# Assessing the inclusiveness of urban regeneration projects: the case study of Point Waterfront Development Precinct, Durban.

By

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# DECLARATION

I, Lindinkosi Vusumuzi Ngidi declare that

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(ii)  This dissertation has not been submitted for any degree or examination at any other university.

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# DEDICATION

It is dedicated to my mother (**Zibuyisile Ngidi**) and my late father (**Mdeleni Ngidi**).

# ACKNOWLEDGEMENTS

As an individual, I have encountered many challenges, both personally and academically, and such challenges could have compromised the completion of this dissertation. It was only through the stable guidance, encouragement, and support of certain individuals that I was able to pick myself up whenever I felt demotivated, and that undeniably afforded me much needed strength that pushed me into completing this project. With these words, I wish to express my gratitude to the following persons:

- God, for guiding me and providing me with the much needed strength and determination to complete this dissertation.

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# ABSTRACT

The last two decades have experienced a growing number of South Africa's port cities undertaking major redevelopment projects, in an attempt to capitalise on the development potential that these site offer. Waterfront development is an essential open resource where visitors can carry out diverse social and cultural activities on a daily basis. Additionally, CBDs benefit from lively waterfronts, which become popular tourist attractions. There is a dire need for urban regeneration. This research assesses urban regeneration project from a purely spatial planning perspective in order to see the inclusiveness of these projects. The focus is on assessing the inclusiveness of urban regeneration project by focusing on the Point Waterfront urban regeneration project. This is done by looking at how this project aligns with the eThekwini municipality's city vision 2030, and how it has resulted in greater inclusion and of integrated use of the city. Furthermore, it looks at how the project has changed the character of the area, how it has influenced the area's level of accessibility, and challenges and opportunities that have been created as the result of this project. The rationale behind the need to consider all these issues stemmed out of the recognition that Point Waterfront urban regeneration project happens to be one of the strategies used by the eThekwini municipality in order to reposition the city of Durban within the competitive global landscape, and usually such projects are an embodiment of neo-liberalism approach. As a result, inclusiveness is always a challenge, despite the endorsement of progressive spatial policies and legislation.

In order to attain the findings, the researcher used two methodological approaches namely qualitative quantitative research; however, it relied more on the qualitative study. Furthermore, to methodological approaches, the research made use of primary and secondary data collection methods. Secondary data includes online publication and library publication and primary data includes questionnaire surveys, participant observation and Mapping. Having employed the above methods, the research findings shows that this project is not fully inclusive since it lacks social facilities and it target-market seem to be focused on attracting an elite minority. This project one way or another contradict with what the municipality wants to do in order to achieve vision 2030, because according to the municipality, when it comes to accessibility their goal is that "all citizens can easily and affordably access the facilities and service that they require for a sustainable lifestyle." Unfortunately, the Point Waterfront Development has remained exclusive to the dilemma of the urban poor who want to stay there. The adoption of neoliberal planning approach has relegated the low-end bracket of the population of Durban, as the result they live at the periphery. As the result, apartheid planning, along with the social and economic divide, is simply replicated in Point Waterfront urban regeneration project.

Therefore, the researcher concludes with the narratives that it is important for South Africa cities to achieve revival of areas affected by economic decline and at the same time focus on meeting needs of all its residents, especially the poor in a form of social housing. It is recommended that urban regeneration goals align with the inclusion agenda of the state and the well-being of low-income populations is the utilisation of mixed-income housing interventions.

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| | | |
|---|---|---|
| UR | - | Urban Regeneration |
| CBD | - | Central Business District |
| SACN | - | South African Cities Network |
| URT | - | Urban Regime Theory |
| NUT | - | New Urbanism Theory |
| GEAR | - | Growth Employment and Redistribution Strategy |
| PDW | - | Point Waterfront Development |
| IDP | - | Integrated Development Planning |
| WDL | - | West Don Land |
| ITRUMP | - | Inner City eThekwini Regeneration and Urban Management Programme |
| TWRC | - | Toronto Waterfront Revitalization Corporation |
| TOP | - | Toronto Official Plan |
| IBGE | - | Brazilian Institute of Geography and Statistics |
| DPLG | - | Department of Provincial and Local government |
| CIDs/BIDs | - | Community or Business Improvement Districts |
| HAD | - | Housing Development Agency |
| RDP | - | Reconstruction and Development Programme |
| DFA | - | Development Facilitation Act. |
| MSA | - | Municipal Systems Act |
| MFMA | - | Municipal Finance Management Act. |
| SDI | - | Spatial Development Initiative |
| UDZ | - | Urban Development Zones |
| CT | - | CCRP- Central City Regeneration Programme of Cape Town |
| V&A | - | Victoria and Alfred |
| ANC | - | African National Congress |
| StatsSA | - | Statistics South Africa |
| SDF | - | Spatial Development Framework |

# CHAPTER ONE

# INTRODUCTION AND RESEARCH METHODOLOGY

## 1.1. INTRODUCTION/BACKGROUND

As cities grow, managing them becomes increasingly complex. The speed and scale of urbanization, population growth, and urban transformation, particularly in the developing world, presents formidable challenges (South African Cities Network, 2016). One of the most debated issues regarding the subject of urban development emerged after the Industrial Revolution era in the eighteenth and nineteenth centuries. This period has risen numerous discussions in urban issues as far as social, economic and environmental transformation is concerned. Along with the progress of industrialization and industrial development, a different set of inter-related factors have substantially influenced the form of towns and cities and the quality of life for people residing within them. As the industry grew, many cities started changing and population increased significantly. Internationally, more than 38% of all people were living in urban areas by 1995. This percentage is projected to rise to 57% by 2020, with three quarters of all population growth occurring in developing countries (UN Habitat, 2000).

The South African cities have also been affected by global issues of transformation but most significantly by Apartheid planning, which resulted in the numerous challenges in post-apartheid despite the endorsement of progressive spatial policies and legislation (Newton and Schuermans, 2013). After the end of the Group Areas Act, and particularly after 1994, eThekwini experienced an influx of rural migrants to the city centre, which consequently resulted to the vulnerability of inner city to urban decay. As a result, a great deal of citizen dissatisfaction emerged as the conditions within the inner city deteriorated, but the rural immigrants perceived the inner city as a productive space with many opportunities (Preston-Whyte, 1996). The middle to high class (predominately whites) people who owned the means of production moved out of the inner city.  Furthermore, the impression of the city being a place of opportunities was contrasted by the widespread of urban decay, which is characterized by vandalism, high crime rates, social deprivation in the form of bad housing, and growing congestion, which ultimately led to the counter image of Durban as a "problem city".

Newton and Schuermans (2013) and other countless scholarly works on post-apartheid planning, all tend to conclude with a common narrative, namely that South Africa continues to face a challenging reconstruction task about redressing the spatial and socio-economic inequalities resulting from the apartheid and colonial eras. As the result, the Apartheid city planning of the Durban CBD still presents

structural obstacles that dictate who lives and works in the CBD. The Apartheid system of separate land use meant the business hub was not designed to accommodate residential services and facilities. As part of the broader strategy, the municipality has come up with a long-term vision that stretches up to 2030. The municipality envisions that by 2030, eThekwini will enjoy the reputation of being Africa's most caring and liveable City, where all citizens live in harmony." Their vision has been amended to ensure that there is alignment with key strategic documents namely the National Planning Vision and The Provincial Growth and Development Strategy.

## 1.2. Problem statement

In trying to solve the challenges of urban decay, various attempts have been put in place by the municipality to address the urgent need to prioritize regeneration within the inner city. According to Statistics South Africa (2011), the proportion of the population that moved into urban areas between 1996 and 2001, nationally, increased by 2.4%, while in 2001 the population of eThekwini was 3.09 million, and has grown at an average annual percentage of 1.13% per annum to reach 3.44 million in 2011. As a result, Gulston (2015) argues that some of the efforts made by the city authorities to revitalize various areas have not been successful to an extent, as sprawl continues to occur at the urban edge. The implementation of urban development strategies in post-apartheid South Africa has not lived up to intentions of urban development policy objectives, mainly because of the way decisions are made in practice" (Smit, 2005: 1).

South African Cities Network (2016) argues that South Africa has a well-planned, broad and inclusive constitution that aims to radically redress past inequalities as well as protect rights and liberties. However, given the country's incredibly violent, divided and unequal history, the spatial and socio-economic landscape in the inner city of Durban remains ruptured and scarred, thus inclusivity has been largely difficult to achieve. Gulston (2015) argues that the consequence of regenerating urban spaces is the inaccessibility to people outside a demographic (in this case the predominantly Black population in the city of Durban), causing segregation rather than the intended cultural cohesion. This dissertation is assessing the inclusiveness of urban regeneration projects by eThekwini Municipality as far as addressing the effective integration of land uses and people is concerned. To this end, the research intends to find out the extent of inclusiveness of urban regeneration projects in the inner city of Durban.

### 1.2.1. Broad aim of this study

The main aim of this study is to assess the extent of inclusiveness of Waterfront urban regeneration projects in eThekwini municipality.

### 1.2.2. Specific Objectives

- To determine the extent to which urban regeneration projects align with the eThekwini Municipality's city vision 2030;
- To assess the extent to which urban regeneration projects has resulted in greater inclusion and of integrated use of the city;
- To show the extent to which the urban regeneration projects have changed the character of the area;
- To identify how urban regeneration projects has influenced the area's level of accessibility.
- To identify the opportunities and challenges that have been created by urban regeneration projects;

### 1.2.3. The main research question and subsidiary research questions

**(a)    Main Research Question**

How the regeneration of Point Waterfront Development precinct *result in inclusiveness.*

**(b)    *Sub-research Questions***

- How Point Waterfront urban regeneration projects align with the eThekwini Municipality's city vision 2030?
- To what extent has urban regeneration project resulted in greater inclusion and of integrated use of the city?
- To what extent has urban regeneration projects changed the character of the area?
- How urban regeneration projects has influenced the area's level of accessibility?
- Which opportunities and challenges have been created by urban regeneration projects?

### 1.3. Rationale for the study

The decision to pursue this study is motivated by the growing recognition and evidence that South African cities are faced with challenges linked to the legacy of apartheid, delayed urbanization and political transformation (South African Cities Network, 2016). Newton and Schuermans (2013) argue that South African cities continue to face a formidable reconstruction task about redressing the spatial and socio-economic inequalities resulting from the apartheid and colonial eras. Furthermore, as argued by Visser (2001) and Christopher (2001), apartheid planning, along with the social and economic divide, is simply replicated in the post-apartheid reconstruction era. Newton and Schuermans (2013), discussion of how affordable housing continues to be placed on the outskirts of urban centres, which, in

turn, results in further spatial segregation and socio-economic inequality, give an example of this replication.

Therefore, this research is important since it assesses the inclusiveness of urban regeneration projects to show whether these projects play a role in reversing the legacy of apartheid. This research will contribute to the production of knowledge concerning the nature of urban regeneration projects and inclusiveness within the city of Durban, as well as to the debate surrounding whether the city's urban regeneration regime is contributing to the intended cultural cohesion. It will be useful to the eThekwini Municipality and the Durban community at large since they will see whether these types of projects are playing a role in reversing apartheid planning.

## 1.4. Research Methodology

Research methods are the assembling of data in a manner that allows the researcher to fully immerse in the study to be embarked on. To achieve the research objectives of this paper, this section starts by outlining the research methodology, data collection process using primary and secondary sources as well as outline the sampling method that was used to collect such data and how it was analysed. The methodological approach to this study adopted mixed methods (qualitative and quantitative research), however, it relied more on the qualitative study.

A qualitative study is a form of social inquiry that focuses on the way people interpret and make sense of their experiences and the world in which they live as opposed to quantitative research, which is based on the measurement of quantity or amount (Ritchie et al., 2013). Furthermore, by the term 'qualitative research' means any type of research that produces findings not arrived at by statistical procedures or other means of quantification (Strauss and Corbin, 1998: 11). The logic of qualitative research can be challenging for researchers because they need to state specific hypotheses and then collect data to empirically test them.

### 1.4.1. Data Sources and Collection

In assessing the inclusiveness of urban regeneration projects, the research made use of primary and secondary data collection methods, which is discussed in detail below.

### (i)     Secondary data

Secondary data is the data that have been collected, interpreted and recorded. Such methods include legislation, policies, journal articles, academic books, internet sources, and state documents, media statements, memorandums, newspaper articles and focus group discussions. Walliman (2011) suggests that a major aspect of using secondary data is assessing the quality of the information or

opinions provided. Information from secondary sources provided both historical and current data on the inclusiveness of urban regeneration projects. Furthermore, secondary data such as online publication and library publication contributed to the conceptual framework of the theories and the literature review.

### (ii)    Primary data

According to Johnston (2014), primary data are those, which are collected for the first time and are always given in the form of raw materials and original in character. This type of data collection enables one to collect data that is directly in line with the topic of the study and thus enables the design of a more relevant experiment/ method to collect the data (Church, 2001).

This type of data was obtained from the case study of Waterfront Precinct Development in the east of the inner city of eThekwini Municipality (see Map 1, locality Map) where urban regeneration project is happening. The collection of primary data was done using three key techniques: questionnaire surveys, observations, and mapping. These three techniques are discussed below.

*(a). Questionnaire surveys*

The survey is a flexible research approach used to investigate a wide range of topics and often employ the questionnaire as a tool for data collection (Mathers et al, 2009). Having said that, household surveys are one of the tools that were used when collecting data for this research. A sample of 30 households was selected from the case study where questionnaires were administered through interviews. Only six buildings were selected using Non-probability Sampling (Snowball sampling) and five people in each building that made up 30 households.  There were two diverse interviews that were undertaken (individual interviews and key informants).

✓  *Individual interviews*

These were face-to-face interviews with individuals that were selected in the sample. The size of the sample was determined after some exploratory work was done. The selected respondents in the households were required to answer questions on a wide range of issues such as access to facilities, the use of public spaces, the types of transport they use and integration of races. The questionnaires used in the survey comprised both open-ended and close-ended questions.

✓  *Key informant interviews*

These interviews were carried out with people who were well informed and had specific information relating to urban regeneration. Among the people who were included in this list are two senior town planners from eThekwini Municipality, and one senior official from Inner-Thekwini Regeneration and Urban Management (iTRUMP). Outside the public sector, the Iyer Urban Design, and Durban Point

Development Company was also interviewed. These key informants were identified in the field through the purposive approach. The following specific issues were discussed with them; application of Inclusive Urban regeneration principles, how Waterfront Development has resulted in greater inclusion and of integrated use of the city, change in the Character of an area, and how Point Waterfront Development align with the eThekwini Municipality's city vision 2030.

*(b) Participant observation*

Observation is a method of data collection in which researchers observe within a specific research field by looking at the situation on the ground. This technique contributed to the better understanding of the research problem by the researcher since it allows personal contact with the situation. Furthermore, this method allowed the use of the camera to capture the developments on the ground. The observations were carried out from the 20 to 24 November 2017. In terms of the number of visits, only one visits was carried out in each day for three hours, sometimes in the morning and afternoon.

*(c). Mapping*

Mapping is a handy technique that allows presentation of information in a condensed and readily understandable form (Mikkelsen, 1997). Maps of the study area were obtained from eThekwini Municipality and they were used to fulfil many data requirements such as demarcating the boundaries of the study area, showing the distribution of physical and social infrastructure, and land use planning.

### 1.4.2. Sampling procedure and Research Process

*(i) Research Process*

The city of Durban is the third largest metropolitan city in South Africa (South African Cities Network – SACN, 2011). The inner city is often referred to as the most dynamic and diverse part of the Durban; presenting enormous challenges and opportunities for economic, environmental and social life in the city (eThekwini Municipality, 2005). The researcher ultimately saw this as an opportunity to assess the inclusiveness of inner city urban regeneration in Durban.  According to the Inner-Thekwini Regeneration and Management Programme (iTRUMP), the inner city of Durban comprises of nine districts, each with their own characteristics and function. These districts include Umgeni Estuary, Umgeni Corridor, Warwick Junction, Greater Kings Park Precinct, Albert Park, the CBD, the Beachfront and the Point (See Map 2). However, the research was undertaken in the Beachfront. Mahatma Gandhi Road and Camperdown road border the study. The selection of this section of the inner city was based on the preliminary investigation that showed the various issues of inclusiveness in the urban regeneration project that is taking place there.

*(ii) Sampling Procedure*

Given that, the study used mixed methods, the bulk of the information was sourced through key informant interviews with professionals who hold first-hand knowledge on the development of the study areas. The researcher employed a Purposive Sampling Method in identifying key informants. The study recruited residents from Point Waterfront Development to gain information from the ground. As this study was collecting data through the survey, it was conducted amongst 30 households in the study area. In terms of accessing these participants, the recruitment strategy was in a form of door-to-door where the researcher identified and visited various households. The households were grouped or clustered into five groups of six. This in total made 30 participants that the study was destined to recruit and the Purposive sampling (snowball) method was selected. Therefore, the nature of snowball sampling recommends that those who are chosen to participate end up suggesting others with almost similar characteristics to facilitate the research. This ensured accuracy when choosing the participants.

*1.4.3. Data Analysis*

Thematic coding was applied during the data analyses process. Coding is a way of indexing or categorising the text to establish a framework of thematic ideas. Coding allowed the researcher to define, in one category, what the aspects being assessed are about. The researcher was essentially able to add information of the same nature into one category, allowing for management of the data. The researcher merged the criterion and created thematic categories from the merged items. The researcher also captured data relating to each theme by listening to all the data that was recorded by putting different responses according to their relevant categories and by capturing pertinent information obtained through fieldwork. The degree of information that was collected through fieldwork and from professionals enabled the researcher to make well-informed conclusions and recommendations on the study's major inquiries.

**1.4.4. Indicators**

Indicators were used in assessing various aspects of urban regeneration in this study to see whether Point Waterfront Development is aligned with the 2030 municipal vision of being Africa's most caring and liveable City, where all citizens live in harmony. Indicators were derived from the key strategic priority of the municipality. The key indicators were identified as follows:

- ✓ *Creating Sustainable Livelihoods*- by contributing to strong economic growth, sustainable job creation, and poverty alleviation.
- ✓ *Promoting an Accessible City*- by ensuring that all citizens have access to facilities, basic services (either interim or equitable) and public transport options. This indicator is in line with

the sustainable development path that strives to balance social, ecological and economic priorities.

- ✓ *Creating a Safer City-* by creating a caring city, with all citizens, businesses and visitors feeling safe and confident that their health and security needs are being met.
- ✓ *An Environmentally Sustainable city-* This priority area speaks to ecological sustainability that refers to the way in which the design of a settlement respects the natural systems and ecological principles.

### 1.4.5. Limitations

*(i)        Contacting respondents*

As in any research endeavour, problems occur throughout the process, and one of these was the difficulty in contacting some of the respondents. Attempts to contact some respondents were not initially successful, and therefore had to be postponed for some time. Various attempts were also made to contact some respondents but were unsuccessful, and the interviews were consequently unable to be conducted. There was, therefore, a delay in the collection of some of the data, which caused delays in the study; however, most interviews, which were required, could be conducted, and this, therefore, did not prove to be a major constraint in the project.

### *(ii) Availability of respondents*

Difficulties were encountered concerning the availability of some of the respondents, such as those within the eThekwini Municipality, due to their busy schedules. Therefore, at least one of the interviews, which was initially considered important, was unable to be conducted as the respondent did not have time available. When contacting their office, alternative people were however provided by the secretary, in terms of who had been involved in, or had knowledge of the specific projects. Therefore, this was also not considered a major constraint as although the original respondent was unavailable, other interviews were conducted and the necessary information was consequently obtained. One issue that was encountered in the interview process was the length of the interview. It was originally estimated that each interview would take approximately forty-five minutes, but many of them exceeded this time, depending how in depth and detailed each respondent chose to be with their answers concerning the various aspects.

## 1.5. Chapter outline

This dissertation is divided into 6 chapters with each chapter dealing with a specific theme. The following is a summary of chapters included:

*Chapter 1: Introduction*

The introduction to the forces that led to urban decay and urban regeneration is outlined in Chapter 1. As an introduction chapter, it starts by outlining the background of the research. In addition, the general and specific purpose of the research is justified and explained as combative issues worth assessing. The key research questions are also explained in this chapter, as they are the driving forces of the research. Furthermore, this chapter also discusses the research methodology describing how the data will be collected, including the sample size selected, data collection strategies and the data analysis. The chapter concludes by giving a general outline on how the whole research is structured.

*Chapter 2: Conceptual and Theoretical framework*

Since key ideas, phenomena and theories that relate to Urban Regeneration are important in constructing and focusing the study. This chapter introduced and expanded on urban regeneration as a concept along with key concepts and phenomena to provide background of theories surrounding the study and thus provide the reader with understanding as well as the context of the study in theoretical paradigms. It is in this chapter where Neoliberalism Theory, New Urbanism Theory and Urban Regime Theory as the main theories is explained to understand urban regeneration. The idea behind giving such an understanding is meant to further establish the importance of urban regeneration and stress the need for inclusiveness.

*Chapter 3: Literature Review*

This chapter reviews the literature around the world regarding urban regeneration. It starts by outlining the concept of urban regeneration and inclusiveness. The relationship between urban regeneration and planning is also discussed in this chapter. Additionally, this chapter also look at international case studies with a focus on developed (Canada) and developing (Brazil) countries. When it comes to national case study, this chapter looks at Cape Town as an example. The bringing on board of these case studies is largely meant to learn how they achieve inclusive urban regeneration.

*Chapter 4: Case study of the inner city of Durban*

This chapter present the background to the study. It provides a spatial location of the study area, and the history of Point. The socio-economic profile of the study area is also presented in this chapter together with land use planning.

*Chapter 5: Study Findings*

This chapter present the information obtained from the field. The discussion is informed by the objectives, the literature in place and the data obtained from the field.

### *Chapter 6: Summary of Findings, Recommendations and Conclusion*

This chapter discusses the conclusion of the dissertation that is divided into three sections. The first section looks at some of the recommendations that could be put across to achieve inclusiveness in urban regeneration projects. These recommendations are drawn from the emerging issues in the research findings as well as from the lessons learnt from the international practices. The second section wraps up the whole paper by summarising the key issues.

### 1.6. Conclusion

The Chapter started by giving the background of the study where it briefly introduces the concept of urban regeneration and the challenges faced South African cities with specific reference to the city of Durban. The introduction clearly shown that South Africa has a well-planned, broad and inclusive constitution that aims to radically redress past inequalities as well as protect rights and liberties. However, given the country's incredibly violent, divided and unequal history, the spatial and socio-economic landscape in the inner city of Durban remains ruptured and scarred, thus inclusivity has been largely difficult to achieve. In order to understand and unpack the reason why the city of Durban is faced with such challenges, the researcher came up with research objectives and the research questions that are driven from the research objectives. Furthermore, the chapter clearly discussed the methodological approach that will be employed by this dissertation, where the researcher made mention of using mixed methods namely qualitative and quantitative research. The chapter concluded by briefly outlining

# CHAPTER TWO

# CONCEPTUAL AND THEORETICAL FRAMEWORK

## 2. INTRODUCTION

The following sections seek to introduce and expand on urban regeneration as a concept along with key concepts and phenomena to provide a background of theories surrounding the study and thus provide the reader with understanding as well as the context of the study in theoretical paradigms. Since key ideas, phenomena and theories that relate to Urban Regeneration are important in constructing and focusing the study. The discussions of the theories include a definition as an introduction, emergence, principles, critiques as highlighted by different scholars and the applicability of the theories into the study. In broad terms, theoretical components that will be discussed in this section focus on the notions of urban economic growth models and, urban power relations. The following theories are covered: Neoliberalism Theory, New Urbanism Theory and Urban Regime Theory (URT).

### 2.1. Conceptual framework

This section seeks to introduce important elements of the conceptual framework that will guide the reader on concepts throughout the study. These elements are listed and defined below and will be discussed in relation to the study in the literature review section.

### 2.1.1. Urban regeneration

The undesirable changes in the context of urban development are designated decline or degeneration. International or local policies and strategies designed to deal with such designated changes are urban revitalisation, urban renewal, and urban regeneration. These strategies started to be applied in western countries in the second half of the twentieth century and they have begun to be widely applied in developing countries as well, however, the origin of urban regeneration will be explained in detail in chapter four (literature review). There is no standard definition of the term urban regeneration. However, according to Roberts et al. (2016:315) urban regeneration can be defined as a comprehensive and integrated vision and action which seeks to resolve urban problems and bring about lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change or offers opportunities for improvement (see figure 2.1). Having said that one can argue that the concept of urban regeneration is essentially a process concentrating on all

elements of an area that contributes not only to the creation of a more environmentally friendly city but also to the provision of social equality and economic growth, which altogether result in more sustainable urban space.

However, Goksin and Muderrisoglu (2005) cited in Roberts (2000) argues that there is difference from urban renewal, urban rehabilitation and urban (re)development as urban renewal aims to achieve mainly physical change, urban rehabilitation does not describe the method of actions and urban (re)development has a general mission and lacks a well-defined purpose. Again, Lang (2005) argues that urban regeneration and urban renewal are often used interchangeably, however urban regeneration is different from urban renewal in a sense that the former moves beyond the latter, since the former (Roberts, 2000:18) implies that all approaches should be constructed with long-term, and more strategic purpose in mind. In simple terms, Mehdipour and Nia (2013) argues that urban regeneration is about the creation of jobs, protection, quality, skills and the accessibility to various groups within society. It is also about investment in various sectors such as businesses, urban infrastructure, factories, offices, houses and public utilities, and in facilities like shops, tourist attractions, sports and cultural facilities.

_Figure 2.1: The Concept of Urban Regeneration_
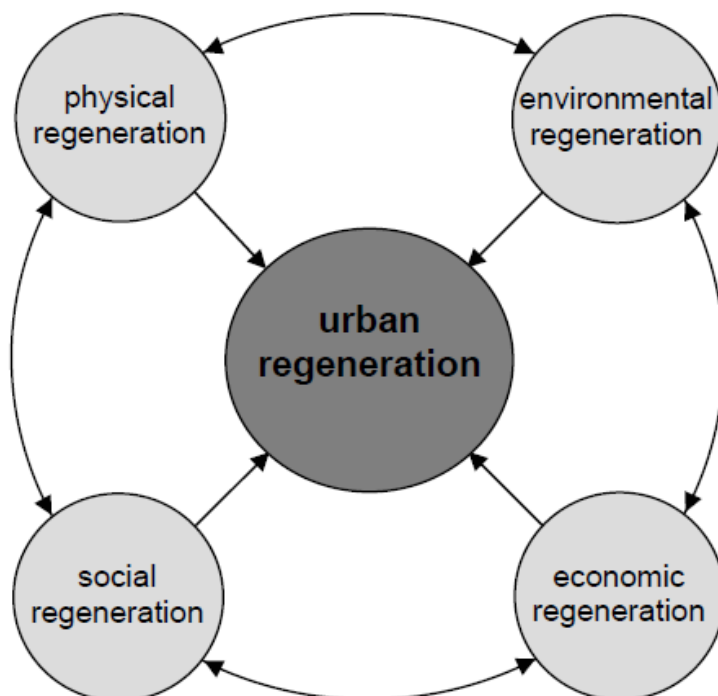


_Source: Lang, (2005:8)._

Couch and Fraser (2003:2) expand on the above diagram as follows:

- Economic regeneration is concerned with the re-growth of economic activity where it has been lost;

- Social regeneration is concerned with the restoration of social function where there has been dysfunction, or social inclusion where there has been exclusion;

- Environmental regeneration is concerned with the restoration of environmental quality or ecological balance where it has been lost and lastly,

- In addition, physical regeneration is concerned with revitalization or physical improvements where it has been lost.

Again, Lang (2005) adds that urban regeneration is about implementing policies in existing urban areas rather than developing new urbanization and it emphasize on the triangle of sustainability, with its commitment to economic, social and environmental problems and developments.

## 2.1.2. Globalisation

The discourse of globalisation is a contestable concept that is associated with the neoliberal way of thinking. Within neoliberalism is the emphasis on a system of ideas, beliefs, and values presented as the only credible economic and political system, and therefore the most normal (Conteh-Morgan, 2006), but this will be explained in detail later in this chapter. In simple terms, globalisation refers to the emergence of an international network of accelerated exchange in goods and services underpinned by economic factors like the means and sites of production. According to Cuterela (2012), globalisation is an inevitable phenomenon, characterizing our development era, a phenomenon that the human society is forced to understand because, for the first time, it questions the surviving and evolution of the human society.

Kotz (2002) argues that Globalisation borrows from the capitalist norms of exploitation of the capital (natural resources and labour) and is characterized by inequalities in terms of distributions of dividends and in the social strata. Understandably, globalisation is the market framework in the Neoliberal System. Conteh-Morgan (2006) cited in Gélinas (2003) indicate that Globalization is a system as well as a process that is characterized by the transformation of the international political economy from a regulated to a deregulated one in the spheres of trade, markets, finance, investments, and politics. The result is the creation of one single global market encompassing health, education, money, work, and culture, among many others.

As far as its impact is concerned, Lee and Vivarelli (2006:3) argues that the discussion of globalization tends to consider simultaneously its effects on economic growth, employment, and income distribution without distinguishing between countries and within-country inequalities and other social impacts such as opportunities for poverty alleviation, human and labour rights, environmental consequences and so on. Again Conteh-Morgan (2006) cited in Wolf (2001) argues that in most of the Third World nations, globalization is viewed as an oppressive worldwide transnational process because of the harmful rules and regulations (conditionalities) that are imposed on them as part of the process of integrating them into this ongoing process of constructing one global economy.

### 2.1.3. Competitive Cities

Cities around the world have ambitions to become the next global city and the basis for cities becoming increasingly interconnected and competitive is associated with Globalisation. To achieve globalisation cities must first achieve regional competitiveness, which is a policy framework to determine the economic growth in the global system (Budd and Hirmis, 2004). According to Crouch (2006), competitiveness of cities refers to the ability of an urban region or cities to produce and market a set of products (goods and services) that represent good value (not necessarily lowest price) in relation to comparable products of other urban regions.  This concept has influenced the political, social, economic and physical interaction of countries. Linked to the understanding of competitive cities and regional competitiveness is the concept of urban regeneration, which is believed to reverse the urban decline by intervening economically, socially, environmentally and physically (Lang, 2005). Based on Matexas (2007) cited in Storper (1997), city competitiveness is the ability of an economy to attract and sustain the business with stable or increasing market quota, while at the same time it secures steady or increasing living standards for those who participate in this urban economy.

However, Turok and Bailey (2004), referring to the cities of Edinburgh and Glasgow, city competitiveness is expressed because of city productivity, since a city's competitiveness is defined as its ability to produce the highest possible economic output compared to other cities. Additionally, Parkinson et. al (2004) summarizes the characteristics of a competitive city as follows:

• Economic differentiation,
• Specialized production force,
• Connectivity-communication,
• strategic ability to activate and implement long-term development strategies and,
• Quality of life (social, cultural and environmental level).

Boland (2014) adds that competitiveness is the central plank of neoliberalism since competitiveness is a hegemonic discourse within public policy because (supposedly) "improved competitiveness, as we all know, is the path to economic enlightenment."  However, neoliberalism will be explained in detail later in this chapter. Based on the above, one can argue that economic growth is driven by the competitive advantage of cities, regions, and nations that is derived from the productivity of firms, where a broader interpretation combines the competitiveness of an economy's firms and the level of prosperity, wealth and standard of living in the economy. Begg (1999) argues that competitiveness is also related to the attractiveness or quality of place and a city, region or country's ability to market itself and compete for mobile investment, major events, and talented labour.

In the context of globalization and neo-liberal urban restructuring, the South Africa government have been trying to reposition the South African cities within the competitive global landscape through focusing on their images and their enhancement.  According to Smith (2002), this has positive effects on a city's local economy and harnesses its competitive advantage over others. A city's attractive image is believed to have the ability to position it in the face of global competition. Local institutions and urban regions are regarded as important in their ability to capture investment opportunities by attracting new companies. The private sector investment is considered critically important in the transformation of cities and the property development industry is challenged to respond to international competition and not only focus on the investment role of property. However, a major problem with international competition (especially in the case of developing countries like South Africa) is that it is done at the expense of the poor, since it is not inclusive, hence this paper looks at the inclusiveness of urban regeneration as it is mostly used to achieve international competition of cities.

### 2.1.4. Integration

Oxford dictionary definition of integration is to "combine into one whole" or "to unify diverse elements." Nowhere in the literature is the concept of integration clearly explained and the underlying factors and consequences described. However, integration is understood as part of the urban regeneration concept. The researcher has therefore extrapolated various ideas from the literature about the concept and the underlying forces. The concept of integration is a component of most reconstruction policies and discussions in South Africa. There are different perspectives of integration and the term can be applied to a wide variety of conditions. According to Chittendon & Associates (1990:9), "*integration of the various components of the city is considered a key element in the process of seeking a solution*". As stated by the South African Institute of Town and Regional Planners (1994:3), "*integration maximizes*

*convenience and vitality and releases the economic, environmental and recreational synergy which potentially exists."* Diverse and exciting environments are created, with high levels of accessibility and opportunity for all. Integration highlights the need for a comprehensive perspective of the city as one interdependent system rather than a conglomerate of parts. As explained by Roberts et al. (2016) urban regeneration projects are associated with integration since they are a comprehensive and integrated vision and action which seeks to resolve urban problems and bring about lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change or offers opportunities for improvement.

### 2.1.5. Inclusiveness

The concept of inclusiveness in the context of this paper describes how the spatial location of land uses benefit people from all backgrounds. Having said that, an inclusive development is a development that over-rides differences of race, gender, class, generation, and geography, and ensures inclusion, equality of opportunity as well as the capability of all members of the society to determine an agreed set of social institutions that govern social interaction (Lombe, 2007). South African Cities Network (2012) augments that when we talk about inclusive development, three key factors come to play, which is affordability, accessibility, and diversity. Affordability relates to the cost of living, income, and economic opportunity. Accessibility refers to transport, public space, goods and services, political participation, freedom to move through space or hang out, and access to varying abilities and opportunities as explained earlier in this section. Diversity means the full scope of races, cultures, religions, sexualities, political views, choices among several others.

### 2.1.6 Accessibility

Accessibility refers to the ability for everyone, regardless of disability or special needs, to access, use and benefit from everything within their environment. There are many dimensions to accessibility, for example, access to facilities, access to the spine, access to the metropolitan region, access to public transport, etcetera (Robinson et. al., 2003). Access is facilitated by hierarchy, the existence of clear, well-defined movement channels and particularly by the urban area being scaled to people. Integration and accessibility thus go hand-in-hand. If an area, facility or activity is accessible then integration will occur between the areas of users and area.

Due to the sprawling nature of many, particularly the bigger, South African cities, due to the legacy of apartheid town planning, transport links are essential to making urban spaces accessible to the wide

range of city residents. According to Davies (2011), public spaces are another component often disregarded when thinking through urban development. There is a relationship between accessibility and inclusivity because, in order to design an inclusive area, access to public space in which one feels comfortable and welcome is crucial in stimulating a sense of belonging and building a no-cost space to meet, relax or participate in local activities and urban life. As argued by Gulston (2015) that the negative consequence of regenerating urban spaces is the inaccessibility to people outside a particular demographic (in this case the predominantly Black population in the city of Durban), causing social and spatial segregation rather than the intended cultural cohesion of Durban), causing social and spatial segregation rather than the intended cultural cohesion.

## 2.2. Theoretical framework

This section of chapter three engages various theoretical constructs to unravel the notion of urban regeneration and provide the lenses through which urban regeneration can be understood. As mentioned at the beginning of this chapter, the theoretical components discussed in this section focus on the notions of urban economic growth models, and urban power relations. The following theories are covered; Neoliberalism theory, New Urbanism theory, and Urban Regime Theory.

## 2.2.1. Looking at the surface of neoliberal theory.

Neoliberalism is a set of rational conventions that are understood to be the dominant system through which the contemporary global economy operates and is controlled (Houghton, 2010). According to Harvey (2005:2), neoliberalism is a theory of political economic practices that proposes that human well-being can best be advanced by liberating individual entrepreneurial freedoms and skills within an institutional framework characterized by strong private property rights, free markets, and free trade. In that regard, the role of the state is to create and preserve an institutional framework appropriate to such practices. This means that the state interventions in markets must be minimised since the theory argues that the state cannot possibly possess enough information to second-guess market signals (prices).

Therefore, the neoliberal theory claims that opportunities for individual freedom and an improvement in access to social goods increases as the market is freed through processes of deregulation and globalisation, and, as the sphere of influence of the market is enlarged to include public 'goods' areas such as the environment, water, and medical care. According to Wright and Cleary (2012), Neoliberalism is an ideology that involves a commitment to the rolling out of market mechanisms and

competitiveness and the rolling back of governmental intervention. Having defined neoliberal theory, the following section draws from various literature to critically engage with how it has spread globally.

### 2.2.1.1. The road to Neoliberalism theory across the globe

Since the emergence in practice during the late 1970s, neoliberalism has become hegemonic as a mode of discourse, with few alternatives required to counter the modes of capital accumulation which it advocates and institutionalises (Harvey, 2005:3). According to Thorsen and Lie (2007), neoliberalism is an incremental revival of liberalism after it lost its political influence. Likewise, Harvey (2007), states that the first usage of the term stretches back to the very end of the nineteenth century, where it appeared in an article by the prominent French economist and central ideologue of the cooperative movement.

Yet, according to Narsiah (2002), neoliberalism is a doctrine, which has philosophical roots in Adam Smith's free-market school of economics, (Purcell, 2009) neo-liberalism also stems from a reaction to the Keynesian economic programs of the post- World War II era up to the 1970s. The domination of neoliberalism is a consequence of the perceived failure of Keynesian programs during the 1970s, accentuated by the global economic recession. Vicious attacks by the monetarist school of economics led by P.T. Bauer, Friedrich von Hayek, and Milton Friedman among others, together with the political impetus gained from the conservative regimes of Thatcher and Reagan led to the hegemony of neoliberalism in the late 1970s and early 1980s (Narsiah, 2002).

Now, neoliberalism became viewed as a possible solution to the limitations and failures of the existing system of 'embedded liberalism' (Harvey, 2005) and was taken up as a response to the conditions resulting from the introduction and entrenchment of Fordism-Keynesian policies and state involvement in the control and regulations of markets and social welfare. By the 1990s, neoliberalism had become the new economic orthodoxy with the tenets of neoliberalism becoming the dominant policy-orientation within nation states and in supra-national organizations such as the World Bank (Harvey, 2005). It is argued that the shift to neoliberalism as a dominant system has been facilitated by conditions, which existed in the global economy when 'experiments' with implementing neoliberalism were initiated. Having discussed the spread widespread of neoliberal theory across the globe, the following section presents the key tenets of the neoliberal theory.

### 2.2.1.2. The common principles of Neoliberalism theory

Having briefly outlined the background of neoliberal theory, this section now looks at the common principles of the theory. Harvey (2007) argues Neoliberalism is a loosely demarcated set of political beliefs, which most prominently and prototypically include the conviction that the only legitimate purpose of the state is to safeguard individual, especially commercial, liberty, as well as strong private property rights. In that regard, one of the principles of this theory is that the state interventions in markets must be minimised since the theory argues that the state cannot possibly possess enough information to second-guess market signals (prices).

Having said that, the role of the state is to create and preserve an institutional framework appropriate to such practices. Furthermore, the principles of neoliberalism theory are that freely adopted market mechanisms (laissez-faire) are the best way of organising all exchanges of goods and services (Friedman 1962; 1980; Norberg 2001). In the neoliberal imagination, open and competitive markets not only produce the most efficient allocation of resources, they also stimulate innovation and economic growth (Purcell, 2009). George (1999) argues that globally neoliberals are focused on free trade in goods and services, free circulation of capital, and freedom of investments.

This theory further advocates that market logics and competition should be fostered in the economy, and they should even be extended beyond the economy, to institutions like the state, schools, hospitals, and so on. Martinez & Garcia (2000) adds that cutting on public expenditure is one of the principles of the neoliberal theory that result in reducing government's expenditure. Privatization of state-owned enterprises to private investors for greater efficiency, which includes key industries, railroads, electricity, schools, hospitals, and even fresh water. Eliminating the concept of public goods (community goods) and replacing it with individualism and individual responsibility.

Additionally, because neoliberals see state policies as the primary impediment to competitive markets, they want the state to 'get out of the way' as much as possible by eliminating regulations that inhibit capital. However, the actual practices of neoliberalisation necessitate significant state intervention in order to facilitate the accumulation of capital. Thus, an aidez-faire characteristic of neoliberalism, where the state mobilizes to actively assist private sector capital, in addition to simply getting out of its way. For example, the aidez-faire includes public investment in efficient infrastructure, the transfer of publicly created technology to the private sector, monetarist policies to control inflation, public investment in private land development, workfare policies to discipline the unemployed and reintegrate them into the labor market, and the increasing dominance of exchange value as the primary way to value urban land.

Purcell (2009) argues that under this theory, the main principle is that the state must assists capital by both retreating and intervening. Generally, the process of neoliberalization combines these two aspects in a complex mixture of both laissez- and aidez-faire.

### 2.2.1.3. The Neoliberal Perspective to Planning.

The neoliberal dominance has significant implications for urban planning. From a neoliberal perspective, much of urban public planning is a distortion of land markets that increases transaction costs through bureaucratisation of the urban economy (Wright and Cleary, 2013). Neoliberalism holds that this should be rolled back by contracting the domain of planning (de-regulation) and then privatising segments of the residual sphere of regulation (outsourcing). As such, the reason for planning as a tool for correcting and avoiding market failure is terminated, and planning is incorporated into a minimalist form of spatial regulation whose chief purpose is to provide certainty to the market and to facilitate economic growth.

As an example, Allmendinger and Haughton (2013) argue that in the south-east of England de-regulating planning in the early 1980s was expected to help promote growth. Nevertheless, the rollback of planning in practice created a range of adverse consequences for the market including uncertainty and increased risk for developers, who required certainty over plans for an area before committing themselves to substantial investments. Likewise, the de-regulation of planning resulted in grave consequences where it contributed to the burden of infrastructure and an inability to deal with local resistance to new housing development. That led to housing scarcity and price rises, in turn threatening the growth prospects of the region and indeed the nation by feeding an inflationary wage spiral.

The above contradictions led to what Allmendinger (2011) calls a rethink of the de-regulatory aspects of neoliberalization and a greater prominence on re-regulation. As the result of re-regulation of planning, by the early 1990s major changes in planning emerged, as the pro-business 'assumption in favor of development' was dropped and regional strategic planning began an uncertain renaissance. The break from de-regulation of planning (state rollback) developed more prominent during the 1990s and early 2000s. Geddes (2005) makes an example of US and UK where a new Neoliberalism planning approach was formed in ways that the state was actively involved in promoting economic growth. This was formed compatible with environmental and social goals, not least by efforts to promote a more active civil society, a new link between citizen rights and responsibilities, a role for the state in social investment and protecting the poorest in society.

One can argue that this approach played a significant role when it comes to placing a growing emphasis on partnerships as a means of promoting public and private sector coordination and improved policy integration. In this new approach as argued by Allmendinger and Haughton (2013:12) the state's reworked role was not simply to de-regulate, divest, and open up markets.

However, the role of government was also to reregulate and where necessary invest in ways that reconcile a continuing pro-growth agenda with wider societal issues, not least growing concern about environment and citizenship. Allmendinger and Haughton (2013) argue that the 1990s approach is already history since it has been replaced by an era of public sector austerity following the financial sector crisis, 2007–present. In the above period, most western governments have found themselves borrowing heavily because of trying to ride out the crisis and rebuild confidence in the banking system. This borrowing has resulted in an increased government debt, which will need to be paid for by some combination of public sector cutbacks and tax increases. One can argue that the latest crisis tells both the continuing nature of neoliberal philosophy and its flexibility.

However, the implications for the planning system for this era are still not clear, but the bombast surrounding the rapid abolition of regional-scale planning and the proposed Infrastructure Planning Commission, alongside the re-empowerment of local planning authorities, are suggestive of a further adaptation to rather than a rejection of neoliberal thinking. As a result, neoliberalism keeps on haunting us and it remains contested despite the widespread and popularity. The following sections trace critiques of neoliberalism from a wide range of perspectives.

### 2.2.1.4. Looking below the surface: Critiques of neoliberal theory

There are multiple and extensive critiques of neoliberalism. Dominant to critiques of neoliberalism is the rejection of the neoliberal argument that the liberalisation of the market is synonymous with democracy. Even though the assumptions of neoliberal state says that the sovereignty of the individual, under neoliberalism the state actually represents the freedom of private capital, multinational corporations, and landowners. In that regard, the state naturally adopts the role of providing a 'good business climate' and does much less to directly address the social wellbeing of citizens. On that note, the state shifts its social agenda towards the provision of a free market economy with the assumption that economic freedom is for all citizens. Thus, significantly cutting their social welfare contributions and privatising service provision, which calls into question the linkage between neoliberalism and improved democracy and the social benefits usually associated with a well-functioning democracy (Harvey, 2005).

Shaikh (2005) argues that the anti-capitalist critics viewed neoliberals and the practices of global capitalism and imposing transnational corporations as an impediment to democracy. The uncontrolled and disparaging market forces resulted in the increase in inequality whereas the elite grew in wealth and power. According to Smith (2012), the world did not see the shortcoming of neoliberalism and continues to be blind to the underlying truth that neo-liberalism was created for the elite rich and not for all countries and certainly not the poor to progress and grow in a neo-liberalist and globalised culture.

Additional critique of neoliberalism arises from the promotion of competition as a means of increasing market freedom. Neoliberal arguments for competition problematically assume that the landscape for the competition is fair, with all having, equal access to the same information at the same time and therefore equally able to make decisions (Shaikh, 2005). Nevertheless, this does not happen in reality, particularly when neoliberalism has been introduced in poorer places with lower levels of human and infrastructural capital than elsewhere in the world (Harvey, 2005 and Shaikh, 2005). In addition, the rise of monopolies and oligarchies through processes of competition are seen to conflict with the freedoms supposedly incurred through competition. Thus, those who begin in a relatively weak position in the market cannot 'beat' the stronger competition (Stiglitz, 2001).

Further to the abovementioned criticisms, the disjuncture between neoliberal promises and realities is evident in the relationship between the process of neoliberalisation and the increasing gap between the wealthy and the poor, which is like the point raised by Smith earlier. In the case of South Africa, the government adopted Growth Employment and Redistribution (GEAR) strategy that is underpinned by neo-liberalism. Furthermore, this free market strategy adopted by the South African government failed to write-off the inequality or deep-rooted poverty left behind by apartheid. Allowing the free market to operate on its own devices would enable the minorities to benefit far more from inequities created by apartheid thus creating a situation where the rich will be richer and the poor poorer.

### 2.2.1.5. The implication of Neoliberal development approach into Point Waterfront Development Precinct.

Neoliberal policies reinforce the notion of deregulation and privatization, which makes the connection between this theory and the study to be very strong because Point Waterfront Development has applied urban regeneration strategy in achieving this. This approach is supported by another aspect of neo-liberalism which is individualistic and concerned with "I" rather than community or public good (Smith, 2012). Furthermore, the pivotal focus of the study draws on extensive principles of neoliberalism where the process of regeneration centres on attracting private investors and businesses that will purchase

run-down buildings and renovate them for new residential or commercial purposes. The involvement of the private and public sector informs the study to how various strategy and policy documents that contribute towards the Waterfront Point Development regeneration project, which refer to the eThekwini Municipality's Integrated Development Plan (IDP). Considering such, the main principles of neoliberalism- economic growth and economic integration enhance the implementation of the study.

Lovering (2007) cited in Smith (2002: 439) has probably done most to link the general approach of neoliberalism to the analysis of urban regeneration. He argues that the key 'urban dimension' of neoliberalism is gentrification, which amounts to reclaiming the city for the middle classes. In the case of Point Waterfront Development, the urban space has been claimed for middle to high class, as the result of the increased commodification of urban space and the empowering of private property rights. The result is a 'whole regeneration package' involving not only housing but also integrated shopping, restaurants, cultural facilities, open space, employment opportunities 'whole new complexes of recreation, consumption, production, and pleasure, as well as residence'.

## 2.3. Setting the scene for new urbanism theory

New Urbanism, by definition, is a neo-traditional movement, which was born as a reaction against the modernist movement. A summarised definition of new urbanism is from Bohl (2000:762) which is as follows, "*New Urbanism is a movement in architecture and planning that advocates design-based strategies based on "traditional" urban forms to help arrest suburban sprawl and inner-city decline and to build and rebuild neighborhoods, towns, and cities*". However, according to Grant (2006), new urbanism is a relatively new approach to physical planning concerned with creating vibrant and compact space for community life. It involves new ways of thinking and planning (common in application but not entirely consistent) about urban form and development. It encourages the appeal of compact, mixed-use, walkable and relatively self-contained communities, instead of car oriented development. Additionally, Liu (2012) argues that New Urbanism is an umbrella term, encompassing the traditional neighbourhood development, or neo-traditional town planning, of Andres Duany and Elizabeth, the pedestrian pocket and the transit-oriented design articulated by Peter Calthorpe (Calthorpe 1993). In the following section, the background of new urbanism will is discussed.

### 2.3.1. Unpacking the origin and development of New Urbanism theory.

New Urbanism came from the belief that there was something drastically wrong with the way in which modern cities have developed in the past century (Davies and Townshend, 2015). Liu (2012) gives an example of United States cities, which are one of the large cities that experienced from Urbanism to

suburbanization. The rapid development of the industrial revolution of the eighteenth and nineteenth centuries promoted the process of urbanization in western countries. During that time, urbanism was regarded as a way of life, which consists of three characteristics large population, high density and mutual heterogeneity (Smith, 1938). To resolve the urban issues of that time, the urban planning theories such as "industrial city" the early planning theory which takes considerations of the combination of living and working, "ribbon urban planning theory" and "garden city" theory were proposed.

Hall (1996:87) argues that garden city was Ebenezer Howard's vision that was a mixed-use industrial town, and they were meant to be eventually owned and managed by its residents. The argument was that the residents would benefit from the production of their common-held estate (the civic necessities of life, but even pension). Moreover, the Garden City was meant to be the vehicle for a progressive reconstruction of capitalist society into an infinity of co-operative commonwealths.

As people moved into the city, the urban living space was getting worse, living space crowded, narrow, and increasingly prominent of the contradiction. The population explosion in the United States after World War II, urban environment was getting worse, and it was difficult to meet the needs of new development. As a result, more people and factories moved to suburban (Liu, 2012). A growing number of urban problems emerged in the early twenty centuries because of the influence of modernism movement, which resulted in the traditional urban structure and irrelevant social environment to be gradually destroyed.

Walters & Brown (2002) argues that New Urbanism is a product of modernist criticism that was established based on the architecture and urban design theory in the 1960s and 1970s, aim to eliminate the defects of the sprawl suburban development associated with the Garden City model. It can also be said that the result of European architect's research on the traditional urban space is the direct source of New Urbanism theory.

Grant (2006) augments that New Urbanisms emerged in the 1970s as a culmination of a search for appropriate urban strategies and alternative paradigms for urban development because of modernism criticism and it was concerned with overcoming the inequities of modern society.
The likes of Jane Jacobs (1961) is one of the Scholars who challenged the modern city and industrial city models as dysfunctional in her popular book, The Death, and Life of Great American Cities. She criticized the modernist urban form produced by modern planning ideas such as high-rise buildings and

large parks to maintain the vibrant and called for responsible ways of building cities. Likewise, the works of Leon Krier (1978 cited in Grant, 2006) and Kevin Lynch (1981) played an influential role in advancing the New Urbanists argument.

However, Krier (1978) focused more on design questions, where he raised his view of a good city while Lynch (1981) offered guidance for what he called 'good city form' in his book of A theory of Good City Form. According to Boyko et al, (2009: 141), the first formalised guiding document of new urbanism was compiled in 1991 and this document's core function was to advocate the development of buildings and neighbourhoods that protected the environment and promoted quality of life. Furthermore, in 1993 the Congress for the New Urbanism (CNU) was founded to guide public policy, development practice, urban planning, and design.

### *2.3.2. The tenets of New Urbanism approach*

Having outlined the emergence of new urbanism theory, this section now looks at the principles of the theory. The Charter of the new urbanism promotes the policies compiled, which maintain that compact neighbourhoods that provide affordable housing and easy access to jobs and local amenities should be created (Talen, 2010). Rahnama and Hossienpour (2012) summarise the main principles of new urbanism theory as follows:

- Walkability: Most of the uses should locate in distances suitable for walking from house to office. Street design should do appropriate for pedestrians  (buildings adjacent to sidewalks,  streets  having greenbelt around them, street lots, hidden parking spaces and lots, low speeds of cars and) Making pedestrian streets without presence of automobiles
- Connectivity: The Connected street network that distributes traffic and makes walking easy. Hierarchy of narrow streets, bolivars, and lanes Walking network and public realm with high quality which make walking more satisfying
- Mixed-use and diversity: Mix of different sectors including shops, offices, apartments, and houses around design, mix use in quarters Diversity of people from different ages, classes, cultures, and races.
- Mixed-housing: A range of housing types, sizes, and prices in closer proximity
- Quality architecture and urban design: The emphasis is on beauty, human comfort and creating a sense-of-place. Human scale architecture and beautiful surroundings nourish the human spirit.

- Traditional neighbourhood structure: Visible centre and edge with a public space at the centre. Transect planning with highest densities at the town centre and progressively less dense towards the edge.

- Increased Density: Denser buildings, residences, shops, and services closer together for ease of walking. This enables a more efficient use of services and resources.

- Smart Transportation: A network of high-quality trains connecting cities, towns, and neighbourhoods together. Pedestrian-friendly designs that encourage a greater use of bicycles, rollerblades and walking as daily transportation.

- Sustainability: Development must have a minimal impact on the environment. Eco-friendly technologies, energy efficiency, less use of finite fuels, more local production and more walking and less driving is essential to New Urbanism.

- Quality of life: Ultimately putting together these planning principles would add up to enabling a high quality of life well worth living and creating places that enrich, uplift and inspire the human spirit.

It is clear from the above principles that new urbanism considers itself the most important planning movement of this century. One can argue that it is considering itself as the solution to happiness, the better life for city residents and best solution for a sustainable world. According to this theory, one of the main problems of the 20th and 21st century is the car use, and for New Urbanism, this is a direct consequence of a bad planning, which they attribute to modernist planning. That result to urban sprawl and car dependence. With this kind of arguments, new urbanism opens itself to high critics, which will be explained in the following section.

### 2.3.3. Pinpointing the gaps in New Urbanism Theory

Despite the popularity of New Urbanism into contemporary planning discourses, there have been some criticisms of its design practices and principles. Studies often say that new urbanism promotes an unrealistic environmental determinism that has threaded its way throughout the history of physical planning. Breheny (1997) argues that the theory owes some evidence pointing to an unambiguous relationship between compaction and environmental sustainability, urban efficiency, and urban equity. Fainstein (2000) cited Harvey (1997) argues that new urbanism movement is less convincing in its approach to social injustice. Harvey uncertainties are that new urbanism can commit the same errors as modernism, of assuming that changing people's physical environment will somehow take care of the social inequalities that distorted their lives.

Once again, Ellis (2002) argues that New Urbanism ignores the social and economic realities of the modern world. In this view, the city-building practices of the past have been rendered irrelevant by the automobile, cheap energy, computers, telecommunications, new building technologies, multi-national corporations, and globalized trading. Even people in nowadays have become irreversibly mobile, footloose and individualistic. In that, the way people desire privacy over the community, spatial separation over contiguity, convenience over artisanship, and dispersed social networks over traditional neighbourhoods. In short, one can argue that the very constitution of 'urban space' has changed to an extent that sprawl is now common in cities and that matches individual preferences, but New Urbanist landscapes cannot. According to these critics, the New Urbanism uses a template more suitable for a "Mediterranean fishing village social organization" than for our "increasingly solitary, fractured and private way of life"

Furthermore, New Urbanism has been heavily criticised for attempting to employ quick real estate fixes to deal with complex social and economic problems (Pyatok, 2000). Instead of promoting diversity and community, New Urbanist neighbourhoods only attract affluent white residents, as they often become very expensive places to live. Another critique is that the density of its cities leads to a lack of privacy for residents. Some critics claim that people want detached homes with yards so they are further away from their neighbours. By having mixed density neighbourhoods and possibly sharing driveways and garages, this privacy is lost.

### 2.3.4 New Urbanism and Point Waterfront Development Precinct.

Applications of New Urbanism for inner-city regeneration have grown rapidly in recent years and involve a wide variety of situations, including the replacement of public housing projects, brownfield redevelopment efforts, transit-oriented development, and garden-variety urban infill projects of all shapes and sizes (Bohl, 2000). Through urban regeneration and [re]densification, it is believed, in theory, that urban sprawl can be countered and urban compaction can be strengthened. Since the spread of New Urbanism into South Africa, planning policies promoting decentralisation have aided the development of suburban housing and commercial projects on the urban periphery, often developed and financed by private developers.

A crucial factor promoting New Urbanist developments is situated in the global imperative of competition whereby cities aspire to attain recognition through flagship projects that attract tourism, a trait of postmodern urbanisation. Harrison (2002:8) argues that the other South African version of New Urbanism drew from the works of advocates such as Jane Jacobs and Kevin Lynch, 'it developed in a

context where a primary concern was with knitting together fragmented and dysfunctional cityscape produced under apartheid.

The eThekwini Municipality has also implemented a variety of urban regeneration project in the inner city in order to address issues pertaining to urban decay; however, the focus study for this paper is Waterfront Development. The regeneration of derelict buildings is also consistent with the principle of "efficient use of infrastructure" that embodies New Urbanism, which makes the connection between this theory and the study to be very strong. Consistent with New Urbanism's emphasis, the Waterfront Development integrated quality architecture and urban design that make the development look beautiful and aesthetic. Furthermore, the design of Waterfront Development promotes *walkability* since it is a mixture of different uses within a walking distance. Additionally, New Urbanism emphasis in Waterfront Development is shown by the way the concept was built around interfaces and edges, with the introduction of a central canal into the precinct to extend qualities of water within it.

## 2.4. Urban Regime Theory (URT)

The concept of urban regimes theory seeks to explain how changing models of local governance impact on the operation of the local partnership. Having said that, it, therefore, considers the effects of the shift in the style of urban governance from a managerial approach in the 1960s to a more entrepreneurial approach in 1980s (Harvey 1989). Specifically, regime theory suggests that governance through informal arrangements is about how some forms of coordination of effort prevail over others. It is about mobilizing efforts to cope and adapt; it is not about absolute control (Stone, 1989:5).

Consequently, it illustrates how local government can act in concert with a wide variety of other actors to realise broad objectives. Djordjevic (2006) argues that this theory has been used and misused to describe and explain the process of building up collective action in many cities primarily in the US, but also in Europe. According to Stone definition an urban regime "as the informal arrangements by which public bodies and private interests function together in order to be able to make and carry out governing decisions. These informal governing decisions, I want to emphasise, are not a matter of running or controlling everything. They have to do with managing conflict and making adaptive responses to social change" (Stone 1989: 6).

More specifically, an urban regime may be defined as a coalition of urban interests, including elected local government officials, that seeks to coordinate resources and generate governing capacity (McCarthy, 2007). Urban regimes, therefore, address the presence of a diversity of interests and

political agendas in the city. They also emphasize the political problems of building local partnerships or coalitions of private and public-sector interests, the multiple objectives of these various interest, and the inherent and pervasive conflict between them. The theory introduced a new way of looking at the workings of urban politics, and a definition of the urban regime as a governing form, primarily in US cities. Since Clarence Stone's influential book on Atlanta (Stone 1989), urban regime theory became a widely used analytical paradigm in understanding urban politics. The following section draws from various literature to engage critically with how it started and spread globally.

### 2.4.1. The historical roots of Urban Regime Theory (URT)

The gateway of the URT can be traced back to the earlier work of neo-pluralist on changing dynamics of urban governance in the 1950s. For instance, Dahl and Lindblom (1953) began to examine the relationship between business and government. In their later work, they acknowledged that business, because of resources it possessed, had a privileged position in such relationships. However, the regime theory formally came to the field of urban politics from the mid-1980s onwards (Harding, 2000; Stoker, 1995). When the terms 'regime' first appeared in urban studies, it was used simply to describe 'the cycle of powerful elected officials and top administrators' in the US city government (Fainstein, 1987: 256). Yet, according to Mossberger and Stoker (2001), urban regime theory was influenced by the work of Fainstein (1983) and Elkin (1987), however, it came to prominence with the publication of Clarence Stone's study of Atlanta in 1989.

As it was mentioned earlier that URT follows that in disagreement to the old debate between pluralists and elitists that focused on the question of "Who Governs?". Djordjevic (2006) cited in Stone (1989:8) argues that Stone introduced a new understanding of power called the social production model of power. "If the conventional model of urban politics is one of social control (with both elitist and pluralist variants), then the one proposed here might be called 'the social-production model.' It is based on the question of how, in a world of limited and dispersed authority, actors work together across institutional lines to produce a capacity to govern and to bring about publicly significant results". Having said that one can argue that this view of power shaped a paradigm shift in the studies of urban politics.

The new perspective views the capacity to govern as something to be achieved and constantly reaffirmed by the publicly significant results, not to be taken as given. The capacity to govern is produced through constant cooperation, conflict resolution, and adaptation to ever-changing circumstances. Again, according to Stone (1989: 229) …. "In the world of diffuse authority, a concentration of resources is attractive. What is at issue is not so much domination and subordination

as a capacity to act and accomplish goals. The power struggle concerns, not control and resistance, but gaining and fusing a capacity to act – power to, not power over".

Stone basically uses the political economy approach to local politics in order to explain the structural context of the social production model of power. The division of labour between state and market shaped the local politics (Djordjevic, 2006). Modern society is very fragmented, and formal authority is weak. Stone followed Stephan Elkin's approach based on the division between the interests of the market and interests of the democratic state (Elkin 1987). The market is characterised by a substantial concentration of resources and economic activities in private hands, and the democratic state is based on popular control through elections. City officials need revenue, credit, investment into the city, and a satisfactory level of economic activity, i.e. to get re-elected they need to make governing arrangements with resource-holders in the business sector.

Having said that one may argue that Stone did not restrict private interests to business groups by describing an urban regime as an informal arrangement through which public bodies and private interests function together to make and carry out governing decisions. Other actors such as church leaders, non-profit organizations, party functionaries and labour union officials may be involved (Stone 1989). Nevertheless, precise consideration must be put on business interests since businesses regulate politically important resources and are hardly entirely absent from the scene, which is what Stone referred to as the systemic power of business elites. Stone argues that policy effectiveness depends on being able to earn business support, but that does not signify "that voting power is insignificant, only that it is inadequate by itself to sustain a governing coalition" (Stone 1989: 228). That is why urban governing coalition that forms the basis of a regime is not identical with the electoral coalition that wins elections. Since then, regime analysis has been extensively used to examine urban politics both inside North America and beyond.

The urban regime theory (URT) offered a conceptual framework, which linked together many aspects of urban governance and 'effectively ordered researchers to look for evidence of cross-sectoral and intergovernmental coalition-building for urban development and to assess its importance within the wider politics of localities' (Harding, 2000: 58).

### 2.4.2. The common principles of Urban Regime Theory (URT)
The regime theory suggests that there can be more to the formulation of development strategies than the formal, bureaucratic processes adopted by individual public institutions. It encourages an inquest

into public-private partnership as both a process and an institution (Harding, 1997). It is a middle range theory that takes on board central tenets of capitalist liberal democracy, particularly the basic division of labour and the market (Harding, 2000). Furthermore, this theory adopts a neo-pluralism position and argues that, in liberal democracies, government depends upon the market to satisfy human needs. It accepts the privileged position of the business and is concerned about the limits to effective democratic politics. Consequently, the URT holds, business and business groups effectively shape the agenda and actions of government.

Elected leaders are also compelled to support other powerful interests, especially the business community. This is because the theory holds, productive assets that lie substantially in private hands, therefore state managers lack authority over market decisions. To get business to perform social responsibilities such as the provision of jobs, goods, and services, the state must use incentives, not commands (Harding, 2000).

The regime theory emphasizes the interdependence of governmental and non-governmental forces in meeting economic and social challenges and focuses attention upon the problem of cooperation and coordination between government and non-governmental actors (Harding, 2000 and Stoker, 1995). According to Urban Regime theory, urban governance is characterized by decentralization and shifting of responsibilities within the state, increased financial constraint and the development of privatized services using for-profit and non-profit organization (Stoker, 1995). The urban governments in turn work through and alongside other interests (e.g. private sector) in advancing a range of policy programmes such as economic development, human capital, crime prevention, environmental protection etc.

### 2.4.3. The limitations of Urban Regime Theory (URT)

The Regime theory has been criticized for privileging agency over the structure (Raco, 2003). This is problematic in a sense that it tends to focus on horizontal modes of coordination between agencies. Although this has the certain degree of significance, frequently vertical relations of power and responsibility underpin the development of local agendas. According to Harding, (2000) the regime approach has been also criticized as ethnocentric in that it assumes not the just liberal democracy, but the particular institutional, economic and social forms it takes, particularly in the US. Furthermore, the urban regime theory embraces a clear and strict institutional separation between matters deemed public and those deemed private, the so-called public-private distinction. This stance causes conventional versions of the theory to misconceptualizing state-market dynamics and negligent in its investigation and understanding of the crucial economic process (Imbroscio, 2011).

### 2.4.4. The applicability of Urban Regime Theory (URT) into the study area.

The Urban Regime Theory (URT) has become a formidable force in understanding the variety of responses to urban change. The URT possibly holds greater relevance for the process of urban regeneration, since it shows the greater dependence on the private sector investments. The connection between this theory and the study is the coalition between the public sector and private sector. Furthermore, in terms of a neo-pluralism position and the dependency of government to the market in order to satisfy human needs, one can argue that the eThekwini Municipality benefits from Waterfront Development in terms of revenues collection and that give them greater chance to satisfy human needs in the city. In terms of decentralisation and shifting of responsibilities, the Waterfront Development is characterised by the shifting of responsibilities to an extent that the construction was undertaken by the private sector (Harding, 2000). Having said that, one can argue that this theory is considered particularly relevant in the analysis of urban regeneration in Point Waterfront Development where political and business coalitions have been found to be active.

## 2.5. Conclusion to Theoretical and Conceptual Framework

This chapter started by defining urban regeneration as a concept along with other key concepts and phenomena to provide the background of theories surrounding the study. The concepts defined will ensure the understanding of their use throughout the study as well as they offer a narrowed view to the discussion of the study. The theoretical components that are considered relevant to the notion of urban regeneration were also discussed in this chapter. It has highlighted some of the theoretical underpinnings of the notion of urban regeneration as well as its shortcomings from a theoretical perspective. While urban regeneration, according to the competitive cities concept and Neoliberal theory, is part of multiple strategies that attempt to improve the attractiveness of cities thus increasing their competitiveness.

However, many challenges arise when seeking to enhance urban regeneration through attracting private sector investment. One key challenge is to ensure widespread benefits to all urban communities. On the other hand, Urban Regime Theory argues that such widespread benefits are unlikely to occur because a few powerful individuals who work in coalitions to determine the future of cities decides upon such practices. These include political and business elites who shape the urban agenda.

# CHAPTER THREE

# LITERATURE REVIEW

## 3. INTRODUCTION

This chapter explains the relationship between the study and previous work conducted by effectively providing evidence of its value. Having said that, the context in which the study is set will be provided by drawing on historical and existing concepts and the practice of urban regeneration. The history of the subject matter is explored systematically, from the international perspective to national perspective. That will be followed by an inspection into the legislation guiding urban regeneration in South Africa. Furthermore, the last part of this section will provide insight on international countries that are dealing with urban degeneration issues. Since the international perspective is essential because it provides an understanding of urban regeneration outside of the 'Apartheid City' context before shifting the focus to South Africa, where the city of Cape Town will be used as a national case study. When it comes to the international case study, the researcher focused specifically on countries with similar dynamics to that of South Africa, namely in Canada (Toronto) and Brazil (Rio de Janeiro).

### 3.1. Understanding Urban Regeneration

Due to the urban decay of cities and the deterioration of buildings around the world, urban regeneration has received great attention from researchers. According to Acioly (1999), urban decay is the process of physical, social and economic deterioration that confronts the inner city, Anderson (2003:31) state that urban decay is also referred to as "urban rot" or "urban blight".  Anderson (2003:36) defined urban decay as "the process whereby a previously functioning city, or part of a city, falls into disrepair and decrepitude". According to Ahmad et al. (2010:43), urban decay in South Africa can be defined as "the product of a former spatial regime contributing to forced segregation and contributing to people flow out of the city centre". Roberts et al. (2016) went on by stating that the remedy for these undesirable changes is urban regeneration, which is explained below.

According to Roberts et al. (2016:315), urban regeneration can be defined as a comprehensive and integrated vision and action which seeks to resolve urban problems and bring about lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change or offers opportunities for improvement. Urban Regeneration has been linked to

Global Cities literature, the former as a way of achieving the latter. This type of intervention introduced the working relationship between public and private actors. According to Shatkin (2007), in the urban regeneration development processes, the economic interest always prevails the social aspect, as is demonstrated by an extended literature concerning cases of gentrification resulting from this type of interventions. Nonetheless, it is also worth stressing that the reason for the above argument is the privatisation of planning, which is a relatively new phenomenon, Ramoroka and Tsheola (2014), argues that this becomes more and more common in "southern new metropolises", like Durban. According to Wilson (2012), the private sector's return to abandoned inner cities, have opened debates when it comes to inclusiveness and equity implications of spatial, socio-economic, and political changes.

## 3.2. Urban Regeneration and inclusiveness

Urban regeneration is a worldwide phenomenon, triggered by a variety of issues including urbanisation, migration trends, globalisation, and poverty. According to South African Cities Network (2006) internationally, the process of change does not affect all cities equally or in the same manner but the overall trend is towards greater polarisation and lack of balance between concentrations of wealth and poverty within and between cities. The challenges that cities and urban communities have to cope with are numerous, including poor air quality, heat island effects, increased frequency and severity of extreme events such as floods, droughts, storms and heat waves, derelict industrial sites, dis-functioning urban areas, increased criminality, social exclusion, inequalities, marginalization, poverty and degraded urban environments (Njoku and Okoro, 2014). The ability of government to respond to this process is impacted upon by broader debates on the role of government in general and the relationship between local government, the private sector and civil society. International trends show that inner city urban regeneration projects tend to emphasize property-related interventions to the detriment of social and economic strategies, which raises debates of inclusiveness, public benefit and long-term sustainability of these projects (McGuirk and MacLaran, 2001).

Pieterse (2013) argues that inclusive urban regeneration should create a safe, livable environment with affordable and equitable access to urban services, social services, and livelihood opportunities for all the city residents and other city users to promote optimal development of its human capital and ensure the respect of human dignity and equality. In the book titled "The Death and Life of Great American Cities", Jane Jacobs points out that these projects mostly benefit architects, politicians, and real estate developers, but the masses always become victims (Asian Development Bank, 2017). As a result, the practice of urban regeneration and inclusiveness sits at the interface of debates about the role of cities both in the global economy, as well as in meeting the basic needs of their citizens, distributing wealth

and making access to opportunity more equal. Mail & Guardian (2012) asked an interesting question in the article titled "who is responsible for making our cities inclusive?", the question was directed especially those with the resources to make a difference to the lives of those without. "*Inclusiveness is not about everyone being able to afford each designer sandwich at every artsy food market. It is about realistic opportunities, welcoming space, physical and economic accessibility, safety nets, participation. And it should be what we strive for from four ways to Lenasia, not just in those corners of the city where entrepreneurs with vision happen to be currently active.*"

### 3.3. Urban Regeneration and Planning

At different stages in the urban development history, urban planning has been used as the primary tool for reconstructing society (Robinson et. al, 2004). As urban areas were declining, urban planners, the relevant agencies, and professionals were forced to develop solutions to overcome decline and deterioration in cities as the result of rapid change and restructuring because of industrialization. Mabin and Watson (1992) make an example of South African cities where they argue that as the democratic initiatives of the early 1990s gained momentum, urban planners attempted to reconstruct the apartheid city by pursuing initiatives to reverse the effects of racial planning. Having said that one may argue that urban regeneration is an urban planning initiative because it is shaped through urban planning and design strategy that is led by urban planners.

### 3.4. Important of Urban Regeneration

The failure of industrial and manufacturing economy has left many inner-city areas blighted by unemployment, peppered with poor housing and socially excluded from districts that are more prosperous (Roberts et. al, 2016). In that case, urban regeneration has become a very important approach to urban development since its attempt to reverse that decline by both improving the physical structure, more significantly and elusively, the economy of those areas. According to Steenkamp (2004:64), "the objectives of urban regeneration can be to encourage enterprise and new businesses and help existing businesses to grow stronger. Other objects can also be to improve people's prospects (their motivation and skills) and to make areas attractive to residents and businesses to attract various actors such as residents, investors, and tourists. Crime can be seen as the 'killer' of urban areas. One of the main objectives, therefore, will be to make urban areas safe and attractive places in which to live and work". However, Mehdipour and Nia (2013) argues that the practice of urban regeneration attempts to achieve several objectives. Roberts and Sykes (2000) discovered five inclusive themes as the main

objectives of urban regeneration. According to them, the objectives of urban regeneration are as follows:

- Establish a strong relationship between physical conditions of urban space and social problems,

- Fulfil the continued needs for the physical replacement of many elements of the urban fabric like housing and industrial areas,

- Highlight the importance of economic success as a linkage between social growth and urban progress,

- Make the best possible use of urban land and to avoid unnecessary sprawl in order to ensure optimum beneficial and effective use of land within the urban area and

- Enable urban policy to be shaped through the collaborative planning process pursued by a multi-agency approach.

Having mentioned the objectives of urban regeneration, Mehdipour and Nia (2013) argues that reconsidering the objectives mentioned above together with the data from the history of urban development and transformation, based on Roberts's and Sykes's interpretation, what is nowadays defined as urban regeneration is an "interventionist activity". They further argue that this activity comprises of series of strategies, theories as well as practices which should favorably meet three following major implications of urban change: community and social needs, the necessity for economic and career regeneration, and new physical and environmental demands.


## 3.5. Arguments against urban regeneration

The arguments against Urban Regeneration Program are many; (Holcomb et al., 1981) urban environments experience major changes, which result in the drastic change of people's lives. Smyth (2005) argues that one of the ultimate challenges for the well-being of society is renewing the existing fabric and regenerating the areas of decline and negligence. This challenge embraces not only the physical form but also those affected by the regeneration. This suggests that while urban regeneration projects are a solution to revitalize a neighborhood, however not all people benefit from such initiatives.


Additionally, Holcomb and Beauregard (1981) argue that urban regeneration programs often lead to the destruction of the homes and neighborhoods of the poor and minorities, and to the displacement of

small businesses and the demolition of inhabitable housing. It directs too much investment to Central Business Districts and not enough to positive actions in the neighbourhoods and gives little attention to social concerns. Santiago (1975) further argues that urban regeneration soon earned the reputation of being a "bulldozer approach" demolishing blighted areas to make room for luxury housing. Where flagship projects are used as an urban regeneration strategy, it is often associated with potentially benefiting city residents through the generation of wealth and jobs. According to Engelbrecht (2004, 20), however, "flagship projects often fail to distribute benefits and jobs in an equitable manner for local residents". For this very reason, "flagship projects fail to address issues concerned with social equity and social exclusion". Alternate mechanisms that focus on the competitive sectors that provide opportunities for employment to local residents should be explored as a dimension of urban regeneration strategies.

## 3. Urban Regeneration lessons from international projects

This section outlines the international projects to draw lessons related to the inclusiveness of urban regeneration. In doing so the experience of a Developed Country will be discussed, where the case of Canada (Toronto) is used as an example. This section will also address the experience of Developing Country as far as urban regeneration and inclusiveness is concerned, and the example of Brazil (Rio de Janeiro) is adopted. The researcher selected the above-stated case studies with the aim to show how other countries deal with the issue of inclusive urban regeneration projects. Using different examples also gives an opportunity to discover what is working well, and what South Africa can learn from those countries. In the case of South Africa, this chapter will first explore the history of urban regeneration projects and give details of the policies that deal with urban regeneration projects. Finally, the case of Cape Town is used as a national case study.

### *3.1. Canada, Toronto (West Don Land)*

Toronto is Canada's largest city, a rapidly growing metropolitan region located on the North-western shore of Lake Ontario (Figure 3.1). Toronto has a major cultural and economic centre of English-speaking and a vibrant history of change and growth, ranging from its early occupation over 1,000 years ago to its status as North America's fourth-largest city. Its census metropolitan area houses over 6 million residents (Statistics Canada, 2016).  The city of Toronto functions as a key financial, transportation, and cultural hub for the whole of the Canadians, with its mass of highway systems, the busiest airport in the nation, cultural landmarks, and private transnational companies (Brenner and Keil, 2006).

*Figure 3.1: Map showing locality map of Ontario State*



*Source: Google Earth, 2017; Accessed: 21 July*

Harbourfront is located within the core of the city of Toronto, Canada (Figure 3.2). For nearly two generations, the people of Toronto were cut off from the use and enjoyment of prime waterfront land by a railway and later, an expressway development. The site was developed for industrial and port-related activity.

*Figure 3.2: Map showing locality map of the City of Toronto*
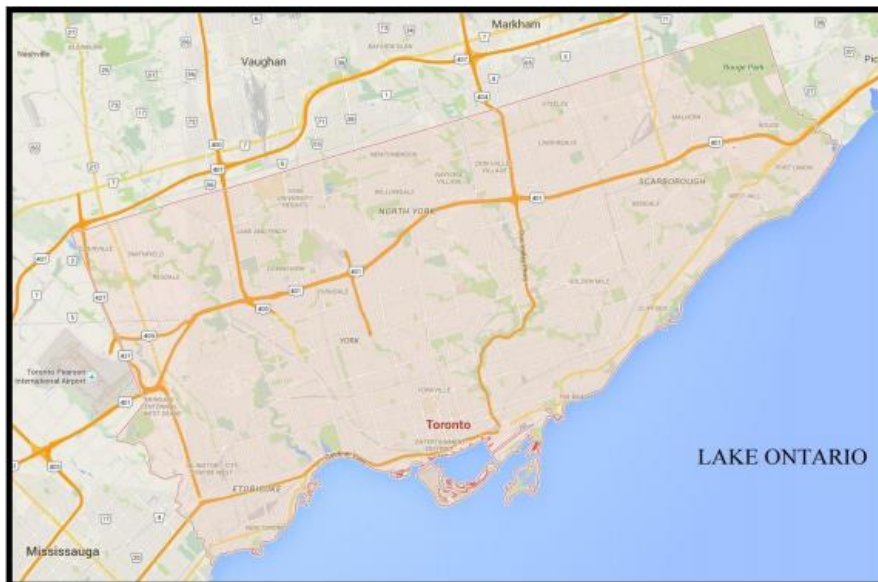


*Source: Google maps, 2017; Accessed: 21 July*

The public lost contact with the harbour. As the port moved its main activities to the eastern end of the harbour, the site began to appear derelict with rundown and abandoned buildings. The city's Waterfront changed from manufacturing industry as the site became new modes of capital accumulation because of deindustrialization (Greenberg, 1996).

In the early 1970's, as part of the first phase of the redevelopment program, private high-rise commercial development and residential buildings were constructed at the water edge in the east of what became known as the Harbourfront site. There were public concerns regarding public access to the water and that the project would be in private domain for private profit. In response to the public concerns, the Canadian government acquired 37 hectares of land, which became known as the Harbourfront land, in 1972 (Fisher et al, 2004). It released one of the most exciting waterfront packages ever assembled in the downtown portion of a major city (Harbourfront Corporation, 1978). The intent was to help change the approach of the plan to enable the development of an urban park, which would guarantee continuous public access to the waterfront.

The project was delayed for several years because the land was acquired without consultation with the province and local government and the public demanded participation in the planning as well as the implementation of the project. In 1978 the Harbourfront Corporation was formed which aimed to manage the development of Toronto's waterfront park (Fisher et al, 2004).

In 1999, all three ties of government (federal, provincial, and municipal) guaranteed to invest a collective of $1.5 billion in the city's Waterfront to attract private investment and make a mark in the global economy, as the result of the earlier focus of planning on environmental issues.

The bid for the 2008 Summer Olympics from 1999 to 2001 heightened the government's interest in the waterfront of the city of Toronto. The bid comprised of a large-scale redevelopment proposal, which was hoped to be key in highlighting the city on the global stage. As the result, the city of Toronto was compared to other globally significant cities, such as New York and London. In 2001, regardless of the efforts, Toronto lost the bid to Beijing, China. In the same year, the government of Toronto embarked on the revitalization of waterfront, which is the largest urban redevelopment project ever undertaken in the world. This project was undertaken as an attempt to counter urban sprawl and encourage the growth of a great city.

### 3.1.1. Policies Guiding Urban Regeneration in Toronto

In Canada, there is no national urban policy, the reason being cities and municipalities are a provincial responsibility (OECD, 2015). However, in the case of the city of Toronto, the city officials adopted a 'Smart Growth' planning policy to guide urban redevelopment in the city. Bunce (2004) adds that this policy is built upon the aim to lessen the impacts of sprawled regional development on the natural environment. The author further state that the focus of Smart Growth planning policy is the intensification of both population and physical development in existing urban areas. This policy has led to the creation of a new Official Plan for the City of Toronto, where the municipal planners have chosen urban intensification as the vision for planning in Toronto over the next thirty years. According to Breheny (1992) the idea of the compact city, built on ideas of increased population density, the reuse of existing urban infrastructure, and intensified residential and commercial streets. Smart Growth planning policy has been a catch-all solution to urban sprawl in the city of Toronto since it connects the environmental problems associated with sprawl with the fiscal dilemma of expanded urban development. The intensification can be considered a blend of two sub-processes; the intensification of built form, such as the development of undeveloped land and the redevelopment of existing structures in cities, as well as an intensification of population activity. In line with the Smart Growth planning policy, is the sustainable policies and guidelines that guide West Don Lands urban regeneration project. This policy is called "the 2002 Waterfront Revitalization Corporation Act," and it guides the development of the West Don Lands. According to the 2002 Toronto Waterfront Revitalization Corporation Act, the TWRC "shall have regard to the Official Plan of the City of Toronto in carrying out its objects" (TWRC).

Act, 2002, c.28, s.3 (3)). The Act also states that the TWRC "does not have the capacity to act as an agent of the City of Toronto unless city council gives express written authorization to the corporation to do so" (Ariai, 2016; 47). The Act outlines the goals of the TWRC as follows:

- To implement a plan that enhances the economic, social and cultural value of the land in the designated Waterfront area and creates an accessible and active Waterfront for living, working and recreation, and to do so in a fiscally and environmentally responsible manner;
- to ensure that ongoing development in the designated Waterfront area can continue in a financially self-sustaining manner;
- to promote and encourage the involvement of the private sector in the development of the designated Waterfront area;
- to encourage public input into the development of the designated Waterfront area; and

- to engage in such other activities as may be prescribed by regulation (TWRC Act, 2002, c.28, s.3 (1)).

Since Toronto's urban development adopted sustainable development policies there is a strong stress on the need for sustainable development that obeys to positive social and economic growth, as well as environmental protection. Ariai (2016: p39) cited in Toronto Official Plan (2010, 1.2) state that the city's stance on sustainability can be seen below:

*"The vision and goal statements in Council's Strategic Plan are the broadest expressions of the type of city we envision for the future. The Strategic Plan embraces sustainability as a central concept. Sustainability is based on social equity and inclusion, environmental protection, good governance, and city-building . . . Sustainability means focusing on long-term horizons (such as 30 years ahead) instead of the next fiscal year or the next term of Council."*

Furthermore, the Toronto Official Plan (2010), which is the key policy instrument of the city, summaries what this entails:

- Making sustainable urban growth choices regarding compact
- improving the transportation infrastructure to having sustainable options;
- making public transit universally accessible for all people;
- incorporating sustainable building design and construction practices;
- implementing sustainable energy strategies such as by reducing automobile dependency;
- creating pedestrian- and bicycle-friendly environments;
- creating programs for reducing waste and conserving water;
- investing in sustainable technologies for storm water management;
- encouraging the provision of varying housing types with regard to form, tenure, and affordability;
- increasing mixed use environments;
- making housing choices available for all people in communities at all stages of their lives;
- offering a variety of well-paid, stable, safe, and fulfilling employment opportunities to people with a range of education and abilities;
- supporting people with special needs to live in communities;
- measuring well-being by how well the most disadvantaged groups are provided for;
- no person paying more than they can afford for shelter;
- offering educational opportunities for people of all means and abilities;
- supporting communities through equitable access to opportunities, resources, and services;

- ensuring that beautiful, comfortable, safe, and accessible public buildings, parks, and open spaces, and other leisure and recreational opportunities are a shared and equitable asset as it is a key city-building principle;

- improving the city's economic position; and

- protecting, enhancing, and restoring the natural ecosystems such as sustaining the urban forest canopy with tree planting and preservation.

Though the above list is all-encompassing, sustainability appears to entail a narrow understanding of inclusiveness in the urban context. It is often limited to waterfront developments because of the higher land values and therefore becoming inaccessible to low-income groups, this question the place of marginalized populations in the sustainable city.

### 3.1.2. The West Don Lands urban regeneration project

The West Don Lands is situated along the Waterfront of Toronto and it covers 32 hectares (80 acres) of land. It is located approximately 2 km east of Toronto's central business district, east of Parliament Street, west of the Don River, south of King Street, and north of the Gardiner Expressway (figure 3.3).

*Figure 3.3: Map showing West Don Lands regeneration project as situated in the City of Toronto*
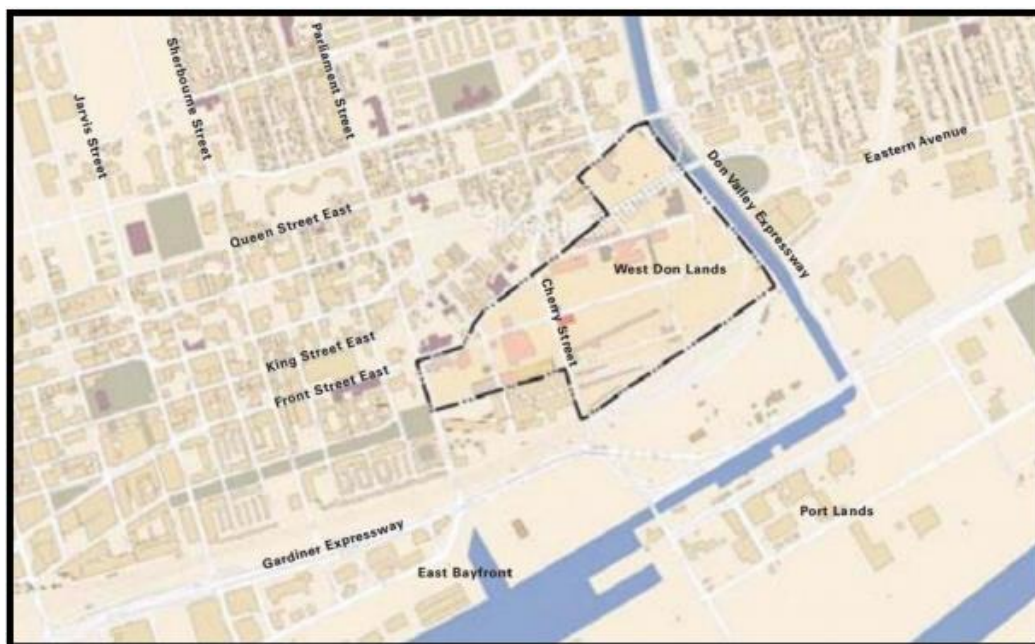


*Source: Ariai, 2016; Accessed: 15 October*

This project is anticipated to house 6,000 residential units (of which 1,200 are affordable rental units, and 300 are low-end-of-market units) (figure 3.4), an unstipulated quantity of retail stores and offices, an elementary school, two child care centres (figure 3.5), a community centre (figure 3.6), and

extensive (almost 23 acres or 9.3 hectares) parkland and green, public spaces (figure 3.7). It is also anticipated to accommodate up to 4,000 jobs that can be accessible by the existing and revised public transit (figure 3.8), as well as routes for alternative transportation (figure 3.9) (Ariai, 2016).

*Figure 3.4: Map showing planned residential units in the West Don Lands urban regeneration project*
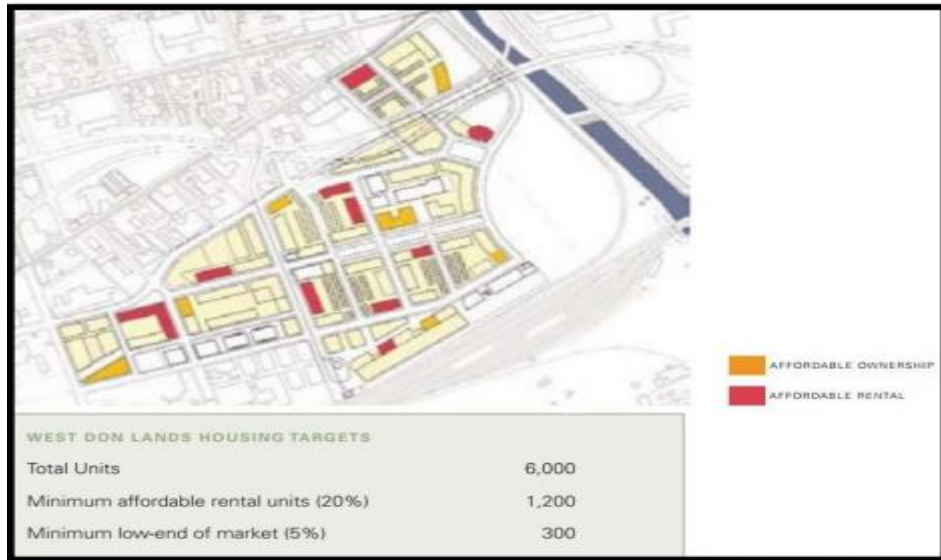


(Source: Ariai, 2016). Accessed: 15 October).

*Figure 3.5: Map showing an elementary school and two childcare centres in the West Don Lands*
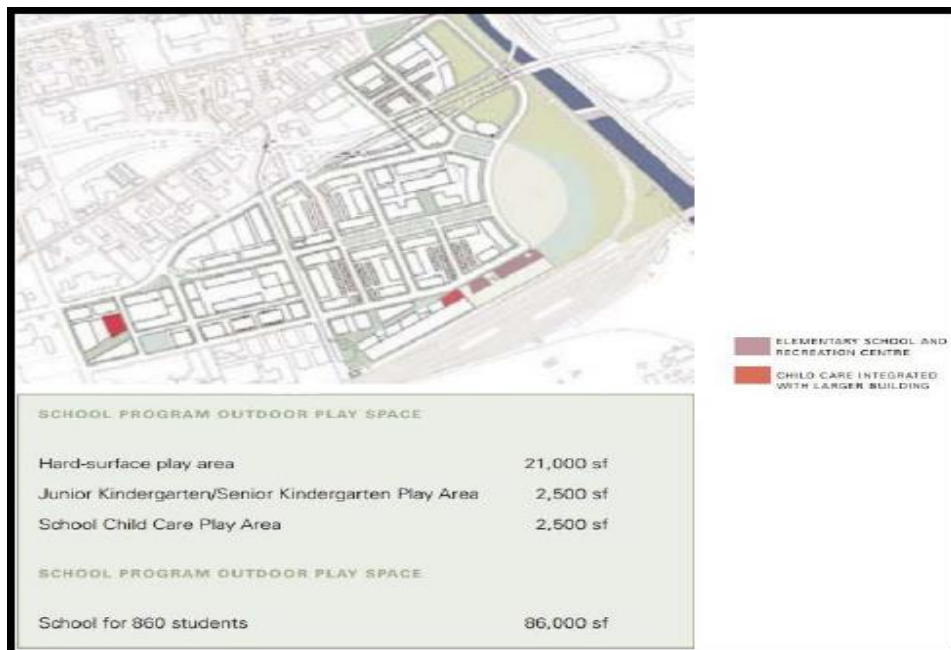


*(Source: Ariai, 2016.) (Accessed: 15 October)*

*Figure 3.6: Image showing a community centre in the West Don Lands*
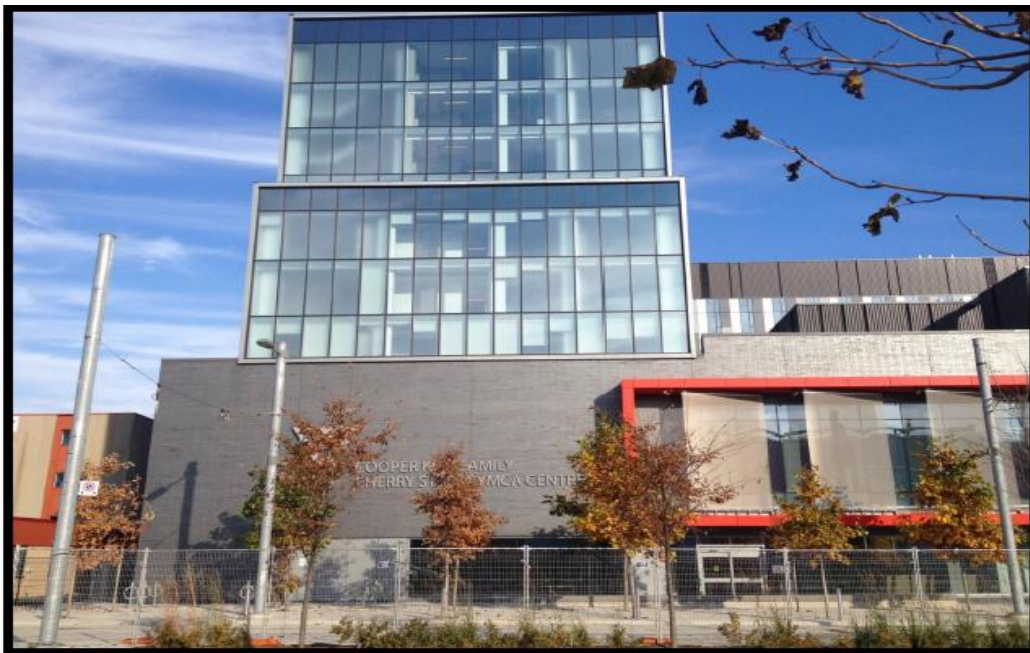


*(Source: Ariai, 2016. Accessed: 15 October)*


*Figure 3.7: Map showing many varieties of greenspace in the West Don Lands*



*(Source: Ariai, 2016). Accessed: 15 October).*

*Figure 3.8: Map showing current and future public transit lines in the West Don Lands*
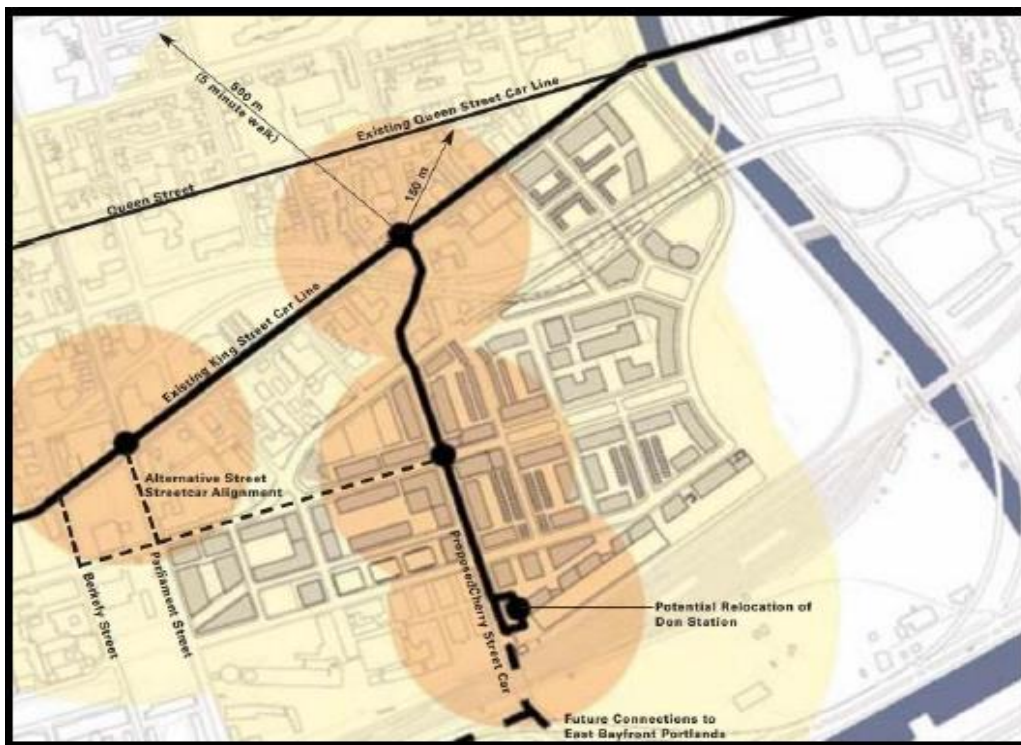


(Source: Ariai, 2016). Accessed: 15 October)

*Figure 3.9: Map showing bicycle- and pedestrian-friendly routes in the West Don Lands*
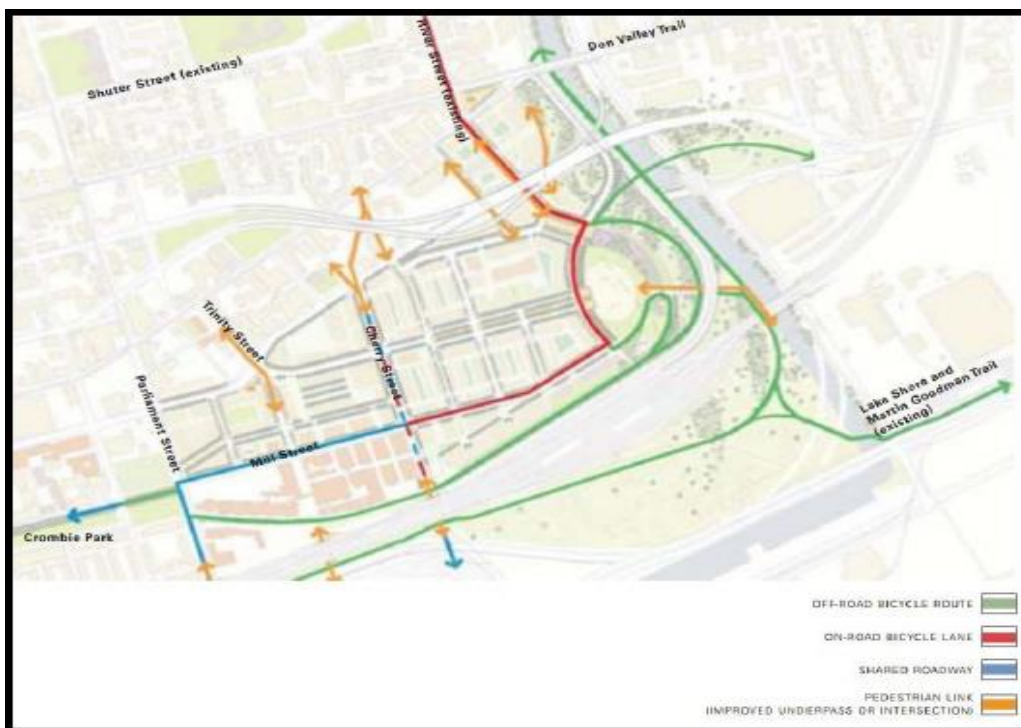


*(Source: Ariai, 2016). Accessed: 15 October).*

### 3.1.3. Inclusiveness and West Don Lands project

The key goal of the West Don Lands project is to create a mixed urban community of people of various ages, backgrounds, and social and economic statuses. The Affordable Housing chapter of its Precinct Plan indicates many different housing types and tenures, including a few affordable ownership and affordable rent options (as figure 3.4 demonstrated).  This shows how the city of Toronto has been successful in achieving inclusive regeneration of West Don Lands project. This comes with the advantage to infrastructure to deliver key economic and social benefits that enable the city to compete aggressively with other top tie global cities for investment, jobs, and people.

The Redevelopment of the West Don Lands also presented an opportunity to design the connection between Downtown Toronto and the Don River Valley corridor, the City's strongest link to Lake Ontario. The Precinct Plan proposed an understanding of the spirit and identity of natural systems so that they can be embodied and responded to by the built form surrounding them (*as figure 3.7 demonstrated*). This interaction between the natural and built environment provides unique addresses for both the private development, as well as integrated, public open spaces. Furthermore, the West Don Lands was envisioned as a new mixed-use precinct with an emphasis on urban living, which they managed to achieve (*figure 3.10*).

The interesting part about this project is that it was developed in a public planning process. The design team, together with Toronto Waterfront Revitalization Corporation (TWRC), engaged political leaders, city and provincial staff, neighbourhood organizations, and interested citizens early in the process to develop an understanding of the strengths, weaknesses, and opportunities in the study area. The Precinct Plan emerged from an inclusive process that engaged a variety of stakeholders. The public participated in meetings, focus groups, and a week-long public charrette to help guide the design team. The program was to be based on the following key principles, which are summarised below:

- To attract private investment;
- Harbourfront Corporation would achieve self-sufficiency within seven years;
- Public access to the waterfront and surrounding areas would be improved, as would the integration within the city and railway lands to the north;
- Harbourfront would be an identifiable community providing live and work opportunities; (Fisher *et al, 2004, 220).*

*Figure 3.10: Image showing the Precinct Plan of West Don Land urban regeneration project*



(Source: Google Earth, 2017; Accessed: 21 July).

### 3.1.4. Specific lessons learned

There are many lessons that the Precinct Plan of West Don Land urban regeneration project offers. The first one is a government has a significant part to play in the development of waterfront projects because the public interest is always at stake, in that way the project can be inclusive. Conflict among different stages of government can be sidestepped where development is built on a collective vision and where community-based objectives are met. Moreover, the Precinct Plan of West Don Lands project emerged from an inclusive process that engaged a variety of stakeholders including the public in the form of meetings, and focus groups. One can argue that the engagement of a variety of stakeholders had a positive impact when it comes to the wide variety of housing types that accommodate a variety of income groups in this precinct. The public planning process is very important in these types of projects.

As the result of the scale and nature of waterfront developments, it is important for the government to seek help from the likes of the private sector since they have essential skills, creativity and financial resources that are critical for the success of the project. In Toronto waterfront development, there were no special incentives offered to attract developers, however, the attraction was centered on the possibility for profitable development created by a favorable real estate market and by the sites

desirable location (Fisher et al, 2004). Because of this, developers are now paying closer attention to design and building quality.

### 3.2. Brazil, Rio de Janeiro (Porto Maravilha)

With a population of more than 12 million people (IBGE, 2013); Rio de Janeiro is the second largest metropolis in Brazil. The city, known for its impressive landscape, is the main tourist destination of the Southern Hemisphere and has the second largest GPD in the country (IBGE, 2008). Nevertheless, as other Brazilian cities, Rio de Janeiro is a very geographically constrained city, with mountains to the North and West, Guanabara Bay to the East and the Atlantic Ocean to the South *(figure 3.11)*. Furthermore, Rio de Janeiro confronts sharp socio-economic inequalities, housing challenges, and urban violence. The Port Region in Rio de Janeiro was of abundant historic and strategic importance, during the colonial period, since their economy was agricultural extractive (Sieber, 1991). The city functioned as the main trading post between the colony and metropolis, and with other nations, as it was developed into the capital hub of the Portuguese colonial empire.

At the beginning of the 20th century, city plans sought to expand and modernize the pier of Rio de Janeiro's port to accommodate warehouses and growing industries. With economic shifts and shrinking port activities, the port region became heavily degraded. While richer residents flocked to the inner city's South Zone, remaining resident communities suffered the consequences of inadequate public services and infrastructure. Amsler (2011) argues that since the late 1970s, several mayors of Rio had tried without success to launch a large-scale urban renewal effort, as the result of recognizing the regeneration potential for this underutilized. While the need to preserve the area's wealth of heritage was formally recognized in 1987 through the declaration of a Cultural Environment Protection Area in three surrounding neighbourhoods (Saúde, Gamboa and Santo Cristo), many of their historic gems fell into disrepair. The major challenge was the title to the land that fragmented between state, city and private ownership, as well as a myriad of federal agencies, and some land was collateral for debt and could not be resold or assembled. The political disorder of the federal, state and city government was also a result of the failure of the redevelopment attempt of the port area. However, in 2006, they managed to align themselves for the first time, as the result a feasibility study was undertaken at the start.
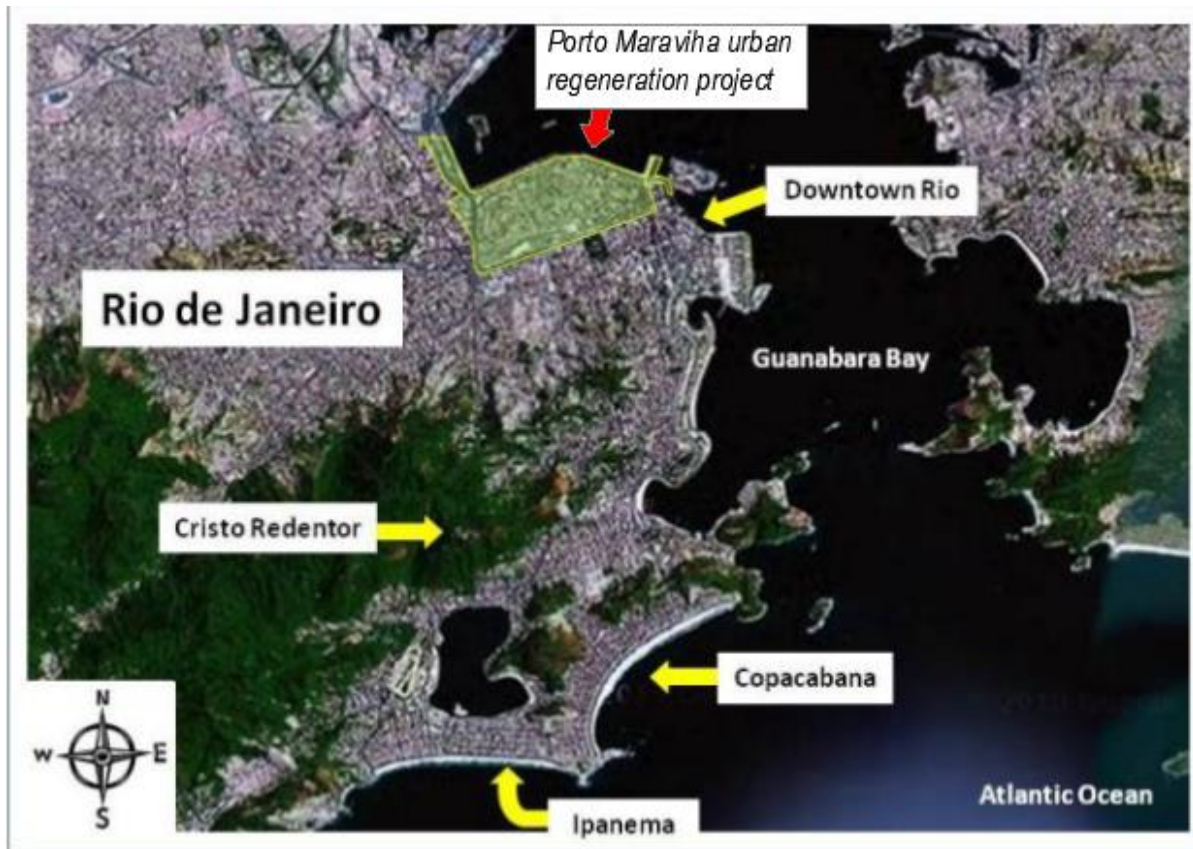
### 3.2.1 Policies Guiding Urban Regeneration in Rio de Janeiro: Porto Maravilha

Beginning in 2009, the City of Rio passed a number of pieces of legislation that detail the city's vision for Porto Maravilha. However, this paper will not go into a detailed list of policies, but it will only focus on the Urban Operation for the Port Region policy and Sustainable Urban Mobility Policy. The purpose of the former policy was to promote the urban restructuring of Rio's center-city port district. The purpose of the latter is providing broad and democratic access to urban space through the prioritizing of non-motorized and collective transportation modes in an effective, socially inclusive and ecologically sustainable manner based on the circulation of people and not vehicles. Sánchez and Broudehoux, (2013) point out the specific objectives of these policies as follows:

- To promote investment in urban infrastructure including public utilities expanded mass transit systems and roads that will ensure the best circulation and integration.
- To promote the maximum utilization and development of currently empty and idle land for diverse uses including commercial, entertainment, cultural and especially residential, thereby maximizing the usefulness of existing urban infrastructure.

- To integrate the Porto Maravilha district and particularly the maritime wharf of Gamboa into the central area of Rio de Janeiro.

- To emphasize cultural heritage.

- To recover and protect property of historical significance, to establish areas of historical interest and to promote these areas for tourism.

- To facilitate the restoration and adaptive reuse of historical buildings

- To promote stewardship and fairness in properties designated as social facilities, to promote social interest housing and give attention to the needs of local residents.

- To stimulate economic activity for the region and generate employment opportunities for the residents within the district and in surrounding areas.

- To enhance the urban landscape and create quality public spaces that ensure the safe circulation of pedestrians and cyclists and facilitate multidisciplinary uses, cultural activities and civic events.

- To improve environmental conditions by expanding green areas, planting trees, instituting water conservation practices and promoting transport systems that use "clean energy" and help reduce greenhouse gas emissions.

- To ensure transparency in the leadership and decision-making process, with fair and equitable representation from civil society.

- To enhance the overall quality of life for the citizens of Rio.

One thing that was made clear by Rio's urbanization secretary during the early planning phase was that the city did not want a lot of parking areas, and consequently a large number of additional cars coming into the downtown area. A major attribute of the Porto Maravilha redevelopment is that it encourages new development at the mass transit hub of the greater Rio metropolitan area.


### 3.2.2. The Porto Maravilha urban regeneration project

Porto Maravilha is adjacent to Downtown Rio, on the North side of Av. President Vargas, one of Rio's major Boulevards. Porto Maravilha urban regeneration project is formed by three neighborhoods (Saúde, Gamboa and Santo Cristo), which occupies 490 hectares or approximately 1,235 acres (Figure 3.12). In 2011, the City of Rio de Janeiro viewed this area as an underutilized and run-down district as an area of great potential for enhanced residential, commercial, entertainment and cultural uses due to its close proximity to the city's center and to Rio's greatest asset, the waterfront.

Through a comprehensive program of urban infrastructure improvements and amenities, the city planned to repurpose this neglected and dilapidated area into an attractive place to live, work and play. The master plan for Porto Maravilha comprises of rezoning for mixed-use, housing and commercial and almost half of Porto Maravilha was selected for residential development. The Porto Maravilha master plan also includes a number of new wooded parks, pedestrian and bike paths, and green belts at various locations in the port district (Figure 3.13).

The aim of Porto Maravilha urban regeneration project

The aim of this project was to redevelop a dilapidated area near Rio's city center. The stated aim includes the following:

- create a mixed-use neighbourhood,
- Bringing together housing,
- Commercial towers, and
- Services and touristic venues.

The idea to redevelop Rio's port area, however, is not something new, but is true that some previous attempts have failed, and Porto Maravilha project gathered a set of economic, political and regulatory conditions that finally allowed it to be implemented (Amsler, 2011).

*Figure 3.13: Map showing the parks and green corridors in Porto Maraviha urban regeneration project*



(Source: Amsler, 2011).

### 3.2.3. Inclusiveness of Porto Maraviha urban regeneration project

As the result of the host of the 2014 World Cup and 2016 Olympic Games, the City of Rio de Janeiro wanted to reposition itself as a leading example in sustainable urban development. The City embarked on a significant project in order to achieve the following;

- ✓ Harness and attract investments and tourism,
- ✓ Improve services and infrastructure,
- ✓ In addition, enhance aesthetics and residential quality of life.

Porto Maravilha Urban regeneration was one of the primary examples harmonizing these dimensions. The project seeks to revitalize the port region into a vibrant city centre, blending modern and sustainable buildings with architectural heritage, mixing residential, cultural and commercial uses, and improving local quality of life through social and economic development, integration of environmental concerns, and enhancement of patrimony. The project aim was inclusive of improving conditions for work, housing, transportation, culture, and leisure, accommodating growth in the resident population, from a current 28 thousand to an estimated 100 thousand by 2020. This has resulted in significantly reduced transportation costs and reduced environmental impacts from transport in the center of the

city, since it provides a place to live, work and play. There is also a significant amount of new affordable housing in the area in accordance with city and federal subsidy programs. The additional housing promoted a better quality of life for the current inhabitants of the area and for those seeking housing options in the central area of the city. A major focus of the Porto Maravilha plan is the construction of social interest housing, a necessary measure given the current instability of housing for many local residents. Another major component of the Porto Maravilha redevelopment is the creation of mixed-use zones that is inclusive of residential, commercial & Retail, services and light Industrial (Figure 3.14). These mixed-use zones are intended to be welcoming to people from a wide spectrum of socioeconomic situations and will encourage an active and vibrant urban environment.

*Figure 3.14: Map showing areas and uses of the Porto Maraviha urban regeneration project*



*(Source: Amsler, 2011).*

### 3.2.4. Specific lessons learnt

The eThekwini Municipality can learn from the Precinct Plan of Porto Maravilha urban regeneration project. The first one is that the strong and inclusive visions are vital to guide and sustain projects over the long term. Some experts indicate that a realistic timeframe for successful waterfront (re)development projects can extend over two to three decades. Sustaining long-term and large-scale projects requires a strong, dynamic guiding vision, which can engage and maintain the participation of a

range of stakeholders (political authorities and representatives, private investors, and local communities). Commitments are strengthened when projects are based on common interests and shared values of the place. Inclusive stakeholder engagement is vital. This is particularly true when waterfront development results in the displacement of local resident communities and businesses, and the disruption of local livelihood strategies. Local interests must be understood early engagement in planning and design stages, allowing the incorporation of targeted employment sectors and affordable housing options to address local needs and demands.

Furthermore, institutions and financing models, including public-private partnerships, must be adapted for successful implementation and long-term viability. The City of Rio de Janeiro's Porto Maravilha have sought to prevent this by creating autonomous and multi-sectorial entities for management and oversight of land, assets, financing, and development programming, fostering conditions for continuity and completion of the projects intended. Quality of life, environment, and accessibility are key to harness port and waterfront development as drivers of sustainable urban growth. Furthermore, planning for creative, mixed land use is a common dimension of successful waterfront revitalization and development, fostering long-term viability and enhancing the quality of life.

## 3.3. Urban regeneration practice in South Africa

According to Engelbrecht (2004), the process of urban regeneration in the South African context has been complicated by local factors that include the legacy of apartheid, legislation, settlement planning, private sector investment decisions, government capacity and financial constraints. As mentioned earlier at the beginning of this chapter, that urban regeneration emerged after the Industrial Revolution era in the eighteenth and nineteenth centuries. Van der Walt (1990) argues that in South Africa, industrialisation began during the early 1870s, in the wake of diamond and gold discoveries (Van der Walt, 1990). During this time, the changes to the physical environment had profound effects on the country's population demographics and physical expansion (Lang, 2005). Gilbert (1994) argues that the negative impact of industrialisation is that it gave way to major environmental pollution and a high volume of rural-urban migrants in search of employment. The environmental degradation from industrial waste and high-rise in population could not be managed, with limited human capacity and financial constraints. The subsequent pressures on the urban environment essentially led to the physical degradation and crucial need for urban regeneration.

War has had a massive impact on the evolution of redevelopment around the world since the 18th century. When it comes to South Africa, Byrnes (1996) argues that World War 1 that began in 1914 and ended in 1918 affected the country's urban environment to a major extent. The end of the war was associated with the demise of physical structures and economic inactivity. With troops demobilised, forms of employment associated with transportation and ports disappeared, creating a great deal of unemployment. The process of physical redevelopment was minimal given the relentless depression and unemployment rates. Urbanisation and migration were the trends that emerged as having long-term importance during this period. Moreover, Li (2003) adds that World War II that occurred between 1939 and 1945 had profound effects in the most of the world's nations, which led to the substantial destruction of rebuilt. Again, according to Byrnes (1996), the war had both economically and socially dramatic effect on South Africa. While gold continued to be the most important industry, manufacturing grew enormously to meet wartime demands. This process catalysed urbanisation considerably, with many black people living in squatter settlements established on the outskirts of major cities. The damage caused by the war resulted in extensive international reconstruction post-war (the 1950s and 1960s). According to Li (2003), this era was characterised by physical restructuring and redevelopment and the process was fundamentally considered to have catalysed urban regeneration as a special field of development practice in South Africa.

Moreover, this when apartheid was formally introduced in South African cities, which was two years after the National Party came to power. According to the Department of Provincial and Local Government (2006), the ruling was characterised by racial segregation, irregular settlement patterns, and functional inefficiency. By the 1980s, the Apartheid system broke down as the result of pressure from the ANC, mass international democratic movements, and considerable economic decline. Pass laws were rescinded and the ANC was unbanned by early 1990 (Schensul, 2009). The author further explains that in 1994, the first democratic elections were held in South Africa and the ANC was elected as the new democratic government of South Africa. The unfortunate reality of the situation was that the ANC had inherited the legacies of Apartheid. South African cities were characterized by extreme spatial inequality and major inaccessibility to basic goods and services. The ANC's goal was ultimately to improve the lives of previously disadvantaged citizens and create an integrated society.

The Central Business Districts were regarded as the hubs of opportunity in South African cities, which resulted in it being the subject to major pressure on infrastructure, housing and services even before

the democratic government were elected. Historically considered prime locality within South African cities, CBDs became less influential once laws no longer restricted access to non-white inhabitants (Downing, 2004). Hoorgendoorn et al. (2008) argue that with the heavy strain on CBDs and the surrounding urban areas within South African cities, urban degeneration began to occur again. The continual influx of rural migrants and the visible decay of the environment led to the counter-migration of wealthy inhabitants to the outer parts of the city. Buildings were left abandoned and derelict, creating a degree of economic inactivity and a poor aesthetic environment (Robbins, 2005). As a response to the rapid demise of major inner cities, the newly elected South African government began to devise laws and policies that would address the social, economic and environmental inequalities of the past, and in doing so, counteract the numerous challenges associated with the urban environment (Department of Provincial and Local Government, 2006).

### 3.3.1. Legislation Guiding Urban Regeneration in South Africa.

In the South African context, urban regeneration is a process that was initially led by property owners and the business sector concerned to protect their investment in CBD areas suffering from urban decay. At the beginning of the 1990s, these stakeholders started implementing Community or Business Improvement Districts (CIDs and BIDs) as a key mechanism to tackle CBD urban decay. However, this required municipal involvement through partnerships in jointly tackling issues of 'crime and pollution' and that had some success (Housing Development Agency, 2013).

Legislation and enough investment are essential to have successful urban regeneration. However, Housing Development Agency (2013) argues that there is currently no national policy framework for urban regeneration in South Africa. Nevertheless, Hannan (2012) claims that as much as there is no national policy framework for urban regeneration in South Africa but there are some Acts and ordinances that provide the backbone.

These Acts are summarised as follows:

- **Reconstruction and Development Programme (1994)**: this was formulated to regenerate rapid economic growth whilst simultaneously alleviating the widespread poverty that was underpinned by socio-economic reform;

- **Housing Act (Act 107 of 1997):** The Act state "*Everyone has the right to have access to adequate housing. The state must take reasonable legislative and other measures, within its available resources, to achieve the progressive realisation of this right. No one may be evicted from their home, or have their home demolished, without an order of court made after*

*considering all the relevant circumstances. No legislation may permit arbitrary evictions"*. Additionally, access to housing is assured up with other socio-economic goods and amenities (Tissington, 2011). To have access to adequate housing, the following must be taken into consideration in any particular content: legal security of tenure; availability of services, materials, facilities and infrastructure; affordability; habitability; accessibility; location; and cultural adequacy (Chenwi, 2013);

- ***Development Facilitation Act (Act 96 of 1995):*** The Act allows for facilitation of reconstruction and development programmes and successful and rapid implementation thereof. It also provides for the establishment of a Development and Planning Commission to advise government on policy related matters;

- ***Municipal Systems Act (Act 32 of 2000):*** The Act was formulated to provide for a "robust local government system, which ensured the sustainable provision of services to citizens; promotion of social and economic development and promotion of safe and healthy living environments." A significant component of the Municipal Systems Act is that every city produces an Integrated Development Plan (IDP) as a vehicle for municipalities to plan in a coordinated and holistic manner, which is the concept that emerged from comparative experience in the United Kingdom, United States and New Zealand (Smit, 2005), and

- ***Municipal Finance Management Act (2003):*** this is aimed at securing sound and sustainable management of the financial affairs of municipalities and other institutions in the local sphere of government; to establish treasury norms and standards for the local sphere of government; and to provide formatters connected therewith.

Additional policies that are widely used in South Africa that provide the backbone for urban regeneration includes Integrated Development Plans (IDP) and Spatial Development Initiatives (SDI). Healy et al. (1992) argue that special financial incentives policy can also be used to guide urban regeneration in South African cities, as far as facilitating private sector property development is concerned. This can be achieved through enterprise zones and urban development grants. Additionally, in South Africa, the normative planning instruments such as the Green Paper on Planning and thus moving away from prescribed control orientated policies such as the Structure plans are used. According to Housing Development Agency (2013), metropolitan municipalities are the key providers of policies, sometimes through specific bodies such as 'development agencies' or 'city partnerships', which have a rational mandate but also function within a certain vision generally embodied in a strategy paper. Housing Development Agency (2013) further argues that in South Africa, the three spheres of

government added urban regeneration to their agenda but their commitment is varied. Having said that this process ended with legislation on Urban Development Zones (UDZs) and CIDs. As the result, Hannan (2012) argues that Urban Development Zones can be considered as the only piece of policy related to urban regeneration established at a national level. Furthermore, Housing Development Agency, (2013) argues that the Municipal Finance Management Act (2003) also provides a framework for urban regeneration to a certain extent. This is because this Act governs the municipal financial management and defines the conditions and processes for public-private partnerships. CIDs legislation and policy has happened within the Provincial and Municipal spheres of government.

Ngwabi (2009) argues that Gauteng and Western Cape are the only provinces that have provincial policy frameworks on urban regeneration. With regards to Gauteng provincial urban regeneration policy, the province developed White Paper on Urban Regeneration and Integration Plan for City, Town, and Township Centres were released in 2003. This paper highlighted the potential of city centres for urban regeneration and in 2005; another White Paper on Urban Regeneration was released. When it comes to Western Cape, their provincial urban regeneration policy appears to have a more recent and more coherent strategy. The Department of Transport and Public Works of the Western Cape with the City of Cape Town has initiated a Central City Regeneration Programme (CT-CCRP) in 2010. A Regeneration Office of the Provincial Government has been created with the intent to support the CT-CCRP.

Municipalities involved in urban regeneration have generally acted as facilitators for these businesses and property-owning interests and this has given form to the content of their urban regeneration strategies (Housing Development Agency, 2013). Their interventions have generally concentrated on supporting public-private partnerships for property owners to tackle 'pollution and crime' and infrastructure investment as a way of drawing on increased private sector investment. Most of these plans and strategies are either silent on the role of affordable housing or at best vague keeping it to statements within broad policy objectives.

### 3.3.2 The V&A Waterfront regeneration project (Cape Town)

The V&A Waterfront is located in the city of Cape Town in the province of Western Cape (SACN, 2006) (Figure 3.15). The V&A Waterfront lies on the shores of Table Bay and has a dramatic physical setting, located between two of the world's greatest urban icons Table Mountain and Robben Island. Cape Town is the oldest city in South Africa 'the Mother City', embracing an array of diverse cultures. The landscape and attractiveness of the city have aided in it becoming an internationally eminent tourist

destination attracting waves of investment (McKenzie, 2004). With harbour expansion and new shipping technology, the historic parts of the port, such as the original dock's offices, Cape Town's first power station, Victorian buildings, and warehouses, fell into disrepair and decay. The project to regenerate these areas was first recognized in 1984.

*Figure 3.15: Map showing locality map of Cape Town, Western Cape province*



*(Source: Google Earth, 2017; Accessed: 21 July).*

By that, time the public uses of the harbour was evaluated, and that resulted in the proposal of transforming the Victoria and Alfred Basins (constructed in the late 19th and early 20th centuries) and their surrounding historic docklands into a mixed-use area focusing on retail, tourism, and residential development, while still maintaining the context and operations of the adjacent harbour. The V&A Waterfront of Cape Town undergone several phases to change its role within the city. The project phases are as follows:

- Phase 1: Repair of historical buildings and harbour area – 1990
- Phase 2: Victoria Wharf speciality retail and entertainment centre – 1992
- Phase 3: Creation of social areas – 1994 and 1995

- Phase 4: Completion of major projects – 1996 and 1997

- Phase 5: V& A residential development and mixed-use development – 1999

- Phase 6: V& A Waterfront project was completed - 2006

### 3.3.3. Inclusiveness and V&A Waterfront regeneration project

The goal of the project was to integrate the waterfront into the rest of the city centre as it was isolated due to highways and railway lines. Having said that the area should serve as integration measure to change or uplift the city. Furthermore, the V&A Waterfront has been developed with a view to creating a mixed-use property portfolio with residential, retail shops, offices, entertainment, hotels, and industry all coexisting side by side, in a controlled environment *(Figure 3.16)*. In terms of public access, the V&A Waterfront is both physically and visually accessible to locals and tourists of all ages and income groups. The framework of this project was designed to be robust to inspire confidence for investors and flexible enough to respond to changing market needs over time. According to Aberman (1989:10) the main objectives of V&A Waterfront urban regeneration project was the following:

- Creating a rich and diverse environment;

- Promoting tourism and recreation;

- Creating residential development opportunities;

- Providing for recreational craft;

- Incorporating activities of the working harbour;

- Creating a viable business base;

- Restoring historic links to the City;

- Conserving and enhancing those elements with cultural significance;

- Ensuring the urban fabric has an image in keeping the historic and cultural context of the waterfront;

- Adopting a flexible development program that would respond to market trends; and

- Improving public access to the waterside.

The development framework instituted its objectives at a smaller scale through the identification of precinct plans. This was positive as it deviated from the normal land use delineation to a modernistic approach, which involved a mixture of land uses (retail, hotels, entertainment, museums, offices, and restaurants). By utilising and improving on current aesthetic and historic qualities, the harbour attracted tourists and has become a key asset for the City of Cape Town.

*Figure 3.16: Map showing Victoria and Alfred Waterfront-Site Plan*



*(Source: Google Earth, 2017; Accessed: 21 July).*

### 3.3.4. Lessons Learned

The flexible and incremental planning strategies are very crucial in waterfront developments and the V&A Waterfront has successfully achieved that. However, there has been a debate that the duplication these strategies has become boring. This means that cities need to make sure that their approach to waterfront developments is unique, significant to their own setting, and most importantly inclusive as well. The issue of inclusivity is a lengthy debate in the urban regeneration of South African waterfront developments as most of the land and building rates per square meter change significantly through the course of the development and the rich dominate the purchase of these developments. Having said that, the prime location of waterfront developments with high end uses and high-quality public realm determines the high property values, which excludes many people from being a part of these

developments. The other obvious scenario is that waterfronts are developed exclusively for the rich, to recover the high developments costs for such projects.

## 3.4. Conclusion

The Chapter started by explaining the concept of urban regeneration, and inclusiveness. What came out clearly from the explanation is that inclusive urban regeneration should create a safe, livable environment with affordable and equitable access to urban services, social services, and livelihood opportunities for all the city residents and other city users to promote optimal development of its human capital and ensure the respect of human dignity and equality (Pieterse, 2013). The chapter also showed that urban planner's lead urban regeneration, and, Jane Jacobs pointed out that these projects mostly benefit architects, politicians and real estate developers, instead of being inclusive. However, it cannot be denied that urban regeneration has become a very important approach to urban development since its attempt to reverse that decline by both improving the physical structure, more significantly and elusively, the economy of those areas. However, urban regeneration has been criticised for lacking inclusivity, in terms of everyone benefiting from the project.

Additionally, this chapter has evaluated three waterfront urban regeneration projects namely Canada (Toronto: West Don Land), Brazil (Rio de Janeiro: Porto Maravilha), and South African (Cape Town, V&A). It is clear from the analysis that each waterfront has its own set of development challenges that there were trying to overcome. What came out clearly from the precedent case studies is that, both in developing and developed countries, inclusivity is a challenge in the development of waterfronts because it is associated with high prices. The research has shown that waterfronts cannot be evaluated over a short-term unless certain milestones have been identified early on in the project process. They can only be evaluated over a long-term period. Another important point that came out in this chapter with regard to South Africa is that there is no national policy framework for urban regeneration. However, as argued by Hannan (2012) that as much as there is no national policy, there are some Acts, and, ordinances that provide the backbone for urban regeneration.

# CHAPTER FOUR

# CASE STUDY OF POINT WATERFRONT DEVELOPMENT DURBAN

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## 4.1. BACKGROUND OF THE POINT AREA

Point Waterfront Development is located in the Central Business District of the eThekwini municipal area, close to the beachfront (*Figure 4.1*).

*Figure 4.1: Map illustrating the location of the study with inner city of Durban*
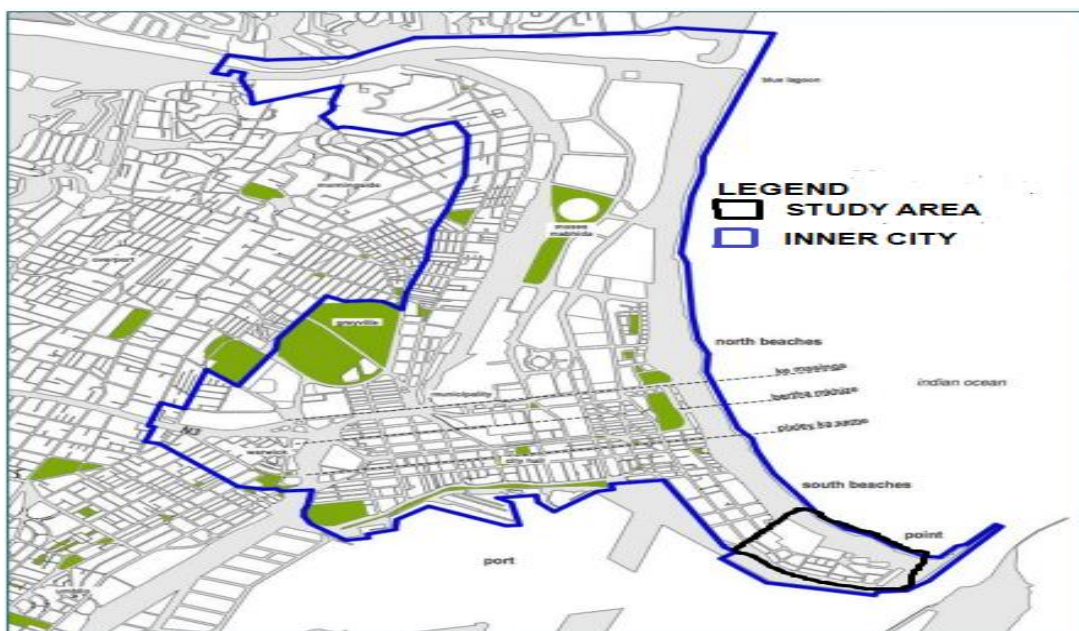


(Source: Author, 2017).

The study area is located on the South of the CBD along the Durban beachfront to the harbour access channel, which is at the entrance to the busiest port in Africa (*Figure 4.2*). The area is known as the Point and it covers some 55 ha of land of which 10 ha is used by Ushaka Marine Word. The area is bounded by the ocean on the east, the harbour mouth and Mahatma Ghandi Road on the south and west, with Ushaka Marine World marking the northern area. It is recognised as the core commercial and retail zone within eThekwini (eThekwini Municipality, 2013). EThekwini Municipality has made a concerted effort to regenerate its CBD and attract investment back into the inner city. That has resulted to the rapidly transformation of Durban Point Waterfront from a previously run-down precinct into a multi-billion Rand property showcase. The Durban Point Waterfront is now one of South Africa's most

significant and exciting property development and investment projects. It is destined to become one of Durban's most prestigious addresses, and a key tourist attraction.

*Figure 4.2: Map illustrating the location of the study*

### 4.1.1. Pre- 1990: The Beginnings of the Point

The Point represents an important origin in the development of the City and Port of Durban. The Point represented the arrival gateway for many early travellers by providing together with the Bluff a safe refuge off the ocean. The Point became the first greeting of many "discoveries" and indeed a place for early colonialists, who in time would bring indentured labour from India arriving also at the Point. Entry into the Bay was continually under treat from the growth of the sandbar. This hindered the growth of the Port and the City. Various schemes were formulated to overcome this, including the failed attempt at creating a new harbour on the northern side of the Point through the establishment of a breakwater, only partially completed by Captain Vetch. It is rumoured that this failed effort had led to the bankruptcy of the city. Eventually the sandbar was removed and dredging of the entrance channel ensured continued access. This resulted in an increase in trade. The first railroad within Durban originated from the Point, the beginning of a busy harbour took place as more trade occurred, and the voyagers of many a keen sailor ended there, at that time, a cosmopolitan place and epicentre of Durban (Gounden, 2010).

As the need for more landing space emerged, the Port entered a phase of expansion with new berths being developed south of the Port, in Maydon Wharf. Sadly, this started what had eventually become the steady decline of the Point as trade, and the consequent harbour activity moved away from the Point. Throughout the seventies and eighties, urban blight had set in as most of the Port related activities relocated from the Point. The Point went on to become synonymous with the many social ills of that time. However, its strategic location, colourful history, social significance and economic potential led to a series of attempts at urban renewal and the establishment of a Waterfront at the Point. Sadly, none of these initiatives materialised at any great scale. The need for the return of the Point to Durban, and its people, remained however firmly on the developmental agenda for Durban for years to come (Durban Point Development Company, 2015).

### 4.1.2. 1990 – 1999: Hope for the Point

A new era emerged within the country, because of the release of Nelson Mandela and the unbanning of the ANC in 1990. A feeling of promise, hope and confidence soon overshadowed that of uncertainty and fear. During this period the Malaysian owned company, Renong Berhard, emerged on the scene with a proposal to purchase all the pockets of land in and around the Point precinct and invest in the urban regeneration of the Point. The first phase of land acquisition took place and the second phase, to complete the consolidation, was abandoned when the "Malaysian Flu" hit the world economy in the late 1990's. During the latter half of this period, the land was effectively sterilised with Renong, Durban Municipality and the National Government still owning parts of the precinct, and little or no development capital being invested in the area. With other waterfront development in the rest of South Africa (even in Bloemfontein) the "Durban Waterfront" was a complete contradiction.

### 4.1.3. 2000 Onwards: Realising the Potential

In the late nineties, the then Economic Development Department of the eThekwini Municipality commenced with a series of interventions to turn around the economy of Durban and the rejuvenation of the beachfront, including the Point area, was one such initiative. The strategy was to create two "bookends" that anchored the Golden Mile, where in the north and south, Suncoast Casino and the Point would serve as these "bookends" respectively. The relocation of the outdated Durban Aquarium would form the catalyst for the Point Development and Moreland Developments, a private sector developer, was appointed to prepare a business plan for the project. The area was largely run down and gives bad impression in general during early 2000s (Kirby, 2014).

*4.2. The Socio-economical Profile of Point*

Having discussed the background of Point, this section will provide a description of the socio-economic profile of Point as part of gaining an understanding of the case study area. According to the statistics South Africa (2011) the population of Point area is 3728 people and the majority of these are Africans. As much as African residents dominate the area, there are also other races that are found in this area and their contribution to the total population significant as Table 1 shows. There are only 725 whites and only 688 Indians residing in the area.

*Table 1: Racial Composition in Point Area*

| Race | Population | Percentage |
|------|-----------|------------|
| Africans | 1999 | 53.62% |
| Whites | 725 | 19.45% |
| Indians or Asian | 688 | 18.45% |
| Coloured000 | 274 | 7.35% |
| Other | 41 | 1.10% |

(Source: StatsSA, 2011).

According to Statistics South Africa, when it comes to the language make up of Point people, many people are English speakers. The language spoken is predominantly English followed by isiZulu, isiXhosa, other, and Afrikaans. What is interesting about the population of Point is that most residents are Africans, however, when it comes to language, English is the dominant language (52.99%) followed by isiZulu (26.62%) (Refer to table 2)

*Table 2: Language Composition in Point Area*

| First language | Population | Percentage |
|----------------|-----------|------------|
| English | 1929 | 52.99% |
| isiZulu | 969 | 26.62% |
| isiXhosa | 224 | 6.15% |
| Other | 217 | 5.96% |
| Afrikaans | 112 | 3.08% |
| Sesotho | 38 | 1.04% |
| isiNdebele | 33 | 0.91% |
| Sign language | 32 | 0.88% |

| | | |
|---|---|---|
| SiSwati | 27 | 0.74% |
| Setswana | 24 | 0.66% |
| Sepedi | 17 | 0.47% |
| Tshivenda | 10 | 0.27% |
| Xitsonga | 6 | 0.16% |
| *Not applicable* | *88* | |

(Source: StatsSA, 2011).

Another interesting feature about the population in Point is that there are more females (53.54%) than males, (46.46%in the area (see table 3).

*Table 3: Gender Proportions in Point*

| Gender | Number of Gender | Percentage |
|---|---|---|
| Female | 1996 | 53.54% |
| Male | 1732 | 46.46% |
| Total | 3728 | 100% |

(Source: StatsSA, 2011).

### 4.3. Land use Planning and built form in Point Waterfront Development

Land use planning in Point Waterfront Development is guided by the eThekwini IDP since it falls under the eThekwini Municipal Area's Unicity boundary. The Spatial Development Framework (SDF) of eThekwini Municipality identifies Point Waterfront Development as a catalytic investment projects (eThekwini Municipality, 2017). Having said that the IDP regards the Point Waterfront development as one of the strategic economic intervention for the inner city of Durban. The new vision for the point development is predicted on maximising the use of the area, both by permanent residents and temporary visitors. According to eThekwini Inner City Local Area Plan, the strategic roles identified for this precinct are tourism, entertainment, recreation and residential. Durban Point Waterfront project is envisaged to be a liveable and pleasant waterfront neighbourhood, becoming a vibrant and integral segment of the city that its citizens will own through a transformation of a unique part of prime real estate in Durban.

### 4.3.1. Land use in Point Area

The Point Waterfront Development area lies inside a CBD frame and the core of the CBD consists of concentrated retail and office use while the frame consists of light and service industry, residential, hotels, low rent shops. Having said that the study area is zoned for mixed use development that

accommodate a wide range of recreational, entertainment, residential, shopping, business, commercial, community, service industrial and related activities and any other activities that would ordinarily be accommodated within a city environment *(figure 4.3)*.

*Figure 4.3: Map illustrating the land uses and built form of the study*



Legend:
- Transport node (Ground Floor)
- Mixed use
- Open space / recreation
- Open space / underground parking
- Ushaka Marine World
- School
- Existing
- Beach
- Waterbody

(Source: ArchiGIS, 2017).

Their potential for commercial opportunity is probably most favoured in the plan. Importantly the beach interface has been identified for residential with the zones immediately to the south identified for commercial. The Point area has been identified as a Special zone. Figure 4.4 shows the master plan of the study area with all defined precinct. It must be acknowledged that some of the proposed plans for the Point waterfront development are yet to be completed. There are several developments that remain in the process of construction and some have been completed.  According to Ambrose et al., (2010, 1130), Point Waterfront development is guided by the following design principles:

- Urban intensity, at a variety of scales
- Place making (through a structure based on canals, water bodies, boulevards, vistas, urban squares, avenues, and parks).
- Mixed-use (encouraging integration of retail, commercial, office, residential and entertainment)
- Safety and Security.

*Figure 4.4: Map illustrating the Master Plan of the study*



*(Source: https://www.durbanpoint.co.za/master-plan/).*

The Spatial Development Framework (2015) noted Point Waterfront Development as the catalytic investment projects, however, specific issues are not specified regarding the inclusiveness of the low end residential as far as integration is concerned.

## 4.4. Conclusion

This chapter started by introducing the case study of the research which is Point Waterfront Development. In doing so, it gave a spatial location of the study area and outlined the background study area. In the outline, it was noted that Point Waterfront represents an important origin in the development of the City and Port of Durban. Having said that the Point became the first greeting of many "discoveries" and indeed a place for early colonialists, who in time would bring indentured labour from India arriving also at the Point. As a result, during apartheid the concept of inclusiveness was not incorporated in the planning of that time. However, a new era emerged within the country, as a result of the release of Nelson Mandela and the unbanning of the ANC in 1990. A feeling of promise, hope and confidence soon overshadowed that of uncertainty and fear. As much as the post-apartheid planning introduced the concept of restructuring the inner cities, but inclusiveness has always been the issue. This in turn brings in critical questions about the inclusiveness of urban regeneration.

# CHAPTER FIVE

# ASSESSING THE INCLUSIVENESS OF POINT WATERFRONT URBAN REGENERATION PROJECT: PRESENTING THE RESEARCH FINDINGS

## 5. INTRODUCTION

This research sets out to assess the inclusiveness of urban regeneration projects. This chapter presents the results of the research and analysis of the findings. The information was collected from people who stays in the study area and the professionals who works on the project. The data exposed in this chapter may support or contradict the concepts that has been processed for this study. The chapter comprises of five sections. The first examines the extent to which Point Waterfront urban regeneration project aligns with the eThekwini Municipality's city vision 2030. The second discusses how Point Waterfront urban regeneration project has influenced the area's level of accessibility. The third section looks at the extent to which Point Waterfront urban regeneration project has resulted in greater inclusion and of integrated use of the city. The fourth sections show the extent to which Point Waterfront urban regeneration project has changed the character of the area and lastly, it looks at the opportunities and challenges that have been created as the result of Point Waterfront urban regeneration project.

## 5.1. Point Waterfront development and eThekwini Municipality's city vision 2030.

According to eThekwini Municipality (2016:137), *"by 2030, eThekwini will enjoy the reputation of being Africa's most caring and liveable City, where all citizens live in harmony."* Their vision has been amended to ensure that there is alignment with key strategic documents namely the National Planning Vision and The Provincial Growth and Development Strategy. Both these strategic documents have a 2030 timeframe. Having said that, this section looks at the extent to which Point Waterfront urban regeneration project align with the eThekwini Municipality's city vision 2030. For the municipality to actualize this vision, it is perceived as important to make available basic elements that all citizens, the business community and visitors must enjoy such as the following:

- Ease of movement in the Municipality;
- Safe environment in all parts of the municipal area;
- Access to economic opportunities;
- Resources to afford what the Municipality offers;

- A clean and green Municipality, capable of delivering a range of ecosystem goods and services;

- Access to services, in particular municipal, health and education services.

With the delivery of these, the municipality claims that people of eThekwini should be able to live in harmony. The municipality has put in place a number of key strategic priority areas that they claim will help the municipality achieve its vision. They are as follows: An accessible city, Creating Sustainable Livelihoods, An Environmentally Sustainable City and Creating a Safer City. In analysing how the Point Waterfront urban regeneration project align with the municipality's 2030 vision, the above key strategic priority areas are used.

### 5.1.1. An accessible city

In terms of accessibility, as explained by Robinson et. al. (2003) in chapter two that there are many dimensions to accessibility, i.e., access to facilities, access to basic services, and, access to public transport and pedestrian. Since the inner city is largely associated with high volumes of movement as daily commuters and local resident, compete to get to the variety of urban activities located within an intensely compact urban space. It is important for such area to be as preamble as possible, to allow for greater accessibility and systematic flow of movement throughout. Since the Point Waterfront Development falls under the inner city, during data collection the researcher observed different modes of transport that service the area to accommodate for the variety of people wanting to access it. When it comes to Non-Motorised Transport (NMT), the researcher found that the movement of foot is a common feature in some parts of the Point Waterfront Development, particularly in the side located along the beach. Furthermore, the precinct does provide adequate pavement space, which supports the steady flow of movement that links it with uShaka Marine World (figure 5.1).

*Figure 5.1: Image showing pedestrian movement linking Waterfront Development and uShaka Marine World*



(Source: Fieldwork, 2017).

This shows how the application of "*New Urbanism Theory*" is heavily embedded into the regeneration of Point Waterfront Development (*refer to chapter two*). The recently constructed promenade along the beach is another location that has allocated adequate space for movement on foot and is completely separated from all forms of motorised transportation. It provides a unique experience along which people can move freely and enjoy the ocean views. However, currently there are no demarcated areas for cycling lanes in the study area, apart from the promenade.

When it comes to public transport, the researcher found that Mini-bus taxis are the most a very popular mode of transportation within the Point Waterfront Development. There are several mini-bus taxi stops, many of which are located around Mahatma Gandhi Road (previously known as Point, which is an access link to Point Waterfront Development from the central business district (CBD) (figure 5.2 and 5.3). The Point Waterfront Development is also serviced by a bus system called, People Mover. The system does not operate along demarcated bus lanes resulting in to being integrated into the general traffic flow. It was also noted that the private vehicle transportation remains the dominant presence in the study area. During the survey conducted by the researcher, it was found that only 30% of the population of Point Waterfront Development that use public transport, the other 70% use private cars (see figure 5.4). In terms of movement, one can argue that Point Waterfront Regeneration Project is inclusive since it caters for different modes of transportation, as a result it accommodates the variety of

people wanting to access it. To some extent, this aligns with one of the municipality's key strategic priority of making the city accessible.

*Figure 5.2: Image showing Mahatma Gandhi Rd entering into the Point Waterfront Development*



*(Source: Fieldwork, 2017).*

*Figure 5.3: Image showing public transport in Point Waterfront Development*



(Source: Fieldwork, 2017).

*Figure 5.4: Graph showing people who use public transport*



NO. of people using public transport
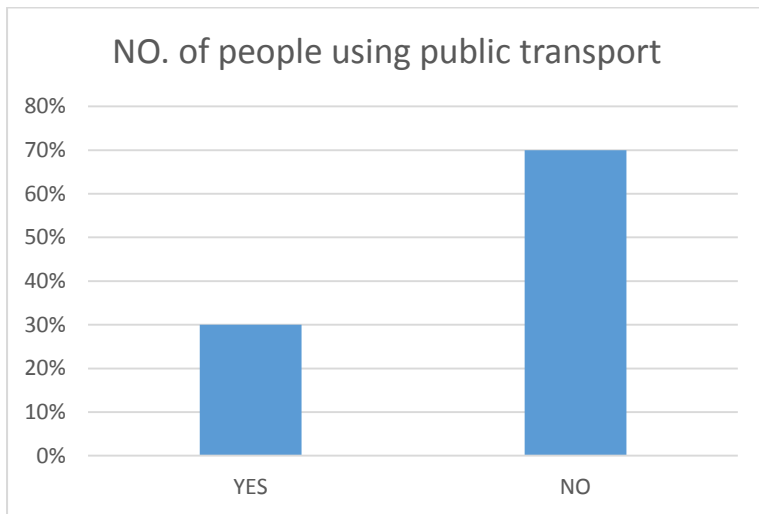
(Source: Fieldwork, 2017).

Having identified that there is significant movement taking place through the study area; this section gives an analysis of these movement in relation to facilities in the study area. The Point Waterfront Development offers limited social facilities. Facilities such as public schools, health care facilities, crèches and places of worship and so on are important to support family life and to ensure that inner city residents can lead similar lifestyles as those living in suburbs. However, there are two SA Maritime School and Transport Collage located in the study area and they are in Mahatma Gandhi Rd, which is the public transport access routes (figure 5.5).

*Figure 5.5: Image showing SA Maritime School and Transport Collage*



(Source: Fieldwork, 2017).

There is only one primary school located near Mahatma Gandhi Rd at the corner of Bell Street and Albert Terrence Street (figure 5.6), and there are no nearest high schools. The lack of social facilities, discussed above inexorably flies in the face of the advocates of the New Urbanism or those who support compact cities thinking. The need to provide more social facilities and other supporting amenities was regarded by most respondents as essential.

*Figure 5.6: Image showing Addington Primary School*



(Source: Google image, 2017: 01 November).

### 5.1.2. Creating Sustainable Livelihoods

The creation of sustainable livelihoods aims to place the citizens at the centre of a web of municipal initiatives that influences how they can create a livelihood for themselves and their households. Sustainable Livelihoods relates to the idea of communities within easy access to livelihoods and to urban support systems so that the concept of work, live and play can be utilised. There has been an incentive to provide an array of mixed-use developments, in the form of commercial and office generally located below residential, in the Point Waterfront Development to provide a range of activities that both residents and those commuting into the precinct are able to utilise. These shows how 'New Urbanism Theory' is heavily imbedded in Point Waterfront development (refer to chapter two). However, it could be argued that a combination of high property prices and the slow rate at which the residential units currently are being sold could be the reason why so many of the spaces demarcated for commercial use are empty. The fact that many commercial franchises are reluctance to open businesses in the

Point has meant that resident and commuters need to travel out of the point to access basic goods and service.

Even though Point Waterfront Development has been publicly promoted as having the potential to create economic opportunities and become a major tourism and recreational node in Durban. There has been challenges in ensuring that these potential opportunities are accessible to a wide variety of people. As the result, the extent of inclusiveness of this project when it comes to creating a sustainable livelihood is highly questionable. As explained in the literature review (chapter three) by Pieterse (2013), that inclusive urban regeneration should create a safe, liveable environment with affordable and equitable access to urban services, social services, and livelihood opportunities for all the city residents and other city users to promote optimal development of its human capital and ensure the respect of human dignity and equality. It is important to note that most of developments that have been completed in the Point Waterfront Development are residential apartment blocks or flats. Apart from the completion of uShaka Marine World that has created income opportunities and has become a micro hub in the city, the Point Waterfront has not managed to effectively stress itself as being an economic node.

Another aspect of sustainable livelihood is creating opportunities, since Point Waterfront Development falls under the inner city; it is also considered the economic hub of the city (eThekwini Municipality, 2016). During the fieldwork in the Point Waterfront precinct, the researcher made note of the myriad of economic processes that take place in the area daily. These processes include retail, commercial (figure 5.7), and transport (figure 5.8). Although formal economic processes are often used as an indicator for cities' economic growth in Durban and other cities in South Africa, informal trade is considered relevant for the growth of the economy.

However, there were no signs of informal trade in the precinct. This show that this development only caters for a certain class and it include the low-end class, and that support the argument raised in the literature review (chapter three) that as much as urban regeneration projects are perceived as a solution to revitalize a neighbourhood, not all people benefit from such initiatives.

*Figure 5.7: Image showing a coffee shop*



*(Source: Fieldwork, 2017).*

*Figure 5.8: Image showing mixed use flat with residential on top*
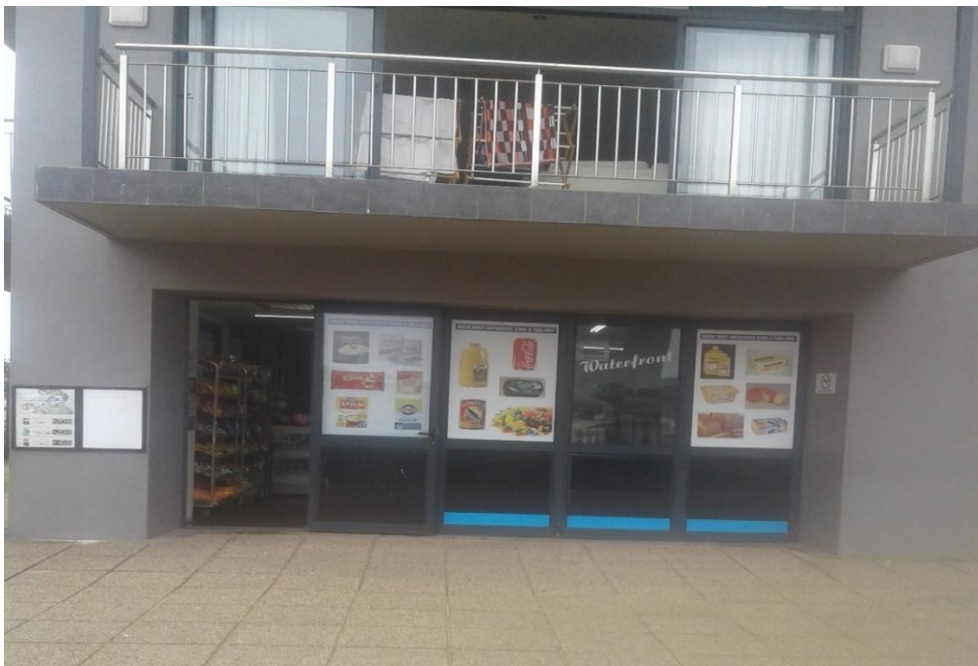


(Source: Fieldwork, 2017).

### 5.1.3. An Environmentally Sustainable City

This priority area speaks to ecological sustainability that refers to the way in which the design of a settlement respects the natural systems and ecological principles. Prior to recent developments, over

time the Point had been significant altered from its natural state. Therefore, natural systems and ecological principles were not prominent features in the site prior to recent developments. However, this is not to say that because these features were absent prior to development, there should be no responsibility to reintroduce these natural systems back onto the site. A unique feature in the Point Waterfront Development has been the construction of a canal that meanders through the centre of southern section. According to the Iyer Urban Design Planner, the key inspiration for Point Waterfront development is the way in which buildings engage with water, which was built around interfaces and edges, with the introduction of a central canal into the precinct to extend qualities of water within it (figure 5.9). The planner further argued that this was a strategic move in unlocking the zone and playing to the historic characteristics of place that define the area. In terms of environmental sustainability, this project is perfectly aligned to the city vision 2030. However, the researcher argues that the need for this canal is, at best, questionable. A substantial amount of land has been dug up in order to construct this unnatural feature that has no ecological relevance, there has been a weak attempt at re-introducing flora, something that Durban's coastline is renowned for, back into the site.

*Figure 5.9: Image showing central canal*



(Source: Fieldwork, 2017).

### 5.1.4. Creating a Safer City

Creating safe and secure settlements is an important part of the eThekwini Municipality's vision 2030. Dewar (2000) explains that the concept of safer city has a broad set of meanings which include;

security of tenure; safety from accidents (particularly vehicle); safety from attack; security in terms of crime prevention; and so on. Safety and security has always been an argumentative topic in the Point area. Since for many years Mahatma Ghandi Road, previously known as Point road, was been known as a notoriously dangerous area in the city of Durban (Pirie, 1994). However, it was contended that the proposed redevelopment plan for the Point Waterfront would assist in reshaping the area and change its reputation as being an unsafe place in the city of Durban.

A particularly notorious section of the Point has been at the entrance, the section where, when traveling from the CBD, Mahatma Ghandi Road crosses over into the Point. As a result of only being one main entrance into the Point, residents and visitor to the site have no choice but to travel through this 'unsafe' section of the city in order to enter and exit it. One of the residence of Point Waterfront Development was cited saying, *"Having to drive through the Point area with congestion and high crime rates is unsafe."* This raise questions regarding how the city is creating a safer environment if people do not feel comfortable driving around it. Thus far, all of the redevelopment that has taken place has happened in the bottom section, leaving most of the proclaimed unsafe section untouched. According to Mr. Hoosen Moolla the senior manager of Inner City of eThekwini Regeneration and Urban Management (iTRUMP), this is having a major effect on, firstly securing tenure, as business owners complain that they have not had the expected returns on their investments, and, secondly on the tourist potential in the areas. He further explains that tourist who are renting upmarket flats at the Waterfront have expressed concerns at the seemingly 'unsafe' areas in Mahatma Gandhi Road that they have to travel through in order to get to their accommodation. However, in the new Point Waterfront Development, there are several guards at different points and patrol vehicle can be seen. It must be noted that when walking through the site, the awkward combination of derelict buildings, which have yet to be development or have run into financial difficulties, and the areas of vast open spaces does create a sense of insecurity and unease.

### 5.2. How does Point Waterfront development result in greater inclusion and of integrated use of the city?

In understanding, how Point Waterfront urban regeneration project result in greater inclusion and of integrated use of the city, the planners interviewed were first asked about the role of this project within the inner city of Durban. They indicated that this project serves as a catalyst to the regeneration of the inner city, and responds to city's investment in the Ushaka Marine World. Furthermore, this project has the ability to both influence investment decisions along Mahatma Gandhi corridor and focuses the

municipality in prioritizing the clean-up and interventions required to turn this precinct around. One of the response from the planners was that Point Waterfront Development has resulted in integration with the inner city by making it more accessible by foot. Furthermore, it addresses the broader inner city's problem of residential shortages. However, it only addresses residential shortages for a segment of the market, in doing so it attracts homeowners who have the buying power, which enhances retail activity and investment. In line with the sentiment shared by Friedman (1962; 1980) and Norberg (2001), the researcher argues that Point Waterfront Development project is an embodiment of neo-liberalism as discussed in chapter two. In the neoliberal imagination, open and competitive markets not only produce the most efficient allocation of resources, they also stimulate innovation and economic growth (Parnell, 2007). The accessibility of residents in Point Waterfront Development is solely based on the willing seller and a buyer. This is not unexpected because urban regime theory contends that governments are likely to elevate private investment above the social issues because governments in liberal democracies tend to depend on the market to satisfy human needs (refer to chapter two) (Harding, 2000).

The planner further argued that this project result in inclusion and integrated use of the city in a sense that it densifies the CBD, which further the demand for goods and services and introduces the quality office spaces. According to the planners, this project is further contributing to restructuring of apartheid legacy since it is creating the opportunities for work, live and play, which both directly and indirectly reduce transport cost. The researcher argues in contrast with the planners since it was indicated in chapter two that the concept of inclusiveness in the context of this paper describes how people from all backgrounds are included or benefit from urban regeneration project. Since inclusiveness and integration are linked, if one of these is achieved, the other must be achieved as well because inclusive development focus on three key factors, which is affordability, accessibility, and diversity. When it comes to affordability, the researcher found that the cost of living is very high in Point Waterfront Development. When the researcher interviewed the residence of Point Waterfront, it was found that the rent prices start from R5000 a month (figure 5.10), looking at that one may argue that this project is not inclusive. This shows that when it comes to Waterfront regeneration project, the city of Durban can learn a lot from the (West Don Land project in the city Toronto and Porto Maravilha project in Rio de Janeiro (refer to chapter three).

According to Iyer Urban Design Company, which was tasked with an urban design vision and framework to rejuvenate the area, concerning accessibility, the Point Waterfront Development is integrated into the rest of the city through the ultimately extension of the promenade from the Point to the Golden Mile to the rest of the city. As the result, Point Waterfront has created transportation Node that link users to uShaka, with Point Waterfront Precinct. That has resulted to conscious effort to ensure the point became an extension of the recreation spaces Durban is known for and a way to extend the uniquely urban African fabric of the city into the space to enliven the zone. This shows how the precinct is compatible with the ideas of New Urbanism.

*Figure 5.10: Graph showing rent prices of Pont Waterfront Development*



## Rent Prices in Point Waterfront

- 5k to 10k: 6%
- 11k to 16k: 47%
- 21k to 26k: 30%
- >26k: 0%

PERCENTAGES (y-axis) / RENT PRICES (x-axis)

*(Source: Fieldwork Results, 2017).*

When the Iyer Urban Design professional was asked whether Point Waterfront Development contribute to the restructuring of the apartheid planning, the answer was a big no and his argument was that the plan is not specific on how it will address spatial integration of low-income housing. The researcher argues that this project is based on a competitive approach, which is the result of globalisation that was introduced by neoliberal approach adopted by the city of Durban (refer to chapter two). Furthermore, he said the plan creates opportunities for work, live and play but the question is which income segment is benefiting from these opportunities. However, the official thinks that maybe in 10 years to come it will provide opportunities for low-income residence.
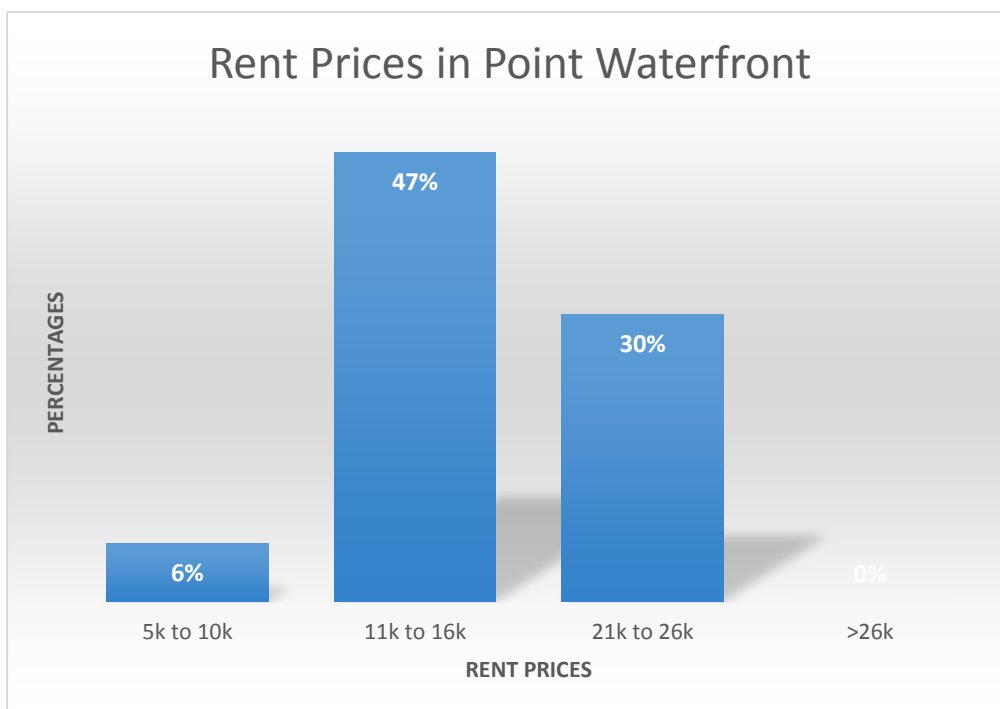
## 5.3. The character of the area

Having discussed how Point Waterfront urban regeneration project has resulted in greater inclusion and of integrated use of the city, now this section looks at how the urban regeneration of Point Waterfront Development has changed the character of the area. In understanding how this project has changed the character of the area, the researcher compared the type of condition that existed prior to the Point waterfront development in 2003 to the ones existing now. In doing so, the research found that the regeneration of this area has drastically changed the character of it. When it comes to the aesthetic environment of the area, during the data collection process, the researcher used photos as the primary method for capturing what is present aesthetically in Point Waterfront Development compared to what was there prior to the Point waterfront development in 2003. Figure 5.11 illustrates the type of condition that existed within the precinct prior to the Point waterfront development in 2003.

*Figure 5.11: Image illustrating Point Waterfront prior to 2003*



*(Source: Google image, 2017: 01 November).*

The pictures of the past reflect the condition this area was before 2003, where most of the precinct was characterised by derelict buildings and was in a poor state. The area next to the canal was characterised by vacant land and parking towards the Northwest side of the study area.  Furthermore,

the buildings that existed in the precinct were in a poor condition and much of the precinct was characterised by historic buildings that were derelict. Figure 5.12A indicate poor public real, derelict building that was consistency throughout the study area, and figure 5.13B indicate older, and some historic buildings line Mahatma Gandhi road, which was a heaven for crime and prostitution.

*Figure 5.12A and 5.13B: Images illustrating derelict buildings in Point Waterfront prior to 2003*



*(Source: https://kznpr.co.za/durban-point-road-mahatma-gandi/, 2017: 01 November).*

Figure 5.14C and figure 5.15D indicate another example of the remnants of old historic buildings located within the study area.

*Figure 5.14C and 5.15D: Images illustrating derelict buildings in Point Waterfront prior to 2003*



*(Source: https://kznpr.co.za/durban-point-road-mahatma-gandi/, 2017: 01 November).*

Figure 16 illustrates how the precinct has drastically changed between the periods of 2003 to present. Today the Point Waterfront Development represents an important project for city of Durban. One of the key things that has aesthetically changed the precinct is the way in which buildings engage with water

(figure 5.17, 5.18, 5.19, 5.20 and 5.21), with the introduction of a central canal into the precinct to extend qualities of water within it. This has unlocked the precinct and played a huge role to the historic characteristics of place that define the area.

Figure 5.16: Image illustrating Point Waterfront from 2003 to present



*(Source: Google image, 2017: 01 November).*

As mentioned earlier in this section that the key success of this precinct was the way in which it integrates into the rest of the city through the ultimately extension of the promenade from the Point to the Golden Mile to the rest of the city. As the result the Point Waterfront Precinct has become an extension of the recreation spaces Durban is known for and a way to extend the uniquely urban African fabric of the city into the space to enliven the zone.

*Figure 5.17: Image illustrating Point Waterfront from 2003 to present*



*(Source: Google image, 2017: 01 November).*

*Figure 5.18 to 5.21: Images illustrating Point Waterfront from 2003 to present*



(Source: Fieldwork, 2017).

It is important to note that the drastical change in Point Waterfront Development has largely affected the accessibility of the area, which will be discussed in detail in the next section. One of the effects of projects of this nature was noted earlier in chapter three (literature review) by Holcomb et al. (1981) and Smyth (2005) where they argued that such projects change urban environments, which result in the drastic change of people's lives. Furthermore, although urban regeneration projects are a solution to revitalize a neighbourhood, however not all people benefit from such initiatives and that show the lack of inclusiveness. In the case of safety and security, the researcher observed that as soon as one enters the site there are security guards in every corner of the site, and there are surveillance cameras as well (figure 5.22). The security guards are there to keep the area a safe and crime-free zone, which makes it even safer when compared to the rest of the Point area that is known to be the notoriously dangerous area in the city of Durban. Additionally, when the researcher went to the field, security guards asked what he was doing there, and this further shows how this project has changed the character of this area from a safe and security point of view.

*Figure 5.22: Image of a photograph showing camera surveillance in Point Waterfront Development*



(Source: Fieldwork, 2017).

## 5.4. Understanding the Influence of Point Waterfront Development on the area's level of accessibility

As explained earlier in chapter two, that accessibility refers to the ability for everyone, regardless of disability or special needs, to access, use and benefit from everything within their environment. However, there are many dimensions to accessibility, for example, access to facilities, access to the

spine, access to the metropolitan region, access to public transport, etcetera (Robinson et. al., 2003). It was also shown that accessibility is part of inclusive development because when we talk about inclusive development, three key factors come to play, which is affordability, accessibility, and diversity. In a quest to understand the extent to which the Point Waterfront regeneration project has influenced on the area's level of accessibility, planners were asked how the regeneration of this area has influenced the above three factors of inclusive development. In a planning perspective, they indicated that the regeneration of Point Waterfront has made it ever so accessible. As indicated in the above section, that Point Waterfront Development caters for different modes of transportation (public transportation, private vehicles and Non-motorised transport.

Additionally, the making of the Point Promenade that is still to be completed in conjunction with Precinct 5 developments will make this area to be easily accessible (figure 5.23). They argued that the objective of the Point Promenade is to continue the marine promenade along the beachfront to form a continuous walk from the North at the Umgeni River, to the South at North pier and the harbour mouth.

Figure 5.23: Image Showing the proposed Point Promenade and precinct 5
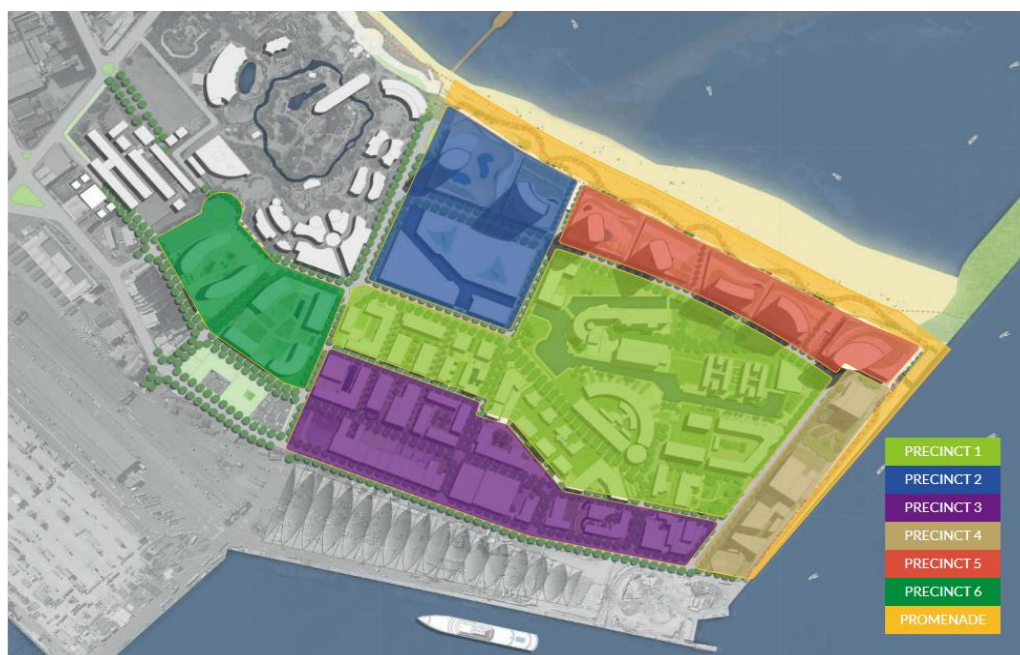


*(Source: https://www.durbanpoint.co.za/master-plan/precinct-5/, 2017: 01 November).*

The Point promenade will seek a softer geometric approach but remain actively urban in character, with its personalized African identity to complement the immediate development that will even contribute more to the eThekwini municipality's 2030 vision. Furthermore, they argued that the completion of Point Promenade would also accommodate the Public Amenities including toilets and changing room, the

Point Watersports Club, the Seine Netters facility and leasable area underneath the promenade (figure 5.24). The creation of a loop system in Point Promenade will result in greater flow of traffic and the construction of a multi-storey parking will aid Ushaka and future developments in the area.

*Figure 5.24: Image showing Promenade land uses*



*(Source: https://www.durbanpoint.co.za/master-plan/precinct-5/, 2017: 01 November).*

## 5.5. Opportunities and challenges caused by Point Waterfront development

The regeneration of Point Waterfront Development has resulted to the number of opportunities and challenges. This section will start by identifying challenges that had been created by this project. Key informants were asked to identify such constraints.

### 5.5.1. Challenges

When interviewing Mr. Hoosen Moolla the senior manager of Inner City of eThekwini Regeneration and Urban Management (iTRUMP), he mentioned that the main problem with Point Waterfront Development is that the role of the site, in terms of the generic problems of Durban, has been misunderstood. He said that because the vision for redeveloping the perceived degraded and underutilised site into a tourism and economic node aimed at an elitist target market, has only further divided it from the rest of the city. A Professional Town Planner from Iyer Urban Design supported this by stating that a major problem that the site had prior to the recent developments was that it did not have a clear role or function in the city. The lack of urban features such as public facilities and places meant that people did not engage with it. As much as there are current plans put in place that indicate a desired function for the Point Waterfront, but it is not an inclusive one. The plan does not advocate for, or promote the use of public spaces in which a variety of people from all classes can engage with, instead it has created a settlement that is exclusive. This is indicated by the fact that the main urban feature, uShaka Marine

World, is not a public space as requires an entry fee. Mr. Hoosen Moolla further stated that the other challenge is that the housing available in Point Waterfront Development is high-end residential, and that restrict the opportunity for a sizable portion of the population to live there. This raises question regarding the inclusiveness of this project, because what is happening at Point Waterfront Development is the total opposite to what the vision 2030 of eThekwini municipality advocate for as far as low-income people are concerned. The researcher argues that as much as there has been a transformation relating to the landscape of the Point, but it remains to be a place that provides a function in which all people can benefit from.

A Professional Town Planner from Iyer Urban Design further added that the spatial context of Point Waterfront Development in relation to the CBD, which potentially holds the key to unlocking the potential of the site, has not been adequately considered in the plan. He argues that the north is essentially since it is the 'gateway' of the Point. The limitation of development in the northern section of the Point area has a profound influence on the Point Waterfront Development. Access is vital to the success of a settlement. It allows for greater integration and connectivity. This should be the main function of the northern section, to ensure that access when entering and exiting the Point Waterfront is efficient as well as safe. The current plan has not recognised the importance of the northern section, as it is still characterised on wide one-way roads and remains to be perceived as an unsafe. According to the interview held with Mrs. Lekha Allopi, a senior town planner from the eThekwini Municipality Urban Renewal Department, the overarching factor in the demise of the plan has been the desired role that it should have within the city. The plan has been developed to capture the attention of national and international investor confidence rather than the best interest of the people of Durban. Additionally, the researcher argues that the reason for the point raised by Mrs. Allopi is that the city of Durban has adopted the neoliberal way of economic growth that is characterised by globalisation and competition as discussed in chapter two. An interview held with Mr. Elaine Pillay the manager of Durban Point Development Company (DPDC), the challenge they face as the result of this project is the managing expectation. He argues that the development has been struggling to generate expected returns and the leasing of flats is very slow. As the result, most of the flats are still vacant.

### 5.5.2. Opportunities

As much, as Point Waterfront Development has created some challenges, but there are also opportunities. This project is one of the key catalysts for the redevelopment and regeneration of the entire inner-City providing housing, employment, commercial, retail and recreational facilities for

eThekwini residents. In turn, the inner City will be a catalyst for stimulating economic growth in the entire region and province. Mr. Hoosen Moolla stated that Point Waterfront has created business opportunities, since it offers mixed-use development with an exceptional lifestyle that facilitate every need of modern business. This is where work comes with sweeping panoramic views across the Indian Ocean. Since some of the development are still in progress, he further stated that the Point Waterfront business cluster will become renowned for its unrivalled cutting-edge technology and high paced business offerings that will be the core of the new network generation who will reside and work in these exclusive surrounds. According to the Town Planner from the municipality, Point Waterfront Development will cater for every business need in keeping with the emergent energy of the world today. These exclusive, vibrant spaces will host any number of creative, open and communicative businesses, as well as many world-class business centres.

Furthermore, Point Waterfront development has created tourism opportunities since it is adjacent to the world-renowned uShaka Marine World Theme Park. The Point Waterfront is the focus of the country's cosmopolitan crowd, attracted by its fun, vibrant and relaxed atmosphere. It is here where the golden beaches are wide and welcoming. Furthermore, Afrika Ndima (project executive from the municipality) stated that Point Waterfront development offers outdoor activities in a variety of ways. The pristine beaches offer boating, sailing, surfing, diving or just swimming. This forms a natural extension to Durban's 'Golden Mile', which is the popular home to a multitude of daily recreational activities such as running, walking and cycling. The extension of the promenade is an important change introduced in the project by doing away with small craft harbour. This means to some extent the public will enjoy the beach through uninterrupted access. Figure 5.25 illustrate the findings based on the survey done by the researcher at Point Waterfront.

*Figure 5.25: Graph showing opportunities available in Point Waterfront Development*
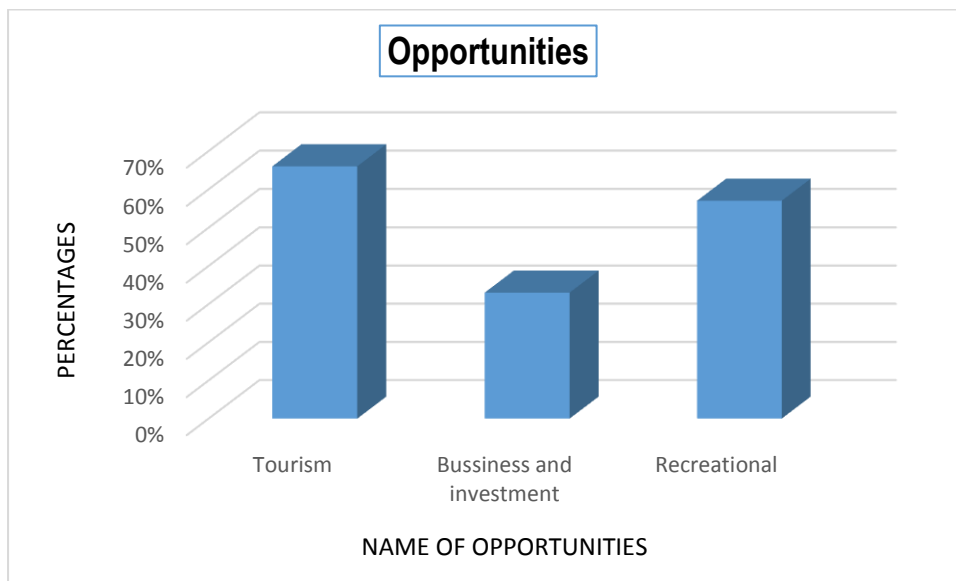


*(Source: Fieldwork, 2017).*

## 5.6. Inclusiveness of Point Waterfront Urban Regeneration Project

It has been noted earlier in Chapter 1 that South African cities has been significantly affected by Apartheid planning, which has resulted in numerous challenges in post-apartheid despite the endorsement of progressive spatial policies and legislation (Newton and Schuermans, 2013). However, the impact of global issues of transformation cannot be ignored as well. The theoretical framework chapter provided the lens through which urban regeneration can be understood or how certain urban dynamics can be interpreted. The urban regime theory offers an insightful perspective into understanding the variety of responses to urban change. It argues that the involvement of the private sector in urban regeneration is the outcome the shift in the dynamics of urban governance and the emergence of neo-liberal approaches of managing a post-industrial city (Stoker, 1995). The private sector, because of resources it possesses, is often invoked to help in solving urban problems (Harding, 2000 and Stone, 1993). Indeed, the regime theory thinking is reflected in South African cities that have a profound interest in urban regeneration and show strong private sector dominance.

The Point Waterfront Urban Regeneration Project was started at a time when neo-liberal economic growth principles were at their peak globally and in South Africa alike. In relation to the context of this project, neo-liberalism can be defined as the role of government and the state to defend individual freedoms and liberty, especially commercial liberty, where there is a strong need and protection of

private property rights (Harvey, 2006). As explained in Chapter two, these statements or explanations of neo-liberalism apply to the international level as well, where a system of free markets and free trade is implemented and the only need for regulating international trade is to protect commercial liberty and property rights, which should be recognised and implemented on a national level (Norberg, 2001; Friedman, 2006). The Point Waterfront Urban Regeneration project is an embodiment of neo-liberalism and is used to reposition the city of Durban within the competitive global landscape through focusing on their images and their enhancement as explained in Chapter 2.

Furthermore, this project is aimed at attracting local and foreign investment. Local and foreign investment attracted through an elite and modern urban regeneration project would ensure that capital would flow in to enhance the multiplier effect in the GDP of the Durban Inner-city coastal area. This capital investment through private development was ensured through the purchase and rental of housing/property in the Point Development Precinct. Large amounts of capital are to be absorbed through the high rate of tourism expenditure that would be collected through the various theme park activities/consumer activities at uShaka Marine World. For example, the concept of competitive cities advances an important ingredient for economic success the need for cities to improve local conditions and make themselves attractive to investment (Percy, 2003). It locates urban regeneration at the tip of achieving this normative requirement. However, in the Point Waterfront Development the findings of this study indicate that the City of Durban, while spending large sums of money in trying to improve local conditions of competitiveness, has not adequately made the Point area attractive to private capital. It is undisputable that the Point Waterfront Urban Regeneration project have been able to bring back people to a previously semi-abandoned area, but the important aspect to look at who is attracted to these place after it have been rejuvenated. Since based on the survey conducted in the field showed that Point Waterfront project attract middle class to higher, without making clear emphasis on how the lower end class people will be incorporated into the entire project (figure 1). This shows the lack of inclusiveness in this project, meaning that the government is elevating private investment above the social issues as explained by urban regime theory.

Similarly, as discussed in 5.5.1, the Point Waterfront development faces some challenges from a New Urbanism theory perspective. This theory advocates for compact, integrated, mixed-use and vibrant spaces for community life and despises urban sprawl and suburban living (Grant, 2006). Yet the findings of this study in terms of lack of social facilities as well as some dilapidated buildings pose

challenges to inclusive urban regeneration, is not compatible with ideas of New Urbanism. As mentioned in the literature (chapter 3), the city of Durban can learn a lot form the city of Toronto and Rio de Janeiro because their project is inclusive in a way that it creates a mixed urban community of people of various ages, backgrounds, and social and economic statuses. The Affordable Housing chapter of their Precinct Plan indicates many different housing types and tenures, including a few affordable ownership and affordable rent options (as discussed in literature review).

## 5.7. Conclusion

This research sought to assess the inclusiveness of Point Waterfront Development urban regeneration project. The chapter comprised of five sections. The first examined the extent to which Point Waterfront urban regeneration project align with the eThekwini Municipality's city vision 2030. To respond to this the researcher used the following key strategic priority areas: An accessible city, Creating Sustainable Livelihoods, An Environmentally Sustainable City and Creating a Safer City. In terms of accessibility, the result has shown that the Point Waterfront Regeneration Project to some extent is inclusive since it caters for different modes of transport to accommodate the variety of people wanting to access it, which makes it align to eThekwini municipality's vision 2030. The chapter has also shown how Point Waterfront urban regeneration project has influenced the area's level of accessibility. It is undeniable that the introduction of the Point Promenade has made it to be easily accessible through the beachfront. Furthermore, it integrates it with the rest of the Durban coast beachfronts. However, when it comes to residential opportunities, it only caters for the middle to higher income bracket. This chapter further shown that Point Waterfront urban regeneration project has resulted in greater inclusion and of integrated use of the city in a sense that the precinct is now more accessible by foot and addresses the broader inner city's problem of residential shortages and that result in it densification of the CBD.

However, it only addresses residential shortages for a particular segment of the market, and the researcher found it problematic because it excludes the low-income end residential, that further contributes to apartheid planning. The regeneration of Point Waterfront has drastically changed the character of the area in relation to the northern section of the Point area, which has resulted to challenges and opportunities. This chapter has shown that the main challenge of Point Waterfront development precinct is that the role of the site, in terms of the generic problems of Durban, has been misunderstood. The vision for regenerating the site into a tourism and economic node is aiming at an elitist target market, and this is further dividing this precinct from the rest of the city. In this regard, it can

be argued that the Point Waterfront urban regeneration project is heavily embedded in neoliberal economic approach, and it is used to reposition the city of Durban within the competitive global landscape, through focusing on it image and enhancement, rather than focus on uplifting the majority of the population of Durban.

# CHAPTER SIX

# MAIN FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

## 6.1. INTRODUCTION

In conclusion, this chapter presents a summary of the research findings that is made up of two sections. The first present the main findings of the research, and the second section looks at some of the recommendations that could be put across to improve the inclusiveness of urban regeneration in South Africa. These recommendations are drawn from the emerging issues in the research findings as well as from the lessons learnt from the international practices. The last section wraps up the whole study by summarising the key issues.

## 6.2. Main Findings of the research

This research looked at assessing the Point Waterfront urban regeneration project. The research was driven by the need to assess the extent of inclusiveness of Point Waterfront urban regeneration project, and eventually, come up with recommendations to promote inclusiveness in the regeneration of urban settlements in South Africa. In trying to respond to this aim, this research considered several objectives among which are how the project has resulted in greater inclusion and of integrated use of the city. The other looked at how the project has changed the character of the area, how it has influenced the area's level of accessibility, challenges and opportunities that have been created as the result of this project. The rationale behind the need to consider all these issues stemmed out of the recognition that Point Waterfront urban regeneration project happens to be one of the strategies used by the eThekwini municipality to reposition the city of Durban within the competitive global landscape, and usually such projects are an embodiment of neo-liberalism approach. That being the case, it is important that government fight for inclusiveness in these projects, especially since South African cities continue to face a formidable reconstruction task about redressing past spatial and socio-economic inequalities.

Indeed, in line with this, planners interviewed indicated that Point Waterfront Development has resulted in integration with the inner city by making it more accessible by foot and addressed the broader inner city's problem of residential shortages. The planner further argued that this project result in inclusion and integrated use of the city in a sense that it densifies the CBD, which further the demand for goods

and services and introduces the quality office spaces. According to the planners, this project is further contributing to restructuring of apartheid legacy since it is creating the opportunities for work, live and play, which both directly and indirectly reduce transport cost. Having said that it is important to look at who is attracted to this residential because this project seems like a replication of apartheid planning, which is based on income. The research noted that the rent prices in Point Waterfront Development start from R5000 a month and this means that the low-income bracket, which is most of the population of Durban is not included in this project. This is in line with the sentiment raised by Shatkin (2007), that in urban regeneration of this nature, the economic interest always prevails the social aspect, as is demonstrated by an extended literature concerning cases of gentrification resulting from this type of interventions. It is important to note that these are the very people who are poor since they do not have adequate income and they stay in unsafe and unhealthy conditions. This project one way or another contradict with what the municipality wants to do to achieve vision 2030, because according to the municipality, when it comes to accessibility their goal is that "all citizens can easily and affordably access the facilities and service that they require for a sustainable lifestyle." However, Point Waterfront Project raises questions on how the municipality is creating affordability when rent prices are so high. It is undeniable that when it comes to modes of transport point of view, the Point Waterfront Development is inclusive since it caters for different modes of transport to accommodate the variety of people wanting to access it. Furthermore, the project provides an array of mixed-use developments with recreational and tourism opportunities that creates opportunities for work, live and play but the question is which income segment is benefiting from these opportunities.

Unfortunately, the Point Waterfront Development has remained exclusive to the dilemma of the urban poor who want to stay there. The adoption of neoliberal planning approach has relegated the low-end bracket of the population of Durban, as the result they live at the periphery. The exclusiveness of Point Waterfront Development is resulting to the continuation of apartheid planning. If neo-liberalism principles still dominate the urban regeneration of South African cities, with it free market strategy, the South African government continue failing to write-off the inequality or deep-rooted poverty left behind by apartheid. That will enable the minorities to benefit far more from inequities created by apartheid thus creating a situation where the rich will be richer and the poor poorer.

## 6.3. Recommendations

The issues of waterfront regeneration have raised critical questions concerning the problems associated with regeneration approaches, public facility provision, private/public sector partnerships and broader concerns between economic and social objectives. Development strategies should increasingly rely on a balanced economic and social provision of facilities and ensure that future strategies concentrate upon public sector/private sector partnership, which secures the integration of appropriate waterfront related uses. In this context, lessons suggest that there is a need to establish clear public sector and private sector objectives prior to implementing projects. Without such objectives waterfront regeneration projects, will suffer from short-term policies that secure economic development rather than longer-term policies that aim to rehabilitate run down urban areas and docklands for all stakeholders concerned. Therefore, it has become increasingly important to ensure that all such projects are considered as part of a broader comprehensive regeneration strategy, which embraces economic, environmental, cultural and social objectives that aim to achieve well-balanced, inclusive and integrated policies for the future prosperity of such areas. *For example, South Africa can learn lot from the city of Toronto in Canada, in their waterfront urban regeneration they managed to create a mixed urban community of people of various ages, backgrounds, and social and economic statuses. The Affordable Housing chapter of its Precinct Plan indicates many different housing types and tenures, including a few affordable ownership and affordable rent options (refer to chapter three).*

## Urban Regeneration and Social Issues

When it comes to social issues and waterfront urban regeneration, some writers argue that it is not enough for urban development to embrace policies of economic growth without illustrating how social issues will be addressed, if development is to benefit all sectors of urban society (Duffy, 1995). In the case of Point Waterfront urban regeneration, the assumption is that, as economic goals are achieved, the benefits of economic growth will spill over to people in the form of new opportunities that will arise. That is not guaranteed, which is why the researcher recommend that government should fight for the poor. Since it is important for South Africa cities to achieve revival of areas affected by economic decline and at the same time focus on meeting needs of all its residents, especially the poor in a form of social housing. As discussed in the literature review, one mechanism for ensuring urban regeneration goals align with the inclusion agenda of the state and the well-being of low-income populations is the utilisation of mixed-income housing interventions.

Furthermore, developers must stop viewing the city in terms of its use exchange-values as a profit-generating centre for local property developers and not in terms of its use value, thus systematically excluding those who cannot afford products developed by such arrangement. Such principles are also inconsistent with government's popular adage that "South African belongs to all who live in it". To change this perception, it is important to note that municipalities in South Africa have the powers and functions to plan and implement local development plans including enforcement of development control and they determine and shape the process of development at the local level. In this regard, municipalities can promote or prohibit urban regeneration that is not inclusive. In the planning for the future urban development of the city of Durban, social and historical elements need to play a significant role more than exclusive economic growth. In this sense, it becomes important to promote urban interventions and policies, which look at the city as a social space more than a space of consumption.

## 6.4. Conclusion

South African cities continue to be characterised by high level of social and spatial inequalities and segregation, because of its apartheid legacy. Further, increasing rates of urbanization has caused these cities to becoming increase sprawled, as a lack of developable land in the central areas has forced development to occur on the peripheries. It is in response to these challenges in South African cities that raises a question of doubt around the validity of current waterfront developments and the type of life-styles that they represent. In view of the current nature of urban regeneration in contemporary urban discourse, one can be forced to conclude that global forces that drives urban redevelopment are here to stay and the responsibility is on urban managers to adjust these forces according to local needs. It evident that the desired vision and role of the Point Waterfront development does not represent the needs of the residence. Rather, the objective is to develop the site into a 'show piece' that would attempt to attract both national and international investor confidence in the city. Its target-market that it aims to attract has meant that the area is significantly exclusive, in terms of the type of people that are able to benefit from the project. Unfortunately, if the economic needs are always prioritised over social needs, urban redevelopment in South African cities will still resemble apartheid planning.

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# ANNAXURE 1: A Summary of Interviews Respondent's Answers.

| Key Objectives | Responses | Pages |
|---|---|---|
| Determining the extent to which Point Waterfront urban regeneration project align with the eThekwini Municipality's city vision 2030; | **Researcher's personal observations:**<br>The researcher used the following indicators that were derived from the key strategic priority of the municipality. The key indicators were identified as follows:<br><br>• Creating Sustainable Livelihoods<br>• Promoting an Accessible City-<br>• Creating a Safer City<br>• An Environmentally Sustainable city | 71 to 79 |
| Assessing the extent to which Point Waterfront urban regeneration project has resulted in greater inclusion and of integrated use of the city. | **Officials**<br>• They indicated that this project serves as a catalyst to the regeneration of the inner city, and responds to city's investment in the Ushaka Marine World.<br>• It addresses the broader inner city's problem of residential shortages.<br>• Point Waterfront Development has resulted in integration with the inner city by making it more accessible by foot.<br>• This project result in inclusion and integrated use of the city in a sense that it densifies the CBD, which further the demand for goods and services and introduces the quality office spaces.<br><br>**Consultants**<br>• The Point Waterfront Development is integrated into the rest of the city through the ultimately extension of the promenade from the Point to the Golden Mile to the rest of the city. | 79 to 81 |
| To show the extent to which Point Waterfront urban regeneration project have changed the character of the area. | **Researcher's personal observations:**<br>• In understanding how this project has changed the character of the area, the researcher compared the type of condition that existed prior to the Point waterfront development in 2003 to the ones existing now. In doing so, the researcher found that the regeneration of this area has drastically changed the character of it | 81 to 86 |
| To identify how Point Waterfront urban regeneration project has influenced the area's level of accessibility. | **Officials**<br>• In a planning perspective, they indicated that the regeneration of Point Waterfront has made it ever so accessible, since it now caters for different modes of transportation (public transportation, private vehicles and Non-motorised transport).<br>• The making of the Point Promenade is to continue the marine promenade along the beachfront to form a continuous walk from the North at the Umgeni River, to the South at North pier and the harbour mouth. | 86 to 87 |

| To identify the opportunities and challenges that have been created by Point Waterfront urban regeneration projects. | **Challenges**<br>***Senior manager of (iTRUMP)***<br>• The main problem with Point Waterfront Development is that the role of the site, in terms of the generic problems of Durban, has been misunderstood. He said that because the vision for redeveloping the perceived degraded and under utilised site into a tourism and economic node aimed at an elitist target market, has only further divided it from the rest of the city.<br>• The other challenge is that the housing available in Point Waterfront Development is high-end residential, and that restrict the opportunity for a large portion of the population to live there.<br><br>***Consultant-***<br>• The spatial context of Point Waterfront Development in relation to the CBD, which potentially holds the key to unlocking the potential of the site, has not been adequately considered in the plan. The limitation of development in the northern section of the Point area has a profound influence on the Point Waterfront Development.<br><br>***Municipal officials***<br>• The overarching factor in the demise of the plan has been the desired role that it should have within the city. The plan has been developed to capture the attention of national and international investor confidence rather than the best interest of the people of Durban.<br>***Manager of Durban Point Development Company (DPDC)***<br>• The challenge they face as the result of this project is the managing expectation. He argues that the development has been struggling to generate expected returns and the leasing of flats is very slow. As the result, most of the flats are still vacant.<br>**Opportunities**<br>***Municipal officials***<br>• This project is seen as one of the key catalysts for the redevelopment and regeneration of the entire inner-City providing housing, employment, commercial, retail and recreational facilities for eThekwini residents. In turn, the inner City will be a catalyst for stimulating economic growth in the entire region and province.<br>• The pristine beaches offer boating, sailing, surfing, diving or just swimming. This forms a natural extension to Durban's 'Golden Mile', which is the popular home to a multitude of daily recreational activities such as running, walking and cycling.<br>***Senior manager of (iTRUMP)***<br>• Point Waterfront has created business opportunities, since it offers mixed-use development with an exceptional lifestyle that facilitate every need of modern business.<br>• Point Waterfront development has created tourism opportunities since it is adjacent to the world-renowned uShaka Marine World Theme Park | 88 to 90 |

## ANNAXURE 2: Interview Questionnaires for Point Waterfront Residence

### Introduction

Hi, my name is Ngidi Lindinkosi. I am a student at the University of KwaZulu-Natal currently doing my Master's degree in town and regional planning. As part of the requirements of this degree, I am expected to write a dissertation on a topic of my choice. My topic is as follows; "Assessing the inclusiveness of urban regeneration projects in Waterfront Development Durban". The interview with you is an important way of obtaining information regarding my dissertation. Your anonymity and confidentiality will be protected at all times. Apart from basic demographic details such as gender, and income no personal information is required for this research. You participate completely voluntarily and therefore have the option to withdrawing your permission to participate at any stage without any negative consequences. I am happy to make a copy of the report available to you should you request.

Questions: \ -----------

- Gender (Please tick)　　　　　☐ le　　　　　☐ hale
- Are you renting or did you buy your place? Please tick
  ☐ Renting　　　　　　☐ Bought

  Other…………………………………………………………………………………………

- How much do you pay for rent (if renting)? Please tick

| | |
|---|---|
| 5000 to 10000 | |
| 11000 to 16000 | |
| 21000 to 26000 | |
| More than 26000 | |

- How long have you lived here for? Please tick

| | |
|---|---|
| 1 to 2 years | |
| 3 to 4 years | |
| 5 to 6 years | |
| More than 6 years | |

- Is there public transport?
  ☐ YES　　　　　☐ NO

- Do you use public transport? Please tick
  ☐ YES　　　　　☐ NO

- If yes, which type? Please tick

| | |
|---|---|
| Bus | |
| Taxi | |
| Other | |

- What is your opinion about public transport, working well?

| | |
|---|---|
| Poor | |
| Moderate | |
| Good | |
| Very good | |

- Do you think this area is a mixed (income/race/ interests) area? YES/NO

  …………………………………………………………………………………………………

- What is your opinion about public transport, working well?

  ☐ YES          ☐ NO

- What opportunities do you find in this area?

  ………………………………………………………………………………………………….

- What are the challenges you face in this area?

  …………………………………………………………………………………………………………

  …………………………………………………………..……………………………………………….

## ANNAXURE 3: Straight Observation Checklist

**Research topic:** Assessing the inclusiveness of urban regeneration projects: *the case study of Waterfront Development Durban.*

Straight Observation Checklist: Durban Point Precinct Development

| Regeneration Principles | Comments |
|---|---|
| Sustainability | |
| Macro Level Quality of Life | |
| Level of Visible Equity | |
| Aesthetic Appeal | |
| Economic Activity | |
| **Change in the Character of an area** | |
| **Questions** | |
| **How Point Waterfront Development align with the eThekwini Municipality's city vision 2030;** | |
| *Creating Sustainable Livelihoods* | |
| 1.  strong economic growth,<br>2.  sustainable job creation,<br>3.  poverty alleviation,<br>4.  improved skills and<br>5.  promotes a Green Economy | |
| *Promoting an Accessible City* | |
| 1.  access to facilities,<br>2.  basic services (either interim or equitable) and<br>3.  Public transport options<br>4.  access to infrastructure | |
| *Creating a Safer City* | |
| 1.  The concept of live, work, and play | |

## *ANNAXURE 4: Interview Questionnaires for Iyer Urban Design*

**Research topic:** Assessing the inclusiveness of urban regeneration projects: *the case study of Waterfront Development Durban.*

Questions: \ -----------

1.      What was your role/ involvement in this project?

        …………………………………………………………………………………………………..

2.      What do you perceive to be the role of this project within the inner city of Durban?

        ……………………………………………………………………………………………………

3.      What main aspects does the plan addresses within the inner-city of Durban?

        ……………………………………………………………………………………………………

4.      Do you think Durban Point Waterfront Development is contributing to restructuring the legacy left by apartheid planning? If yes how?

        …………………………………………………………………………………………………………
        …………………………………………………………………………………………………………

5.      What are the opportunities that have been created by the transformation of Waterfront because of this project?

        …………………………………………………………………………………………………………
        …………………………………………………………………………………………………………

        Are there challenges that have been created by the transformation of Point Waterfront because of this project?

        …………………………………………………………………………………………………………
        …………………………………………………………………………………………………………

6.      In your view, how the changes brought by this project influence its level of accessibility?

        …………………………………………………………………………………………………………
        …………………………………………………………………………………………………………

7.      Would you say Point Waterfront Development is an integrated urban regeneration project in terms of class/income-race-interests? If yes, How?

        …………………………………………………………………………………………………………
        …………………………………………………………………………………………………………

8.      Do you think Durban has the aspiration to become a World Class African City?

        …………………………………………………………………………………………………………
        …………………………………………………………………………………………………………

## ANNAXURE 5: Interview Questionnaires: Inner City of eThekwini Regeneration and Urban Management

**Research topic:** Assessing the inclusiveness of urban regeneration projects: *the case study of Waterfront Development Durban.*

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Questions: \ -----------

1.      What was your role/ involvement in this project?
………………………………………………………………………………………………………

2.      What was your role/ involvement in the project?
………………………………………………………………………………………………………

3.      Who was the key driver behind the project?
………………………………………………………………………………………………………

4.      On what principles or ideas was the project developed?
………………………………………………………………………………………………………
………………………………………………………………………………………………………

5.      What do you perceive to be the role of this project within the inner city of Durban?
………………………………………………………………………………………………………
………………………………………………………………………………………………………

6.      What main aspects does the plan addresses within the inner-city of Durban?
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o you think Durban Point Waterfront Development is contributing to restructuring the legacy left by apartheid planning? If yes how?

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        ……………………………………………………………………………………………………

7.      What are the opportunities that have been created by the transformation of Waterfront because of this project?
        ……………………………………………………………………………………………………
        ……………………………………………………………………………………………………

8.      Are there challenges that have been created by the transformation of Point Waterfront because of this project?
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9.      In your view, how the changes brought by this project influence its level of accessibility?
………………………………………………………………………………………………………
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………………………………………………………………………………………………………

10.     Would you say Point Waterfront Development is an integrated urban regeneration project in terms of class/income-race-interests? If yes, How?

……………………………………………………………………………………………………………………

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……………………………………………………………………………………………………………………

11.     What is your opinion about urban regeneration and social issues? Has it addressed social issues in the inner city e.g. low cost housing, education, community welfare projects etc? (Y/N)…………………..

        If the answer is yes, please explain how?

……………………………………………………………………………………………………………………

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……………………………………………………………………………………………………………………

12.     Do you think that this projects align with the eThekwini Municipality's city vision 2030? Y/N

……………………………………………………………………………………………………………………

13.     If the answer is yes to the above question, please explain how?

……………………………………………………………………………………………………………………

14.     Do you think Durban has the aspiration to become a World Class African City?

……………………………………………………………………………………………………………………

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## ANNAXURE 6: *Interview Questionnaires: Durban Point Development Company Official*

**Research topic:** Assessing the inclusiveness of urban regeneration projects: *the case study of Waterfront Development Durban.*

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Questions: \ -----------

1.    What was your role/ involvement in this project?…………………………………………………………………………………………… ………………………………………………………………………………………………… …………………….

2.    What was your role/ involvement in the project?…………………………………………………………………………………………… ………………………………………………………………………………………………… …………………….

3.    Who was the key driver behind the project?
       …………………………………………………………………………………………………

4.    On what principles or ideas was the project developed?
       …………………………………………………………………………………………………

5.    What do you perceive to be the role of this project within the inner city of Durban?
       …………………………………………………………………………………………………

6.    What main aspects does the plan addresses within the inner-city of Durban?
       …………………………………………………………………………………………………

7.    Do you think Durban Point Waterfront Development is contributing to restructuring the legacy left by apartheid planning? If yes how?
       …………………………………………………………………………………………………

8.    What are the opportunities that have been created by the transformation of Waterfront because of this project?
       …………………………………………………………………………………………………

9.    Are there challenges that have been created by the transformation of Point Waterfront because of this project?
       …………………………………………………………………………………………………

10.   In your view, how the changes brought by this project influence its level of accessibility?
       …………………………………………………………………………………………………

11.   Would you say Point Waterfront Development is an integrated urban regeneration project in terms of class/income-race-interests? If yes, How?
…………………………………………………………………………………………………
…………………………………………………………………………………………………

12.       What is your opinion about urban regeneration and social issues? Has it addressed social issues in the inner city e.g. low cost housing, education, community welfare projects etc? (Y/N)…………………..

         If the answer is yes, please explain how?

………………………………………………………………………………………………………………………

………………………………………………………………………………………………………………………

13.       Do you think that this projects align with the eThekwini Municipality's city vision 2030? Y/N

………………………………………………………………………………………………………………………

14.       If the answer is yes to the above question, please explain how?

………………………………………………………………………………………………………………………

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## ANNAXURE 7: Interview Questionnaires: eThekwini Municipality Urban Renewal Department

**Research topic:** Assessing the inclusiveness of urban regeneration projects: *the case study of Waterfront Development Durban.*

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Questions: \ -----------

1.      What was your role/ involvement in this project?
……………………………………………………………………………………………………………………………

2.      Do you have some partnership with private developer? Y/N
……………………………………………………………………………………………………………………………

3.      If the answer is yes to the above question, what is the role of the private sector?
……………………………………………………………………………………………………………………………

4.      Who was the key driver behind the project?
……………………………………………………………………………………………………………………………

5.      On what principles or ideas was the project developed?
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6.      What do you perceive to be the role of this project within the inner city of Durban?
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7.      What main aspects does the plan addresses within the inner-city of Durban?
……………………………………………………………………………………………………………………………

8.      Do you think Durban Point Waterfront Development is contributing to restructuring the legacy left by apartheid planning? If yes how?
……………………………………………………………………………………………………………………………

9.      What are the opportunities that have been created by the transformation of Waterfront because of this project?
……………………………………………………………………………………………………………………………

10.     Are there challenges that have been created by the transformation of Point Waterfront because of this project?
……………………………………………………………………………………………………………………………

11.     In your view, how the changes brought by this project influence its level of accessibility?
……………………………………………………………………………………………………………………………


12.     Would you say Point Waterfront Development is an integrated urban regeneration project in terms of class/income-race-interests? If yes, How?
……………………………………………………………………………………………………………………………

13.     What is your opinion about urban regeneration and social issues? Has it addressed social issues in the inner city e.g. low cost housing, education, community welfare projects etc? (Y/N)…………………..

        If the answer is yes, please explain how?

………………………………………………………………………………………………………………………

14.     Do you think that this projects align with the eThekwini Municipality's city vision 2030? Y/N

        ………………………………………………………………………………………………………………

15.     If the answer is yes to the above question, please explain how?

………………………………………………………………………………………………………………………

16.     Do you think Durban has the aspiration to become a World Class African City?

………………………………………………………………………………………………………………………