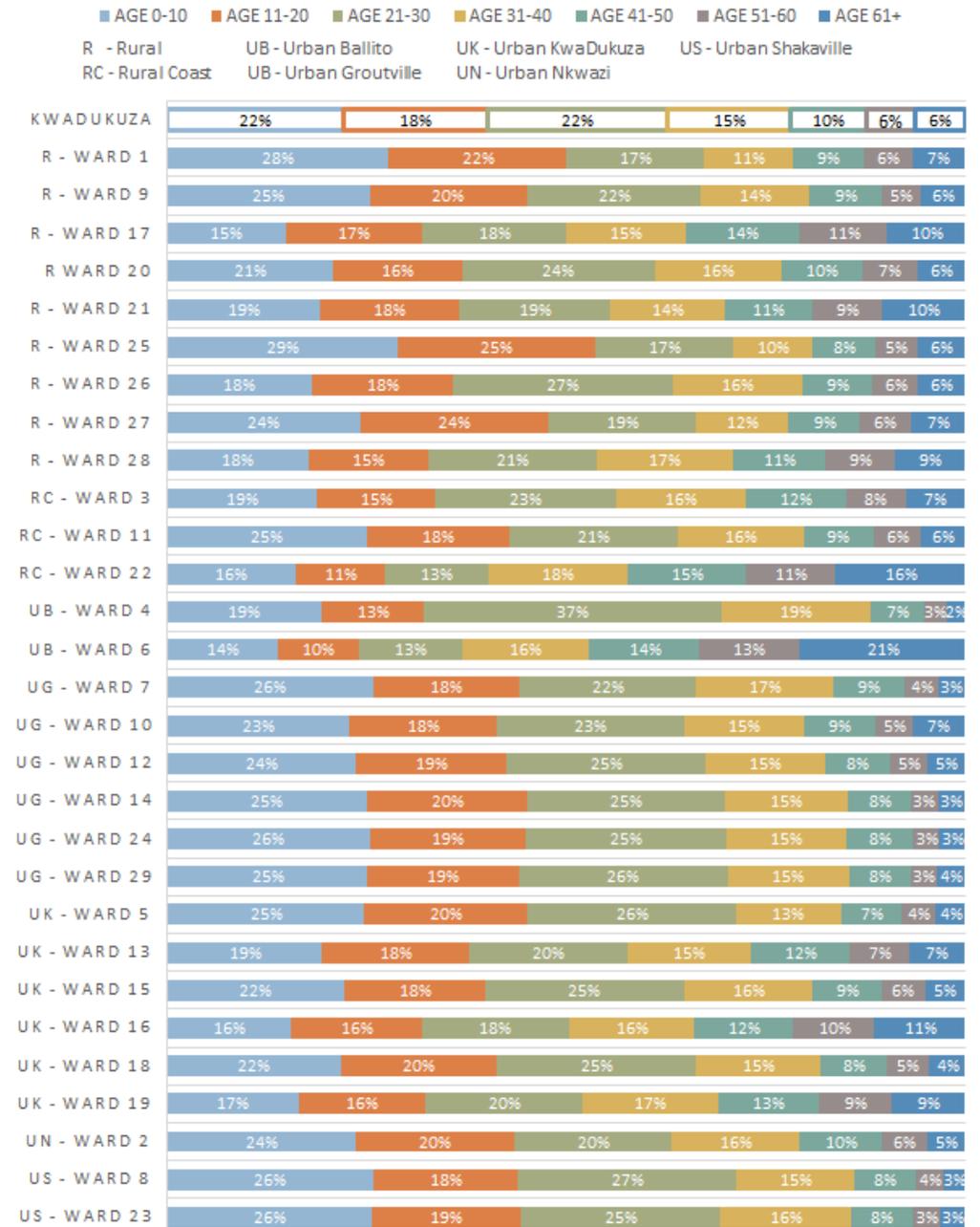
5.4 Richness of Activities + Town Centre Economy

In inland areas outside of the primary catchment, with some notable exceptions, the majority of the population is viewed as relatively young and poor. Government and social services are generally not available in these areas and are accessed in the KwaDukuza CBD.

AREA	2011 PEOPLE	% OF TOTAL
Urban KwaDukuza	52 234	22.6%
Urban Groutville	53 059	23.0%
Rural	64 825	28.0%
Rural Coast	20 922	9.0%
Urban Ballito	13 912	6.0%
Urban Nkwazi	8 435	3.6%
Urban Shakaville	17 802	7.7%
TOTAL	231 187	100%

EMPLOYMENT STATUS	NO. OF WORKFORCE	% OF WORKFORCE
Employed	68 418	44%
Unemployed	22 760	15%
Discouraged work-seeker	8 023	5%
Other not economically active	54 956	36%
TOTAL	154 157	100%

POPULATION DISTRIBUTION BY AGE



05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.2.4. Employment within the CBD

The following sectors provide employment within the CBD:

- **Transport Sector**

Public transport is generally provided for to the east of Cato Road, in the area between King Shaka Street and Balcomb Street. The Railway Station is located to the south of the public transport node on Balcomb Street. The Railway Station links directly with the taxi rank.

- **Retail Concentration/ Retail Centres**

The concentrations of retail activity includes:

1. Linked to the Taxi Rank;
2. KwaDukuza Mall;
3. Pick & Pay Centre on the southern section of Albert Luthuli Street;
4. Super Spar on Balcomb Street; and Along Hulett and Kings Shaka Streets to the west of Cato Street;

- **Wholesale sector**

It appears as if the Wholesale Sector is concentrated at the southern end of Albert Luthuli Road closer to the R102. A number of wholesalers as well as building material suppliers are located

in this node. Certain retailers, such as Boxer and Shoprite, located at the taxi rank also provide wholesale retail opportunities.

- **Civic and Government Offices and Facilities**

Although the Civic Centre, i.e. KwaDukuza Municipality and then the Magistrates Court, is centrally located in the CBD as it is demarcated for this study, other civic and government services appears to randomly located across the CBD, for example:

1. The KwaDukuza Hospital and Department of Transport is located to the extreme west;
2. The police station is located in the extreme south (on Albert Luthuli);
3. The Ilembe offices of the Department of Health is located to the extreme East;
4. The Department of Home Affairs is located centrally on Hulett Street;
5. The KwaDukuza Private Hospital is located some distance outside the demarcated CBD to the west;
6. Other civic facilities such as the library, post office etc is spread throughout the CBD.

- **Education**

Three public schools are located in the CBD, viz. the Stanger South Secondary School (on Balcomb), the Dawnview Primary School (on corner of Cato and King Shaka) and the School of Lindley Street (to check whether this forms part of the Zakariyya Muslim School).

- **Service Industries**

From the assessment it was established that the service industries, including the automotive service industries, are generally located on the periphery of the CBD. The highest density of service industries, outside of the light industrial areas, are located in the section of Mahatma Gandhi Road to the east of Lindley Road and then also on the eastern section of King Shaka Road. Service type business are then also located on Balcomb Street in closer proximity to the public transport node.

- **Automotive Sales and Services**

Automotive sales and services dominate the eastern section of Mahatma Gandhi Road and King Shaka Street with a large number of well-known brands established in the area. Automotive services includes tyre sales and alignment centres, motor vehicles spares retail, workshops and

also the some dealers.

- **Education Services**

On doing the survey of the CBD specific attention was given to identifying areas with a concentration of public and private sector educational facilities. The FET college, the Zakariyya Muslim School, the Ilembe Business Incubator and a small number of independent educational facilities were identified. There does not appear to be a clustering of educational facilities in the CBD (often nowadays a feature of CBDs in regional centres).

- **Personal Services**

Retail in centres and on the major streets are interspersed with personal services such as hair dressers, beauty salons etc. No specific trends have been identified with regard to this sector.

- **Worship Sites**

A number of religious centres are located in the western parts of the town in closer proximity to the KwaDukuza Hospital.

05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

- **Cultural/ Historical Sites**

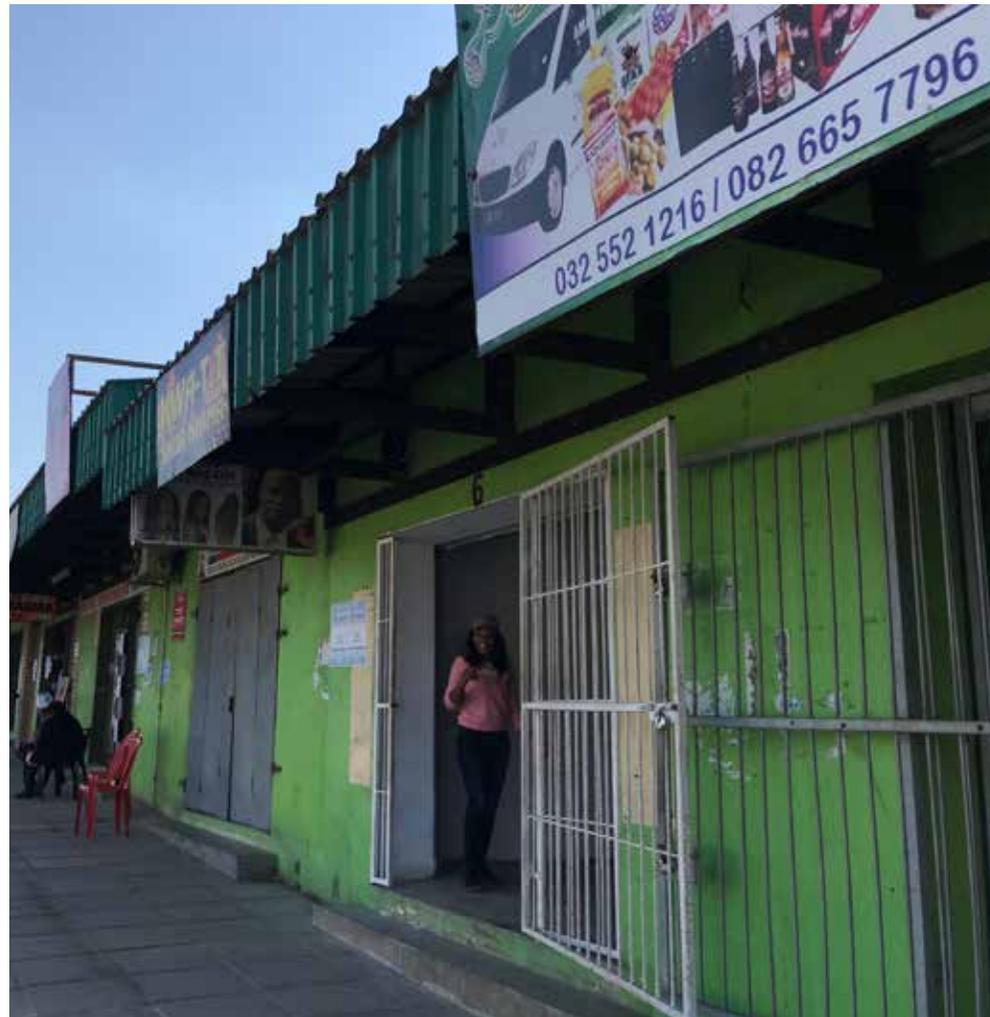
There are a number of areas, buildings and monuments of cultural and historical significance in the CBD. These are addressed in more detail in the specialist report.

5.4.2.5. Informal and SMME Sector

The informal sector in the CBD is concentrated in the taxi / bus rank area and then specifically in the form of street trading on Cato Road. Substantial work has been done by the Municipality to provide facilities for the informal sector, most notably also in the form of shelters on King Shaka and Hulett Streets to the west of Cato Street.

At present there is one informal livestock market located to the north of the public transport node in a parking area joined with Shoprite.

There are no dedicated market spaces that can be accessed by the informal sector and generally the only space provided is in the public transport hub and on pavements (developed and undeveloped).



05. CBD ASSESSMENT

5.4 Richness of Activities + Town Centre Economy

5.4.2.6. Property Value and Fluctuations

Based on the records of property transactions recorded in the Deeds Office that has taken place over the past three years it would appear as if there is an active property market in the CBD. The table below reflects selected property transactions recorded in the different CBD zones. The location, size and sale price are reflected. The final column presents an approximate land price per m² assuming a property is bought for redevelopment (i.e. for its land value).

The above table then also provides average land prices in m² per zone. This illustrates that the land value in the central CBD (R7 802/m²) is considerably higher than in the eastern zone (R1 547/m²) and the western zone (R1 003/m²). This relates directly to the number of higher value property transactions concluded in the central CBD and then also reflects the expected land value differences in the different zones, i.e. central high followed by the east and then lowest value in the west.

NO	CBD AREA	STREET ADDRESS	SIZE (m ²)	TRANSFERRED DATE	SALES PRICE	LAND PRICE PER M ²
1	East	195 Mahathma Gandhi Street	1964	23/10/2018	R14,000,000.00	R7,128.31
2	East	Clark Road	6372	13/07/2018	R5,000,000.00	R784.68
3	East	49 Balcomb Street	2023	28/05/2019	R1,500,000.00	R741.47
4	East	King George Road	1012	20/12/2017	R750,000.00	R741.11
5	East	Clark Road	1012	20/12/2017	R750,000.00	R741.11
6	East	8 Addison Road	2023	07/06/2019	R680,000.00	R336.13
	EAST		14406		R22,680,000.00	R1,574.34
1	Central	104 King Shaka Street	1501	08/10/2019	R21,188,750.00	R14,116.42
2	Central	114 Hulett Street	2023	12/04/2019	R13,000,000.00	R6,426.10
3	Central	91 King Shaka Street	717	29/06/2018	R8,500,000.00	R11,854.95
4	Central	34 Albert Luthuli Street	675	17/10/2018	R6,000,000.00	R8,888.89
5	Central	74 Hulett Street	558	11/07/2018	R5,630,000.00	R10,089.61
6	Central	120 Balcomb Street	1898	13/03/2019	R3,200,000.00	R1,685.99
	CENTRAL		7372		R57,518,750.00	R7,802.33
1	West	154 Hulett Street	2023	27/08/2019	R1,500,000.00	R741.47
2	West	16 Blaine Street	1012	03/05/2018	R1,300,000.00	R1,284.58
3	West	159 Hulett Street	1012	13/09/2017	R1,300,000.00	R1,284.58
4	West	76 Colenbrander Street	947	10/05/2019	R1,000,000.00	R1,055.97
5	West	74 Colenbrander Street	947	04/02/2020	R895,000.00	R945.09
6	West	160 Hulett Street	921	06/02/2020	R890,000.00	R966.34
	WEST		6862		R6,885,000.00	R1,003.35

05. CBD ASSESSMENT

5.5 Public Environment Performance and People

It is important in the planning and design of any precinct to ensure that careful consideration is given to creating environments that enhance the public realm. This can be achieved by promoting building set-backs to promote a human scale proportion or promoting a consistent streetscape palette that includes paving, lighting, street furniture to ensure legibility of the environment. The conscious making of spaces is also key to enhancing the overall public realm and precinct experience. The creation of a hierarchy of urban spaces through the provision of parks, urban squares and other public spaces to facilitate and support urban life is essential to successfully performing urban environments.

5.5.1. PUBLIC REALM PERFORMANCE AND CONDITION

The public realm is a critical component of any precinct as it enhances users experience and can either attract or repel them. The positioning and design of buildings, as well as other multiple factors, has an impact on a users experience of the public realm.

5.5.1.1. People Intensity and Trading

Pedestrian activity is considered key

to activating the public realm. The movement of people from their origin to their destination requires specific interventions to enhance their experience and improve the comfort of their journey. The pedestrian intensity within the KDM CBD is concentrated at the core of the CBD but intensifies towards the public transport terminus where the larger concentrations of people and mix of uses are found. This area is highly congested with a mix of people, cars and minibus taxi's were all are competing for space. The pedestrian intensity decreases in the west of the CBD as the uses tend to be more residential. The informal trade is located in areas to capture foot traffic. The concentration of informal trade is at its highest in the vicinity of Public transport terminus.

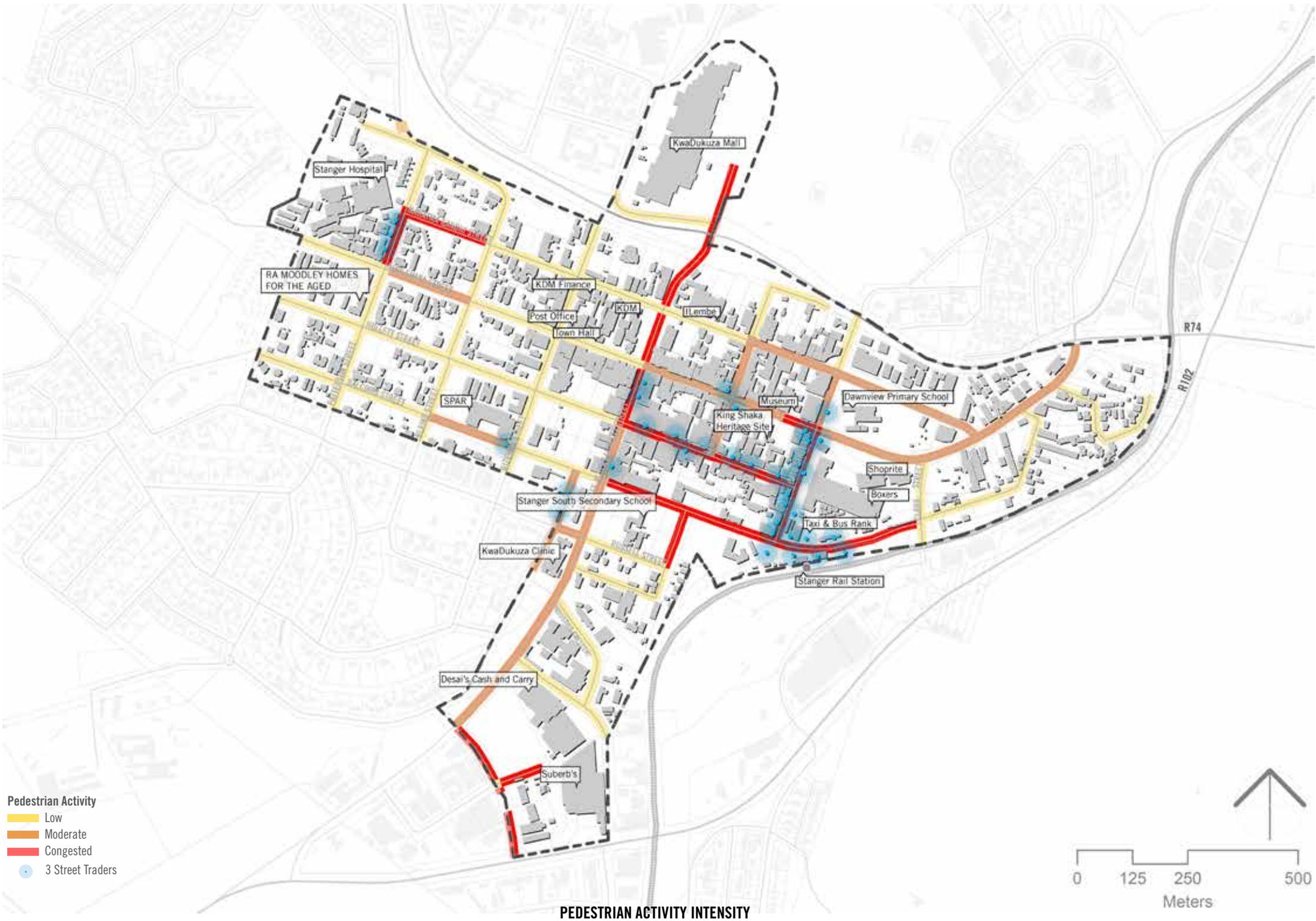
The street trading is compact and intense along Cato and Balcomb street in proximity to the Taxi Rank. Within the CBD, street trading is located along certain routes within the city such as Hulett and King Shaka street where they are dispersed and in most parts located within the demarcated areas. Some of the traders are within municipal trading shelters. There are a few isolated street trading areas located outside key land uses such as at the Primary school along Cato Street.



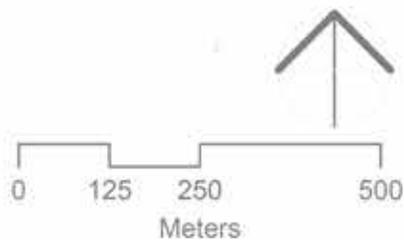
05. CBD ASSESSMENT

5.5 Public Environment Performance and People





PEDESTRIAN ACTIVITY INTENSITY

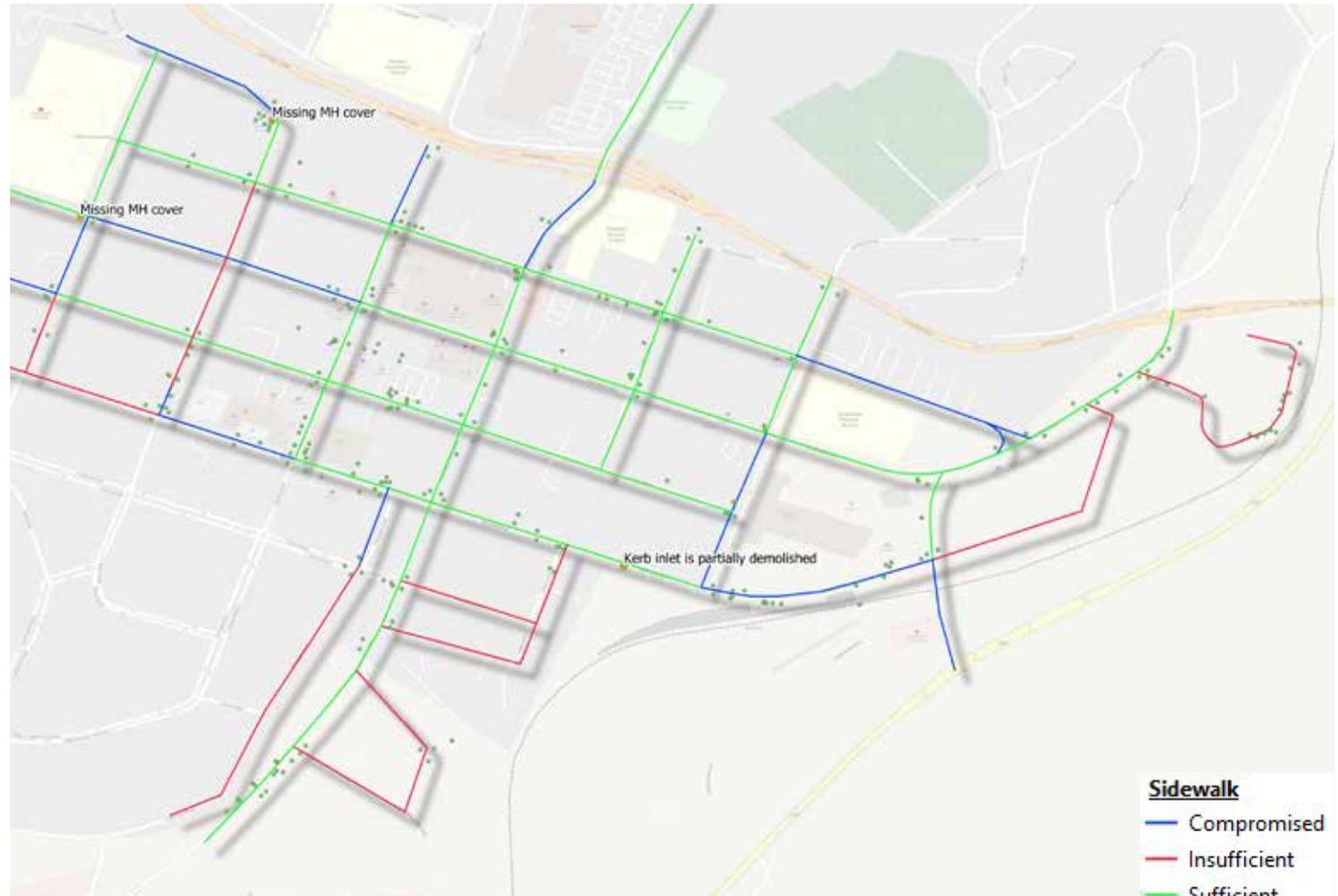


05. CBD ASSESSMENT

5.5 Public Environment Performance and People

5.5.1.2. Streetscape Condition

The overall street condition in the CBD is in poor to fair condition. The previous plan showed the concentration of people within the CBD, however, the plan on the right reflects that where the highest concentration of people is located, the sidewalks are in a poor condition, or compromised by the spill of activities or insufficient that they cannot cope with the number of people along its length. This is particularly evident along Balcomb street and parts of Cato Street in the vicinity of the Taxi Rank. Most parts of the core, particular Gizenga Street, concrete pavers are cracked, concrete surfaces and manhole cover protrudes above the surface and presents tripping hazards. More importantly, the CBD is not disabled-friendly- kerbs protrude at intersections and it is evident that no provision or consideration has been made for the visually handicapped pedestrians eg. use of tactile pavers etc.



05. CBD ASSESSMENT

5.5 Public Environment Performance and People

5.5.1.3. Pedestrian Prioritisation Measures

The traffic flow and vehicular mobility depends on the busy areas within the CBD, which is inclusive of pedestrian movement.

Streets which have a Very High traffic volume also has insufficient parking. Obstruction to traffic flow within the CBD is created by double parked vehicles, taxis stopping along the road, or pedestrians straddling across the street on a red traffic signal. In aid of insufficient parking along the streets, there are also parking lots which motorists can use, however they are forced to walk the distance to get to the desired location. The KwaDukuza Municipality has also implemented pay parking within the CBD.

Since the mall has been constructed, the intersection at Chief Albert Luthuli Street and Mahatma Gandhi Street gets congested with traffic during peak hours. An attribute to the is the newly installed traffic signals on Chief Albert Luthuli Street, and increasing potholes along the intersections. The traffic status, as mentioned above, is increased during month ends and shopping periods.



05. CBD ASSESSMENT

5.5 Public Environment Performance and People

5.5.1.4. Commuter Comfort

There is an overall lack of pedestrian comfort elements in the CBD. Pavements are not planted with trees particularly the longer spanned streets that do not have collonades/ arcades, thus making it uncomfortable to walk in hot and rainy conditions. The planting palette should extend beyond Palm trees as these do not offer adequate shade and protection. Furthermore, poor drainage observed along certain streets such as Cato and Balcomb Streets create undesirable conditions for pedestrians. There is an absence of appropriate traffic calming along with key pedestrian crossings particular at Cato street in the vicinity of the Taxi Rank. This creates a dangerous situation for school children who use this route. In some areas, the street traders are located within the sidewalks, thus consuming the pedestrian walking space.

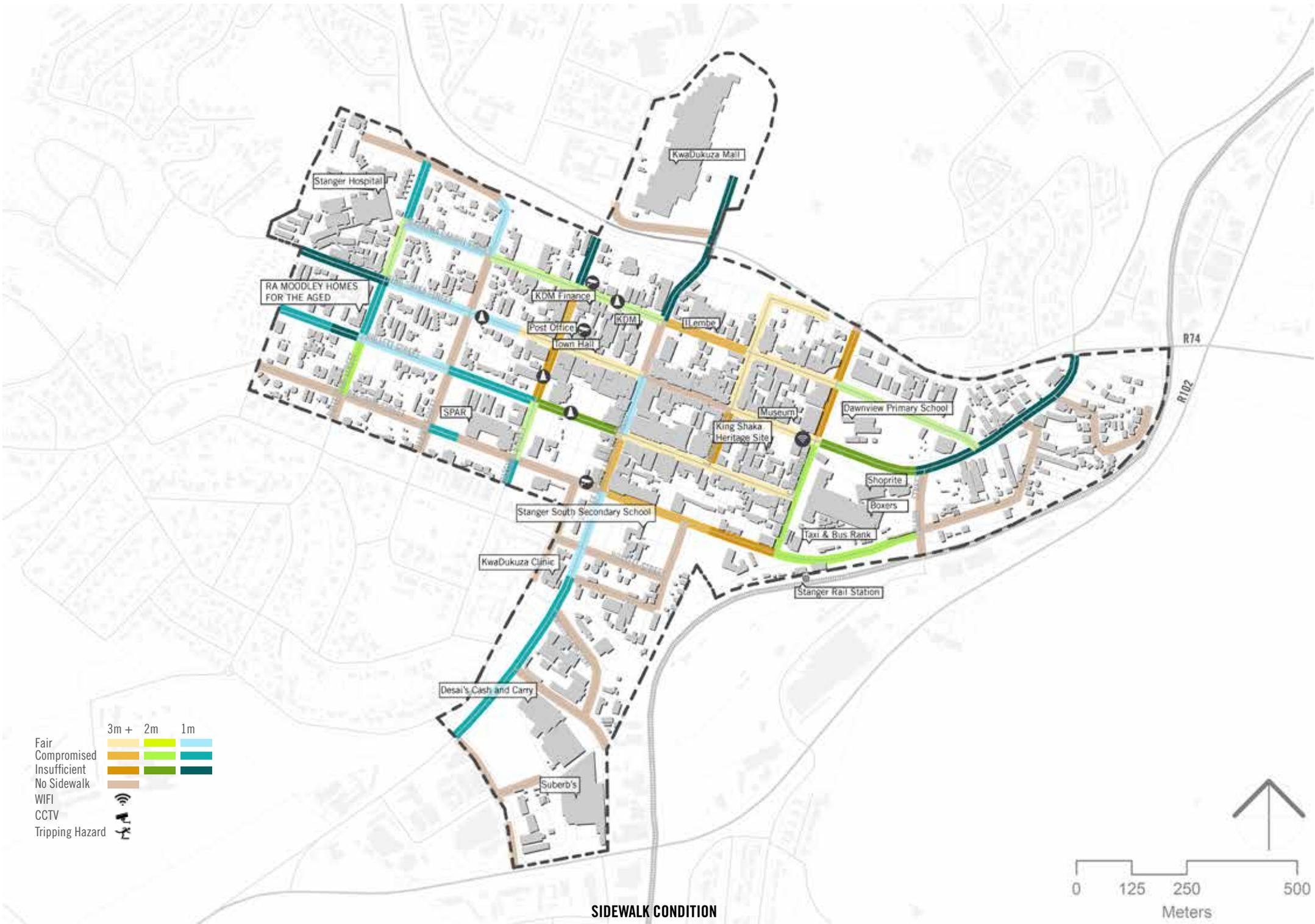
The remainder of the precinct remains largely served with sidewalks albeit in a poor state, seating elements, pause spaces and a general lack of maintenance can be noted. Seating in the CBD is of critical importance as it evident people sitting on the sidewalks waiting to be served at public buildings

such as pension payout points and municipal/ civic buildings in the CBD. As previously indicated, the steep conditions throughout the CBD warrant some relief areas for pedestrians. Also important to note there is a lack of adequate wayfinding in the precinct however those that frequent the CBD will be able to navigate without any issues. There is an obvious need in the CBD for a green lung or urban space people that offers comfort and relief to counteract the harshness of the CBD conditions.

Whilst there is a proposed project for a park in outer CBD, there is still a definite need for a park at the core of the CBD where most of the concentration of people are.

Of interest, the CBD lacks an aesthetic identity as there is no consistent or identifiable paving, landscaping or street furniture palette or evidence of branding in the CBD.





05. CBD ASSESSMENT

5.5 Public Environment Performance and People

5.5.1.5. Commuter Safety

One of the contributing factors to a successful urban environment is safety within it. Naturally, there is a sense of caution amongst pedestrians in busy, lonely, or dark streets, where robberies and theft are prone to happen. In KwaDukuza there are no street surveillance cameras in place yet, to record incidents opposing a safer CBD.

5.5.2. SUSTAINABILITY AND RESILIENCE

5.5.2.1. Preservation of Existing Assets

The study area is the central business district of KwaDukuza (formerly Stanger) which is on the King Shaka Heritage Route which follows the life and death of King Shaka, one of the greatest military leaders in South African History. Heritage sites related to the life of King Shaka are located in the surrounding area.

KwaDukuza was also the home of Chief Albert Luthuli, political activist and President General of the ANC (1952 and 1955). He was the first African to be awarded the Nobel Peace Prize.

King Shaka extended the boundaries of the Zulu Kingdom by defeating

numerous clans and incorporating these into the Zulu nation. He built his palace and capital between 1820 and 1825 in the current area of KwaDukuza. He was murdered by his two half-brothers in 1828, Dingane and Mhlangana, who burned down the palace and dumped his body in a grain pit. A memorial was built over the pit in 1932 (located at 96 King Shaka st at the King Shaka Visitors Centre).

The area has two Museums, The KwaDukuza Museum at 9 King Shaka st and The Albert Luthuli Museum at 3233 Nkukhanya Luthuli St, Groutville. A new Museum Centre has been proposed to replace the current Museum in King Shaka st.

The City as we know it was established to serve the coastal farming community in 1873 and it was named Stanger after the first Surveyor-General of Natal. The earliest structures that may still exist are likely to date from 1890-1900 (eg. The Old Fort).

Most buildings from the 1870's would have been replaced with solid material as they became available in the late 1800's. In the 1930's the town grew with the sugar industry and many businesses and

residential buildings were built in the CBD. Therefore the majority of the older buildings in the CBD will be between 60 and 90 years old. Some will have been altered or rebuilt completely.

Buildings that present the following will be considered for re-generation projects:

1. Historic value
2. Aesthetic value
3. Scientific value
4. Social and cultural value
5. Rarity or uniqueness
6. Intactness of form
7. Representivity and Contextual significance

There are a number of "Specially Protected" Heritage Resources (Grade 2 Heritage status) in the municipality of KwaDukuza, see the table below. There are 5 Provincial Landmarks, ie. of Historical importance to the Province of KZN and there are 6 Heritage Landmarks which are of local importance.

The King Shaka Memorial (Provincial Landmark) on King Shaka street and the Old Fort Police Station (Heritage Landmark) in Mahatma Gandhi st. (Rood St) are in the Study area. All buildings that were built prior to 1960, ie. are

older than sixty years old, are protected and require a permit from Amafa-KZN for alteration or demolition.

KZN Amafa and Research Institute Act 2017. Clause 37 : General Protection : "Structures – No structure which is, or which may reasonably be expected to be older than 60 years, may be demolished, altered or added to without prior written approval of the Council having been obtained on written application to the Council."

Specially Protected Heritage Resources

Within the study area there are two specially protected heritage resources which are both considered provincial landmarks:

- Stanger South School, Balcomb (Cnr Albert Luthuli Street), Stanger
- King Shaka Memorial, King Shaka St, Stanger

05. CBD ASSESSMENT

5.6 Public Environment Performance and People

5.5.2.2. Infrastructure Capacity and Condition

- **Bulk Water**

KwaDukuza receives its water from the uMvoti Water Treatment Plant (WTP) via a run off-river abstraction from the uMvoti River. The abstraction is also linked to the North Coast Pipeline which allows for a back-up supply from Hazelmere Dam via the Honolulu Reservoir. iLembe District Municipality operates the Mvoti WTP which supplies KwaDukuza although the demand in KwaDukuza is also augmented by the Lower Thukela Supply System.

The Lower Thukela Regional Bulk Water Scheme is intended to serve the area of KwaDukuza with potable water supply. According to the iLembe District Municipality IDP (2020), the demand for water on the coastal area of KwaDukuza has increased and the currently supply from the Umdloti and Umvoti River systems are insufficient to meet the projected water demand.

The project is implemented jointly by iLembe District Municipality and Umgeni Water and will cater for the following:

- current demand,

- future private developments of commercial, industrial and residential nature,
- low income housing developments,
- rural areas currently served as stand-alone schemes, and
- Rural areas that are currently un-served.

Subject to funding being made available, this scheme is estimated to be fully commissioned in 2020/2021.

- **Bulk Sanitation**

KwaDukuza is one of the 'urban' areas within the iLembe District Municipality to have a waterborne sanitation system. The sewer demands within the municipality is shown on Figure 2-2 below. Refer to Annexure B showing the sewer reticulation within KwaDukuza CBD.

- **Electrical**

According to the KDM IDP 2019-2020, the KwaDukuza Municipality has two licensed electricity distributors, namely Eskom and KwaDukuza. KwaDukuza Municipality is a licensed electricity provider.

The Energy Master Plan was adopted by

Council in 2016 and it remains under implementation. The plan has been reviewed in order to produce a new 10 year plan aligned to the updated spatial development framework for the municipal supply area. It also provides a medium term plan to develop the electrical infrastructure that will be required to support the envisaged demand growth.

Current Demand (ml/day)	5 Years Demand	10 Years Demand	20 Years Demand	Ultimate Demand
58.42	94.34	110.44	156.17	292.17

Water and sanitation projections

05. CBD ASSESSMENT

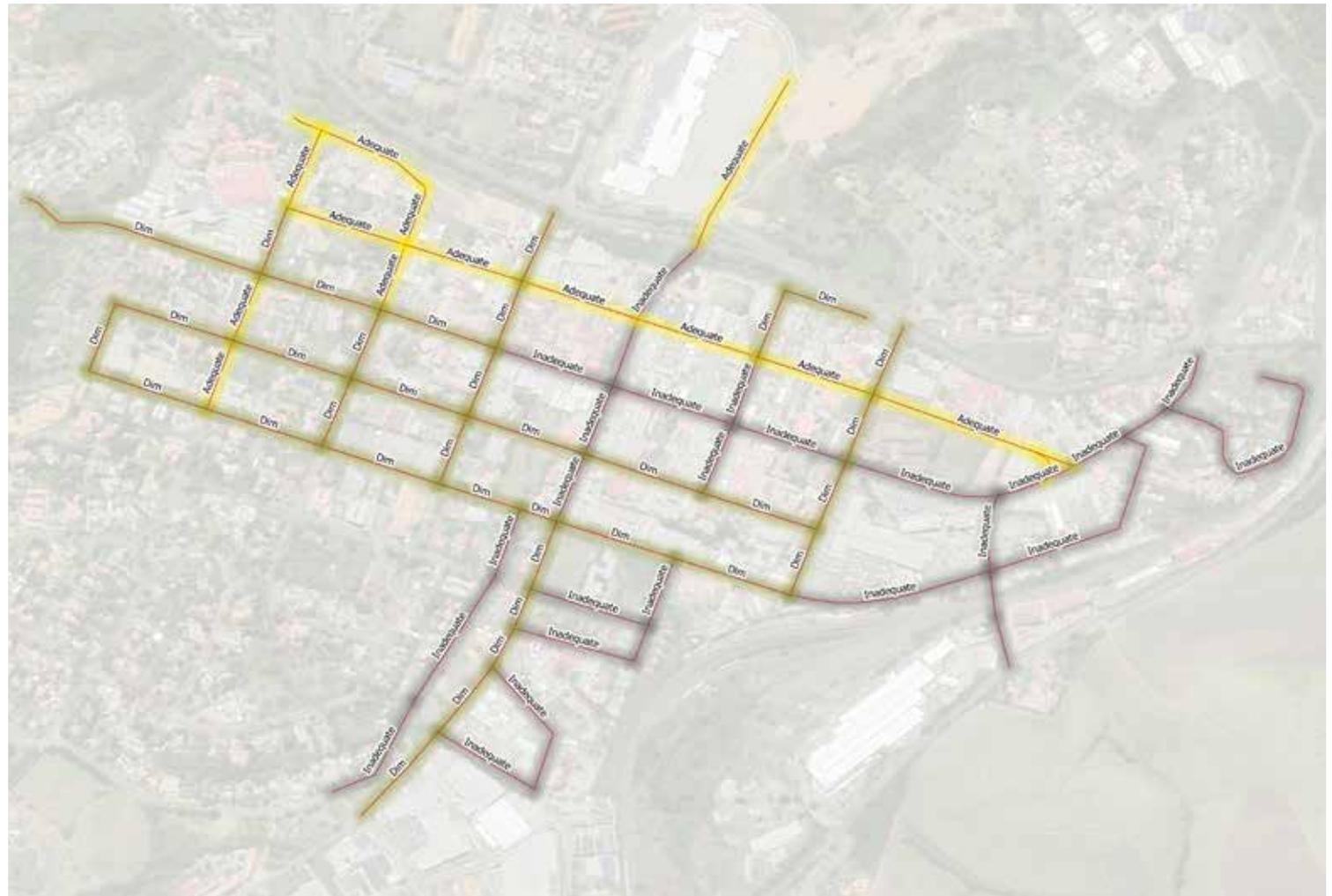
5.5 Public Environment Performance and People

- **Street Lighting**

The lighting of the area was recorded by conducting a night drive. The adjacent plan shows the extent of street lighting, and the approximate percentages are further described as follows:

- Adequate (bright yellow) - streetlights are functional = 19.4 %
- Dim (dark yellow) - some streetlights are non-functional = 41.9 %
- Inadequate (grey) - most/ all streetlights are non-functional = 38.7 %

In the areas highlighted as grey where most of the lighting is inadequate, is also where the highest concentration of people are.



06 DEVELOPMENT PERSPECTIVE



06. DEVELOPMENT PERSPECTIVE

6.1 Summary of each zone/ precinct

For the purposes of the on-street assessment the study area was represented in three regions, i.e. upper, middle and lower. This breakdown was used to assist the team in coordinating the on-street analysis and was not based on any character differentiation or focus precinct.

Although, through the CBD assessment it has become quite evident that the CBD does have inherent character zones.

The theoretical underpinnings of a CBD provided insight to these zones and highlighted how they align with KwaDukuza CBD.

The precincts that have a definitive character and function are the residential areas which are located within the upper catchment of the CBD. Here, the CBD has seen several medium density, 4-storey walk-ups being built, proving the demand for housing within the CBD. Also, within this catchment are several vacant sites that have for sale signs on them, these sites are opportune for the Municipality to acquire. Additionally, within this area is the Old Age Home, where many walk into the CBD to obtain their daily purchases or visit medical

practitioners.

Adjacent to the residential component is the medical precinct within the eastern, upper catchment. The locality of this site is challenging for pedestrians. This is a different condition experienced on the western lower catchment of the CBD. Pedestrians have to walk up steep roads over a distance of 1.6km which hinders pedestrian comfort. Taking into consideration that those visiting the hospitals are sick, a long and difficult walk proves strenuous. Another challenge faced within this region is where patients are referred to the KwaDukuza clinic for treatment and have to then walk back to the clinic which is in the region of the taxi rank. Many pedestrians and users have indicated their frustration with this process.

The central region of the CBD constitutes lower order retail and commercial offerings, as many of the anchor stores have moved into the KwaDukuza Mall or Ushaka Mall. The core of the CBD within this region has the main KwaDukuza Administration offices as well as iLembe District Offices, the Correctional Services, Town Hall and the Magistrates Court. Those using this region are

mainly for the use of pension pay-outs at the Post-Office, the Municipal buildings, and retail offerings. Pedestrians also traverse this region to gain access to the KwaDukuza Mall and the Ushaka Mall.

Below this region, the south-eastern portion occupies a large component of the transport facilities made up of taxis, buses, and rail. These services are for both local commute and far distance travel. Many of the trading opportunities are found in this region and has the highest pedestrian activity, making the area congested, and bustling with activity. Although there is high presence of taxis within this area, little to no taxis traverse the CBD grid other than the layby's at the two malls. Pedestrians have to therefore walk along roads and from one destination to the next with their buys in hand.

In the lower catchment, of the CBD, motor and service industry uses are present, this area is in slight blight due to neglect and low maintenance, however, the activities within this region are still active and functional.

Towards the southern region, Ushaka Mall is located, this Mall serviced both

residents and users of the CBD with Pick n' Pay as the anchor and a few wholesale stores, where the aim was to create a lifestyle mall, however, the Mall did not receive as much investment as intended and eventually lost many stores to the new KwaDukuza Regional Mall. This region is made up of light warehousing and service industry as well as wholesalers. The uses of the CBD frequent this region for the wholesalers and contribute to the high pedestrian activity within this area. Here again, it is evident that pedestrians have to walk from the taxi ranks to this region with groceries and bulk buys.

The last component within the CBD at opposite ends from one another are the two malls. The KwaDukuza Regional Mall, has provided the community with access to higher-order retail opportunities and has changed the consumer trends within the CBD, whilst the Ushaka Mall is mainly utilised by the surrounding residents for their daily needs.

Whilst the KwaDukuza regional Mall has had an impact on the CBD, the CBD is still functional and active as many of the CBD users' interests are for the lower-order retail and commercial offerings which are prevalent within the CBD. For

06. DEVELOPMENT PERSPECTIVE

6.1 Summary of each zone/ precinct

as long as the demand remains in the CBD for this type of lower rent activity, the CBD will function.

These zones will be looked at in further detail during the next phase of the Conceptual Framework where the team will interrogate the function of each zone and how they can be improved.

06. DEVELOPMENT PERSPECTIVE

6.2 Synthesis of the CBD - SWOT

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Well located within the Municipality • Serves the needs of the local community • It has a rich cultural history • It is well established and a key employment attraction • Has existing development rights with available GLA take up • Full range of retail and service opportunities offered. • Most national retail brands have a presence in the CBD with some have two or more locations where they trade from • Ease of access • Good distribution of traffic • Established and mature economy • Appears to be a vibrant property market in the CBD. • Opportunities for property development exists (both vacant land and brownfield development). • Well established infrastructure in place (i.e. new bulk and link services not necessarily required for densification) 	<ul style="list-style-type: none"> • Stagnant and limited Public Interventions • No Public or active open space • Poor Public Realm- sidewalks, landscaping, street furniture, universal access, wayfinding etc • Limited maintenance • Lack of significant Mixed Use- Entertainment and Recreational uses • Congestion at transport Hub - vehicle and pedestrian conflict • Aging Infrastructure concerns- storm water etc • Limited free WIFI opportunity • A number of vacant buildings across the CBD • Municipality does not have a distinct gateway entrance into the CBD • Steep roads and long commute to taxi rank • Multiple nodes within CBD serving the various markets (some markets access more than one node). • Anchors, specifically in the form of public services, not clustered and difficult to access. • Uncertainty relating to future growth direction in the CBD will delay investment in new opportunities. • Multiple centres of retail activity can be confusing to users of the CBD and makes it difficult for retailers to serve the various market catchments. • Location of the public transport node to the east makes it difficult for commuters to access retail and service opportunities across the municipality. • Linkages between different retail and service nodes not well established. • Property values in specifically the central part of the CBD appears to be high. • Perceived lack of high levels of urban management relating to crime and grime reduces the attractiveness of the CBD as a destination

06. DEVELOPMENT PERSPECTIVE

6.2 Synthesis of the CBD - SWOT

OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Potential to accommodate an Intermodal Facility • Great investment destination for emerging business's • Could serve as a Benchmark for other renewal initiatives across the Province • Transition into a more mixed use precinct • If the incentives work, it could lead to satisfied users - restores pride within the area. • Development of a distinct gateway into the CBD Large and growing primary, secondary and tertiary catchments. • Municipality supporting and actively promoting economic development. • Regional centre status of KwaDukuza CBD strengthened with establishment of KwaDukuza Mall. Land for further expansion of the CBD outside of current boundaries available. • Introducing higher density residential development in the CBD. • Focusing on retaining and growing specifically the industrial capacity in areas surrounding KwaDukuza. 	<ul style="list-style-type: none"> • Relocation of the Local and Municipal offices • Declining Public Realm • Growth of the Shopping Mall Precinct • Competition from other nodes that may attract and entice new developments • Economic Global Recession + COVID 19 impact - see business's closing – no new developments • The precinct goes into a state of decline- see business's leaving • Start attracting undesirable Land- uses that start to compromise the CBD • New developments in and around the precinct start to place more pressure on the already stressed road networks A deteriorating economy, specifically as a result of the COVID19 pandemic, will impact on the disposable income of an already poor population. • The continued growth of Ballito / Umhlali will impact on specifically retail in the KwaDukuza CBD and related Centres. • The proposed establishment of a Town Centre in Groutville and improved retail and service delivery in rural areas will reduce the dependence of people in the tertiary catchment on the KwaDukuza CBD. • The establishment of decentralised retail and service nodes in areas such as Groutville will reduce pressure for new development in KwaDukuza CBD.

06. DEVELOPMENT PERSPECTIVE

6.3 Development Brief for Next Phase

The following report has provided an assessment of the KDM CBD. The initial Framework undertaken needs a review in light of the current changed conditions in the CBD. Whilst some of the strategies are still relevant this needs to be reconsidered in light of the current conditions.

The design brief for the reviewed Masterplan are as follows;

- Relook at the PT hub to limit pedestrian and Vehicular conflict
- Identify the Impact of the Intermodal facility on the surrounding precinct
- Locate the “Heart” of the CBD- optimise land use and density along the activity street
- Find innovative ways of attracting higher end retail back to the CBD
- Identify pedestrianisation options along key streets and place emphasis on the aesthetic – “Look and Feel” including the upgrade of streets to improve infrastructure
- Provide for street furniture elements to improve pedestrian comfort
- Cater for the mobility impaired
- Facilitate WIFI hotspots areas within the CBD to stimulate new opportunity

- Improve the entrance into the Town Centre - create a Gateway
- Find innovative ways to create new parks and urban spaces where the highest concentrations of people are contained
- Provide incentives for owners to maintain and enhance their buildings.
- Look out for infill or new development opportunities within CBD
- Promote Public Private Partnerships to look at strategic investment in the CBD that will benefit its users
- Consolidate the residential offerings
- Improve the access to Key land uses within the CBD- dedicated people movers as an example
- Relook at growing the medical precinct around the Provincial hospital by creating an enabling environment - relook at scheme to permit medical mews/ specialist offices.

From an economic and property development perspective the KwaDukuza CBD functions well. The CBD appears to be vibrant, and despite the addition of two shopping centres outside the CBD over the past decade, is still maintaining a high level of vibrancy.

- Establish a clear spatial vision: By the Municipality establishing a clear spatial vision for the growth of the CBD, developers will be provided with the certainty they require regarding their investments.
- At present development is ad hoc in nature and nodes fragmented. This makes investment decisions impossible.
- Identify and intervene in ‘stagnant’ zones: A number of zones within the CBD appears to be struggling to attract investment. This creates barriers for development in surrounding areas. Critical ‘stagnant’ zones, such as where Hyundai and KFC used to be located, must be identified and approaches to redevelop and facilitate investment in such nodes be implemented.
- Identify and plan for the release of land for development: A number of strategic land parcels could be developed in future. It is essential that such future development is aligned to the vision for the CBD, i.e. Transnet land and to the east of KwaDukuza Mall.
- Introducing higher density residential development in the CBD: Some higher density residential

buildings are located in the western parts of the CBD. Introducing higher density residential development, as a strategy to contain urban sprawl and better utilizing existing infrastructure must be considered.

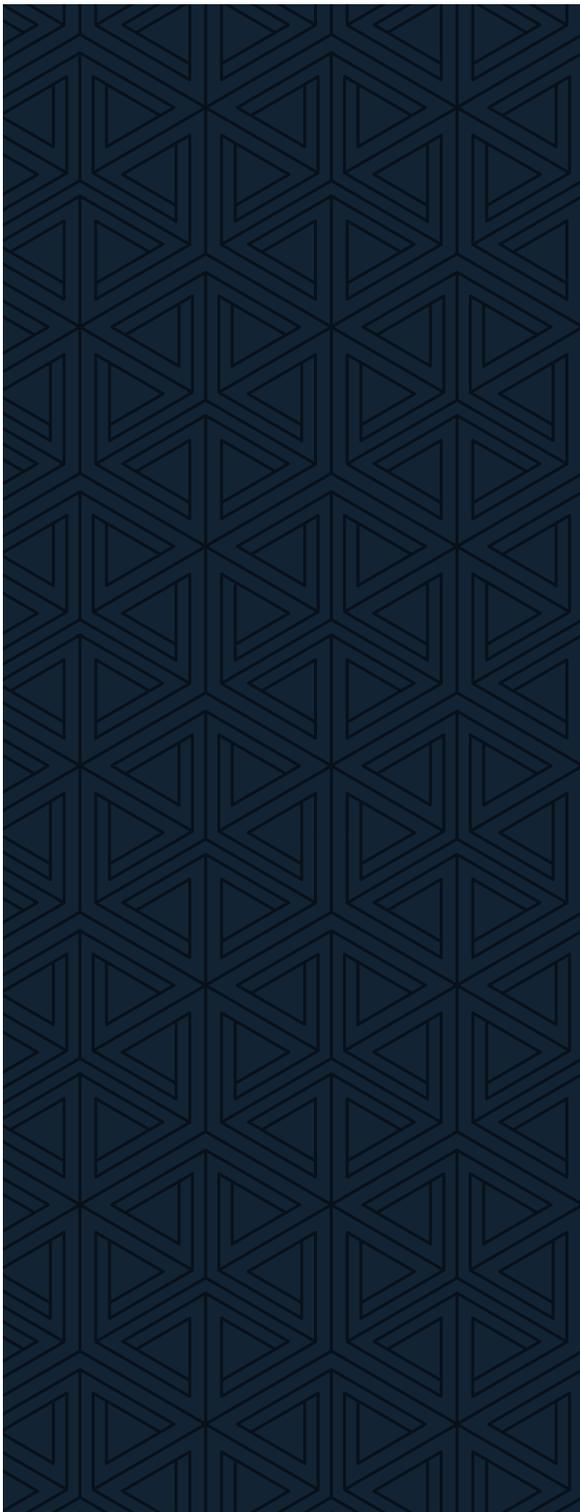
- Limited opportunity for informal and small business: The informal sector is generally accommodated in road servitudes (and in the case of the livestock market on a parking area).
- Providing access to space for the informal and small business sector throughout the CBD must be considered.
- Shift of centre point of the CBD: It is evident that the new retail developments introduced on either end of Albert Luthuli Street increase the prominence of this road specifically. Whereas King Shaka Street previously presented the core of the CBD this focus may now be shifting.

06. DEVELOPMENT PERSPECTIVE

6.3 Development Brief for Next Phase



07 CONCLUSION



07. CONCLUSION

The KwaDukuza CBD functions as a bustling, vibrant and community-driven CBD. The CBD offers a range of opportunities from local day to day needs to access to national and international products.

The assessment of the CBD has proved a few challenges in terms of the decaying infrastructure, lack of continuous maintenance, lack of relief zones for pedestrians in the form of street furniture or parks and the proximity of the taxi rank to offerings within the CBD.

Whilst it is noted that most CBD's decline when a mall is developed in close proximity to a CBD, this isn't the case currently with KwaDukuza as many of the users prefer lower-order, street trading goods and access to the local markets which is prevalent within the CBD.

Based on the assessment of the CBD and the brief of the areas that will be considered in the next section, the team will then begin the Conceptual Framework and highlight areas of intervention to improve zones within the CBD and the overall CBD at large.