BUWA PRECINCT PLAN

SPRIGG STREET DEVELOPMNET PLAN

MTHATHA INNER CITY RE-DEVELOPMENT STRATEGY

PRESENTATION OUTLINE

- **Background**
- **Introduction**
- **Project Objectives**
- **Institutional Context**
- **Situational Analysis**
- **Development Framework**
- **Implementation Framework**
- **Institutional Arrangements**
- **Conclusion**

BACKGROUND

- KSDLM has vision of being a metropolitan municipality 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 purpose of the precinct plan is to address key strategic issues which will ultimately result in the creation of policies which can guide and maintain a more workable environment.

- The initial focus area of the study is being called the "Buwa Precinct Plan" involves the Sprigg Street region (Buwa being the former name of what is currently called Sprigg Street).

LOCALITY MAP

LEGEND

- Mthatha CBD
- Buwa Precinct
- N2 Road
- R61 Road

Not to Scale

INTRODUCTION

- The Precinct Plan comprises the following components:

1. Defining the boundaries of the focus area

2. Understanding the institutional context

3. 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

4. Spatial and environmental building blocks

5. Socio-economic building blocks

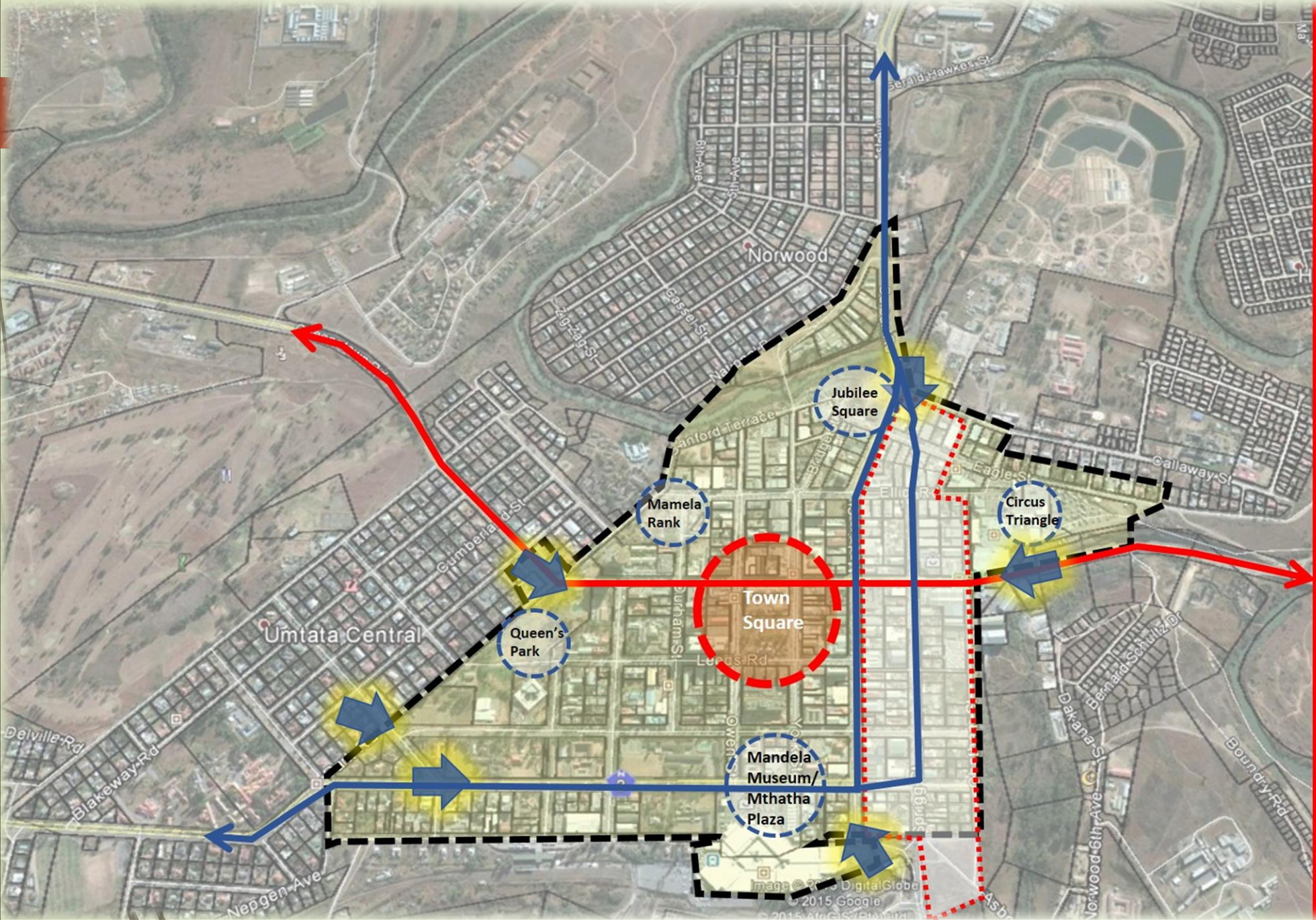6. Implementation framework and action plan

PROJECT OBJECTIVES

- ✓ To regenerate and revitalise the Inner City to become a centre of excellence and to address the gaps that exist and introducing certain drastic steps taken.

- ✓ To introduce a "catalytic intervention"- approach whereby specific strategic interventions are proposed to address the challenges in order to achieve the critical success factors.

- ✓ To focus public budget expenditure on specific projects and catalytic developments, thereby creating strong stimuli for private sector investment to respond positively.

- ✓ Give effect to a ripple-effect approach, where one major intervention can create positive spill-over effects.

- ✓ Encourage an integrated, multi-disciplinary approach that must be followed in addressing the complex issues of the Inner City.

- ✓ Propose interventions that give effect to and integrate physical, economic and social spheres and also imply certain institutional arrangements

PROJECT OBJECTIVES continued..

✓ 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

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Mthatha

LAND USE

LEGEND

▢	Commercial Use
▢	Business Use
▢	Government
▢	Municipal
▢	Parks
▢	School
▢	Mixed Use
▢	Library
▢	Public Garage/ Petrol Filling Station
▢	Taxi Rank
▢	Residential
▢	Hardware store
▢	Offices
▢	Church
▢	Museum
▢	Vacant/ Underutilised
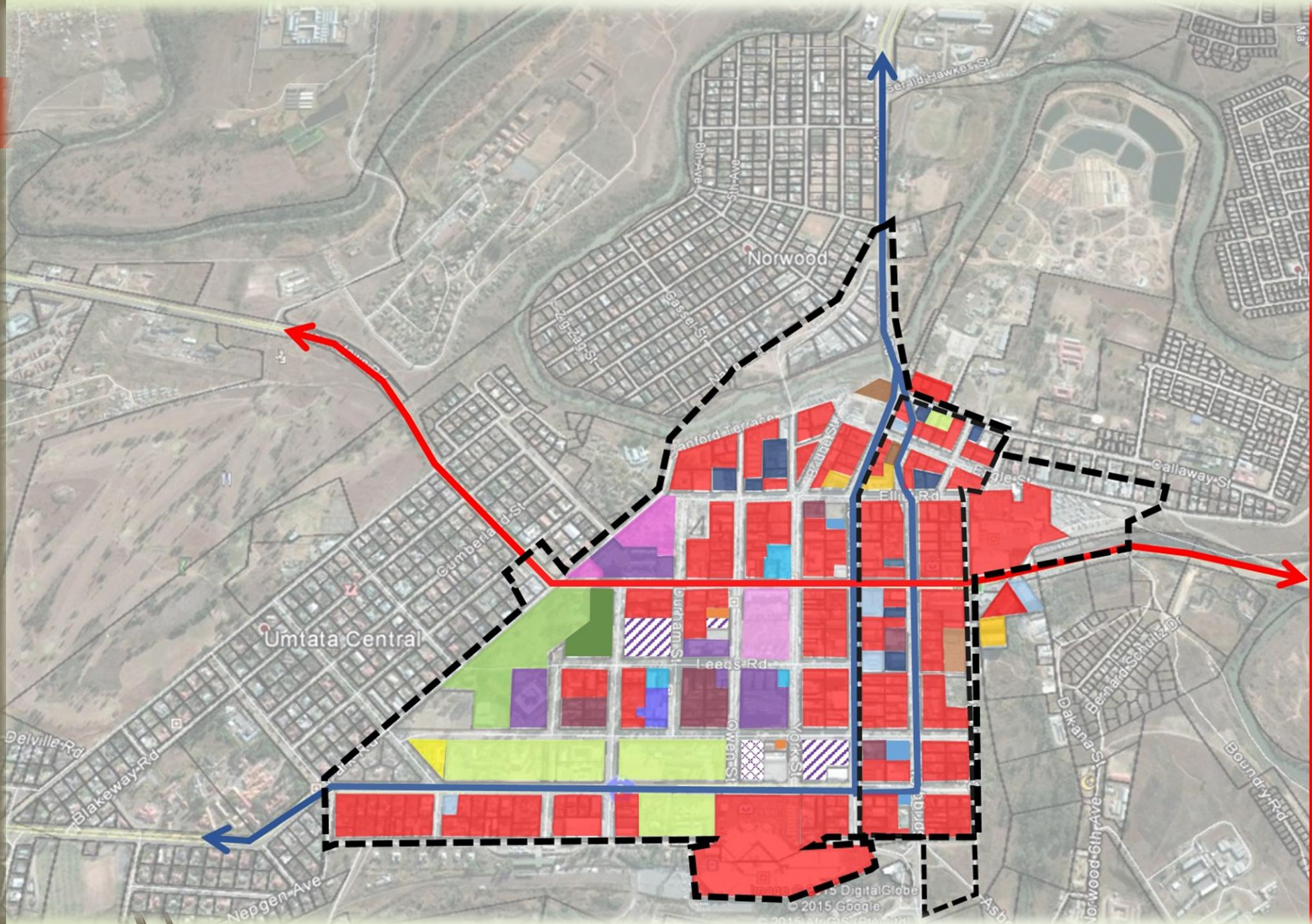
INSTITUTIONAL CONTEXT

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.

KSD INTEGRATED RURAL TRANSPORT PLAN (IRTP) 2013

- The King Sabata Dalindyebo Integrated Rural Transport Plan highlights Revitalizing Mthatha: Planning for a Regional Rural Centre and its Prospects for a future city region

- Mthatha's sphere of influence is geographically much wider than the administrative boundaries of KSD.

- Mthatha is thus a regional rural town servicing a hinterland characterized by significant structural problems that tend to impede the rural poor from accessing services, resources, markets and information. In order for the regional rural development agenda to take root,

- KSD needs to nurture and accentuate the role of Mthatha as a regional centre offering not only higher order services, but also significant employment opportunities to a potential growth region underpinned by appropriate investment packages.

KSD INTEGRATED DEVELOPMENT PLAN 2017-2022 AND SPATIAL DEVELOPMENT FRAMEWORK 2013-2018 & 2018-2023 (DRAFT SDF)

- 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 & 2018-2023 (DRAFT 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.

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.

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.

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

SITUATIONAL ANALYSIS

Spatial Issues

- Lack of gateway definition

- Informal taxi ranks

- Lack of formal trading facilities

- Dilapidated buildings

- Incompatible land uses for CBD (Hardware stores)

Under-maintained taxi rank facilities

Vacant site utilised as an informal taxi rank

Unpaved open space

Under-maintained taxi rank facilities

Spatial Issues

- Congested CBD and Inadequate Parking in CBD
- 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

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Development Framework

INTERVENTIONS

URBAN DEVELOPMENT GUIDELINES

SPATIAL AND ENVIRONMENTAL BUILDING BLOCKS

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

1. Announcing the destination
2. N2 Development Corridor and Mthatha River Precinct
3. Movement and accessibility
4. 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

- Landmark buildings, art & sculptures, and a theme to depict 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

- 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.

- 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 development

Building Block 2: Mthatha River Precinct

- 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:

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

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.

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 continued

- 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**

SOCIO-ECONOMIC BUILDING BLOCKS

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

1. **Safety and Security**
2. **Development Facilitation**
3. **Identity and Branding**
4. **People's Place**
5. **Informal Trade**

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

1. Providing for growth in the government sector, which has positive spin-offs in other sectors
2. Providing for a new injection of office development and high income residential development along the Nelson Mandela Development Corridor
3. Promoting tourism
4. Supporting informal trading, SMME's, incubator businesses and skills development
5. Attracting people again to the Inner City for recreation and entertainment purposes
6. Changing negative perceptions of the Inner City and boosting investor confidence.

BUILDING BLOCK 5: SAFETY AND SECURITY

- **Ensure personal safety and security against 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.

- **Ensure Safety against personal injury**

The Inner City should be a place where people can live, work and socialise without unnecessary risk of personal injury. 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.

- **Ensure 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.

BUILDING BLOCK 6: DEVELOPMENT FACILITATION

The function of development facilitation comprises two components:

1. Attracting development and
2. Facilitating the development process itself.

- Ensuring that the Inner City can provide the services and infrastructure that any of the other newer nodes in the City can.

- ensure that all the infrastructure in the Inner City are brought up to standard for the type of developments that are envisaged.

- 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

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

Mthatha 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.

BUILDING BLOCK 8: A PEOPLE'S PLACE

- The Inner City should, 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.

- 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 Mthatha, informal trading is the lifeblood of a large section of the population.

- The culture of informal trading is part of our heritage and something that can be built out to contribute to a unique African identity.

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- Informal trading can sometimes 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

URBAN DEVELOPMENT FRAMEWORK & ACTION PLAN

Gateway Definition

Project	Action	Responsibility	Urban Design Considerations
1. Definition of Gateway	Design the entrance into the city	• Human Settlements – Building Control	
	Consider street lighting as a design and structuring element as a gateway into the precinct	• LED	
	Consider local Art and Design competition to pain the rigid walls at the entrance of the site/ precinct	• Technical Services	

Hardware Stores
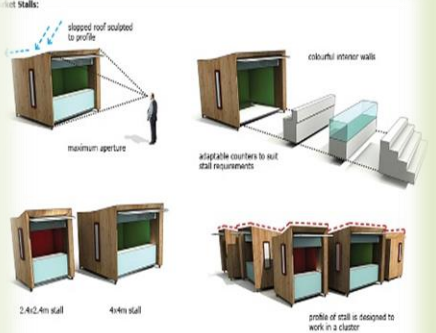
Project	Action	Responsibility	
2. Hardware Stores	Formulate a new Land Use Managements Scheme (LUMS) for the CBD	• Human Settlements – Spatial Planning	
	Implement parking and loading requirements as stated in the Umtata Town Planning Scheme	• Human Settlements – Building Control	
	Investigate the removal of Hardware stores (in CBD) for the medium-long term	• Tenants and Property Owners	
	Use large glass windows for frontage	• Public Safety – Law Enforcement	
	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		

Beautification

Project	Action	Responsibility	Urban Design Considerations
3. Beautification (Environmental/ Greening)	Implement the removal and/or replanting of the Queen Palm trees along the Paving	• Human Settlements – Spatial Planning • Human Settlements – Building Control • Tenants and Property Owners • Public Safety – Law Enforcement	
	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		
	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 Nelsn Mandela Corridor		

Trading Space

Project	Action	Responsibility	
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	

Container City

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	

Taxi Ranks

| 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	

Taxi Ranks

Project	Action	Responsibility	Urban Design Considerations
7. uNcedo Taxi Rank (Cnr Eagle Street and Sprigg Street)	Allocate more bays along Eagle Street	• Technical Services - Roads 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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Taxi Ranks

| 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		

PRECINCT GATEWAY
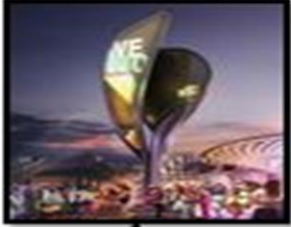
TRADER'S SPACE

CONTAINER CITY
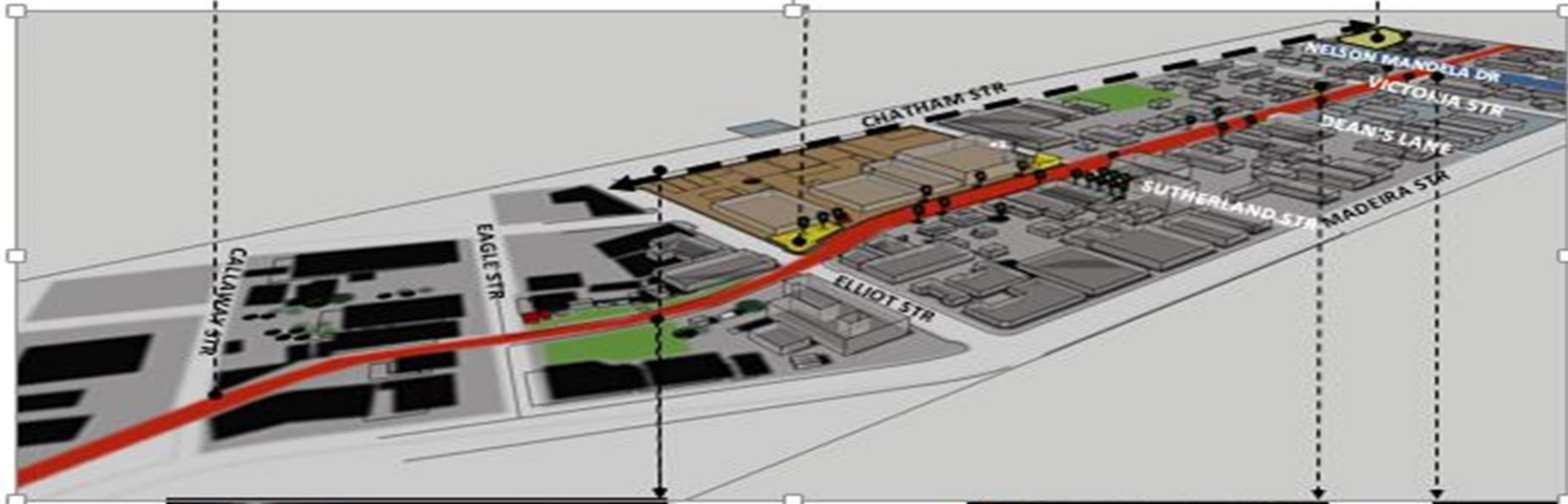
STREET LIGHTING AND ROAD & BOULEVARDS

HARDWARE STORES

MAGADLA TAXI RANK

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

- Liaison between the Municipality and the Investment and Development Promotion Agency.

FUNCTIONS OF THE TASK TEAM

This task team will manage aspects such as:

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

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:

- research,

- information and knowledge,

- skills development and skills transfer,

- access to capital,

- partnerships and

- networks etc.

Precinct must be put in place which should incorporate various stakeholders such as the Business Chamber, Hawker's Association, Taxi Associations, Rate Payers / Property Owners and other vested stakeholders

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

CONCLUSION

- 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.

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- 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.

Enkosi.