BUWA PRECINCT PLAN
Mthatha

KING SABATA DALINDYEBO MUNICIPALITY

SPRIGG STREET REDEVELOPMENT STRATEGY AND PRECINCT PLAN

August 2017

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SECTION 1: INTRODUCTION

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1. RATIONALE

The Mthatha Inner City (CBD) is a place of strategic significance, not only in the rural hinterlands of the former Transkei region, but also from a provincial and national perspective. However, it is generally acknowledged that the Inner City is currently not functioning as it should from an environmental, economic and social point of view.

The King Sabata Dalindyebo Local Municipality (KSDLM) is moving towards being a metropolitan municipality by 2021 and is committed towards the revitalisation of the Inner City, in line with the trend in other major cities in the country and around the world. The purpose of the Mthatha Inner City Redevelopment Strategy and Precinct Plan ("Buwa Precinct Plan") is to form the foundation for the regeneration of this area through the introduction of certain key interventions.

The Precinct Plan comprises the following components:

- defining the boundaries of the focus area
- understanding the institutional context
- providing strategic direction for the development of the Inner City
  - a new vision for the Inner City
  - critical success factors
  - identified gaps
  - defining the approach
- spatial and environmental building blocks
- socio-economic building blocks
- implementation framework and action plan

The purpose of the strategy is to address key strategic issues which pen-ultimately affect the day-to-day matters.

2. DEFINING THE FOCUS AREA

The initial focus area of the "Buwa Precinct Plan" was the Sprigg Street region – "Buwa" being the former name of Sprigg Street. However, the scope will be extended to include the entire inner city or CBD area at a later stage. The Mthatha CBDI s generally in line with the central concentration of the highest order commercial, residential and institutional investment in the King Sabata Dalindyebo (KSD) municipal region. This broader area is made-up of the following broad land-use districts:

- an **inner-core** of mainly office, retail commercial and residential intensive development in a 2,5km radius surrounding Church square;
- **"Downtown"** and its finely grained surroundings towards the north-eastern side (*Sprigg, Madeira, Sutherland Elliot, Harrow, Callaway and Eagle Streets*) of the Inner City reminiscent of the City's historic African vibrancy and a zone of extensive urban decay;

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The inner core and "downtown" precinct as indicated above represent the heart of the Inner City and the focus of its Capital City of the Former Transkei significance. For the purposes of the Precinct Plan, the proposals are therefore focused towards this inner city or CBD area, namely Sprigg Street precinct. By concentrating our efforts in this area, the greatest impact will be ensured.

Figure 1: LOCALITY PLAN
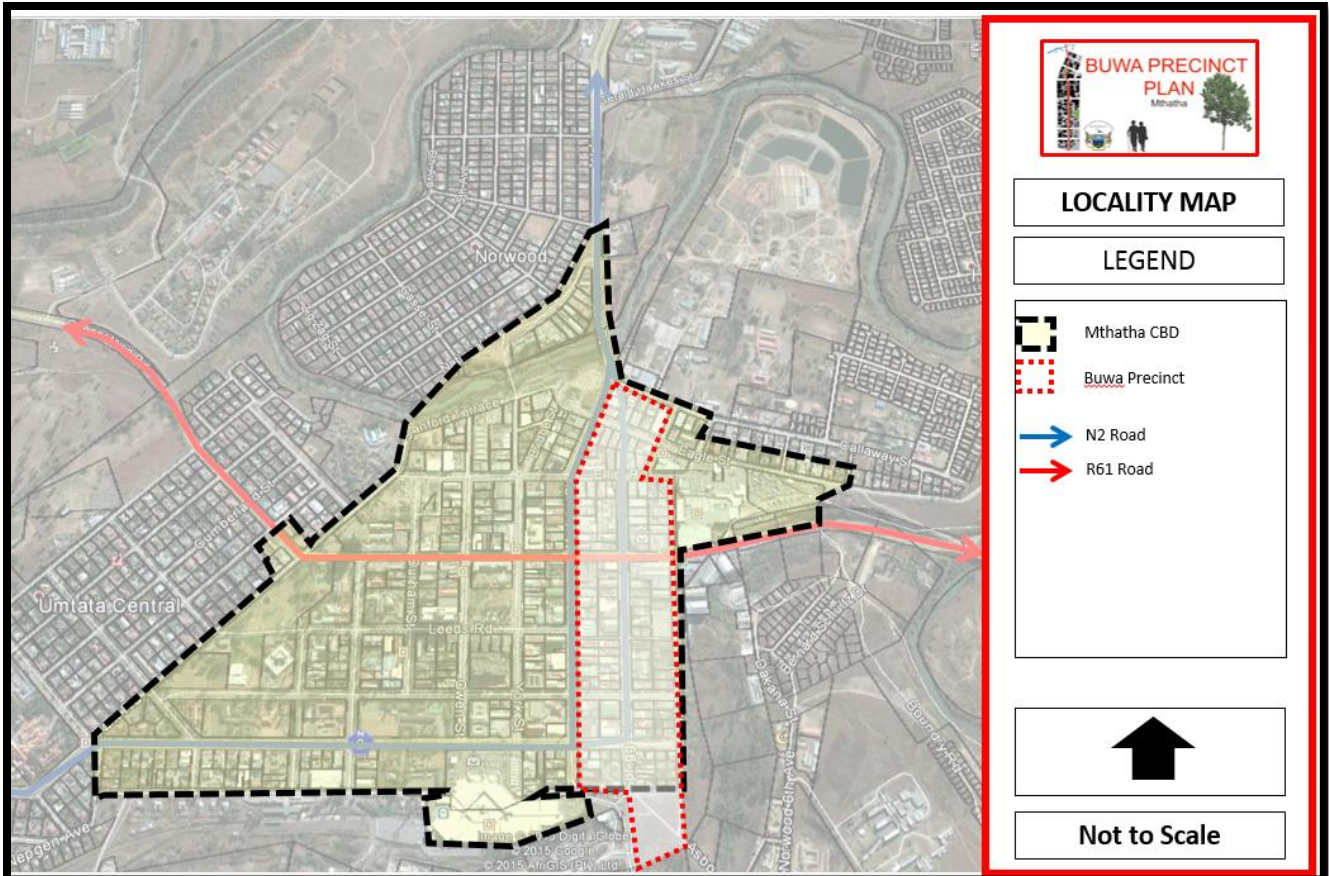
SECTION 2:
INSTITUTIONAL CONTEXT

1. THE KSD VISION

The KSD vision crafted by The Council of KSD Municipality within the Master Plan Vision 2030 is –

"A developmental municipality that strives for socio-economic transformation thereby improving the lives of people"

This vision clearly sets out the development goal of becoming **a developmental local government,** which has the following implications:

Firstly   –   Human Capital Development
Secondly   –   Sustainable Service Delivery
Thirdly   –   Excellence in Governance

The Inner City, as the **functional and symbolic heart of Mthatha**, has to transform to a place of excellence as an embodiment of the 2010 Council approved Sustainable Development Plan – Mthatha Master Plan 2030 Vision.

Other aspects of the Mthatha Master Plan Vision that has direct bearing on the way in which the Inner City is to develop, are:

•   has retained and enhanced it's natural assets and resources,
•   has welcoming, vibrant and safe streets and an affordable, non-polluting & effective transport system,
•   attracts investment and creates good livelihoods, and
•   offers dignified living areas that do not use more resources than are naturally replenished

2. MTHATHA SUSTAINABLE DEVELOPMENT PLAN – 2030 VISION

This medium term policy is laid out on a five finger system -streets, river, markets, home and people.

The policy takes note of the prominent issues within the CDB district of the town; congestion, poor management of parking and loading zones and the prominence of street trading that forces pedestrians to walk on the road.

The policy sees opportunities to densify within the CDB area, the need to create space for the pedestrian as well as the need to create active frontages and trade. The policy seeks to promote streets that are accessible, connected and promote multi functionality in terms of land uses. The policy further suggests an illustrated design of functional streets that incorporate multiple land uses and functions.

The river, street, home and market systems in the CBD can come together through a series of exciting projects and initiatives.

Increasing development bulk and residential stock including encouraging owners of the smaller properties to build above shops with offices and living accommodation.

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Upgrading and improving service and road infrastructure to provide a safe, clean and attractive CBD for business, residents, visitors and potential investors

Improving the quality of the streets and public spaces to create dignified, safe and well-managed environments that give priority to pedestrians and public transport. The Owen Street spine is a proposal for a major upgrading project that can linking important components of the city – the new stadium in the south, the railway station, the mall, the Nelson Mandela museum, the civic core and the river.

Protecting unique linkages to the natural environment represented by the

Mthatha River and open hills and linked sport and recreation amenities such as the new soccer stadium

Description of elements of the plan

A. High density zone on Nelson Mandela Drive

B. Densification in Central

C. Owen Street spine, one carriageway pedestrianised & transformed into new produce & craft market

D. Public space and transport interchange

E. New stadium sports precinct

F. Link Owen Street spine to station and stadium on to the southern residential areas

G. Link through Norwood to northern and western areas

H. Link through Central to new development in golf course

I. Nelson Mandela museum

J. Civic core

K. Pedestrian bridges

L. Links through Norwood to the north and west areas, and in the south past the stadium to the south and east areas, tie the whole city into one.

3. INTEGRATED DEVELOPMENT PLAN

The Integrated Development Plan (IDP), produced in terms of the Municipal Systems Act, 2000, provides the framework for implementing developmental local government.

The King Sabata Dalindyebo Spatial Development Framework 2013-2018 ("SDF") provides a visual representation of the desired spatial form of the city, and **indicates where public and private development and infrastructure investment should take place**.

One of the key elements of the SDF is the concept of "urban cores" or primary nodes, which are significant activity nodes aimed at providing economic, social and residential opportunities in an integrated, vibrant, high-intensity, mixed-use and pedestrian friendly environment linked to public transport facilities and the highest accessibility.

The Inner City of Mthatha is demarcated as a **Primary Node**. Although not the only core in the municipal area i.e. Mqanduli being the other core, the Inner City retains its importance and strategic position in terms of its role and function.

The Inner City with its concentration of government buildings and government owned land, as well as its strong historical character, is also defined as the **Primary Core**. The Primary Core is an area where government buildings should be concentrated and where environmental quality must be exceptional.

4. KING SABATA DALINDYEBO SPATIAL DEVELOPMENT FRAMEWORK 2013

The municipal SDF mentions various issues within the municipality but on a broader contexts than on street level. However, it has a focus on changing spatial configuration so as to promote integrated developments in the future.

Under the SDFs key strategies, there is an emphasis on the need for integrated spatial development. The strategy focuses on developing land that is closer to public transportation routes in order to promote mixed use developments that are not far away from development opportunities and transportation linkages.

For the implementation of the SDF, the key spatial restructuring elements include nodes and corridors. These are important aspects as they create linkages as well as to further promote integration of activity.

The SDF makes mention of Special Development Areas, where it highlights that within these areas, there should be promotion of densification as well as compact developments. Within these areas, there should also be the promotion of mixed use developments, these aspects further promotes the notion of integration in spatial developments.

Figure 2: KSD SDF NODES MAP

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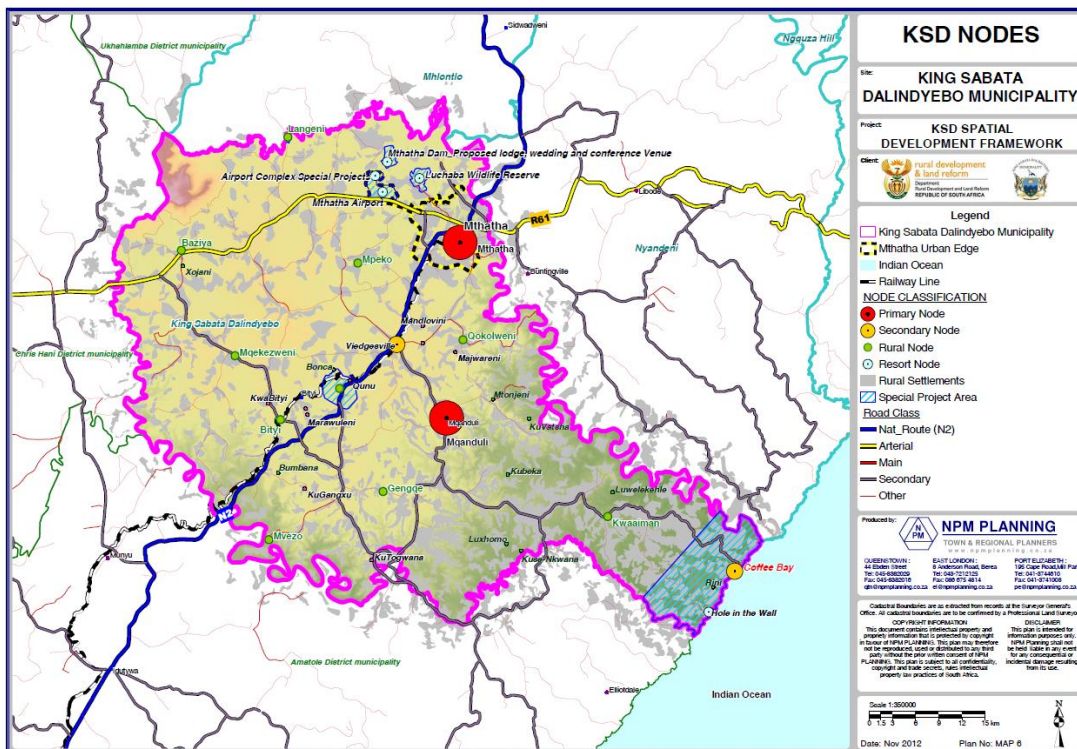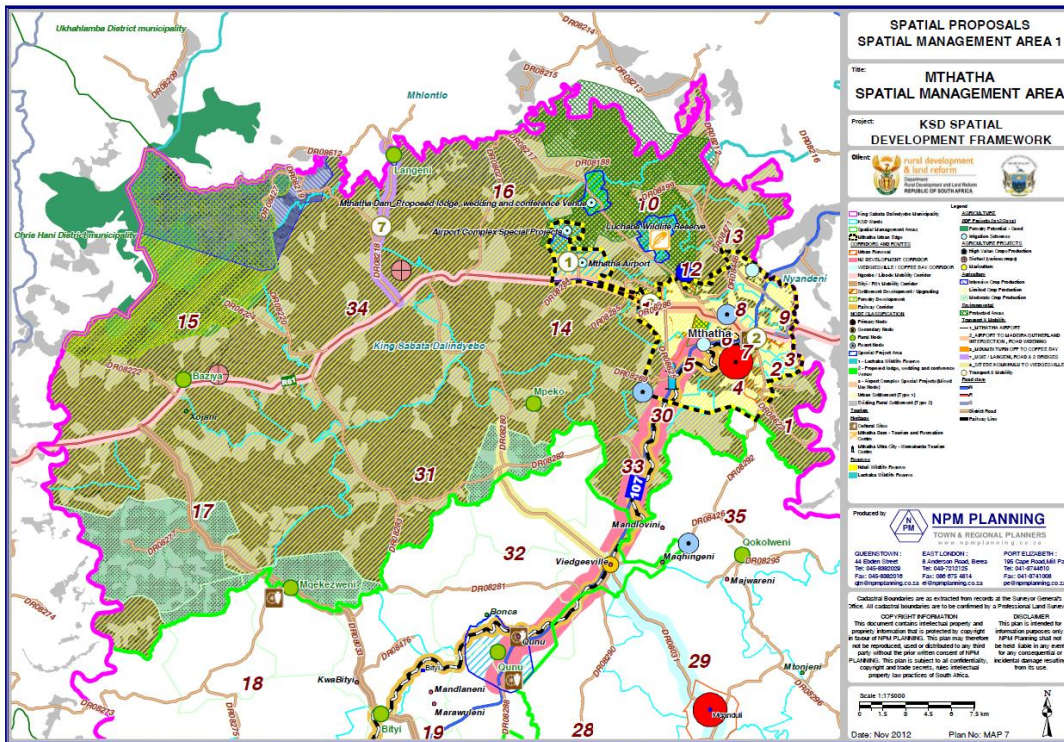
5. SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (ACT 16 OF 2013)

SPLUMA seeks to transform spatial planning policy, at a national scale, by redressing spatial planning inequalities and injustices there were enforced by apartheid spatial planning practises. Principles enshrined in SPLUMA are:

Spatial resilience: to accommodate flexibility in spatial plans and policies

Spatial justice: redressing past spatial and other developmental imbalances through the improvement of access to and use of land

Spatial sustainability: the promotion of land development within fiscal, institutional and administrative means.

The promotion and stimulation of effective and equitable functioning of lad markets

The promotion of land development in locations that are sustainable and limit urban sprawl

Efficiency: to promote land development that optimises the use of existing resources and infrastructure.

Good governance: all spheres of government should be guided by spatial plans and land use management systems.

The above principles thus seek to promote sustainable use of land and development of land

6. UMTATA TOWN PLANNING SCHEME (1989)

According to the Umtata Town Planning Scheme of 1989, Sprigg Street falls within the classification of the CBD where a prevalence of business or commercial activities are strongly encouraged. The predominant Zones within in the precinct are as follows:
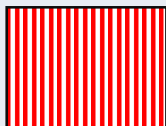
General Business 1 (Business zone encompassing the central business area comprising offices and shops, high rise buildings and dense development)

General Business 3 (Service industrial/ motor town properties on the fringe of the central business area, including petrol stations, shops, garages and offices)
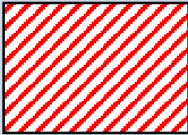
Special Residential (Single dwelling house towards the southern edge of the precinct.

Below is the Zoning and Land Use Plan of the entire CBD area to cross-reference the compatibility of the Zonings and Land Use activities.

Table 1: ZONING REQUIREMENTS

	Use Zone (2)	Purposes for which buildings may be erected or land used (3)	Uses requiring special consent of Council (4)	Purposes for which buildings may not be erected or land used (5)
	GENERAL BUSINESS 1	Residential Buildings Residential Buildings (Licensed) Shops Petrol Filling Stations Parking garages Offices Public Buildings & Places of Assembly	Use Zone Notation (1)	All other uses not included in column (3) and (4)
	GENERAL BUSINESS 3	Residential Buildings Residential Buildings (Licensed) Shops Petrol Filling Stations Parking garages Offices Public Buildings & Places of Assembly	Dwelling House Schools & Residential Colleges Wholesale Warehouses Storage Warehouses Special Places of Assembly Light Industrial Service Industrial Other Buildings &Uses	All other uses not included in column (3) and (4)

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Use Zone Notation (1)	Use Zone (2)	Purposes for which buildings may be erected or land used (3)	Uses requiring special consent of Council (4)	Purposes for which buildings may not be erected or land used (5)
	SPECIAL BUSINESS	Residential Buildings Offices Public Buildings & Places of Assembly	Dwelling Houses Schools & Residential Colleges Shops Parking garages Other Buildings &Uses	All other uses not included in column (3) and (4)
	SPECIAL RESIDENTIAL	Dwelling Houses	Schools & Residential Colleges Offices Public Buildings & Places of Assembly Service Industrial Other Buildings &Uses	All other uses not included in column (3) and (4)

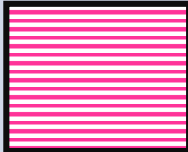| Use Zone Notation (1)	Use Zone (2)	Purposes for which buildings may be erected or land used (3)	Uses requiring special consent of Council (4)	Purposes for which buildings may not be erected or land used (5)
	INSTITUTIONAL	Dwelling Houses Residential Buildings Schools & Residential Colleges Public Buildings & Places of Assembly	Offices Other Buildings &Uses	All other uses not included in column (3) and (4)
	MUNICIPAL / PARKING SITE	Parking garages	Other buildings & Uses	All other uses not included in column (3) and (4)

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Table 2: CBD PARKING/ LOADING REQUIREMENTS
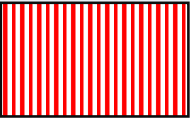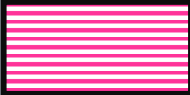
Use Zone Notation (1)	Use Zone (2)	Uses (3)	Parking requirements (4)	Loading/ Unloading Requirements (5)
	GENERAL BUSINESS 1	CBD shops Suburban shops, commercial premises	2 parking bays / 100 sqm office floor space 4 parking bays / 100 sqm floor space	1 loading/ unloading bay / 1000 sqm or part thereof (25 sqm)
	GENERAL BUSINESS 3	CBD shops Suburban shops, commercial premises	2 parking bays / 100 sqm office floor space 4 parking bays / 100 sqm floor space	1 loading/ unloading bay / 1000 sqm or part thereof (25 sqm)
	SPECIAL BUSINESS	Townhouses, flats, attached dwellings Offices	1 parking bay / 2 dwellings for visitors 2 parking bays / 100 sqm office floor space	1 loading/ unloading bay / 1000 sqm or part thereof (25 sqm)
	SPECIAL RESIDENTIAL	Dwelling Houses	1 parking bay, garage or carport / dwelling	N/A
	INSTITUTIONAL	Churches Halls Community facilities	1 parking bay/ 4 seats (churches) 1 parking bay/ 6 seats	N/A
	MUNICIPAL / PARKING SITE	Parking garages Parking Sites	N/A	N/A

Table 3: ZONING/ LAND USE CLASSIFICATION

Zone/ Use classification	Definition
GENERAL BUSINESS 1	Business zone encompassing the central business area comprising offices and shops, high rise buildings and dense development
GENERAL BUSINESS 3	Service industrial/ motor town properties on the fringe of the central business area, including petrol stations, shops, garages and offices
SHOPS	Building designed for the purpose of carrying retail trade
SHOPS (SCHEME)	Cafes Corner shops Department store Dyers and cleaners Hairdresser Milk Bar Restaurant Workshops
HARDWARE STORES	CATEGORY 1: Service Industrial CATEGORY 2: Light industrial CATEGORY 3: Workshop (classified according to type of stock sold)

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SECTION 3:
STRATEGIC DIRECTION

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1. VISION

The repositioning of the Inner City focuses on its future position within the city, the country and Internationally. The Strategy does not propose to artificially design a new role and character for the Inner City, but rather to identify and capitalise on the area's inherent comparative advantages, characteristics and development potential.

RE-IMAGINEERING SPRIGG STREET

We envision Sprigg to be a beautiful boulevard with wide pavements and beautiful trees which define the activity corridor and strengthen the monumental significance of Mthatha as a Secondary City. A precinct that is clean and distinct with buildings communicating with the street and surround environment though frontage or street interface. Shops will have large building fronts, which will acts as wall, with glass windows to display their wonderful range of products and services offered. At night, the streets light up and echo the vibrancy from the daytime. Streets are safer and there is more surveillance. Sprigg Street can be a place where people walk and interact freely, therefore being able to share and exchange knowledge and experience.

2. CRITICAL SUCCESS FACTORS

In order to achieve the pinnacle of investment destinations and create a truly exciting and sustainable inner city, the area needs to exude three important characteristics, namely:

Pride	Accountability and Credibility	Brand Essence and Brand Promise

To achieve that, the following key elements need to be present:

- An unique story
- Excellent management and *good governance*
- High quality environment
- Marketing and facilitation
- Convenience
- Accessibility
- Robust Economy
- Service Infrastructure
- Public Private Partnerships (PPPs

3. CHALLENGES

In order to ensure that the key elements are present in the Inner City, it is necessary that those areas or aspects of the Inner City that do not meet the necessary standards, receive urgent attention.

The following aspects have been identified as challenges:

- Buwa Precinct (Sprigg Street) needs a clear and unique identity
- Congested CBD
- Inadequate linkages between CBDs & outlying areas
- Inadequate Parking in CBD
- Outdated Town Planning Scheme (1989)
- Changing character of town
- Incompatible Land Uses (mixture of business & residential zonings)
- Illegal Land Uses
- Undefined Movement Networks
  - Foot traffic
  - Mobile traffic
- Ageing Infrastructure
- Dilapidated Buildings
- Undesirable/ inefficient pavements (walkways)
- Road conditions poor
- Illegal Advertising on the Streets (Outdoor Advertising)
- Unaesthetically pleasing Advertising methods on walls, fences and on top of buildings
- It is important to attract high profile developments to the Inner City, especially along Buwa Precinct
- Buwa Precinct must make provision for a range of housing opportunities, provide a strong mixed use development which will encourage and accelerate densification
- The CBD must provide tourism, entertainment and recreational opportunities, for both the local Mthatha residents as well as visitors
- Buwa Precinct must comprise a dedicated public transport system (an internal circulation system)
- The Inner City must be made pedestrian friendly
- The Inner City needs sufficient public spaces (soft and hard) in order to foster social cohesion and inclusionary principles
- Safety must be one of the main priorities
- A dedicated management structure for Buwa Precinct must be put in place which should incorporate various stakeholders such as the Business Chamber, Hawker's Association, Taxi Associations, and other vested stakeholders

KEY SPATIAL ISSUES

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- Lack of gateway definition
- Informal taxi rank to be repositioned to more desirable space
- Lack of informal trading facilities
- Vacant land parcels opportunity for infill development
- Dilapidated buildings
- Incompatible land uses for CBD (Hardware stores)
- Vacant/ underutilized land

Figure 4: SPATIAL ISSUES

Vacant site utilised as informal taxi rank

Lack of Gate-way definition

Unpaved/ bad quality pub open space

Dilapidated Buildings

Stock on Street / Blocking Street Interface

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Figure 5: PUBLIC OPEN SPACE NETWORK

Under-maintained taxi rank facilities

Vacant site utilised as an informal taxi rank
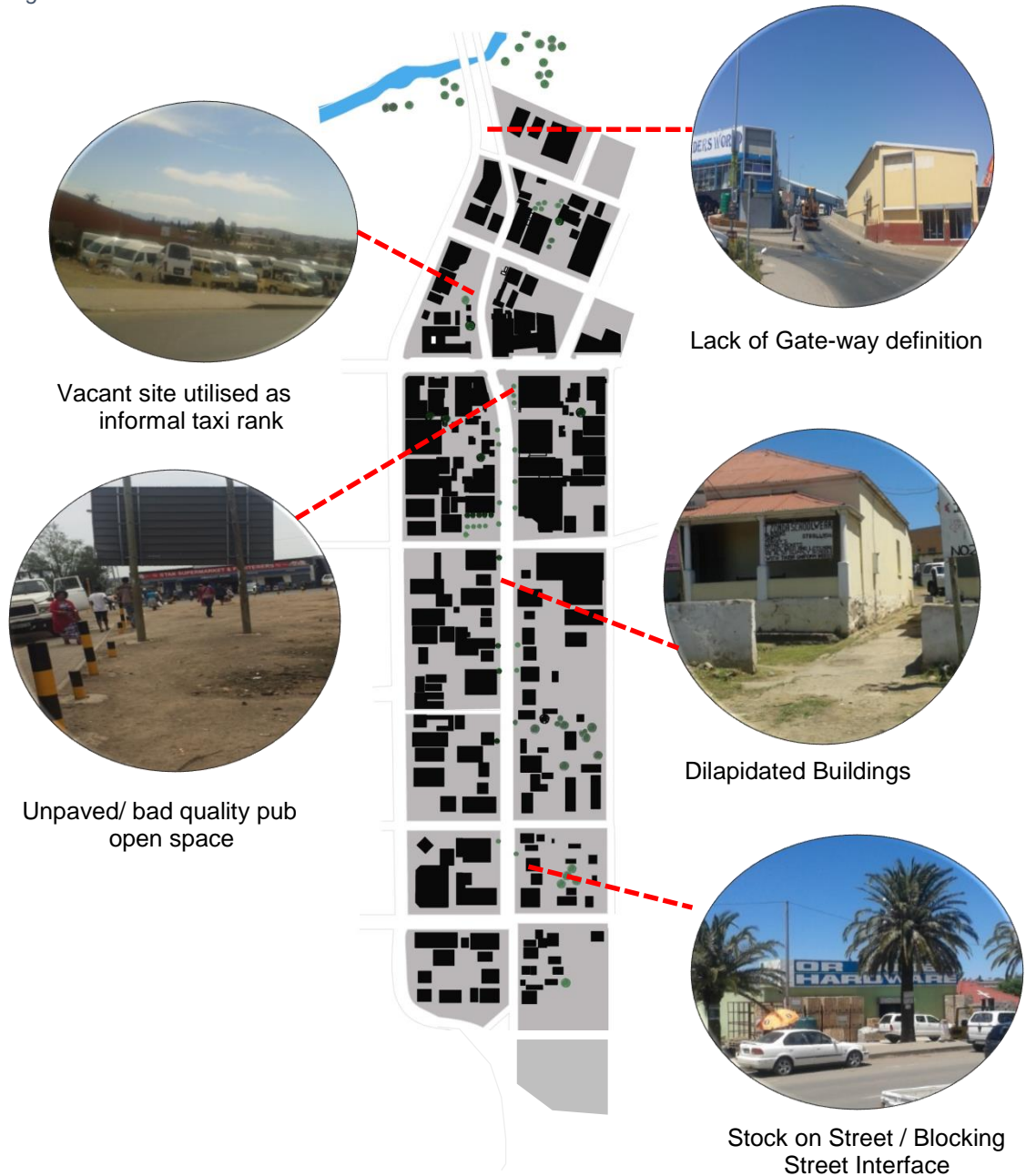
Unpaved open space

Under-maintained taxi rank facilities

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4. DEFINING THE APPROACH

In order to regenerate and revitalise the Inner City to become a centre of excellence and to address the gaps that exist, there needs to be certain drastic steps taken.

The Buwa Precinct Development Plan is based on a "catalytic intervention"-approach whereby specific strategic interventions are proposed to address the challenges in order to achieve the critical success factors. The proposal is to focus public budget expenditure on specific projects and catalytic developments, thereby creating strong stimuli for private sector investment to respond positively. This is based on the ripple-effect approach, where one major intervention can create positive spill-over effects.

Another underlying principle is that an integrated, multi-disciplinary approach must be followed in addressing the complex issues of the Inner City. The interventions proposed integrate physical, economic and social spheres and also imply certain institutional arrangements.

The following two chapters will deal with certain strategic interventions, or building blocks, that are proposed in the Inner City, which will begin to address the issues and create enabling environments for the regeneration of the Inner City.

The purpose of this document is not to provide detail guidelines or direction for each of the building blocks, but rather just to describe the general intention of that building block. Each of these building blocks must be detailed further in separate studies.

PROJECT OBJECTIVES

- Provide new desired development patterns
- Alter existing land use disparities
- Promote existing predominant/ future preferred dominant land uses
- Promote ancillary/ compatible land uses
- Promote Densification
- Promote Intensification (Frontage)
- Change the front of the Precinct (aesthetic appeal)
- Develop and strengthen public transit-oriented activity corridors in the CBD
- Improve the quality of public infrastructure
- Consider redevelopment interventions

URBAN DESIGN ANALYSIS

A Vision-Led Approach was considered when considering Urban Design of the focus area. At the heart of this approach is the central aim of creating places of beauty and distinct identity by drawing together the many strands of 'place-making' – environmental responsibility; social equity; economic viability. The Urban

Development Vision should address the social needs of people living and working in the area now and in the future, and create opportunities to contribute to the establishment of sustainable communities.

An area of particular concern in relation to the focus areas is the issue of socio-spatial transformation. The data captured in this situation analysis phase will ensure that the Urban Development proposals address in particular the current distorted spatial patterns that exist within Mthatha. Further to this the following elements for discussion begin to emerge:

- Spatial separation of rich and poor
- Poorly articulated, car dominated public realm
- Impermeable interfaces between private and public spaces
- Bland, sprawling and internalised built form
- Segregation of land uses
- Lack of public transport infrastructure

The following guiding principles are proposed as points of departure in the formulation of an Urban Design Vision and Land Use Strategy:

Accessibility and Legibility

Urban Design and architecture should facilitate ease of movement by foot, public transport or private car, and convenient access to a diverse range of amenities. Pedestrian movement should be prioritised over vehicular movement. Landmarks and the creation of "visual thoroughfares" will aid orientation and make it easy for residents and visitors to find their way around the area. Connections should be made across and between precincts. The historical grid of the city should be reinforced and emphasised.

Mixture of Uses and Forms

A mix of uses and forms will offer an array of choices to suit different needs and lifestyles within a visually engaging environment, creating architectural character. The location of housing around commercial, transport, entertainment and community amenities will ensure that residents have easy access to the services and opportunities they need to sustain their livelihoods. Mixing uses also helps to ensure a 24-hour human presence in the area

Public Realm

The Public Realm should be prioritised as focus and catalyst for development. It is the public realm that holds the key to the alleviation of poverty through the provision of opportunities for exchange of trade, information and social interaction. It is the Public Realm through which an environment can be built shaped around the needs of human interaction, bringing people together to share our common humanity, offering a variety of opportunities and choices

Security by Design

Safety and security should be achieved by design rather than by remedial measure. A 24-hour human presence and the creation of "live street edges", achieved through careful planning of land use, will create an environment in which residents and occupants can watch over one another.

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Synergy with Existing Environment

New development should seek to enhance the existing environment rather than to erase and replace it. Existing natural features such as mature trees should be incorporated into the design of the new environment to aid legibility and diversity of experience. Existing structures and places of heritage significance should be retained and adaptively reused wherever possible.

Heritage as Progressive Force

Heritage, typically considered a constraint on development, should be considered a progressive force for change, whereby the significance of the past and present can provide cues for the shape of the future. Development should seek to enhance and develop cultural and historical significance rather than to impact negatively upon it. Sites of historical importance should be incorporated sensitively into the Urban Design Framework.

Tight Street Edges/ Street Frontages

Tight street edges will define an edge to the public realm and maximise the amount of usable external space created at the rear of buildings. Short street frontages concentrate human presence along street edges, facilitating a safer public realm.

Robust/ Flexible Architecture

Building typologies that will accommodate future changes in use, lifestyle or economic circumstances are imperative. The architecture must be designed to change and grow along with the changing needs of the people that live in, work in or use it.

Integration with Context

Land use should be planned in such a way that multiple projects complement one another; precincts are well integrated with one another and with the surrounding city context.

Management of Investment

For projects to be developable and well cared for they must be economically viable, well managed and maintained. This means understanding the market considerations of developers and investors, ensuring long-term commitment from the community and the local authority, defining appropriate delivery mechanisms and seeing this as part of the design process.

Based on the above guiding principles a precinct plans of the study area will be completed. The precinct will unpack:

The proposed public space system and key structuring public /community nodes
The proposed system of parks and open spaces and greening
The pedestrian circulation networ

SECTION 4:

URBAN DEVELOPMENT GUIDELINES

1. SPATIAL AND ENVIRONMENTAL BUILDING BLOCKS

The interventions into the spatial and physical environment of the Inner City, is based on 4 building blocks, namely:

- **Announcing the destination**
- **N2 Development Corridor and Mthatha River Precinct**
- **Movement and accessibility**
- **Exceptional Public Environment**

BUILDING BLOCK 1: ANNOUNCING THE DESTINATION
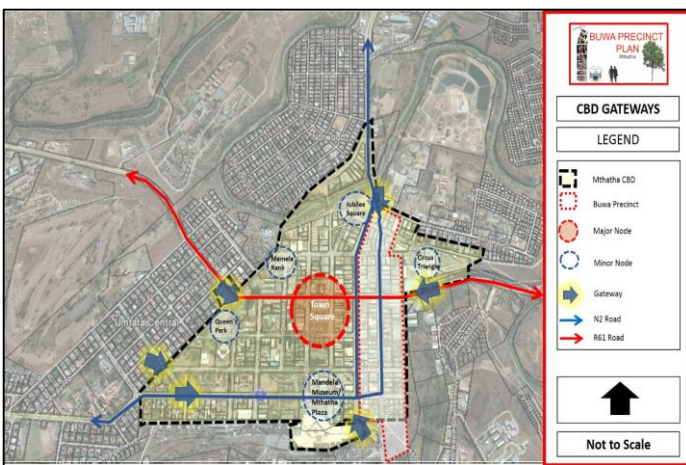
The significance of the Inner City as destination must be announced in bold terms by defining the gateways into the City. The major entrances into the built environment should be enhanced by creating landmarks at the entrances, notwithstanding landmark buildings, art & sculptures, and a theme to the heritage of Mthatha. The focal entrance point into the precinct (N2 from Durban) should be revitalised to create an inviting presence into the precinct

BUILDING BLOCK 2: N2 DEVELOPMENT CORRIDOR AND MTHATHA RIVER PRECINCT

N2 Corridor Development

The N2 Development Corridor is situated along the N2 road which runs through the Buwa Precinct along Sprigg Street and Nelson Mandela Drive. This corridor is a future focal area for the arts, culture, government, business, sports, entertainment and commercial development.

Nelson Mandela Drive has been upgraded to a dual carriageway and is the new main entrance to Pretoria. The Corridor allows prime exposure on Nelson Mandela Drive.

The land directly adjoining the corridor will be utilized for office and business developments, supported by high income residential apartment developments, also in the area to the east of the Corridor. This corridor should have an environmental and spatial quality of the highest standards, and should comprise the inner city's flagship developmen

Mthatha River Promenade

It is time for the Mthatha River to again become the lifeblood of the CBD. The Mthatha River runs north of the site (Sprigg Street) and has the potential to provide good quality recreational facilities. Feasibility studies must be undertaken to determine the viability of changes in the river morphology.

The open space system along the Mthatha River can cater for the active recreational needs of residents and employees by providing facilities for walking, cycling and playing.

Crossings over the Mthatha River should be identified through the use of specific design elements – the design of the N2 Bridge towards Norwood should be developed further.

BUILDING BLOCK 3: MOVEMENT AND ACCESSIBILITY

The linking of strategic places is an important element of the Strategic Development Framework. These linkages are functional but also contribute to the experience of the Inner City as a destination. The role of public transport in this regard is critical and requires significant interventions and the establishment of a management framework.

The aim is to make movement within the Inner City as convenient as possible for all modes of transport (private vehicles, public transport, pedestrians and cyclists), and to ensure that all the major elements, districts and tourist destinations are effectively linked.

The movement and accessibility building block comprises three main sub-strategies, namely:

- Moving people between East London and Durban, Engcobo and Port Saint Johns
- Moving people between the Inner City and other destinations in Mthatha
- Ease of movement within the Inner City activity and distributor streets

Strategy	Target Market	Program
Inter-city Movement	Tourism Business Sector Government Sector	N2 Corridor Development (From EL to Durban) R61 distribution (From Engcobo to Port Saint Johns)
Intra-city Movement	Workers Residents	Taxi's, Buses and Standard Rail Road Re-alignments
Local Movement	Tourism Workers Government Sector	Pedestrians or cyclists Dedicated transport system serving city centre i.e. mini-bus taxi's

Public Transport

The Inner City is in need of a dedicated public transport system for servicing the Inner City and its immediate surroundings. Currently, the mini-bus taxi system is predominantly used by non-vehicle users however, there

is potential to implement and efficient, integrated transport system that can appeal to both motorists and pedestrians. This will therefore discourage the use of personal automobiles and thereby limit the traffic impact in the CDB. The best model for the city has to be urgently investigated and implemented.

To improve intra-city movement and the town's image it is also suggested that the city invest in the capitalisation of the bus fleet to transport commuters from surrounding towns and villages which will provide an opportunity for residents and commuters to gain socio-economic accessibility. The intra-city and regional movement of taxis through the Inner City must also be investigated to facilitate the re-routing of taxis that are not Inner City destination bound.

Pedestrianisation and Cycling

The Inner City should be made pedestrian and cycle friendly for residents, workers and visitors. All major places of interest should be connected by means of legible and identifiable walkways that are safe and friendly for the users.

BUILDING BLOCK 4: EXCEPTIONAL PUBLIC ENVIRONMENT

The foundation of a unique and exciting Inner City that is able to attract high quality development is an exceptional public environment that can compete with all the best cities in the world.

The public environment consists of the following elements:

• Public Spaces and Streetscape
• Architectural Quality of Buildings
• Urban Forestry
• Natural Environment

One of the characteristics of a world class city, especially a world class capital city, is the abundance and exceptional quality of public spaces such as parks, recreation areas and squares.

The Sprigg Street precinct should comprise sufficient public spaces which must be of exceptional quality. The open space at the corner of Sprigg and Elliot Street is an important structuring and place-making element of the precinct, therefore the development and design of that space should be done in such a way as to attract vibrancy into area. These spaces must also function properly for the purpose for which they are intended. Aspects such as paving, street lights, bollards, signage, benches, bus and taxi's waiting areas, public art, engineering elements etc. need to be designed and coordinated to all contribute towards an exceptional public environment.

A comprehensive system of streetscape elements should be developed for the whole Inner City to complement and reflect a city of metropolitan status. This will be integrated within the urban design framework. It is important to identify area within the Precinct should receive special attention with regard to layout and symbolic design

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Architectural Quality

To complement the vision of an exceptional public environment, it is necessary to ensure that all buildings within the Inner City, but specifically those landmark and prominent developments, be of exceptional contemporary architectural quality.

The quality of all new buildings in the Inner City must be of exceptional, world class standard. Ensure that all new buildings are of a contemporary/contextual design quality incorporating typically local materials such as sandstone, slate etc. to give the architecture in the Inner City a distinctive, yet world class appearance.

Developers should also be encouraged to develop "green" or environmentally friendly buildings, as this in itself can become a part of the tourism potential of the Inner City. This can be ensured by implementing the National Building Regulations and Building Standards and encouraging **densification** in order to promote efficient and optimised use of space.

Urban Forestry

It is proposed that trees be used as a significant structuring element to define spaces, not only aesthetically but also functionally, to create rhythm and legibility along boulevards, and to integrate nature and built form.

Natural Environment

Mthatha's unique natural setting (being surrounded by hills) is an asset that needs to be exploited (in the positive sense) and also be enhanced. An extensive open space system should be provided along the Mthatha River, and all buildings should respect the open space by facing onto the open space.

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2. SOCIO-ECONOMIC BUILDING BLOCKS

The Interventions into the socio-economic environment is based on 5 building blocks, namely:

- **Safety and Security**
- **Development Facilitation**
- **Identity and Branding**
- **People's Place**
- **Informal Trade**

In order for the spatial and physical interventions to be sustainable, it must be supported by an economically and socially sound environment. Addressing these building blocks will result in positive economic growth and the enhancement of quality of life for all in the Inner City, with positive spin-off effects for the whole of Mthatha, through –

- providing for growth in the government sector, which has positive spin-offs in other sectors
- providing for a new injection of office development and high income residential development along the Nelson Mandela Development Corridor
- promoting tourism
- supporting informal trading, SMME's, incubator businesses and skills development
- attracting people again to the Inner City for recreation and entertainment purposes
- changing negative perceptions of the Inner City and boosting investor confidence.

Economic growth and the enhancement of quality of life for all are therefore not strategies or programs in itself, but the result of other strategies and programs effectively deployed.

BUILDING BLOCK 5: SAFETY AND SECURITY

Safety and Security deals with three issues, namely:

- Ensure personal safety and security against crime
- Ensure Safety against personal injury
- Ensure Security of Investment

Crime

Investors, workers, residents and visitors need the assurance that their personal safety and the safety of their belongings will be reasonably guaranteed in the Inner City. This means that the probability and perception that someone will be the victim of any form of crime in the Inner City has to be reduced drastically.

Safety Against Injury

The Inner City should be a place where people can live, work and socialise without unnecessary risk of personal injury. This also means that the municipality has to ensure that it cannot be held liable for personal injury when it does occur. Safety against personal injury refers to the safety of buildings and the safety of all public spaces.

Security of Investment

One of the most important aspects related to the attraction of development is security of investment and investor confidence. An investor wants to know that if he buys into a specific environment with specific conditions, that those conditions will remain the same in the future and that his investment will appreciate in years to come.

Creating investor confidence in the Inner City is a result of a combination of all the other strategies, because if all the aspects such as safety and security, connectivity, environmental quality etc. are put in place it will send out a positive message to investors regarding the long term feasibility of investing in the Inner City.

BUILDING BLOCK 6: DEVELOPMENT FACILITATION

Keeping in line with the KSD Municipality focus of being a developmental local authority, every effort should be made from the municipality's side to attract development to the Inner City. The municipality should pro-actively identify what type of developments are required or desirable for the Inner City, where development opportunities exist and market these to potential developers

The function of development facilitation comprises two components, namely (1) attracting development and (2) facilitating the development process itself.

Part of development facilitation is ensuring that the Inner City can provide the services and infrastructure that any of the other newer nodes in the City can. It is therefore vital to ensure that all the infrastructure in the Inner City are brought up to standard for the type of developments that are envisaged. One of the aspects

that need immediate attention is to ensure that the transfer of information comply with global standards (ICT).

KSD Municipality should facilitate the development process by ensuring that the Town Planning or Zoning Scheme is flexible and compliant with the principles of SPLUMA (Act 16 of 2013), and that the earmarking of areas with development potential for prospective developers and investors.

BUILDING BLOCK 7: IDENTITY AND BRANDING – A DESTINATION OF CHOICE

One of the most important ingredients for a successful, exciting and sustainable new Inner City is a unique identity, and the branding and marketing thereof.

The CBD is a tradeable commodity just like any other, and therefore like any commodity, that which is well known (through marketing) and has special appeal (uniqueness) is more tradeable than others.

Mthatha needs to promote itself as a destination of choice, this will not only attract tourists and investors, but will also help retain the permanent residents within the town.

That same attitude will have to be employed within the CBD if the municipality is committed to the regeneration process. A marketing strategy needs to be formulated in order to guide the branding of the city.

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BUILDING BLOCK 8: A PEOPLE'S PLACE

The Inner City should, above all, be a friendly, human orientated place that caters for the needs of the permanent and daily population in the Inner City.

Many of the aspects related to a people friendly place, such as safety and security, natural environment, exceptional public places etc. have already been addressed.

Other factors related to a people friendly place are aspects related to residential quality and the social facilities provide to enable people to interact and develop.

The Inner City should not be a place where people become destitute, disenfranchised and disenchanted, but rather a place where real urban communities can thrive.

One of the key ingredients of creating a healthy people's place is the provision of responsible housing.

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•   Developers of residential units in the Inner City, especially conversions, should contribute to the provision of social and recreation facilities.

BUILDING BLOCK 9: INFORMAL TRADING

In an economy such as ours, informal trading is the lifeblood of a large section of the population. In addition, the culture of informal trading is part of our heritage and something that can be built out to contribute to a unique African identity.

However, informal trading can also bring with it a lot of functional and aesthetical problems, so it is important that informal trading in the Inner City be managed in such a way that it makes a positive contribution to the ambience and image of the Capital City. Informal trading activities need to be classified, monitored and allocated into designated areas which sell certain
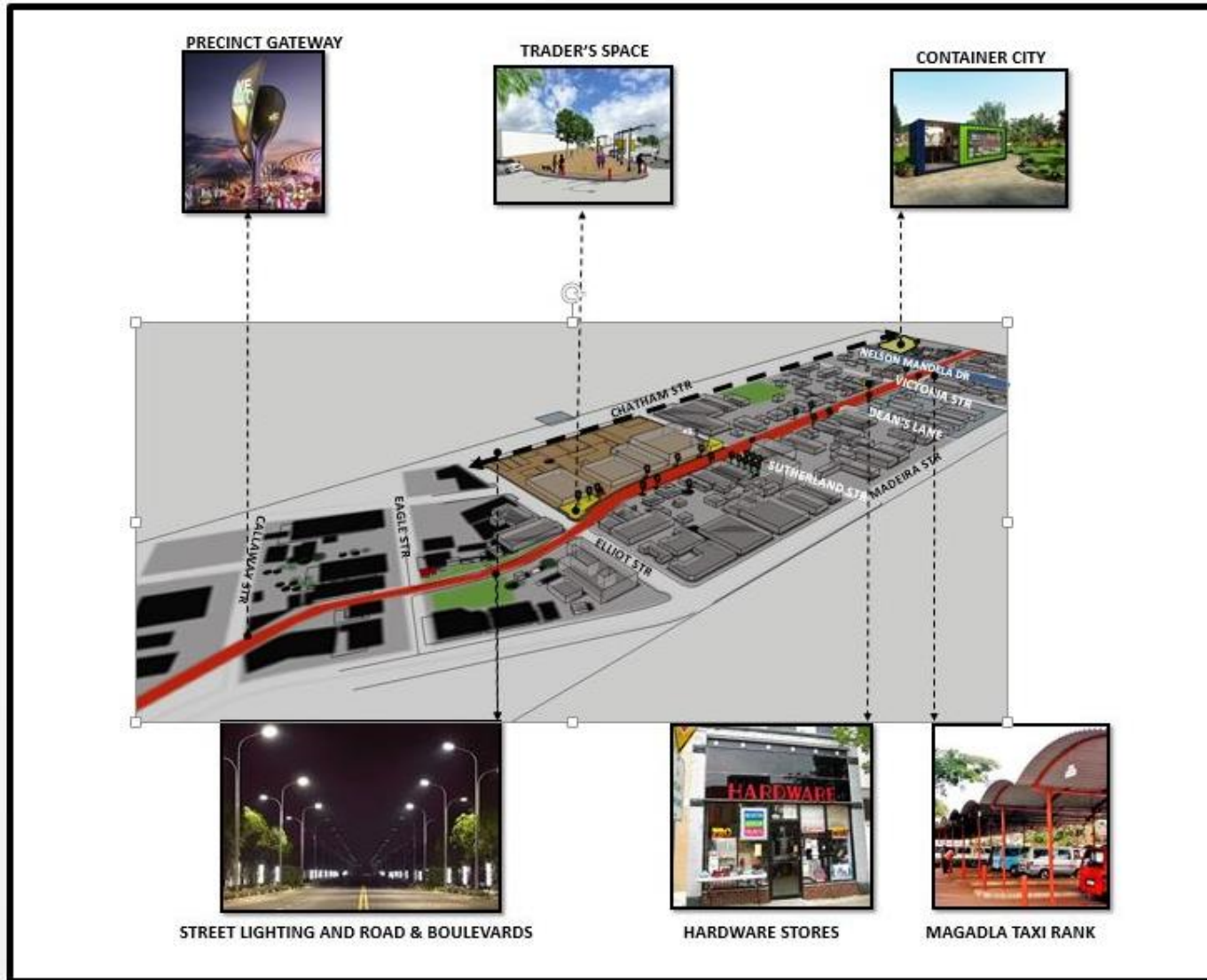
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SECTION 5:

URBAN DEVELOPMENT FRAMEWORK & ACTION PLAN

Figure 6: SPRIGG URBAN DEVELOPMENT PLAN

Project	Action	Responsibility	Urban Design Considerations
1. Definition of Gateway	Design the entrance into the city	• Human Settlements – Building Control • LED • Technical Services	
	Consider street lighting as a design and structuring element as a gateway into the precinct		

Project	Action	Responsibility	Urban Design Considerations
	Formulate a new Land Use Managements Scheme (LUMS) for the CBD	• Human Settlements – Spatial Planning • Human Settlements – Building Control	

Hardware store frontages with

2. Hardware Stores	Implement parking and loading requirements as stated in the Umtata Town Planning Scheme	• Tenants and Property Owners	
	Consider local Art and Design competition to pain the rigid walls at the entrance of the site/ precinct	• Public Safety – Law Enforcement	
	Investigate the removal of Hardware stores (in CBD) for the medium-long term		
	Use large glass windows for frontage		
	Use the frontage to advertise material		
	If to advertise outside, only use frontage area that will not obstruct pedestrian mobility in line with KSD's Outdoor Advertising Policy		
Project	**Action**	**Responsibility**	**Urban Design Considerations**
	Implement the removal and/or replanting of the Queen Palm trees along the Paving	• Human Settlements – Spatial Planning • Human Settlements – Building Control

Hardware store frontages with material that do not obstruct |

Project	Action	Responsibility	Urban Design Considerations
3. Beautification (Environmental/ Greening)	Investigate other trees that can be used to create a beautiful environment – landscaping plan needs to be drafted to consolidate the type of trees and strategic location of boulevards along major corridors such as Sprigg Street and Nelson Mandela Drive Corridor	• Tenants and Property Owners • Public Safety – Law Enforcement	
	Trimming and maintenance of trees to create a pleasant aesthetic		
	Implement the removal and/or replanting of the Queen Palm trees along the Paving		
	Investigate other trees that can be used to create a beautiful environment – landscaping plan needs to be drafted to consolidate the type of trees and strategic location of boulevards along major corridors such as Sprigg Street and Nelson Mandela Corridor		
	Trimming and maintenance of trees to create a pleasant aesthetic		

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4. Proposed Trading Space (Cnr Elliot and Sprigg Street)	Paving and levelling of the entire space	• Technical Services	
	Placing of concrete bollards to demarcate the space and discourage illegal parking of trucks on that site	• Technical Services	
	Allocation of informal trading stalls and classification of trading activities within the entire precinct	• LED	
	Installation of street furniture for beautification and functional purposes	• Technical Services • LED	
	Installation of Street Lights to encourage surveillance (safe and security measures	• Technical Services	

Project	Action	Responsibility	Urban Design Considerations
5. Container City	Undertake feasibility study/ public engagement to relocate all illegal containers in the CBD to "Container City" – Tutor Ndamase Portion of Remainder 912 on the Southern Edge of the Precinct	• LED • Technical Services • Human Settlements • IGR	
	Formulate or revise "Container Policy" and related by-laws	• LED • Human Settlements	
	Formulate building or design guidelines for containers to regulate the quality and/ or condition of containers to be allowed in the Container City precinct	• Human Settlements	
	Procure urban designer to design the space to meet environmental and aesthetical standards	• LED	

Project	Action	Responsibility	Urban Design Considerations
6. Magadla Taxi Rank (Cnr Nelson Mandela Drive and Sprigg Street)	Put us Shelters and Delineate Taxi Holding Bays	• LED • Technical Services • Human Settlements • IGR	
	Put up Adequate Signage on Cnr Nelson Mandela Drive and Sprigg Street to identify Taxi Rank	• Technical Services - Transport Division	
	Formulate building or design guidelines for containers to regulate the quality and/ or condition of containers to be allowed in the Container City precinct	• Human Settlements	

	Procure urban designer to design the space to meet environmental and aesthetical standards	• LED	

Openings in roof profile to reflect light into the sheltered space. Ceiling soffit (underside of sheeting) should be light in tone with reflective properties

Rooflight over pedestrian circulation area

Openings to allow adequate ventilation of fumes and hot air

Sufficient roof overhang for protection against rain

Adequate required height

Pedestrian priority area

Dry pedestrian loading zone, un-interrupted by roof support structure for easy passenger loading onto vehicles

Figure

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Project	Action	Responsibility	Urban Design Considerations
7. uNcedo Taxi Rank (Cnr Eagle Street and Sprigg Street)	Allocate more bays along Eagle Street	• Technical Services - Transport Division • Human Settlements • Uncedo Taxi Association	
	Painting/ demarcation of Taxi bay's/ holding areas on the street to formalise the taxi rank area		
	Provide ablution facilities and sufficient lighting for the safety and health of the area		
	Monitor Taxi's to not use the Space as holding areas i.e. washing or parking for long hours within the CBD area – these activities can be allocated to a space on the urban fringe		

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Project	Action	Responsibility	Urban Design Considerations
8. Ngangelizwe Taxi Rank (Cnr Dean's Lane and Chatham Street)	Allocate more bays along Eagle Street	• Technical Services - Roads and Electricity • Human Settlements	
	Painting/ demarcation of Taxi bay's/ holding areas on the street to formalise the taxi rank area		
	Provide ablution facilities and sufficient lighting for the safety and health of the area		
	Upgrade facilities and infrastructure		
	Provide proper demarcation/ fencing into the area		
	Construction of Chatham Street and installation of sufficient lighting (LED Street lights – energy saving) in the area to improve safety and navigation, and to decrease the traffic pressure on Sprigg Street		LED Lights are more effective as they are brighter and save on energy (greening component) – Safety considerations

SECTION 6:

IMPLEMENTATION FRAMEWORK

1. INTRODUCTION

Realising and making sure that focussed visible and co-ordinated implementation will result from these strategic proposals, a growing understanding emerges of the necessity of certain tactical and dedicated arrangements. The assortment of actions and mechanisms proposed hereunder aims to:

• define the most urgent actions to be taken by the Municipality
• prioritise the strategic interventions
• put in place institutional arrangements to kick-start and facilitate the development process
• establish a budgeting mechanism for energising and continuously fund the Inner City redevelopment process.
• provide a responsibility framework

2. URGENT ACTIONS

The following actions need to be taken by the Municipality as a matter of urgency:

• To update the existing and outdated Umtata Town Planning Scheme of 1989 into a new Land Use Management Scheme (LUMS) that is SPLUMA compliant

• That the approval of blanket rezoning to General Business 1 of all properties in Sprigg Street

• Investigate the formulation of a housing policy for the CBD, addressing aspects such as the extent and balance of residential development (mixture of use and housing typologies), the location as well as the roles and responsibilities of the developers of Inner City housing towards creating functional facilities.

• The design and implementation of a marketing campaign that is focussed on the Inner City as an investment and tourism destination, as well as the branding of the niche areas of the Inner City.

• The formulation of an incentive program by the Municipality to facilitate the development of the Inner City.

• Investigate the relocation of the Madeira Police Station to the state-owned property on Sprigg Street

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3. PRIORITY INTERVENTIONS

To invigorate the redevelopment of the Inner City and create a thrust for the broader geographical/visible transformation of the Inner City, **four major priority interventions** were identified. These priority interventions are of a significant scale and geographically well spread to establish an anchorage and basis from which all public and private investment in the broader inner city can be actuated.

Beautification and pedestrianisation of the strategic street grid

In order to make the Inner City an area of exceptional quality on par with capital cities worldwide, a significant and visible development and upgrading of the streetscape elements and public spaces needs to be embarked upon. This catalytic intervention aims to transform the Capital Web of the Inner Core area by articulating the capital city qualities, beautifying the public environment, placing the focus more strongly on people and creating an enabling environment where investment can be secured and the value of investment can appreciate.

This programme will entail:

• Articulation and beautification of the City gateways;
• Intensive urban forestation and landscaping of important public spaces and significant pathways, greenways and waterways according to the urban design framework;
• Urban branding of a comprehensive system of streetscape elements;
• Traffic considerations for the N2 corridor within the town

4. INSTITUTIONAL ARRANGEMENTS

Establishment of Inner City Strategic Development Function

The Municipality needs to establish an Inner City Strategic Development Team within the municipality that will manage all public capital investment in the Inner City, the operational aspects related to the Inner City, the dedicated budget for the Inner City as well as act as Liaison between the municipality and the Investment and Development Promotion Agency.

This task team will manage aspects such as:

• transportation issues
• urban forestry and streetscape
• special projects
• economic development
• social development
• branding and marketing.

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The first point of business of this Task Team will be to formulate a comprehensive implementation framework for the roll-out of Council and other spheres of government projects in the Inner City.

Ensuring Sectoral Support

A unique unit needs to be established that will provide sectoral support to the Inner City in the form of research, information and knowledge, skills development and skills transfer, access to capital, partnerships and networks etc.

5. BUDGET ALIGNMENT

The municipality should commit to the regeneration of the Buwa Precinct, this commitment should be reflected in the IDP annual budget through a specific fund dedicated to the Buwa Precinct in order to ensure effective management and ongoing

In this regard it is proposed that a certain percentage of the annual budget (capital and operational) over the next 10 years be dedicated towards the Buwa Precinct and the greater CBD region.

In light of the of the investigations needed to address many of the issues listed under the building blocks, a once-off budget allocation should be made towards the appointment of consultants to kick-start the regeneration process.
The precinct plan should be championed by the Human Settlements Directorate, however, a contribution from each of the other sector departments within the municipality

6. EXIT STRATEGY

Ongoing management and monitoring of the Buwa Precinct should be done on a continuous basis. This will help ensure that the precinct is maintained regularly and to ensure that the precinct is of world class standard.
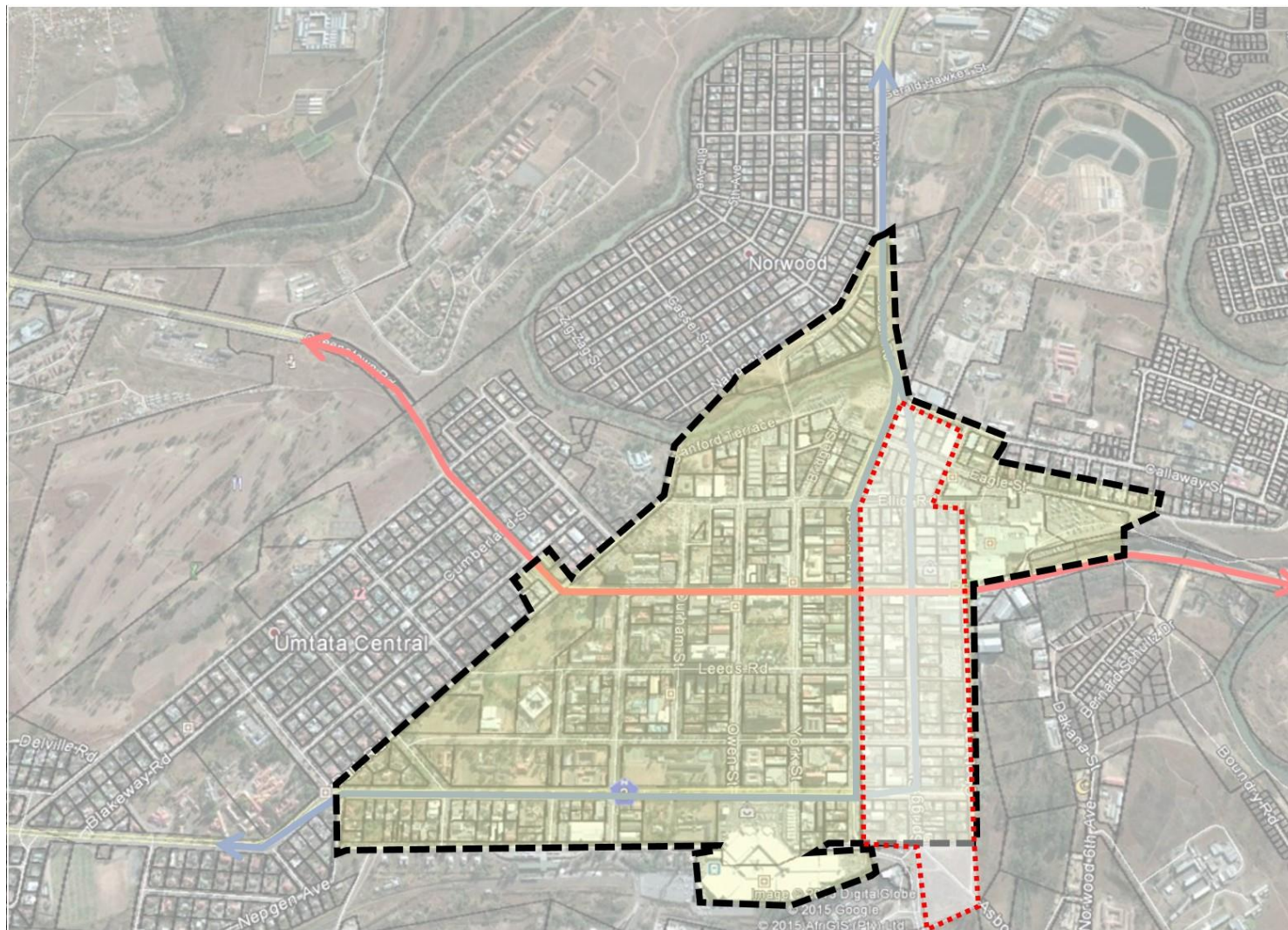
Public participation processes need to be put in places in order to facilitate social cohesion as well as inclusion. A private-private partnership should be put in place to manage and oversee the project, this will allow us to gain the necessary buy-in from stakeholders and, thus, avoid unnecessary conflict between the state and the public.

ANNEXURES

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PLANS

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LOCALITY MAP

LEGEND

⬛ (dashed box)	Mthatha CBD
🟥 (red dotted box)	Buwa Precinct
→ (blue arrow)	N2 Road
→ (red arrow)	R61 Road

Not to Scale

BUWA PRECINCT PLAN
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CBD GATEWAYS

LEGEND

⬛	Mthatha CBD
🔴	Buwa Precinct
🔴	Major Node
🔵	Minor Node
➡️	Gateway
→	N2 Road
→	R61 Road

Not to Scale
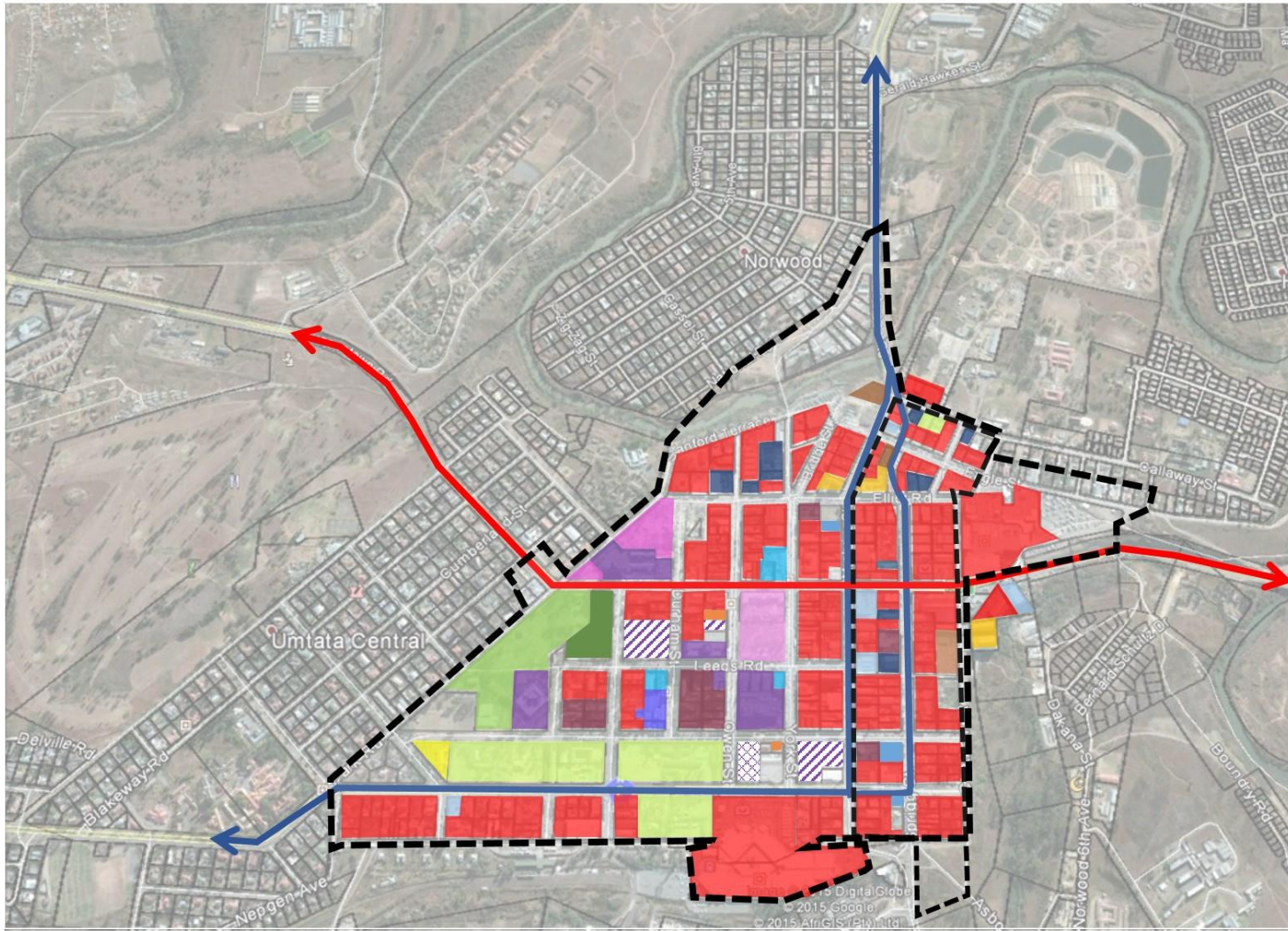
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LAND USE

LEGEND

⬜ (light blue)	Commercial Use
🟥 (red)	Business Use
🟪 (purple)	Government
🟪 (magenta)	Municipal
🟩 (green)	Parks
🟩 (light green)	School
🟧 (orange)	Mixed Use
🟧 (orange)	Library
⬜ (pale blue)	Public Garage/ Petrol Filling Station
🟫 (brown)	Taxi Rank
🟨 (yellow)	Residential
🟦 (dark blue)	Hardware store
🟥 (dark red)	Offices
▨ (hatched)	Church
▨ (cross-hatched)	Museum
⬜ (white)	Vacant/ Underutilised

MISCELLANIOUS

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Figure 8: CROSS-SECTION - CURRENT ANALYSIS OF SPRIGG

Figure 7: PUBLIC SQUARE PAVING (PROPOSAL FOR CNR SPRIGG AND ELLIOT STREET

Figure 10: ROAD PAINTING

Figure 9: PRECINCT DEFINITION AND PLACE-MAKING

Figure 11: FUTURE DENSIFICATION AND HIGH CONSERNTRATION MIXED USE DEVELOPMENT ALONG SPRIGG

BUWA

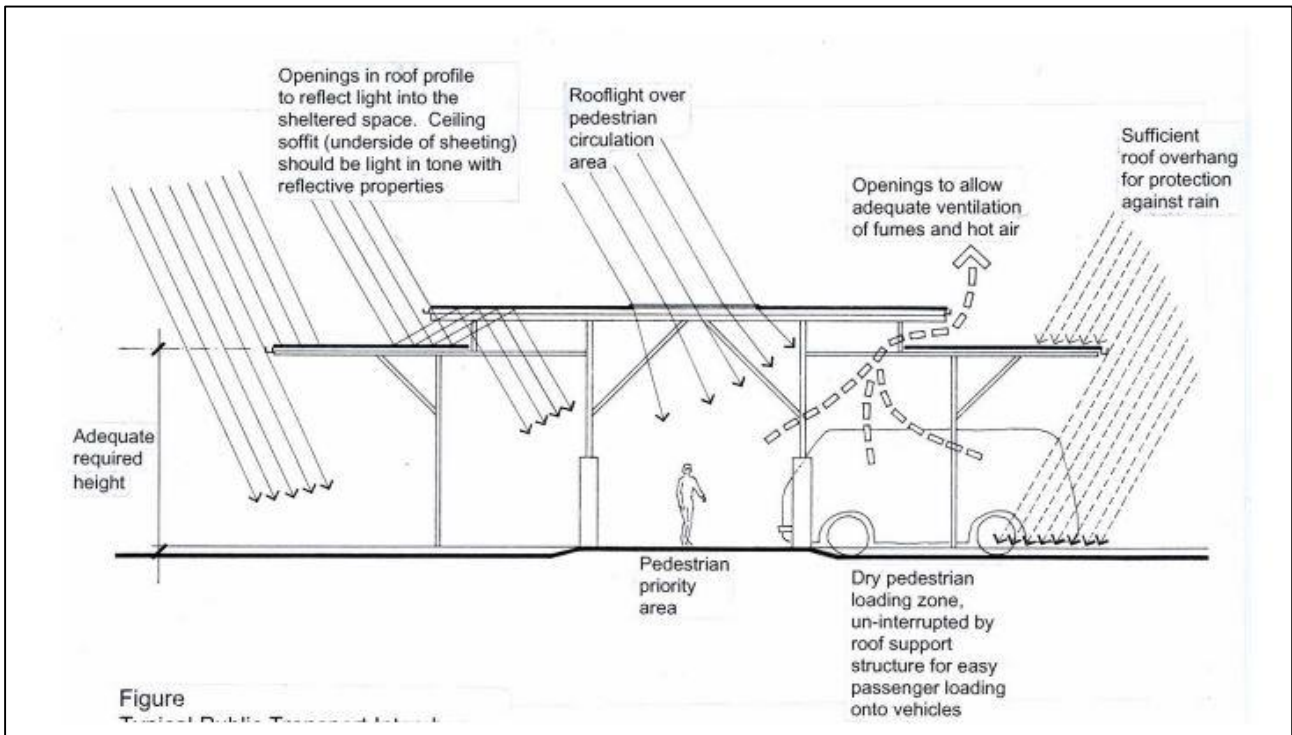Mthatha

*Figure 13: NEAT DESIGN CONTAINERS FOR THE PORPOSED **"CONTAINER CITY"***

Figure 12: TAXI RANK DESIGN GUIDELINES

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PROPERTY OWNERSHIP

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