



**UNIVERSITY OF  
KWAZULU-NATAL**

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**INYUVESI  
YAKWAZULU-NATALI**

**An analysis of the socio-economic impact of inner city urban regeneration  
as a strategy against urban decline: The Case of Durban Point Precinct  
Development.**

**Zinhle Pamela Mnikathi**

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Regional Planning, School of Built Environment and Development Studies at University  
of KwaZulu-Natal**

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COLLEGE OF HUMANITIES  
DECLARATION – PLAGIARISM

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## List of Abbreviations

CBD	: Central Business District
CCIDs	: Central City Improve Districts
CIDs	: City Improvement Districts
BIDs	: Business Improvement Districts
DPDC	: Durban Point Development Company
FISCA	: Financial Intelligence Centre Act
GNP	: Gross National Product
IDP	: Integrated Development Plan
JDA	: Johannesburg Development Agency
LED	: Local Economic Development
RDP	: Reconstruction Development Programme
SEIA	: Socio-Economic Impact Assessment
UDC	: Urban Development Corporations
UDF	: Urban Development Framework
UDS	: Urban Development Strategy
UDZ	: Urban Development Zones

## Abstract

Most of the inner cities and big towns have in one way or the other experienced urban decline. So many reasons can be attributed to urban decline, including but not limited to, property abandonment, crime, high unemployment and the rundown of inner city services, leading to the failure to attract new investment. The study was aimed at analysing the socio-economic implications of urban regeneration as an approach to curb inner city decline. The study focused on exploring the extent of the inner city urban regeneration strategy's impact on primarily socio-economic issues in creating a sustainable inner city urban environment. This was by exploring the applicable inner city principles, the institutional involvement, socio-economic sustainability and the challenges and outcomes experienced with the urban regeneration Durban Point Precinct project, in proving whether it was an ideal strategy or not. The study utilised qualitative research methods, primarily face-to-face interviews, direct observation and questionnaires.

The study was conducted in the Durban Point Precinct Development area, south of the Durban Central Business District, along the Durban beachfront to the harbour entrance. The development falls within the eThekweni Municipality Central Municipal planning region, under the strategic priority area within the eThekweni Municipality's Integrated Development Plan (IDP). The study area is historically known to be neglected in terms of development, particularly because of the run-down areas within the study area. This study focused on investment as a catalyst for redevelopment in order to improve the Point area and reverse the much-noted decline and bad reputation of this area. With the current development of the Durban Point Precinct, a sample of six properties, inclusive of business operations and residents, was drawn out of the 54 properties selected for redevelopment within the area. As part and parcel of the sample size, five residents were drawn from the 45 units occupied.

The theoretical framework for the study was based on: The Neoliberalism Theory, the Competitive City Theory, the Communicative and Collaborative Planning Theory and the Modernisation Theory. Arising from this, the findings of the study indicated that the Durban Point Precinct regeneration development project proved to be driven more towards the future economic success for a more mixed-use and waterfront destination, with minimal social success. It was further revealed how the regeneration project, although incomplete, provided sustainable measures through the satisfaction of the current residents and business operations,

and with the objective of a world-class waterfront development. One of the study's recommendations stated that in order to avoid public objections to the development, the local people had to be given the opportunity to participate in the decision-making process and be involved in the urban planning process. Regeneration of the area could also only succeed by finding the necessary partnerships.

The study concluded that the inner city urban regeneration strategy was the ideal approach in dealing with declined areas as it placed much focus on economic and social life. It further concluded that in retracting the loss of the inner city, urban regeneration acts as a suitable tool in addressing redevelopment and rebranding of the inner city.



## **Chapter One – The Introduction to the Study**

### **1.1 Background**

Urban regeneration as a strategy for city clearance of declined inner cities gives rise to the betterment of economically and physically sustained urban areas. In light of this, Lorens (2008) shares insight on how urban regeneration is viewed as a contemporary strategy of urban development. Currently, many cities are actively working to reinvest in affected areas through the encouragement of mixed-use developments, new transit systems and a ‘live, work and play’ urban environment (Granger, 2010).

The state of the inner city represents the character of the city as a whole, and informs which and how urban issues are to be addressed. Drawing from this, Couch (1990) shares insight as to how inner cities response to economic and social issues, have grown, declined or undergone major restructuring since the beginning of civilisation.

Reclaiming abandoned buildings and urban spaces, the attraction of new investments and the integration of different modes of transport reinforce the attributes of a successful urban regeneration strategy for distressed inner cities. Research comprehensively reveals how the imbalances of the past have resulted in the evolution of inner cities, with decentralised planning of urban sprawl causing urban decline (Dixon and Colantonio, 2009). The current situation of inner-cities reinvesting in affected urban areas revolves around the notion of what Granger (2010) refers to as how the intense design, renewal and increased private investments have seen more than a decade of uninterrupted growth, investment and economic buoyancy that has led many cities out of structural decline. This has, however, presented new current urban problems such as poverty, crime, unemployment and reduced economic investment, because of distressed inner cities.

Researchers argue urban development in recent years is viewed as urban renewal, rather than urban regeneration, as it focuses primarily on the physical aspects, rather than on economic or social aspects, is designed exclusively and has limited impact in addressing existing needs (Granger, 2012). Arguably, Chapple, and Teitz, (1998) draw knowledge from how the current social and economic trends have resulted in a particular challenge to the growth of the inner-cities, and Dixon and Colantonio (2009) make reference to how during the 1980’s,

regeneration projects focused mainly on the physical and economic renewal of degraded inner-city areas. In light of the above, urban regeneration has transcended to more of an integrated approach, incorporating social, cultural, economic and environmental improvements.

Inner cities are primarily the core of major cities, and tend to have higher population densities that are distinctively viewed as physical, economic, cultural and institutional facets. Post 1994, inner-city decline has become a common phenomenon in many of South Africa's large urban centers. In this regard, local authorities have tried various techniques to grapple with the problem. For example, the eThekweni Municipality in its Integrated Development Plan (IDP) stipulates how strides have been made to address the development challenges such as high rates of unemployment, economic growth, infrastructure degradation, high levels of poverty and unsustainable development practices, to mention a few (eThekweni Municipality, 2014/15). In light of this, the Durban Point is part and parcel of the 'Strategic Priority Areas' plan, which aims at creating a sustainable city. Mahlaka (2015) further traces how most inner cities in South Africa present two choices to property investors: withdraw their investment from the inner CBD or remain and not withdraw their investment. The viability of renewal projects can only be achieved through the cooperation of the public and private sectors as urban regeneration projects require linking to public transport nodes in order to make them more accessible to the public.

The city of Johannesburg has presently put substantial resources into turning around the state of the inner city, where crime rates have decreased due to intensive policing and the occupancy rates have increased due to the combination of quality properties and low rentals. This resulted in investment confidence (Gauteng Government, 2007).

Known as Mahatma Gandhi Point (Road), the Durban Point is Durban's most historic and momentous urban quarters but puzzlingly, it is one of the most under-utilised assets within the city (Durban Point Development, 2009). It is a broad strip of land reaching from the city to the harbour mouth which has historically been excluded from the main development thrust of the city, simply because the land south of Bell Street was in public ownership, largely by the railways, the state and the city; which rendered the area sterile and perceptively abandoned (Peters, 2008). The regeneration of the Durban Point brought about the implementation of the uShaka Marine World project, a catalytic project which created a

much-needed development stimulus for the city. The historical urban decline of the Durban Point sparked a strategy aimed at regeneration, where much development is presently taking place.

The Durban Point area is one of the inner city's nine districts that proved to be a potential area for urban regeneration, densification and new development. Currently, the Durban Point is surrounded by new and old buildings, which emphasises the success of the area's regeneration. This has taken shape post-democracy through the economic development strategy that allowed for the redevelopment of Point. The Durban Point Precinct Development is a clear distinction of the success of inner-city regeneration, mainly because of how urban regeneration encapsulates the perception of the city's decline, ensuring a new basis for economic growth and social well-being. The Durban Point Precinct is now a 'waterfront city' with a natural cul-de-sac, and is part and parcel of the city; i.e. its separation is no longer emphasised (Peters, 2008).

## **1.2 Research Problem**

The concerning urban problem faced with inner cities is the notion of urban decline. Drawing from this, a number of researchers have reported that urban decline is the result of the deterioration of the inner city and is often caused by a lack of investment and maintenance, alongside a decline in population numbers, decreasing economic performance and unemployment (Doucet, 2010). The Institution of Civil Engineers (1988) provides an in-depth analysis of how inner cities decline, depicted by facets of poverty, pollution, crime, overcrowding, poor housing conditions and unemployment. On the basis of the above, inner city decline stems from a decline in the local economy, that affects both private and public enterprises in the area. This decline then causes despair for the residents; the visual and physical effects of living daily life among empty lots, abandoned buildings and condemned houses.

Poverty as part and parcel of inner-city urban decline speaks to the notion of structural economic shifts that reflect the inadequate human capital of the labour force. The decline of inner cities sprouts inner-city poverty, where the economic breakdown causes businesses to fail since cities grow because of momentary economic booms (Chapple and Teitz, 1998). Pacione (2009) identifies economic decline of the inner city as the association with

unemployment that speaks to the contracting industrial base due to recession in the economy, deindustrialisation and the rundown of traditional inner city services and industries. An example of this is the ripple effects on the local economy resulting in the failure of small dependent firms, the failure to attract new industry and labour constraints.

Unemployment is highly influenced by the economic changes in declining inner cities and creates an added social disadvantage affecting the residents in the inner-city decline. Acioly (1999) characterizes this social disadvantage resulting from the high levels of unemployment and low-wage jobs available as diminished community spirit, leading to the anti-social activities of crime and vandalism of the inner city and its buildings. With reference to urban vitality as a contributing factor to inner city decline, the physical environment, with the devaluation of real estate properties, and the impoverishment of the population leads to social unrest that is common in many inner cities. Adding to this social unrest is the common phenomenon of overcrowding, due to a lack of affordable accommodation and high population densities, and social and economic segregation, alongside with violence and criminality (Doucet, 2010).

Inner city urban decline causing poverty, unemployment and crime seemingly leads to the disadvantage of the inner city investment growth opportunities, according to Carter and Polevychok (2006). These authors further posit that disinvestment in the declining inner cities is also a result of housing abandonment, impoverishment and the depopulation of the inner city. Drawing on an extensive range of sources, Pacione (2009) further depicts how the visible features of many inner-city areas allude to the notion of physical negligence and the absence of amenities, making this neglected appearance a base reason for the age of urban decline in the inner cities.

The urban decline in South Africa has proven to be a major result of poor planning decisions that have caused poor urban management by the public sector. Rapid racial transition and uneven distribution of wealth are the cause of the degradation and crime in most South African inner cities. The Johannesburg inner city experienced a spate of poor planning decisions that resulted in the absence of urban management during the period of the 1990's, alleges Jackson (2013). Urban decline as a result of poor management is also apparent in the Durban Point area, with the physical deterioration of the Point area providing a clear indication of this, together with social unrest in relation to the issue of safety.

The aim of this study is to explore the socio-economic impacts of the inner city urban regeneration as a result of the Durban Point Precinct development. The study therefore also seeks to reinforce how urban regeneration, in an attempt to redevelop an area, proves to be the best strategy for overcoming further urban decline. In unpacking how urban regeneration as a strategy contributes to a sustainable environment for urban areas within the city, the study seeks to explore the social aspects relating to safety, crime, unemployment, social segregation and housing. Parallel to this, the study will further explore the economic aspects relating to affordability, business activities, income groups and land prices associated with urban regeneration. With much reference to the socio-economic aspects explored, the study seeks to discover processes for dealing with the current urban decline and the identification of partnerships for creating a modernised urban environment within the Durban Point area.

### **1.3 Main Research Question**

To what extent can the inner-city urban regeneration strategy impact on the socio-economic issues in creating a sustainable urban environment?

### **1.4 Research Aim and Objectives**

The main aim of the study is to analyse the socio-economic implications of urban regeneration as an approach to curb inner city decline using the Durban Point Precinct Development as a case study.

The study intends to accomplish the following objectives:

- 1.4.1 To explore the current inner city principles and tools used to deliver sustainable inner-city regeneration for the Durban Point Precinct.
- 1.4.2 To examine the extent to which socio-economic sustainability is incorporated with the inner-city regeneration for the Durban Point Precinct.
- 1.4.3 To explore the extent of institutional involvement in enhancing the socio-economic benefits of the inner-city urban regeneration for the Durban Point Precinct Development.
- 1.4.4 To identify the challenges associated with the inner-city urban regeneration of the Durban Point Precinct Development.
- 1.4.5 To explore the outcomes of the inner-city regeneration of the Durban Point Precinct.

## **1.5 Subsidiary Questions**

- 1.5.1 What are inner-city planning principles that promote regeneration in the Durban Point Precinct?
- 1.5.2 What are the socio-economic benefits resulting from inner city urban regeneration?
- 1.5.3 How can institutional/ stakeholder involvement enhance inner city urban regeneration for socio-economic benefits?
- 1.5.4 What are the main challenges experienced during the implementation of an urban regeneration strategy?
- 1.5.5 What are the outcomes of the inner-city urban regeneration projects in the Durban inner city?

## **1.6 Hypothesis**

Socio-economic elements are the pivotal facets in dealing with the urban environment. Given the current state of urban decline within the inner city, urban regeneration is the key strategy in the re-establishment of the declined areas.

## **1.7 Study Justification**

The primary aim of the study was to explore and analyse the socio-economic implications of urban regeneration as an approach to curb inner-city decline. It further aimed to determine the extent to which the Durban Point Precinct Development, as a regeneration project, contributes towards eliminating inner-city urban decline. It makes a contribution to the body of knowledge on town planning in terms of understanding city transformation and the beautification of inner-cities through urban policies, which mainly deal with the growth of cities. It further produces knowledge in terms of planning theories such as collaborative, communicative and competitive city planning which emphasises the remaking of cities. On the basis of the above, the study presents how the life of cities is an important contributing factor to society and the economy.

## **1.8 Limitations of the Study**

A significant limitation experienced by the researcher for this study was financial constraint. The researcher also experienced the challenge of possibly not investigating the significant socio-economic impact of inner city urban regeneration, specifically the Durban Point Precinct Development, further because the sample size was too small. This was mainly because the development project is incomplete and the private access into the residential units required for the study. Nevertheless, the researcher successfully managed to conduct the study, which provided accurate information regarding the socio-economic impact of inner city urban regeneration, with the aim of analysing the strategy in curbing urban decline.

## **1.9 Dissertation Outline**

This dissertation has been divided into seven chapters.

### **Chapter One: Introduction to the Study**

This chapter introduces the aim of the study, along with the study area's background. It also specifies the research problem, objectives and subsidiary questions which guide the outline of the complete dissertation. The limitations and justification for the study are also captured in this chapter, together with the research hypothesis.

### **Chapter Two: Research Methodology**

This chapter underpins the study's data collection method approaches in order to obtain findings for the study. It further indicates the type of research approach undertaken and the advantages of the chosen method. Primary and secondary sources are defined, as well as the identification of the key informants that will contribute relevance to the study. Lastly, it will indicate the research tools required for the study which are: interviews, observation, questionnaires and the chosen sampling method.

### **Chapter Three: Conceptual and Theoretical Frameworks**

The theoretical and conceptual frameworks are introduced in this chapter. Key concepts are defined and the theories cohesively respond to the research problem at hand.

#### **Chapter Four: Literature Review in the International and South African Context**

This chapter introduces the existing literature on inner city urban regeneration against urban decline from international and South African perspectives.

#### **Chapter Five: Historical Background of the Case Study**

This chapter will further explain the historical background of the case study and how the regeneration project came into play for the inner city of Durban. It will further indicate the rationale for undertaking the redevelopment of the area and highlight the socio-economic indicators that contributed towards the case study. A case study is used to provide a clear understanding of the research phenomenon.

#### **Chapter Six: Research Findings, Data Analysis and Interpretation**

This chapter deals with the research findings, where results will be analysed thematically. The answered questionnaires and interviews will be analysed through coding of the data captured, which will highlight the general responses. On the basis of the analysis, the data will be interpreted and used to draw a conclusion from the research findings.

#### **Chapter Seven: Summary of Findings, Conclusions and Recommendations**

This chapter provides the summary of the findings based on the objectives and the key question of the study. Recommendations will be made based upon the research findings.

### **1.10 Conclusion**

The chapter underpins the aim of the study in that it shares the main research question, followed up by the subsidiary questions and the hypothesis. Together these provided answers and drive the whole dissertation in proving the assumed hypothesis. The synopsis of the case study area – the Durban Point Precinct Development – depicted in this chapter, has made note of the current state of the area and the derived notion of the need for regeneration. In order to deduce the rationale of the study, this chapter managed to share insight into how important the research is and includes the extent of the limitations. The chapter further provides an outline of all the chapters that constitute this dissertation.

## **Chapter Two - Research Methodology Used for the Study**

### **2.1 Introduction**

In order to collect the information required for this study on the inner-city regeneration project of the Durban Point Precinct, the researcher has adopted a qualitative research approach. This chapter presents the research method used in the study, the sampling techniques, data collection, data sources and data analysis. The aim of this study was to analyse the impacts of inner-city regeneration against urban decline on a socio-economic scale.

### **2.2 Research Methodology**

According to Goddard and Melville (2001:1), research is defined as not just a process of gathering information, "*it is about answering unanswered questions or creating that which does not currently exist*". In essence, a research methodology is a defined system for unraveling a problem that comprises of the specific tasks, phases, tools and techniques for the collection of data (Kothari, 2002). The intention of the research methodology is to give the work plan for the study.

Qualitative research is defined as a method of research that relates to understanding some aspect of social life and generally aims to understand the experiences and attitudes (Patton and Cochran, 2002). The Durban Point Precinct Development comprising of economic activities such as office spaces, retail outlets, restaurants and entertainment will form part of the data collection that will be obtained through primary and secondary sources. The qualitative approach is useful in studying societal issues and provides insight into people's views, opinions, attitudes, behaviour, concerns and aspirations. The study alludes to the socio-economic impacts of inner-city urban regeneration, where the respondents (residents and business enterprises) revealed their opinions or concerns by answering the questions presented to them.

### **2.3 The Selection of the Study Area**

Durban's Point Precinct area pre-regeneration was an area that was highly fragmented by depilated buildings that were home to the 'so called' vagrants and criminals. This was due to the rise of crime and violence within the area (Mkhize, 2015). Post regeneration, Mkhize (2015) shares insight into how transformed the Precinct has become, through its major

transformation into a property market paradise with upgraded roads and waterways, leading to upmarket apartment blocks, restaurants, hotels and office spaces. With so much focus on Durban's inner city Point Precinct, the eThekweni Municipality (2005) alludes to how the inner-city is referred to as the most dynamic and diverse part of Durban; an area that presents enormous challenges and opportunities for the economic status of the city, and its environmental and social sustainability. With this in mind, the researcher saw an opportunity to investigate the implications of inner city urban regeneration in the inner city of Durban. The location and the major regeneration process in the case study area are conducive to the researcher obtaining all the relevant information for the study.

## **2.4 Sources of Data Collection**

Collection of data through the qualitative research method approach assists the researcher in enhancing the types of methods to investigate the study findings, in addressing the research hypothesis and in addressing the main research question. The use of both primary and secondary sources of data enhanced the quality of the data collected for the study.

### **2.4.1 Primary Sources of Data**

Primary data relates to material that contains raw, direct evidence or an eyewitness account of a topic or event under investigation, explain Patton and Cochran (2002). The researcher collected data personally as it gave direct and first-hand information on the topic that is being investigated. The primary data for this study was obtained through the use of straight observation of the selected case study area, questionnaires with closed and open-ended questions and face-to-face, semi-structured interviews with informants. The following section relates to the instruments, tools and techniques used in obtaining the primary data during the research process.

### **2.4.2 Sampling Method**

Sampling is defined as a technique or process to select an appropriate sample, or to represent a population with the aim of determining the characteristics of the entire population (Webster, 1985). Gardner (1978) describes a sample method as taking a representative selection of the defined population through the use of data collected as research information. Cochran and William (1953) state that the correct choice of sampling method will allow the researcher the

ability to reduce research costs, conduct efficient research and provides for flexibility and accuracy of the research findings.

The study used both probability and non-probability sampling methods. The systematic sampling method is the selected probability sampling method and purposive sampling is the selected non-probability sampling method.

The study of the regeneration project utilised informants who are municipal officials, developers and managers who are involved in the implementation process. The use of purposive sampling as a non-probability sample method was based on the researcher already knowing something about the specific people which are mostly likely to produce valuable data, attest Kitchens and Tate (1999). The selection of the above-mentioned respondents was intended specifically for the purpose of gathering data about the project's socio-economic impact since its implementation, and these respondents provided valuable data about the measures of the Durban Point Development regeneration project. The researcher was also able to draw on cases pertaining to the research question.

The study also followed a systematic sampling method which forms the basis of the mixed-use properties from which the residents and business enterprises are the defined population. The systematic sampling method was used to identify the study units. The selection forms part of the selected sample size, randomly selected from among the 54 properties that are involved in the regeneration project. The mixed-use properties are comprised of the residential properties and commercial properties such as restaurants, retail outlets and office space. Systematic sampling refers to the process whereby the researcher knows the number of cases in the study areas and chooses a particular number which must lead to the accomplishment of a particular sample size that the researcher chooses to cover in the area (Burton, 2000). The study area involved 54 properties in total and the study incorporated 10 per cent of these properties: Every 10<sup>th</sup> property will be selected for the purpose of the study, which was the result in six properties being selected for the study. The rationale of the systematic sampling method is that it spreads the sample more evenly of the population within the study.

## **2.4.3 Tools Used for Data Collection**

### **2.4.3.1 Straight Observation**

Observation proved to be an important tool which assisted in the identification of the physical aspects of the area. Drawing from this knowledge, Kitchen and Tate (1999 cited in Marshall and Rossman, 1995) highlight that straight observation is a method which entails the researcher being a detached observer of a situation. This process of straight observation can range from a highly structured, detailed notation of behaviour guided by checklists (coded schedules), to a more holistic description of events (narratives). This is inclusive of visuals (photographs) to indicate some of the findings from the observation within the Point Precinct Development.

Observational data is considered to be very useful in overcoming discrepancies between what people say and what they actually do, and might uncover behaviour of which the participants themselves may not be aware (Patten and Cochran, 2002). Gardner (1978) also makes note of how unsystematic observation can provide useful insights as a method of discovery. The researcher in this study made use of a notebook and checklist to capture and record the major pointers observed during the fieldwork. The use of a checklist indicated the appropriate frame of reference; therefore, the use of a checklist elicited information on the current physical state of the Point Precinct, considering the socio-economic aspects and the spatial principles of urban regeneration applied within the study.

### **2.4.3.2 Interviews**

The researcher made use of face-to-face interviews which demonstrated an element of validity and reliability. Patten and Cochran (2002) define interviews as a resemblance of everyday conversations which are much focused on the researcher's needs for data. For the purpose of this study, the researcher made use of face-to-face, semi-structured interviews with the informants, which contributed towards the research findings. Semi-structured, face-to-face interviews allowed the researcher and the respondent more flexibility during the interview and further allowed the researcher to carefully select their potential respondents so that they get responses from only those people needed to fill the necessary quotas (Kitchen and Tate, 1999).

The face-to-face semi-structured interviews from the informants enabled the researcher to understand the success implications regarding the project development, the level of

institutional involvement, the socio-economic rationale, the attraction of investments and needs analysis driving the regeneration of the Durban Point into the Durban Point Precinct Development.

The Manager of Point Waterfront Properties informed the researcher of how the precinct attracts businesses to occupy office spaces and the type of people that choose to reside in the area. Additionally, the Manager further assisted the researcher to understand the present socio-economic dynamics.

The Project Coordinator from the Urban Renewal Department of the eThekweni Municipality informed the researcher of the social and economic challenges experienced in attempts at regenerating inner cities and the Durban Point Precinct in particular, as well helped the researcher to establish the success of the project to date, bearing in mind that the project is not complete.

The Durban Point Development Company informed the researcher of the challenges relating to the project as well as provided insight into the economic aims of both the public and private sector entities involved. It further informed the researcher regarding the contributions of investments into the local economy as a result of regenerating inner-city areas, as well as identified social challenges and the outcomes experienced since the implementation of the project.

#### **2.4.3.3 Questionnaires**

Questionnaires provide a means of obtaining data by asking people rather than observing them behave. A structured open-ended questionnaire that is more of a qualitative design method is the selected approach, and Patton and Cochran (2002) advise that a questionnaire is best suited for this type of study.

Durban Point Precinct residents were sampled from the six properties that comprised of the residential properties selected for the study. The residential properties are in a 22 storey building. In this building, there are 166 units, of which 45 units are currently occupied. For the consideration for the study, 10 per cent of the 45 units were sampled. The residents of the Durban Point Precinct Development sample were selected on the basis of age; they must be

above 18 years of age and be the head of their households. This assisted the researcher to understand how the project has enhanced their social and economic lifestyle.

The business enterprises information from the selected respondents in offices, restaurants and retail outlets was obtained using the questionnaire data collection method. Here the respondents were ideally the Managers of the six properties selected. The business enterprises sample only comprised of active businesses in the precinct.

#### **2.4.3.4 Secondary Sources of Data**

Secondary data is defined as data that has already been collected and recorded by someone else and is readily available to the public, and the purpose of secondary data collection is to extract the relevant information from other sources such as previous studies (Ut Tran, 2013). The use of secondary data enhances the research literature and findings of the study, and secondary information is said to be valuable for generating hypotheses and identifying critical areas of interest during primary data gathering activities.

The secondary sources of data that were utilised in the study in order to obtain the necessary information included: books, scholarly journal articles, online publications; technical reports, the Integrated Development Plan of the eThekweni Municipality (2011-2016), a Geographical Information System, newspaper articles and Durban Point Precinct Development document publications such as the Development Framework.

### **2.5 Data Analysis**

The study used thematic data analysis to analyse the data that was collected from the informants. Thematic analysis is the applied data analysis process, which is defined as a qualitative analytic method that searches for themes and patterns. Boyatzis (1998) draws attention to how thematic analysis illustrates the data in great detail with diverse subjects via interpretations (Mohammed, 2012). Mohammed (2012) adds that the selected method of data analysis allows the researcher to associate an analysis of the frequency of a theme with one of the whole content. Coding and categorising is the selected thematic method with which the researcher categorised the data into themes through the perceptions of the participants, and similarities and differences are drawn from the data collected.

## **2.6 Conclusion**

This chapter has covered issues regarding the types of research methods adopted, the sampling method and size that guided the approach to the research findings and the selection of the case study. The aspects covered inform chapter five of the study that was guided by the research methodology.

## **Chapter Three - Conceptual and Theoretical Framework**

### **3.1 Introduction**

This chapter presents the conceptual and theoretical framework adopted for this study, of which the underlying principles are relevant. This chapter comprises of two sections. The first section defines the main concepts of urban regeneration, urban decline and the inner city. The second section presents the theoretical framework that is based on the neoliberal theory, the competitive city theory, collaborative and communicative planning theory and the modernisation theory.

### **3.2 Conceptual Framework**

The study has used the following concepts that inform the research study undertaken. This mainly included; urban regeneration, urban decline and the inner city. The concepts are contextualised in-depth the purpose for the study.

#### **3.2.1 Urban Regeneration**

According to Lichfield (1992 cited in Robert and Skyes, 2000:14) urban regeneration is defined as;

*“Comprehensive and integrated vision and action which leads to the resolution of urban problems and which seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change”.*

On the basis of this definition, researchers have further defined urban regeneration as a concept, a policy or an approach as an initiative to curb declined urban areas. Mehdipoura and Niab (2013) arguably depict urban regeneration as a concept that is derived as a process focused on all elements of an urban area, that contributes not only to the creation of a more environmentally friendly city, but also the provision of social equality and economic growth; which all collectively result in a more sustainable urban space.

The evolution of urban regeneration came about with the growing concern resulting from the decline of cities and urban policy since 1945, as an integrated urban interventionary policy (Robert and Skyes, 2000).

According to Steenkamp (2004), urban regeneration evolved even more over the years following the 1950's, where it concentrated on physical change with reconstruction and the extension of older areas of the cities, based on masterplan concepts. During the 1960s, urban regeneration was the beginning of social objectives; in the 1970s it further focused on in-situ renewal and neighbourhood schemes. The 1980s saw urban regeneration including many major projects with flagship schemes in which in-situ social objectives were incorporated. During the 1990's, the focus moved to a more comprehensive form of policy and practice, with more emphasis on integrated treatments state Stohr (1989) and Lichfield (1992).

The table on the next page presents the evolution of urban regeneration, which depicts the notion of urban development approaches for urban areas over time.

**Table 1: Emergence of Urban Regeneration**

<b>Period Policy Type</b>	<b>1950's Reconstruction</b>	<b>1960's Revitalisation</b>	<b>1970's Renewal</b>	<b>1980's Redevelopment</b>	<b>1990's Regeneration</b>
<b>Major strategy and orientation</b>	Reconstruction and extension of older areas of towns and cities. Often based on a 'masterplan' for suburban growth	Continuation of 1950's theme; suburban and peripheral growth, some early attempts at rehabilitation	Focus on in-situ renewal and neighbourhood schemes, still development at periphery	Many major schemes of development and redevelopment, flagship projects, and out of town projects	Move towards a more comprehensive form of policy and practise; more emphasis on integrated treatments
<b>Key actors and stakeholders</b>	National and local government; private sector developers and contractors	Move towards a greater balance between public and private sectors	Growing role of private sector and decentralisation in local government	Emphasis on private sector and special agencies, growth of partnerships	Partnership the dominant approach
<b>Spatial level activity</b>	Emphasis on local and site levels	Regional level of activity emerged	Regional and local levels initially, later more local emphasis	In early 1980's focus on site, later emphasis on local level	Reintroduction of strategic perspective and growth of regional activity
<b>Economic focus</b>	Public sector investment with some private sector involvement	Continuing from 1950's with growing influence of private investment	Resource constraints in public sector and growth of private investments	Private sector dominant with selective public funds	Greater balance between public, private and voluntary funding
<b>Social content</b>	Improvement of housing and living standards	Social and welfare improvement	Community based action and greater empowerment	Community self-help with very selective state support	Emphasis on the role of community
<b>Physical emphasis</b>	Replacement of inner areas and peripheral development	Some continuation from 1950's with parallel rehabilitation of existing areas	More extensive renewal of older urban areas	Major schemes of replacement and new development; flagships schemes	More modest than 1980's heritage and retention
<b>Environmental approach</b>	Landscaping and some greening	Selective improvements	Environmental improvement with some innovations	Growth of concern for wider approach to environment	Introduction of broader idea of environmental sustainability

**Source:** Stohr (1989) and Lichfield (1992), Cited by Robert and Skyes (2000)

Gibson and Langstaff (1982) make reference to how urban regeneration is an important public issue, mainly because its association lies heavily with the urban society. Gibson and Langstaff (1982) further emphasise how the stimulation of economic regeneration with the integration of established housing and environmental and social policies are the epitome of regenerating urban areas. Luca (2009) shares insight on how urban regeneration is perfectly attainable in a period of time that is influenced by several potential factors that are accessible to a certain community. Stemming from this notion, regeneration itself is considered as a regional issue and it depends on the wealth of the communities and on pursuits to close the gaps between the current state and the desired urban state.

The global perspective looks at the issue of the financial resources for the urban regeneration, asserts Luca (2009). Steenkamp (2004) alludes to how the positive impact of urban regeneration in South African cities is not widely acknowledged and this then speaks to the debate on 'sustainable urban regeneration'. Sustainable urban regeneration is a debate on the generalisation of urban regeneration. This simply relates to the fact that the concept of sustainable urban regeneration must be the focus of discussions in order to overcome all the socio-economic and environmental barriers. This process is said to have come into use in order to resolve such problems as economic collapse, ecological degradation, social exclusion and urban decline that emerged after the Industrial Revolution in several cities of the developed world (Mehdipoura and Niab, 2013).

With steps to a more urban fabric, the Durban Point Precinct Development depicts the physical renewal of depilated buildings and the integration of a theme park that strives towards the increase of the local economy of this inner city area, indicating the move towards a positive urban regeneration strategy.

### **3.2.1.1 Initiatives Influenced by Urban Regeneration**

With the abovementioned dynamics of urban regeneration as an integrated process approach, researchers have drawn on extensive knowledge of how initiatives have been influenced through the urban regeneration concept. The identified initiatives include:

- a) **Flagship Development Projects-** According to Smyth (1994), flagship developments were at the forefront of testing the concepts for marketing the city. The combination of flagship projects and iconic design are a common way of regenerating the urban economy by encouraging inward investment, and further changing the image of an urban area. Smyth (1994) further indicates that flagship developments were also an important part of the mission to regenerate areas and employment during the 1980's. With the above dynamic, Hall and Miles (2003) add that during the period of the 1980's and 1990's, flagship development projects became a prominent and essential component of United Kingdom urban regeneration initiatives.

Research has shown that flagship development projects form part and parcel of property developments which aim at attracting investments. Tallon (2013) draws on knowledge of how property based development plays a prominent role in flagship urban regeneration projects, which are undertaken by public-private partnerships. Visibility in flagship projects is depicted as redevelopment that comprises of luxury housing, waterfront developments, high quality office complexes, retail centers, conference and hotel developments (Atkinson and Moon, 1994; Fainstein 1994; Malone 1996; Pacione 2009; Tallon, 2013). On the basis of this, the Durban Point Waterfront development and the Durban International Conventional Centre can be considered as flagship projects.

- b) **Prestige Development Projects-** Loftman and Nevin (1995) introduce prestige development projects as a form of urban regeneration, where they form part of a hybrid form of flagship projects. With this in mind, Loftman and Nevin (1995) emphasise how prestige projects are underpinned by the ideology of 'privatism'. This alludes to how primacy is given to the private sector to revive the fortunes of the depressed urban areas. Bianchini et al. (1992, cited in Loftman and Nevin, 1995:1) define prestige projects as:

*“A pioneering or innovative, high profile, large-scale, self-contained development which is primarily justified in terms of its ability to attract inward investment, create and promote new urban images, and act as the hub of a radiating renaissance facilitating increases in land values and development activities to adjacent areas”.*

In conjunction with the above definition, Symth (1994) explains how prestige developments focus on harnessing the creation of growth in urban areas and provides examples of the forms of prestige project developments which include; convention centers, market-places, shopping malls, major office complexes and leisure and sporting facilities. These types of prestige development projects have become common features of city revitalisation schemes in developed Western nations, adds Symth (1994). Loftman and Nevin (1995) share the insight that prestige development projects are predominately located in, or adjacent to, locales that offer the greatest private sector development potential and financial returns. As such, the Durban Moses Mabhida Stadium and the Kings Park Precinct Stadium can be seen as examples of a prestige development project, and as urban regeneration initiatives.

- c) **City Improvement Districts (CIDs)** - CID's are primarily referred to as a model of urban renewal that has been linked to the rise of 'urban entrepreneurialism' and the neolibration of policies and practices, at a time when competition between cities in the global economy has never been greater (Dider, Morange and Peyroux, 2012). These authors add that the concept of business improvement districts (BID's) of European and North American cities has been broadly adopted in South African cities since the 1990's, under the name 'CIDs'.

Hoyt (2005, cited in Dider , Morange and Peyroux, 2012) explains that South African CIDs share a set of key principles with their North American and European counterparts, such as the representation of business and landowners' organisations at the neighbourhood level, that deal with the provision of additional services in order to improve commercial and residential areas in decline. The city of Johannesburg (Dider, Morange and Peyroux, 2012), as one of the South African cities which promotes CID's, contains nine CID's within the inner city, which have made a huge shift and difference to the level of safety and cleanliness in the area.

As an initiative of urban regeneration, the aim of a CID is maintaining and managing the public environment at a superior level, which enhances investments from the majority of the property owners in the area (Dider, Morange and Peyroux, 2012).

**d) Gentrification-** According to Lees et al. (2008), gentrification is defined as a transformation of a working-class or vacant area of the central city into a middle-class residential or commercial use area. Kotze and Visser (2008) add that gentrification is a process which has emerged as a form of urban renewal and as a tool for enabling urban regeneration in South Africa. The process of gentrification attracted widespread attention since its birth in London, England, and was introduced in a number of East Coast U.S. cities in the 1950's and the 1960's (Smith, 1996).

The emergence of gentrification brought about a change in how cities started to reimagine themselves following deindustrialisation, and inner-city new-build projects became geared towards higher income groups. Examples of these new-build projects included waterfront redevelopments, hotel and convention complexes, retail outlets and restaurant districts (Lees et al., 2008).

Smith (1996); Atkinson and Bridge (2005); Harvey (1989), Harvey (2000) and Lees et al. (2008), all cited in Kotze and Visser (2008), attest that the decline of inner cities in both developed and developing economies has drawn the attention of the respective governments; resulting in the introduction of numerous urban regeneration programmes at various levels of the governments to reverse the deterioration of the inner cities. One of the more controversial forms of urban renewal to emerge from these programmes was the process of gentrification, which many argue was directly linked to state interventions (Kotze and Visser, 2008).

According to Kotze and Visser (2008), recent developments in South Africa's inner-city districts, and more increasingly in its smaller urban centres, have presented numerous opportunities for gentrification processes and therefore also for new comparative analyses to emerge.

Urban regeneration is therefore essentially considered 'gentrification' when the exclusion or displacement of occupants of a particular area occurs, and for the purposes of this study, urban regeneration refers to the gentrification development of the Durban Point Precinct from its distressed state.

### **3.2.2 The Inner City**

The inner city is the central area of a major city or metropolis. Inner city areas tend to have higher population densities than outer suburbs, with more of the population living inside multi-floored townhouses and apartment buildings (Harrison, 1985). The evolution of inner cities is governed by the environment in which the complex history of economic and demographic changes, the increased migration of peoples traditionally marginalised in society and the gradual impoverishment of the cities through an eroding tax and industrial base (Yeo, 1997). For the purpose of this study, the inner city refers to the Durban Point Precinct Development situated within Durban's city centre.

Debates around the notion of inner cities evolve from how their association is geared towards the 'underclasses'. Yeo (1997) and Wasquant (2008) point out that the common usage of concepts like 'underclass' and 'inner city' usually stigmatise poor communities, creating analytical categories that might obscure the real world of the ghettos in different historical moments and geographies. In light of this evolution, Doucet (2010) provides an in-depth analysis of the inner cities of urban areas; where urban areas are broadly defined as having been built before World War II, when mobility was not primarily geared towards the automobile. The inner city areas tended to be mixed in their uses as commercial, industrial, cultural, governmental and retail centres. A mix of housing types also exists, which in turn leads to a mix of people. Linking from this, the notion of gentrification may be responsible for many making the inner city areas wealthy and desirable places to live in, however Doucet (2010) alludes that it clearly has not solved the problems that used to be associated with urban areas; these have merely been shifted to the inner suburbs.

Donnison and Middleton (1987) draw attention to the difficulties in inner cities that are constituted by deterioration in housing conditions, inadequate community facilities, low levels of education attainment and the dereliction of land and buildings. This then alludes to how strategies such as strengthening the economy of the inner cities, improving their physical fabric and alleviating the social deprivation will combat these urban concerns.

With reference to the South African cities, Manda (2010) mentions the special situation of how South African cities are young cities; where most are only about a hundred years old. Generally, what happens in the world's cities is that they go through an evolution where the

inner city starts out as the place to be. Boa (1978 cited by Garside, 1993) traces how in South Africa, the inner city has historically been an area of invasion and succession, where waves of immigrants initially settled and worked before economic and social upliftment allowed them the opportunity to resettle in suburban communities. The rationale for the interest in the inner city was the mere fact that it provided an opportunity for working class benefits such as affordable housing, close proximity to places of work and public transportation. Garside (1993) adds that South African urban geographers have largely neglected the issues relating to the country's inner cities, instead placing much more focus on townships and township living.

### **3.2.2.1 Competitive Advantage of Inner City Development**

Inner cities are considered to have the potential to contribute to the growth of the urban environment for a desired socio-economically sustainable urban area. In relation to this, Porter (2014) defines the competitive advantage of inner-city development as a means of inner cities being able to compete to change the city's economic state. Porter (2014) further makes note of how an economic strategy for inner cities is needed as a complement to the many programmes designed to increase human capital and meet the basic human needs of the disadvantaged population in these areas.

The competitive advantage for inner-city development mainly speaks to the notion of how inner cities need to be economically sustainable through investments, in order to create a competitive advantage for declined inner cities. Porter (2014), however, states that during the 1950's and 1960's, physical development strategies for central cities, led to disastrous consequences for the social fabric of the low-income city residents. This sparked the debate that Porter's ideas did not place strong enough emphasis on inner-city residents owning enterprises. Self-employment of the inner city residents is imperative and would allow them to become full players in the quest to revitalise cities in America, add Boston and Ross (2002) to the debate.

The competitive advantage of inner cities is divided into four aspects. First is the 'strategic location', which emphasises how the inner city's location can offer a competitive edge to businesses that benefit from their proximity to downtown, transportation infrastructure and the concentration of companies. Secondly, the 'integration with regional clusters' indicates

that longer-term development opportunities for inner cities lie in capitalising on nearby regional clusters of firms and industries, contributing to an effective economic strategy for the inner cities (Porter, 2014).

Thirdly, the ‘unmet local demand’ shares insight into how the inner city based businesses serve the demands of the inner city based entrepreneurs and businesses, creating businesses that cater to the distinct needs of the inner-city consumers (Porter, 2014). Last is the focus on human resources, which alludes to how inner city residents can also be an attractive labour pool for businesses that rely on a skilled workforce, and creates further economic opportunities for inner city growth (Porter, 2014).

With all of this in mind, the Durban Point Precinct Development forms the basis for developing the inner city of Durban, through economic aspects that deal with reinvestment in the urban area for the betterment of the city’s local economy.

### **3.2.3 Urban Decline**

Urban decline is the deterioration of the inner city, often caused by lack of investment and maintenance. It is often but not exclusively accompanied by a decline in population numbers, decreasing economic performance and unemployment (Downs, 1999). Urban decline evolved as a product of urbanity, where cities tend to grow because of momentary economic booms. These economic successes can either evolve or sustain themselves, or contract, and economic decline or contraction tends to lead to urban decline. Given that economic fluctuations have such profound effects on urban development, it makes sense that issues associated with the modern iteration of urban decline began during the Industrial Revolution, the time in the late eighteenth and early nineteenth century when rural people flocked to cities for employment in manufacturing. Subsequent economic changes, however, left many newly grown cities economically vulnerable and marred with employment factors that contributed to urban decline (Cunningham and Fol, 2009).

The period of time during the late 1980s showcased how urban decline has been associated with Western cities having experienced institutional restructuring. Consequently, countries outside of the West indicated how urban decline manifested as peripheral slums on the outskirts of cities. In British and North American cities, impoverished areas developed in the

city centres as individuals relocated their residences to suburban areas outside of the city. This relocation is commonly referred to as '*white flight*' in reference to the fact that the central urban areas usually remain inhabited by minority populations when white populations leave (Cunningham and Fol, 2009).

Beauregard (2003) alludes to the fact that the theme of decline is often infused with an anti-urban ideology which, in the United States as well as Europe, is connected to a critique of the deficiencies of urban life, both physical (congestion, spread of slums, etc.) and social (proportion of poorer economic classes and ethnic minorities, sense of insecurity, etc.). Consequently, one is able to pinpoint how declining cities attract low human capital residents. For the purpose of this study, urban decline refers to the state of decline in the Durban Point Precinct area at which the intended regeneration strategy is aimed.

### **3.2.3.1 Urban Decline as an 'Urban Shrinkage'**

Ideas shared by the notion of urban decline speak to the '*urban shrinkage*' of cities. This is the referral of a natural process in which urban transformation results from a life cycle that moves into an unavoidable decline. Its analysis is part of a broader examination of the evolution and destiny of cities. Urban shrinkage refers to the variables of decentralisation, demographic transformations, the influence of economic and technological innovation cycles and lastly, the residential strategies of households choosing to leave the centre for suburban areas (Cunningham and Fol, 2009).

Bernt et al. (2014) explain that urban shrinkage relates to the inevitable population decrease in the cities' core, with the onset of urban expansion on the fringes of the cities. It is worthy to note that the drivers of urban shrinkage operate at different spatial levels and Bernt et al. (2014) further state that the dynamics of urban shrinkage may be related to economic decline, demographic changes in the form of suburbanisation and urban sprawl. An example of such shrinkage is noted within the Eastern Ukrainian city of Makiivka (Bernt et al., 2014) that faced two major instigators of urban shrinkage – demographic change and regional economic decline. The consequences of the population decline were the city's loss of public and private sector investment, which resulted in job losses.

### 3.2.4 Socio-Economic Impact

According to Sirin (2005) ‘*socio-economic impact*’ is conceptualised to be measured by different variables in different studies. This is drawn from how the socio-economic status constitutes of multiple interacting systems that include; ethnic background, location, neighbourhood and education. According to White (1982) the socio-economic impact emerged as a concept through the three main indicators namely; parental income, parental education and parental occupation.

#### 3.2.4.1 Socio-Economic Impact Assessment Components

In unpacking the concept of “*socio-economic impact*”, the notion of the “*socio-economic impact assessment*” is presented as an analysis of how a proposed development has the potential to change the lives of current and future residents of a community (Sirin, 2005). The primary aim of the SEIA (Socio-Economic Impact Assessment) is focused on the avoidance of adverse impacts and provides a forum for planning how to maximise the beneficial impacts of a proposed development. It is also to understand current social and economic environment and use it as a baseline for predictions and measurements (Malan, 2001).

The table below introduces the different variables of which can be used to evaluate the potential socio-economic impact of a proposed development, on the lives and circumstances of people, and communities.

**Table 2:** SEIA Variables as a measurement for "socio-economic impact"

<p><b>1. Population Change</b></p>	<ul style="list-style-type: none"> <li>▪ Population size, density and change</li> <li>▪ Influx and outflow of temporary workers</li> <li>▪ Presence of seasonal (leisure) residents</li> <li>▪ Relocation of individuals or families</li> <li>▪ Racial and ethnic composition and distribution</li> </ul>
<p><b>2. Community/Institutional arrangements</b></p>	<ul style="list-style-type: none"> <li>▪ Voluntary associations</li> <li>▪ Interest group activity</li> <li>▪ Size and structure of local government</li> <li>▪ Industrial/commercial diversification</li> <li>▪ Employment/income characteristics</li> <li>▪ Local/regional/national linkages</li> <li>▪ Employment equity of disadvantaged groups</li> <li>▪ Historical experience of change</li> </ul>

<b>3. Political and social resources</b>	<ul style="list-style-type: none"> <li>▪ Distribution of power and authority</li> <li>▪ Inter-organisational cooperation</li> <li>▪ Conflict between newcomers and long term residents</li> <li>▪ Identification of stakeholders</li> <li>▪ Interested and Affected Parties</li> <li>▪ Leadership capability and characteristics</li> </ul>
<b>4. Individual and family level impacts</b>	<ul style="list-style-type: none"> <li>▪ Displacement/relocation concerns</li> <li>▪ Trust in political and social institutions</li> <li>▪ Residential stability</li> <li>▪ Family and friendship networks</li> <li>▪ Density of acquaintanceships</li> <li>▪ Perceptions of risk, health and safety</li> <li>▪ Attitudes towards the proposed action</li> <li>▪ Concerns about social well-being</li> </ul>
<b>5. Community Resources</b>	<ul style="list-style-type: none"> <li>▪ Change in community infrastructure</li> <li>▪ Indigenous populations</li> <li>▪ Changing land use patterns</li> <li>▪ Family and friendship networks</li> </ul>

Source: (Interorganisational Committee, 2003:101), Cited by Malan (2001)

In relation to above variables, Malan (2001) draws in categories of impacts that are to be considered. These refer to the following:

- Health and social well being
- Quality of the living environment
- Economic impacts
- Cultural impacts
- Family and community impacts
- Institutional, legal, political and equity impacts
- Gender relations

### **3.3 Theoretical Framework**

This study used the following theories that have informed the research study undertaken. The theories include; neoliberalism theory, the competitive city theory, the collaborative and communicative planning theory and the modernisation theory.

#### **3.3.1 Neoliberalism Theory**

The neoliberalism theory, according to Thorsen, (2010), was formed in the 1980s and is derived from the concept of the 'revival of liberalism', through the return and spread of one exact aspect of the liberal tradition, namely economic liberalism. The concept of economic liberalism through neoliberalism is that the government should withdraw from intervening in the economy, by leaving as much as possible up to the individuals to participate in free and self-regulating markets (Thorsen, 2010). Sartori (1987:379-383 cited in Thorsen, 2010) posits that liberalism is better understood as a practical "theory of building and maintaining democratic politics and securing individual liberty, rather than as a metaphysical origin of man and society". Thorsen (2010) adds that the evolution of neoliberalism was solely because of the development of liberal thought, which was the resurgence of ideas associated with *laissez-faire* economic liberalism beginning in the 1970s and 1980s.

According to Harvey (2005), neoliberalism theory depicts the importance of political economic practices that suggests that human well-being can best be progressive by liberating individual entrepreneurial freedoms and skills within an institutional framework. This is characterised by strong private property rights, free markets and free trade. This further highlights the extent of the state's role to create and preserve an institutional framework appropriate to such practices. Drawing from this, Saadi-Filho and Johnston (2005) note how neoliberalism is not simply an economic structure but is also a philosophy that is most visible in the attitudes of society towards the individual and employment.

The underpinning principles of the neoliberalism theory centre on the notion of privatisation over direct government intervention. Deregulation through the reduction of government regulation that could diminish profits, free markets and free trade (the rule of market) is aimed at liberating private enterprises, for greater openness to international trade and investment which emphasises how an unregulated market is the best way to increase economic growth (Harvey, 2005).

The neoliberalism theory mainly advocates for the support of extensive liberalisation, free trade and the reductions in government spending, in order to enhance the role of the private sector in the economy, add Saadi-Filho and Johnston (2005). Additionally, this theory also advocates for privileging market forces by decreasing state interference in most areas of economic activity (Saadi-Filho and Johnston, 2005). In essence, states Munck (2005 cited by Thorsen, 2010), neoliberalism favours privatisation and success is measured by the overall economic gain. Efficiency is improved and unemployment minimised through the mitigation of labour policies such as minimum wage and collective negotiating rights.

With urban decline as an urban concern among inner cities, the urban regeneration approach with the inclusion of the public and private sectors in attempts to recuperate the inner city is an attractive solution. For the purpose of this study, the principle of deregulation is used to evaluate the success of the improvement of the social well-being, along with the economic benefits gained from investments from the private sector in the area of the Durban Point Precinct Development. The principle of privatization with minimal government intervention, is used to analyse the power of the real estate interests in this relatively poor urban space, alluding to how the urban decline, the majorly of which is caused by the decline of the local economy, can be restored by urban regeneration.

### **3.3.2 Competitive Cities Theory**

According to Healey et al. (1992) the evolution of the competitive cities theory is located within the extensive globalisation discourse which emerged during the 1960s and 1970s as the new control of political and intellectual thought. The competitive cities theory is also said to have evolved following the emergence of the neoliberal approaches which dictated the principles of managing a post-industrial city (Healey et al., 1992). Choe and Roberts (2011) discuss how the competitive cities theory refers mainly to the attraction of cities through investments and job creation. Bongwa et al. (2009) support Choe and Roberts (2011) by further sharing insight on the notion of the competitiveness of cities, referring to an attractive economic environment for employment and investments.

Healey et al. (1992) deduce that the competitive cities theory's main principle is the enhancement of economic activities, which is the root of a competitive advantage for inner cities, however much criticism is focused on the major impact of this theory on the spatial

and social relationships in many cities. This alludes to how a city's attractive image is believed to have the ability to appropriately position it in the face of global competition. Choe and Roberts (2011) emphasise that the competitive advantage for inner cities is achieved through the opening up of their economies to competition and the growing dominance of cities as drivers of economic development.

The competitive cities theory advocates for making cities more competitive, in an attempt to reduce poverty and unemployment through the creation of a good living environment (Healey et al., 1992). The above dynamic speaks to how cities play increasing roles in the following:

- The provision of infrastructure through aspects of public transportation accessibility and social infrastructure improvement,
- Economic change, where cities provide citizens with the capacity to develop their economic potential and attract businesses and capital,
- Poverty reduction through city development strategies, and
- The environment, through the upgrading and development of public spaces.

These goals are achieved by municipal governments vigorously preparing tactical policies to restructure the economy and upgrade the infrastructure (Bongwa et al., 2009). Attention is also drawn by Choe and Roberts (2011) to the idea of a City Cluster Economic Development Approach, contributes to making cities competitive through a new paradigm for urban economic development.

In accordance with the main principle of the competitive cities theory, South Africa has enforced measures through the various strategic planning documents such as the National Development Plan (NDP), Development Strategy Plans and the Integrated Development Planning (IDP). All indicate an orientation to the futuristic growth of urban areas, both spatially and institutionally, with a glaring emphasis on motivating competitiveness (South African Cities Network, 2012).

Thus, the regeneration of the declining inner cities incorporates ideas about achieving competitiveness through urban regeneration and urban planning. For the purpose of this study, the principle of the enhancement of economic activities is used to analyse the increased of economic activities within the Durban Point Precinct Development. It further

increased success of the economic activities and determine how much the urban regeneration has created an environment that better enhances the city's investment prospects and enables it to compete more effectively for investment.

### **3.3.3 Communicative and Collaborative Planning Theory**

According to Bond (2011), communicative planning evolved during the 1960s and refers to a broad and varied range of concepts that include; collaborative, deliberative and argumentative planning. Sager (2001) adds that central to the evolution of the communicative planning theory is the Habermasian communicative rationality. The communicative planning theory underpins the efforts of planning decisions that should be reached through a collaborative process.

Distinctive of the communicative planning theory (Sager, 2001) is the fact that this theory is an open and participatory initiative, concerning a comprehensive range of affected groups in socially oriented and fairness-seeking developments of infrastructure, public services or infrastructure. It is further guided by a consensus building process designed to approach the principles of discourse ethics (Sager, 2001). Forester (1999) further explains that communication is the most important element of planning practice, and includes interaction (with stakeholders or interest groups), communicating ideas, stating arguments, debating differences in understanding and finally reaching consensus: An explanation agreed upon by Watson (2011).

The theory argues that through the collaborative process of involving stakeholders and by conforming to particular rules, it ensures that participation in town planning is fair, equal and empowering. This knowledge is drawn from the fact that the process of collaboration involves primarily civil society-based groups that can act to put pressure on the state to act more responsibly; and that collaboration can provide a learning environment and can serve to build social capital within communities (Watson, 2011). This theory, according to Sager (2001), advocates for focusing on using communication to help the different interests in the process to understand each other.

With the above dynamics, the communicative planning theory is further depicted within the collaborative planning theory as it interweaves a communicative approach. Bond (2011)

indicates that communicative planning theory provides the essential foundations and underlying principles to collaborative planning. The emergence of collaborative planning, according to Pellizzoni (2003), developed during the 1980s. It was mainly formulated as a response to the failure of technocratic planning that was predicated in independent expert and scientific analysis. It further evolved through the idea of public involvement in planning (Bond, 2011). The collaborative planning theory basically advocates for bringing together major stakeholders to address controversial issues in order to come up with more innovative solutions (Margerum, 2002). This relates to advocating for an inclusive participation process in project design and development (Margerum, 2002). Collaborative planning is now formally adopted as an ideal planning model in land use planning, watershed planning, regulatory rule-making and urban planning in the United States, Canada and Australia, according to Gunton (2010 cited by Bond, 2011).

The underlying principle of communicative planning theory, according to Sager (2001), speaks to participation and open discussion involving not only the stakeholders but the people concerned as well. Participation by a broad range of voices enhances the debate and negotiation that is supposed to form the core of the actual plan making, adds Sager (2001). Margerum (2002) expands that collaborative planning theory is underlined by principles that include: public participation and involvement, establishing a common problem definition or shared tasks, supporting and facilitating the collaborative process and lastly, organising the collaborative process in terms of ground rules, agendas and engaging the participants.

Both communicative and collaborative planning theories interweaved are thus interactive planning processes which center on the participation and involvement of the stakeholders in the developmental issues concerned. For the purpose of this study, the principle of participation and open discussion of the stakeholders through communicative planning is used to identify the private-public partnerships that play a crucial role in inner-city regeneration for the Durban Point Precinct.

Marias and Visser (2008) state that many authorities, both local and international, have acknowledged that urban regeneration cannot be achieved through government intervention alone. The principle of the establishment of shared tasks within collaborative planning will thus be used to explore how successfully the public-private partnerships formed for the

Durban Point Precinct Development have ensured socio-economic sustainability by sharing tasks for the success of the regeneration project.

The South African Cities Network (2012) asserts that, drawing on both communicative and collaborative planning theories, the municipality is an important facilitator of urban regeneration, creating dedicated structures, tools and strategies. The resulting actions generally occur on a precinct scale, involving both the public and private sectors working together and guided by a coordinated plan developed through municipal processes.

### **3.3.4 Modernisation Theory**

According to Yeh (1989), the emergence of the modernisation theory came about during the late 1950s and the early 1960s. This theory stemmed from America's new position of international supremacy and its concern to solve the problems of the poor communities. Armer and Katsills (2001) emphasise that the modernisation theory underlies the evolution of traditional or undeveloped societies into modern societies. Its process was transfigured through the development of change towards social, economic and political systems that have industrialised in Western Europe and North America from the 17th Century to the 19th Century, which have transcended to other European countries. It then spread further to the continents of South America, Asia and Africa.

Research has shown how the modernisation theory is concerned with economic growth within societies, as indicated by measures of the Gross National Product (GNP). Armer and Katsills (2001) state that modernisation theory studies the social, political and cultural consequences of economic growth and the conditions that are important for industrialisation and economic growth to occur. Giddens (1991) reinforces that the modernisation theory advocates social and institutional change to facilitate economic transformation.

To expand further, Huntington (1971) provides insight into how the modernisation theory is underlined by components that conclude: industrialisation, urbanisation, social mobilisation, differentiation, media expansion, expansion of political participation and increasing literacy and education. Armer and Katsills (2001) provide in-depth information on how the modernisation theory suggests that advanced industrial technology produces not only economic growth in developing societies, but other structural and cultural changes as well.

With modernisation as a recognised process of development, Agbaje (2013) states that urban renewal strategies are encouraged in modern society.

In relation to the modernisation theory, Donaldson (2001) highlights how South African cities and towns entered the 1990s with an apartheid-based urban planning strategy, and urban planners, managers, and politicians were responsible for urban development. These role players had the responsibility of reconstructing the spatially segregated, highly fragmented and dispersed urban societies through the Urban Development Framework (UDF) that was aimed at integrating cities. The Integrated Development Plan (IDP) and the Integrated Planning Framework shaped the modernity of South African cities.

For the purpose of this study, the researcher uses the modernisation theory components of industrialisation, urbanisation and the notion of economic growth to explore how the historical Durban Point area has been transformed into the Durban Point Precinct Development, becoming a more appealing urban development within inner city Durban. The researcher makes reference to how inner city urban decline has been contributed to by a lack of investment and slow economic growth and seeks to explore the involvement of institutions in the facilitation of the Durban Point Precinct project's socio-economic improvement.

In drawing knowledge from the theories mentioned for the applicability of this study, the researcher has noted that the theories present a common denominator. Drawing from the issue of deregulation from government intervention, the neoliberal theory expresses the intended attributes of interactive planning extracted from the communicative and collaborative theory. This is extracted from the principle of participation and involvement of stakeholders in development issues. With reference to the issues of poverty reduction and enhancing employment, the competitive city and modernisation theory advocate for economic growth and the enhancement of economic activities for the modern society. The researcher noted that the ironed-out theories which are presented in the study allow for the need to explore the socio-economic impact issues of the Durban Point Precinct Development project.

### **3.5 Conclusion**

This chapter has defined the main concepts of urban regeneration, urban decline, the inner city and socio-economic impact that underpin the study, and reference has been made to the

literature on these key concepts. It further covered the main theories that guide the conceptual framework and that have enhanced the main principles that inform the study. The identified principles have been covered in this chapter for the purpose of answering the research question.

## **Chapter Four - Literature Review in the International and South African Contexts**

### **4.1 Introduction**

The following chapter introduces the literature concerning urban regeneration as a holistic approach to inner city urban decline within the international and the South African context. The chapter is separated into two sections that cover the trend of inner city decline, the challenges and results of inner city decline; urban regeneration as a response and further underlying initiatives that also respond to the inner city decline.

### **4.2 Literature Review in the International Context**

According to Schoon (2001), there is growing urban development concern among governments, mostly in the developed world, about the future of cities. Specific challenges encountered in all of these cities are the massive unemployment rate, the growth of poverty, physical and social degeneration of the urban fabric and the significant loss of population (Schoon, 2001). With much emphasis on the global trend of inner city urban decline, Couch (1990) makes reference to how the rise of urban decline in many developed countries is a result of the economic restructuring of cities after civilization. The OECD (1983) states that a contributing pattern of events of urban development in industrialised and industrialising countries have been responsible for the phenomenon known as urban decline. Potter (1992) additionally alludes to how the urban decline in cities emanates mainly from population and economic activity declines, expressly in the inner city areas. Researchers have reported that the problems in developed countries arising from urban decline are social, economic and environmental in nature. These problems include poor housing, spatial segregation, a lack of open public spaces, traffic congestion and air pollution, poor housing conditions, deprivation and dereliction, the destruction of the historical heritage and the reduction in the diversity of uses for the area due to an increase in office activities (OECD, 1983).

The global notion of urban deprivation and the issue of urban decline in cities are centered on the rapid population growth that has resulted in the impossibility of many governments to control or provide all services, jobs and housing (Potter, 1992). Potter (1992) states further that the pace of socio-economic development has not matched the pace of spatial and physical development, due to the rapid population growth in many developed cities.

Researchers have determined that as a result of this, many governments of developed countries have developed regeneration policies to tackle the decline in these urban areas.

Urban decline in inner cities has painted a global image as the cause of distressed urban centres. According to Pacione (1997) this can be seen by the complex problems experienced in the inner areas of many Western cities, which seemingly represent a major social challenge. The so-called 'inner city problem' shared by Pacione (1997) refers to the primary causes and challenges of the inner city urban decline. Notably, economic decline; unemployment associated with the contracting industrial base due to recession in the economy; deindustrialisation and the rundown of inner city services cause the failure to attract new investments. The physical and environmental dereliction and the absence of inner city amenities that emerged from Pacione's (1997) study allude to the age of the urban centres. Many inner areas, particularly in the United Kingdom, were built over a century ago and have not physically benefited from the continued investments and improvements that have been directed at the commercial areas of the CBD.

The social challenge expressed by Pacione (1997) as a contributing element of the 'inner city problem' addresses the notion of those who are poor as a result of the high levels of unemployment and low wage jobs available. As a result, this is noted because of the affect it has on residents as a result of the inescapable sense of decline and negligence that seemingly diminishes the communal spirit. Interestingly, Pacione (1997) lists another attribute of the inner city urban decline as the concentration of ethnic minorities in parts of the inner city. This may lead to discrimination in job and housing markets, and racial tensions in times of economic hardship. Pacione (1997) cites as an example of this the fact that British inner cities are mirrored in the U.S.A.; in which the common inner city problem is habituated by particular social factors that include a greater proportion of ethnic minority residents.

According to Rashid and Rosly (2013), all inner cities that undergo urban decline are recognised by depopulation, economic restructuring, property abandonment, fragmented families, crime, high unemployment rates, and unfriendly and desolate urban landscapes. Rashid and Rosly (2013) refer to these desolate landscapes as 'brownfield landscapes', where commercial or industrial property is vacant or underutilised. Much can be deduced by the use of this term 'brownfields' by Rashid and Rosly (2013) for the product of urban decline; as 'brownfields' are habitually associated with vacant or under-used land caused by

contamination by the previous land use activities, such as waste disposal and manufacturing activities. Paddison (1993 cited in Rashid and Rosly, 2013) shares insight as to how the concentration of poverty and crime that radiates from developments often causes the entire suburb to fall into a state of urban decay, as more affluent inhabitants seek housing in the city.

The need for urban regeneration, according to Brebbia (2000), brings about the notion of how urban land needs to be properly, profitably and professionally invested, and feasibly and efficiently developed, administered and managed. This will ensure the efficiency and effectiveness of urban land development (Rashid and Rosly, 2013). This is derived from the global definition of urban regeneration that speaks to the solution of urban degeneration, where researchers have ironed out some of the responses in dealing with the inner city urban decline challenges. Some inner cities in the United States have responded to urban decline with positive public intervention and policy through initiatives, funding streams and agencies using the principles of 'New Urbanism' (Rashid and Rosly, 2013). Through the initiation of urban renewal in government policies and building large scale housing projects for the urban poor, the interest of the inhabitants has been sparked and they have begun moving back to the inner cities. The 'New Urbanism' strategy has thus brought about renewed and restored elements for the distressed neighbourhoods. Paddison (1993) reports that there has been a trend towards the inclusion of agencies outside of local authorities in urban regeneration strategies, resulting in successful regeneration through partnership with the outside groups and organisations. These partnerships exist between the central government, construction companies, private sector organisations and the local communities.

Pacione (1997) reports that the response to the inner city challenges of urban decline has formed an international trend of urban renewal focusing on housing-led regeneration strategies. Doucet (2012) expands further to state that while gentrification as a strategy towards repairing urban decline may be responsible for making inner city areas more wealthy and desirable places to live, it clearly does not solve all of the issues of urban decline within these urban areas.

In view of this literature, much can be noted from how the approaches to redeveloping the inner cities aim at focusing on the fundamental issues regarding the social and economic problems.

#### **4.2.1 International Precedent: São Paulo central area, Brazil**

This precedent alludes to the notion of the implementation of inner city regeneration in an attempt to combat urban inner city decline. São Paulo is located in Brazil and is well known for its rapid growth as an industrial Third World city. The city of Sao Paulo is Brazil's largest city and is also the largest city in the entire southern hemisphere. The city grew 500 times in just over a century, making it extremely difficult for the government to control development (Inter-American Development Bank, 2003). According to Nobre (1994), urban development within the city has had negative effects in a great part of its population. This is drawn from the issue of the city's 60% population living in precarious housing conditions. Bava (1993) explains that despite the population living in such conditions, they have chosen to live close to the city centre where most of the job opportunities are concentrated.

Nobre (1994) provides an explanation that the inner city (central area) decline is primarily a cause of the physical decline. The inner city physical decline expressed is drawn towards the central area being highly dense that results in serious urban problems. These urban problems are results of the impact of heavy traffic and air pollution, rapid and uncontrolled growth, and lack of public open and green spaces. In addition, Stephanus (2013) brings to attention that the high density of the informal housing has led to a great deal of urban decline in the shanty towns and surrounding areas in the city centre of São Paulo. Notably, Nobre (1994) provides analysis as to how the decline was rooted from the problems of deprivation within the central area.

Patterns of urban regeneration methods as a form of urban development, Nobre (1994) makes note that much of Sao Paulo's urban regeneration efforts have been driven by housing projects. The city's goal is to enhance the urban environment, improve the quality of life for neighbourhoods, protect historic and cultural resources and promote public and private investment (Nobre, 1994). According to Devas and Rakodi (1993) the city of São Paulo has grown through successive processes of redevelopment of existing built-up areas, led by the market forces and speculative pressures. Land speculation with urban regeneration as a pattern of urban development resulted in destroying consolidated areas and replacing them with high rise neighbourhoods (Devas and Rakodi, 1993). The difficulty experienced regarding this approach of land speculation, Nobre (1994) provides analysis as to how it has displaced the poorer existing population, thus aggravating the social problem.

Stephanus (2013) cites LSE Cities [an international centre at The London School of Economics and Political Science] (2008), that since the 1990s, São Paulo had failed to deliver an effective and democratic vision for the city. The reasoning for regeneration efforts being haphazard and unsuccessful, it was because of no solid vision for the city. According to LSE Cities (2008) the failure of regeneration efforts was because of the absence of a proper management and implementation vehicle that takes into account the full social and economic costs.

Notably, Nobre(1994) indicates that there is a need to intervene in areas in order to promote a regeneration process that will lead to improvements and activities, which enhance the quality of life of the poorest sector of the population. In addition, Stephanus (2013) makes reference to LSE Cities (2008) that suggests that given the extreme levels of social inequality found in most Brazilian cities, a more “subtle and sophisticated approach to urban regeneration is necessary: one that is based on a collective effort and broad participation, and that aims to promote local development and social inclusion”.

### **4.3 Literature Review in the South African Context**

Inner city decline is notably a common phenomenon in many parts of South Africa’s larger urban centres. In addition, inner city urban decline in the South African context has evolved around the apartheid era when much decline was experienced within the inner city residential areas. Marais and Visser (2008) discuss how the inner city’s physical decline has been influenced by interrelated actors and processors in the case of Hillbrow in Johannesburg, and which have transcended into South Africa’s other large cities like Cape Town, Durban and Pretoria.

These actors and processors include; the influence of landlords and their relationships with tenants; the policies of the local and national government that relate to decentralisation and rejuvenation strategies; the impact that property administrators have on property prices and their influence on who may and who may not rent in a specific area; together with the ‘redlining’ of the neighbourhood by the financial institutions as a result of the lack of investment (Marais and Visser, 2008). The South African Cities Network (2009) also identifies the local trend of inner city decline as being due to rapid urbanisation, with inner cities under immense pressure from the influx of foreigners and locals from the rural areas.

Kotze and Visser (2008) assert that recent evidence suggests that the realities of South Africa's inner cities have changed since the 1980s and inner city decline has been the main theme of the local urban histories. Studies have reported that South African cities are faced with particular inner city challenges that are linked to the legacy of apartheid; that of delayed rapid urbanisation and political transformation (South African Cities Network, 2009).

Urban decline in South African cities has also been linked to international trends and local circumstances that are beyond the direct control of the government. In addition to this statement, the South African Cities Network (2009) highlights the need to make note of these causes of inner city/urban centre decline. The decline is characteristically rooted in the economic trends of the reduction in both public and private investment, and the diversity and value of the business activities in the areas. It further noted that industrial regression, deterioration in the quality of the public open spaces and poor urban management were also facets of the inner cities' urban decline. Mapetla (2006) is also of the opinion that this decline can be traced to a serious path of deterioration which led to the drastic decline of property values and capital investment within the inner cities.

Urban regeneration is arguably a universal response to the challenges of inner city urban decline. Within the context of South Africa, researchers have identified that the regeneration/renewal projects in South African cities are in line with international trends that emphasise a more property-related intervention that is detrimental to socio-economic strategies. Distinction is further made of the fact that the regeneration of the inner cities is generally undertaken within the framework of public-private partnerships, that have influenced the widespread formation of Urban Development Corporations (UDCs) and Business Improvement Districts (BIDs) (South Africa Cities Network, 2009). The city of Johannesburg started declining in the 1960s because of poor planning decisions, so the decision was taken to revive the city and Mapetla (2006) shared how the city introduced the inner city regeneration programme to bring about the revival of the city.

According to Kotze and Visser (2008), the drive for urban regeneration began in the early 1990s, as a step towards responding to the inner cities' decline. The much-noted acceleration of the decentralisation of South African cities, as a result of 'white flight' from the inner-city areas; institutional capital disinvestment and the suburbanisation of high order service functions contributed towards the physical decay that has recently defined South Africa's

CBDs and their surrounding inner-city areas. Harvey (1989); Smith (1996); Harvey (2000); Atkinson and Bridge (2005); Kotze and Visser (2008) and Lees et al. (2008) state that various levels of government have responded to the process of inner-city decline and have introduced numerous urban regeneration programmes, many of them central to the reversal of the processes of deterioration in the central city areas. In fact, recent developments in dealing with inner-city decline have seen the forced introduction of Central City Improvement Districts (CCIDs) in Cape Town and Johannesburg, and Visser and Kotze (2008) point out that this has led to rapid inner city change in these two cities.

South Africa's apartheid legacy has scarred and left most inner cities with their current issues that include: high crime rates, the inadequate enforcement of by-laws, high unemployment rates, racial residential segregation and desegregation of the inner city accommodation, asserts Rogerson (1997). Increased global economic activity and a shift in South Africa towards redressing past imbalances in spatial, economic and social integration have, however, notably created a pathway for local authorities undertaking different strategies to revive their cities. In light of this, various efforts have been made to bring about economic regeneration and social reconciliation in South Africa's towns and cities.

Arguably, Hafenburg and Huchzermeyer (2015) note that dealing with urban decline stems from the notion that South Africa's major cities are under pressure to transform into attractive and competent spaces for the advancement of socio-economic development. This reinforces the idea that the legacy of spatial segregation is still manifested in poverty, unemployment and income inequality. In dealing with urban decline issues in South African cities, Binns and Nel (2009) assert that the approaches taken are underpinned by local government policies which are aimed at addressing the issues relating to unemployment, poverty, the lack of service delivery and sustainable human settlements. Reference is made to the draft 'Local Economic Development Policy' which has been targeted predominantly towards addressing issues of poverty relief, with broader economic development as a secondary focus (DPLG, 2001). According to Bond (2001) and Binns and Nel (2009), the drafted LED policy speaks to the concepts of: community-based development; human capital development; economic leak-plugging and retaining and expanding local economic activity; infrastructure; municipal service provisions and linkage development.

The notion of urban governance expressed by Haferburg and Huchzermeyer (2015) is depicted through the government strategies of 2001 shared by Binns and Nel (2009), where the national government began developing an ‘Urban Renewal Strategy’”. The ‘Urban Renewal Strategy’ was aimed at realising the “vision of socially cohesive and stable urban communities with viable institutions, sustainable economies and universal access to social amenities” (DPLG, 2001:1.). The DPLG (2001) states that this strategy focused on upgrading informal settlements, inner city regeneration and old neighbourhood regeneration. The Gauteng government (2007) then implemented the inner city regeneration strategy which is aimed at raising and sustaining private investment in the inner city that will lead to a rise in property values. This government’s inner city regeneration strategy included intensive urban management; the upgrading and maintenance of infrastructure for an attractive environment; supporting economic sectors that had the potential to thrive in the inner city and discouraging ‘sinkholes’. ‘Sinkholes’ refer to properties that are abandoned, overcrowded and poorly maintained, add the Gauteng Government (2007).

#### **4.3.1 South African Precedent: The City of Johannesburg**

The city of Johannesburg, since the 1990s, has undergone a full cycle of deterioration, reinvention and rejuvenation. The embedded decline in the inner city was a result of the collapse of apartheid, the deterioration of property values and the decrease of capital investment (Gauteng Government, 2007). Researchers now report that the city of Johannesburg is considered as a city centre driven by economic activity, mainly because of the regeneration project led by the private sector throughout the years (Gauteng Government, 2007).

According to the Johannesburg Development Agency (2015) the inner city currently faces inner city decline which comprises of institutional concerns that relate to fragmented city planning; urban inefficiencies that relate to the traffic congestion; insufficient and inappropriate inner city housing; as well as inadequate social amenities. The notion of economic decline and poverty in the inner city is still prevalent and relates to the ongoing poverty and vulnerability among the inner city residents and the changing patterns of private investment (JDA, 2015). When viewing the causes of inner city decline, Bethlehem (2013) concluded that the withdrawal of investment from the property sector came about in South

Africa as a result of a similar trend in the international environment. The resulting demographic shifts saw an increase of lower to middle income groups within the inner city.

In response to the embedded decline in the inner city of Johannesburg, a strategy or inner city regeneration programme was adopted to curb and reverse the decline. Maptela (2012) makes reference to the fact that people are attracted by the social and economic growth that goes hand in hand with the concentration of people in a city. An example of the regeneration programme is the Newtown Cultural Precinct within the Johannesburg inner city, which has proved to be a regeneration project aimed at improving the tourism sector of the city. This precinct, according to Rogerson (2006:85, cited in Mbiza, 2013) has turned into a safe and vibrant, friendly environment and the project itself has proven to be of critical importance for the inner city economic regeneration of Johannesburg.

Bethlehem (2013) asserts that the urban regeneration initiative was a response driven primarily by public investment and infrastructure, and public spaces and infrastructure were upgraded. Initiatives such as the City Improvement Districts (CID), of which there are nine, were managed by private sector management, thus the level of safety and cleanliness in the areas was ensured. And institutional, corporate and private entrepreneurial investment was secured for the residential sector. These initiatives led to significant improvements in the inner city area of Johannesburg, adds Bethlehem (2013).

Another example of urban public environment regeneration is the Braamfontein precinct. The JDA (2015) reveals that the regeneration, which was initiated by private sector development and managed by a CID, resulted in upgrading to a mixed-use property portfolio (office space, residential and commercial activities). As a result, the precinct currently has vibrant retail and social activities, with public art galleries and theatres.

The World Bank (2015), however, has criticised the regeneration process in Johannesburg's inner city, stating that there is a lack of provision for displaced residents. In 2003, 39 per cent of the inner city residents were unemployed and at least 10 per cent relied exclusively on the informal sector to survive. The initial regeneration efforts in the early 1990s did not include social justice measures to address the extreme poverty in the inner city and the resettlement of poor urban residents to the periphery has been a source of many violent encounters between the city and its residents.

Lessons drawn from the analysis of the inner-city urban regeneration strategy for combating urban decline, highlight the main approach, that of ‘modifying cities’. This notion seemingly alludes to the fact that regeneration as a strategy allows for the participation of both the public and the private sector, and is inclusive of the community. The socio-economic aspect brings about the idea of urban identity, making the regeneration strategy an integrative approach to inner cities.

It is also significant to note that inner city decline trends share similar characteristics worldwide; notably suburbanisation, poor public transport and the ineffective management of the urban environment.

#### **4.5 Legislative Framework Guiding Urban Regeneration for Declined Inner-Cities**

The Urban Development Framework is primarily the legislative framework which advocates the development of urban areas within South Africa. The Urban Development Framework has enhanced the vision for urban areas that have been negatively impacted by apartheid planning that resulted in denying the majority of South Africans access to urban opportunities and amenities (The Department of Housing, 1997). In addition to the Urban Development Framework, the Department of Housing (1997) emphasises that the Reconstruction and Development Programme recognises the need for a coherent approach to urban and rural development, and the Urban Development Strategy is aimed at ensuring sustainable development of the cities and towns (The South African Government, 1997).

##### **4.5.1 Urban Development Framework**

According to the South African Government (1997), the basic tenets of the Reconstruction and Development Programme (RDP) guide the purpose of the Urban Development Framework. It explains and analyses the current reality of South African cities; proposes an urban vision; explains the major dilemmas affecting policy choices at all levels and proposes a programme to monitor and evaluate the key elements of the framework.

The Urban Development Framework states that the national and local governments should provide guidelines and programmes for the envisioning of sustainable urban settlements. The

Department of Housing (1997) makes reference to how the implementation of the UDF comprises of four key programmes which include:

- **Integrating the city** which is aimed at integrated planning, rebuilding and upgrading. The UDF alludes to how urban regeneration for the inner city contributes to the upgrading of declined urban areas within the inner city.
- **Improving housing and infrastructure.** This involves the upgrading and construction of housing, the restoration and extension of infrastructure, encouraging investment, building habitable and safe communities, maintaining safety and security and designing habitable urban communities.
- The promotion of **urban economic development**, which is aimed at enhancing the capacity of urban areas to build on local strengths in order to generate local economic activity, to achieve sustainability and to alleviate urban poverty.
- **Creating institutions for delivery**, which depicts the requirement of significant transformation and capacity building of the government at all levels, and cooperating with a range of institutions from civil society and the private sector.

The South African Government (1997) further explains that the UDF will bring about recognition of the current and future importance of South Africa's cities and towns in meeting the needs of the growing population in terms of shelter and economic, social and environmental development.

It can therefore be seen that urban regeneration to halt and correct inner city decline allows for the governance of the UDF and highlights the extent to which inner city development aims to integrate social, economic, political and environmental attributes for sustainable city regeneration.

#### **4.5.2 Income Tax Act No. 58 of 1962: Urban Development Zones Legislation**

The Urban Development Zones emerged as recognition that many of South Africa's inner cities were facing rapid degeneration as a result of capital flight into newer and better facilities in other parts of the cities (Wilson, 2004). In light of this, it was keenly felt that if there was to be any hope of revitalising the inner cities, then the government would need to intervene. As such, by the end of 2003 the National Treasury had developed an amendment to the Income Tax Act No. 58 of 1962, which would allow tax breaks and tax incentives within

very specific areas the metros and larger municipalities in South Africa (Wilson, 2004). The legislation was further amended in 2005 (Revenue Laws Amendment Act 31 of 2005) to accommodate taxpayers who purchased buildings or parts thereof, for example sectional title units, directly from developers.

According to the Housing Development Agency (2013) the UDZ legislation aims to encourage inner city regeneration through a tax incentive that takes the form of a tax allowance, covering an accelerated depreciation of investment made either in the refurbishment of the existing property or the creation of new developments within the inner city over a period of time. The Housing Development Agency (2013) adds that the UDZs can be considered as the only piece of policy related to urban regeneration, established at a national level.

The following areas in the city of Durban have been declared as UDZs: The areas bounded by Bell Street in the south through to Shepstone Rd, Victoria Embankment, Alexandra Street, Berea Road, Carters Avenue, Canongate Road, Warwick Avenue, Centenary Road, Carlisle Road, First Avenue, Stamford Hill Road and Croydon Road. Walter Gilbert Road, Cobham Road, Old Fort Road, NMR Avenue, Somtseu Road, Stanger Street, Argyle Road, NMR Avenue and Walter Gilbert Road enclose the area in the north (Wilson, 2004). In comparison to this, the city of Johannesburg (2006) has declared UDZs in the Johannesburg CBD, Newtown, Braamfontein, Hillbrow and Joubert Park.

The abovementioned legislation and frameworks underpin the rationale for the urban regeneration of declined inner cities and assist in the drive towards economically sustainable urban centers and environmentally viable cities as a form of urban development.

#### **4.6 Conclusion**

This chapter has fully unpacked the dynamics of urban regeneration as one of the strategies to combat inner city urban decline, in both the international and local contexts. The chapter has further traced the development of inner city urban decline, in which similar factors are visible globally and locally. The chapter has also managed to capture the legislative driving forces in dealing with urban regeneration for inner cities within the local context.

## **Chapter Five - Historical Background of the Case Study**

### **5.1 Introduction**

This chapter introduces the context of the case study that exists and the historical status of the Durban Point area prior its redevelopment into the Durban Point Precinct Development. The chapter also highlights the objectives and the current status quo of the development of the Durban Point Precinct. It further analyses the extent of the integration and sustainability of the current state of the precinct development.

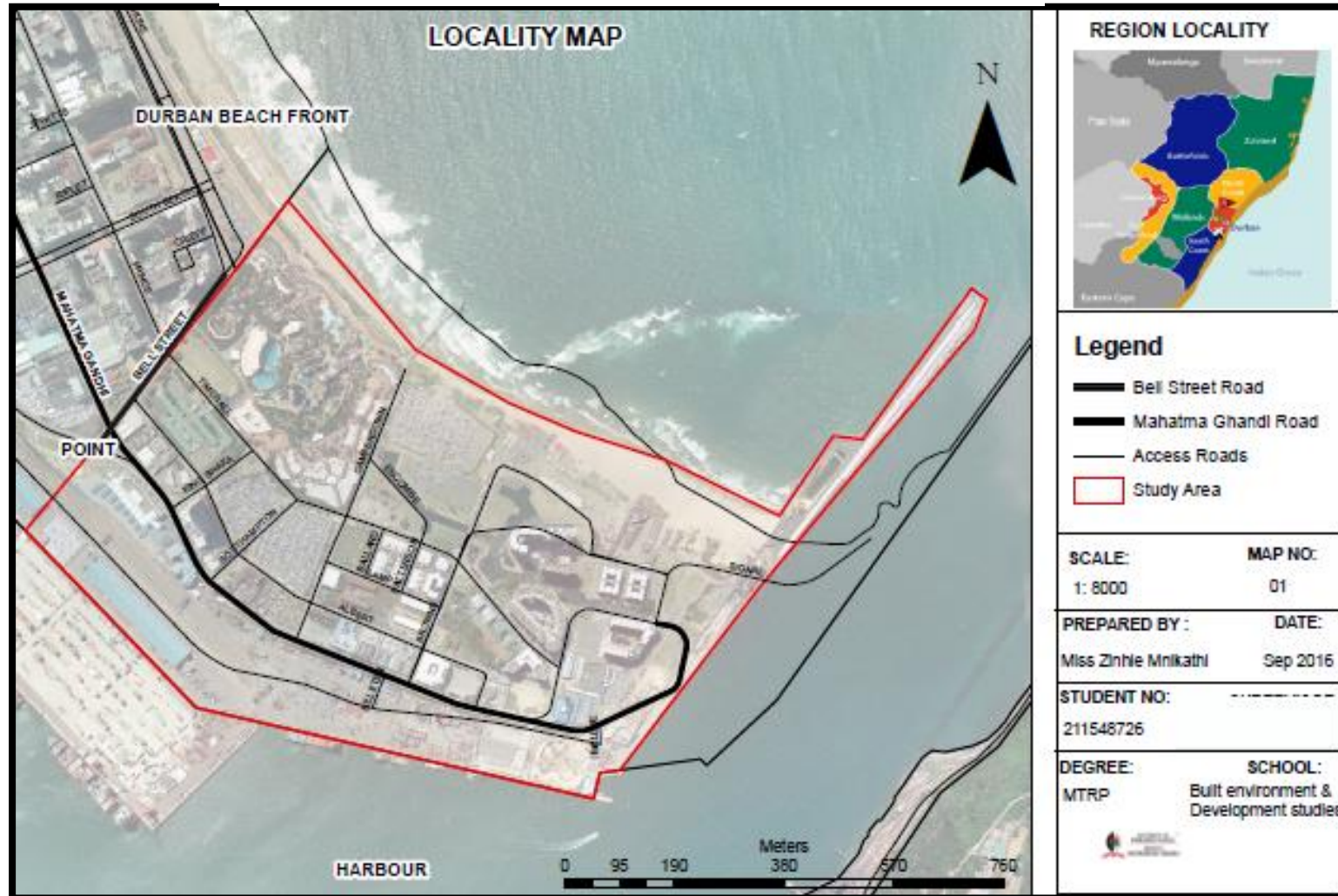
### **5.2 Location of the Case Study: Durban Point Precinct Development**

The study area is located at the entrance of the busiest port in South Africa, on a 55-hectare site, south of the Durban CBD, along the Durban beachfront to the harbour access channel (*Refer to Locality Map: Map 1*). The Durban Point is well used by a small group of people relative to the extent that the rest of the beachfront is used. Ten hectares of the site area accommodate the Ushaka Marine World that is bounded by the ocean on the east, the harbour mouth and Mahatma Gandhi Road on the south and west, with Ushaka Marine World marking the northern area (Durban Point Development Company, 2009). The development falls within the eThekweni Municipality's central municipal planning region.

The Mahatma Gandhi road (Point Road) entrance before entering the study area (precinct) is characterised by the current inner city urban decline, with dilapidated and brownfield buildings (*refer to figure 2*). The location of the study shares one entrance, however, the Durban Point precinct contributes a 'waterfront' development to Durban's inner city development.



**Map 1:** Locality Map of the Durban Point Development Precinct



Source: Author (2016)





The eThekweni Municipality (2011) makes reference to how the first railroad within Durban emanated from the Point, which was located at the entrance to the bustling harbor and where most of the trade in the area occurred. During the late 1970s and 1980s, however, urban decline set in as most of the port related activities relocated from the Point area with the beginning of the port expansion. Much of the harbor activity and trade moved away from the Point area as the port expanded, resulting in the steady decline of the Point area. The Point then went on to become synonymous with the many social ills of that time and the area became stigmatized accordingly. Wightman (2007) adds that the urban decline continued in the Point area into the 1990s, and the area became deserted and quite derelict.

Wightman (2007) draws attention to an assessment conducted by Rodney Harber, a former architecture professor at the University of KwaZulu-Natal and consultant who was contracted to conduct a Historical Impact Assessment of the Point in 2002. Harber (2002 cited in Wightman, 2007) emphasised that: “*the Point is what Durban is all about - it is a harbour city, and in the late 1800s the Point was separated from Durban by deep sand dunes and was a ‘no man’s land’ that became settled*”.

Post -1990 brought about the catalyst for redeveloping the declined Point. According to (Wightman, 2007) a proposal to purchase all the pockets of land in and around the Point precinct and invest in the urban regeneration of the Point was made by a Malaysian owned company. This led to the waterfront development of the Point precinct development, which the Durban municipality, the national government and the Malaysian company invested in. The Durban Point Development Company (2009) highlighted the need for regeneration as the area had historically been neglected and seen as a semi-industrial area. The fact that the area had largely been run down created a bad impression of the Point as a whole.

Recent studies have presented evidence stating that the Durban Point was the first area in Durban to be formerly established and thus has historical significance. In keeping with the history of the area, the Point is currently undergoing a renaissance and the historical facades are being preserved in concurrency with new developments being made. **Figure 2** refers to the present evidence of the historical urban decline noted within the precinct area. The building is located within the entrance of the precinct.

**Figure 2:** Historical present evidence of urban decline



**Source:** Author (2016)

#### **5.4 Objectives of the Durban Point Precinct Development**

According to Wightman (2007), the intention to regenerate the area had been mooted for several decades. The main intention driving the regeneration of the Point was embedded in creating a waterfront development on prime real estate at the harbour entrance. It is also noted that much the Point Precinct Development was dogged by controversy for more than a decade before the initiative became a reality. According to the Durban Point Development Company (2009), the regeneration of the Point was identified as one of the projects that had the potential to create significant economic growth and create employment in line with successful dockland redevelopments around the world.

The Durban Point Precinct Development urban regeneration initiative was driven by the main objectives which the development framework highlighted, to create a unique and vibrant area that offers commercial, retail and tourism opportunities in order to achieve sensible social, urban, community, cultural and environmental, sustainability (Durban Point Development Company, 2009). The development of the Point Precinct was driven by a public-private partnership of the Malaysian company - Rocpoint and the eThekweni Municipality.

Wightman (2007) states that the securing of the Durban Point Precinct Development reflected the sincerity with which the eThekweni Municipality committed to regenerate and upgrade the Point area. The development began with the Ushaka Marine theme park, which put the Point Waterfront area on the map internationally as well as locally. The vision for the waterfront development included enhancing the beach environment by linking the beach in front of the marine park with the rest of the beachfront by means of a continuous beach

promenade. To achieve this, the existing promenade was upgraded and extended along the beachfront. A sub-tropical landscape was created with the appropriate signature landscaping, promoting Durban's identity as an 'African City' and by creating a built environment that integrated into the rest of the CBD. The vision further extended into creating a transportation node that linked users of the Ushaka Marine park and the Point Precinct with the rest of the beachfront and CBD by providing transport and regulating the flow of traffic. Retail, commercial and hotel opportunities were expanded, as were additional residential opportunities with the creation of new living opportunities in a range of accommodation typologies within the precinct development (Durban Point Development Company, 2009).

### 5.5 Current State of the Case Study

The development of the Durban Point Precinct into the 'Point Waterfront' has gradually changed the Durban Point's reputation as a whole. The physical attributes of the current state of the Precinct Development are presented by:

- The urban furniture – this relates to the road paving and the current landscaping (*refer to figures 3 and 5*),
- The utilised residential units – there are a combination of new modern buildings and historical buildings that have been refurbished in line with the conservation of the historical aspect of the area. Many of the buildings are currently used as office spaces.

*Figure 5* indicates the type of modernised residential unit offered within the precinct.

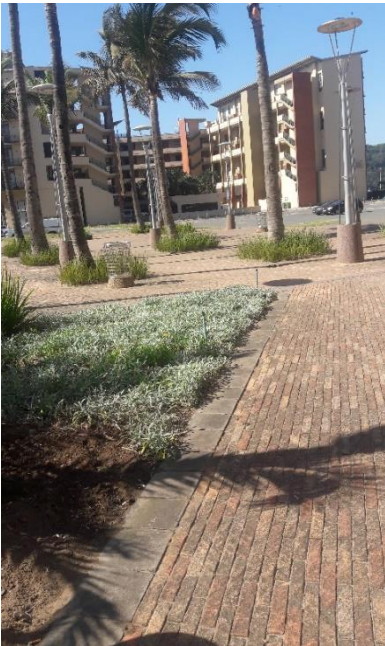
The Precinct Development is currently undergoing increased physical mixed-use development, which is taking place alongside the visibly declined buildings and research has shown that the Durban Point Precinct regeneration is transforming the area into a 'property market paradise' (Mkhize, 2015).

**Figure 3:** The road access material depicting the modern type of the physical environment



Source: Author (2016)

**Figure 4:** The current landscape urban furniture used in the precinct area.



Source: Author (2016)

**Figure 5:** The current occupied residential unit within the precinct.



Source: Author (2016)

The study area is accommodated by public transportation links like buses (called People Movers), private vehicles and taxis which provide access into the precinct in order to accommodate for the variety of people. Kirby (2014) adds that a key feature in the northern section of the Point precinct, which has an effect on the entire site, is the limited access where one-way roads provide the main movement routes in and out of the Point (Mahatma Gandhi Road). *Refer to figure 6*

The physical transformation of the Point Precinct has epitomised a world-class standard, deserving of developments of this nature. Wightman (2007) elaborates further, emphasising that the Point Precinct development has ensured people's safety without creating a gated community that hinders public access, and is secured by means of a highly sophisticated electronic surveillance system with closed circuit television cameras installed at strategic locations to maximise coverage. Waste management and cleaning, roadways, traffic signals and sidewalks, canal management, electrical infrastructure and the landscaping are all privately serviced and maintained within the precinct (Durban Point Development Company, 2009).

The study area currently comprises of mixed-use land use activities within the particular zone areas (*Refer to the Existing Zone and Land Use Maps: Map 2 and 3*). The Precinct area has mixed use developments of commercial properties, warehousing, sports facilities, shipping offices, a Maritime College and residences. The current utilisation of the mixed-use developments is enhanced with the lower levels of the properties being utilised for commercial or business purposes and the upper levels as residential space. These commercial activities include e.g. a hair and nail salon, a formal small tuck-shop, restaurants and dry cleaners, to name a few.

According to the existing zone map (*Map 2*), there is a special zone in the Point Precinct (Point Waterfront) dedicated for the accommodation of a wide range of recreational, entertainment, residential, shopping, business, commercial, community, service industrial and related activities that would ordinarily be accommodated within a city environment (eThekweni Municipality, 2011). This zone is aimed at contributing towards the creation of a dynamic, harmonious and well-balanced city precinct that is comprised of the highest aesthetic, landscaping and urban design quality and promotes the impression of African urbanism.

The current land users surrounding the area of the study include Transnet, and this land is used for the operation of the port and comprises of offices, storage space and a car terminal situated south and south-west of the study area. The north and north-west of the study area comprises of a mixed-use area that includes the Addington Primary School, high-rise flats, light industry (warehousing, logistics, and boat repair companies), entertainment and hospitality uses (eThekweni Municipality, 2011).

The Point Precinct currently contains social and public facilities, namely: The South African Maritime School and Transport College that is housed in two old buildings and the access to the uShaka Marine theme park. Kirby (2014) describes the theme park as a large recreational facility that boasts an aquarium, a water park and a variety of restaurants and curio shops, and which has been used as the catalyst for development in the Point.

Wightman (2007) provides evidence that the social life within the Point Precinct caters for the middle to high-income class, stating that this is measured by the available recreational

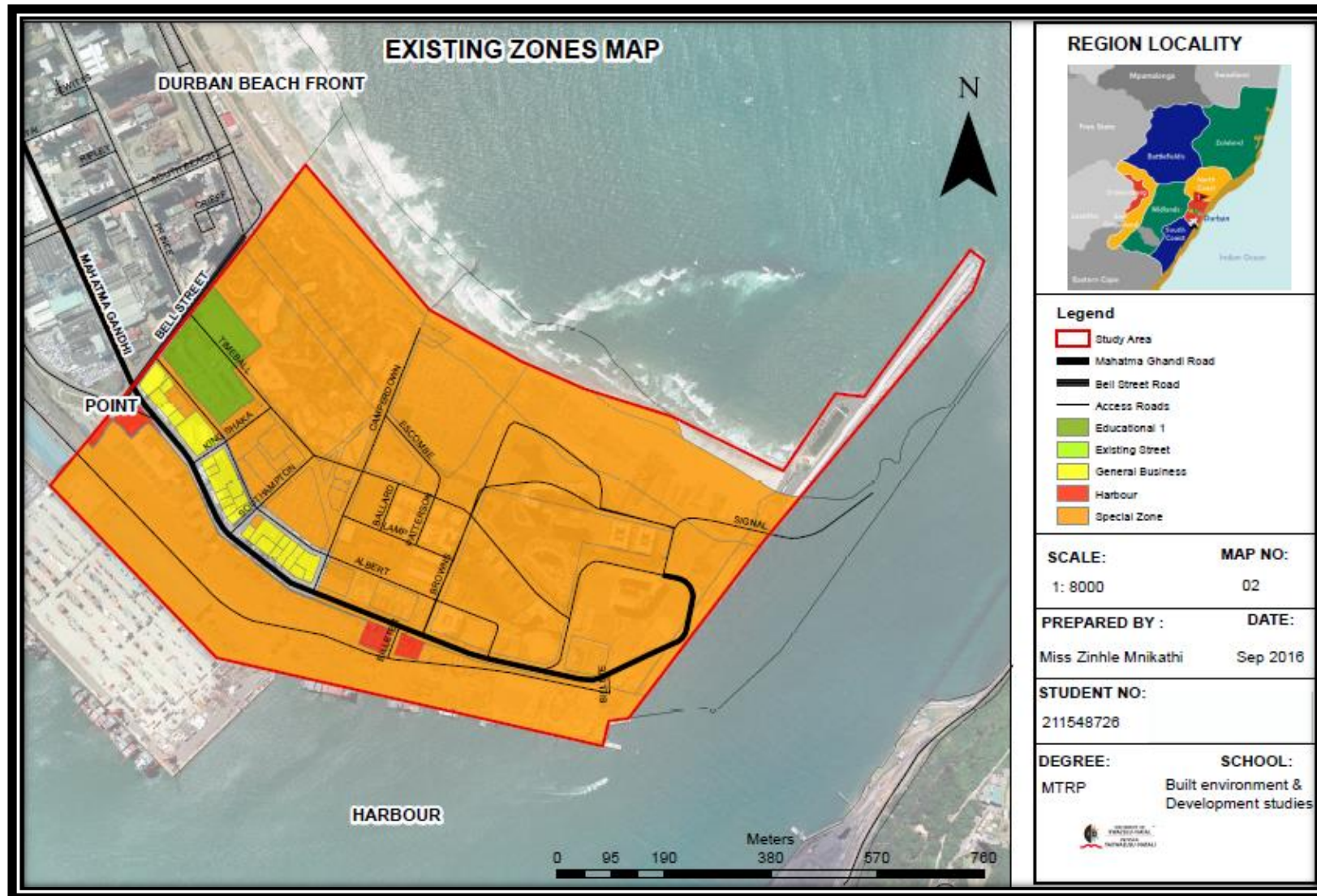
activities and the high-end facilities that have been introduced in order to revive and attract international investor confidence back into the city.

**Figure 6:** One way access road entering the precinct area



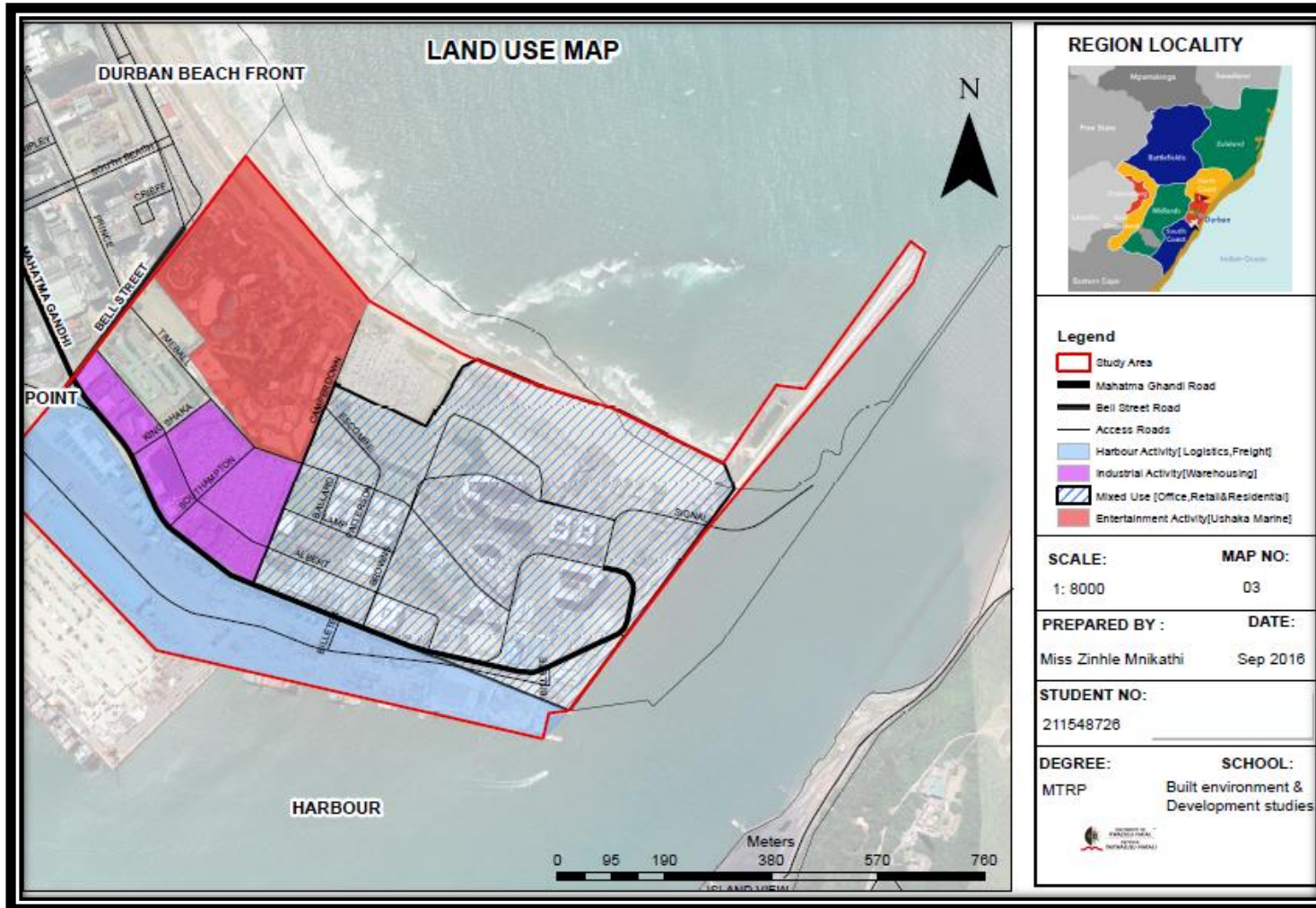
**Source:** Google Maps Images (2016)

**Map 2:** Existing Zones within the Durban Point Precinct Development



Source: Author (2016)

**Map 3 : Land Use within the Durban Point Precinct Development**



Source: Author (2016)

## **5.6 Integration and Sustainability**

Drawing from planning design principles underpinning the location of the study area, much can be drawn from Lynch's (1960) principles. Lynch (1960) investigated how individuals perceive and navigate the urban landscape, through the analysis of the approach to the city. In light of this, the concepts measured in determining the sustainability of the Point Precinct are adopted from Lynch's (1960) concepts of legibility, and imageability and identity.

The concept of legibility indicates how 'easily identifiable' the area is through its landmarks, pathways or nodes. Stemming from this, the Point Precinct Development is identifiable by its notable port (harbour) expansion, with the surrounding land users incorporating industrial activities in support of the expansion. Next is the uShaka Marine theme park that is compatible with the beachfront and in close proximity to the CBD.

The concept of imageability and identity indicates how the physical attributes of the area create a sense of identity and image of the environment. The Point Precinct Development's identity is captured through its historically refurbished buildings and the 'waterfront development' environment.

In terms of the sustainability of the location of the study area; it is sustainable because of its 'waterfront' mixed-use development vision, meeting the needs of and drawing a diverse range of people into the area. In terms of integration, Kirby (2014) asserts that one of the major problems that the Point has always had has been its lack of integration into the urban fabric of the CBD. It is notable that the location of the Point Precinct Development does not physically integrate with the rest of the inner city of Durban, and this is mainly because of the current urban decline and its associated social ills that are present within the Point area. These social ills include illegal activities like crime, selling of drugs, the influx of immigrants, dilapidated buildings and lack of infrastructure services.

Kirby (2014) asserts that continuity is central to the concept of integration and that it needs to be unlocked in order for the Point Precinct Development to be integrated into the rest of the CBD. Mahatma Gandhi Road (previously known as Point Road) remains the main access route leading from the city centre into the Point. The fact that it only provides access into the Point, as it is a one-way road is, however, highly problematic, yet the road is such a

prominent feature in Durban's movement systems (Kirby, 2014). The Point Precinct Development therefore does not have a continuous access route into and out of the CBD so it cannot really be regarded as fully integrated into the inner city (CBD). This is evidenced by the fact that the urban fabric of the new developments does not follow the common city grid patterns prominent in both the CBD and the entrance of the Point.

## **5.7 Conclusion**

This chapter has explained the rationale of the Point Precinct Development that highlights the objectives of the regeneration of the case study. It further provided the historical function and development of the area, which was orientated towards servicing the port by providing storage space, but more recently the area has been identified as having great development potential. The chapter has highlighted the fact that the case study of the Point Precinct Development is recognised as the catalyst for the regeneration of the entire inner city of Durban; providing housing, employment opportunities, commercial and retail activities and recreational facilities for the Durban city's occupants. Finally, note has been made of the fact that the location of the case study presents both negative and positive aspects in relation to the sustainability and integration of the current and future developments.

## **Chapter Six - Presentation of Research Findings, Data Analysis and Interpretation**

### **6.1 Introduction**

This chapter presents the findings that were obtained from the questionnaires, straight observation and interviews which were conducted for the study area. It further aims to analyse the socio-economic impact of inner city urban regeneration as a strategy to fight urban decline in the Durban Point Precinct Development Project. The necessity of this chapter is to analyse the findings, with the goal of deriving strong recommendations and conclusions on the social and economic benefits of the inner city urban regeneration strategy.

The chapter integrates the findings with the theories and hypothesis related to the research problems posed in Chapter One. The findings were obtained from self-administered questionnaires given to a sample of the residents and business operations; transcribed semi-structured, face-to-face interviews of the officials; and straight observation of the study area. The findings were used to answer the main research question and draw conclusions.

### **6.2 Methods of Data Presentation and Analysis**

The study used a qualitative data analysis method. Hence thematic data analysis was used in order to identify the inner-city planning principles used that promoted urban regeneration; the socio-economic implications; institutional involvement; and the challenges and outcomes experienced with the implementation of the urban regeneration strategy in the Durban Point Precinct. The identified themes were: the socio-economic benefits, mixed-use integrated development and city beautification.

The study method used scheduled face-to-face interviews with key officials from the Durban Point Development Company, the eThekweni Municipality's Urban Renewal Department and the Durban Point Waterfront Properties Manager. The straight observation was carried out using a checklist to determine the physical status quo of the study area and lastly, self-report questionnaires were given to the residing population.

### **6.3 Presentation of Findings**

The socio-economic impact of the inner city regeneration strategy against urban decline, showcased by the Durban Point Precinct Development, was analysed and the findings presented below. The following findings present the information gathered from the residents, the business owners/occupants, the various key officials and the researcher's observations, and indicate the challenges experienced by the informants regarding the urban decline and the introduction of the inner city urban regeneration strategy.

The research findings were based on the following objectives:

- To explore the current inner city principles and tools used to deliver sustainable inner city regeneration for the Durban Point Precinct;
- To examine the extent to which socio-economic sustainability was incorporated into the inner city regeneration of the Durban Point Precinct;
- To explore the extent of institutional involvement in enhancing the socio-economic benefits of the inner city urban regeneration of the Durban Point Precinct Development;
- To identify the challenges associated with inner city urban regeneration of the Durban Point Precinct Development; and
- To explore the outcomes of the inner city regeneration of the Durban Point Precinct.

#### **6.3.1 Sustainable Inner City Principles for the Urban Regeneration Strategy:**

##### **Findings from the eThekweni Municipality Official**

The researcher interviewed one municipal official, namely the Project Coordinator from the Urban Renewal Department. When asked about the initial rationale for the regeneration process, given the bad reputation of the Point area, the eThekweni Municipality's Urban Renewal Department Project Coordinator responded that the rationale for the development was sparked by the extensive reputation of Durban as the biggest port city in the country, together with the desire to seize the economic potential for the inner city.

When the researcher asked about the role the Municipality currently played in the success of the Point Precinct regeneration project, the Project Coordinator responded that the Municipality maintained the infrastructure services i.e. sewer, storm water and watermains operation systems for the Point Precinct.

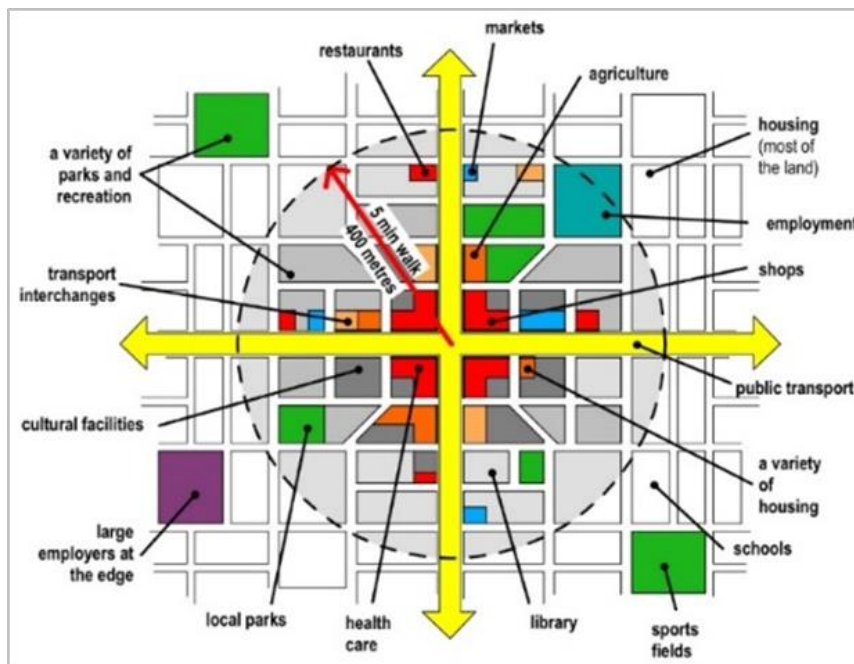
Extensive literature has revealed the extent of regeneration initiatives to avoid urban decline and when asked about the initiatives implemented for the Point Precinct project, the eThekweni municipal official responded: *“There is the regeneration strategy plan that is underway, but other initiatives include the beachfront upgrade currently taking place through the extension of the promenade to the precinct area, and the ‘back of beach’ initiative to address the issue of old dilapidated buildings within the precinct”*. The municipal official further responded that the mentioned ‘back of beach’ initiative would be implemented by allowing land use in the inner city to be for high-density developments to accommodate the anticipated additional 430, 000 population intakes by 2040. The intention of these initiatives is the eradication of the inner city urban decline, cohesively improving and placing the Durban Point’s reputation on the map again.

With reference to the inner city regeneration plan mentioned, the municipal official indicated that the plan was underway and was aimed at creating an inner city vision that could be adopted by locals, investors and businesses to contribute towards creating a vibrant and safe space in the inner city, where people could live, work and play.

On the aspect of measures guiding the implementation of the Point Precinct to ensure that the area does not fall into decline again, the municipal official referred to the four spatial principles, namely; Walkable City, Integrated and Inclusive City, Connected City and Realising the Potential.

The **Walkable City** principle refers to the introduction of high-density mixed-use developments and high-rise buildings, with enough social facilities and services every five-kilometer distance to accommodate the high-density population. The walkable city principle also focuses on pedestrian and cycling designed streets for a pleasant and safe area. **Figure 7** below depicts the design for a walkable city model and is applicable for the development of the Point Precinct.

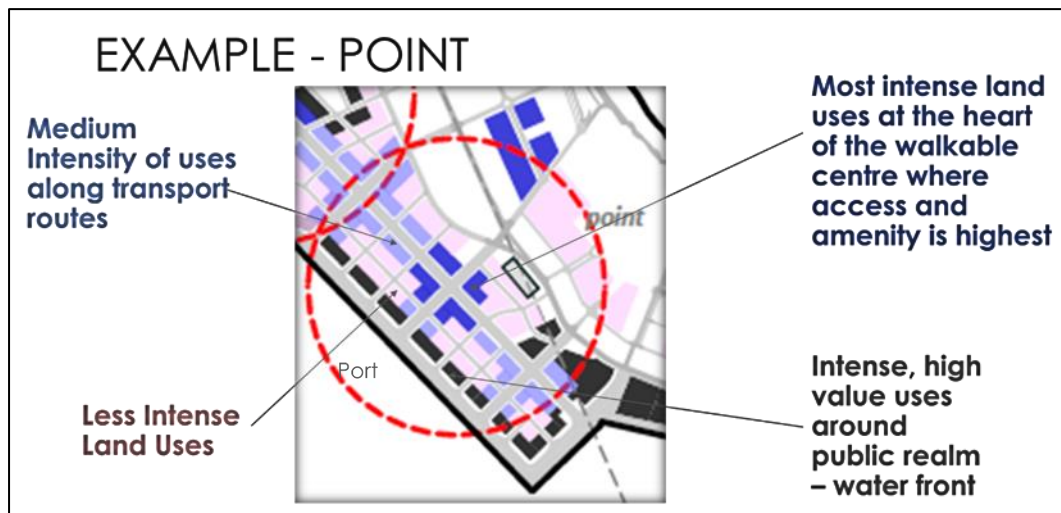
**Figure 7: The Walkable City Guided Model**



**Source:** eThekweni Municipality (2016)

The second principle is the '**Integrated and Inclusive City**' that indicates the decrease in car usage and an increase in public transportation through the creation of a high density urban core. Within the precinct, provision for public transportation access is made irrespective of the high usage of privately owned vehicles. It mainly depicts land use intensity to introduce walkable, connected neighbourhoods and also aims to create open space areas with a high number of public amenities, all of which contribute to property values i.e. residential and tourism development along the Point waterfront. **Figure 8** indicates the principle implemented for the Point Development.

**Figure 8:** The Integrated and Inclusive City Principle Model Applicable to the Durban Point Precinct.



**Source:** eThekweni Municipality (2016)

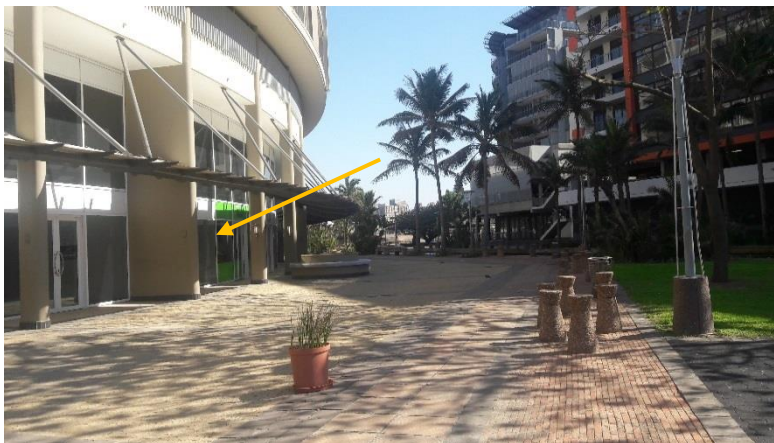
The third principle is the '**Connected City**'. This principle interlinks with the notion of an integrated and walkable city and it alludes to connecting different modes of transportation and the creation of safe pathways. Interestingly, the municipal official stated that: "*the regeneration strategy through the creation of safe pathways paves the way for crime prevention and upgrading the public realm*". Attributes that contribute to a connected city are the reconfiguring of existing streets and the development of new secondary, primary and local linkages, as well as a priority pedestrian network.

The fourth principle is '**Realising the Potential**', which is depicted by the consideration of the current state of the inner city. In retrospect, Durban city's potential lies within its coastal location and environmental issues are therefore taken into consideration. A higher 'Floor Area Ratio' (F.A.R) as a regeneration initiative provides the potential for high-density mixed-use developments for the Point precinct. Additionally, the Central Durban property values are likely to increase by 5 per cent, through the so-called 'snowballing effect' of the Point Precinct.

### 6.3.2.2 Findings from Researcher Observation

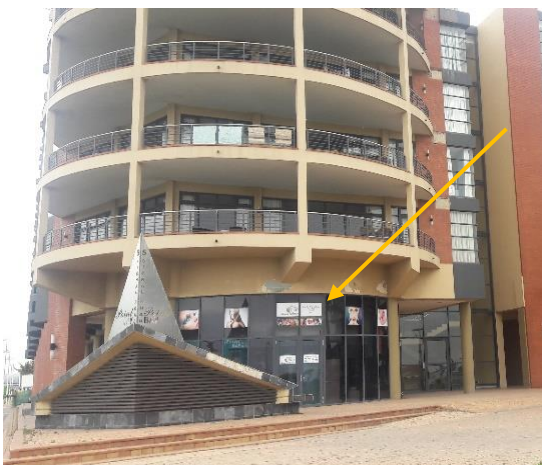
According to Rashid and Rosly (2013), urban regeneration depicts land re-development in areas of moderate to high density urban land use to reinvigorate a run-down urban area such as the inner city. In light of this theme, city principles emerged that were presented by the straight observation findings. The researcher's rationale for the observation was primarily for the intake of the current state of the precinct development. One of the main findings regarded the active economic activities i.e. office spaces, restaurants, retail outlets etc. that were present, most of which were situated on the first floor of the residential buildings (**refer to Figures 9, 10, 11 and 14**) and one school (**refer to figure 13**). This depicted the notion of the encouragement of mixed-use developments. There was, however, also a predominance of inactive economic activities, i.e. vacant office and retail spaces. **Figure 12** indicates the view of the existing building structures that offer mixed uses mainly residential, office spaces and limited commercial spaces.

**Figure 9:** Active Business Operations Situated on the First Floor of the Residential Property within the Precinct Area.



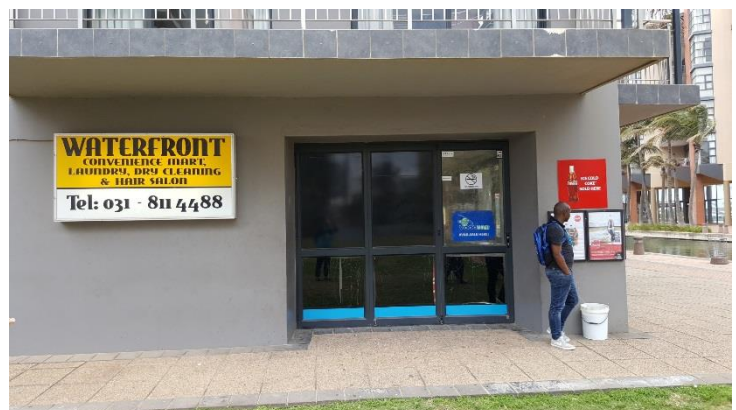
**Source:** Author (2016)

**Figure 11:** The existing integration of mixed use development approach within the area.



**Source:** Author (2016)

**Figure 10:** Dry-cleaning services as active economic space.



**Source:** Author (2016)

**Figure 12:** View of the existing building structures nearby the beach access.



**Source:** Author (2016)

**Figure 13:** The SA Maritime School available within the precinct. This is an indication of a social amenity.



**Source:** Author (2016)

**Figure 14:** Example of an active economic activity



**Source:** Author (2016)

**Figure 15:** View of the water canal development (social amenity recreation space) in between the residential space (The Sails) and business unit (iThala) within the precinct.



**Source:** Author (2016)

The researcher observed minimal signs of physical urban decline, with some dilapidated and abandoned buildings in the area (**refer to figure 16**). This proved that the development was transforming the area and creating an appealing inner city urban environment. In conjunction with the planning principles applicable to the regeneration strategy, the observed urban regeneration's physical attributes analysed were; walkability, livability and accessibility. The urban furniture allows for the livability and walkability within the area. In terms of accessibility, the area is in a grid-like form and has roundabouts for easy traffic flow within the precinct. There is, however, only one main entrance into the Point Precinct area via Mahatma Gandhi Road. With respect to the urban furniture, the bad reputation associated with the Point area led to increased security within the development, evidenced by the Closed-Circuit Television cameras installed within the streetlights (**refer to figure 15**).

**Figure 16:** The current physical decline and abandoned building structure within the precinct.



**Source:** Author (2016)

The Point Precinct development has extensively implemented and encouraged mixed-use integrated developments, however, when the researcher asked both business operators and residents about their satisfaction with the existing mixed-use activities, the respondents who resided in the area indicated that the economic activities were inadequate and did not benefit their current living environment. Extensive upgrading of the public realm is a physical attribute, particularly for the Point area, mainly because the process helps curb any further urban decline. Figure 17 depicts the public realm upgrade within the precinct area as a means of introducing the element of beautification for the Point area.

**Figure 17:** The result of the extensive upgrading of the public realm.



**Source:** Author (2016)

### **6.3.2 The Impact of the Urban Regeneration Strategy on the Socio-Economic Sustainability**

Lorens (2008) draws on extensive knowledge as to how urban regeneration coordinates actions that lead to the improvement of the material state of the structures, combined with the improvement of the economic and social situation. In noting the benefits and outcomes of the regeneration strategy targeting distressed urban areas, this theme made note of the findings.

### 6.3.2.1 Findings from the Durban Point Precinct Development Residents

**Table 3:** Respondents' Gender

<b>Gender</b>	<b>Interval</b>	<b>Percentage</b>
Female	3	60%
Male	2	40%
<b>Total</b>	<b>5</b>	<b>100%</b>

**Source:** Author (2016)

On the aspect of gender, the above table describes the respondents living in the Point precinct development who ranged between the ages of 26-30 years, of which three out of the five sampled (60 per cent) were male and two out of the five (40 per cent) were female. This represented the sample size of 45 residential units of which 10 per cent (five residents) were the selected size currently occupied, out of the entire number of residential units available for occupation. It must be noted that the development of the Point Precinct was not complete at the time of sampling and it was envisaged that the regeneration project will only be completed in the year 2017.

When asked about the duration of their stay within the precinct development, the resident respondents indicated that they had been residing in the area for over a year. The majority of the respondents indicated that they resided with family members.

**Table 4:** Respondent Income Level

<b>Level of Income</b>	<b>Interval</b>	<b>Percentage</b>
R0-10 000	0	0%
R11 000-15 000	1	20%
R16 000-20 000	1	20%
R20 000 and above	3	60%
<b>Total</b>	<b>5</b>	<b>100%</b>

**Source:** Author (2016)

On the aspect of the level of income earned, the above table represented the level of income earned by the respondents who resided in the precinct. This clearly depicts the calibre of the people who could afford to stay within the area. Of the people sampled, the findings show

that the majority of the people who stayed in the precinct area earned R20 000 and above a month.

This implies that to reside in the Point Precinct the residents need to be more affluent and have a better lifestyle. This then implies that the regeneration approach sought to increase the property values and targeted a particular income group. Linked with the lifestyle of the residents, the researcher asked the respondents what form of transportation they used. Of the five residents sampled, 100 per cent responded that a privately-owned vehicle was the predominate use of transportation. Adding to this, three of the five residents indicated that it only took them approximately 15-20 minutes to travel to their work destination, thus substantiating the use of private vehicles. This further substantiates the assertion that the precinct area accommodates for a certain income bracket.

In relation to some of the social impact, the researcher asked the residents within the precinct what they most enjoyed about residing in the precinct area. Responses from the residents indicated that the area was secure and safe. Additionally, the respondents indicated that their enjoyment about residing in the Point Precinct was centred on their sense of privacy, the close proximity to the CBD, as well as how the regeneration has increased the value of the area making it a more attractive living area than previously. A negative aspect reported centred around the fact that although the majority of the respondents resided as family units, there were no playgrounds nearby besides the uShaka Marine Park, which is considered as the main social amenity within the precinct.

When the researcher asked the residents about their rationale for residing in the new and improved Point Precinct, they had several responses. First was the conviction that the property values in the area would rise, providing a good return on their investment in the near future. Second, it proved to be a convenient area considering the close amenities and the social and economic activities provided in the area. The area offered numerous socialising activities and the residents indicated that they frequented the well-known 'Chairman Lounge' and the uShaka Marine theme park on a regular basis.

The researcher asked the respondents what they did not like about residing in the precinct and they indicated that they were not happy with the construction noise, the taxi noise levels and were particularly displeased with the poorly managed buildings at the entrance to the

precinct. Irrespective of the negative social impact identified, there have been no criminal incidents within the precinct when the researcher asked about any experience of crime.

### 6.3.1.2 Findings from the Durban Point Precinct Development Business

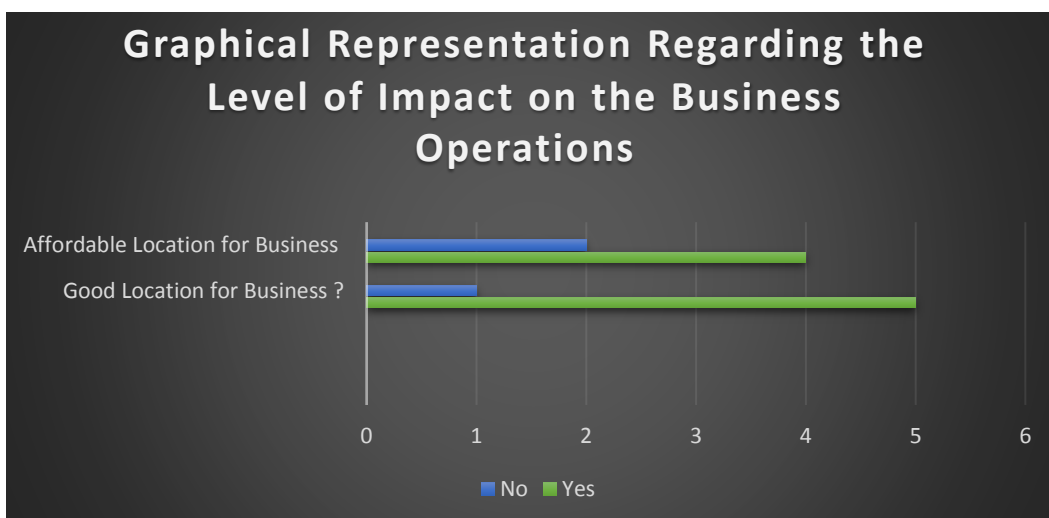
#### Operations

Findings from six business operations within the precinct area were as follows: On the aspect of operation duration, business operations within the Point Precinct have been operating for about five years since development took place and were currently in operation irrespective of the current developments. Much of the business operations operated on a daily basis; five operated between eight am and five pm and one operated 24 hours a day.

The graphical representation below depicts the responses regarding the location of the businesses and the affordability of sustainably running the businesses. As discussed previously, there exists the perception and image of poor safety and abandoned buildings, however, when asked about the suitability of the location of their business operations, the respondents stated that the location was highly suitable, mainly because it was close to amenities like uShaka Marine which many people visited on a daily basis and convenient for logistics and freight companies operating nearby the port.

The nature of the services provided by the sampled business operators included a media company, restaurants, a hotel, a real estate company and a freight and logistics company. When the researcher asked, how the regeneration enhanced/benefited their business endeavours, five of the business respondents indicated that the regeneration provided good business because of the convenient location and the attraction of investors.

**Figure 18:** Business Operation Respondents Regarding the level of Impact



Source: Author (2016)

When the researcher asked the business operator respondents about the benefits of the Point Precinct regeneration, the responses indicated that most businesses within the area have benefited positively, mainly because of the boost in business, the affordability and the attraction of investment. All of this regardless of the negative effects of the ongoing construction, namely the high noise levels around some of the businesses. In noting some of the challenges experienced since the regeneration of the Point Precinct, issues of theft and crime were noted by some of the business operations during the festive seasons, but the majority of the respondents vouched for the general safety of the area because of its 24-hour security system in place.

### **6.3.3 Institutional Involvement to Enhance the Socio-Economic Benefits:**

#### **Findings from Key Officials**

On the aspect of the institutional involvement, the researcher interviewed three key officials namely; the Project Manager of the Durban Point Development Company; the Project Coordinator of the eThekweni Municipality and the Durban Waterfront Properties Manager. Literature has promoted the idea of public-private partnerships as an attribute towards the success of a regeneration project. Rashid and Rosly (2013) state that the successful implementation of urban regeneration efforts depends on effective cooperation and collaboration between private and public entities. In view of this, public incentives for private amenities are necessary to revitalise brownfield and declined urban areas.

With this in mind, the researcher asked the key officials i.e. the Project Manager from the Durban Point Development Company (the private developer) and the Project Coordinator of the eThekweni Municipality (public entity) about the degree to which both parties were involved in the Point Precinct Development. These respondents indicated that there was a 50/50 share of the equity between the two entities; the Durban Point Development Company was the main developer and the Municipality maintained the infrastructure services i.e. sewer, storm water and watermains operation systems for the Point Precinct.

In terms of the collaboration in curbing any further urban decline, the respondents stated that the agreement was to discuss and assess the success of the Point against the regeneration master plan. In further preventing inner city urban decline, the agreement was that the serving of notice to the owners of the dilapidated buildings within the Point area would be the

responsibility of the eThekweni Municipality. When asked by the researcher who was responsible for ironing out any issues affecting the success of the public-private partnership, these two key officials indicated that the main role-players in driving inner city projects and resolving issues were the private investors, the community affected and the municipality officials. When asked by the researcher who the key role players were during the implementation of the Point Precinct, the respondents replied that the Durban Point Development Company was a joint venture between RocPoint and the eThekweni Municipality, with a sharing 50/50 share of the equity. Under RocPoint was a company called UemSunrise, owned by the Malaysian government. RocPoint were appointed by the Durban Point Development Company to be the drivers of the development and to project manage the Point Precinct development. This theme speaks to the level of institutional involvement required for this regeneration project.

#### **6.3.4 Inner City Urban Regeneration Outcomes: Findings from the Key Officials**

When the researcher asked the Durban Point Development Company (DPDC) to explain the regeneration aim and the current status of the Point Precinct Development area, the Project Manager responded that...: *“The aim is to complete the project, be a tourism destination, a live, work and play environment and for the project to achieve its own sustainability”*. The Project Manager further responded by declaring that the rationale for the development was sparked by the area’s neglect and the objections to the proposed development from the existing users who feared loss of access to a leisure resource. With regards to the current status of the precinct area, the Project Manager responded that *“The first phase of the bulk infrastructure development has commenced and will be completed in the year 2017”*. It was important to note that the R35 billion regeneration project was projected to have a ten to 20-year lifespan. This finding thus resulted in the understanding that the Point Precinct Development was an ongoing, long-term development project and regeneration process.

The birth of the Point Waterfront Development as part and parcel of the Durban Point Precinct Development, and the development’s positive prospects for socio-economic sustainability could thus be seen as positive outcomes of the regeneration strategy. When asked if the development had created job opportunities, the researcher was informed that 11,000 temporary construction jobs would be created per annum during the construction phases and approximately 6750 more permanent jobs would be created as a result of the

regeneration. Parallel to this, the eThekweni Municipality would benefit from the increased municipal rates revenue and there would be an estimated 10 per cent increase in property values.

The Project Manager stated that the development of the Point was considered a top priority in the eThekweni municipality as it was part of the IDP's strategic priority area. Additionally, the development of a complete mixed-use node that would stimulate economic activity, together with the commonwealth games happening in 2022, would increase tourism in the area, and the area would be rebranded as a 'development effect'. Information shared by the Project Manager indicated that the DPDC was encouraging people to walk, mainly because the precinct was a less mobile precinct, depicting the development of mixed-use activities that encouraged walkability and easy accessibility within the precinct. The Project Manager further indicated how the precinct development has been informed by the revised Development Framework Plan. This plan predetermines the complete stage of the inner city regeneration approach. (**Map 4:** Durban Point Development Framework Plan).

When asked as to what degree the DPDC was working with the eThekweni Municipality to eliminate the current urban decline, the Project Manager responded by stating that the agreement with the Municipality was to comprehensively discuss the success of the Point with the provision of the regeneration master plan. The DPDC was a joint venture between RocPoint and the eThekweni municipality, each with a 50/50 share equity. Under RocPoint was a company called UemSunrise, owned by the Malaysian Government.

In further preventing inner city urban decline, the responsibility of serving notice to the owners of the dilapidated buildings within the Point area was that of the eThekweni Municipality. This indicated the level of collaboration and involvement in dealing with regeneration projects that would contribute to the betterment of the urban environment.

When asked about the initiatives implemented to curb any further urban decline, the DPDC Project Manager stated that: "*There is a management company, Durban Point Waterfront Management Association (DPWMA), which maintains security (implementing CCTV and 24/7 security patrol), health and sanitation within the precinct area*". The Project Manager also indicated that all plans to avoid any further inner city urban decline within the precinct

area were based on the relationship between the DPDC and the eThekweni Municipality, as aggressive and continuous developments had to be ensured to market the area properly.

In evaluating the outcomes of the implementation of the Point Precinct regeneration project, the Project Manager responded by highlighting how the project was still underway and that there were intended outcomes. He added that with the completion of the project, the outcome would create a waterfront destination for the development, by offering mixed-use developments. At that point, there were 80 per cent successful business operations within the precinct area, where the majority of the operations were situated on the ground floor of the developments. Companies such as iThala, KZN Tourism and the Match Company were just a few of the businesses operating at that point and with the construction to date, the hotels and offices were operating successfully.

## Map 4: Revised Development Framework Plan



Source: Durban Point Development Company (2016)

When the researcher asked if the precinct had attracted private investments with its state of development at that time, and the Durban Waterfront Properties Manager responded that in the five years that he had been the Manager, private investments had taken the form of private ownership of the residential units within the area, which had increased since the regeneration implementation. When asked how the purchase of these properties had influenced the state of the area, the Property Manager shared that: *“the area is well known for private accommodation i.e. holiday rentals simply because it is located close to the coast”*. It was therefore established that the return on the investments was high for the properties as a result of long-term rentals.

When investigating the social dynamics, the researcher asked what the predominant income bracket was of the residents. The Property Manager indicated that the residents were predominantly high income earners, and: *“To live here you must earn at least R45 000 income, through the FISC Act as a law requirement within the precinct. In respect to this the minimum rent starts at R12 000 per month”*. The researcher also established that the average number of family members per residential unit was five. Interestingly, when the researcher asked about the predominant population group residing within the precinct, the Property Manager responded that *“most black business owners are the predominate occupants”*.

When establishing the social target considered for the Point Precinct Development, it was in line with the established aim of urban regeneration; to bring about social urban environmental change in the hopes of accommodating and uplifting the affected.

#### **6.4 Challenges and Constraints**

With the implementation of the inner city urban regeneration strategy within the Durban Point precinct, the key informants experienced various challenges. According to the Durban Point Development precinct residents, some of the challenges revolved around the location of the precinct development. Respondents indicated that their workplace was further away from the precinct and the CBD, thus proving that the urban regeneration strategy catered for high private vehicle usage. Some of the disadvantages associated with residing at the Point Waterfront were the constant construction noise levels due to the ongoing refurbishment of buildings and infrastructure works. The notable urban decline of the dilapidated buildings located at the entry to the Point Precinct did not put the residents at ease and the majority of

the respondents indicated the inadequacy of the economic activities at benefiting their living environment.

According to the business operations within the precinct, the major challenge experienced since the regeneration of the point precinct was the issue of theft and crime. This theft and crime was associated with the festive holiday seasons, despite of the 24-hour security system in place.

According to the eThekweni Municipal official, the challenges since the implementation of the inner city regeneration project of the Point were centered on the incomplete stage of the project. When the researcher asked about the challenges regarding the implementation of the project, the municipal official stated how the development of the Durban Point Waterfront had upset the nearby residents of Bell Street, who were aggrieved at the loss of their beach access. Other issues were centered on the matter of high-rise buildings that could potentially interfere with the coastal water temperature because the buildings' shadows could have a cooling effect on the water.

The Project Coordinator also referred to how the infrastructure of the inner city was declining. The official stated: "Durban's *inner city F.A.R (Floor area ratio) was changing at an average of six, which depicted that the infrastructures' capacity was decaying and that the streets needed to be configured and investment (directed) towards the public realm*". Drawing from this, the researcher was able to deduce that Durban's inner city required regeneration to curb any further decline.

Some of the challenges experienced during the regeneration strategy implementation, according to the Durban Point Development Company Project Manager, were centered primarily on the hindrances to the project's success. The common challenge/concern pointed out by the residents staying around the Point was that the proposed buildings would block their view resulted and they were thus not totally supportive of the development. There were approximately 45 objections raised in this regard. In dealing with this, the official from the DPDC stated that public participation was requested and all of the Body Corporates representing the residents were involved in the process to make amendments to the scheme concerning the building control restrictions. Despite the numerous challenges, social issues were highlighted and eased through the regeneration process. The findings pointed to the fact

that the social issues were related to the issues of immigrants (foreigners) illegally occupying some of the dilapidated buildings required for regeneration.

For the purpose of the study, strong evidence of the socio-economic impact of the inner city urban regeneration strategy was evident in the four main themes from the analysis: socio-economic impact, sustainable inner city principles, institutional involvement and inner city outcomes, which recurred throughout the dataset. These results suggested that the agreed neoliberalism principle of deregulation in improving the social well-being and economic benefits gained from investments allowed for no direct government intervention in the Durban Point Precinct development. The shared equity between the main developer and the Municipality advocated for the notion of privatisation through private investments in property, allowing for the increase in property value in the previously declined urban environment. Further analysis showed that the Point Precinct proved to have economic potential in bettering the status quo of the Point area further, contributing towards 'Durban's biggest port city'.

Adding to the concept of privatisation through investment, the findings agreed that the competitive theory principle of enhancing economic activities within the Point Precinct was applicable for the study. Strong evidence of economic activities was found through the use of a mixed-use development and inner city principles that advocated for commercial activities within the precinct. The success of the economic activities depicted the social benefit of residing within the precinct area i.e. the uShaka Marine Theme Park and the numerous business operations. A common view of the interviewees was that the success of the regeneration of the Point Precinct was aimed at creating a mixed-use node that would stimulate economic activity through a 'live, work and play' urban environment, to enhance the city's investment prospects. It was, however, noted that the development primarily benefited those who could afford to live in the Point Waterfront development. In light of this, the regeneration strategy for the Point Precinct was driven towards a physical facelift of the area, contributing towards beautifying and putting Durban's inner city back on the map.

The theme of institutional involvement suggested that the results of the regeneration strategy agreed with the notion of the principle of participation and open discussion between the stakeholders. Further analysis indicated the extent of the participation by both the Municipality and the developer through open discussions regarding the objective of

regenerating the Durban Point. Collectively, initiatives throughout the implementation indicated the measures taken in curbing any further urban decline for the precinct development. The theory of communicative and collaborative planning provided information as to how the urban regeneration could not be achieved through government intervention alone. Evidence of this was found when the interviewees shared that the sustainability of the Durban Point Precinct as a shared task was with the municipality's role in infrastructure maintenance and the developer's role in creating a vibrant urban environment within the inner city.

The aspect of the social and institutional change in facilitating the economic transformation of the Point Precinct presented findings that were driven more towards 'economic and institutional change', a minor disagreement with the modernisation theory. A common view among the interviewees was that the regeneration development of the Point Precinct presented economic transformation through the prospect of property value increases (leading to a good return on investment for the area) and investment potential. Minimal social change for the development was aimed at mainly the increase in job creation and opportunities during the long lifespan of the development.

The overall results suggested that the hypothesis tested for the study seemingly revealed one question that needed to be asked: whether inner city urban regeneration should be more driven towards economic elements for a development? In light of this, the study proved the hypothesis correct in the applicability of the urban regeneration strategy to re-establish the declined urban centers and/or areas within the city.

## **6.5 Conclusion**

This chapter presented the findings and analysis of the data collected from the study area, for which collected self-administered questionnaires and interviews with key officials that were conducted. The overall results revealed from the study indicated that the regeneration project of the study area into the 'Durban Point Waterfront' was only in its first development phase; however, much development had already taken place. The analysis further revealed that the inner city regeneration strategy was preferred, mainly because of the institutional involvement that was required for fast-tracking the development and for maintenance of the project. The results further suggested that mixed-use development was encouraged within

the regeneration strategy, mainly because it seemingly created a sense of place and aimed to accommodate the growing population.

The results further indicated that one major drawback of the inner city regeneration strategy was that it was targeted for the high-income bracket to further sustain the developments within the precinct. It was established that the Municipality's responsibility was to deal with the social issues i.e. the illegal immigrants residing in the much-needed dilapidated buildings within the Point area. Results showed that an overall increase in safety was perceived by both the residents and business operations within the Point Precinct, with only minor crimes reported during holiday periods.

As a whole, thus far the regeneration strategy has proven to be successful for the first developmental phase of the Durban Waterfront Development, with further anticipated economic potential that will contribute towards mapping South Africa's biggest port. The findings have also shown that the regeneration strategy encouraged economic initiatives for the Durban Point Precinct area and combated any further decline, to the benefit of the local economy.

The chapter successfully captured the much tested theories of the study and ironed out the rationale for the inner city regeneration strategy applicable to the Durban Point Precinct Development. With the overall results, the hypothesis for the study was tested and proven to be correct.

## **Chapter Seven - Summary of Findings, Conclusion and Recommendations**

### **7.1 Introduction**

This chapter presents the summary of the findings from the data analysis presented in Chapter Six. The socio-economic implications of urban regeneration, as an approach to curb inner city decline in the Durban Point Precinct Development, was investigated. Given the aim, this chapter contextualised the findings against five objectives and the research question in Chapter One. The chapter concludes the study by providing recommendations, which are based on the findings of the study.

### **7.2 Summary of the Main Findings**

The study aimed to analyse the socio-economic impact of the inner city urban regeneration strategy. The study was based on the well thought out hypothesis that the inner city urban regeneration strategy was key to the socio-economic re-establishment of declined urban areas. The study was carried out, governed by the use of qualitative methods through semi-structured face-to-face interviews with the key officials involved, questionnaires and researcher observations. The Point Precinct residents and active business operators contributed to the study.

Firstly, the data collected from the residents and business operations represented the theme of the socio-economic impact of the urban regeneration strategy. Secondly, the data collected from the key officials represented the theme of sustainable inner city principles, institutional involvement and inner city urban regeneration outcomes through the urban regeneration strategy. Through the overall findings, the study presented four main themes.

With regards to exploring the current inner city principles and tools used to deliver sustainable inner city urban regeneration for the Durban Point Precinct, the study found that walkability, livability and accessibility through straight observation applied within the Durban Point Waterfront area. The physical planning attribute of walkability was captured by the ability to walk short distances to nearby amenities such as the uShaka Marine Theme Park, office spaces and restaurants within the precinct area. The second physical planning principle of accessibility was captured with the grid-like form and the use of roundabouts for easy traffic flow within the Precinct. Additionally, through accessibility individuals within

the Precinct were able to utilise the pedestrian environment. The third physical planning attribute of livability was captured with the urban furniture used that created the living space within the Precinct.

Additionally, the study found that there were four main inner city spatial principles implemented for developing the regeneration of the Point Precinct namely: the 'walkable city' that introduced the notion of high density and mixed-use developments within close proximity to amenities. This was to enable users to walk short distances. The 'integrated and inclusive city' principle introduced the notion of the land intensity to encourage a walkable area and the decrease of car usage within the precinct. Thirdly, the 'connected city' principle introduced the linkage of an integrated and walkable city, for which the creation of pathways was the ideal crime prevention initiative. 'Realising the potential', the fourth principle, captured how the Point Precinct had potential for a mixed-use economic activity node through the realisation that the location of the Point Precinct was a coastal attraction area.

Concerning the aspect of examining the extent to which socio-economic sustainability was incorporated with the inner city urban regeneration for the Durban Point Precinct; the study found that the majority of the residents (60 per cent) earned an income of R20 000 and above, depicting that the precinct area seemingly attracted high-income earners. In capturing the social sustainability, the study found that residents residing in the Point Waterfront area appreciated the safety, privacy and security of the area. Also appreciated, was the fact that the area provided close proximity to the CBD and amenities such as the uShaka Marine Theme Park and the beachfront activities. The consensus of the residents regarding the prospects of the Point Precinct development was that the return on their investments and the increase in the social and economic activities within the area provides much confidence.

Parallel to this, in determining the economic sustainability of the development, the study found that five out of six businesses operating within the Precinct agreed that their location within the precinct was good for business. With regard to the affordability of the businesses within the area, four out of the six agreed that the area was affordable to them. The Durban Point Precinct Development as a current development envisaged for completion in the year 2017 was economically sustainable, as measured and evidenced by the creation of approximately 11, 000 jobs per annum during the construction phase and a 6750 increase in permanent employment opportunities upon completion. Additionally, the eThekweni

Municipality would benefit from the increased municipal rates as a result of the anticipated 10 per cent increase in property values.

On the point of exploring the extent of institutional involvement in enhancing the socio-economic benefits for the Durban Point Precinct Development, the study found that the Point Development involved two main institutions namely: the eThekweni Municipality's Urban Renewal Department and the Durban Point Development Company (DPDC). The Point Precinct development was noted as a strategic priority project within the Integrated Development Plan (IDP), which depicted that in order to achieve the elimination of further urban decline in the inner city, both the municipality and the private developer needed to work hand-in-hand. From the eThekweni Municipality's side, the study found that the inner city urban regeneration master plan was underway following the agreement with the DPDC to serve notice to owners of the dilapidated buildings. The study also found that the municipality maintained the infrastructure services i.e. sewer, storm water and watermains operation systems for the Point Precinct.

Correspondingly, from the DPDC's (project developer's) side, the study found that the DPDC was a joint venture between RocPoint and the eThekweni municipality, each with a 50/50 equity share. The study further indicated that the responsibility of the DPDC was to project manage the development and develop a complete mixed-use node that would stimulate economic activity and encourage a less mobile precinct for its users. In avoiding further inner city urban decline within the precinct, both institutions were committed to ensuring aggressive and continuous developments to market the area properly and further job creation within the Precinct development.

With regard to the challenges associated with inner city urban regeneration in the Durban Point Precinct Development, the study found that prior to construction; public participation resulted in 45 objections being raised by the residents residing around the Point regarding the building controls of the proposed high-rise buildings. The main reason for the objections to the proposed development was the blocking of their coastal views. Additionally, it was noted that these high-rise buildings could potentially interfere with the temperature on the beaches as a result of the intense shadowing by the buildings cooling the surf and sand in the area.

Social issues also raised during the implementation of the regeneration project referred to the attempts at removing the illegal occupants from some of the dilapidated buildings, required for the regeneration process.

On the aspect of exploring the outcomes of the inner city urban regeneration of the Durban Point Precinct, the study found that the actual regeneration project of the Point Precinct was envisaged for completion in the year 2017 and was still underway. The project was aimed at creating a tourism destination and a live, work and play environment that would further sustain itself. The study further noted that the primary outcome upon completion was the creation of a waterfront destination with the inclusion of mixed-use developments.

In further determining the status quo of the development, the results indicated that the existing businesses were approximately 80 per cent successful, irrespective of the ongoing construction. The study also determined that there had been an increase in private investment through the accommodation targeted strategically for the high-income bracket.

In summing up the findings, the overall results of the study found that the Durban Point Precinct Development regeneration project promised to be a future economic success. Social success, on the other hand, was measured through the provision of amenities and job creation within the precinct, however, not much attention had been paid to the accommodation of the mixed-income bracket. This evidently creates a catalyst for social inequality and social ills. Even though the project is incomplete, the study found that the regeneration project foresaw a mixed-use and waterfront destination node. Strong evidence of the sustainable nature of the regeneration project was evidenced by the satisfaction of both the residents and the business operators within the precinct development. Much attention was paid to the implementation process, to diminish the historical 'bad reputation' of the Point area by concentrating on the regenerative initiatives mentioned and the spatial principles for the inner city. In light of this, the study found the importance of a public-private partnership in driving a regeneration project such as the Durban Point Precinct Development.

### **7.3 Recommendations**

Based on the findings of the study, the following recommendations have been proposed, which respond to the challenges, gaps and areas where improvement has been envisaged.

On the aspect of the abandoned buildings within the Point Precinct, the study found the challenge associated with dealing with these properties was that they were dilapidated and illegally occupied by non-paying tenants. This discouraged further property investments and it was the responsibility of the Municipality to deal with the landowners so that further development could be fast-tracked. In light of this, it is therefore recommended that the municipality charges a tax on the dilapidated buildings that will deter the owners from holding onto the buildings unnecessarily. In support of this, Brebbia (2000) makes reference to how, in order for urban regeneration to succeed, urban land needs to be properly and profitably developed, administered and managed. An additional recommendation is for tax incentives for developers and property owners. This is supported by the UDZ initiative of encouraging inner city regeneration through a tax incentive initiative, taking the form of tax allowance to cover the depreciation of investment made over a period of time for the refurbishment of the existing properties (The Housing Development Agency, 2013). This will result in the fast tracking of regeneration developments to avoid a distasteful inner city image.

To decrease late-stage objections to future developments within the inner city by the public, the local government and private developers should encourage earlier public participation before the development of any plans. On this aspect, the study found that public participation was only sought after the development plans had been completed and approved, with no intense engagement with the interested and affected community in and around the Point Precinct area. This lack of prior engagement resulted in 45 objections being lodged at such a late stage of the planning. The researcher further recommends that the local people be given a stake in the decision-making process and involvement in the urban planning process. The fact that Paddison (1993) stated that the inclusion of agencies outside of the local authorities proved successful for regeneration projects by delivering partnerships with the groups and organisations supports this recommendation. In addition to this, the researcher recommends an 'enabling approach' aimed at dealing with the decline of inner cities dealing with particularly housing, employment and transportation aspects.

Notably, Gibson and Langstaff (1982) indicated that urban regeneration was considered an important public issue, seemingly because it was associated with the urban society. With this in mind regarding the socio-economic aspect, the study found that the project only catered for the more affluent class bracket. As a public issue, the local authorities, i.e. the main developer and the Municipality, should prevent an increase in gentrification initiatives within the inner city that only cater for the elite. This is supported by Green (2014), who stated that the prevention of gentrification could be achieved by including mixed tenure neighbourhoods when developing areas and by making sure that developers had less scope to buy their way out of their obligations to do so. Green (2014) added that the key to regeneration without gentrification was to bring both residents and the community together at the beginning of the urban planning process. In light of this it has been noted that inner cities have to form diverse, inclusive partnerships, foster openness and collaborate on outcomes for future developments. Respectively, the researcher recommends for developments of such nature to minimise effects of gentrification, create and preserve a stable community for inner cities.

Concerning the socio-economic aspect of the regeneration initiative, social negligence was evident by the exclusion of middle and low-income earners. This was depicted by the focus placed on the image of the development and the subsequent rebranding of the Precinct as a desirable 'property-led regeneration' aimed at the more affluent members of society who could afford to stay there. The study revealed how the precinct was mostly used as private accommodation or as holiday homes during particular seasons. On this point, the study recommends a more practical, integrated approach with a regeneration strategy to include different income levels. According to Colantonio and Dixon (2009), an integrated approach to regeneration should be maintained by diversified and continuing funding to deliver sustainable communities. This can be achieved by municipal plans to minimise the displacement effect that higher income earners may have on low income communities in regard to housing and economic activities, and services. In further dealing with the social displacement presented by the targeted property-led regeneration, the researcher recommends for the introduction of a 'social-led regeneration' approach. This ideally could comprise of a movement towards prioritising social integration (income levels, race groups etc.), rebuilding local enterprise and social interaction and equity.

An additional observation of the socio-economic aspect of the project revealed only a few social amenities within the Precinct. There was one education facility, namely the S.A

Maritime School and Transport College, and one major social facility, namely the uShaka Marine Theme Park. It is therefore recommended that inner city urban regeneration projects should provide more social facilities like schools, in order to accommodate the future population increase. This is supported by Alpopi (2013), who states that urban regeneration means the improvement of the quality of life and investing in the future by solving problems such as the lack of public spaces and the lack of identity of a residential area.

#### **7.4 Conclusion**

The study has critically analysed the socio-economic impact of the inner city urban regeneration strategy to combat urban decline, with the aim of evaluating the socio-economic implications of the strategy in the case of the Durban Point Precinct Development. The study has explored the challenges and the outcomes of the Durban Point Precinct Development, looking at both the current phase of development and the envisaged completed development. Additionally, the study explored the extent of institutional involvement through the concept of public-private partnership as a tool to driving the regeneration success of the Point Precinct. The attempts at rebranding the Point area's bad reputation has slowly begun transforming the precinct into a desirable place to live, work and socialise, irrespective of the current dilapidated and vacant buildings, which are still a work-in-progress.

The study supports the existing literature indicating that a declining inner city results in depopulation by the inner city users, leaving the area unattractive for the desired investments. In light of this, the urban regeneration strategy acts as a tool aiding in regaining the lost inner city, through the upgrading of the local economy. Holistically, two questions need to be asked when considering such a strategy: who is the regeneration project for and what are the aims of the project? In order to understand and answer these questions, one should comprehend that a city that works successfully is created by the people who live in it; and that urban regeneration is the attempt to reverse a declined city with much physical and economic improvement of the affected urban environment (Gibson and Langstaff, 1982).

The study concludes by stating that the findings suggest that inner city urban regeneration is the ideal strong motivational factor in responding to the declined inner city of Durban. With flagship developments such as the Durban Point Precinct Development, attention is drawn towards the improvement of social life, irrespective of the economic rationale for the urban

regeneration. Additionally, the researcher however concludes with the suggestion of initiatives to encourage “sustainable inner city living” where aspects such as sustaining and introducing resources into the city that can be equally utilised , which can be further investigated for future developments of such nature. The study noted that for the avoidance of massive gentrification approach to developments, introduction of more affordable housing within the inner city should be made available.

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## Data Collection: Annexures

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**Annexure 1:** Interview Questions

**Annexure 2:** Observation Checklist

**Annexure 3:** Questionnaires



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## **Annexure 1:**

Interview Questions

## Interview Questions:

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### Key Informant 1: "Durban Point Development Company" {DPDC}

1. What is the current state of the Durban Point Development area?
2. Who are the role-players in the implementation of the development?
3. To what degree is DPDC working with eThekweni Municipality to eliminate the current urban decline?
4. What section of the population is more likely to benefit from this development?
5. How much is the investment for the project?
6. What is your plan?
7. Are there any problems of getting investments?
8. What were the challenges that you experienced during the implementation of the Precinct?
9. What measures that have been put in place to ensure that there are continuous development opportunities?
10. Would you say the Precinct has contributed positively towards Durban's inner-city regeneration?
11. Are there any further prospects of the Point Waterfront Development? If Yes, What are they?
12. Has the project succeeded in meeting its primary objectives?
13. How has the development created job opportunities?
14. Are there any programmes put in place to deal with issues of crime and safety?
15. What does DPDC do to prevent any further urban decline?
16. What are the current development programs that are taking place in the area?
17. Are there any social facilities (playground area, public park, educational facilities) in the area? If not, are there prospects for such?
18. How many business operations are currently located in this area?

### Key Informant 3: Durban Point Waterfront Properties

*(Manager)*

1. How long have you been the manager for the Durban Point Waterfront Properties?
2. How many properties are currently occupied?
3. How many properties are currently not occupied?
4. How many properties are used for office spaces/business operation?
5. Has there been an increase or decrease in property occupation up to date?
6. How does the purchase of property influence the current state of the area?
7. What is the average family size residing in the residential properties?
8. Have there been any challenges with regards to occupation of property at the Point Waterfront?
9. Do the properties attract private investments?
10. Are there mostly owners or tenants within this property?



11. Have there been any criminal activities within the properties?
12. What is the current state of safety amongst the properties?
13. Are there any social amenities provided for the residents?
14. What is the predominant race residing at Waterfront properties?
15. What income class resides within the residential properties?

#### **Key Informant 4: eThekweni Municipality Urban Renewal Department**

*(Project Coordinator)*

1. To what degree is eThekweni Municipality involved with inner city regeneration projects through public-private partnerships?
2. Who are the main role players in driving inner-city projects?
3. What challenges has the Municipality experienced or is still experiencing in relation to inner-city regeneration projects?
4. To what degree is eThekweni Municipality involved with the Durban Point Precinct Development?
5. What are some of the social issues that need to be dealt with when regenerating an area like Durban Point Precinct?
6. How has the Durban Point Precinct project benefited the local economy of eThekweni?
7. Have there been any investments since the development of the Durban Point Precinct Development?
8. Has the economic status quo improved since the regeneration project? If yes, how? If no, what could be the reason?
9. Would you say this regeneration project is a success for future prospects?
10. Have there been any challenges of the Durban Point Precinct project?
11. Were there any social issues during and after the implementation of the Durban Point Precinct?
12. What did this project seek to achieve socially? Was it achieved?
13. What did this project seek to achieve economically? Was it achieved?
14. How is economic sustainability implemented for inner-city regeneration projects?
15. How has the Inner City Regeneration Strategy Plan influenced the Durban Point Precinct Development?
16. Would you agree that the Durban Point Precinct was a rationale development for the city of Durban against its inner-city decline?
17. Are there any other initiatives other than regeneration that have been considered for inner-city projects?
18. Based on the EThekweni City Development Strategy, its vision speaks to how "By 2020 the eThekweni Municipality will enjoy the reputation of being Africa's most liveable city, where all citizens live in harmony. This vision will be achieved by growing its economy and meeting people's needs so that all citizens enjoy a high quality of life with equal opportunities, in a city that they are truly proud of." What measures have been implemented in achieving this vision in Durban Point Precinct?
19. Are there any measures that have been put in place to avoid further urban decline in the city?



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## **Annexure 2:**

Observation Checklist

## Observation Checklist

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### Study Area: Durban Point Precinct Development

CHECKING/OBSERVING	YES	NO	COMMENTARY
1. Active economic activities -Retails, -Restaurants, -Office spaces			
2. Urban regeneration principles physically applied. -Walkability -Livability -Accessibility			
3. Inactive economic activities -Vacant office spaces, -Vacant retails, - Vacant restaurants			
4. Signs of current physical decline -Dilapidated Buildings -Vacant Land -Abandoned Buildings -Pollution			
5. Easy accessibility within the Precinct			
6. Security -Boom gates -Security company parole -Residential fencing/ security -High fencing			
7. Social Amenities -Playground -Public seating -Public walk-paths			



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### **Annexure 3:**

Questionnaires



## Questionnaires

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### Key Informants 5: Office Spaces/Business Occupants at Durban Point Precinct Development

1. For how long has the business been operating in this area?

.....  
.....  
.....

2. What does the business do? ( the service or product it provides)

.....  
.....

3. What are the business operating times?

.....  
.....  
.....

4. How has the regeneration of the Durban Point Precinct Development enhanced/benefited your business endeavors?

.....  
.....  
.....

5. Has the business experienced any challenges such as load shedding, crime, theft ? If yes, how so?

.....  
.....  
.....

6. Is the location of Point Waterfront good for your business?

.....  
.....  
.....

7. Is the area affordable for this type of business operation?

.....  
.....

**Key Informants 6: Residents of Durban Point Precinct Development**

1. How old are you? **(please tick)**

18-25	<input type="checkbox"/>
26-30	<input type="checkbox"/>
31-36	<input type="checkbox"/>
37-40	<input type="checkbox"/>
41-50	<input type="checkbox"/>
51 and above	<input type="checkbox"/>

2. **(please tick)**

Female	<input type="checkbox"/>
Male	<input type="checkbox"/>
Other	<input type="checkbox"/>

3. How long have you been staying in this area?

.....

.....

4. How much do you earn? **(please tick)**

R0-10 000	<input type="checkbox"/>
R11 000- 15 000	<input type="checkbox"/>
R16 000-20 000	<input type="checkbox"/>
R20 000 and above	<input type="checkbox"/>
	<input type="checkbox"/>



5. Who do you stay with? **(please tick)**

Alone	<input type="checkbox"/>
Family	<input type="checkbox"/>
Other	<input type="checkbox"/>

6. Why did you decide to stay in this area?

.....

7. Where did you stay/live before you moved to the Durban Precinct area?

.....

8. In the area where do you go to socialize?

.....

9. If none, where do you prefer to go socialize?

.....

10. If you have kids, where do they play?

.....

11. What do you enjoy most about staying in the Point Waterfront area?

.....

12. What don't you like about the area?

.....

13. Is your workplace closer to the Durban Precinct area, now that you stay here?

.....

14. How long does it take you to get to work? **(please tick)**

0-5minutes	<input type="checkbox"/>
5-10 minutes	<input type="checkbox"/>
15-20 minutes	<input type="checkbox"/>
25 minutes +above	<input type="checkbox"/>



15. How do you travel to work? **(please tick)**

Car	<input type="checkbox"/>
Bus	<input type="checkbox"/>
Taxi	<input type="checkbox"/>
Walk	<input type="checkbox"/>
Other	<input type="checkbox"/>

.....

16. How were you informed about the development of the Point area?

.....

17. Are there enough economic activities {restaurants, retails, office spaces} to benefit your living environment?

.....

18. Have you been impacted positively or negatively by the regeneration phase of this area?

.....

19. Do you feel safe in this area?

No	<input type="checkbox"/>
Yes	<input type="checkbox"/>

20. If yes, how so? If no, why not?

.....

21. Have you experienced any crime since staying in this area? **(please tick)**

No	<input type="checkbox"/>
Yes	<input type="checkbox"/>

22. If yes, what type of crime did you experience?

.....

23. Is this area best suited for you or your family? **(please tick)**

No	<input type="checkbox"/>
Yes	<input type="checkbox"/>

24. If yes, How so? If no, Why not?

.....

.....



25. Is there secured privacy for you or your family? **(please tick)**

No	<input type="checkbox"/>
Yes	<input type="checkbox"/>

26. If No, why not?

.....

.....