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GLOSSARY
This glossary is a brief description of some of the abbreviations used in this report.

**BNG** - **Breaking New Ground** - This is an initiative by the National Department of Human Settlement’s in order to establish benchmark Integrated Human Settlement developments around the country.

**EIA** - **Environmental Impact Assessment** - is an assessment of the possible impact, positive or negative that a proposed project may have on the environment, together consisting of the natural, social and economic aspects (www.wikipedia.org).

**ETM** - **eThekwini Municipality** - Is a Metropolitan Municipality encompassing the City of Durban and its hinterland.

**SASA** - **South African Sugar Association** - Is an organisation that exists to promote the global competitiveness, profitability and sustainability of the South African Sugar industry (www.sasa.org.za).

**THD** - **Tongaat Hulett Developments** - Is a JSE listed agri-processing business which includes integrated components of agriculture, land management and property development.
INTRODUCTION

Background
Study Area Significance
Purpose of the Report
Structure of the Report
11 BACKGROUND

The following represents a town planning report prepared by IYER Urban Design Studio for Tongaat Hulett Developments. This introductory section provides a brief background of the Cornubia development, introduces the Project Study Area i.e. “Cornubia Retail Park” and highlights the significance and location of the study area within its context.

Cornubia is a benchmark ‘Integrated Human Settlement’ development, to be developed within the parameters of the National Department of Human Settlement’s Breaking New Ground initiative (BNG). The development is undertaken through a partnership between the eThekwini Municipality (ETM) and Tongaat Hulett. The approved Cornubia Framework measures approximately 1331 ha in extent as reflected on the right. The framework for Cornubia aims at developing a ‘mixed use’ urban settlement comprising a range of complementary land uses and given the scale of the project. It is intended to establish a ‘New Town’ within the northern corridor of Ethekwini.

One of the key objectives of the framework and significant in the context of this project is, “To contribute to building, consolidating and integrating the social and economic base of the region as well as create employment, investment and economic opportunities for the people of the area.”
1.2 STUDY AREA LOCATION AND SIGNIFICANCE

The Study area, identified as, “Cornubia Retail Park”, denoted as a red hatch on the plan to the right is located at the intersection of the proposed “Dube East” and the M41 route. A portion of the Cornubia Boulevard alignment runs along the study areas northern boundary. The study area can be seen in greater detail on the next page.

To the north west of the site lies the Cornubia Industrial Estate which is being spearheaded by Tongaat Hulett Developments, and Phase 1a planned by eThekwini Municipality, is an approved 486 site medium density residential housing development. Both of these projects are under construction. Phase 1b is a future residential development with approximately 2267 sites will follow the completion of Phase 1a. These developments are illustrated on the plan to the right.

The pattern of development starts to form a distinctive corridor which starts north of the site from Ottawa Industrial towards the study area. Over time it is expected that market demands will induce development along the M41 which will naturally grow the Mixed use/ commercial uses along the route until a continuous development corridor is formed.
There has been strong interest by private sector for business and retail park development within Cornubia particularly along the M41 which land predominantly is under Tongaat Hulett ownership. The study area therefore is strategically placed and plays an important role in the future growth of the corridor.

The plan on the right and below shows a more detailed images of the study area. It lies just behind the existing Flanders Drive commercial zone. The site also has good access and visibility from the M41.
1.3 PURPOSE OF THE REPORT
This report forms part of an EIA submission where the primary purpose is to provide an overview of the planning rationale, the nature of development of rights required and elaborate on the detailed design elements of the layout. Elements that will be detailed in this report are the land uses, movement, FAR and bulks and to lesser extent urban form.

1.4 STRUCTURE OF THE REPORT
The report is structured into four main sections following the introductory chapter, the second section focuses on the Study Area and provides a description of the layout, anticipated yield, proposed movement, etc. The third section outlines the development vision and the relationship of the surrounding uses within the precinct. The final section provides some concluding statements.
CORNUBIA RETAIL PARK LAYOUT

The Study Area
Movement and Access
Preparing the site
Land Use and Controls
Urban Form
2.1 THE STUDY AREA
The study area boundary is indicated in yellow on the plan to the right. It measures approximately 51.1ha. The study area is located on land which is majority owned by Tongaat Hulett developments (THD). A portion of the study area is owned by the South African Sugar Association (SASA) indicated in red on the plan to the right. The intention is that both THD and SASA will develop the land together. The study area has been identified in the approved Cornubia Framework Plan for General Business development. The sites western boundary is within the SASA’s land holding, whilst its southern boundary lies alongside the M41.

Directly opposite the study area is the Mount Edgecombe Country Club and Golf Estate. The Flanders Drive business and showroom uses lies along the stretch of the M41. This commercial development directly interfaces with the study area. Commercial/retail development have been attracted to this area due to its high visibility and good location along the M41 which makes the study area highly desirable. There are no constraints within the study area to report on, apart from some undulating topography. The existing waste transfer facility is to be relocated. According to the vegetation assessment, the cluster of trees within the study area cannot be classified as an indigenous forest and has low significance from an ecological point of view however where possible the retention, of all large indigenous trees within the development footprint should be encouraged. A large Stinkwood tree that has heritage significance within the study area would need to be relocated.
2.2 MOVEMENT AND ACCESS– DISTRICT SCALE

At a district scale, movement within the precinct is defined on the plan to the right. A interchange upgrade is proposed at M41-MtEdgecombe and the N2 in order to compensate for the increased traffic demands within the area. It is also proposed that the Flanders Drive and Dube East interchange will be upgraded to accommodate this new development but also future development anticipated from the overall Cornubia project. Cornubia boulevard will serves as the primary movement network and will contain in the first phase the Bus Rapid Transit (BRT) network. This is significant as it will provide people with an alternative, efficient and reliable mode of transport in accessing opportunities within Cornubia particularly getting people from all parts of the surrounding area right on the doorstep of the retail development.
2.2 MOVEMENT AND ACCESS - STUDY AREA
The M41 runs along the study areas southern boundary with Cornubia Boulevard along the northern boundary. Cornubia Boulevard will ultimately connect with Blackburn Road. Dube East will split the site centrally and will eventually connect to the northern areas when Cornubia is ultimately developed. To access the study area in the short term, the roads on the plan to the right will need to be constructed. This may occur in an incremental manner whereby the roads on the plan to the right will be built in the first phase according to the immediate requirements.

A 3 Dimensional box servitude with a height limitation of between 5 to 6m is proposed over a portion of Sasa Boulevard as depicted on the plan to the right. This will enable the development to transverse over the road but allow the municipality certain rights to maintain and place services along the road within the box servitude limitations. The extent and details of the 3d box servitude will be outlined in the rezoning application.

An upgrading of the Flanders Drive and Dube East Interchange will be required. A portion of Dube East will be built which will link into Flanders Road bridge over the M41. Dube East will tie into a portion of the Cornubia Boulevard route. SASA Boulevard which will run parallel to the M41 and intersect Dube East will provide the
2.2 MOVEMENT AND ACCESS – STUDY AREA
continued...

main ingress and egress points into the various sites. Flanders Drive will extend from the west and connect into Dube East to service the remaining sites within the study area.

The road design conforms to all geometric design standards as set out by Ethekwini Traffic Authority (ETA) as well as is in line with the Traffic Impact Assessment undertaken for the Cornubia development and a Retail Park TIA undertaken by Vela VKE.
Given the nature of the existing topography and uses proposed, the primary starting point for the design of the study area has been the integration of the various aspects of design.

In this regard, the first stage of the design focused on establishing a uniform grade across each site and enables a greater design integration with the street and site.

The existing wetlands over Site 3 will be filled in and used for development as the heads of these wetlands are severed by Cornubia Boulevard therefore they do not form part of the larger open space system and are too small to be functional on their own. This will be elaborated in greater detail within the EIA/wetland study report.

The diagram on the right indicates the proposed platforms with embankments denoted in red.

As mentioned earlier on in the report, the waste transfer facility located on Site 3 will be relocated further north and will form part of the EIA which is currently being undertaken.
General Business is proposed for the portions identified within the study area. This is in line with the approved Cornubia Development Framework. The General Business use permits retail, office and office park type of developments.

There has been interest to develop the sites for retail /‘big box’ developments due to its good location as well as it could serve as a potential major node when the Cornubia development is fully developed. A major property group plans to develop the both portions denoted as Site 1 and 2 on the plan to the right for retail development.

The total Study area measures, 51.1 ha in extent. Site 1 measures approximately 6.99 ha, Site 2 measures 7.67 ha, Site 3 measures 8.29 ha and Site 4 measures 5.33ha in extent. Together the General Business component totals 28.28 ha which is 55% of the total study area. The balance of the site approximately 22.9 ha is made up ultimately of road reserves.
2.4 LAND USE AND CONTROLS (continued)
The table on the right indicates the total overall bulk for the study area. It is proposed that an average FAR of 0.6 be applied to all sites. Based on this, a yield of approximately 41,954m² for Site 1, 46,012m² for Site 2, 49,756m² for Site 3 and 31,971m² for Site 4 is proposed however the total bulk for the retail precinct will be restricted to 169,693m². This will enable the flexibility of allocating bulk between each site with the total bulk not to be exceeded. Height will be in the region of 2 to 3 storey’s within this zone. Additional design controls will be established in a precinct design/site development plan at a later stage.

Parking Requirements will be in accordance with ETA standards for parking provision. In the overall Cornubia Development, a bulk of 1,169,280 was proposed. The study area yields 169,693m² of bulk which is 14.5% of the proposed total commercial bulk envisaged for Cornubia.

### RETAIL PARK- BULK SCHEDULE

<table>
<thead>
<tr>
<th>SUB NO.</th>
<th>GROSS AREA (ha)</th>
<th>AVERAGE F.AR</th>
<th>BULK (M2)</th>
<th>LAND USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SITE 1</td>
<td>6.99</td>
<td>0.6</td>
<td>41,954</td>
<td>GENERAL BUSINESS</td>
</tr>
<tr>
<td>SITE 2</td>
<td>7.67</td>
<td>0.6</td>
<td>46,012</td>
<td>GENERAL BUSINESS</td>
</tr>
<tr>
<td>SITE 3</td>
<td>8.29</td>
<td>0.6</td>
<td>49,756</td>
<td>GENERAL BUSINESS</td>
</tr>
<tr>
<td>SITE 4</td>
<td>5.33</td>
<td>0.6</td>
<td>31,971</td>
<td>GENERAL BUSINESS</td>
</tr>
<tr>
<td>TOTAL</td>
<td>28.28</td>
<td></td>
<td>169,693</td>
<td></td>
</tr>
</tbody>
</table>
2.5 URBAN FORM

The plan on the right indicates the indicative proposed built form layout for the study area. The footprint is aligned along prominent corners and site interfaces. Parking is proposed centrally within the site as in the case of Site 1 and 2. It is proposed "big box" retail/warehouse developments will occur on the remaining sites within the study area.

The intention of this development is create a value retail precinct that would enhance the Umhlanga retail node.
DEVELOPMENT VISION
The image on the right illustrates the development framework for the precinct surrounding the study area. The plan is a land use framework which is in line with the approved Cornubia Framework Plan.

The framework shows how the strip along the M41 from the N2 freeway up to Dube West will be ultimately developed. The portion of land beyond this is currently being developed for medium density residential and industrial development. The higher intensity uses will be developed at the Cornubia Town Centre which will contain mixed uses, i.e. 80% residential and 20% retail opportunity.

Surrounding the core and including the study area as well as along Dube West and at the intersection of Dube West and Cornubia Boulevard will be developed for General Business Uses. The remainder of the precinct it is proposed for High Density Residential and retail uses with a 90-10% split.
The plan on the right illustrates the indicative urban form proposed for the areas surrounding the study area, ultimately transforming this area into a thriving node.

The proposed development of the study area would serve as catalyst to induce other private sector investment such as residential, business parks, office and retail uses. This together with the industrial and residential development that is happening further north within Cornubia, could ultimately transform the M41 into a significant development corridor.
CONCLUSION
This report outlined the approach, vision and layout for the development of the study area.

The report has demonstrated that the proposal is:

• In line with the approved Cornubia Framework Plan and vision. The location of the development is in line with planning intent as the study area is in a prime location for the nature of uses proposed;
• It was also established that this development could serve as a catalyst to induce future private sector investment within this area;
• It will also generate much needed employment opportunities for people of Cornubia and surrounds. Since the Medium Density residential development is already under construction with approximately 2500 units envisaged in the short term, the development of the study area may contribute in creating much needed employment opportunities in the area.
• Initial Feasibilities indicated that the precinct would be able to provide a number of short and permanent jobs as well as contribute significantly to the rates base of Ethekwini Municipality per annum.