Pinetown CBD Node Precinct Plan

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1. INTRODUCTION

1.1 Background

The background to the Pinetown CBD Node Precinct Plan project is encapsulated in the following extract from the project terms of reference.

“Pinetown is a strategic node within the western sub-region of the eThekwini area. The Pinetown Central Business District (CBD) plays an important role as a centre for housing, social facilities, retail, business and employment opportunities for the sub-region, and has been identified as a restructuring zone. In addition, it forms a strategic industrial centre with an extensive engineering service industry and industrial suppliers to other firms in the South Durban Basin (SDB), in eThekwini as well as provincially and nationally. The area is also vibrant from the perspective of medium sized businesses and small and micro operations.

The Pinetown CBD has been subject to a degree of urban decay and changing land-use, compounded by limited planning initiatives being undertaken since the completion of the Pinetown CBD Master Plan in 1987.

The municipality has undertaken several projects to initiate redevelopment in Pinetown between 1987 and 2007; however, the primary focus has been around economic development and traffic and transportation. The Pinetown CBD Master Plan therefore needs to be reviewed and replaced with more up to date planning initiatives.”

1.2 Study Area

The Study Area for this project is bordered by the M13 to the south, Kirk/Lello Roads to the west, Sunnyside, Roselle, Lauth Road to the North and St Johns to the east. The area includes the rail marshalling yards, main taxi ranking facilities, the Pinecrest Shopping Centre, Knowles Spar and the Pinetown Civic Centre.

1.3 Purpose and Nature of the CBD Node Precinct Plan

The primary focus of the Pinetown CBD Node Precinct Plan has been to review past planning frameworks, revise these and identify a suite of catalytic intervention projects and/or development investments that the Municipality could contribute to, or be instrumental in unlocking, and that would release not only latent economic development potential, but also for the creation of responsive, regenerative and distinctive urban structure, public space and built form.

The precinct plan will form part of the Municipality’s package of plans and as such will incorporate the inputs of a range of public and private interested and affected stakeholders. It should form the basis of municipal budgeting for the area and be incorporated into integrated development plans.
2. SITUATION ASSESSMENT

2.1 Overview

The study area assessment included investigations into existing land use and activities, environmental conditions, geophysical conditions, landscape character, infrastructure, transportation and economic conditions. It also reviewed information pertaining to the demographic and needs profile of the central area of Pinetown.

Information was gathered through site visits, desk top analysis of existing information and interviews with municipal officials. The outcomes of these investigations included the identification of “key issues” and the identification of opportunities and threats associated with them.

2.2 Context

The Pinetown CBD node, which is part of the larger Pinetown, New Germany and Westmead Industrial Node has emerged as the second most important commercial, industrial and civic urban centre in the Ethekwini Municipality (EM). The area supports and in turn is supported by increasing medium to high income populations living in mixed density residential settlements and it is the major transport hub of the western portion of the EM. Spatially, this larger node is located at the physical junction or “key stone” between the coastal plain and the hinterland of the metropolitan area and is therefore geographically central and pivotal to the spatial organization and structure of the EM.

The role of this larger node also needs to be considered in relation to longer term EM restructuring objectives which promote particular spatial principles and which can be summarized as follows:

- compaction of urban settlement and activity around existing and new nodes and corridors
- cohesive and ecologically viable open space systems
- hierarchical activity patterns and mixed higher density land uses linked by networks for public and private transportation

Some of the key contextual trends and characteristics that have been identified in this study are as follows:

2.2.1 Contextual Trends

- Pinetown CBD will continue to function as a vibrant economic node serving a range of markets at a scale and scope that is important at the metropolitan scale
- Pinetown CBD has been and continues to experience major shifts in its economic role and the market it services.
- The CBD has secured limited new investment and is characterised by a general decline in public realm and building stock.
- The CBDs economic role has been determined and retained by its ability to access a public transport oriented and private mobility markets in various “zones” with some emerging overlap.
- The CBD and its various “zones” ability to compete for new sources of business with substantial job creation and investment dynamics is curtailed by a variety of factors, not least of which are the pressure of malls and new office developments in proximity to, but outside the CBD.

2.2.2 Key Characteristics

- Strategic spatial location on Durban-Pietermaritzburg-Gauteng transport corridor
- Second most important business services centre in the metropolitan area with strong links to the manufacturing sector – 10% of metropolitan GDP
- Pinetown has double the GDP of all the other secondary nodes combined (i.e. Amanzimtoti, Verulam, Tongaat)
- Around 40% of Pinetown GDP generated in the larger node (50% manufacturing)  
- Growth rate around 6% - slightly above metro average
- 2004 employment at 55085 – growth of 1.2% since 1999. Employment in finance and business services up from 16% to 18%, trade up from 15% to 17%, government services at 11%.
- Second major employment node in metropolitan region (including industrial areas)

2.2.3 Institutional Aspects

The positive impact of the metropolitan and centralized form of local government has provided a platform for more coordinated and integrated metropolitan planning and development and has led to a redistribution of public resources in a manner that seeks to address imbalances of the past systems of local government and to integrate the node with surrounding existing and new lower income residential areas.

An adverse impact has been the lack of a local “champion” in the form of either, an administrative or political individual or, a committee/administrative structure that has the Pinetown CBD interests directly at heart. This has meant that coordination, integration and direction for planning, development and urban management at the local level has been compromised.

2.3 Site Analysis

This section presents a summary of the opportunities, constraints, strengths and weaknesses related to the study area and their ability to respond to or accommodate the issues identified during the assessment process. More detailed information relating to each sector investigated is contained in a series of drawings and technical notes contained in the appendices.
Table 1: SWOT Analysis

<table>
<thead>
<tr>
<th>ISSUES</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Land Availability</td>
<td>Available public land is strategically located. High percentage of public land in road reserves.</td>
<td>Low levels of public land available in relation to needs in the CBD. Potential for mixed use / partnership developments on public / parastatal land.</td>
<td>Conflicting land development objectives between different government and or parastatal organizations.</td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td>Sidewalks in the lane (south western quadrant). Position in regional road networks, especially with the completion of the MR 577 to the north. Private vehicle accessibility</td>
<td>Uncontrolled informal sector leading to restriction on access and circulation capacity of vehicular and pedestrian movement systems. Sidewalks infrastructure in poor state of repair leading to inefficiency and hazardous conditions. Shortage of on-street parking.</td>
<td>High levels of regional accessibility within metro area. Parking facilities could be utilised more efficiently i.e. off-street parking. Establish additional regional scale infrastructure and re-direct through traffic to the road links at the edges of the CBD. Create attractive pedestrian links and areas.</td>
<td>Through traffic does not contribute to CBD’s economy constrains accessibility to the CBD. Poor driver behaviour i.e parking, loading. High levels of through traffic. Incomplete interchanges off M13 at St Johns Avenue.</td>
</tr>
<tr>
<td>Pedestrian, Convenience, Safety and Public Transport Efficiency</td>
<td>CBD size is such that most of its key districts are within walking distance of each other. Mix of Rail, Bus and Taxi available</td>
<td>Lack of high quality pedestrian infrastructure. Arcade system is underutilized. Lack of land for expansion/reorganization of public transport operations.</td>
<td>Town block grid structure, public road reserves and arcades supports efficient pedestrian and vehicular permeability options. Reorganisation and rationalisation of public transport operations can increase capacity and efficiency of the CBD.</td>
<td>Public transport operations are highly disorganized leading to inefficient CBD operations and high levels of conflicts between vehicle and pedestrians.</td>
</tr>
<tr>
<td>Land Use and Activity</td>
<td>Diverse mix of commercial uses. Diverse range of regional scaled social services and facilities. Range of residential opportunities within close proximity of commercial and social services and public transportation.</td>
<td>Low to medium residential densities impact on efficient provision of services and facilities. Western edge adjacent to rail yards is in decline. Inappropriate service industrial use types in prime commercial zones. Competing commercial nodes.</td>
<td>Redevelopment of existing underutilized areas for mixed uses. Infill on vacant municipal land.</td>
<td>Inadequate urban management (i.e. law enforcement, safety and security, environmental quality) contributing to commercial creep out of core CBD zones.</td>
</tr>
<tr>
<td>State of the Public Environment</td>
<td>Mix of urban environmental characters including residential, commercial and civic. Overall of public environment is in state of disrepair. Public environment character is undefined.</td>
<td></td>
<td></td>
<td>Inappropriate and inadequate urban management capacity and or coordination.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Electricity capacity available and sub station and overhead cable upgrades Sewage Disposal – capacity available. Water – Capacity available and reticulation upgrade in progress. Stormwater – capacity available.</td>
<td>Problematic future access into sewer mains laid underneath the marshalling yards. Water capacity upgrade to be initiated in two years time.</td>
<td></td>
<td>Utilising is resulting in stormwater system blockages and associated maintenance costs.</td>
</tr>
</tbody>
</table>
3. DEVELOPMENT FRAMEWORK

3.1 Conceptual Framework

3.1.1 Vision
- The Pinetown CBD will remain a vibrant economic and service node and function as a metropolitan retail shopping and social services destination of choice for surrounding residential and business communities.
- Pinetown CBD will have high levels of metropolitan accessibility complemented with a high performance pedestrian environment, public transportation and local circulation.
- It will offer a range of secure residential living areas which provide for a full range of family/household types including young families and the elderly set in a high quality environment.
- It will exhibit a strong “town centre” image and character quality and identity that builds on the history of Pinetown in the transformation of the country and that residents and businesses of the “inner west” will want to be associated with.
- It will be a place where it will be safe, secure, comfortable and convenient to live and to do business in.
- It will be a sustainable business node that will significantly contribute to the metropolitan municipality GDP and rates base.

3.1.2 Guiding Principles for Development in the Short to Medium Term
- Enhance the status, comfort, convenience, safety and security of the pedestrian throughout the CBD and along the key links to surrounding areas.
- Retain and/or improve levels of accessibility to the CBD by private vehicle and public transport modes.
- Encourage 24/7 activity within the central area so as to increase and improve safety and security and provide greater thresholds for commercial and service related economic activity.
- Retain and enhance regional scale social facilities and services.
- Enhance trading and business opportunities for both formal and informal businesses.

3.2 Land Use Framework

3.2.1 Land Use Objectives
- Reestablish the CBD as the civic, commercial and social service “heart” of the “inner west” region of the Municipality.
- Attract and accommodate a full range of commercial and services enterprises.
- Consolidate and protect existing high density residential areas and increase residential accommodation within the centrally located node and immediate surrounds through infill on vacant and/or underutilized land and densification of low density residential neighbourhoods.
- Alleviate undesirable land use conflicts and protect the integrity of residential areas and business areas through the establishment of appropriate interfaces and development controls.
- Consolidate the Civic heart of the CBD.

3.2.2 Land Use Proposals
a) Block 1 (Lello, Anderson Streets, Old Main Road and Lahee Park)
Consolidate this block as a high density residential block. Utilise the wide road reserve of Lello Road to create additional residential development opportunities adjacent to the Lahee Soccer Grounds. Limited ground floor mixed use development could be permitted along Anderson road to form an active interface along this road.

b) Block 2 (Old Main Road, Anderson Street and Railway Reserve)
Consolidate commercial activity and ensure interactive ground floor interfaces with Anderson Street, Old Main Road and taxi terminals.
Taxi Terminals to be reorganised to create additional storage areas for taxis and to create less conflicts between pedestrians and vehicles.

c) Block 3 (Railway Reserve bounded by M13, Crompton, Kirk and Railway)
The long term redevelopment of this site would be enabled through the realignment of the main rail line as described in section 2.3 below.
This block would contain a mix of uses consisting of a consolidation of the existing light industrial and rail related uses on the western portions of the site (accessed off Kirk Road) and a redevelopment, in the longer term, of the eastern portions of the site for new integrated public transportation and trading facilities and a mix of commercial and high density housing (accessed off a new link road between Anderson and Railway Streets.

d) Block 4 (Kings Road, Glenuigie, Anderson and Lahee Park)
Consolidate commercial uses and in particular retail at ground floor level to interface with the Kings Road shopping street and the proposed Old Main Road Public Transport Terminals. Pedestrian oriented retail shopping uses should be encouraged along Old Main Road whilst car oriented service uses should be discouraged.

f) Block 6 (Old Main Road, Anderson, Moodie and Hill Streets)
Consolidation of commercial uses and in particular retail at ground floor level to interface with the Hill Street shopping street and the proposed Old Main Road Public Transport Terminals. Pedestrian oriented retail shopping uses should be encouraged along Old Main Road whilst car oriented service uses, wholesale outlets and hardware services should be discouraged. Public transport facilities should be reorganised to accommodate taxi’s and integrated with proposed redevelopment of land south of the rail line.

h) Block 8 (Kings, Glenugie, Crompton and Lauth Streets)
High density residential should be encouraged throughout the block with commercial ground floor edges to buildings encouraged along Kings Road, Glenugie Streets ground level.

i) Block 9 (Kings, Glenugie, Crompton Streets and Old Main Road)
Consolidation of commercial uses and in particular retail at ground floor level to interface with Kings Road and the proposed downgrading of Old Main Road as a through route. Pedestrian oriented retail shopping uses should be encouraged along Old Main Road whilst car oriented sales and service uses should be discouraged.

j) Block 10 (Old Main Road, Crompton, Moodie and Hill Streets)
Consolidation of commercial uses and in particular retail at ground floor level to interface with the Hill Street shopping street and the proposed Old Main Road Public Transport Terminals. Pedestrian oriented retail shopping uses should be encouraged along Old Main Road whilst car oriented service uses, wholesale outlets and hardware services should be discouraged.

3.2 Land Use Framework
k) **Block 11 (Hill Street, Crompton, Moodie and Railway Streets)**
Consolidation of commercial uses with retail, on ground floor levels particularly along Hill, Crompton and Moodie Streets and mixes of offices and residential on upper floors.

l) **Block 12 (Crompton, Morgan Streets)**
Northern areas to remain light industrial whilst residential areas in the south are buffered by the hospital. Residential areas should be encouraged to densely and appropriate interface set up between industry in the east and residential areas.

m) **Block 13 (Crompton, Kings, Meller and Morgan Streets)**
Encourage higher density residential development with commercial interface at ground floor level along Kings Road.

n) **Block 14 (Kings, Crompton, Meller Streets and Old Main Road)**
Redevelopment/expansion of the Civic centre offices with municipal uses and public open space. Review parking arrangements to ensure compatibility with adjacent open spaces and office frontages.

o) **Block 15 (Old Main Road, Crompton, Meller and Chancery Streets)**
Consolidate commercial uses including retail on ground floor levels, but with civic uses fronting Old Main Road and Windsor Roads. Uses on Park adjacent to civic open space should be active pedestrian friendly uses which positively compliment the edge of the open space.

p) **Block 16 (Kings, Henwood, Nisbett, St Johns and Old Main Road)**
Encourage mixed uses with offices and high density residential on upper floors.

q) **Block 17 (Old Main Road, Meller, St Johns and Bamboo)**
Retain and accommodate intensification of school uses and permit small scaled mixed commercial in remainder of the block.

r) **Block 18 (Bamboo, Chancery, St Johns and M13)**
Retain current uses

Figure 2: Land Use Framework
3.3 Access, Circulation and Linkage Framework

3.3.1 Access, Circulation and Linkage Objectives
- Improve the regional accessibility of the CBD, the centrally located social facilities and surrounding high density residential areas through upgrading of regional level transportation infrastructure and facilities.
- Significantly reduce pedestrian and vehicular conflict throughout the CBD and establish a clearly identifiable and prioritised pedestrian network with links through and to the CBD.
- Improve the operational capacity, safety and security arrangements and general environmental characteristics of the public transportation system and facilities.
- Improve vehicular and pedestrian accessibility to, and security of, on street parking and off street public parking facilities.

3.3.2 Access, Circulation and Linkage Proposals
a) Regional and Metropolitan Accessibility
This will require the upgrading of the existing interchanges along M13 at St Johns Avenue and Crompton Street, the maintenance of the operational capacity of the existing interchange between M13 and Old Main Road and the redevelopment of the intersection between Old Main road and St Johns Avenue to eliminate the existing underpass. These actions will consolidate the M13 and St Johns Avenue into a sub regional loop road and effectively upgrade regional vehicular accessibility to the CBD from its southern, western and eastern edges and contribute to the alleviation of through traffic in the CBD.

b) Internal Collection and Access
Key interventions include:
- the establishment of Kings Road, Anderson Street (north of Old Main), Glenugie (north of Old Main), Crompton and Link Roads as collector roads linking the CBD to the regional access system.
- the remaining CBD roads retained and / or established as local access roads for business areas and residential areas

c) Pedestrian Prioritisation
Establish a pedestrian high priority network in the blocks between Kings, Crompton, Anderson and Hill Streets and along Old Main Road linking the CBD to Westmead Industrial Area. The network is to link the public transport terminals, the Civic Centre, the key shopping districts and the primary recreation facilities. This network is to include upgraded, widened and/or new sidewalks, upgraded intersection crossings at all intersections and at midblock crossings along Kings, Old Main and Hill Streets.

The pedestrian link between Hill Street West across the rail line and M13 should be upgraded to improve convenience, safety and security and environmental character and experience.

Figure 3 : Movement Framework
**Public Transportation**

Public Transportation proposals include longer term interventions

i)  *Long Term Interventions include:*

Investigation of the realignment of the main rail line to a more southern alignment and closer to the M13 so as to allow the railway land currently cut off from the CBD by the rail line to be integrated with the CBD (see diagram below). This land could then be accessed via a new link between Anderson Road and Railway Street and developed with mixed use. Portions of the land could be used to reorganise and expand public transportation facilities which can be accessed from the west and east via Anderson and Railway Streets.

**Figure 4. Proposed Realignment of Rail Line**

Benefits:
- Improved access to and improved value of unused railway land.
- Additional expansion area for CBD land uses and activities.
- Opportunity to provide improved and integrated public transportation.
- Opportunity for redevelopment of decaying area within CBD.
3.4 Public Space and Landscape Framework

3.4.1 Public Space and Landscaping Objectives

- Improve the imageability and legibility of the central area so as to contribute to its “rebranding” and “useability” as a primary metropolitan commercial and service node within Ethekwini Municipality.
- Establish a distinctive, high quality and functional public environment that supports day to day business and residential activity.
- Establishment of a pedestrian friendly environment that will improve the safety and security, comfort and convenience of commuters, shoppers, residents and visitors.

3.4.2 Public Space and Landscaping Proposals

a) Gateways
The following interventions are proposed to establish an identity for various streets/neighbourhoods within the study area and to assist with orientation and imageability. Major Gateways-establish and or upgrade the three main gateways into the CBD at interchange between M13 and Old Main Road, at intersection between Old Main Road and St Johns Avenue and at interchange between M13 and St Johns Avenue. Improvements should include large scale and distinctive planting and signage consolidation. Minor Gateways – establish gateway features in the form of mini street towers/obelisks or street archways at entrances to Hill Street markets, the proposed new Old Main Road Bus Terminal, into the Kings Road precinct and at entrances to the Civic precinct along Old Main Road.

b) Districts
The identity of the various “districts” or neighbourhoods within the study area should be protected through appropriate landscaping treatments in respect of paving, planting, street furniture etc. These include:
- the residential districts around the western end of Kings Road, and the residential area between Kings, Crompton and Glenugie streets,
- the prime commercial district between Kings, Crompton, M13 and Anderson,
- the civic district between Meller, Kings, Crompton and Chancery.
The eastern districts should be consolidated around the roads that they are focused around i.e. Bamboo and Old Main Road.

c) Streets
Street planting should be used to accentuate the proposed street hierarchy and also to assist with orientation and imageability within the CBD. St Johns Avenue should be planted as a boulevard between M13 and Shepstone Road to indicate its location within the primary business area of the greater industrial node of Pinetown. Old Main Road should have increased planting on sidewalks and on islands and should be bold and large scale to accentuate its role as the primary public space corridor that links all of the CBD neighbourhoods. Crompton, Glenugie and Moodie should also be landscaped in the Boulevard convention to accentuate their role in the movement system as primary links to the surrounding residential and industrial areas. Other streets and lanes should be planted with shade trees along sidewalks and to accentuate public buildings such as places of worship and open spaces.

d) Arcades
Encourage greater pedestrian “permeability” of the urban fabric through an encouragement of the reopening of building arcades that run north south through buildings located in the town blocks situated between Kings, Crompton, Hill and Anderson Streets. This could be done when redevelopment of buildings occurs and or through the introduction of improved security management measures.

e) Landmarks
The study area contains some specific existing landmarks which are likely to dominate the landscape for tears to come and therefore their appearance and impact should be monitored continually. These include The Towers Residential Block and the Pinecrest Shopping Centre. However, additional landmark contributions could be added to the landscape through the upgrading of the Civic Centre Buildings and the proposed new Library Building located within the Civic District.

f) Public Spaces
The following spaces will be key focal spaces:
- Civic Centre Park-redeveloped civic park with public transport facilities along Old Main Road to offset upgraded civic offices and proposed new library and landscaped to include new planting, gateway features, lighting and street furniture.
- Kings Road Park (corner Kings and Glenugie streets)-consolidated and upgraded to form central park on northern edge of the main commercial district
- Crompton Street Park – redeveloped community park to serve residential districts north of the main commercial districts.
- Kings Road Commercial- pedestrian prioritised space to accommodate increased shopping activity
- Kings Road Residential- redeveloped residential “woonerf” to accommodate residential needs for parking and playspace.
- Hill Street – upgraded market areas and pedestrianised spaces
- Old Main Road Public Transport Terminal-redeveloped portion of Old Main Road between Glenugie and Anderson bus terminal
- Hill Street/Anderson Street Public Transport Terminal – reorganised and upgraded taxi terminal facilities and associated trading areas.

g) Built Form Guidelines
The individual and collective form of buildings contributes directly to the performance of the environment with respect to security, orientation of pedestrians, imageability of place and the general feeling of well being of pedestrians. They also give shape to the public spaces and streets which they face onto and they affect the character and quality of those spaces in terms of aesthetics and memorability.

Whilst the guidelines which follow below have relevance to all parts of the study area they have specific application to the public spaces and streets listed in sections above.

- Building massing should conform to the general massing character each district
- Built form should be used to define the character of each district
- Building frontages should contribute to the publicness of streetscape through locating entrances at street level and through ensuring maximum surveillance of the street from frontages facing the street.
- Building forms (in conjunction with the use of appropriate material, colours and textures) should be articulated and modulated to ensure a human scale and to merge in with district function and character i.e. residential, business, civic etc.
- Built form should be fine “grain” and human scale – either as a collection of small buildings grouped tightly together or as larger buildings with fine grain modulation of facades and elevations.
- Buildings should accentuate the role and character of the district with respect to scale and building typology.
- Built form should be used to articulate and or celebrate gateways and intersections and should provide landmark features within the overall urban fabric.
- Ground floor uses of buildings should be pedestrian oriented uses that provide interest, generate street activity and ensure surveillance of the street or public place onto which they face.
- Roofs should be integrated with surrounding buildings and environments in terms of shapes and sizes, elevations, colours and textures so as to create an unobtrusive but interesting contribution to the streetscape.
- Building design should acknowledge street corners through an articulation of the building facade.
- Building entrances should be clearly articulated through landscaping and architectural features.

Figure 4 : Landscape Framework
4. PRIORITY ACTION AREAS

The Priority Action Areas described in the following sections have been identified as areas where the abovementioned types of interventions could be initiated and that will begin to influence the process of change and redevelopment in the CBD in a meaningful and visible manner. They are areas where problems exist, where significant numbers of people will benefit and where it is believed that significant goodwill could be established in terms of the Municipality’s willingness and commitment to improving the productivity and sustainability of the Pinetown CBD. They are not intended to be a comprehensive set of interventions and thus could be added to as development proceeds and priorities change over time.
4.1.1 Crompton Street Park and Surrounds

<table>
<thead>
<tr>
<th>Concept</th>
<th>Establish new mixed use and high density residential neighbourhood on north eastern edge of the CBD.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Contribution to the establishment of centrally located lower income high density housing and more efficient utilisation of vacant and underutilized centrally located land.</td>
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</tbody>
</table>

**Key Interventions**

**Land Use**
- Establish new residential in blocks between Simson and Kings Roads.
- Establish new mixed use development (retail and/or office on ground floor) with mandatory residential above along Glenugie Street.

**Access, Circulation and Parking**
- Upgrade Simpson Street, extend Premier southwards to meet Simpson and to form western public edge and access to Crompton Park.
- Establish new residential pedestrian street between Simpson and Kings and new pedestrian link between John White and Simpson.
- On site parking for residential and mixed use buildings

**Public Space and Landscaping**
- Establish Crompton Park framed by Crompton, Simpson, Premier Street Extension and proposed new residential development on its northern edge.
- Redevelop/upgrade park on corner of Glenugie and Kings Roads.
- Establish landscaping along Crompton, Simpson, Kings and Glenugie to integrate new development and new parks with existing urban fabric.

**Built Form**
- Establish medium rise (2-6 storeys) perimeter blocks where possible to define public spaces and streets and create private courtyard space for residents/occupants.
- Employ zero building lines where possible and maximise street frontage to ensure building facades overlook streets and/or public spaces for surveillance and security.

**Infrastructure**
- Establish appropriate storm water management practice in Crompton Park which will add value to the park as a recreation space.

**Management**
- Establishment of an Urban Improvement District to work with Municipality in regard to planning, design and management of the residential areas and parks in order to create awareness within, and change behavior of residents with respect to security, safety, environmental management and nuisance factors.
4.1.2 Kings Road Pedestrian Prioritisation

<table>
<thead>
<tr>
<th>Concept</th>
<th>Establish new pedestrian priority shopping street between Glenugie and Anderson Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Creation of new shopping district in the CBD and elimination of pedestrian and vehicular conflicts in Kings Road.</td>
</tr>
</tbody>
</table>

**Key Interventions**

<table>
<thead>
<tr>
<th>Land Use</th>
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<tbody>
<tr>
<td>Encourage retail shopping at ground floor level along southern edge of Kings Road</td>
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<table>
<thead>
<tr>
<th>Access Circulation and Parking</th>
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<tbody>
<tr>
<td>Investigate the upgrade of intersections between Kings and Glenugie and Kings and Anderson to include painted roadway in intersection. Proposed intersections to be paved at the implementation stage subject to funding.</td>
</tr>
<tr>
<td>Investigate the feasibility of an improved pedestrian crossing midway between block to link Pinecrest Centre and new shopping complex.</td>
</tr>
<tr>
<td>Investigate the feasibility of new traffic islands around mid block pedestrian crossing to control vehicular movements at this point.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Space and Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduce new additional street trees on both sides of Kings Road</td>
</tr>
<tr>
<td>Establish gateway features at intersections with Glenugie and Anderson</td>
</tr>
<tr>
<td>Upgrade and consolidate signage within the street and at intersections</td>
</tr>
<tr>
<td>Establish small focal public space at midway crossing point</td>
</tr>
<tr>
<td>Establish small public spaces with seating along western edge of Pinecrest Centre</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Built Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure that all new development or redevelopment at ground level is fine grained and pedestrian friendly with active building edges (i.e. includes shop fronts, building entrances, etc) and minimises vehicular/pedestrian conflict.</td>
</tr>
<tr>
<td>Investigate the possibility of creating more active frontages along the Pinecrest building frontage.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of Street Committee or Urban Improvement District to work with Municipality in regard to planning, design and maintenance of new shopping street facilities and in order to create awareness within, of and change behavior of, commuters, shoppers and motorists with respect to safety, environmental management and nuisance factors.</td>
</tr>
</tbody>
</table>

Figure 9: Kings Road Pedestrian Prioritisation - Priority Action Area

Figure 10: Kings Road Pedestrian Prioritisation - Cross Section

Figure 11: Kings Road Pedestrian Prioritisation - Perspective
4.1.3 Hill / Anderson Street Taxi Terminal

Concept
Investigate the upgrade and reorganization of Hill and Anderson Street Public Transport Terminal into Taxi Terminal and Trading Area.

Purpose
Relocation of existing bus operations in Hill Street to provide for expansion and reorganization of taxi operations and to extend the benefits of public transportation terminals for business and trading with consultation with the relevant taxi organizations at a detailed design stage.

Key Interventions

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Provide additional demarcated areas for informal trading in a new informal trading area along northern end of Hill Street taxi ranks alongside Stanfield Lane.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rationalize and upgrade existing trading areas.</td>
</tr>
</tbody>
</table>

Access Circulation and Parking
- Upgrading of pedestrian crossings at intersections with Old Main Road and Anderson Streets, and mid block crossings throughout the Hill Street Market area and Anderson Street.

Public Space and Landscaping
- Introduce new additional street trees throughout the district.
- Establish gateway features at intersections of Old Main Road with Anderson Streets and at Hill and Moodie Streets.
- Upgrade and consolidate signage throughout the district.

Built Form
- Ensure that all new development or redevelopment at ground level throughout the area is fine grained and pedestrian friendly with active building edges (i.e. includes shop fronts, building entrances, etc) and minimises vehicular/pedestrian conflict.
- Investigate the possibility of creating or reestablishing arcades through buildings between Old Main Road and Hill Street.

Management
- Establishment of Street Committee or Urban Improvement District to work with Municipality in regard to planning, design and maintenance of new terminal and street and in order to create awareness within, and change behavior of, commuters, shoppers, motorists and public transport operators with respect to security, safety, environmental management and nuisance factors.

Figure 12: Hill / Anderson Street Taxi Terminal - Priority Action Area

Figure 13: Hill / Anderson Street Taxi Terminal Perspective
### 4.1.4 Lello Street Housing

<table>
<thead>
<tr>
<th>Concept</th>
<th>Consolidation of High Density Residential Neighbourhood on North Western edge of the CBD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Contribution to the establishment of centrally located lower income high density housing and more efficient utilisation of vacant and underutilized centrally located land.</td>
</tr>
</tbody>
</table>

#### Key Interventions

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Establishment of new high density medium rise residential development along Lello Street.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Retention of existing high density residential development</td>
</tr>
<tr>
<td></td>
<td>Limited mixed use along Anderson Street to provide interface and buffer with high activity along this street.</td>
</tr>
</tbody>
</table>

| Access Circulation and Parking                                           | Establishment of "Woonerf" along Kings Road between Anderson and Lello to include on street parking and public play spaces |
|--------------------------------------------------------------------------| Establishment of traffic calming devices along Kings and Lello Streets                     |
|                                                                          | Some on site parking for residents                                                        |

| Public Space and Landscaping                                             | Upgrade landscaping of Kings and Lello Streets to include planting, paving and seating.   |
|--------------------------------------------------------------------------| Increased and special signage for traffic safety indicating pedestrians and children    |

| Built Form                                                              | New buildings and redeveloped buildings to employ zero building lines where possible and maximise street frontage to ensure building facades overlook streets and/or public spaces for surveillance and security. |
|--------------------------------------------------------------------------| Landmark features to be established in proposed new residential buildings along axes of Kings and Union Streets |

| Management                                                               | Establishment of Street Committee or Urban Improvement District to work with Municipality in regard to planning, design and management of the residential area and in order to create awareness within, and change behavior of residents with respect to security, safety, environmental management and nuisance factors. |

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**Figure 14**: Lello Street Housing - Priority Action Area

**Figure 15**: Lello Street Housing - Cross Section

**Figure 16**: Lello Street Housing - Perspective
### 4.1.5 Civic Centre Upgrade

<table>
<thead>
<tr>
<th>Concept</th>
<th>Upgrade Civic Centre to provide redeveloped Park and new social facilities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>To re-establish the existing Civic Centre precinct as a relevant, meaningful and distinctive civic “heart” for the people of the greater Pinetown area.</td>
</tr>
</tbody>
</table>
| Key Interventions | - Expand, upgrade and revamp the municipal offices as the municipal regional services node.  
- Demolish existing library and rebuild it on the corner of Old Main Road and Crompton Street.  
- Establish a new Economic Support Centre on the corner of Old Main Road and Meller Street to accommodate employment information centre, labour management centre, training centre and other economic and social welfare functions.  
- Reestablish central park as focal open space which can accommodate public functions and celebrations. |
| Land Use        | - Traffic Functions, Pedestrian Crossings, Pedestrian Links, Public Transportation and Public Parking to be further investigated and the relevant studies to be undertaken at the design and implementation stage. |
| Public Space and Landscaping | - Create Park gateway features along Old Main Road at intersections with Crompton and Meller.  
- Establish landmark planting along edges of the park and along central traffic island in the centre of Old Main Road  
- Upgrade seating and planting and signage within the Park.  
- Create vistas into the Park and onto civic buildings along pedestrian paths and adjacent city streets. |
| Built Form      | - Upgrade the municipal office buildings to reflect their civic “significance” and in a manner that will set a precedent for architectural and building quality within the CBD.  
- Upgrade Municipal offices façade facing the Park to be upgraded to provide a positive edge to the Park.  
- New library building should be a landmark public building and should interface with Crompton Street and surrounding park pathways in a manner that promotes security and surveillance of the building itself and the adjacent Park.  
- New Economic Support Centre should contribute to the definition of Meller Road as well as provide a secure and active edge to the Park.  
- Redevelopment of buildings/building facades surrounding the Park along Crompton, Meller and Park Streets should be encouraged to provide active and complimentary edges to the Park (i.e. appropriate and integrated scale, heights, massing, fenestration etc.). |
| Management      | - Establish a Special Committee including representatives from all stakeholders in the CBD, surrounding industrial areas and surrounding residential areas to work with Municipality in regard to planning, design and maintenance of the new Park and associated buildings in order to establish a sense of ownership, commitment and solidarity for communities using the CBD. |

All the proposals listed in from 4.1.1 to 4.1.5 will investigated and addressed at the detail design stage.
Figure 19: Civic Centre Upgrade - Perspective

Figure 20: Precinct Perspective (North-West)

Figure 21: Precinct Perspective (South West)
5. IMPLEMENTATION

5.1 Implementation Approach

The size, nature and complexity of the CBD including the multiple and complex stakeholder interests (in particular the ownership patterns) dictates that it is not possible to implement a series of discrete and ordered phases of development. Furthermore, the huge demand on the Municipality’s resources for development and urban management defy comprehensive redevelopment of any one area within the municipality.

It may, therefore, be more effective to identify and implement a number of catalytic projects of various sizes and types distributed throughout the CBD which are not necessarily interdependent on each other for their individual success, but which may be able to catalyse and distribute development and or management action and contribute to the recovery of confidence in the area. These projects may contribute to, and indeed enhance, any existing development processes or initiatives being undertaken by stakeholders in the area.

Catalytic projects/actions may be described as interventions that will be able to initiate necessary change and confidence as well as create and identify additional actions and projects, without necessarily destroying the existing development energies or positive urban qualities prevalent in the area. These catalytic projects/actions will vary with respect to the manner in which they may be implemented and include the following:

- Projects that can be driven and delivered by the Municipality (in the short term),
- Projects that involve significant inputs from other spheres of government and that will need to be facilitated by the Municipality (short/medium/long term)
- Projects that involve the involvement of the private sector and / or community and that will need to be promoted and supported by the Municipality (medium/long term).

In addition to the above approach to dealing with renewal of the CBD it has been necessary to respond to the metropolitan wide initiative of urban densification or compaction and the need to create additional inner city and well located affordable housing for the lower income groups. In this regard projects and actions have also been identified and included in the projects lists.

The institutional context and low level of confidence in the area requires that the Municipality takes a firm and clear stand on leading and initiating change in those areas of development or management that are resulting in adverse impacts in the area and on the erosion of confidence of investors and the resident community. Other stakeholders will need to be involved, encouraged and supported, but the Municipality will need to intervene initially to show commitment to the renewal and regeneration of the Pinetown CBD.

5.2 Prioritisation of Projects

A list of projects relating to each of the Priority Action Areas is contained in Table Two and Table Three below.

Table Two provides an indication of the nature of each project and who would be responsible for delivering, facilitating or promoting it.

Table Three provides some description of the project as well as a cost estimate and likely or possible source of funding for it.

Table Three has been set up to indicate an order of magnitude funding during 2009 and 2010 that would be needed to initiate, plan for or set up the capital project and capital expenditure. At the time of going to print of this report the projects had not been discussed with relevant sectors and a detailed prioritisation could not be determined. This process should occur as soon as possible so as to obtain firm commitments from relevant sectors.

However, as a guideline for prioritisation the following criteria could be used.

First priorities
All projects that will eliminate or reduce hazardous conditions for pedestrians. As such these would include
- pedestrian infrastructure enhancement projects such as sidewalk upgrades, intersection upgrades and new pedestrian links.
- upgrading of trading conditions for informal traders and formal business.

Second Priorities
All projects that would lead to an improvement of the operation and safety of public transportation terminals

Third Priorities
All projects that improve the overall accessibility and operational efficiency of the CBD Node e.g. St Johns Old Main Road intersection redevelopment.

Later priorities
All projects that lead to the upgrading of the image and operational efficiency of the CBD i.e Civic Centre upgrade, new library. Residential densification projects that lead to upgrading of existing building stock or that add new stock.
<table>
<thead>
<tr>
<th>PROJECTS</th>
<th>Project / Action No.</th>
<th>Delivery</th>
<th>Facilitate</th>
<th>Promote/Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Precinct Interventions</td>
<td>1.</td>
<td>St. Johns / Old Main Road Bridge Redevelopment</td>
<td>St. Johns Interchange Upgrade</td>
<td>Economic Development Support Centre</td>
</tr>
<tr>
<td></td>
<td>2.</td>
<td></td>
<td>Law Enforcement Programme</td>
<td></td>
</tr>
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<td></td>
<td>3.</td>
<td></td>
<td>Rail Yard Redevelopment</td>
<td></td>
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<td></td>
<td>4.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>5.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Crompton Park Housing Infill And Densification</td>
<td>6.</td>
<td>New Affordable Housing in Crompton Street</td>
<td></td>
<td>Densification of existing housing north of Kings Road</td>
</tr>
<tr>
<td></td>
<td>7.</td>
<td>New Affordable Housing in Kings Road</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>8.</td>
<td>Redevelopment of Crompton Park</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>9.</td>
<td>Redevelopment of King Road Park</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>10.</td>
<td>Extend John White Street to join Simpson Place</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11.</td>
<td>Extend Premier Street to join Simpson Place</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>12.</td>
<td>Upgrade Public Transport Rank on Crompton Street</td>
<td></td>
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<tr>
<td></td>
<td>13.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Kings Road Upgrade</td>
<td>15.</td>
<td>Intersection upgrade at Anderson and Glenugie and Kings</td>
<td></td>
<td>Establish Crompton Street UIP</td>
</tr>
<tr>
<td></td>
<td>16.</td>
<td>Mid Block Pedestrian Crossing</td>
<td></td>
<td>Pinecrest Façade Upgrade</td>
</tr>
<tr>
<td></td>
<td>17.</td>
<td>Sidewalk Upgrade</td>
<td></td>
<td>Building Façade Upgrade Programme</td>
</tr>
<tr>
<td></td>
<td>18.</td>
<td></td>
<td></td>
<td>New Centre Parking Upgrade</td>
</tr>
<tr>
<td></td>
<td>19.</td>
<td></td>
<td></td>
<td>Establish Kings Road UIP</td>
</tr>
<tr>
<td></td>
<td>20.</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>21.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Taxi Terminal Redevelopment</td>
<td>22.</td>
<td>Investigate Taxi Terminal Hill Street Rank</td>
<td></td>
<td>Building Façade Upgrade Programme</td>
</tr>
<tr>
<td></td>
<td>23.</td>
<td>Investigate Taxi Terminal Redevelopment Anderson Street</td>
<td></td>
<td>Arcades Establishment Programme</td>
</tr>
<tr>
<td></td>
<td>24.</td>
<td>Investigate Hill Street Market Upgrade</td>
<td></td>
<td>Establish Hill Street UIP</td>
</tr>
<tr>
<td></td>
<td>25.</td>
<td></td>
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<tr>
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<td>26.</td>
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<tr>
<td></td>
<td>27.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Lello Street Housing</td>
<td>28.</td>
<td></td>
<td></td>
<td>Establish new Affordable Housing in Lello Street</td>
</tr>
<tr>
<td></td>
<td>29.</td>
<td></td>
<td></td>
<td>Building Façade Upgrade Programme</td>
</tr>
<tr>
<td></td>
<td>30.</td>
<td></td>
<td></td>
<td>Establish Lello Street UIP</td>
</tr>
<tr>
<td></td>
<td>31.</td>
<td>Anderson Street Upgrade</td>
<td></td>
<td>Establish Lello Street UIP</td>
</tr>
<tr>
<td>5. Civic Centre Upgrade</td>
<td>32.</td>
<td>Old Main Road Redevelopment and intersection upgrade</td>
<td></td>
<td>Building Façade Upgrade</td>
</tr>
<tr>
<td></td>
<td>33.</td>
<td>Civic Offices Upgrade</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>34.</td>
<td>New Central Library</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>35.</td>
<td>Central Gardens Redevelopment</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>36.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37.</td>
<td>Park Lane Upgrade and Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>38.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>39.</td>
<td>Economic Support Centre</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>40.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table Two: Projects
<table>
<thead>
<tr>
<th>Project No.</th>
<th>PRIORITY ACTION AREA</th>
<th>Project Details</th>
<th>2009/2010</th>
<th>Post 2010</th>
<th>Total Expenditure</th>
<th>Potential Funders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>St Johns Interchange Upgrade</td>
<td>Add on / off ramp</td>
<td>R 500 000</td>
<td>R 10 000 000</td>
<td>R 10 500 000</td>
<td>DOT</td>
</tr>
<tr>
<td>2</td>
<td>St Johns / Old Main Road Bridge Redevelopment</td>
<td>Fill in underpass and create new intersection</td>
<td>R 500 000</td>
<td>R 5 000 000</td>
<td>R 5 500 000</td>
<td>EMA</td>
</tr>
<tr>
<td>3</td>
<td>Law Enforcement Programme</td>
<td>Coordinate Protection Services; Community and SAPS</td>
<td>R 250 000</td>
<td></td>
<td>R 250 000</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Economic Development Support Centre</td>
<td>Development of new Building and Facilities</td>
<td>R 200 000</td>
<td>R 2 000 000</td>
<td>R 2 200 000</td>
<td>Intersite</td>
</tr>
<tr>
<td>5</td>
<td>Rail Yard Redevelopment</td>
<td>Facilitate Intersite</td>
<td>R 250 000</td>
<td></td>
<td>R 250 000</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>OVERALL PRECINCT PROJECTS (i.e. project necessary to uplift all priority action areas)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td>R 1 700 000</td>
<td>R 17 000 000</td>
<td>R 18 700 000</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>New Affordable Housing in Crompton Street</td>
<td>Pilot High Density Apartment Block (50 units)</td>
<td>R 800 000</td>
<td>R 8 000 000</td>
<td>R 8 800 000</td>
<td>EMA/DOH/Private</td>
</tr>
<tr>
<td>7</td>
<td>New Affordable Housing in Kings Road</td>
<td>Pilot High Density Apartment Block (50 units)</td>
<td>R 800 000</td>
<td>R 8 000 000</td>
<td>R 8 800 000</td>
<td>EMA/DOH/Private</td>
</tr>
<tr>
<td>8</td>
<td>Densification of Existing Housing north of Kings Road</td>
<td>Review of Zoning and Infrastructure Capacity</td>
<td>R 250 000</td>
<td></td>
<td>R 250 000</td>
<td>EMA</td>
</tr>
<tr>
<td>9</td>
<td>Redevelopment of Crompton Park</td>
<td>Provision of landscaping and Stream Protection</td>
<td>R 150 000</td>
<td>R 1 500 000</td>
<td>R 1 650 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>10</td>
<td>Redevelopment of King Street Park</td>
<td>Provision of new landscaping</td>
<td>R 100 000</td>
<td>R 500 000</td>
<td>R 600 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>11</td>
<td>Extend John White Street to join Simpson Place</td>
<td>New road and associated infrastructure</td>
<td>R 100 000</td>
<td>R 1 000 000</td>
<td>R 1 100 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>12</td>
<td>Extend Premier Street to join Simpson Place</td>
<td>New road and associated infrastructure</td>
<td>R 100 000</td>
<td>R 1 000 000</td>
<td>R 1 100 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>13</td>
<td>Upgrade Public Transport Rank on Crompton Street</td>
<td>New shelters, lighting and landscaping</td>
<td>R 100 000</td>
<td>R 500 000</td>
<td>R 600 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>14</td>
<td>Establish Crompton Street UIP</td>
<td>Facilitation of interaction between stakeholders</td>
<td>R 250 000</td>
<td></td>
<td>R 250 000</td>
<td>EMA</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td>R 2 650 000</td>
<td>R 20 500 000</td>
<td>R 23 150 000</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Intersection upgrades at intersections with Anderson and Glenugie and Kings</td>
<td>Widening of sidewalks, landscaping, road surface paving</td>
<td>R 150 000</td>
<td>R 1 500 000</td>
<td>R 1 650 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>16</td>
<td>Mid Block Pedestrian Crossing</td>
<td>Widening of sidewalks, landscaping, road surface paving</td>
<td>R 50 000</td>
<td>R 500 000</td>
<td>R 550 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>17</td>
<td>Sidewalk Upgrade between Anderson and Glenugie</td>
<td>Widening, landscaping</td>
<td>R 50 000</td>
<td>R 500 000</td>
<td>R 550 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>18</td>
<td>Pinecrest Façade Upgrade</td>
<td>Facilitation of Building Owner</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>Private</td>
</tr>
<tr>
<td>19</td>
<td>Building Façade Upgrade Programme</td>
<td>Facilitation and coordination of Building Owners</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>Private</td>
</tr>
<tr>
<td>20</td>
<td>New Centre Parking Upgrade</td>
<td>Facilitation of Building Owner and links with Kings Rd Upgrade</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>Private</td>
</tr>
<tr>
<td>21</td>
<td>Establish Kings Road UIP</td>
<td>Facilitation of interaction between stakeholders</td>
<td>R 250 000</td>
<td></td>
<td>R 250 000</td>
<td>EMA</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td>R 800 000</td>
<td>R 2 500 000</td>
<td>R 3 300 000</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Investigate taxi redevelopment Hill Street Rank</td>
<td>Sidewalks, roads and landscaping</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Investigate Taxi Terminal Redevelopment Hill Street Rank</td>
<td>Sidewalks, roads and landscaping / road surface paving at intersection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Hill Street Market Upgrade</td>
<td>Sidewalks, roads and landscaping</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Arcade Façade Upgrade Programme</td>
<td>Facilitation and coordination of existing Owners</td>
<td>R 100 000</td>
<td>R 100 000</td>
<td>R 200 000</td>
<td>Private</td>
</tr>
<tr>
<td>26</td>
<td>Arcades Establishment Programme</td>
<td>Facilitation and coordination of Building Owners</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>Private</td>
</tr>
<tr>
<td>27</td>
<td>Establish Hill Street UIP</td>
<td>Facilitation and coordination of Stakeholders</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>EMA</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td>R 950 000</td>
<td>R 6 500 000</td>
<td>R 7 450 000</td>
<td></td>
</tr>
<tr>
<td>Project No.</td>
<td>PRIORITY ACTION AREA</td>
<td>Project Details</td>
<td>2009/2010</td>
<td>Post 2010</td>
<td>Total Expenditure</td>
<td>Potential Funders</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------</td>
<td>----------------</td>
<td>-----------</td>
<td>-----------</td>
<td>------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>3. LELLO STREET</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Establish new Affordable Housing in Lello Street</td>
<td>Pilot Highdensity apartment stock (50 units)</td>
<td>R 800 000</td>
<td>R 8 000 000</td>
<td>R 8 800 000</td>
<td>EMA / DOH / Private</td>
</tr>
<tr>
<td>29</td>
<td>Building Façade Upgrade Programme</td>
<td>Facilitation and coordination of Building Owners</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>EMA</td>
</tr>
<tr>
<td>30</td>
<td>Establish Lello Street UP</td>
<td>Facilitation and coordination of Stakeholders</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>EMA</td>
</tr>
<tr>
<td>31</td>
<td>Anderson Street Upgrade</td>
<td>Sidewalks, traffic calming and landscaping</td>
<td>R 100 000</td>
<td>R 1 000 000</td>
<td>R 1 100 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td>R 1 100 000</td>
<td>R 8 000 000</td>
<td>R 9 100 000</td>
<td></td>
</tr>
<tr>
<td>4. CIVIC CENTRE UPGRADE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Old Main Road Redevelopment and intersection upgrade</td>
<td>Sidewalks, roads and landscaping / road painting at intersection</td>
<td>R 200 000</td>
<td>R 2 000 000</td>
<td>R 2 200 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>33</td>
<td>Civic Offices Upgrade</td>
<td>Façade treatment and parking relocation</td>
<td>R 300 000</td>
<td>R 3 000 000</td>
<td>R 3 300 000</td>
<td>EMA</td>
</tr>
<tr>
<td>34</td>
<td>New Central Library</td>
<td>Demolish old and develop new building</td>
<td>R 500 000</td>
<td>R 5 000 000</td>
<td>R 5 500 000</td>
<td>EMA</td>
</tr>
<tr>
<td>35</td>
<td>Central Gardens Redevelopment</td>
<td>Landscaping</td>
<td>R 200 000</td>
<td>R 2 000 000</td>
<td>R 2 200 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>36</td>
<td>Building Façade Upgrade Crompton and Meller Roads</td>
<td>Facilitation and coordination of Building Owners</td>
<td>R 200 000</td>
<td></td>
<td>R 200 000</td>
<td>Private</td>
</tr>
<tr>
<td>37</td>
<td>Park Lane Upgrade and Parking</td>
<td>Roads and landscaping</td>
<td>R 50 000</td>
<td>R 500 000</td>
<td>R 550 000</td>
<td>EMA / NDPG</td>
</tr>
<tr>
<td>38</td>
<td>Establish Civic Centre UP</td>
<td>Facilitation and coordination of stakeholders</td>
<td>R 100 000</td>
<td></td>
<td>R 100 000</td>
<td>EMA</td>
</tr>
<tr>
<td>39</td>
<td>Economic Support Centre</td>
<td>New centre within Civic Centre PAA</td>
<td>R 250 000</td>
<td>R 2 500 000</td>
<td>R 2 750 000</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td>R 1 000 000</td>
<td>R 15 000 000</td>
<td>R 16 000 000</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R 9000000</td>
</tr>
</tbody>
</table>
APPENDICES
BUILT FORM ASSESSMENT:

- Built form controls have not encouraged individual buildings to contribute towards a coherency of streetscape, or pedestrian convenience. This has only been achieved on large scale developments (e.g.: Hill Street, Kings Road Shopping centre – opposite Pine Crest).

- There are limited landmark buildings, buildings with architectural merit, or buildings with historical merit within the study area. The ones that are present are largely restricted to the fringes / periphery of the study area.

- Built form condition is average for the majority of the study area. Good condition is exhibited by the highly controlled and privately managed large private developments. Poor conditions are found in the light industrial areas, the open space along Crompton Street and the areas surrounding the public transport hub, where infrastructure is under pressure. Urban decay is evident along Railway and Imperial Streets.
TOWNSCAPE ASSESSMENT:
- Fine grain blocks
- Coarse grain blocks
- Well defined edge
- Poorly defined edge
- Primary movement routes
- Centres of activity
- Public space hierarchy
- Barrier
- Gateway
TOWNSCAPE ASSESSMENT:

- City blocks are predominantly fine grain, with some coarse grain exceptions, namely:
  - Pine Crest Block, Pinetown Civic Centre Block, St John’s Centre Block, Knowles Shopping Centre and residential block, Pinetown Senior Primary School Block
- Some fine grain blocks exhibit increased permeability due to arcades traversing blocks (e.g.: Hill Street to Old Main Road, Old Main Road to Kings Road).
- Streetscape edges are poorly defined in a number of areas, notably, Old Main Road, St Johns Avenue and Crompton Street – the three primary movement routes. Parking lots located in front of buildings are primarily responsible for loss of streetscape.
- Street hierarchies are not clearly legible as a result of the failure of individual properties to adhere to a “build to edge” format, and as a result of uniform landscaping treatment. As a result “service lanes” are largely indistinguishable from the “streets” onto which buildings are intended to front.
- The transport hub on Hill and Anderson Streets forms the main centre of pedestrian activity. Further centres of activity are located elsewhere in the study area and are by and large focused on large scale commercial facilities.
**PART ONE**

**1. THE HOUSING CONTEXT BEYOND PINETOWN**

1. Housing for the poor
   
   a. Durban’s demand and supply

   One of the most urgent developmental challenges facing the Ethekwini Council is the demand for housing for the poor. The current demand is for 240,000 dwellings.

   It is almost certain that the current demand will grow, as SA citizens continue to urbanise (permanently as well as temporarily), as they form smaller households, and as citizens from other African countries continue to arrive.

   The current supply fluctuates between 10,000 and 16,000 dwellings every year. Though the Council has formulated plans to accelerate housing delivery above the current delivery rates, it may take ten to twenty years for the current and future demands to be met.

   b. The poor as users of urban centres

   The poor tend to be major users of the existing urban centres in Durban for transport, economic, social, and welfare purposes.

   Though the poor use Durban’s urban centres intensively, they hardly use the urban centres as places of residence.

   Outside of specialised housing, dwellings in Durban’s centres are generally not affordable to the poor at present.

   Those few pro-poor residential facilities that do exist tend to be either Transitional Housing (such as centres for the aged, and overnight shelters for the destitute or for hawkers), or Hostels (such as Dalton Rd and Thokoza Women’s Hostel), or residential cubicles in converted offices and warehouses. Apart from these, there is very little housing choice for the poor in Durban’s inner cities.

   c. Policy and funding support for pro-poor housing

   There is extensive policy support by the Council and other spheres of government for generally addressing the market demand for housing for the poor, and there is increasing policy support for housing for the poor in urban centres.

   Under Breaking New Ground, it is theoretically possible (though not yet assured in practical terms) that significantly higher levels of capital funding could become available for pro-poor projects in urban centres.

   In the Breaking New Ground policies, provision has been made for Communal Residential Units, Communal Housing, and Transitional Housing. All of these policies are substantially pro-poor in orientation, and they may also favour inner-city projects. There are few precedents so far.

   Government also provides for Social Housing, which though not primarily pro-poor, seeks to include the poor as beneficiaries of subsidised rental stock projects in both urban and suburban environments.

   In addition to policy support, the pro-poor market is reasonably well subsidised.

   To fund capital costs there are housing subsidies from the Department of Housing, land acquisition subsidies from the Department of Land Affairs, Council subsidies for the improvement of internal infrastructure beyond the level provided for under the housing subsidies, and Council subsidies for bulk and link infrastructure.

   Additional subsidies are availed by the Council for the provision of Free Basic Services and the maintenance and operation of infrastructure. In addition, the Council waives rates revenues over properties that are individually owned by poor households.

   At the product level, the available capital and operating subsidies are in many cases enough to provide ownership, services, and 30 or more m² of formal shelter – where projects are in suburban locations. To offer the same package of goods in inner cities with the same amounts of funding has not been attempted. The costs of urban land tend to make project budgets unfeasible, along with the often-reported difficulties that the poor will face to meet their obligations for the costs of services and levies, and the difficulties of establishing bodies corporate and collecting levies.

   At the program level, a recent study indicates that at the present rates of state investment, it will take 30 years or more to deal completely with informal settlements in South Africa.

   d. Local capacity to deliver and operate pro-poor housing

---

1 “Housing for the poor” means subsidised tenure by households with incomes under R 3 500 p.m.

2 Social Housing means subsidised rental or rent-to-buy tenure over fully serviced dwelling units for households with incomes from R 1 500 to R 7 500 p.m.

3 Aiello, A. for PPT, presented to Urban Landmark in April 2007
The Council and-or Province manage inner city hostels. There are several public-interest organisations that are active in the urban centres, mainly in the provision and operation of Transitional Housing.

During the course of this study, Durban housing officials have reported instances of “rack-renting” in the iTrump area - i.e. the informal conversion of office buildings and warehouses into residential cubicles for rent to the poor. The Council’s concerns about rack-renting revolve around fire, health, economic and social abuse, and crime. Though there is no explicit policy statement from National or Provincial spheres, it would seem that they too do not favour unregulated rack-renting. Rack-renters are intimately familiar with their markets, and it may be of interest to gauge whether they would be amenable to some regulation and incentive so that they continue to serve the poor but in doing so to improve the living conditions.

2. Affordable and gap housing

a. Durban’s demand and supply

In addition to the housing demand of the poor, there is a large demand for affordable and gap housing. This demand is conservatively estimated to be 50,000 households, and is likely to be a great deal more. The rate of supply for the affordable and gap markets has been negligible for several years.

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5 Affordable Housing means unsubsidised or marginally subsidised rental or individual ownership tenure over fully serviced dwelling units by households with incomes from R 2,500 to R 7,500 p.m.

6 Gap housing means unsubsidised or marginally subsidised rental or individual ownership tenure over fully serviced dwelling units by households with incomes from R 7,500 to R 15,000 p.m. The term ‘gap’ derives from:
- The absence of subsidies for households who earn R 7,500 to R 15,000 p.m.
- The virtual absence of available housing stock
- The thin availability of bond finance.

1.1 The demand for affordable and gap housing is not as physically obvious as the demand for housing for the poor. Potential users of affordable and gap housing tend not to be residents of informal settlements, but instead be either tenants or sub-households within existing formal building stock.

---

The non-obviousness of the demand for affordable and gap housing, and the lack of comprehensive primary market research limits the accuracy of demand estimates. There are two recent estimates of demand for affordable and gap housing. They both are based mainly on secondary information.

Based on the interpretation of the 2001 Census, the Council estimates demand for approximately 30,000 affordable and gap housing units for households earning R 3,500 to R 12,500 p.m.

Based on an interpretation of the 2001 Census on socio-economic indicators, NHBRC data on new units constructed, Surveyor-General data on property registrations, and data on new units planned extracted from Township Registers, the Banking Association of South Africa estimated two years ago that the total demand for Ethekwini to be in approximately 50,000 dwellings for households earning R 2,500 to R 7,500 p.m. The Banking Association also estimates the supply of dwellings in Ethekwini to be negligible (about 600 dwellings p.a. and unlikely to increase without intervention).

In the absence of credible primary research, the estimated demand of 50,000 dwellings has been used in this report as the most accurate indicator so far of the demand.

8 Release of Council land in Newlands, Chatsworth and KwaMashu may yield 3,000 to 5,000 dwellings, and the developments by Tongaat Hulett in Bridge City and Cornubia may yield similar figures. For all these projects, two to five years is the likely timeframe before tenure can be availed to householders.
b. Lower-middle income households as users of urban centres

Like the poor, lower-middle income households tend to be major users of the existing urban centres in Durban for transport, economic, and social purposes.

As well as using Durban’s urban centres intensively, lower-middle income households use the urban centres as places of residence wherever dwellings are available for rent or sale. They generally seem able to afford rentals and the costs of services, but are often unable to access credit for whatever scarce stock becomes available for purchase.  

Local buying and renting patterns indicate that, for the affordable and gap markets, households are willing, able and often desirous of moving out of former group areas to the urban centres. Inner city housing in Durban for the affordable and gap markets appears to be a small market at the moment, but with the potential to grow if market conditions can be made more favourable. 


c. Policy and funding support for Affordable and Gap housing

There is extensive policy support by the Council and other spheres of government for enhancing supply in the affordable and gap markets.

Under the Financial Services Charter, the banking sector has committed itself to lend to the Affordable and Gap markets, in the amount of R42 Bn nationally. Though much of the initial lending happened in Gauteng, where the major banks have corporate headquarters, lending has picked up in KwaZulu-Natal and Western Cape. In addition to the targeted lending, most of the major banks established their own development companies to get around their experience that while there are many potential and creditworthy borrowers, there is insufficient stock over which to lend.

Under Breaking New Ground, a Social Housing policy was created. The main thrust of Social Housing is the creation and operation of subsidised rental stock for the Affordable Housing market, with a significant pro-poor emphasis (at least 30% of the units created under a social housing project are meant to be let to the poor). Preliminary funding has been availed nationally (approximately R 500 M over the three years starting in the 2006/7 financial year). Funding for Social Housing is available in the form of Restructuring Grants, and these may only be spent in areas that have been named as Restructuring Zones. Pinetown is such a zone.

Another policy that will benefit households in the Affordable and Gap markets is the Inclusionary Housing policy. This framework policy, in the process of being finalised, will require 10% or so of the new units that come onto the housing market to be availed to households who come from an income band or two down from the prevailing market in which the project is located. Provinces and municipalities will be at liberty to develop their own inclusionary policies within the national policy framework. Durban is about to draft its own Inclusionary Policy. The Council’s policy might exceed the 10% requirement. In at least two new major upmarket residential projects, the Council has successfully lobbied Province to write into the R.o.D.s the requirement that 20% of the numbers of new units be inclusionary housing.

d. Market indications

There are additional circumstances that are likely to favour greater supply of affordable and gap housing.

The hikes in interest rates and inflation have tended to slow down the rate of turnover of properties in the middle and upper-middle housing markets. But turnover rates in the upper, affordable and gap housing markets do not appear to have been affected at all. Because the upper market is a small one (in terms of numbers of units turned over), the expectation appears to be growing among market players that developers will turn some of their attention to the affordable and gap markets.

Locally, the Council is on a drive to stimulate the affordable and gap markets by using its own substantial land holdings in the fifteen urban centres of Durban. The first phase was the Request for Proposals issued in November last year for the design, financing and construction of medium-density to high-density housing stock in Newlands, Chatsworth, Westville Triangle, KwaMashu Town Centre, and Surrounds to the KwaMashu Town Centre. One award has been made (for Newlands), and decisions are expected shortly on the bids for the other areas. The Council intends to issue Request for Proposals for the remaining eleven urban centres (including Pinetown), though timelines have not yet been set. The key condition for the Council availing its properties is that project end-users must come from the Affordable and Gap markets.

There is a significant constraint in the supply of vacant land (whether raw or serviced) to meet the demands for affordable and gap housing. Despite there being extensive vacant land in the fifteen urban centres, the marketplace is not spontaneously availing the land for affordable and gap housing. The main causes of the constraint are price and competing land use.

e. Capacity in Durban to deliver & operate Affordable and Gap housing in the urban centres

Despite the apparently favourable conditions, there are only a few housing service providers who are spontaneously addressing the market demand of the affordable and gap housing markets. The most often-cited reasons for the lack of capacity or interest in affordable and gap housing are the high costs of land, low profitability, the slow pace of credit approvals, complex collection procedures for levies (or rental in the case of rental projects), and lack of deep knowledge by developers of these markets.

There are no statistics on the how many rental units have been created by individuals to let to the affordable and gap markets, but anecdotal evidence suggests that there has been a potentially significant occurrence.

3. The policies on Densification and Better Quality Living mean for housing in the urban centres

Durban’s spatial form is a polycentric city with ultra low-density areas between the centres.
Durban’s centres are themselves of low residential density when compared with other cities in the developing or developed world. Policies are however in place to encourage densification and the greater provision of housing in the urban centres. The Council has extensive policies on the densification, and nationally, similar sentiments appear in the 1996 National Framework on Rural & Urban Development.

Council aims to “increase urban densities, to reduce urban sprawl”, for more effective use of facilities, and for people to live closer to amenities and work. Under the Plan For Quality Living Environments, there are eight programs, to:

- Promote rental housing
- Promote new housing development
- Address service [infrastructure] backlogs
- Maintain infrastructure
- Develop bulk infrastructure
- Provide sustainable community facilities
- Provide sustainable open spaces
- Implement an effective public transport system

In the Densification and Quality Living plans, there are both explicit as well as implied objectives for housing in the urban centres. The objectives are to:

- Add housing stock to the urban centres
- Associate housing uses more directly with commercial, community, and transport uses
- Increase the housing rental stock

Some techniques to achieve the housing-in-the-centres objectives are to:

- Use building typologies that promote higher densities
- Promote the part-use of existing and new commercial buildings for residential purposes and vice versa
- Increase the provision of building stock that is suitable for rental (and this is likely to entail a wider range of unit types than those typically associated with unit ownership)
- Redevelop (i.e. rebuild) under-used land and buildings for residential and other uses or: intensity use of low-density residential areas through infill and extensions

At the metropolitan scale, the current indications are that the Council’s main focus of densification will be Durban’s fifteen urban centres, and significant nodes along the main routes linking the centres.

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4. The metropolitan vacant land snap survey

A snap survey was conducted in November 2007 on the vacant land in each of the fifteen urban centres. The purpose of the survey was to assess the extent of vacant land, and to use the findings to either support or disprove an argument for a program to release land in the urban centres.

The survey showed that there is substantial hectareage of vacant land in the urban centres, and that on it there is significant potential to address the demand from the poor, affordable and gap housing markets.

<table>
<thead>
<tr>
<th>ADDITIONAL CARRYING CAPACITY</th>
<th>83,430 to 148,438 Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Centres other than Pinetown</td>
<td>75,785 to 98,255 Dwellings</td>
</tr>
<tr>
<td>Greater Pinetown</td>
<td>3,474 to 4,343 Dwellings</td>
</tr>
<tr>
<td>Restructuring Zones not in Urban Centres</td>
<td>4,171 to 6,401 Dwellings</td>
</tr>
<tr>
<td>Other Initiatives</td>
<td>39,440 Dwellings</td>
</tr>
</tbody>
</table>

No assumptions were made on what proportion of the vacant land could realistically be availed for residential uses.

The vacant land study covered all categories of owner – municipal, private, and government (other than municipality). Noteworthy findings were that:

- The municipality owns about a sixth of all the hectareage of vacant land in the urban centres
- The hectareage owned by other government is negligible

The preliminary study suggests that:

- The urban centres could soak up much of the housing demand
- Greater Pinetown could meet about 10% of the affordable and gap housing demand.
- Intervention in the market is needed in order to increase the use of vacant land for housing
- For the Pinetown node, follow-on surveys could be useful to identify housing opportunities on vacant, semi-vacant, and underused sites and buildings.

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15 Amanzimtoti, Chatsworth, Hillcrest, iTrump, Kingsburgh, KwaMashu, Newlands, Phoenix, Pinetown, South Durban Basin, Tongaat, Umhlanga, Umkomaas, Umlazi, Verulam


17 Clermont, Springfield River Horse, Westville Triangle, Roosfontein
5. The role of the Pinetown node in dealing with housing demand, densification through housing, and urban efficiency through housing

a. Demand

There is massive metropolitan demand for housing for the poor, affordable and gap markets. Local buying and renting patterns indicate that, for the affordable and gap markets, households are willing, able and often desirous of moving out of former group areas to the urban centres. This residential mobility appears to be a well-established trend for the affordable and gap markets, but less so for the poor.

b. Supply

Supply of housing to the poor is reasonably steady, though slower than required when measured against National and Council’s housing targets, millennium development goals, and popular opinion. There is almost no supply of housing for the poor in the urban centres, except for special needs groups.

Supply to the affordable and gap markets is negligible.

There are some signs in the market, plus a range of market interventions, which make it likely for there to be greater supply of housing in the urban centres for the affordable and gap markets.

Whether the same signs and interventions are likely to result in greater supply of housing for the poor in the urban centres is not yet clear.

c. Pinetown as an urban centre and what that means for housing

Pinetown is one of the more significant of Durban’s fifteen urban centres by virtue of its proximity to iTrump, its location on the N3 and the old highway, its good connectivity to neighbouring suburbs, and the scale and extent of investment in the Pinetown node.

A snap survey on vacant land found that Pinetown had significant potential to carry additional housing stock.

Pinetown could play an important role in being the future location of significant numbers of new dwellings for the affordable and gap markets. It might also be useful to the overall functioning of the city if Pinetown could play some role in special needs housing and housing for the poor.
PART TWO

2. THE EXISTING HOUSING CONTEXT IN PINETOWN

3.

1. Household formation, Population, Density

The Pinetown node straddles eight Enumerator Areas (as defined for the purposes of the national census). Though the boundaries of the node and that of the eight EAs do not align, the boundaries are close enough for the EA data to be of relevance to the node.

In 2001, the national census found the following about population in the eight EAs that underlay the Pinetown node:

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average household size</td>
<td>2.35 persons</td>
</tr>
<tr>
<td>Approx No. of residents in the study area</td>
<td>3,005 persons</td>
</tr>
<tr>
<td>Approx No. of dwellings</td>
<td>1,280</td>
</tr>
<tr>
<td>Hectareage of study area</td>
<td>151 Ha</td>
</tr>
<tr>
<td>Gross residential density of the study area</td>
<td>20 persons per Ha</td>
</tr>
<tr>
<td>Gross residential density of the study area</td>
<td>8½ dwellings per Ha</td>
</tr>
</tbody>
</table>

At 8½ dwellings per hectare, the node has an ultra-low residential density – lower in fact than a typical middle-income suburb.

2. Housing typologies (By Enumerator Area)

The 2001 census found that flats are by far the predominant housing typology in the node, followed by cluster dwellings.
Though the data did not lend itself to extrapolation for the node, the findings for each housing typology for the eight EAs are useful. They show that:

<table>
<thead>
<tr>
<th>Typology of the eight EAs</th>
<th>No. units</th>
<th>Percentage of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flats</td>
<td>1,078</td>
<td>66%</td>
</tr>
<tr>
<td>Cluster dwelling</td>
<td>250</td>
<td>15%</td>
</tr>
<tr>
<td>Freestanding dwelling</td>
<td>149</td>
<td>9%</td>
</tr>
<tr>
<td>Retirement village</td>
<td>139</td>
<td>8%</td>
</tr>
</tbody>
</table>

Total 1,640 100%

The predominance of flats is likely to become even more marked if the EAs in the northwest and northeast are ignored.
3. Household Income (By Enumerator Area)

8. Taking the cumulative CPIX of 56% from March 2001 to March 2008 into account, then, in the eight EAs:

- 31% of the households are poor
- 61% of the households are in the affordable and gap income bands.

The resident poor population is surprisingly large. It would seem from an inspection of the map below, that the poor who live in the node do so in the old commercial precinct (i.e. south of Old Main Road) and in the west-most end of the node.

Perhaps less surprisingly, the majority of residents are in the affordable and gap income bands. Spatially they are evenly distributed throughout the node.

9. Income per month in 2001 Escalated by

<table>
<thead>
<tr>
<th>Broad Income Band</th>
<th>Per month in 2001</th>
<th>March 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than R1,500</td>
<td>Less than R2,340</td>
<td>Poor</td>
</tr>
<tr>
<td>From R1,500 to R2,500</td>
<td>From R2,341 to R3,900</td>
<td>Poor</td>
</tr>
<tr>
<td>From R2,501 to R3,500</td>
<td>From R3,901 to R5,460</td>
<td>Affordable</td>
</tr>
<tr>
<td>From R3,501 to R8,000</td>
<td>From R5,461 to R12,480</td>
<td>Affordable &amp; Gap</td>
</tr>
<tr>
<td>From R8,001 to R16,000</td>
<td>From R12,481 to R24,960</td>
<td>Middle</td>
</tr>
<tr>
<td>Over R16,000</td>
<td>Over R24,960</td>
<td>Upper middle</td>
</tr>
</tbody>
</table>

Total 1,644 100%

4. Demand for Affordable and Gap Housing

10. According to a prominent estate agency with a branch in Pinetown, the Pinetown-New Germany-Ashleigh area is a vibrant market. The state of the economy, the credit act, and interest rates hikes have not really affected the pace of sales in the area in the market below R750,000. A two bedroom flat typically sells for R400,000 to 600,000.

The agency also does sales in the former Group Areas townships. They report that buyers in the R200,000 to 400,000 range have to start in the townships (where there is stock available at those prices). A new listing in this price range in the townships normally sells within three to four days. For people entering the property market, the tendency is for buyers living in the south to buy in the townships in the south, and for buyers in the north to buy into the townships in the north. But for buyers who can afford R400,000 or more, the tendency is that they buy wherever in Durban they find stock, as long as it is fairly close to metropolitan main routes.

The agency reports that there are many speculators buying township houses on auction and on-selling without taking transfer. In the townships, the lowest value of current sales is R150,000. These units tend to be old subsidies housing from the Group Areas days. There are no RDP houses coming on stream for sale.

In Central Pinetown and Surrounds, the bottom end of rentals were reported as R1,800 p.m. for a bachelor flat, and R2,000 for a one-bedroom flat. Some of the techniques reportedly used
to manage the risk of renting to people in the Affordable Market are double deposits and shorter leases. There is not currently any insurer who offers tenant insurance.

The agency also reports that there appears to be an almost inexhaustible demand for units valued up to R750,000 – and the agency posits that 5,000 units for rent or sale in Central Pinetown would be “snapped up”.
11. THE HOUSING OPPORTUNITIES IN PINETOWN

12.

In a previous section on the role of the Pinetown node in dealing with housing demand, densification through housing, and urban efficiency through housing, it was argued that:

- Pinetown could play an important role in being the future location of significant numbers of new dwellings for the affordable and gap markets.
- Pinetown might also play a useful role in special needs housing and housing for the poor.
- For the Pinetown node, follow-on surveys could be useful to identify housing opportunities on vacant, semi-vacant, and underused sites and buildings.

1. Preliminary identification of vacant sites  

There are thirteen vacant sites. They lie in a rough semi-circle in the eastern half of the study area. Their combined area is approximately 13.68 Ha. Together the sites could yield from 1,495 to 2,463 dwellings.

---

18 "Vacant" means sites on which there are no forms of built development (including no surface hardening). No distinction was made in the preliminary identification between private and public sites, nor was the intensity of current use taken into account. Instead, a ‘clean slate’ approach was adopted, with the intention of, in the next phase of this study, to assess the uses of each site more fully.

19 Schedule available on request

20 At densities from 88 to 180 dwellings per Ha
2. Preliminary identification of semi-vacant sites

There are six semi-vacant sites. Most of them lie in the eastern half of the study area. Their combined area is approximately 2.96 Ha. Together the sites could yield from 237 to 533 dwellings.

“Semi-vacant sites” means sites where:
– A significant portion of the site is vacant
– The vacant portion is large enough to accommodate a new residential building of 10m x 15m or more
– There is enough remaining space for side spaces that are the same as the side spaces of neighbouring properties.

No distinction was made in the preliminary identification between private and public sites, nor was the intensity of current use taken into account. Instead, a ‘clean slate’ approach was adopted, with the intention of, in the next phase of this study, to assess the uses of each site more fully.

Schedule available on request

At densities from 88 to 180 dwellings per Ha
3. Preliminary identification of large open parking lots over soil

- There are thirty-four open parking lots on soil.
- Many of them lie in the eastern half of the study area, but there is a significant cluster in the north-west corner.
- Their combined area is approximately 12.83 Ha.\(^\text{25}\)
- Together the sites could yield from 1,026 to 2,309 dwellings.\(^\text{26}\)

\(^{24}\)“Large open parking lots on soil” means sites where:
- A significant portion of the site is used for open-parking
- The parking lot has been laid over natural ground, cut ground, or filled ground
- The parking lot is large enough to accommodate a new residential building of 10m x 15m or more
- There is enough remaining space for side spaces that are the same as the side spaces of neighbouring properties.

No assessment was made of the interest of land-owners to utilize the parking lots for parking and with buildings over, nor was any distinction made in the preliminary identification between private and public sites, nor was the intensity of current use taken into account. Instead, a ‘clean slate’ approach was adopted, with the intention of, in the next phase of this study, to assess the uses of each site more fully, as well as the actual or likely interest of land-owners to utilize the parking lots for parking and with buildings over.

\(^{25}\) Schedule available on request

\(^{26}\) At densities from 88 to 180 dwellings per Ha
4. Preliminary identification of potential municipal re-development sites

There are four municipal sites with existing lightweight buildings that could lend themselves to re-development. In the redevelopment, current uses would be retained on the ground and new residential buildings built overhead.

The redevelopment sites lie on the southwest edge of the study area.

Their combined area is approximately 2.49 Ha.

Together the sites could yield from 199 to 447 dwellings.

“Large open parking lots on soil” means sites where:
- A significant portion of the site is used for open-parking
- The parking lot has been laid over natural ground, cut ground, or filled ground
- The parking lot is large enough to accommodate a new residential building of 10m x 15m or more
- There is enough remaining space for side spaces that are the same as the side spaces of neighbouring properties.

No assessment was made of the interest of land-owners to utilize the parking lots for parking and with buildings over, nor was any distinction made in the preliminary identification between private and public sites, nor was the intensity of current use taken into account. Instead, a ‘clean slate’ approach was adopted, with the intention of, in the next phase of this study, to assess the uses of each site more fully, as well as the interest or likely interest of land-owners to utilize the parking lots for parking and with buildings over.

Schedule available on request.

At densities from 88 to 180 dwellings per Ha.
5. Preliminary identification of ultra low-density areas

- There are ten areas of ultra low-density residential development that could lend themselves to densification.
- The low-density areas lie on the northeast edge of the study area.
- Their combined area is approximately 7.91 Ha.
- Together the sites could yield from 198 to 316 additional dwellings.

30 "Ultra low-density" means sites where:
- Sites are 800 m² or more
- The gross density is 10 dwellings per hectare or lower
- The site has been developed for a free-standing dwelling
- The site is large enough to accommodate a new residential building of 6m x 8m or larger
- There is enough remaining space for side spaces that are the same as the side spaces of neighbouring properties.

No assessment was made of the interest of land-owners to utilize the sites for densification. Instead, a 'clean slate' approach was adopted, with the intention of, in the next phase of this study, to assess the interest or likely interest of land-owners to densify.

31 Schedule available on request

32 At densities from 25 to 40 dwellings per hectare, in addition to the existing dwellings.
6. Preliminary identification of large open parking lots over existing buildings

- There are nine large open parking lots over existing buildings.
- Many of them lie in the north-south centre-strip of the study area.
- Their combined area is approximately 4.46 Ha.
- Together the sites could yield from 112 to 179 dwellings.

“Large open parking lots over buildings” means sites where:

- Rooftop parking, where a significant portion of the rooftop is used for open-parking
- The parking lot is large enough to accommodate a new single-storey lightweight residential building of 10m x 15m or more, either in place of the parking, alternatively on lightweight columns over the existing parking.
- There is enough remaining space for side spaces that are the same as the side spaces of neighbouring properties.

No assessment was made of the interest of land-owners to utilize the parking lots for parking and-or with lightweight buildings over, nor was any distinction made in the preliminary identification between private and public sites, nor was the intensity of current use taken into account. Instead, a ‘clean slate’ approach was adopted, with the intention of, in the next phase of this study, to assess the uses of each site more fully, as well as the interest or likely interest of land-owners to utilize the parking lots for parking and-or with buildings over.

Schedule available on request

At densities from 25 to 40 dwellings per Ha
7. Preliminary identification of opportunities to convert existing buildings

In a snap survey by local building inspectors a year ago, several opportunities were found where there was potential to convert existing buildings to residential.

- There were four sites found.
- Their combined area is approximately 1.54Ha. 36
- Together the sites could yield from 136 to 278 dwellings. 37

36 Schedule available on request
37 At densities from 88 to 180 dwellings per Ha
8. Summary of the preliminary identifications of the scope for additional dwellings on under-used land

<table>
<thead>
<tr>
<th>Type of opportunity</th>
<th>No. sites</th>
<th>Ha</th>
<th>Yield (Lower)</th>
<th>Yield (Higher)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacant sites</td>
<td>16</td>
<td>13.68</td>
<td>1,095</td>
<td>2,463</td>
</tr>
<tr>
<td>Semi-vacant</td>
<td>6</td>
<td>2.96</td>
<td>237</td>
<td>533</td>
</tr>
<tr>
<td>Open parking on soil</td>
<td>34</td>
<td>12.83</td>
<td>1,026</td>
<td>2,309</td>
</tr>
<tr>
<td>Municipal re-development sites</td>
<td>4</td>
<td>2.49</td>
<td>199</td>
<td>447</td>
</tr>
<tr>
<td>Low density</td>
<td>10</td>
<td>7.91</td>
<td>198</td>
<td>316</td>
</tr>
<tr>
<td>Large open parking lots over buildings</td>
<td>9</td>
<td>4.46</td>
<td>112</td>
<td>179</td>
</tr>
<tr>
<td>Conversion of existing buildings</td>
<td>4</td>
<td>1.54</td>
<td>136</td>
<td>278</td>
</tr>
</tbody>
</table>

14. Total

|           | 83 | 45.87 | 3,003 | 6,525 |

The opportunities for the node to carry additional housing stock appear to be:

- Numerous (at least 80 sites)
- Collectively of a significant scale (up to 6,500 new dwellings)
- Varied (in terms of scales of projects, locations, kinds of projects likely to suit their immediate context, and existing physical conditions of sites)
- Distributed throughout the study area, except for a reasonably-sized stretch along Old Main Road.

As a further illustration of the scale of the opportunities, if the opportunities resulted in dwellings being built in the R 250,000 to R 500,000 construction cost range, then the construction investments on their own would be R1.1 to R 2.4 Bn.
Pinetown Node Precinct Plan

Transport and Services Analysis

Draft report

11 April 2008

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<thead>
<tr>
<th>CONTENT</th>
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<tbody>
<tr>
<td>SECTION 1: INTRODUCTION</td>
<td>3</td>
</tr>
<tr>
<td>SECTION 2: BACKGROUND INFORMATION</td>
<td>4</td>
</tr>
<tr>
<td>SECTION 3: TRAFFIC AND TRANSPORTATION ANALYSIS</td>
<td>11</td>
</tr>
<tr>
<td>SECTION 4: SERVICES ANALYSIS</td>
<td>27</td>
</tr>
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</table>
Section 1: Introduction

This report provides the transport and services input for the overall situational analysis of the Pinetown Node Precinct Plan, as it is currently prepared for the eThekwini Municipality by the FutureWorks consortium.

The project includes the review, translation and integration of all existing economic development, strategic spatial planning and urban design work undertaken in Pinetown Node into a new, but more detailed and implementation oriented development intervention strategy, which would result in the establishment of a high quality and sustainable urban investment node.

As such the focus is on utilising all existing information and identifying and closing critical gaps in information that is required for ensuring feasible and practical short and long term development and implementation proposals. Existing information with regards to transport and services is discussed and reviewed in the section 2 of this report.

Section 3 covers the analysis of existing traffic and transportation infrastructure and operations. Besides the analysis and conclusions from this analysis, some key suggestions are given towards solutions for the challenges that occurred. Section 4 reports on the existing infrastructure for water, stormwater, sanitation, electricity and roads in the Pinetown CBD.

To clarify and extend on the information from existing documents and plans, the following key responsible persons within the eThekwini Municipality have been interviewed:

- Traffic and transportation planning: Carlos Esteves (Deputy Head: Road System Management)
- Sanitation: Mike Hebbelman (Systems and Operations), Lawrence Davies (Area Projects Manager)
- Water: Tony Holbrook (Water Operations), Speedy Moodliar (Planning)
- Stormwater: Mohamed Tootla (Designs / Planning)
- Electricity: Harold Kopke (Planning /Designs)
- Roads: Andrew de Souza, telephonic comments only (Roads Provision – Designs & Implementation)
Section 2: Background information

eThekwini Integrated Transport Plan 2005 – 2010
In the Integrated Transport Plan (ITP) for the eThekwini Municipality the Pinetown CBD is referred to as an important node on the High Priority Public Transport (HPPTN) of the eThekwini Municipality. To support the development and performance of an effective and sustainable transport system the following strategies are relevant to the HPPTN:

- Protecting existing employment opportunities.
- Maintaining the quality of high value investment, office, retail, residential and tourist areas.
- Discouraging the development of major employment opportunities outside the HPPTN area.
- Stimulating higher employment and residential densities.
- Renewing areas around major stations and modal interchanges as high density residential, office and retail uses.
- Steering public sector investment (schools, clinics, hospitals and police stations) towards nodes on the HPPTN.

With regards to non-motorised transport the ITP proposes a pilot project for the establishment of a cycling system from Clermont to Pinetown / New Germany. This would include cycle paths, routes and terminal infrastructure.

There are two major road projects mentioned in the ITP that are relevant to the Pinetown CBD. The first project is the new main road MR577 from KwaDabeka to Duffs Rd and the second is the upgrading of St Johns Avenue (M19) between the M13 and Shepstone Avenue:

1. The construction of MR577 will provide the missing direct connection between KwaMashu, Inanda and other residential areas to the north and the major employment areas in Pinetown and New Germany in the west. Similarly, residential areas in the Inner West, Outer West and South will have easier access to employment areas in the north. Much of the demand between these areas will be from lower income public transport dependent commuters. This road will also provide relief to the N2 and various interchanges along this freeway. The MR577 is due to be completed in about three year’s time.

2. Localised capacity restrictions along St Johns Avenue (M19) in Pinetown negatively impact on Pinetown’s CBD. In particular the intersection of M19 with Old Main Road is a major contributing factor. Various improvements are proposed to address these problems.

There are no capital projects for Pinetown mentioned in the Proposed Five Year Programme 2005 – 2010. This implies that there are no budgets reserved for the upgrading of St Johns Avenue (M19). The MR577 extension to KwaMashu is paid for by the KZN Department of Transport.

Inner West Spatial Development Plan (2000)
The Inner West Spatial Development Plan proposes the following initiatives and projects for the Pinetown CBD area:

- Consolidate existing developments and permit new initiatives along Old Main Road in eastern direction;
- Develop an inter-modal public transport interchange facility;
- Facilitate improved pedestrian movements in the CBD by reinstating a high street through the CBD and linking shopping centres and public (transport) facilities;
- Develop the rail marshalling yards (see picture 1) south of the CBD.

Pinetown CBD Master Plan (1987)
The Master Plan acknowledges the problem of through traffic in the CBD area and proposes to redirect the through traffic to the road links at the edges of the CBD. It is suggested to separate vehicular traffic from pedestrian traffic by creating vehicular free zones. It is proposed that Hill Street and Anderson Street will be taken out of the traffic system, while Crompton Street will be a pedestrian mall. One of the priority projects in the master plan was Hill Street Mall, which has been realised partially in Hill Street East (see picture 2).

Old Main Road must be eliminated as a barrier between north and south. A one way traffic system in combination with Kings Road is proposed for Old Main Road on the short term, while eventually the road should even be completely free of traffic. Old Main Road should change into a nicely landscaped environment.

With regards to parking the Master Plan suggests a new parking facility in Old Main Road and appropriate pricing for parking in the CBD area. Finally the Master Plan proposes that Crompton Street will be linked to the M13 by full interchange. Currently only the on ramps to the M13 east and west are provided for, but not the off ramps.

Pinetown CBD Economic Development Plan (2005)
In line with the Master Plan, the Economic Development Plan proposes the redevelopment of Old Main Road. It is also proposed to reduce conflicting traffic movements on main intersections in the CBD (which suggests one way systems) and to introduce a traffic management programme.

The Economic Development Plan also acknowledges parking, pedestrian and off loading problems in the CBD and suggests the following solutions:
- Provision for additional on street parking by streetscape improvements;
- Upgrading of pedestrian access to off street parking facilities;
- Off street trading facilities for informal traders (see picture 3);
- Upgrading of taxi facilities (holding areas);
- More policing.

The Economic Development Plan also proposes mixed use developments at the rail marshalling yards south of the CBD.

Hill Street Market Study (2004)
This study investigates the establishment of a formal market in the Hill Street West complex in the Pinetown CBD. It includes conceptual and detailed design and implementation framework. The study concludes that a formalised market at the Hill Street precinct is desirable. However, it should not be one facility, but system of facilities wherein streets are used as markets in the area of Hill Street West, Stanfield Lane and beyond. It is stated that necessary vehicular movements need to be accommodated.

The following projects / concepts are proposed:
- Redevelopment of Hill Street West (see picture 4)
- Create public spaces and pedestrian links to other parts of the CBD
- Redevelopment of Old Main Road as an urban street
- Assimilating the rail marshalling yards
- Reduce the number of conflict points at intersections and with pedestrians

**Pinetown CBD and Marshalling Yards Framework (2001)**
The main problems identified are the significant volumes of through traffic in the CBD (both north/south and east/west), the restricted capacity of the minibus-taxi and bus ranks (which leads to significant congestion mainly in the south western part of the CBD) and the conflicts between private vehicle traffic and pedestrians.

The following general strategies are proposed:
- Improve accessibility and parking;
- Improve key intersection capacity;
- Improve operation of ranks to reduce congestion;
- Improve pedestrian flows;

Expanding rank capacity around the current rank locations (see picture 5) is preferred over moving (part of) the ranks to other locations, as economic analysis shows that many businesses in the CBD rely on public transport users. The realisation of a separate holding area for minibus-taxis outside the CBD has failed, mainly as a result of resistance by the taxi industry. Extension of the ranks across the railway line (an at-grade crossing seems possible) is worth pursuing. A one way system for minibus-taxis could be created from Kirk Road to Anderson Road.

**Picture 4: Hill Street West**

The following projects are proposed to deal with the high volumes of through traffic and the conflicts between private vehicle traffic and pedestrians:
- Upgrading of Old Main / St Johns intersection, which should become a single point intersection while maintaining the grade separation. This project is of great importance for regional traffic and to reduce through traffic in CBD;
- Completion of the M13 - Crompton Street interchange. This aims to improve accessibility and reduce east-west through traffic, but there is a risk of more north-south through traffic;
- It is proposed to create east-west and north-south one way systems in the CBD along Crompton and School/Meller (north-south) and Kings and Old Main (east-west). This system would enhance intersection operations and will create space for pedestrians and parking. It is also needed for capacity reasons on the longer term. Road upgrades are required at the northern end of Meller Road and at the eastern end of Kings Road.
- Realisation of proper pedestrian links between the Civic Centre and Hill Street and Crompton Street.

The recommendations to upgrade the intersections of Old Main Road and Anderson Street and Old Main Road and Kirk Street have been implemented already (see picture 6).
Pinetown Marshalling Yards Socio-Economic Pre-Feasibility Study (2007)
The study concludes that the preferred use of the site is industrial, as residential (only other feasible option) may not be fitting as a result of the difficult accessibility. It is also noted that the site cannot be sold (or leased out) by Transnet on the short term, but will be sold most probably on the longer term.
Section 3: Traffic and transportation analysis

General
Pinetown CBD is a major development and transport node within the eThekwini Municipality. The Pinetown and New Germany industrial and commercial activities account for 65 000 jobs (8% of the jobs in the municipality), taking over activities from the deteriorating South Durban Basin. More growth is expected, which will also be encouraged by developments farther west in N3 corridor. The economy of the Pinetown CBD is very diverse. The focus has shifted to micro and mixed used economies, whilst higher order economies seem to be required as well to retain typical CBD qualities.

The CBD area includes the following five activity nodes:
- Transportation to the south west
- Residential to the north
- Mixed commercial and small civic centrally
- Recreational to the north west
- Offices to the east

The Pinetown CBD is the main transport hub in the west of the municipality and serves as the main interchange point for public transport operations to and from the inner and outer west regions. The rapidly growing transportation nodes in the CBD do not seem to integrate with other parts of the CBD. In the area around the public transport facilities, problems are experienced with regards to vehicle accessibility and parking.

Historically, private vehicle movements and infrastructure have been dominant in the Pinetown CBD. This has recently changed to a dominance of pedestrian movements in large parts of the CBD. However, infrastructure has not changed and one of the main challenges with regards to traffic and transportation is to accommodate safe and comfortable pedestrian movements, whilst ensuring high order accessibility.

Travel patterns
The catchment areas of the Pinetown CBD include a unique range of eThekwini residents: middle to high income residential areas, both formal and informal low income residential areas and traditional settlement areas. The potential catchment area of the Pinetown CBD includes 20% of the eThekwini population and includes the following areas:
- Pinetown
- New Germany
- Clermont
- Kwadabeka
- Iqadi
- Kloof
- Mqumalanga

Surveys show that of the shoppers that visit the Pinetown CBD, 29% come from the south of the CBD (Farningham Ridge, Highlands Hills, Hatton Estate, Pinelands, Caversham Glen, Marianhill, Klaarwater and Pinetown South), 24% come from the east beyond Westville, 16% come from the north (Manors, New Germany, Clermont, Wyebank and KwDabeka) and 14% come from residential areas to the west of Pinetown (Kloof, Hillcrest, Gillits, Peacvale, Drummond, Inchanga). 54% of shoppers arrive by minibus-taxi, 32% by private car, 7% by bus and 6% walk. Only 1.5% of shoppers arrive by train.

Traffic counts conducted by the eThekwini Municipality indicate the following vehicle volumes on main roads in the Pinetown CBD for the busiest morning peak hour (two directions, 2007):
- Old Main Road (between M13 and Anderson): 4 000 vehicles
- Old Main Road (between Moodie and Crompton): 1 700 vehicles
- Crompton Road (between Old Main and Kings): 1 600 vehicles
- Moodie Road (between Old Main and Hill Street): 1 100 vehicles
- Kings Road (between Anderson and Glenugie): 1 200 vehicles
St Johns Avenue (between Old Main and M13): 2 200 vehicles

There is a significant volume of through traffic, both north/south and east/west, that uses the roads in the CBD. Detailed information is not available, but it is indicated that the through traffic in some cases grows by more than 10% per annum, while the local traffic grows by about 3% per annum.

Road network and vehicle accessibility

The Pinetown CBD generally has a good regional accessibility. The position in road networks is excellent, with both the N3 and M13 nearby. The availability of north – south routes is limited, but the completion of the MR 577 to the north will strongly increase the accessibility of Pinetown. The regional road network hierarchy is shown in figure 1 below. The figure shows that the main access roads for the Pinetown CBD are the M13 and M19/M7 (St Johns Avenue) regional main roads.

Congestion on regional networks is relatively limited, although significant delays are experienced on the M13. The M13 west of Pinetown needs an additional lane per direction on Fields Hill, through Kloof and up to Hillcrest. This is anticipated to cost about 100 million Rand, but there is no budget available at the moment.

St Johns Avenue (M19) forms an important link in the regional road network and is the only missing part of freeway in the M19 – M7 connection. Capacity restraints on St Johns Avenue and the M13 interchange lead to difficulties to reach the M13 from the industrial areas north-east of the CBD and therefore more through traffic in CBD, including a relatively high percentage of heavy vehicles (see picture 8). The M13 interchange requires upgrading and St. Johns Avenue needs to be widened to three lanes per direction (including turning lanes), particularly on the bridge over Old Main Road underpass. As the underpass itself is not strictly necessary, there are plans to fill up the underpass and create a proper at grade intersection. The costs of this project amounted to 9 million Rand 15 years ago, but nothing happened as result of local objections.

The congestion on the road network within the Pinetown CBD is more problematic. Some of the main intersections in the Pinetown CBD experience serious congestion. This is the result of relatively strong traffic growth (about 5% per annum) and problems with parking and off loading of goods and passengers. Most serious congestion occurs on St Johns Avenue (M19) and on the Old Main Road west of town. The latter results in private vehicle traffic and minibus-taxis seeking their way through the residential areas south of the CBD and subsequently entering the CBD via Crompton Rd instead. The area around the Hill Street and Anderson public transport facilities is heavily congested as a result of suboptimal operations of the public transport ranks. Despite the above surveys show that congestion is hardly considered a problem by businesses. The road network hierarchy of the Pinetown CBD is shown in figure 2 below.
For more than ten years, there have been thoughts of creating a full off ramp of the M13 at Crompton Rd, which would increase the accessibility of the southern parts of the CBD. This may discourage through traffic to take Richmond Rd off ramp, but could encourage traffic to the industrial areas in the north east to travel through the CBD.

**Public transport**

Pinetown CBD is one of the four major public transport nodes in the eThekwini Municipality (with Durban CBD, Isipingo and Bridge City). It is the primary PT interchange point in the western portion of the municipality and is serving a large portion of the western part of municipality. Pinetown is classified as a key transport node on the High Priority Public Transport Network (HPPTN) to which public and private investments should be directed and encouraged. The priority network includes a link from Pinetown to the Durban CBD via the M13 and to the South Durban Basin via the M1. On both links there is a significant but relatively light demand (< 10 000 bi-directional peak hour person trips). There are no ‘major’ public transport corridors from Pinetown.

The Pinetown CBD is very well serviced by bus and minibus-taxi routes. About 300 public transport routes service the Pinetown CBD, of which about 191 are bus routes (operated by four bus companies) and about 111 minibus-taxi routes (CPTR 2004). The area is served by about 1500 vehicles every peak hour moving in the order of 20 000 passengers. Taxi services grow to a much greater degree than bus and rail services. Main destinations include Ntuzuma (1 800 bus and taxi passengers per hour in the am peak), Clermont Kwadabeka (2 800) and St Wendolins / Klaarwater (1 500). In 2004 about 45% of passengers travelled by bus, 50% by taxi and 5% by train.
connections from Pinetown. Pinetown rail station (see picture 10 above) is at the southern edge of the CBD.

Destinations for minibus-taxis include:
- Durban CBD / Warwick / Point
- Clermont / KwaDabeka / Kranskloof / Wyebank
- Pavilion
- KwaMashu / Ntuzuma
- Dassenhoek / KwaNdengezi
- St Wendolins / Klaarwater / Marianridge
- Hillcrest / Botha’s Hill / Nyuswa
- Cata Ridge / KwaXimba
- Ntshongweni / Summerveld
- Newlands
- Mahogany Ridge / Westmead
- Mpumalanga
- Phoenix / Gateway / Tongaat
- Umlazi / Isipingo
- Rosshburgh / Queensburgh
- Pietermaritzburg / Johannesburg

Destinations for buses include:
- CBD, Pinestreet, Warwick
- Inanda / Newtown / Ntuzuma
- Westmead / Mahogany Ridge
- Mpumalanga / eMophela / Georgedale
- Assagay / Ntshongweni / Summerveld
- Hillcrest / Botha’s Hill / Nyuswa
- Inchanga
- New Germany / Falcon Industrial Park
- Umlazi / Lamontville
- Queensburgh / Rosshburgh / Clairwood
- Chesterville
- Shallcross / Chatsworth
- KwaNdengezi / Klaarwater / Phumphele
- Phoenix
- Kranskloof

There are five bus ranks in Pinetown CBD and two main minibus-taxi ranks, Anderson and Hill Street Ranks. The public transport facilities are focussed in the south-western part of the CBD and are mainly accessed through Anderson Road. The formal public transport facilities in the Pinetown CBD are indicated in figure 3 below. Hill Street Bus Rank (see picture 11) is the main bus terminal in the area, but this facility is extensively used by minibus-taxis as well. Most facilities are in need of a serious upgrade, both with regards to capacity and character. Accessibility of the facilities could be enhanced through rationalisation of traffic flows within this area of the CBD. Initiatives to increase the capacity of the facilities by providing separate holding areas have failed, mainly as a result of resistance by taxi the industry.

![Picture 11: Hill Street Bus Rank](image)

Smaller ranks in the industrial areas around the Pinetown CBD have been promoted by the municipality to reduce walking distances, but only seem to work to a certain extent. There are a few ranks of significant proportions in the Westmead / Mahogany Ridge industrial areas. 71 bus routes and 33 minibus-taxi routes are serviced from these facilities, including direct connections to various main destinations in the municipality. Despite this, high numbers of workers walk to and from these areas to the Pinetown CBD for public transport connections. This is even stronger the case for the industrial areas north-east of the CBD, which are being served by 18 bus routes and 4 minibus-taxi routes only.
Non-motorised transport and road safety

As mentioned above, the transport infrastructure in the Pinetown CBD is historically mainly focussed on private vehicle traffic. Relatively little effort has been put into the comfort and safety of non-motorised transport. Pedestrian movements have increased significantly in recent years. High volumes occur particularly to and from the public transport facilities in the south-western corner of the CBD. Pedestrians walk relatively long distances through the CBD from adjacent industrial areas to the taxi ranks. The main pedestrian movements in, to and from the Pinetown CBD are shown in figure 4 below.

Hill Street East is the only suitably landscaped pedestrianised area in the CBD, although the street furniture is quite rundown at the moment. Most of the small lanes that exist between the main roads in the south-western corner of the CBD are free of car traffic and seem suitable for pedestrian movements, but people tend to avoid the lanes because of security reasons (see picture 13).
The main roads through the CBD and the high traffic volumes on these roads, most particularly Old Main Road, Moodie/Glenugie and Crompton, are experienced as being very restrictive for comfortable and safe pedestrian movements between the different areas of the CBD. On Old Main Road, Hill Street and Anderson Street barriers or fences in the median prevent pedestrians of crossing mid block, which often requires longer walking distances. Pedestrian crossings at the very large intersections of Old Main Road are unpleasant and unsafe as a result of long crossing distances and conflicts with turning car traffic. Pedestrian movements in the south-western part of town are often obstructed by double parked or off loading vehicles and congestion.

The Pinetown area is one of the five worst areas with regards to overall traffic accident occurrence and accidents involving mini-bus taxis within the eThekwini Municipality. There are no accident statistics available for the CBD specifically. In certain parts of the CBD the accident rate will be relatively low as a result of congestion and low vehicle speeds. In other parts higher accident rates will occur as a result of high vehicle speed and large and complicated intersection layouts.

Parking

A survey that was done as part of the development of the Economic Development Plan shows that insufficient provision of parking is the second highest rated problem by business owners in the Pinetown CBD. Parking studies show, however, that there is no general shortage of parking, even in the Hill Street area. The total parking supply in area around Hill Street West exceeds the demand, but there is a shortage of on street parking (see picture 14). Off street parking facilities like the Chapel Street Parking, which was intended to relief parking in the Hill Street area, are underutilised due to pedestrian access constraints and security problems. An educated guess of the location of off-street public parking facilities is shown in figure 5 below.
Issues
An overview of the main traffic and transportation issues that were found in the above analysis are shown in figure 6 below.

Conclusions
From the traffic and transportation analysis the following conclusions were established:

- The Pinetown CBD has a great accessibility both from a public transport and from a private vehicle point of view. The position in the road network is favourable and the new MR577 to KwaMashu will add to that. Bus and minibus-taxi connections exist to all relevant destinations within the eThekwini Municipality.

- The dominance of motorised transport seriously compromises the comfort and safety of non-motorised transport movements in the CBD area. Particularly Old Main Road is experienced as being a barrier in the localised urban movements. There is a serious lack of high quality pedestrian linkages between the main destinations in the CBD. The same applies to attractive public open spaces.
The relatively large volumes of through traffic, of which a relatively large part are heavy vehicles, create additional congestion and nuisance and do not contribute to CBD’s economy. Congestion and infrastructural deficiencies on the regional road network around the Pinetown CBD contribute to this.

Parking facilities are not utilised efficiently in the Pinetown CBD. In the area around Anderson and Hill Street there is a shortage of on-street parking, partially the result of chaotic public transport operations, double parking and loading of goods. Off-street parking facilities are generally underutilised. This is the result of the insecure and inconvenient accessibility on foot and poor information and signage for vehicles entering the CBD.

Public transport arriving and departing from the Pinetown CBD suffers from a lack of rank capacity and disorganised operations. Vehicles regularly block entrances or even whole streets, leading to serious congestion and chaos. There is no separate holding area for minibus-taxis provided and the drivers tend to off load and load passengers at inappropriate locations.

Towards solutions
A functional redesign of the transport infrastructure and operations in the Pinetown CBD will be required:

- The public transport function needs to be enhanced. It seems that both more space will be required and operations need to be rationalised. Rationalisation would include: compulsory holding areas, designated off loading areas, one loading bay per destination, clear signposts and passenger information. Rationalisation should be accompanied by strict enforcement;
- Through traffic should not be accommodated in the Pinetown CBD, but on the regional road network surrounding the CBD (M13, M19 and M7) instead. High level accessibility must be aimed at parking and public transport facilities in the Pinetown CBD. This requires high capacity radial road connections between the regional road network and the major parking facilities, but would at the same time allow for the downgrading of major through road in the heart of the CBD. This concept is indicated in the proposed road network hierarchy for the Pinetown CBD as shown in figure 6 below. It would also require upgrading of specific linkages in the regional network, possibly including the intersections of Old Main / St Johns and the M13 interchanges at St Johns and Crompton;
- The dominant pedestrian desire lines in the Pinetown CBD, as shown in figure 4, need to be addressed. The most prominent pedestrian movements occur in the rectangular area indicated in figure 7 below. In this area of the CBD high quality pedestrian facilities should ensure safe and comfortable pedestrian movements and a pleasant urban environment. This effort should also increase the pedestrian accessibility off-street parking facilities.

- Specific parking provisions must be made for specific purposes and user groups:
  - Residents (off street, secure)
  - Short term visitors / shoppers (on street, more expensive than off street)
  - Long term visitors / shoppers (off street, paid, accessible, secure)
  - Loading bays for shops and informal traders (on-street, short term)
  - Taxis holding and off-loading (separate facilities)
Section 4: Services status quo

**Water**
- Both trunk mains (see figure 8 below) and domestic mains feed the area of the Pinetown CBD
- Existing water capacity is sufficient for practically any type of development
- In two years time an increase of the capacity is anticipated
- A R150 million project to replace all uncoated and problematic water mains is currently running. Most of these pipes have become thin and worn out and are beyond their useable life. This is currently resulting in failures and water losses due to leaks. The project started in July 2007 and will run for 3 – 5 years.

**Sanitation / sewerage**
- There have not been detected any capacity problems by the municipality. New developments can easily accommodated by the existing system.
- The municipality has made note of structural problems to get access to the sewer line laid underneath the marshalling yards close to the pedestrian bridge. There is about 8 metre of fill material on top of this line and the line needs to be realigned to be able to service it;
- In case of road widening and realignments, the position of sewer lines need to be confirmed and communicated to municipality before any work is attempted. Especially the lines that cross or run parallel to St Johns Avenue are critical.

**Storm water**
- The current stormwater system has sufficient capacity to accommodate new developments. Developers need to provide storm water management plans, as well as an attenuation facility for sites, because individual connections to the main lines are not required;
- Some of the old sites have soak away systems (boreholes that help to recharge ground water during droughts);
- Existing sewer lines in Bamboo lane are currently being upgraded to bigger sizes (just outside our study area);
- There are no serious problems with storm water in the Pinetown CBD and the culverts are working efficiently. However, the municipality voiced their concern with regards to the clearing of stormwater systems from all the litter that flows into the system, which bears huge cost implications. The public needs to be made aware of this issue.

**Electricity**
- The existing 133kV overhead cables will be upgraded to 275kV power, because they are worn. This will help to increase the performance of the electricity network;
- There is an existing 32kV substation alongside Underwood road. This sub station needs an upgrade from 33kV to a 132kV power;
- Durban Electricity has two options for the positioning of a new substation. Option one is next to the Knowles Centre, option two is just outside Checkers on St Johns Avenue (see figure 8 below). An Environmental Impact Assessment report has been submitted.

**Roads**
- There is nothing in the capital budget for the next 3 – 5 years for the Pinetown CBD area, in terms of road widening or upgrades and new constructions
- For the greater Pinetown area the following projects are conducted:
  - Minor Sidewalk project - upgrades and construction in the Clermont and KwaDabeka areas
  - Upgrading of Wiltshire Road between Richmond Road and Hans Dettman Highway
- Problems are experienced with regards to the large and diverse informal trading sector. There is a lack of space on the sidewalks and appropriate street furniture is not provided.
- The quality of roads was rated at a low level by business owners (survey conducted for Economic Development Plan). The quality of roads was rated 60% or less for all sub areas.
- Sidewalks are generally worn throughout the CBD.
- Sidewalks of ‘the lanes’ (south western quadrant) have recently been upgraded
Figure 8: Service infrastructure overview
ECONOMIC ASSESSMENT

Glenn Robbins
Pinetown CBD: Economic Situation Notes

These notes reflect the content of material in recently commissioned reports of relevance to the area and some preliminary fieldwork and observations by the project team.

Pinetown CBD in its metropolitan context

- Strategic location on Durban-Pietermaritzburg transport corridor
- 2nd most important business services centre with strong manufacturing links – 10% of metropolitan GDP.
- Pinetown contributes double the GDP of all the other secondary nodes combined (Amanzimtoti, Verulam, Tongaat).
- Around 40% of greater Pinetown area GDP generated in greater CBD (with 50% of this being manufacturing).
- Growth rate around 6% - slightly above metro average.
- 2004 employment at 55085 – growth of 1.2% since 1999. Finance and business services up from 16% to 18%, trade up from 15% to 17%, government services at 11%.
- Role as inter-modal link to be enhanced with Duffs Rd-KwaDabeka link MR 577 and in relation to peri-urban RDP housing development
- Second major employment node in metro region (including industrial areas)
- Property markets – Greater Pinetown area has 20% of gross lettable Durban commercial (mall) space [probably constant with new Westville mall on m13] (includes Pav!). Built of GLA in Pavillion, Sanlam Centre with about 30% of R188337m2 in CBD (future pressure likely to come from Hillcrest malls and new Westville Mall).
- Office parks along M13, at Westway and further West are likely to place much pressure.
- NB that vacancy rates in CBD were at 20% in 2005 compared to 3.8% in decentralised nodes and closer to 10% in Durban CBD. [Pinetown lost business to decentralised nodes along with Durban CBD – despite being a decentralised node itself.] Present vacancy rates are closer to 12% but with sub-optimal use common.

The Pinetown CBD market

The CBD is characterised by its role as serving the following key markets:
- Public transport interchange
- Entry to mid level retail, with a mix of both independents and chains as well as a proliferation of informal economic activity (street level and from building stock) – clustered in western portion with an additional, node around the Pinecrest Mall. Retail is in Hill Street to West area of CBD is characterized by cash sale business with a strong emphasis on groceries. The main value-oriented chains are present as well as a range of independents. Credit sales are present in the form of independent and chain furniture stores. In clothing and household goods the independents dominate this area with chains largely having shifted to the Pinecrest Mall as its tenants have moved to other malls.
- Government front office functions
- Service industry (legal, health, insurance etc) with a small enterprise focus. It is notable that the service function connection to the industrial areas has declined markedly due to changes in business practices, technology and concentration of these activities in new decentralized office nodes.
- Motor retail/service and hardware/building improvement are a significant presence along Old Main Road and the road running parallel to Old Main Rd to the South. These range from chains to numerous independents.

The dimensions of the catchment area have been described as:
- Catchment of 108019 households (10368 primary, 28188 secondary, 69463 tertiary).
- Catchment has slightly better education profile than metropolitan area as a whole. 50% households in total catchment earning less than R1600 a month.
- 350 informal trading permits in Hill Street/Stanfield Lane area of a total of around 800-1000.
- Majority of visitors surveyed in CBD come for shopping and work, followed by banking and entertainment. Majority spending sums of around R50-R250 (groceries, clothes.
- Overwhelming bulk traveled by taxi, in northern precinct private car rises to 30%.
- Likes – range of stores, cleanliness, convenience. Dislikes include crime, congestion (street and roads).
- Business survey – 20% of firms have been in area 10-15 years, 20% for 5-10 years, 20% for 2-5 years. Most considered small businesses. Most seen profitability static or rising. Low average employment (survey dominated by small firms). Main advantage of location is central location. Main problems were crime, lack of space for parking and

Table 5: The Size of the Shopping Centre Sector

<table>
<thead>
<tr>
<th>Type of Space</th>
<th>Durban CBD</th>
<th>Central nodes</th>
<th>Western nodes</th>
<th>Northern nodes</th>
<th>Southern nodes</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-grade</td>
<td>6,298</td>
<td>161,281</td>
<td>221,757</td>
<td>238,865</td>
<td>92,360</td>
</tr>
<tr>
<td>A-grade</td>
<td>114,038</td>
<td>31,596</td>
<td>54,784</td>
<td>143,879</td>
<td></td>
</tr>
<tr>
<td>B-grade</td>
<td>140,689</td>
<td>37,817</td>
<td>76,590</td>
<td>22,932</td>
<td></td>
</tr>
<tr>
<td>C-grade</td>
<td>433,446</td>
<td>24,452</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>688,123</td>
<td>93,805</td>
<td>131,374</td>
<td>175,109</td>
<td></td>
</tr>
</tbody>
</table>

Source: South African Council of Shopping Centres 2006/7

Table 4: Size of the Office Market in m²

<table>
<thead>
<tr>
<th>Type of Space</th>
<th>Durban CBD</th>
<th>Berea</th>
<th>Westville</th>
<th>Umbhlanga/La Lucia</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-grade</td>
<td>6,298</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-grade</td>
<td>114,038</td>
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<tr>
<td>Total</td>
<td>688,123</td>
<td>93,805</td>
<td>131,374</td>
<td>175,109</td>
</tr>
</tbody>
</table>

Source: SAPOA, 2007
expansion. [Private car owners made up bulk of earnings but not bulk of business visits in all precincts!] Priority needs from municipality: cleaning up (44%), crime reduction (20), parking space (12), taxi control (8), road upgrades (8).

Table 8: Western Nodes Shopping Centres

<table>
<thead>
<tr>
<th>Name of Centre</th>
<th>Size (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Pavilion - Westville</td>
<td>108,000</td>
</tr>
<tr>
<td>Santam Centre - Pinetown</td>
<td>39,990</td>
</tr>
<tr>
<td>Kloofies Centre - Pinetown</td>
<td>15,038</td>
</tr>
<tr>
<td>Westville Shopping Centre</td>
<td>12,567</td>
</tr>
<tr>
<td>The Village Market</td>
<td>11,143</td>
</tr>
<tr>
<td>Mahvern shopping Centre</td>
<td>12,203</td>
</tr>
<tr>
<td>Waterfall Shopping centre</td>
<td>12,000</td>
</tr>
<tr>
<td>Montclair Mall</td>
<td>13,826</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>221,757</strong></td>
</tr>
</tbody>
</table>

Source: South African Council of Shopping Centres 2006/07

With regard to vacancy rates Pinetown does not feature substantially in this data as much of the office space is c grade or in smaller non-captured buildings. Estimates place the vacancy rate at around 10-12% with only between 10-20% of supply in anything above c grade. With the rapid growth of office development in other Westville nodes and further West in the A and B grade categories it is likely that the area will struggle to attract major tenants. However, there is an opportunity for cost conscious companies to be located in the area if they have a preparedness to refurbish or if developers are interested in refurbishing as office demand is likely to remain strong for some time – in higher categories. There is scope for municipal investment to help set signals in terms of the quality of any refits of existing public facilities in the area.

Small companies are likely to continue to be a source of demand for smaller office blocks and c grade space, but even this can be lost if urban management is not improved as these functions can easily shift into residential areas or fill up gaps in other office nodes.

Graph 10: Westville - Gross Office Rentals

![Graph 10: Westville - Gross Office Rentals](source)

Source: Rode’s Report

Graph 11: Pinetown - Gross Industrial Rentals

![Graph 11: Pinetown - Gross Industrial Rentals](source)

Source: Rode’s Report

Recent investments
Recent re-developments include Knowles and Sanlam centres, Crompton street Club Leisure Group, McDonalds and CTM on cnr Old Main and Crompton. New retail along Kings Rd opposite Pinecrest (Sanlam). Some residential take up in terms of new blocks of flats, duplex type units [option re social housing and gap markets?? – speak to Heather/Stuart].

Institutional fabric
- Chamber of Commerce, Taxi associations, Informal trader committees, Propnet, Residents associations. [are these functional? + ward councilors?]
- Some interesting lessons from other projects explored in document (pg 95).
- Development opportunities – residential with new mixed use nodes, transport precinct with shopping etc, public services node + green space [– character and identity need attention – content and form!!]

Development nodes reported on in previous studies
- Marshalling yards (12ha) possible opportunity as irregularly used for freight apart from passenger rail.
- G Muller and Associates, July 2007, Pinetown Marshalling Yards Socio Economic Study and pre-feasibility: marshalling yards as high visibility development node along m13. No clarity from Propnet/Transnet

Some strategy considerations
- IDP 2002-2006 economic priority for urban core: improve investor confidence; regenerate economic zones to stabilize existing investment and attract new growth; invest in and facilitate flagship project to reposition city economy; implement informal economy support policy; ensure rapid response to development applications.
- See Pinetown CBD as destination in own right not just as nodal transfer point – therefore invest for this.
- Major capital required to realize this and reorganize space.
- Informal sector occupied space and no real provision for them – this helps drive conflict.
- Need for localize urban renewal team to build trust and work systematically on all issues.
- Offers some very sound street scale interventions – in part a follow on of Hill Street West interventions and proposals in Iyer Rothhaug report (2004)

The logic of the CBD area as developed in previous years – along with various public and private investment and associated plans and land uses shows an increasing disconnect from both existing demand and patterns of development at competitor sites. The status of the node as a key area of public policy commitment must be reaffirmed as it represents a rare case where thresholds exist to consider development of a different model form that at new privatised city nodes (eg Umhlanga Ridge). Any strategy must also take account not only of overall identify of CBD and its commercial/social positioning but also specific zones that might offer very different experiences/opportunities. This is represented in part in the image below.
Economic development summary points

<table>
<thead>
<tr>
<th>Key Issues</th>
<th>CONTEXT</th>
<th>SITE/PRECINCT</th>
<th>Challenge/Implication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development and Growth</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1. Accessibility resulting from major transport interchange and proximity to M13/N3</td>
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<td></td>
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<tr>
<td>2. Under-developed space, nodes and corridors with scope for mixed use development potential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Historic role of inclusive and social housing component could be expanded</td>
<td></td>
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<td></td>
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<tr>
<td>4. Land management to integrate with surrounding uses and secure aligned development opportunities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opportunities</td>
<td>Threats</td>
<td>Strengths</td>
<td>Weaknesses</td>
</tr>
<tr>
<td>1. Changing business processes (public and private) rendering some service node roles obsolete (eg electronic banking for industrial firms)</td>
<td>1. Decaying building and public realm stock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Loss of key retail drivers to sub-urban malls (new and established) along with certain consumer bands and the ability of these new nodes to service markets that Pinetown used to service</td>
<td>2. Electricity, water and basic infrastructure and basic built form</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Loss of office users and failure to capture new major tenants due to competitive developments in Westville area and further west</td>
<td>3. Proximity to significant urban residential and industrial/light industrial markets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Ongoing loss of identity and urban management driving away other business opportunities</td>
<td>4. Wide profile of public and private users of space providing crucial scale and scope in commercial/service industry terms</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Relatively low vacancy rates and mid level rental charges</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shorter term:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Urban node branding and visibility through signage, strategic urban design interventions. Urban design signaling future of public commitment</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2. Opening up of process to develop landmark municipal/public space and asset at heart of CBD including consideration given to enhanced cultural assets (library, art gallery, public meeting venues, open spaces). Concept of mixed use public node with combination of private opportunities</td>
<td>2. Clearer alignment of different zones and their interfaces to meet needs of adjacent spaces (enhancing a sub-metropolitan role)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Setting up of urban management consultative forum with CBD stakeholders – a mini ITRUMP structure to deal with urban management on system basis</td>
<td>3. Necessity to improve identity and inter-connectedness of key zones (enhancing node functioning and rationale) – not only intra-cbd but also between cbd and industrial districts</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>