



Msunduzi LED Forum

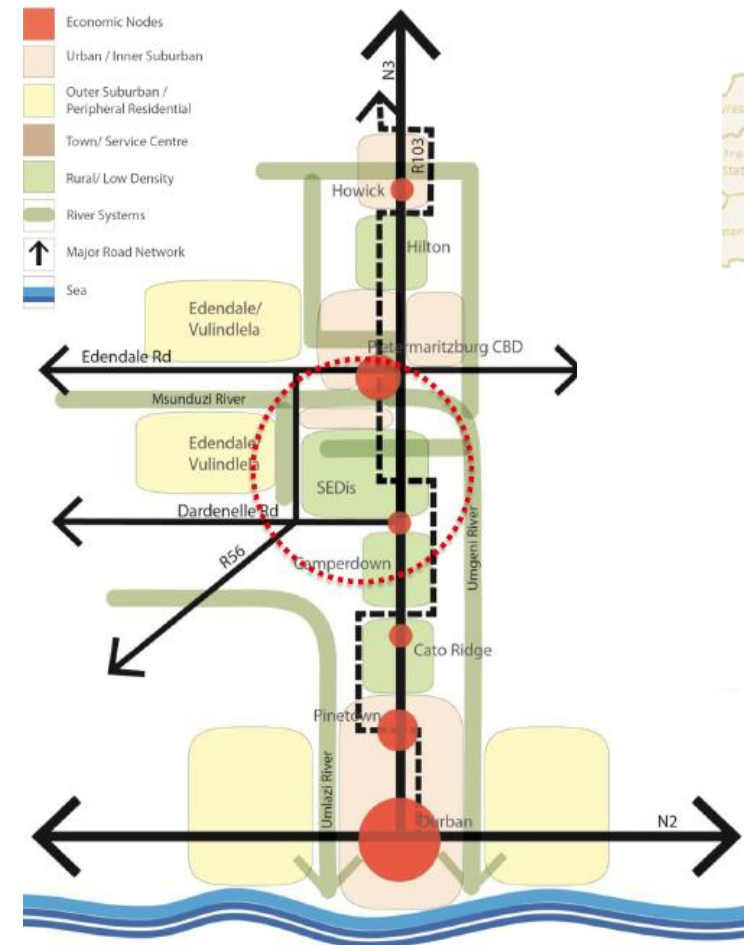
SUSTAINABLE DEVELOPMENT AND CITY ENTERPRISES

BY

Dr R. Ngcobo



Msunduzi Municipality: Regional Connectivity

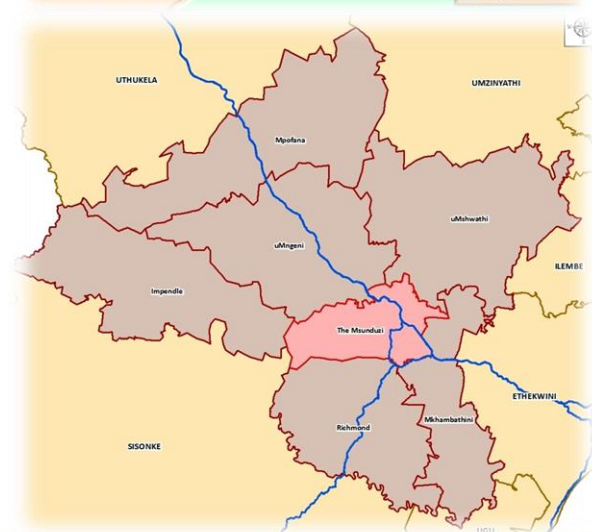


MSUNDUZI MUNICIPALITY [SPATIAL PLANNING PERSPECTIVE]

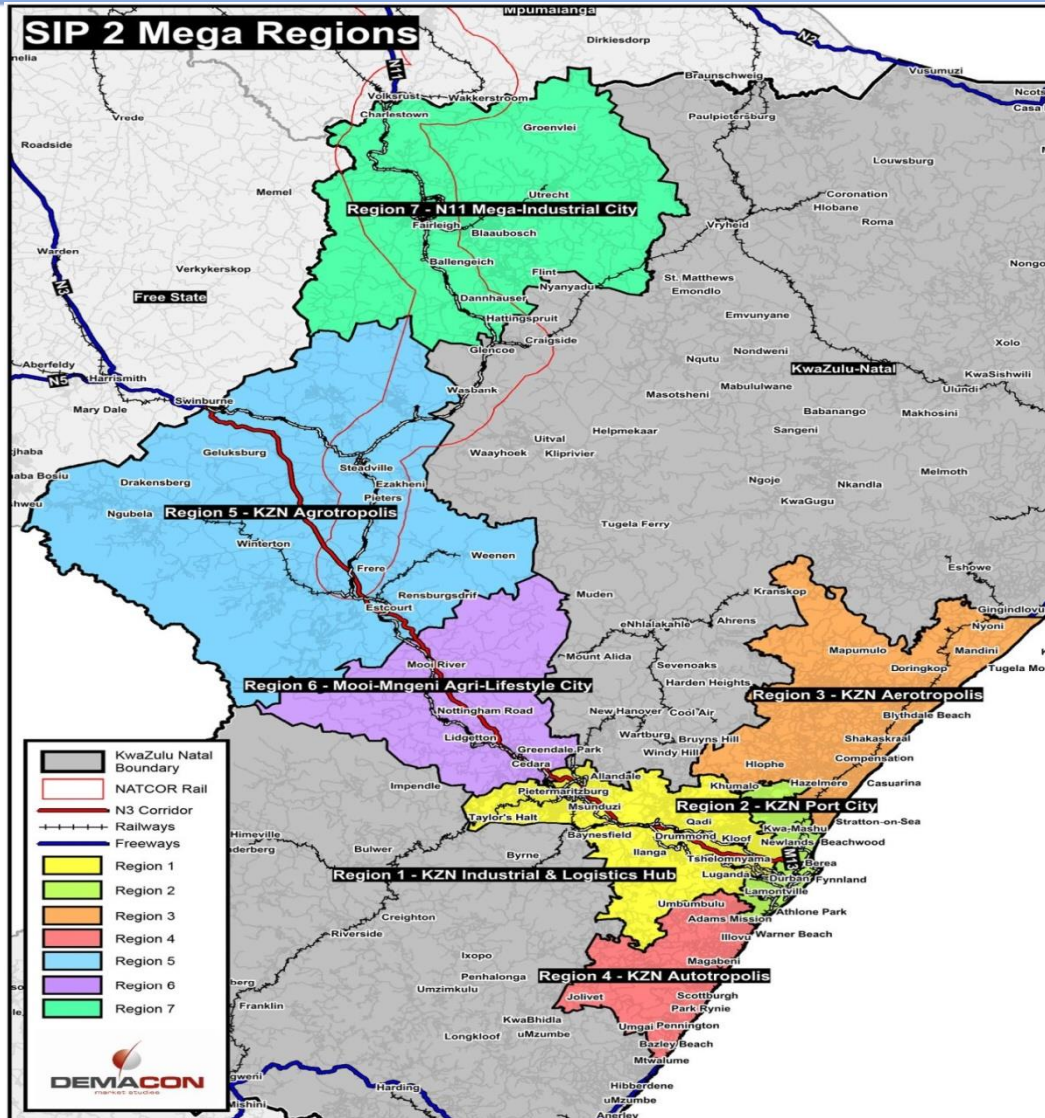
Locality



- [Pietermaritzburg or the “City of Choice” is located along the N3 at a junction of an industrial corridor 80km inland from Durban on the major road route between the busiest harbour in Africa, and the national economic power houses of Johannesburg and Pretoria.
- The confirmation of the capital status has entrenched its role and position as the administrative and political hub of the Province and in this case, the capital status and its associated seat of power has produced a distinctive spatiality.
- It is a primary economic hub within uMgungundlovu District Municipality and its strategic location has favoured and helped the city establish and develop a strong and commanding industrial base. In this regard, the city portrays a high degree of functional integration across a larger geographic area.
- Steeped in history, the City is a cultural treasure-trove brimming with diversity and colour and has a profound and perplexing urban metamorphosis.

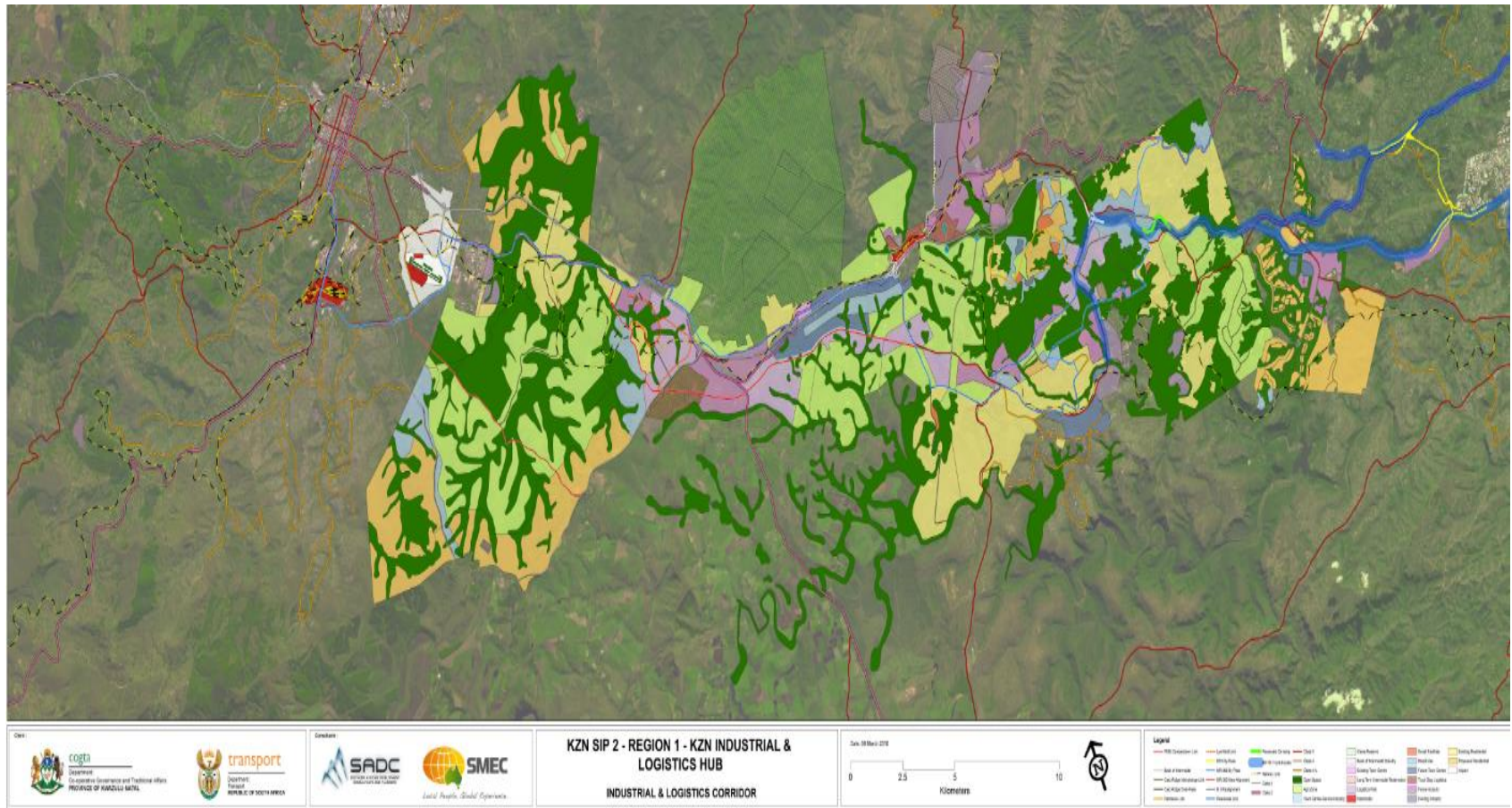


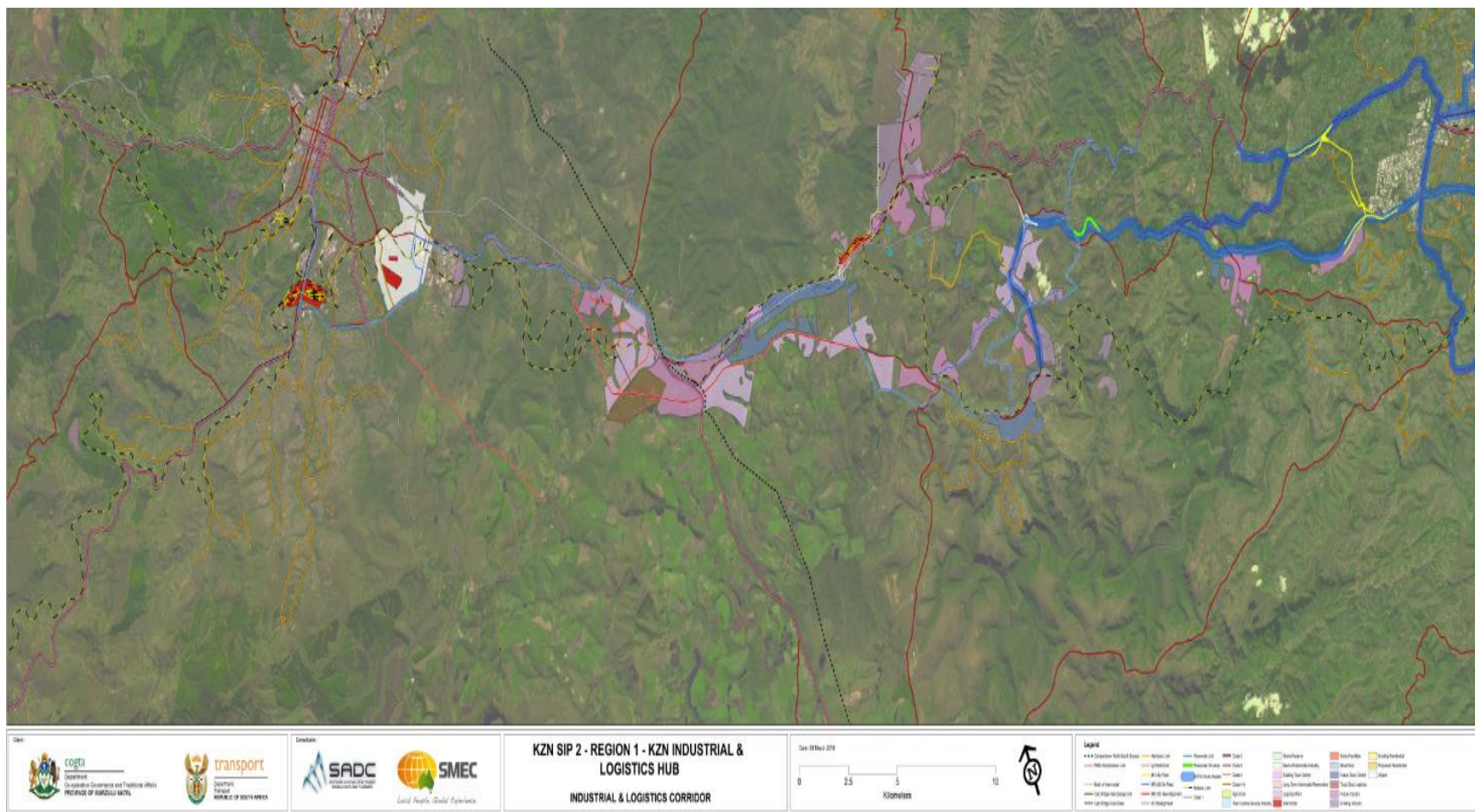
Overview of Msunduzi in relation : Sip 2



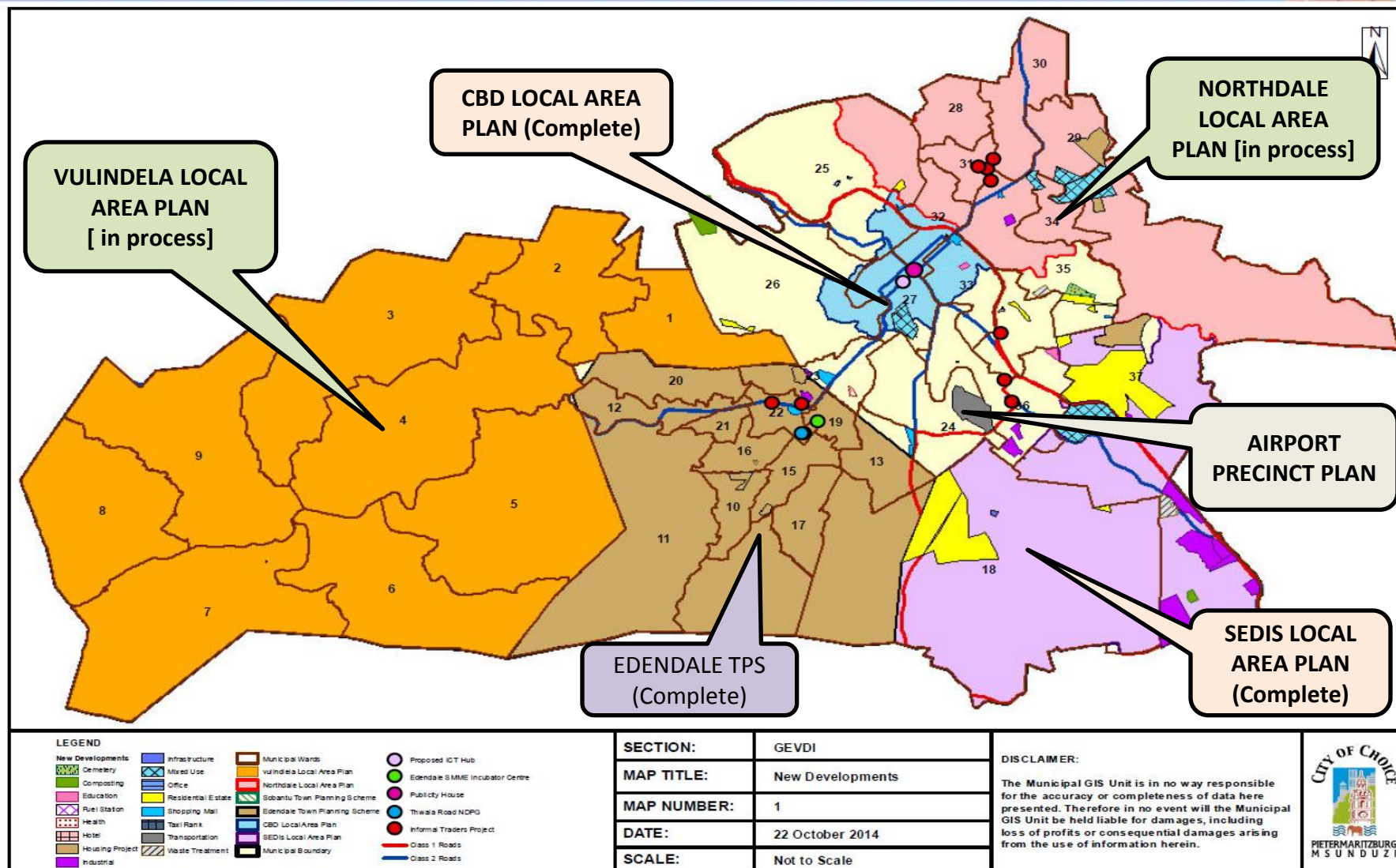
- Region 1:** KZN Industrial & Logistics Hub
Includes Msunduzi Local Municipality, Mkhambathini Local Municipality, and Part of eThekweni Local Municipality.
- Region 2:** KZN Port City
Falls within the eThekweni Metropolitan Municipality
- Region 3:** KZN Aerotropolis
Maphumulo Local Municipality
Ndwedwe Local Municipality
KwaDukuza Local Municipality
- Region 4:** KZN Autotropolis
Vulamehlo Local Municipality
Umdoni Local Municipality
Part of eThekweni Metropolitan Municipality
- Region 5:** KZN Agrotropolis
Ukhahlamba Local Municipality
Emnambithi/Ladysmith Local Municipality
Umtshezi Local Municipality
Imbabazane Local Municipality
- Region 6:** KZN Mooi-Mngeni Agri-Lifestyle City
Mpofana Local Municipality
uMngeni Local Municipality
- Region 7:** N11 Mega-Industrial City
Emadlangeni Local Municipality
Newcastle Local Municipality
Dannhauser Local Municipality

A tall, ornate clock tower with a red brick facade and a white clock face, topped with a green dome and a spire. The tower features multiple levels of arched windows and decorative stonework. The clock face is large and circular, with black hands and numbers. The top of the tower is crowned with a green dome and a spire. The tower is set against a clear blue sky.





MSUNDUZI MUNICIPALITY [SPATIAL PLANNING PERSPECTIVE] Hierarchy of Plans Approach





MSUNDUZI SDF ANALYSIS

MSUNDUZI FACT FILE



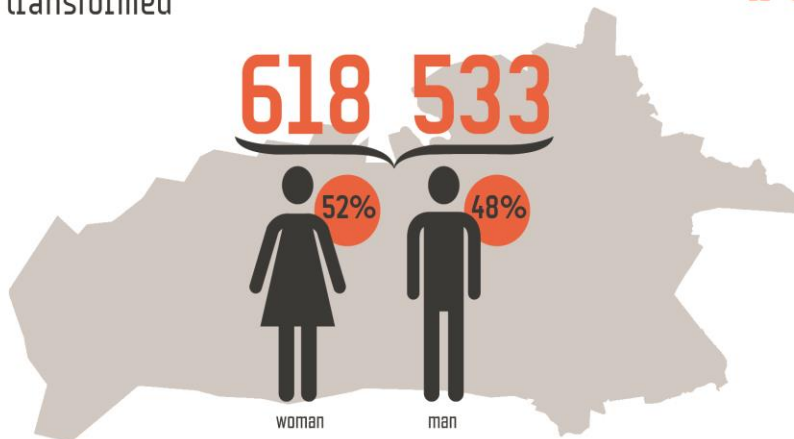
53.7%
of the municipal land
has been transformed

33%
of the population has a
MATRIC CERTIFICATE

36%
of the population
is employed



36%
DO NOT
live in formal
housing



1.12% Growth rate
2001-2011

75%
of the population
is below the age of **40**
YEARS

56%
of the population use
public transportation



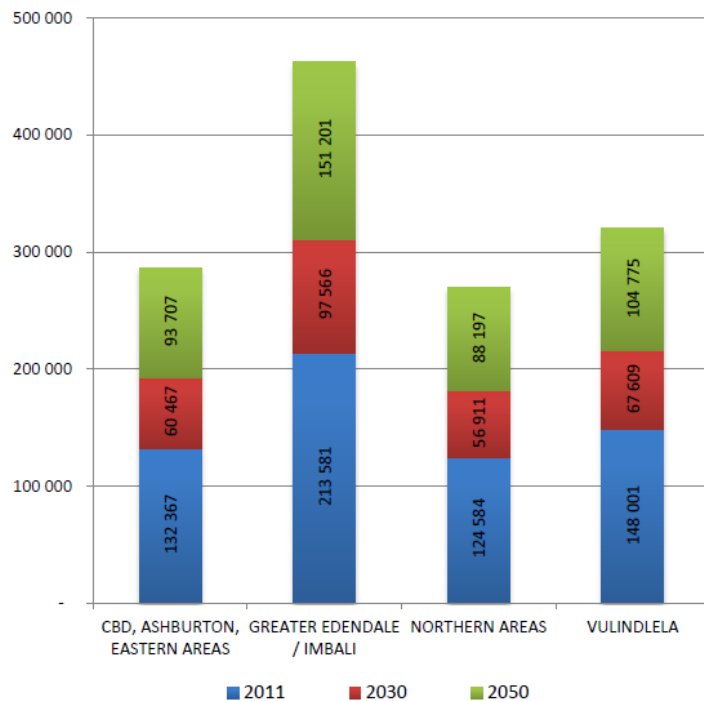
45%
of vulindlela population
is under 20 years

60%
of the population earns
between R1 - R1 600 p/m

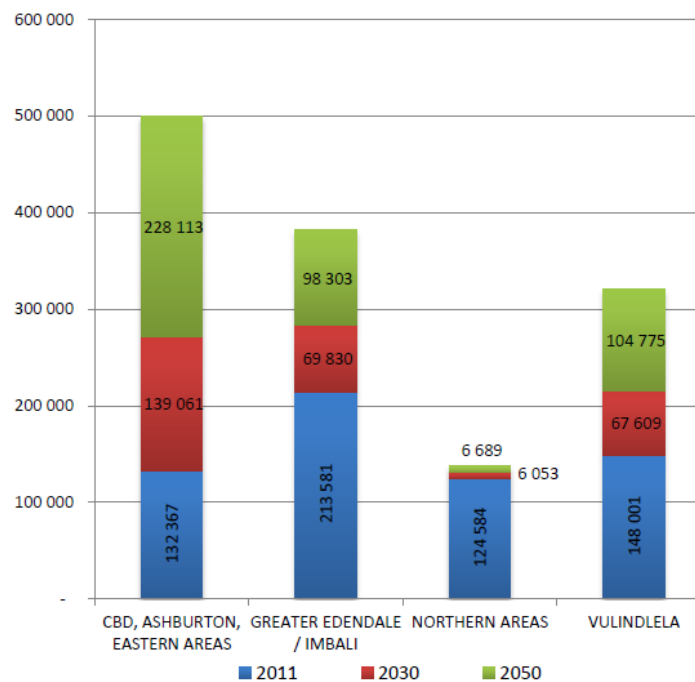
MSUNDUZI FACT FILE



POPULATION GROWTH PER AREA 2% p.a.



POPULATION GROWTH PER AREA BASED ON ASSUMPTIONS

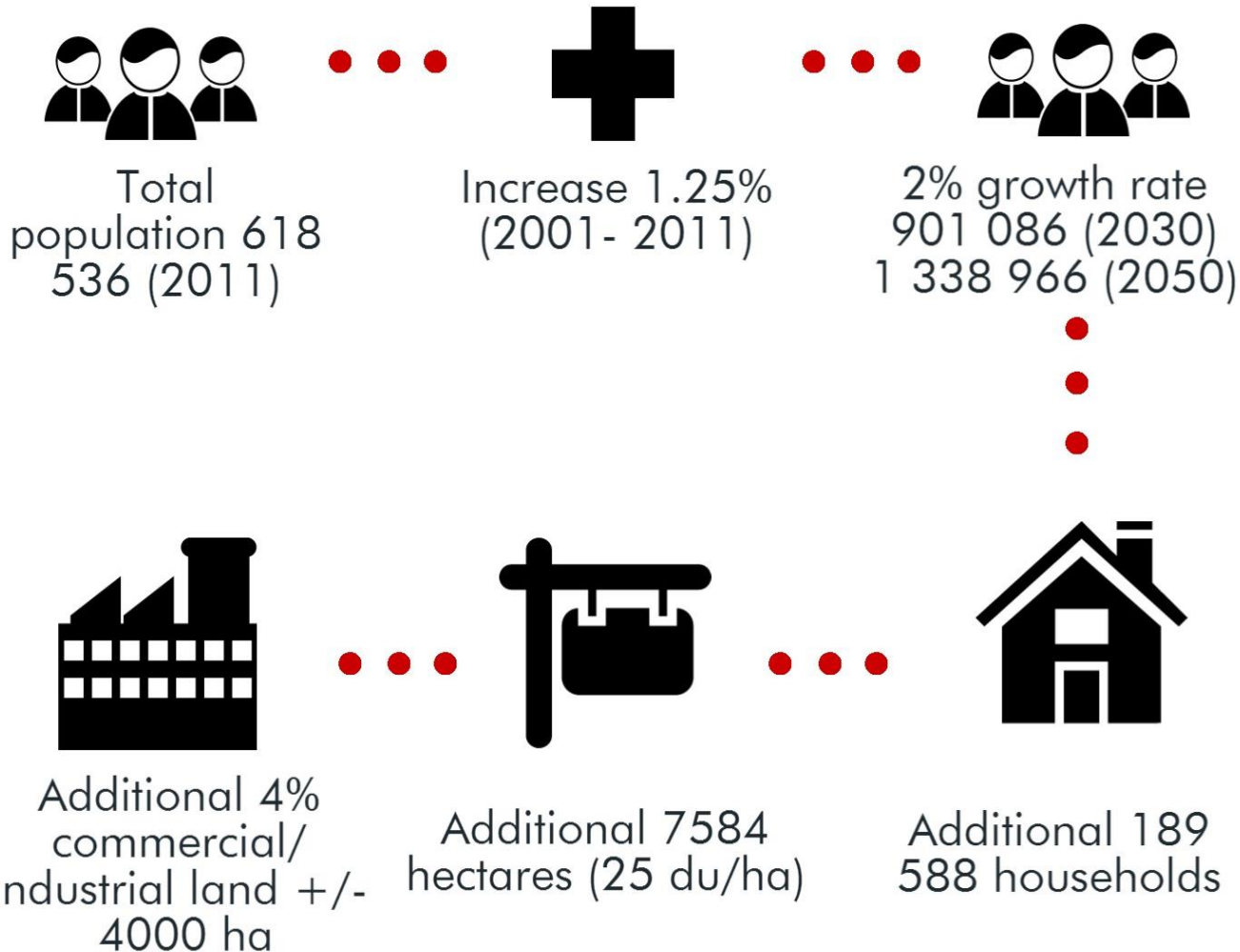


ASSUMPTIONS:

CBD AND EAST	GEDI / IMBALI	NORTHERN AREAS	VULINDLELA
3.46% p.a.	1.50% p.a.	0.50% p.a.	2.00% p.a.

WHERE WILL GROWTH OCCUR?

MSUNDUZI FACT FILE

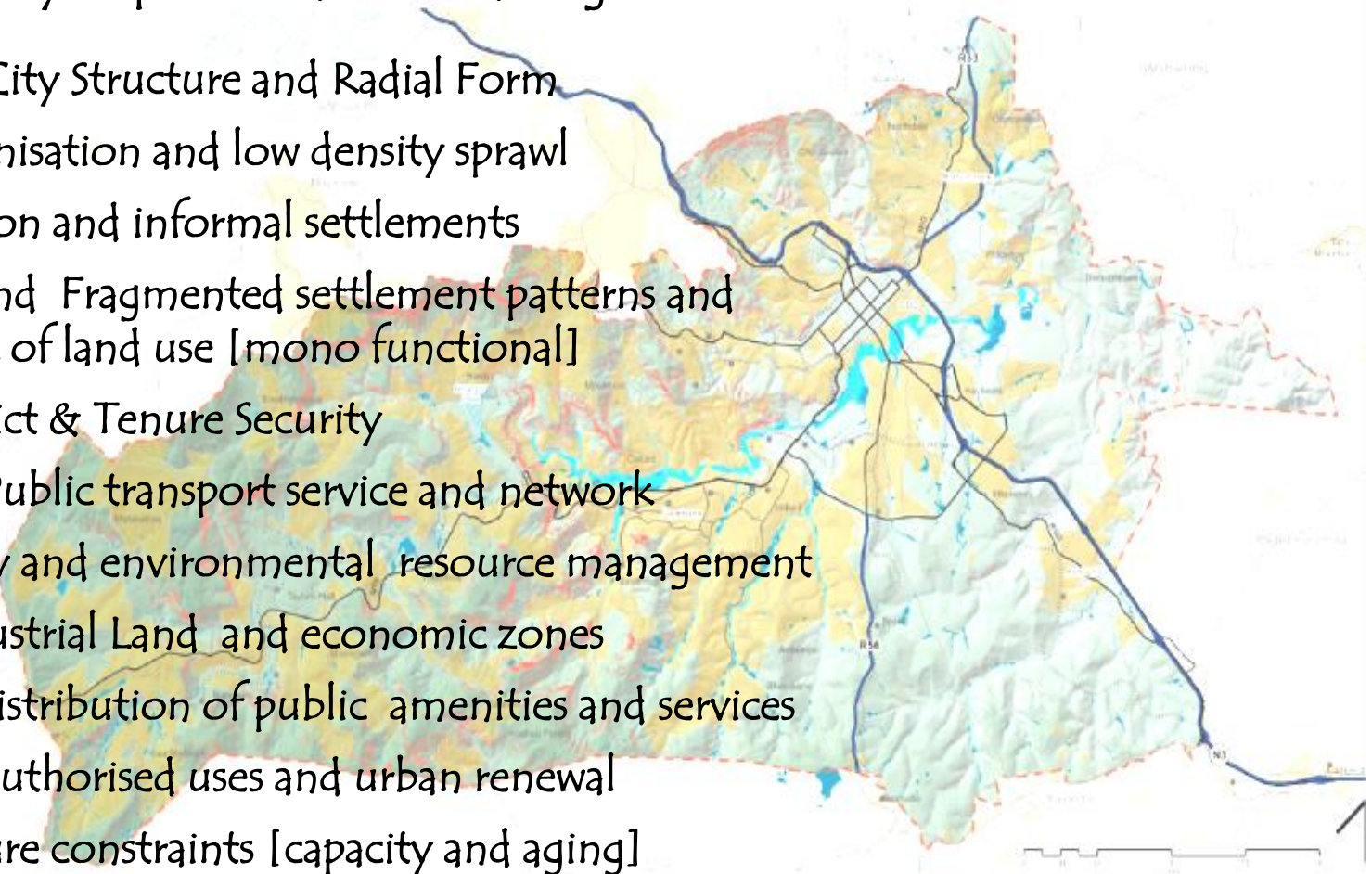


MSUNDUZI MUNICIPALITY CRITICAL CHALLENGES



Some of the Key Implementation Challenges :

- Apartheid City Structure and Radial Form
- Rapid Urbanisation and low density sprawl
- Land invasion and informal settlements
- Distorted and Fragmented settlement patterns and limited mix of land use [mono functional]
- Land Conflict & Tenure Security
- Enhanced Public transport service and network
- Topography and environmental resource management
- Service Industrial Land and economic zones
- Equitable distribution of public amenities and services
- Decay , unauthorised uses and urban renewal
- Infrastructure constraints [capacity and aging]



Spatial Development Framework

Guiding Principles



1. TRANSFORMATION

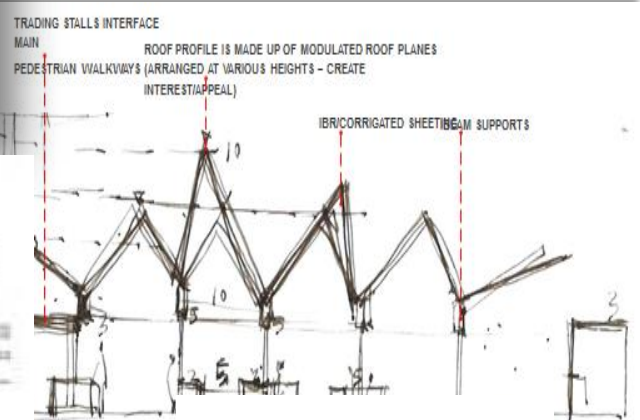
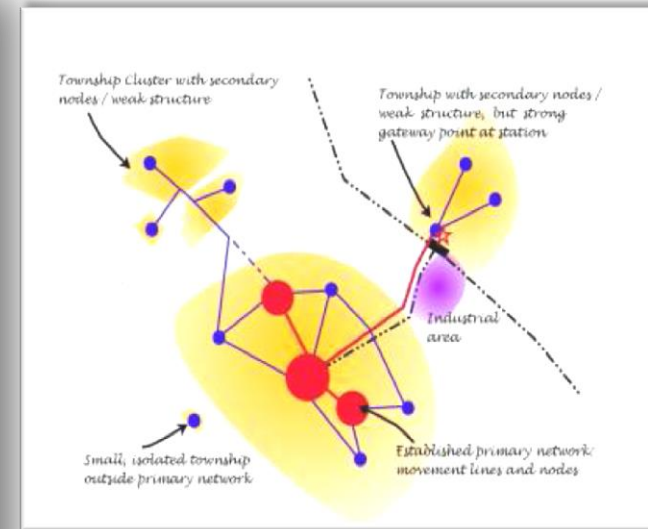
2. EQUITY/ EQUALITY

3. RESTRUCTURING

4. RECYCLING/ UPCYCLING

5. REINVENTING

6. PUBLIC PLACE MAKING



HOW SHOULD WE INTERVENE?

STRATEGIC FOCUS



‘There is a fundamental need to understand the collective impact of city form, its shape, footprint, make-up, and ultimately the performance of places in delivering sustainability’.

PROJECT APPROACH

SUSTAINABLE URBANISM

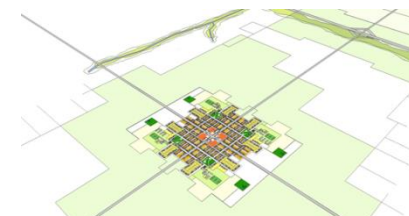
STRATEGIC FOCUS



PILLAR	INTERVENTIONS	RESPONSIBILITY
Global Connectivity	Enhance Connectivity to N3 / Improve Regional Connectivity / Re-Evaluate Rail Routes / Support Airport Precinct / Bridge the Digital Divide	Municipal Manager
Productive Systems	Land Release along N3 / Consolidate & Revive the CBD / Strengthen centres of Economic Activity / Introduce New Economic zones & Centres / Incorporate Productive Agricultural Land	Economic Development & Growth Committee
Ecological Infrastructure	Secure the natural resource base / Protect & enhance open space core / create an integrated open space system / develop the Msunduzi River Parkway	Environmental Management Department
Sustainable Transport	Equitable movement structure / enhanced public transport / revive rail network / promote non-motorised routes	Transportation Planning Department
Quality Urbanism	Create functional residential neighbourhoods / build a polycentric city / create sustainable urban centres / promotes densification / enhance public place-making	Corporate Strategic Planning Committee;
Social Inclusivity	Establish new housing opportunities / address informal housing needs / equitable distribution of public amenities	Community Services and Social Equity Committee
Sustainable Services	Enhance existing and future infrastructure / focused investment along corridors / ABM planning approach	Infrastructure Services, ABM Management and Facilities Committee

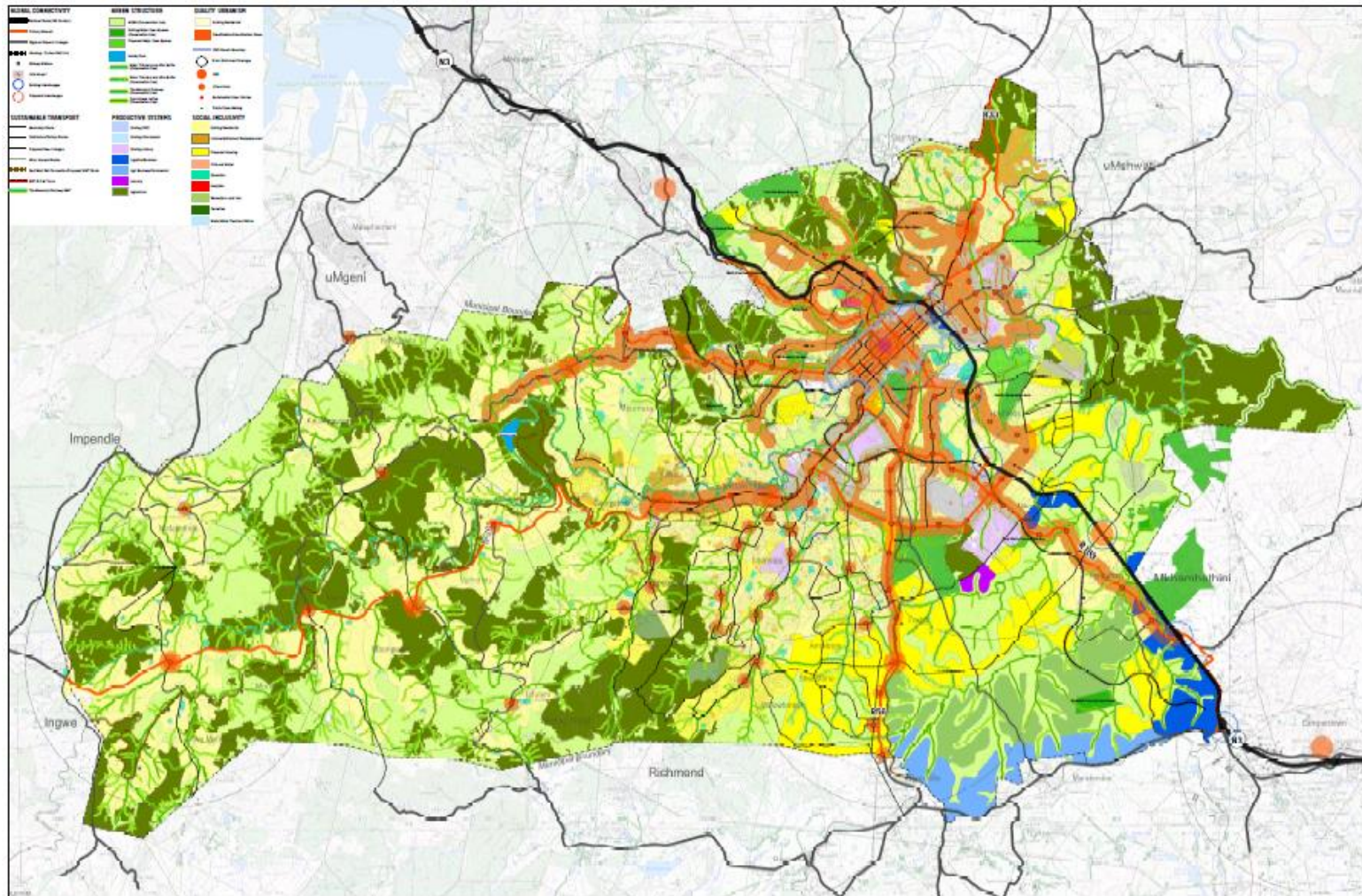


BUILDING THE SUSTAINABLE CITY



BUILDING THE SUSTAINABLE CITY

Spatial Development Framework

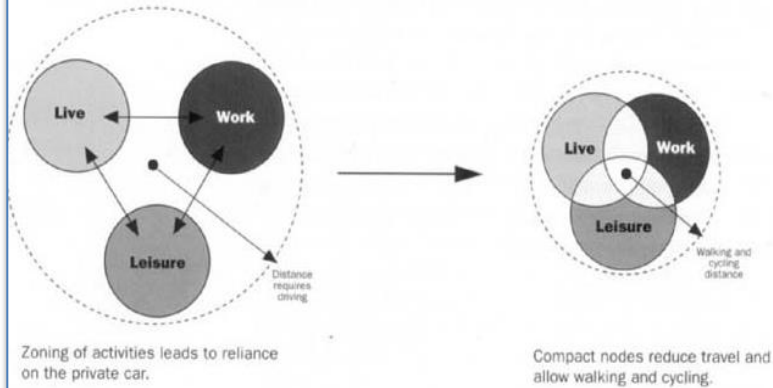


Spatial Development Framework

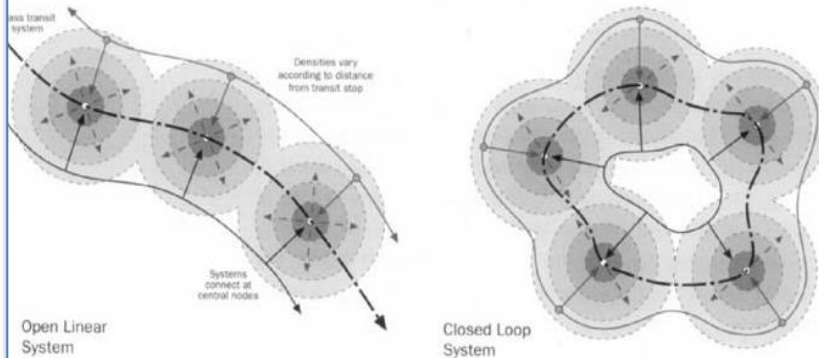
Polycentric City – Integration Zones



Compact mixed-use nodes reduce journey requirements and create lively sustainable neighbourhoods



Compact nodes linked by mass-transit systems can be arranged in response to local constraints



- The SDF proposes a polycentric city structure coupled with a city scale activity system underpinned by public transport, as important drivers for change toward establishing a more 'equitable' and 'high performance' city.
- Integration – Restructuring Zones find expression in the above Model
- It presents a legible text – finally fitting municipal actions into a coherent spatial terms of reference



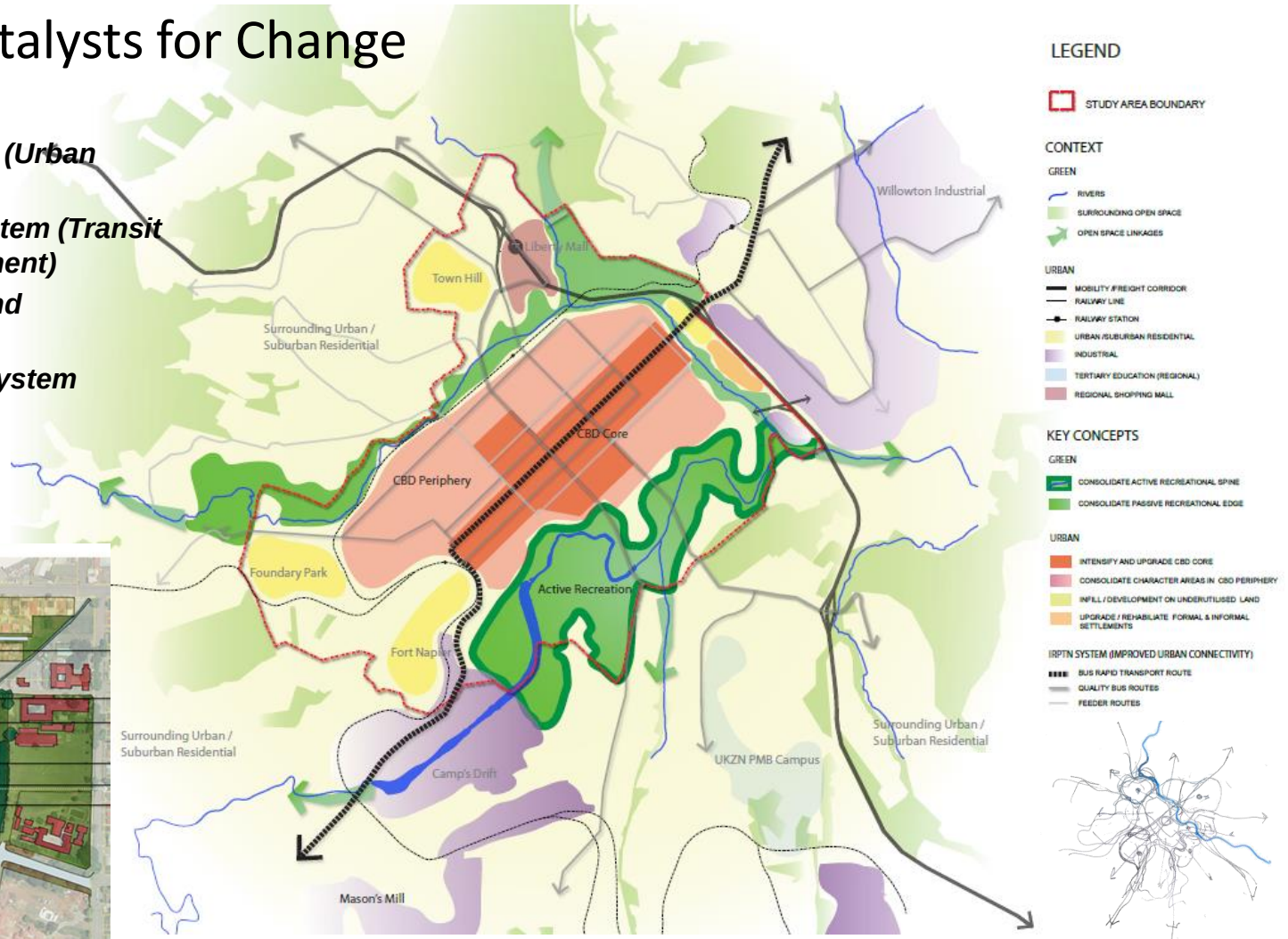
Spatial Planning Priority

Programme 1 : CBD Local Area Plan [LAP]



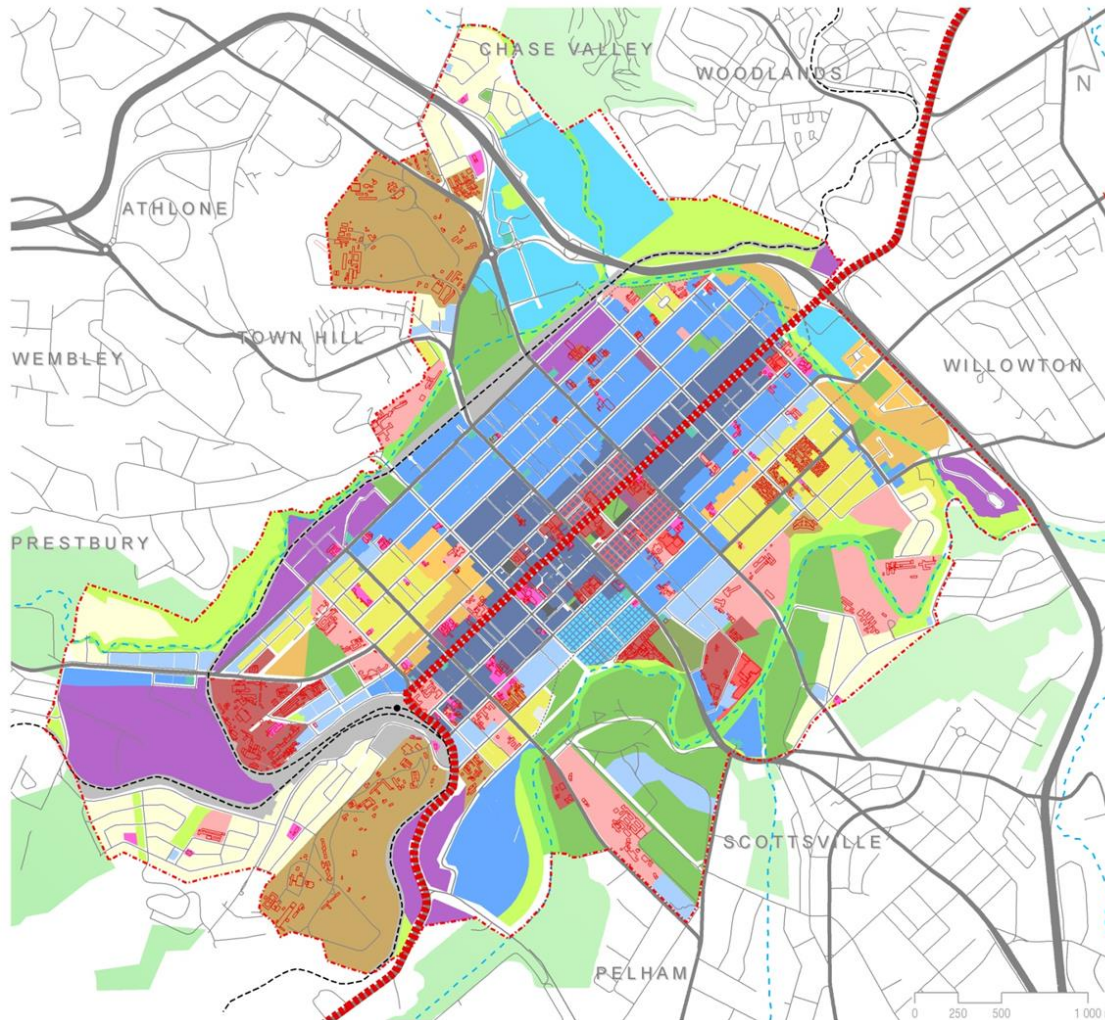
Concept – Catalysts for Change

- **Get the Basics Right (Urban Management)**
- **Support the BRT system (Transit Orientated Development)**
- **Integrate the surround neighbourhoods**
- **Integrate the River System**



Spatial Planning Priority

Programme 1 : CBD Local Area Plan [LAP]

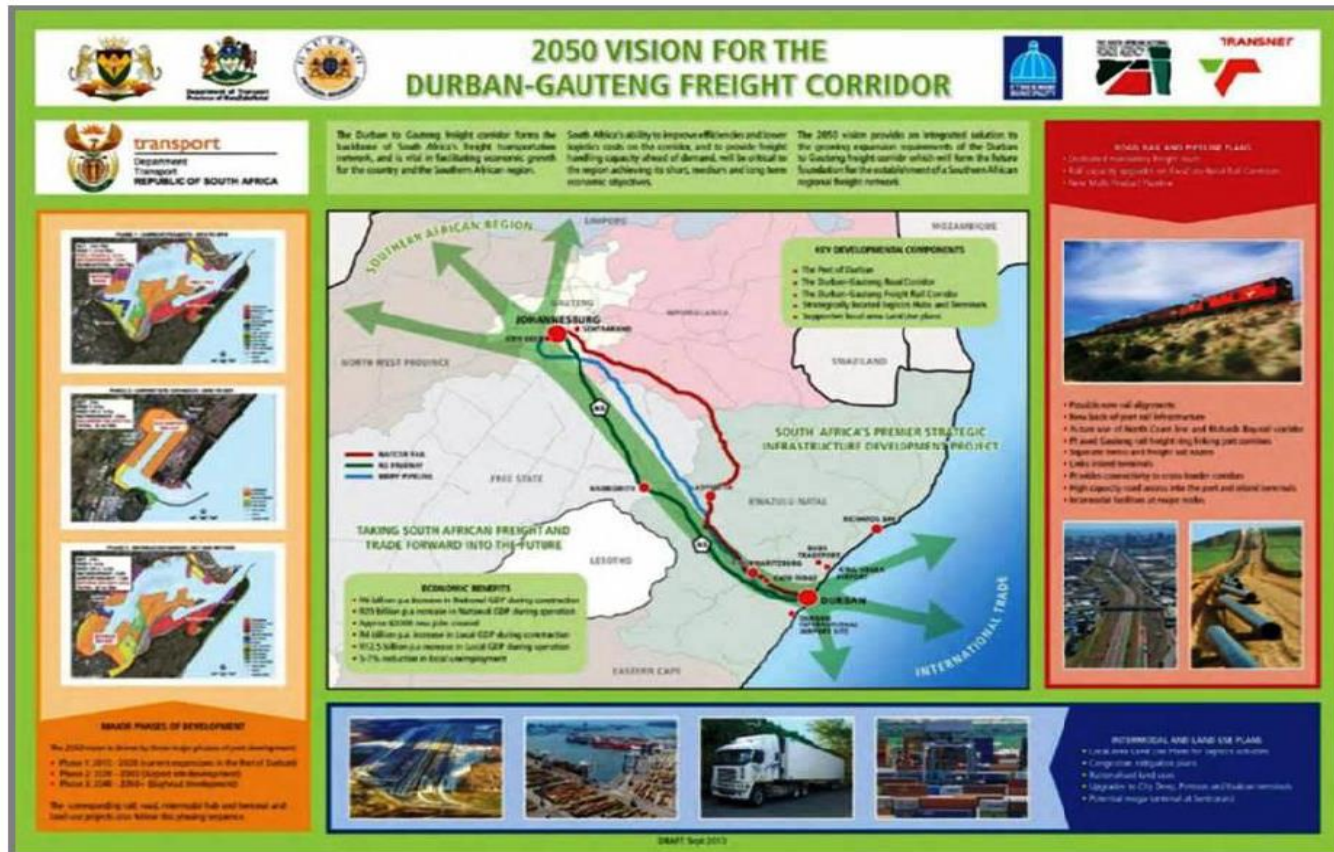


- Reinforce the role of the Central area as the **Capital City** of KwaZulu-Natal
- Develop an **integrated public transport system** consisting of bus rapid transport, a quality bus system and feeder routes
- Establish an integrated **high density mixed use civic, commercial and residential district** around Church Street associated with the proposed BRT route.
- Enhance the **Civic Precinct** between Pietermaritz, Jabu Ndlovu, Chief Albert Luthuli and Boschhoff Roads as highly accessible, pedestrian friendly, commercial and civic precinct commensurate with its role of Provincial Capital



Spatial Planning Priority

Programme 2 : Sedis and N3 Corridor



- The **National Development Plan** is a plan for the country to eliminate poverty and reduce inequality by 2030 through uniting South Africans, unleashing the energies of its citizens, growing an inclusive economy, building capabilities, enhancing the capability of the state and leaders working together to solve complex problems (NPC 2012).
- Based on the **National Infrastructure Plan**: Strategic Infrastructure Project 2 (referred to as SIP2) focuses on establishing and developing the Durban – Gauteng Freight Corridor, as reflected in the Diagram above.

Spatial Planning Priority

Programme 2 : Sedis and N3 Corridor

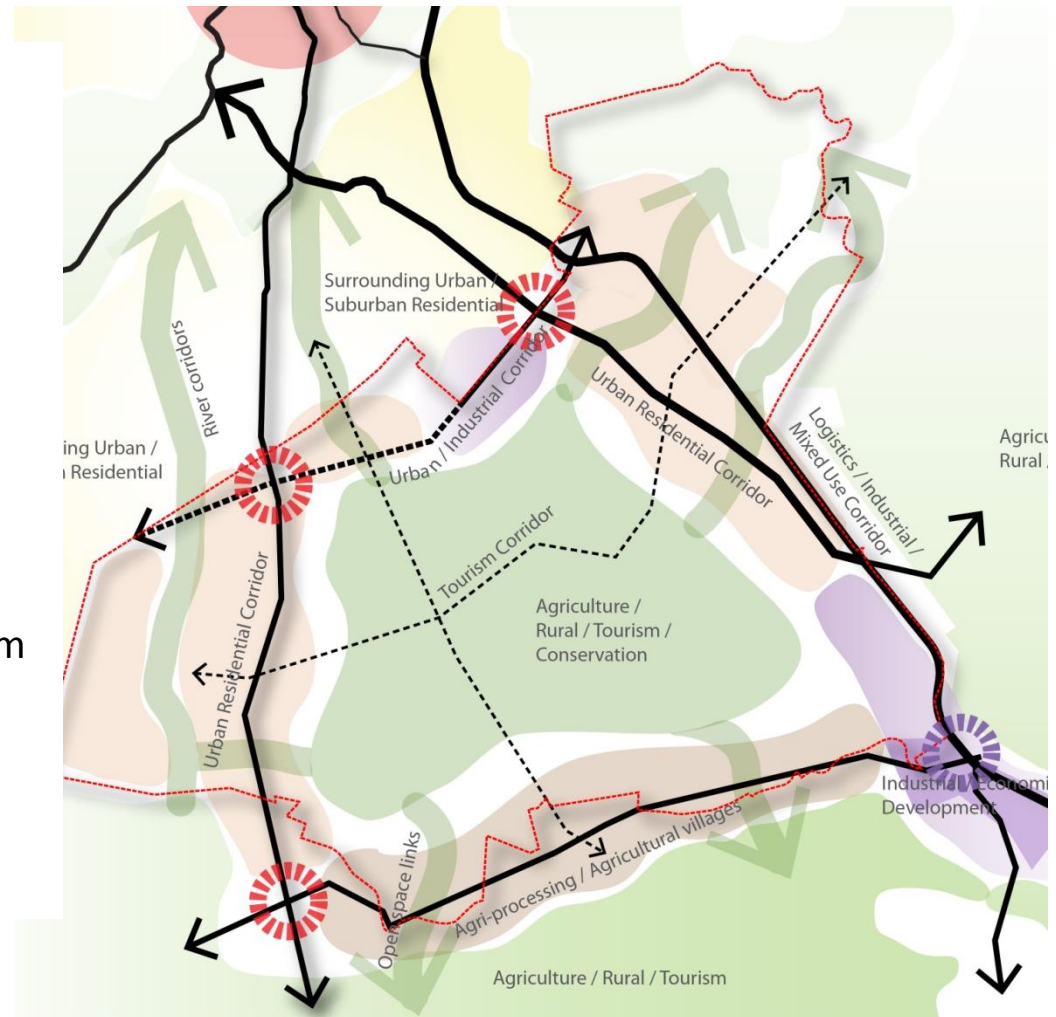


OBJECTIVE:

- Generate spatial frameworks that will both accommodate and guide development and investment in SEDis

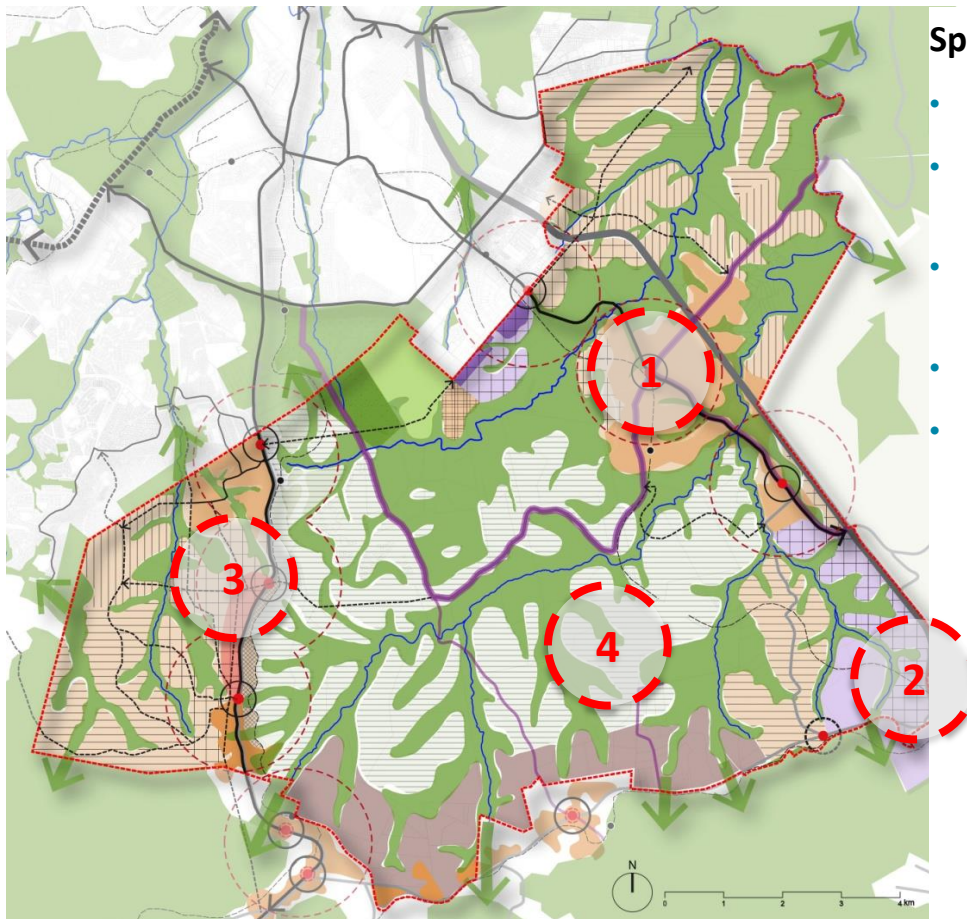
FRAMEWORKS:

- Open Space Framework
- Movement Framework
- Land Use Framework
- Public Space, Landscaping and Built Form Framework
- Infrastructure Framework



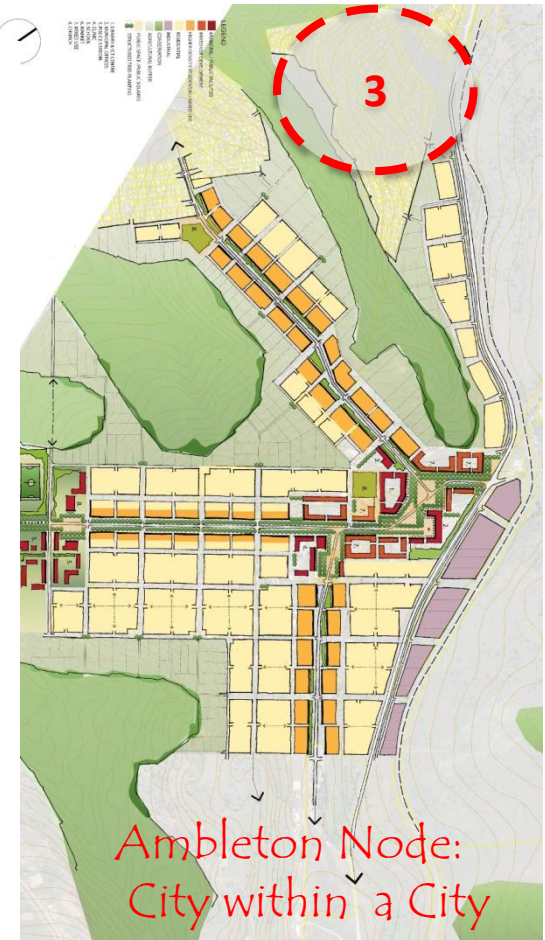
Spatial Planning Priority

Programme 2 : Sedis and N3 Corridor



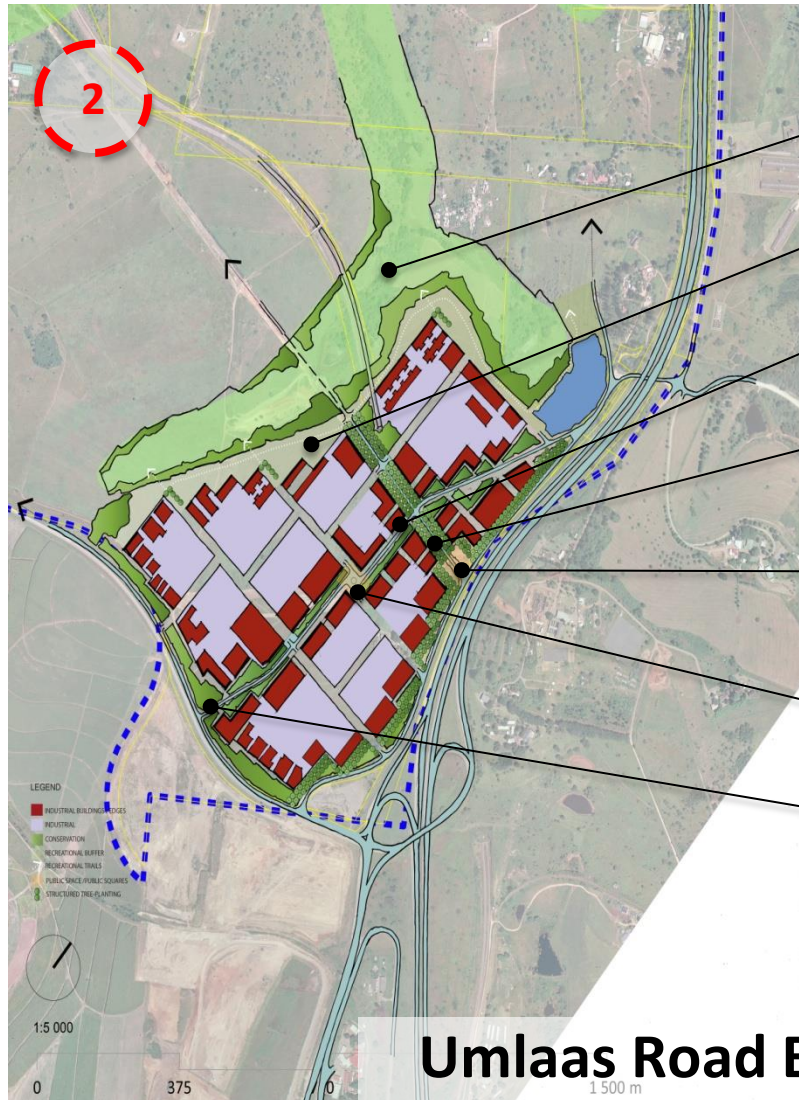
Spatial Interventions:

- **Projects:**
- **1** Ashburton Settlement
- **2** Umlaas Road Business Estate
- **3** Ambleton Node
- **4** Open Space/ Agriculture/ Tourism Interface



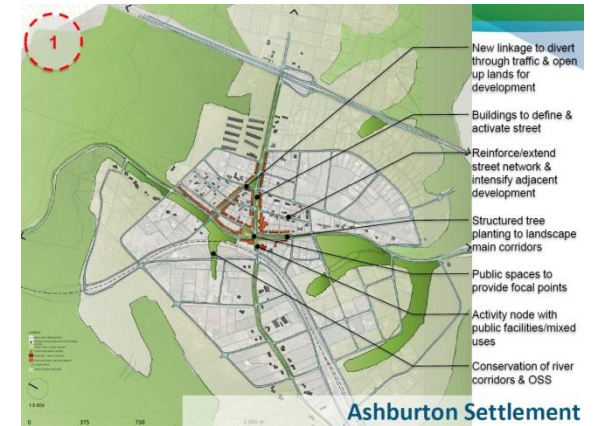
Spatial Planning Priority

Programme 2 : Sedis and N3 Corridor



- Conservation of river corridors & OSS
- Amenity area for industrial estate
- Industrial buildings to define edges
- Structured tree planting to landscape main corridors
- Focal public space at gateway to industrial estate
- Street network to structure development
- Landscaped corridors to provide visual relief from large buildings

Umlaas Road Business Estate



Ashburton Settlement

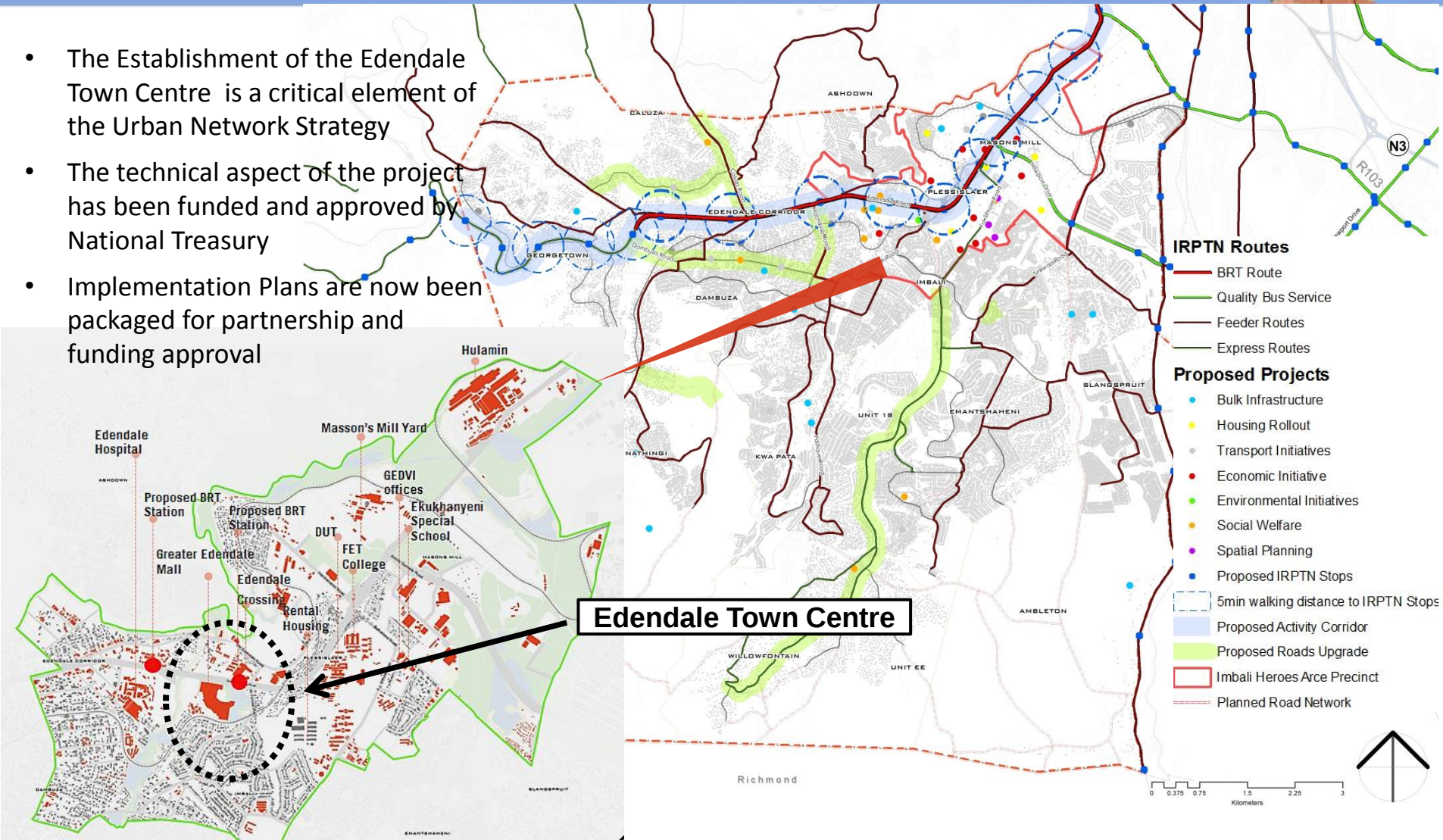


Spatial Planning Priority

Programme 3 : Edendale Corridor: Town Centre

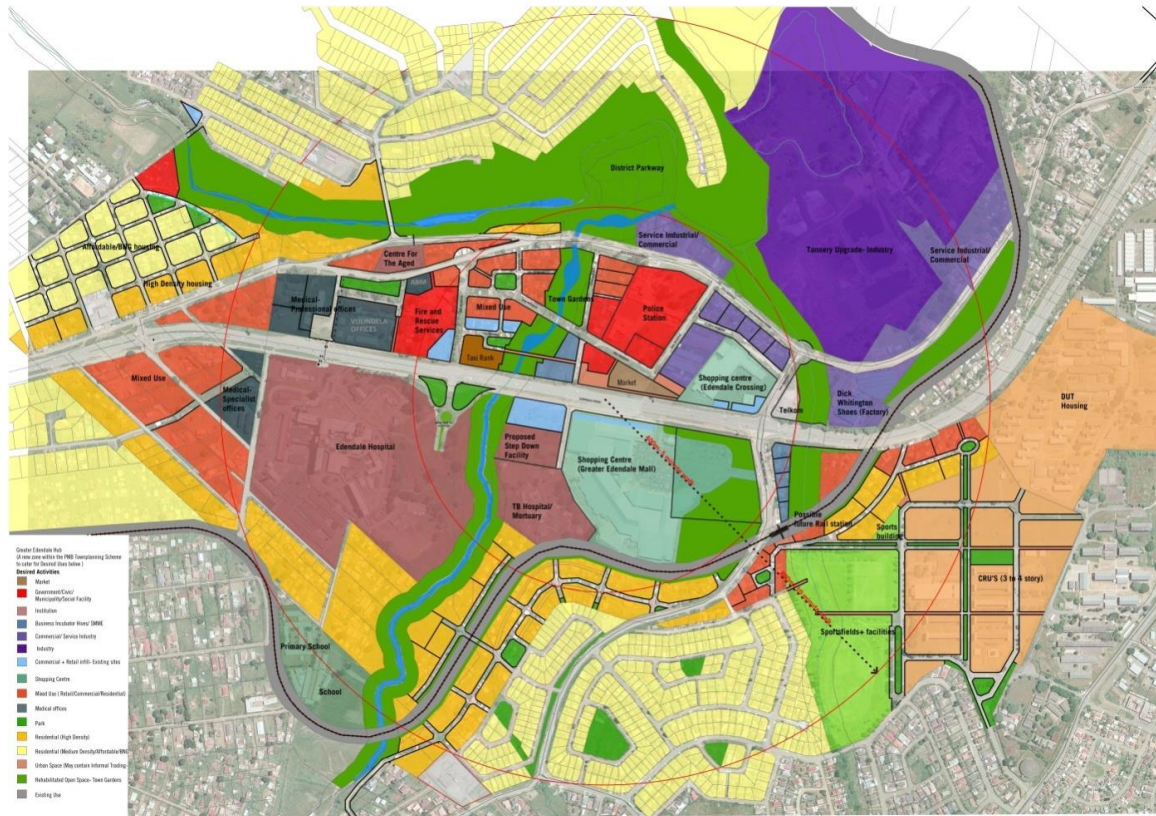


- The Establishment of the Edendale Town Centre is a critical element of the Urban Network Strategy
- The technical aspect of the project has been funded and approved by National Treasury
- Implementation Plans are now been packaged for partnership and funding approval



Spatial Planning Priority

Programme 3 : Edendale Corridor: Town Centre



The total GLA for the entire hub is estimated around 80 940m² which is allocated as follows;

- 11718m² for SMME/Informal Sector
- 27878m² for Commercial Formal
- 41345m² for Residential.
- Approximately 699 units at an average unit size of 55m² are proposed within the Hub.

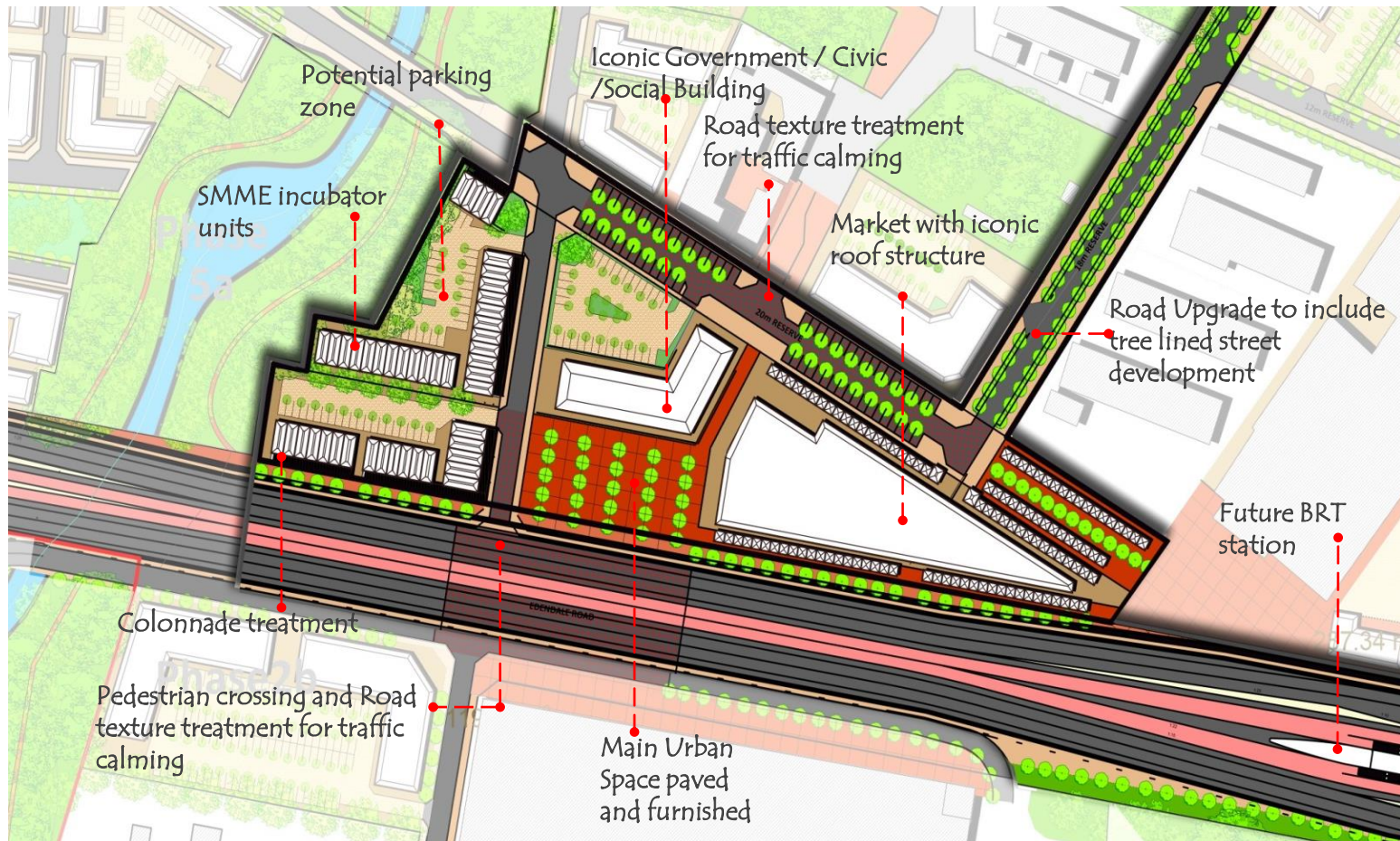


Spatial Planning Priority

Programme 3 : Edendale Corridor: Town Centre



ACTIVATING THE HUB: PHASE 1- GROW THE ECONOMY AND GOVERNMENT PRECINCT



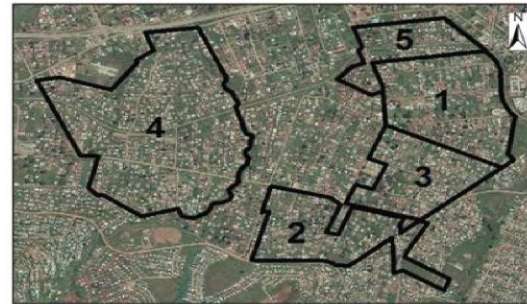
Spatial Planning Priority

Programme 4 : Edendale: Human Settlement



- The Edendale land acquisition, tenure conflict and rectification programme is an ambitious initiative to redress the imbalances of the past and transform the geographic landscape
- To date significant inroads have been made with vast tracks of land now under municipal ownership and over 20 000 deeds upgraded to full tenure
- The Executive has approved five priority housing projects along the Edendale Corridor
- The magnitude of this initiative demands the support of relevant role players

Edendale 5 Priority Housing Projects



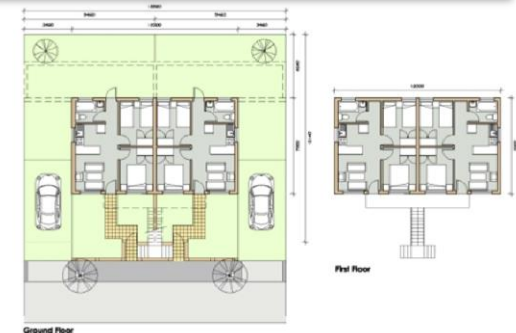
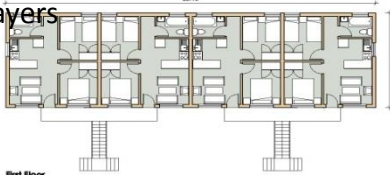
Example: Draft Land Use Framework



Example: Concept



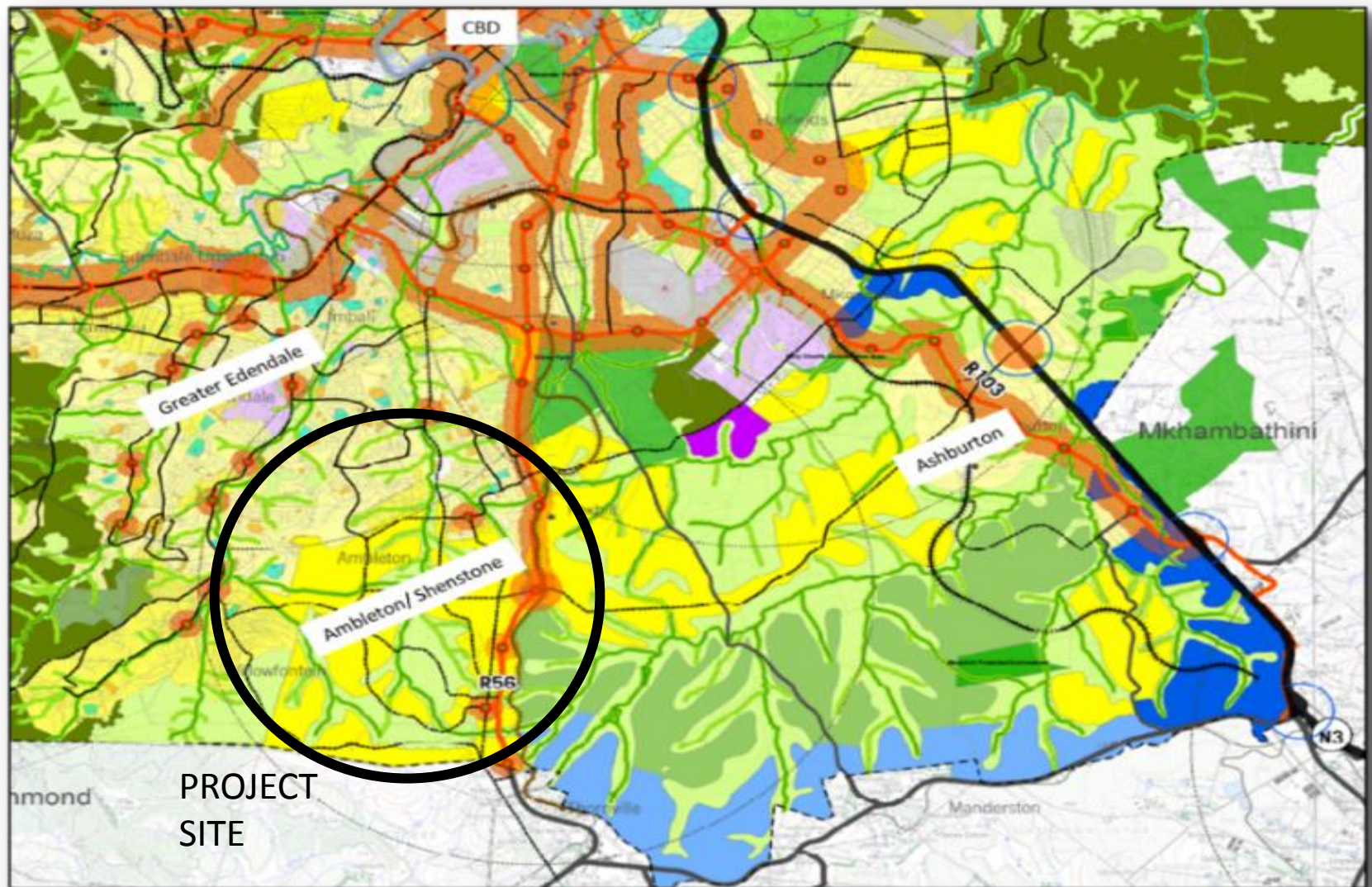
Example: Preliminary Layout



Spatial Planning Priority

Programme 4 : Shenstone City





PROJECT SITE LOCALITY



1. Urban not suburban
2. Streets not Roads
3. Pedestrian Priority
4. Public / Private Space



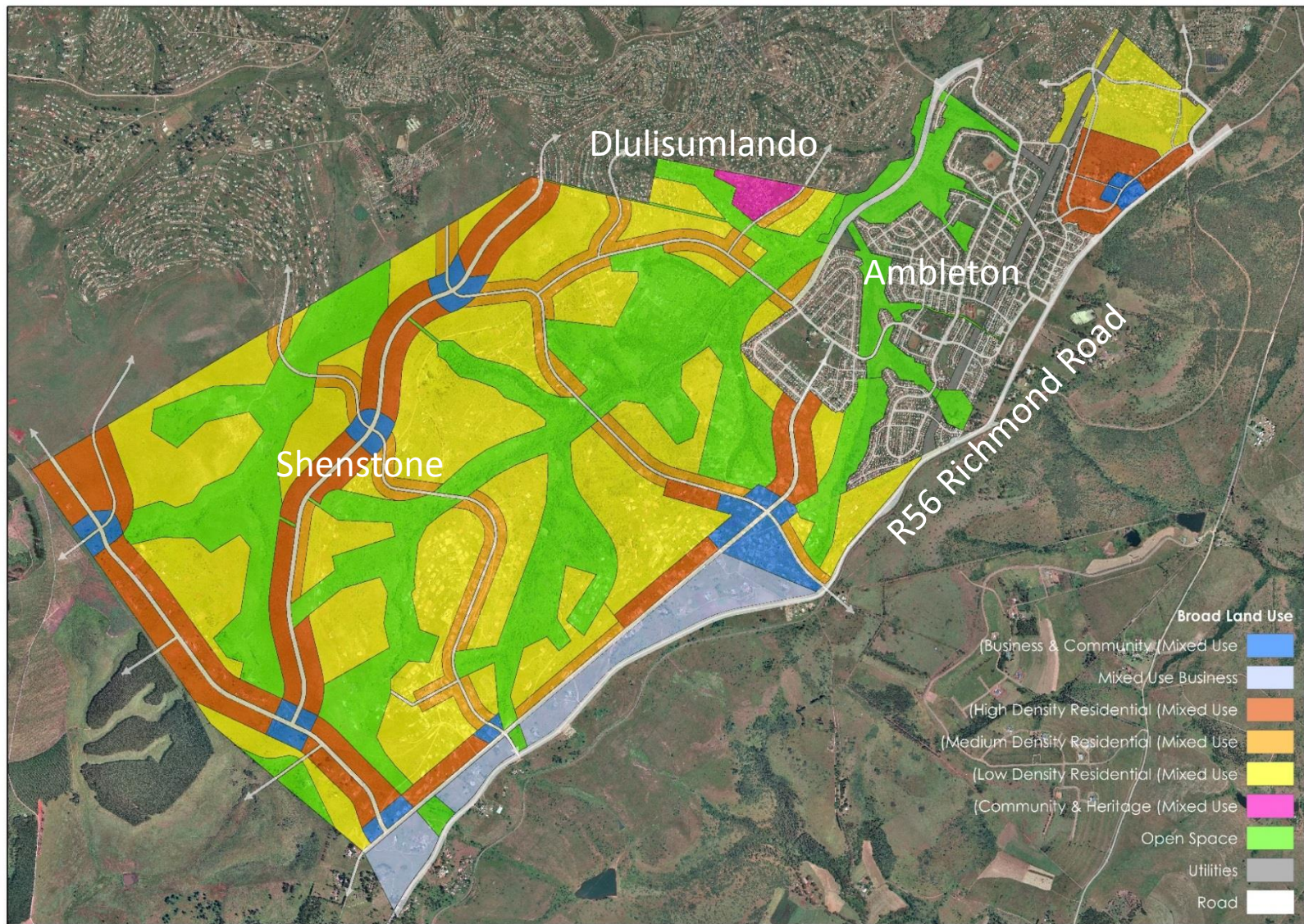
5. Multifunctional Public Space
6. Mixed Use /Diversity
7. Housing Choice



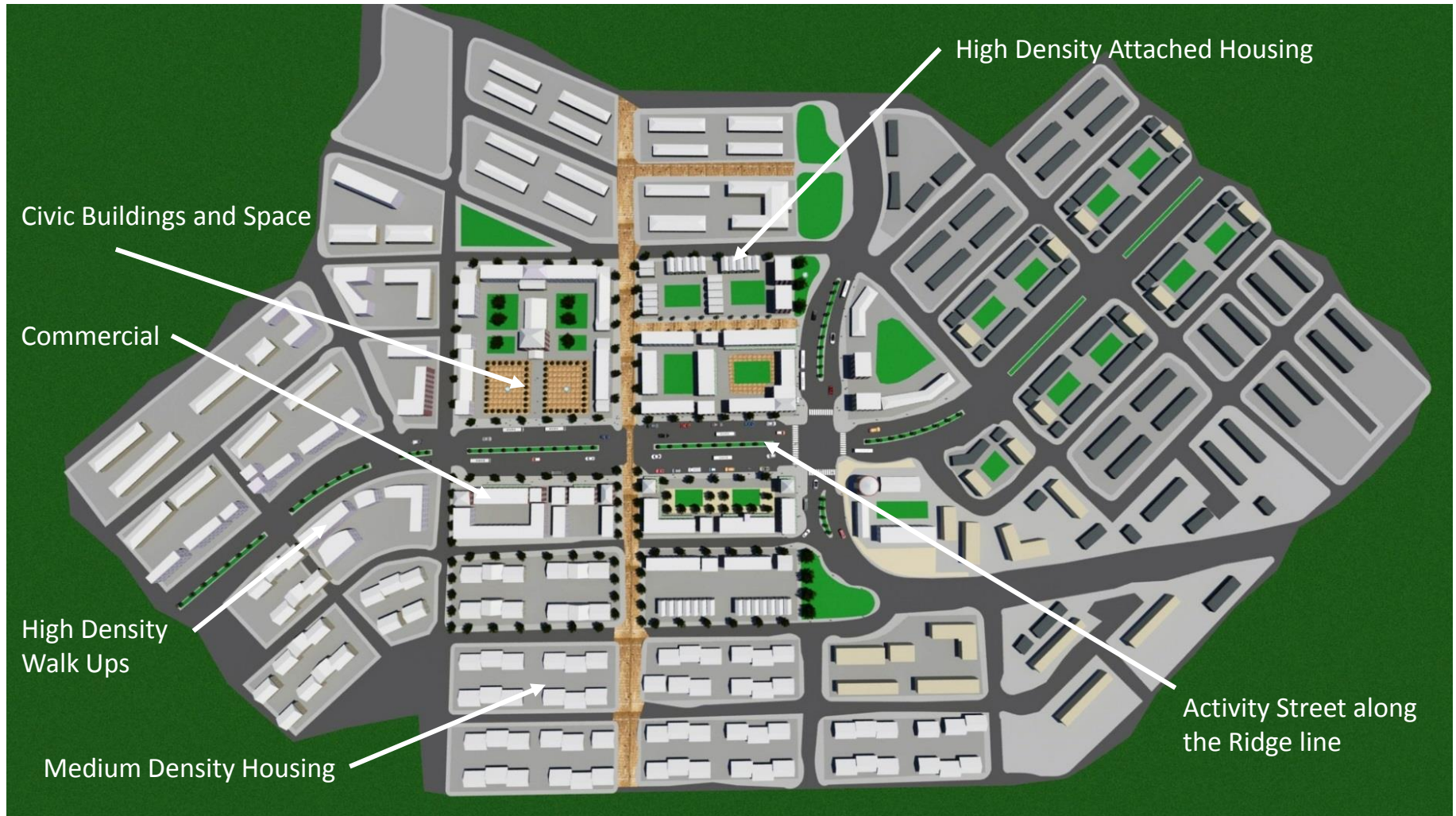
8. Identity / Character
9. Environmental Quality



VISION AND CONCEPT



LAND USE PLAN



PLAN VIEW OF GREENFIELED NODE



AERIAL VIEW OF ACTIVITY STREET AND NODE



AERIAL VIEW OF ACTIVITY STREET AND NODE

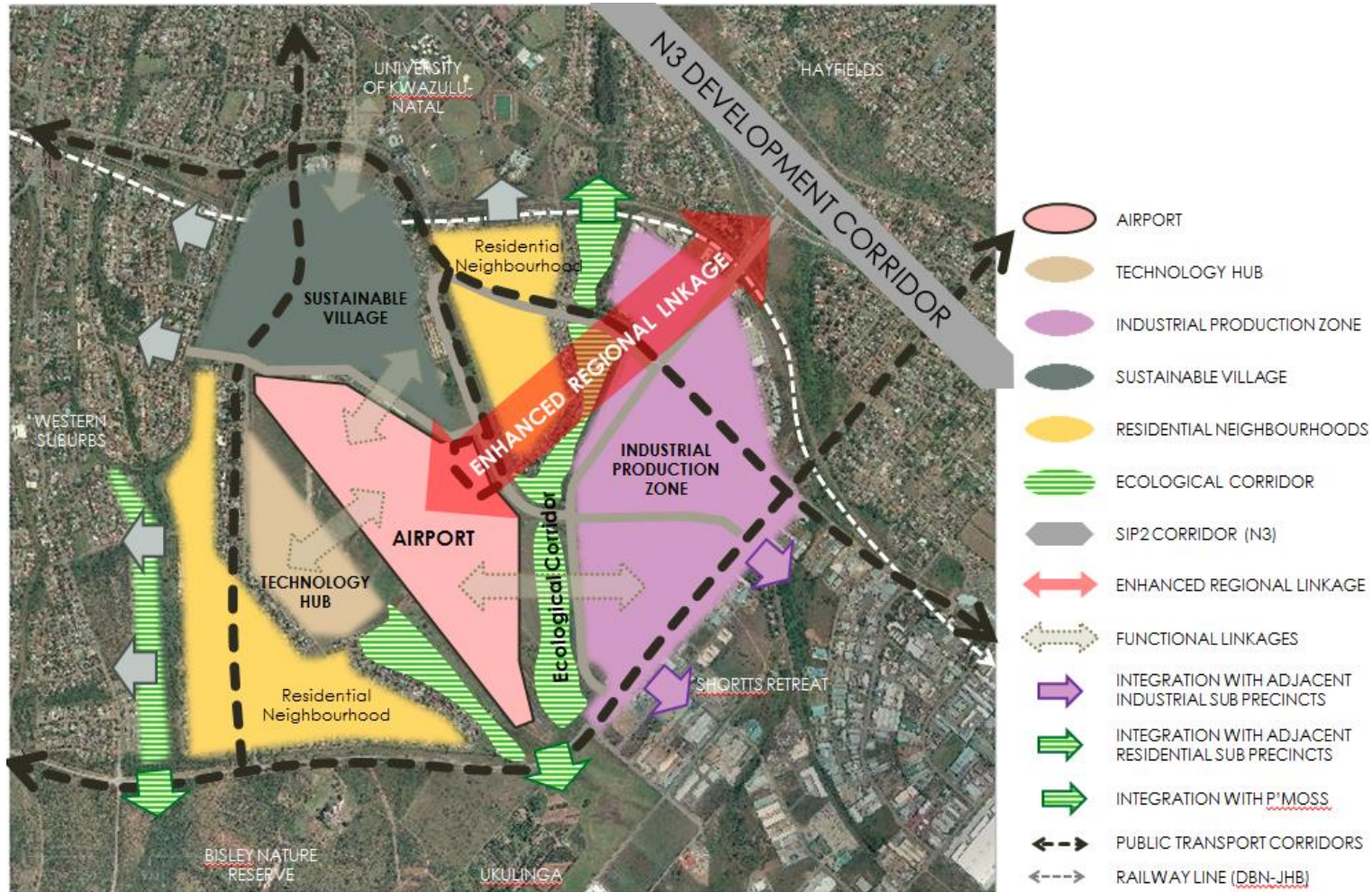
ACTIVITY ACTION PLAN

SHENSTONE CITY DRAFT IMPLEMENTATION PROGRAMME

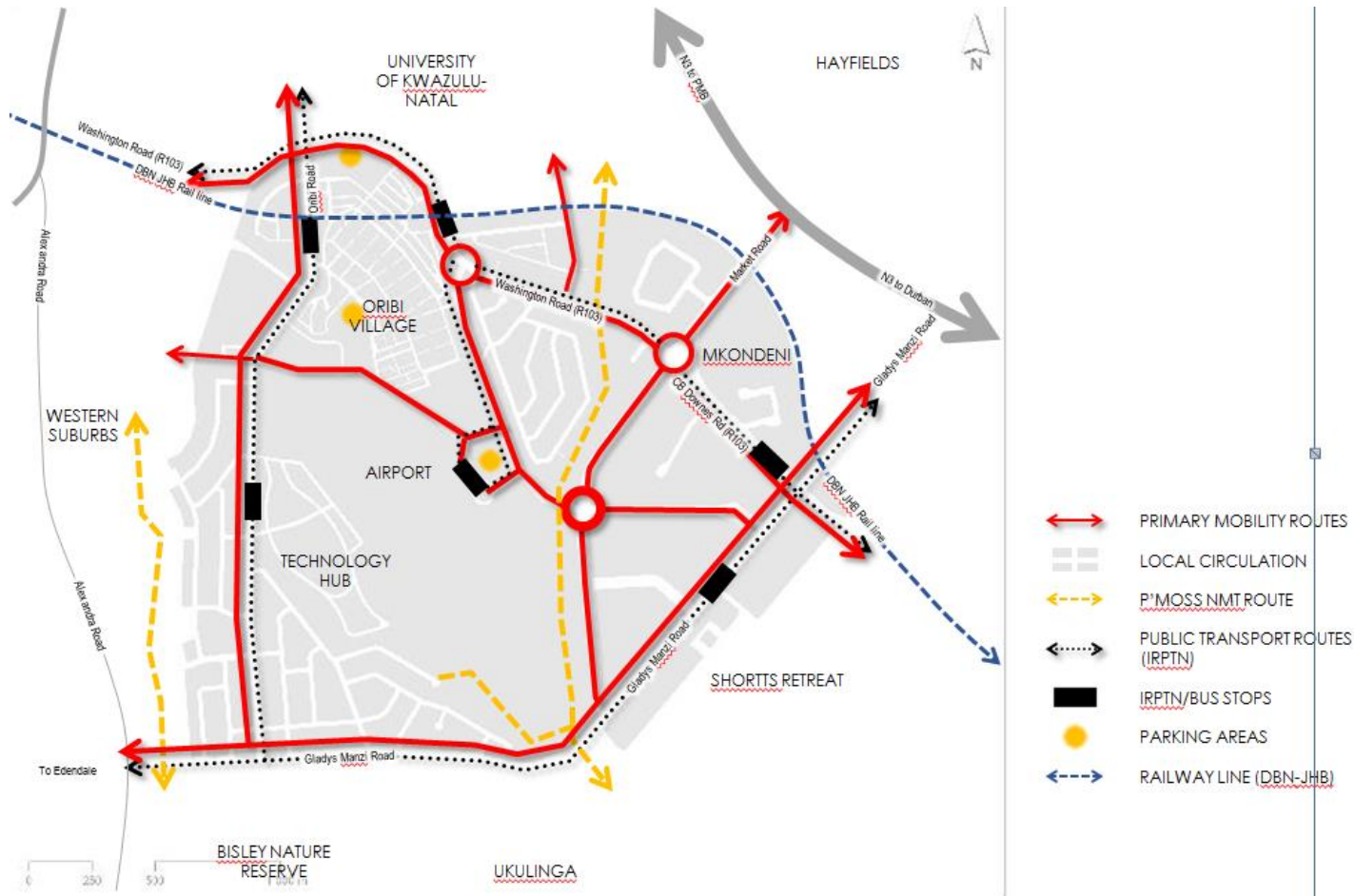
	2016							2017				2018			
	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
COMMUNICATION PLAN															
Approval by Council of Draft Development Framework															
Approval in Principle of Draft Development Framework															
Circulation of Draft Block Plan to all Municipal Departments															
Circulation of Draft to all relevant non-Municipal stakeholders (Fiskom, DOT, Education etc.)															
Revision and Refinement of the Draft Development Framework															
Preparation of Estimated Costing and Funding Models															
Approval by Council															
Notify all residents on Site of Intention to Develop															
Notification Process															
Registration of Structures Process															
PLANNING AND DESIGN															
Site Studies															
Topographic Surveys (x represents advertisement for appointment)			X												
Environmental Studies			X												
Land Legal			X												
Bulk Infrastructure Design Work															
Preliminary Engineering Design for Major Roads			X												
Preliminary Bulk Services Design			X												
Revise Estimated Costing Schedule															
First Phase Design															
Layout Planning and Design															
Engineering Design															
Building Design															
AUTHORISATIONS															
EIA															
TIA															
WULA															
Town Planning Establishment Phase One															

Spatial Planning Priority

Programme 5 : Airport Precinct



A tall, ornate clock tower with a red brick facade and a white clock face, topped with a green dome and spire. The tower features multiple levels of arched windows and decorative stonework. The clock face is large and circular, with black numerals and hands. The top of the tower is crowned with a green dome and a spire. The tower is set against a clear blue sky.



Spatial Planning Priority

Programme 4 : Airport Precinct

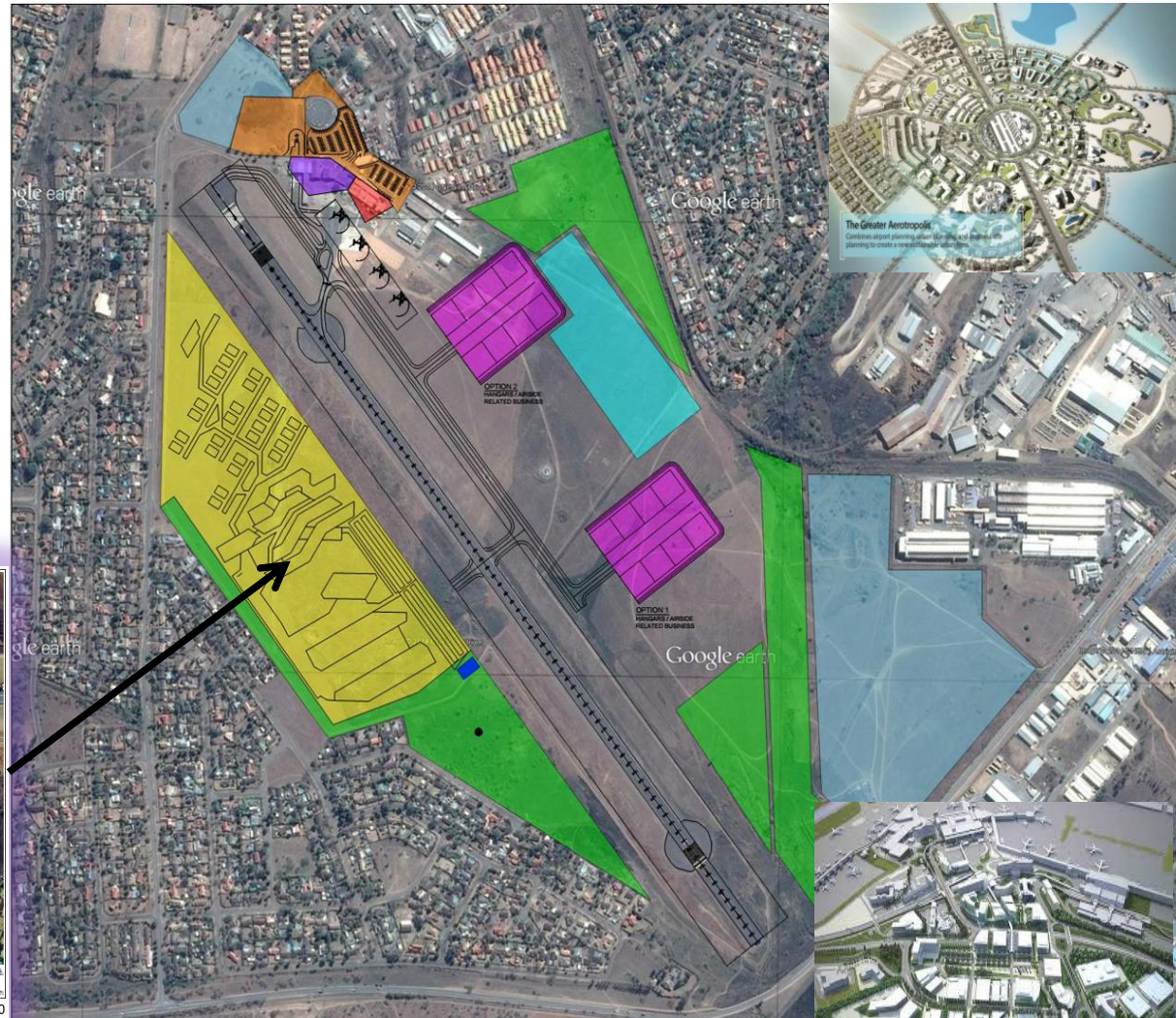


Spatial Planning Priority

Programme 4 : Airport Precinct



- The Airport Precinct is considered and understood as a key focal point required to successfully support the functioning of the N3 Development Corridor, along with the SIP proposals.
- Convert PMB into an Airport City
- To reposition and restructure the competitive and comparative advantage of the PMB Airport in the aviation industry
- To Increase the current capacity, for passengers and to also harness other economic opportunities associated with air movement.



Spatial Planning Priority

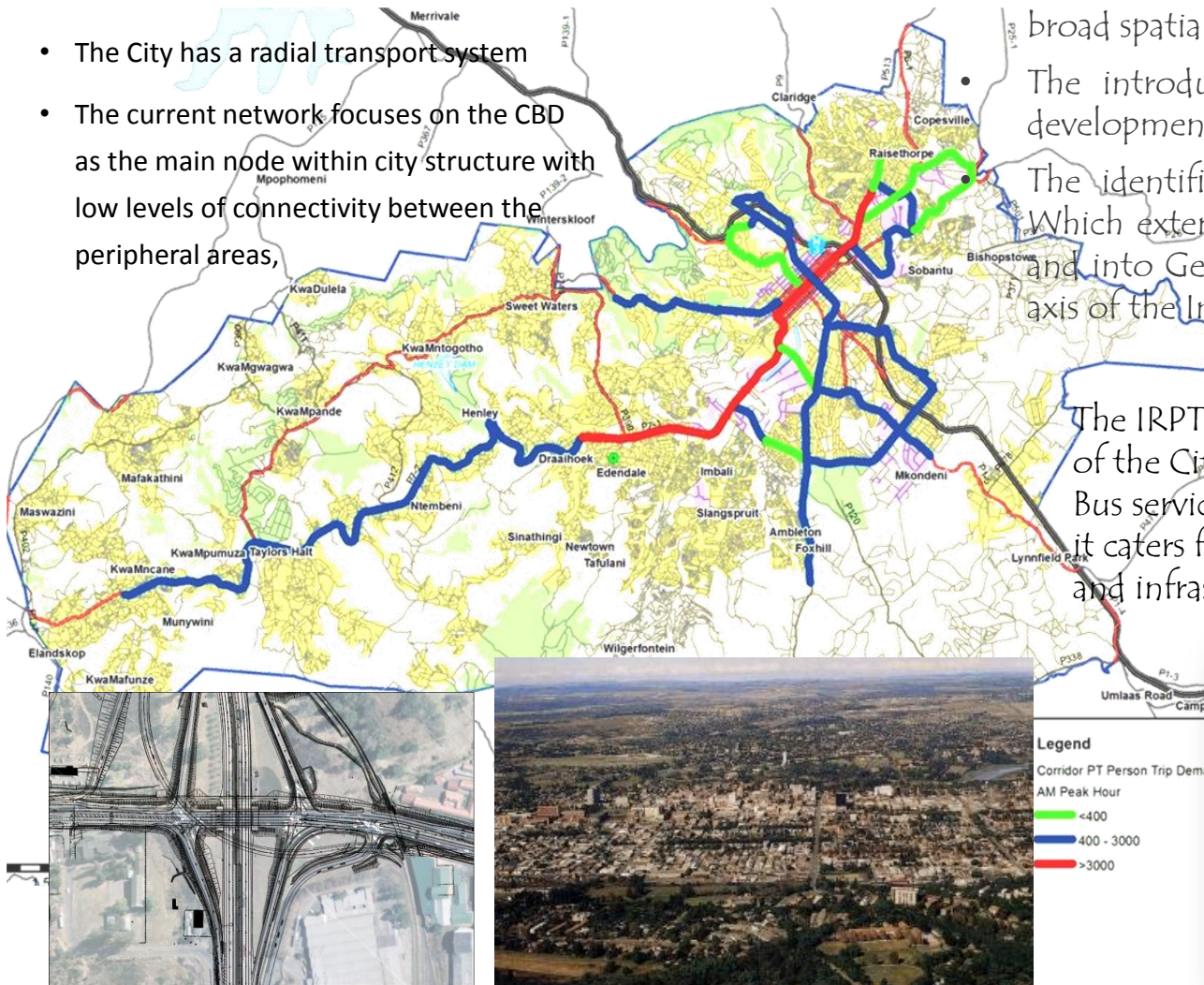
Programme 6 : SDF - IRPTN: Phase 1



- The City has a radial transport system
- The current network focuses on the CBD as the main node within city structure with low levels of connectivity between the peripheral areas,

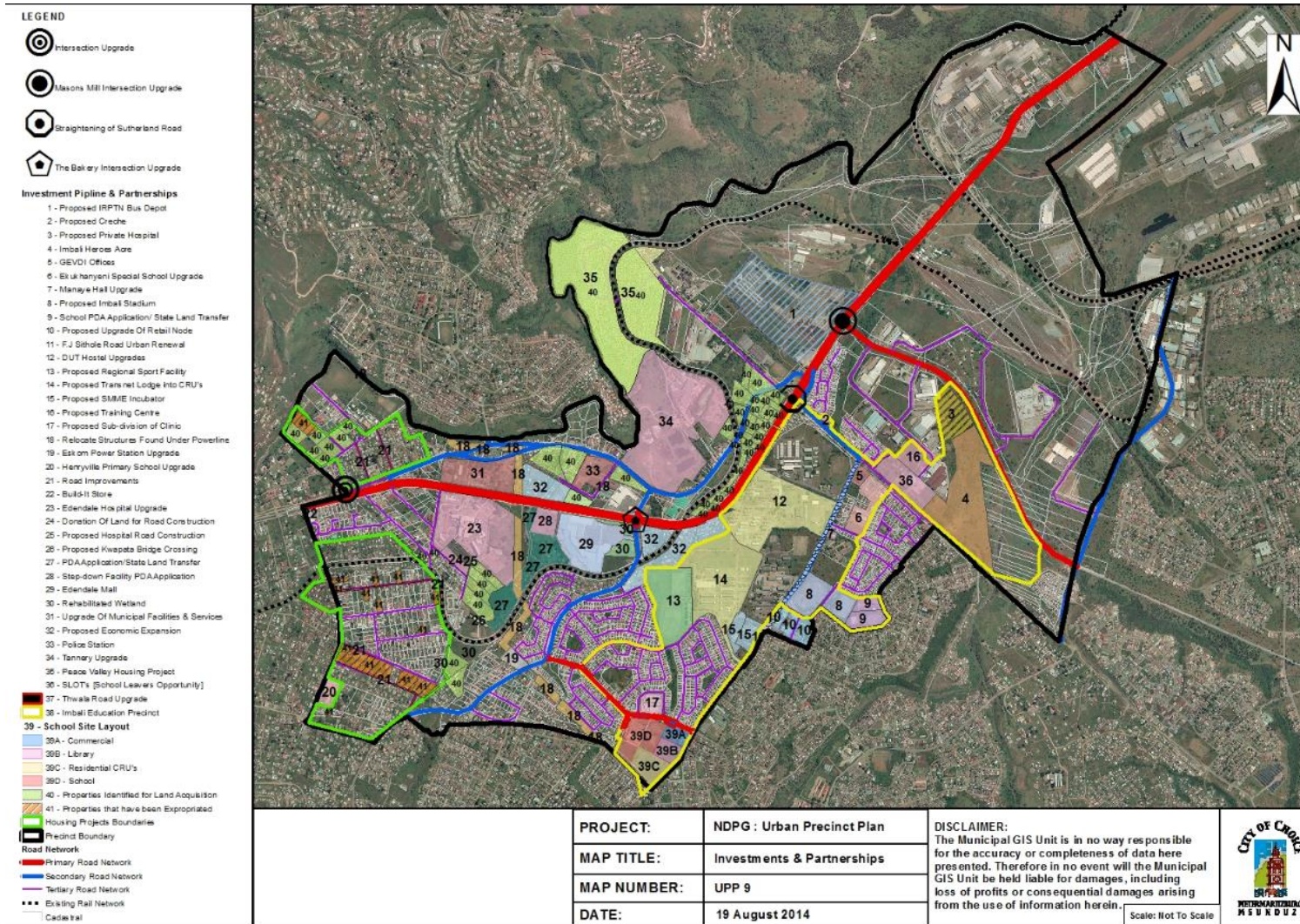
- The SDF is a schematic plan that indicates the broad spatial intentions of the municipality.
- The introduction of the IRPTN reinforces the development corridors and nodes [as per the sdf]
- The identification and approval of the R.O.W. Which extends from Northdale through the CBD and into Georgetown enhances the development axis of the Integration Zone

The IRPTN addresses the geo-spatial history of the City with a BRT Right of Way, Quality Bus service and MBT feeder service to ensure it caters for demand with appropriate fleet and infrastructure gearing

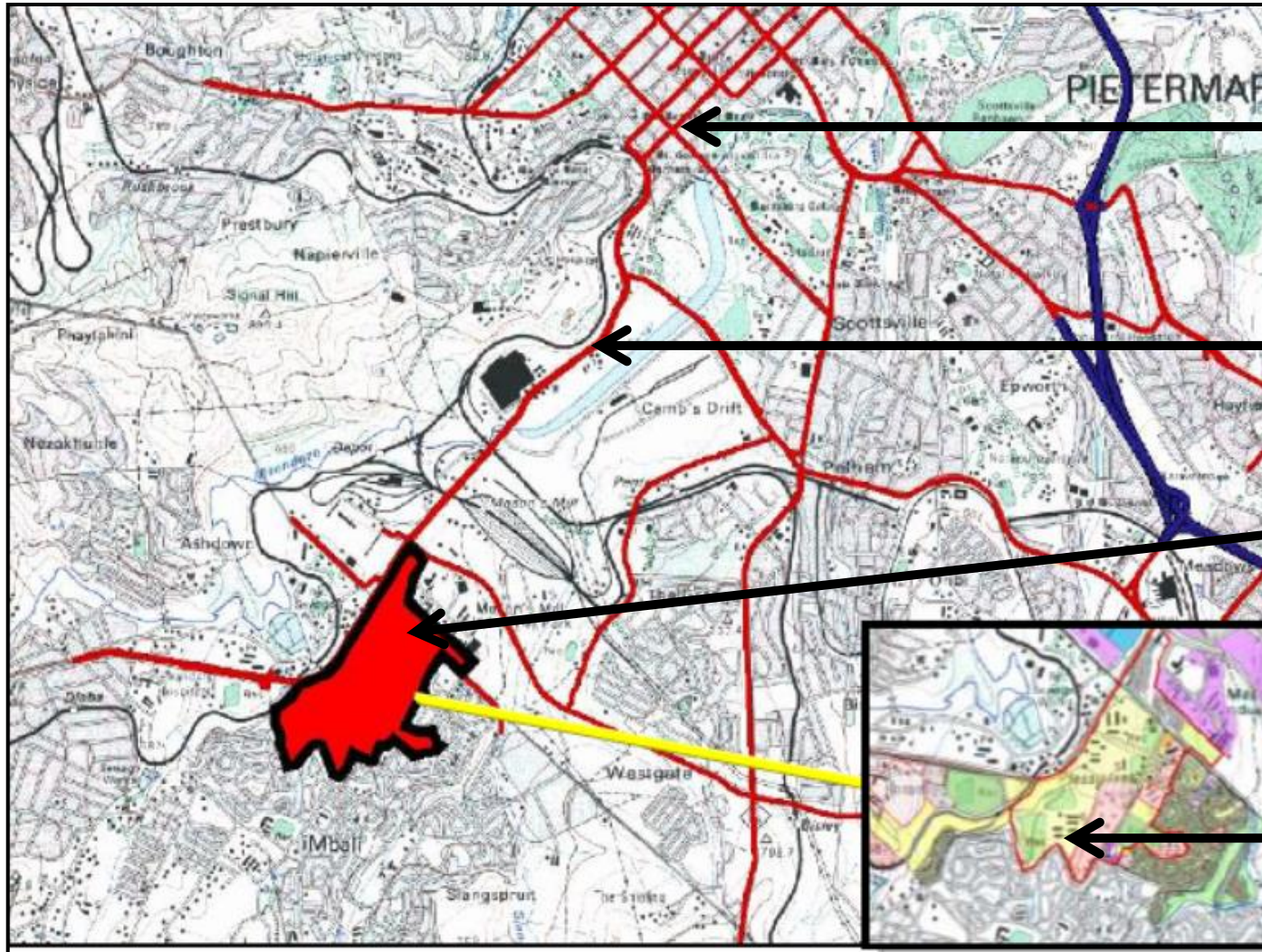


Spatial Planning Priority

Programme 7: Heroes Arch, Tourism and Investment precinct



Strategic Location



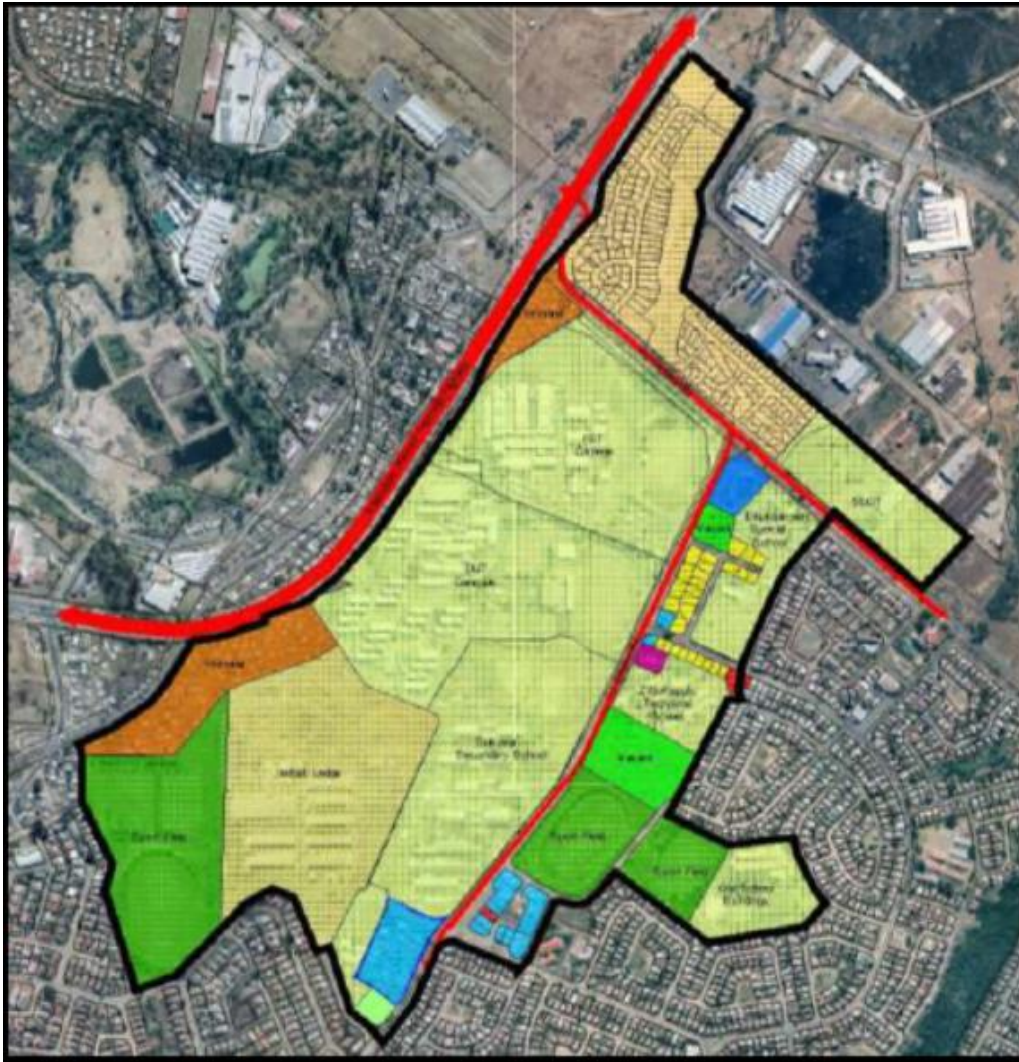
CBD in relation
to Edendale

Edendale road
linking CBD
and Edendale

Project area,
Imabli located
within Edendale

Imabali Tourism
and mixed
Investment
precinct

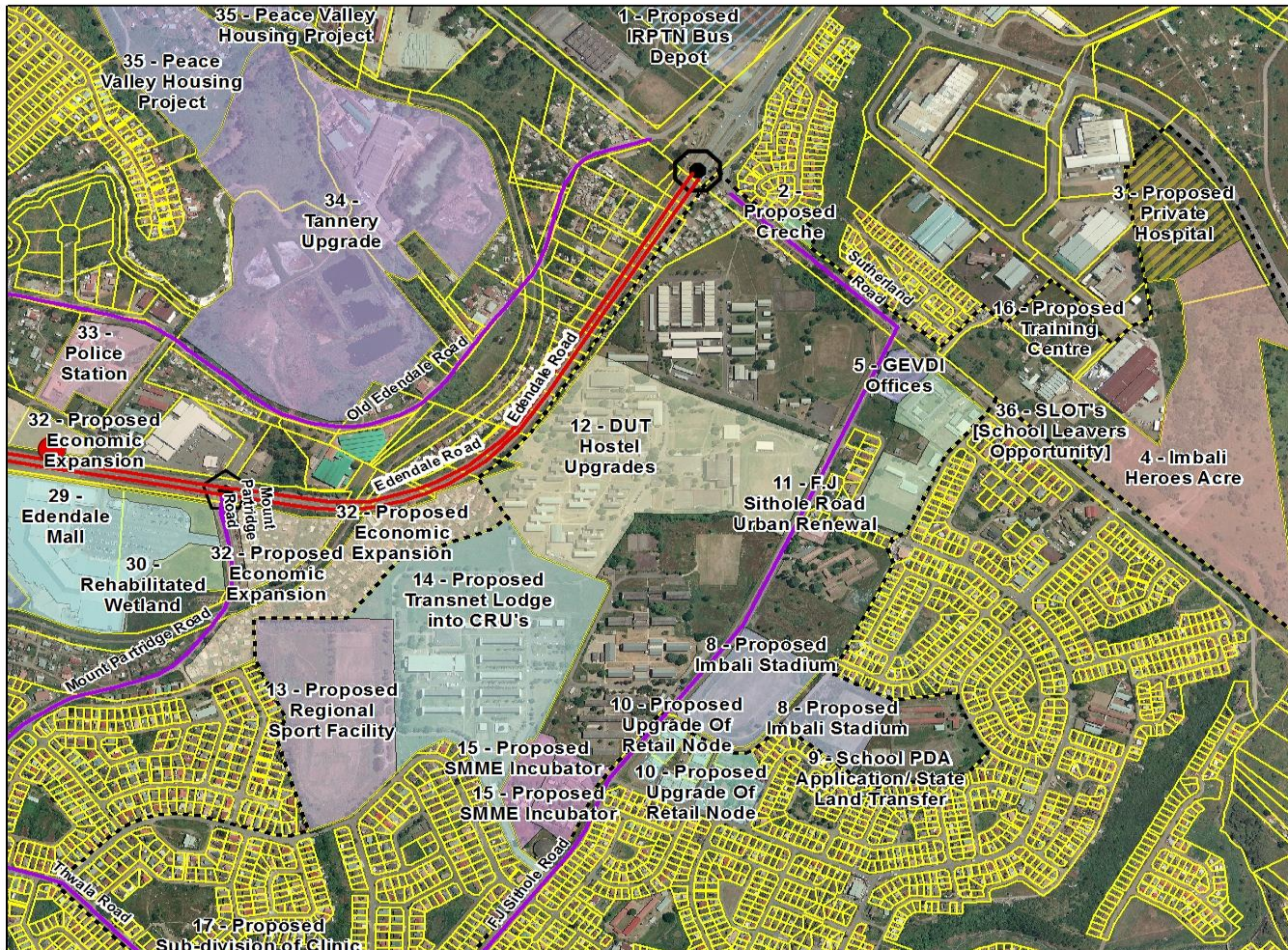
A tall, ornate clock tower with a red brick facade and a white clock face, topped with a green dome and a spire. The tower features multiple levels of arched windows and decorative stonework. The clock face is large and circular, with black numerals and hands. The top of the tower is crowned with a green dome and a spire. The tower is set against a clear blue sky.



Proposed Concept



Imbali Tourism & Investment Precinct



GREATER EDENDALE VULINDLELA
DEVELOPMENT INITIATIVE
[GEVDI]

LEGEND

- Edendale Town Centre
- Edendale Road
- Road Linkage Projects
- Education Precinct Area
- Intersection Upgrade
- Masons Mill Intersection Upgrade
- Straightening of Sutherland Road
- The Bakery Intersection Upgrade
- Reg Cad Jun2016



1:10 000



Title Imbali Tourism Precinct

Map Number

Date 14 October 2016

Priority Project 1: Upgrade of Manaya Hall



MANAYE HALL VANDALISED & LATER FENCED
INTO THE SCHOOL

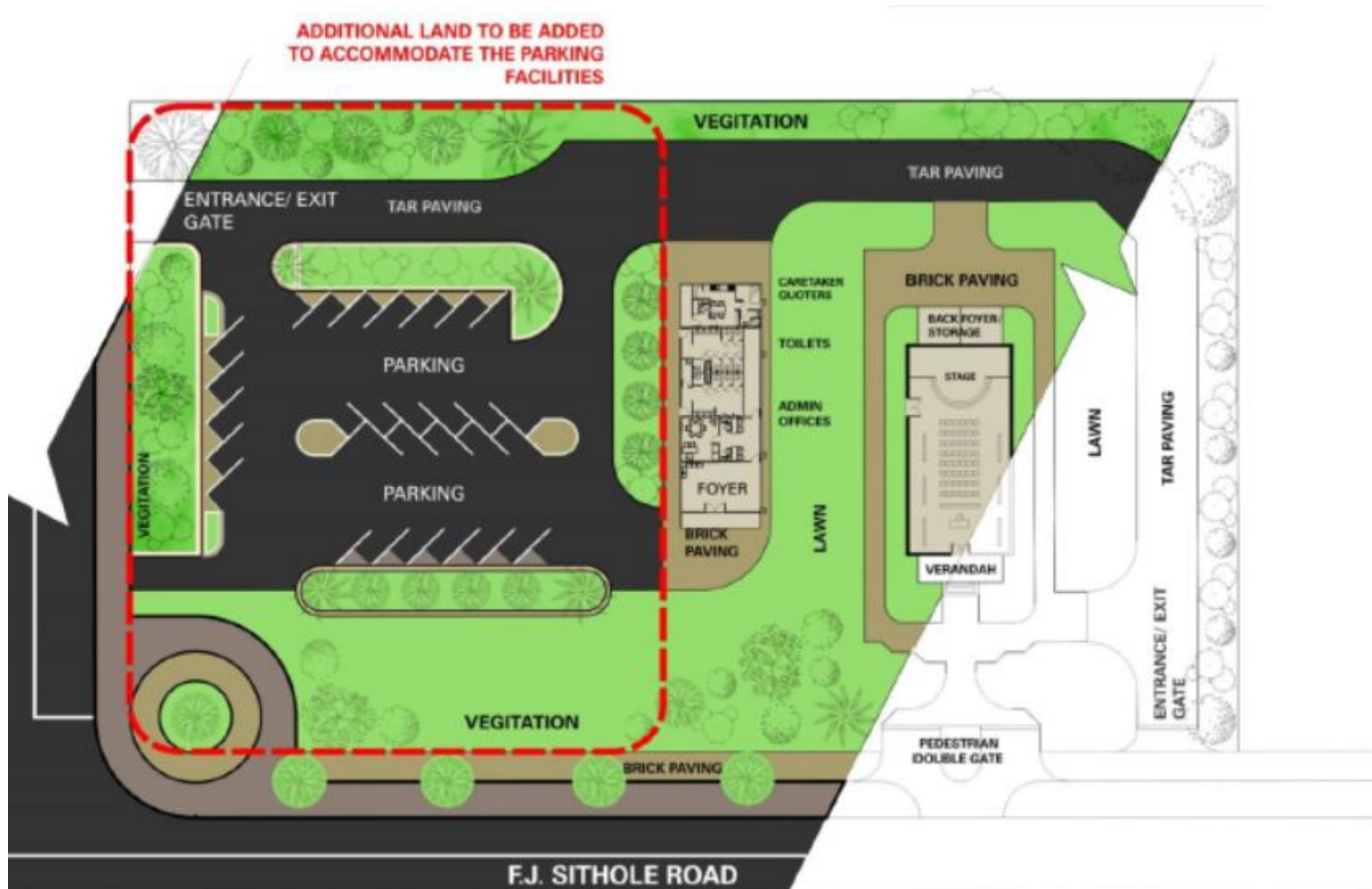
(Pic in 2011)



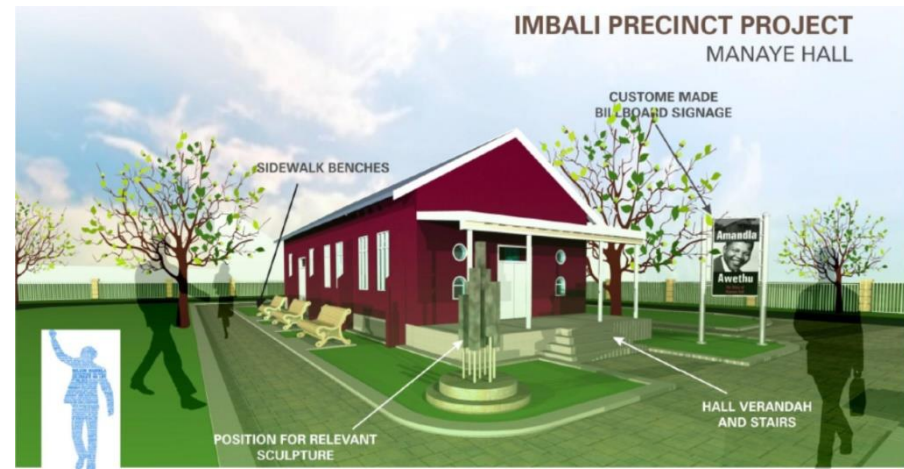
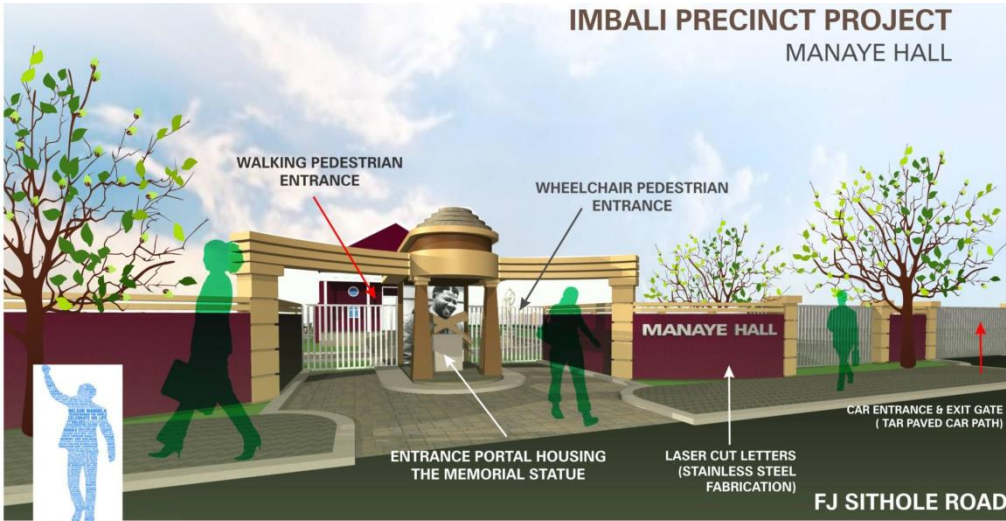
Minor Renovation by Msunduzi in 2012



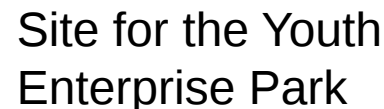
Proposed upgrade Manaya Hall and Surrounds



Proposed upgrade Manaya Hall and Surrounds



A tall, ornate clock tower with a red brick facade and a white clock face, topped with a green dome and spire. The tower features multiple levels of arched windows and decorative stonework. The clock face is large and circular, with black numerals and hands. The top of the tower is crowned with a green dome and a spire. The tower is set against a clear blue sky.



Priority Project 2: Youth Enterprise Park



Priority Project 2: Youth Enterprise Park



BARBER CONTAINER UNIT

YEP



CAFE CONTAINER UNIT

YEP



CLOTHING CONTAINER UNIT

YEP



SPLIT CONTAINER UNIT

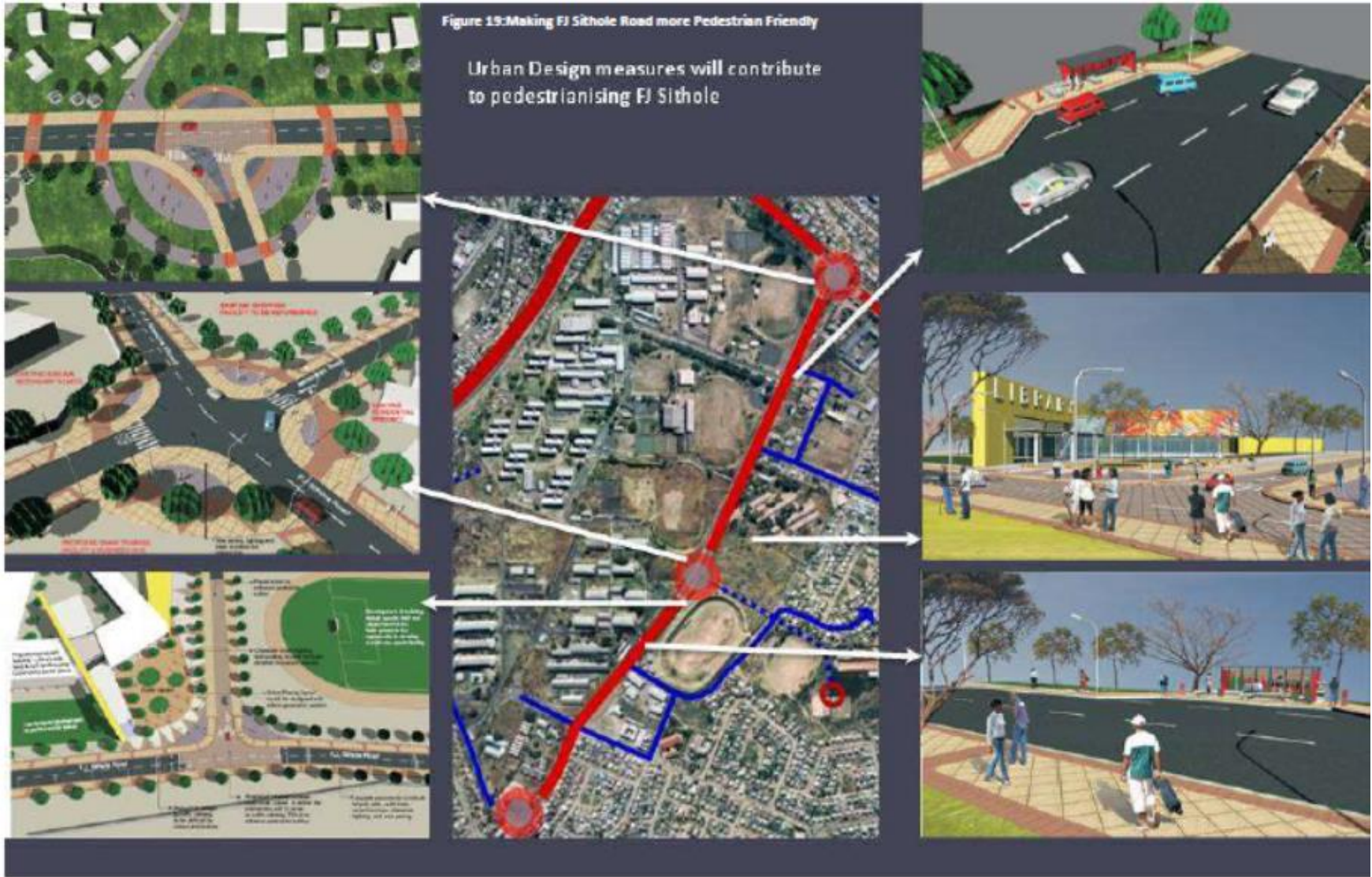
YEP

Priority Project 3: F J Sithole Upgrade

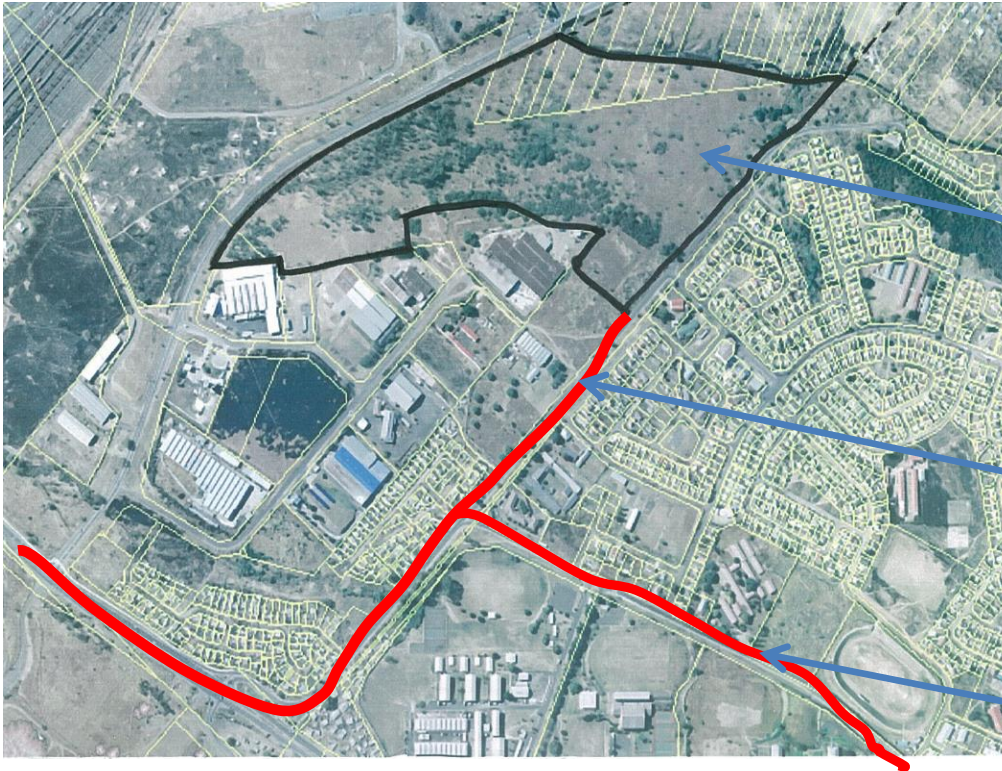


Figure 19: Making FJ Sithole Road more Pedestrian Friendly

Urban Design measures will contribute to pedestrianising FJ Sithole



Priority Project 3: Heroes Arch



Heroes Arch
Upgrade

Sutherland road

F J Sithole

Priority Project 3: Heroes Arch



Proposed upgrade of Heroes Arch Cemetery





Thank You
Questions???

