NUDC PROJECT OBJECTIVES

- Translate the 2009 NSDP into a Development Framework for the NUDC
- Quantify the NSDP from a Land Use, Transportation and Infrastructure Perspective
- Identify and Test a Transportation Network for the NSDP (including the route alignments for the Tongaat Bypass system)
- Preparation of the NUDC 2030 Plan
- Prepare 20 Year Local Area Plans (LAP’s) (Phoenix/INK, Verulam-Cornubia, Tongaat-Dube)
- Preparation of Transportation and Infrastructure Plans for the LAP’s for next 20 years
METROPOLITAN LOGISTICS PLATFORM

- New economic Node in North (N2)
- Consolidation of Western Node at Cato Ridge (N3)
- Expansion of the SDB/Port (N2)
- Consolidation of Pinetown New Germany
THE STUDY AREA

NSDP

NUDC

To Richards Bay

To Eastern Cape

N3

N2

OUTER WEST

CENTRAL

SOUTH
THE STUDY AREA

NORTHERN CORRIDORS

LOCAL AREAS IN NUDC

URBAN (NUDC)

COASTAL

RURAL

TONGAAT

VERULAM/CORNBIA

PHOENIX/INK

TONGAAT/DUBE

NORTHERN CORRIDORS

LOCAL AREAS IN NUDC
|----------------------|---------------------------------|--------------------------------------------|
| **NORTH**            | 1.2m people (34% of Metro)      | 2.4m people 
(i.e. additional 1.2m people)         |
|                      |                                 | 625,000 housing units
(i.e. additional 330,000 new units)     |
| **NUDC**             | 1.05m people (88% of North)     | 2.05m people 
(i.e. additional 1m people)            |
|                      |                                 | 515,000 housing units
(i.e. additional 260,000 new units)     |
### FUTURE ECONOMIC LAND

**2007** (Landcover Data)

<table>
<thead>
<tr>
<th>NORTH</th>
<th>ULTIMATE POTENTIAL (NSDP, 2009)</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ 1,100ha industrial land (20% of Metro)</td>
<td>❖ 4,800ha industrial land <em>(i.e. additional 3,700ha)</em></td>
</tr>
<tr>
<td>❖ 450ha commercial land (25% of Metro)</td>
<td>❖ 1,850ha commercial land <em>(i.e. additional 1,400ha)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NUDC</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ 900ha of industrial land (80% of NUDC)</td>
<td>❖ 4,600ha industrial land <em>(i.e. additional 3,700ha)</em></td>
</tr>
<tr>
<td>❖ 200ha commercial land (45% of NUDC)</td>
<td>❖ 1,450ha commercial land <em>(i.e. additional 1,250ha)</em></td>
</tr>
</tbody>
</table>
FUTURE EMPLOYMENT

2007 (NDA Study, 2010)

NORTH
- 210,000 jobs

ULTIMATE POTENTIAL (NUDC, 2010)

- 501,000 jobs
  (i.e. additional 291,000 jobs)

NUDC
- 120,000 jobs

- 275,000 jobs
  (i.e. additional 155,000 jobs)
NUDC OPPORTUNITY AREAS

<table>
<thead>
<tr>
<th>PHOENIX</th>
<th>GREENFIELD GROSS AREA</th>
<th>Residential</th>
<th>300ha</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mixed Use Business Commercial</td>
<td>150ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Industrial</td>
<td>250ha</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>700ha</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>VERULAM/CORNUBIA</th>
<th>GREENFIELD GROSS AREA</th>
<th>Residential</th>
<th>3,000ha</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mixed Use Business Commercial</td>
<td>100ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Industrial</td>
<td>100ha</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>3,200ha</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TONGAAT/DUBE</th>
<th>GREENFIELD GROSS AREA</th>
<th>Airport Ext</th>
<th>250ha</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Residential</td>
<td>2,500ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Business Commercial Office</td>
<td>1,500ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Industrial</td>
<td>2,400ha</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tradeport</td>
<td>150ha</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>6,800ha</td>
<td></td>
</tr>
</tbody>
</table>

Source: NUDC Study, 2010
Areas rounded to nearest 50ha
NUDC SPATIAL CONCEPT

- Tongaat
- KwaMashu
- Phoenix
- Verulam
- New R102
- N2
- Gateway
- Airport
- URBAN DEVELOPMENT LINE
- CONSOLIDATE TOWN
- COMPLETE WESTERN LINK (MR577)
- IMPROVE LINKS
- ESTABLISH NEW TOWN
- CONSOLIDATE NORTHERN MOVEMENT SPINE
- ESTABLISH TRADE PORT
- ESTABLISH NEW MOVEMENT SPINE
- COMPLETE WESTERN LINK
- IMPROVE LINKS
- ENSURE REGIONAL MOVEMENT
- CONSOLIDATE TOWN
- CONSOLIDATE TOWN
- CONSOLIDATE TOWN
- ESTABLISH NEW MOVEMENT SPINE

COMPLETE WESTERN LINK
IMPROVE LINKS
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CONSOL
TRANSPORT FRAMEWORK

Existing Rail:
- Tongaat
- KwaMashu
- Phoenix
- Verulam
- New R102
- N2
- Gateway
- Airport

Existing roads:
- MR577
- N2
- R102
- N2

New R102

Existing Rail:
- Tongaat
- KwaMashu
- Phoenix
- Verulam
- New R102
- N2
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- Airport

Existing roads:
- MR577
- N2
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New R102

Existing Rail:
- Tongaat
- KwaMashu
- Phoenix
- Verulam
- New R102
- N2
- Gateway
- Airport

Existing roads:
- MR577
- N2
- R102
- N2

New R102
TRANSIT ORIENTED DEVELOPMENT

- A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses. High density, high-quality development within a 10-minute walk circle surrounding public transport nodes.
- Walkable design with pedestrian as the highest priority.
- Public Transport Nodes as prominent feature of town centers.
- Feeder transit systems with buses and minibus taxis.
- Reduced and managed parking inside 10-minute walk circle around public transport nodes.
Transit investment has double the economic benefit to a city than does highway investment.

Transit can enable a city to use market forces to increase densities near stations, where most services are located, thus creating more efficient sub centers and minimizing sprawl.

Transit enables a city to be more corridor-oriented, making it easier to provide infrastructure.

Transit enhances the overall economic efficiency of a city.

Transit reduces carbon emissions and increases energy efficiency.

Taken from *Sustainability and Cities*, by Newman & Kenworthy
TRANSPORT FRAMEWORK

Existing roads

Existing Rail

Proposed roads

- MR577
- Tongaat
- KwaMashu
- Phoenix
- Verulam
- Airport
- Gateway
- R102
- N2
- New R102
TRANSPORT FRAMEWORK

- Existing roads
- Existing Rail
- Proposed Rail
- Proposed roads
- Proposed PT
- PT Node

Points of interest:
- Tongaat
- KwaMashu
- Phoenix
- Verulam
- New R102
- Gateway
- Airport
- N2
### Capital Investment

<table>
<thead>
<tr>
<th>Category</th>
<th>Length</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>127 km</td>
<td>2,262 M</td>
<td>DoT</td>
</tr>
<tr>
<td>Busses, Trains</td>
<td></td>
<td>1,255 M, 2,000 M</td>
<td>Bus Operators, PRASA</td>
</tr>
<tr>
<td>Main Arterial</td>
<td>80 km</td>
<td>2,800 M</td>
<td>eThekwini, KZN DoT, Developer</td>
</tr>
<tr>
<td>Distributor Road</td>
<td>230 km</td>
<td>2,195 M</td>
<td>eThekwini, Developer</td>
</tr>
<tr>
<td>Collector Road</td>
<td>458 km</td>
<td>3,840 M</td>
<td>eThekwini, Developer</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>14,352 M</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Capital Investment

<table>
<thead>
<tr>
<th>Category</th>
<th>Length</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>0 km</td>
<td>-</td>
<td>DoT</td>
</tr>
<tr>
<td>Busses and Trains</td>
<td>1,000 M</td>
<td>PRASA</td>
<td></td>
</tr>
<tr>
<td>Main Arterial</td>
<td>200 km</td>
<td>7,000 M</td>
<td>eThekwini KZN DoT Developer</td>
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<tr>
<td>Distributor Road</td>
<td>230 km</td>
<td>2,195 M</td>
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<td>Collector Road</td>
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<td>3,840 M</td>
<td>eThekwini Developer</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>14,035 M</strong></td>
<td></td>
</tr>
</tbody>
</table>
IMPACT ON ROAD OPERATIONS

Transit Oriented Development
- 91% Free Flow
- 5% Disturbed
- 4% Congested

Business as Usual
- 62% Free Flow
- 30% Disturbed
- 8% Congested
INDICATIVE OPERATIONS COMPARISON

- Public Transport
- Road Network

**Ridership**
- Business as Usual
- Transit Oriented Development

**Public Transport Subsidy**
- Business as Usual
- Transit Oriented Development

**Main Arterials**
- Business as Usual
- Transit Oriented Development

**Distributor Road**
- Business as Usual
- Transit Oriented Development

**Collector Road**
- Business as Usual
- Transit Oriented Development
BULK WATER SUPPLY REQUIREMENTS

Existing Storage +400MI

Additional Storage 510MI

Installed Capacity

Additional Capacity Required
# BULK WATER COST BREAKDOWN

<table>
<thead>
<tr>
<th>Component</th>
<th>Cost (2010 Rm) Per Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aqueducts:</td>
<td></td>
</tr>
<tr>
<td>Augment Northern Aqueduct to Cornubia/Blackburn</td>
<td>425</td>
</tr>
<tr>
<td>New from Thukela supply system to Tongaat and Hazelmere to Tongaat</td>
<td>175</td>
</tr>
<tr>
<td>Augment from Hazelmere to Waterloo</td>
<td>140</td>
</tr>
<tr>
<td>New from Umdloti to Waterloo</td>
<td>60</td>
</tr>
<tr>
<td>Additional Reservoir Storage (510ML)</td>
<td>50</td>
</tr>
<tr>
<td>Desalination at Umdloti, say 25 ML/day</td>
<td>640</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,485</strong></td>
</tr>
</tbody>
</table>
BULK SANITATION REQUIREMENTS

Installed Capacity

Additional Capacity Required

116 Ml/day

32 Ml/day

18 Ml/day

52 Ml/day

52 Ml/day

49 Ml/day

11 Ml/day

70 Ml/day

69 Ml/day

52 Ml/day

49 Ml/day

R825m

R780m

R945m

R1,205m

69 Ml/day

49 Ml/day

R825m

R780m

R945m

R1,205m
## BULK SANITATION COST BREAKDOWN

<table>
<thead>
<tr>
<th>CATCHMENT</th>
<th>COMPONENT</th>
<th>COST (2010 Rm) Per Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tongathi</td>
<td>Additional Treatment Capacity Trunks</td>
<td>390</td>
</tr>
<tr>
<td></td>
<td>Pumpstations/Mains</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>31 Mi/day Special (re-cycle)</td>
<td>300</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>465</strong></td>
</tr>
<tr>
<td>Mdloti</td>
<td>Additional Treatment Capacity Trunks</td>
<td>400</td>
</tr>
<tr>
<td></td>
<td>Pumpstations/mains</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>12 Mi/day Special (transfer &amp; re-cycle)</td>
<td>250</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>245</strong></td>
</tr>
<tr>
<td>Ohlanga</td>
<td>Additional Treatment Capacity Trunks</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>Pumpstations/Mains</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>33 Mi/day Special (re-cycle)</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>495</strong></td>
</tr>
<tr>
<td>Umgeni</td>
<td>Additional Treatment Capacity Trunks</td>
<td>690</td>
</tr>
<tr>
<td></td>
<td>Pumpstations/Mains</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>50</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>3,755</strong></td>
</tr>
</tbody>
</table>
Total potential in the North - 330,000 units

Assume 60% public housing - 198,000 new units

@R150,000 per unit = R29.7 billion
<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>ULTIMATE (in Rand Billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>14,352</td>
</tr>
<tr>
<td>Bulk Water</td>
<td>1,485</td>
</tr>
<tr>
<td>Bulk Sanitation</td>
<td>3,755</td>
</tr>
<tr>
<td>Housing (excludes upgrades): (60% of 330,000 @R150,000/unit)</td>
<td>29,700</td>
</tr>
<tr>
<td>Community Facilities (20% of housing budget)</td>
<td>6,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>55,292</strong></td>
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</tbody>
</table>
## Indicative Rates Income Ultimate

<table>
<thead>
<tr>
<th></th>
<th>Average Market Value for North</th>
<th>Rebate</th>
<th>Rand Rateage (2010/11)</th>
<th>Annual Rates (Per Unit/Ha)</th>
<th>Unit/Ha</th>
<th>Rates Per Annum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>(330,000 new units)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assume 60%</td>
<td>&lt;R120,000</td>
<td>R120,000</td>
<td>0.852</td>
<td>R 0</td>
<td>231,000</td>
<td>0</td>
</tr>
<tr>
<td>Assume 40%</td>
<td>R400,000</td>
<td>R120,000</td>
<td>0.852</td>
<td>R 2,390/unit</td>
<td>99,000</td>
<td>R236,6m</td>
</tr>
<tr>
<td>Agriculture</td>
<td>R40,000/ha</td>
<td></td>
<td>0.213</td>
<td>R85/ha</td>
<td>9,000</td>
<td>R0.765m</td>
</tr>
<tr>
<td>Industrial</td>
<td>R5m/ha</td>
<td></td>
<td>2.493</td>
<td>R124,650/ha</td>
<td>4,700</td>
<td>R585.86m</td>
</tr>
<tr>
<td>Business &amp; Commercial</td>
<td>R5,5m/ha</td>
<td></td>
<td>1.923</td>
<td>R105,765/ha</td>
<td>1,800</td>
<td>R190.38m</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>R1,013,61m</strong></td>
</tr>
</tbody>
</table>

Source: EM Valuation Roll (2009)
Sum Market Value divided by Sum Total Area
Mean Value Residential
SUMMARY ULTIMATE

- 1,2m additional people
- Additional 330,000 new housing units on 8,000ha
- 3,700ha commercial land
- 1,400ha industrial land
- 290,000 new jobs
- Bulk costs = R 56 billion
- Potential to add R >1 billion p.a. in rates
NUDC IN 2030

20 YEAR PLANNING SCENARIO
Additional population to the North by 2030 is 310,000

Source: NDA Study, 2010
Additional population to the NUDC is 250,000 by 2030

Majority to be accommodated as ‘greenfields’ developments i.e. Verulam/Cornubia and Tongaat/Dube

Source: NUDC, 2010
NUDC to accommodate between 200 and 610ha of industrial land by 2030 i.e. 20 years

Majority to be accommodated as ‘greenfields’ developments i.e. Verulam/Cornubia and Tongaat/Dube

Source: NDA Study, 2010
NUDC to accommodate between 70 to 200ha of commercial land by 2030 i.e. 20 years

Majority to be accommodated as ‘greenfields’ developments i.e. Verulam/Cornubia and Tongaat/Dube

Source: NDA Study, 2010
NUDC SPATIAL CONCEPT

Urban Development Line

- Consolidate Town
- Improve Links

- Establish New Town
- Establish Trade Port
- Establish New Movement Spine

- Complete Western Link (MR577)
- Consolidate Northern Movement Spine

- Ensure Regional Movement
NUDC OPPORTUNITY AREAS 2030

**PHOENIX**
- **GREENFIELD GROSS AREA**: 200ha
- **% of ULT**: 65%
- **Residential**: 200ha (65%)
- **Mixed Use Business Commercial**: 150ha (100%)
- **Industrial**: 50ha (20%)
- **TOTAL**: 400ha (60%)

**VERULAM/CORNUBIA**
- **GREENFIELD GROSS AREA**: 1,200ha
- **% of ULT**: 40%
- **Residential**: 1,200ha (40%)
- **Mixed Use Business Commercial**: 100ha (100%)
- **Industrial**: 100ha (100%)
- **TOTAL**: 1,400ha (45%)

**TONGAAT/DUBE**
- **GREENFIELD GROSS AREA**: 850ha
- **% of ULT**: 35%
- **Residential**: 850ha (35%)
- **Business Commercial Office**: 50ha (5%)
- **Industrial**: 800ha (35%)
- **Tradeport**: 100ha (65%)
- **TOTAL**: 1,800ha (25%)

Source: NUDC Study, 2010
Areas rounded to nearest 50ha
## Capital Investment

<table>
<thead>
<tr>
<th>Category</th>
<th>Length</th>
<th>Cost</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>66 km</td>
<td>1,198 M</td>
<td>DoT</td>
</tr>
<tr>
<td>Busses Trains</td>
<td></td>
<td>425 M</td>
<td>Bus Operators PRASA</td>
</tr>
<tr>
<td>Main Arterial</td>
<td>53 km</td>
<td>1,875 M</td>
<td>eThekwini KZN DoT Developer</td>
</tr>
<tr>
<td>Distributor Road</td>
<td>91 km</td>
<td>880 M</td>
<td>eThekwini Developer</td>
</tr>
<tr>
<td>Collector Road</td>
<td>183 km</td>
<td>1,540 M</td>
<td>eThekwini Developer</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>6,918 M</strong></td>
<td></td>
</tr>
</tbody>
</table>
BULK WATER SUPPLY REQUIREMENTS 2030

Existing Storage +400ML

Additional Storage 220ML

Installed Capacity

Additional Capacity Required
## Bulk Water Supply Cost 2030

<table>
<thead>
<tr>
<th>Component</th>
<th>Cost (2010 Rm) Per Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aqueducts:</td>
<td></td>
</tr>
<tr>
<td><em>New from Thukela supply system to Tongaat and Hazelmere to Tongaat</em></td>
<td>140</td>
</tr>
<tr>
<td>Additional Reservoir Storage (220MI)</td>
<td>275</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>415</strong></td>
</tr>
</tbody>
</table>
BULK SANITATION REQUIREMENTS 2030

- **KwaMashu**: 116 Ml/day, Additional Capacity Required: 33 Ml/day, R330m
- **Central**: 32 Ml/day
- **Umhlanga/Phoenix**: 19 Ml/day, R215m
- **Verulam**: 18 Ml/day
- **Tongaat**: 11 Ml/day
- **UmDloti**: 12 Ml/day, R179m
- **Gateway**: 20 Ml/day, R251m
- **Northern**: Installed Capacity: 116 Ml/day

Locations: KwaMashu, Phoenix, Umhlanga, Verulam, Tongaat, Gateway, UmDloti, Granazzo.
## BULK SANITATION COSTS 2030

<table>
<thead>
<tr>
<th>CATCHMENT</th>
<th>COMPONENT</th>
<th>COST (2010 Rm) Per Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL</strong></td>
</tr>
<tr>
<td>Tongathi</td>
<td>Treatment Capacity</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>Trunks</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>Pumpstations/mains</td>
<td>15</td>
</tr>
<tr>
<td>Mdloti</td>
<td>Treatment Capacity</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Trunks</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>Pumpstations/mains</td>
<td>15</td>
</tr>
<tr>
<td>Ohlanga</td>
<td>Treatment Capacity</td>
<td>190</td>
</tr>
<tr>
<td></td>
<td>4 ML/day Special (transfer)</td>
<td>25</td>
</tr>
<tr>
<td>Umgeni</td>
<td>Treatment Capacity</td>
<td>330</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>975</strong></td>
<td></td>
</tr>
</tbody>
</table>
Total potential in the NUDC - 77,500 units

Assume 70% public housing - 54,250 new units

@R150,000 per unit = R8.1 billion
<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>ULTIMATE (in Rand Billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>6,918</td>
</tr>
<tr>
<td>Bulk Water</td>
<td>0,415</td>
</tr>
<tr>
<td>Bulk Sanitation</td>
<td>0,965</td>
</tr>
<tr>
<td>Housing (excludes upgrades):</td>
<td>8,138</td>
</tr>
<tr>
<td>(70% of 77,750 @R150,000/unit)</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>2,000</td>
</tr>
<tr>
<td>(20% of housing budget)</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>18,436</td>
</tr>
<tr>
<td>New Development</td>
<td>Average Market Value for North</td>
</tr>
<tr>
<td>--------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Residential (77,500 new units)</td>
<td></td>
</tr>
<tr>
<td>Assume 70%</td>
<td>&lt;R120,000</td>
</tr>
<tr>
<td>Assume 30%</td>
<td>R280,000</td>
</tr>
<tr>
<td>Agriculture</td>
<td>R40,000/ha</td>
</tr>
<tr>
<td>Industrial</td>
<td>R5m/ha</td>
</tr>
<tr>
<td>Business &amp; Commercial</td>
<td>R5,5m/ha</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>

Source: EM Valuation Roll (2009)
Sum Market Value divided by Sum Total Area
Mean Value Residential
SUMMARY NUDC 2030

- 250,000 additional people
- Additional 77,750 new housing units on 2,250ha
- 70-200ha commercial land
- 200-610ha industrial land
- 155,000 new jobs
- Bulk costs = R 19 billion
- Potential to add R 128m p.a. in rates
STAKEHOLDER INTERACTION

PUBLIC MEETINGS

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

Each engagement was structured in the following manner.

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

In order to present final NUDC to stakeholders and discuss comments and development implications

LAP Discussion with Tongaat Hulett and Dube Trade Port (31/01/2011)

Follow-up Discussion with Tongaat and Verulam Stakeholders (15/02/2011)

Presentation and Discussion to INK Forum (scheduled for 07/03/2011)
Examples of Key Issues Raised at Public Meetings

- Timing of Meeting during World Cup inappropriate
- Outcomes and responses to previous planning processes outstanding
- Concern over reliability over Population estimates
- Concerns over investments in INK and Phoenix
- Densification – concern for loss of lifestyle
- Transportation System – Tolling, what happens in the interim?
- Loss of Agricultural Land
- Insufficient Community Facilities
- City Plans versus Tongaat Hulett Plans – which are the relevant plans
- Economic Future of Verulam and Tongaat uncertain
- Cornubia – what mix of uses
Examples of Key Issues Raised by Major Stakeholders

- Support for the Planning Process - Need for Further Interactions
- Feedback on previous comments outstanding
- Concerns regarding assumptions on development take up rates
- Planning is too rigid – not flexible
- Concerns with alignments of Western and Eastern arterials
Implementation Strategy

- **Critical Success Factors**
  - Coordinate, integrate and align activities and energies of all key stakeholders
  - Release land for development in a coordinated manner
  - Align Public Investment for infrastructure, transportation, housing, community facilities
  - Prioritise more detailed levels of planning in areas that will require rezoning
  - Enforce the Urban Development Line and Development Phasing Line.

Alignment Forum

- Municipal stakeholders
- Other key public stakeholders
- Private Stakeholders
WAY FORWARD

Forum Benefits

- Understanding and supporting existing energies and strengths of all stakeholder groups (i.e. Ethekwini Municipality, Dube Trade Port, Tongaat Hulett Developments, Airports Company SA and the Departments of Transport, Human Settlements, Agricultural and Environmental Affairs and Cooperative Governance and Traditional Affairs etc).

- Focusing investment – sectorally and spatially – Identifying and agreeing on common areas for both new development areas and for brownfields development and or redevelopment

- Integrating investment by promoting projects and initiatives which mix public and private investment, where necessary, to achieve common goals

- Shared benefits by ensuring that all stakeholders benefit from opportunities for development created by public investment.