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urban planners and designers

CITY OF CHOICE

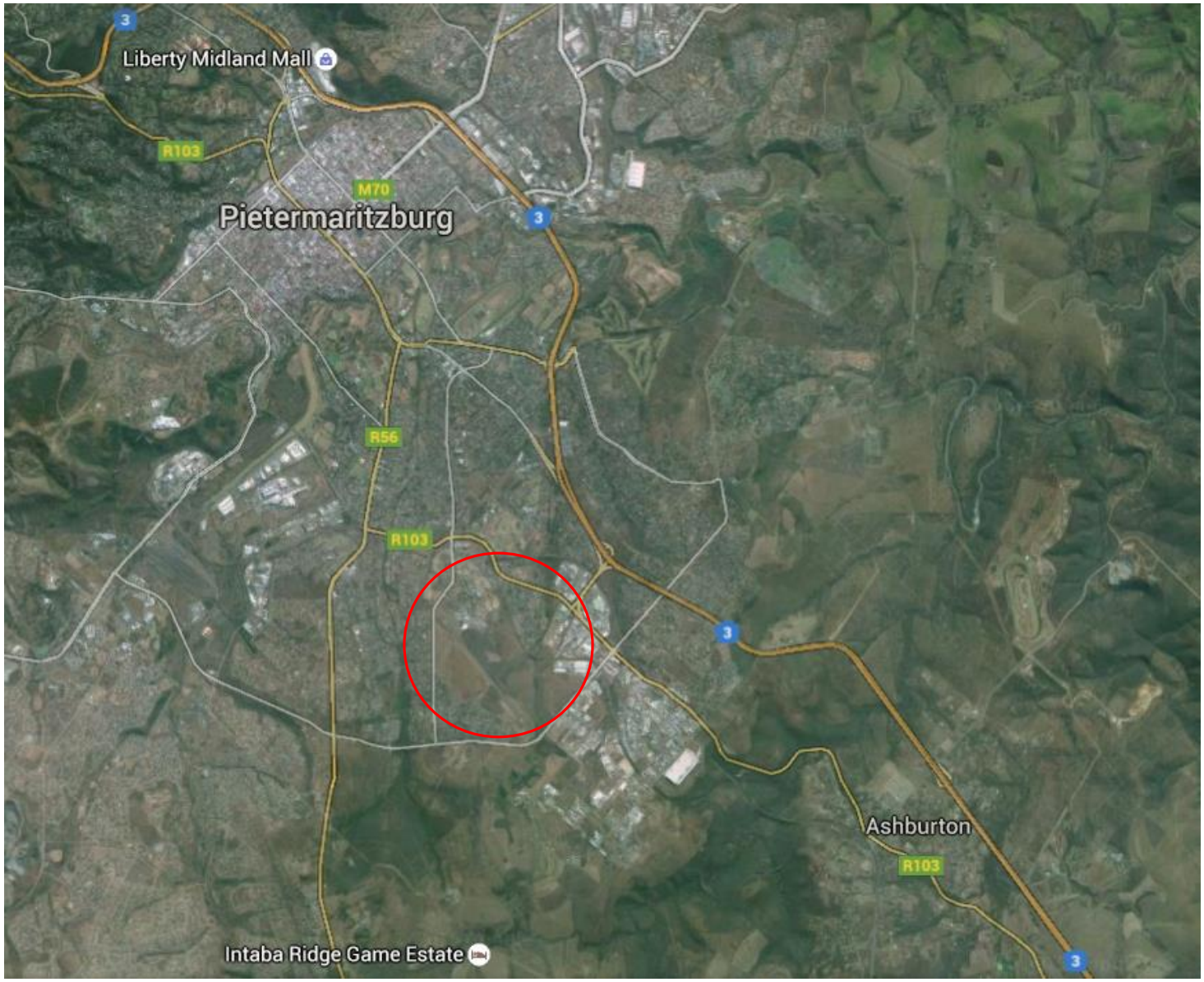
PIETERMARITZBURG MSUNDUZI

PIETERMARITZBURG AIRPORT PRECINCT PLAN

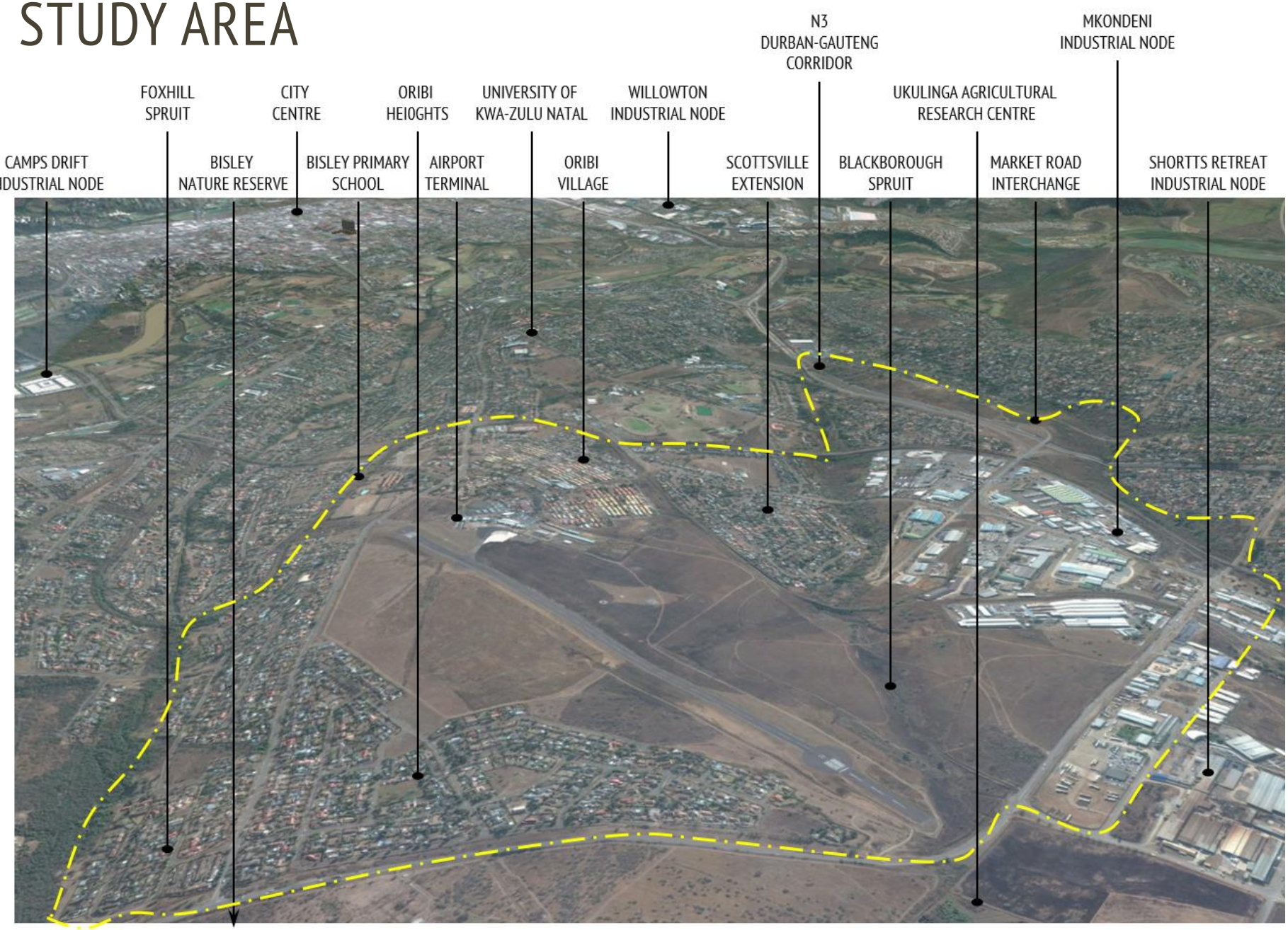
PRESENTATION TO IDP FORUM

30 SEPTEMBER 2016

LOCALITY PLAN



STUDY AREA


CAMPS DRIFT INDUSTRIAL NODE
FOXHILL SPRUIT
BISLEY NATURE RESERVE
CITY CENTRE
BISLEY PRIMARY SCHOOL
ORIBI HEIOGHTS
AIRPORT TERMINAL
UNIVERSITY OF KWA-ZULU NATAL
ORIBI VILLAGE
WILLOWTON INDUSTRIAL NODE
N3 DURBAN-GAUTENG CORRIDOR
SCOTTSVILLE EXTENSION
BLACKBOROUGH SPRUIT
UKULINGA AGRICULTURAL RESEARCH CENTRE
MARKET ROAD INTERCHANGE
MKONDENI INDUSTRIAL NODE
SHORTTS RETREAT INDUSTRIAL NODE

Oblique Aerials

Pietermaritzburg Airport

Housing Typologies

Roads

Environment and Open Space

Economic Typologies

ROLE OF THE AIRPORT

Irrespective of the economic climate at any point in time, the growth of the Airport will be driven by the growth of the local, regional and national economies and the associated demand for connectivity between Pietermaritzburg (and the region it serves) and other national (domestic) business centres.

Furthermore, since its primary air links are to locations also served by King Shaka International Airport or by road, its growth and competitiveness, in both the passenger and cargo movement markets, will also depend on its regional and local accessibility and its operational efficiency.

STRATEGY

Firstly,

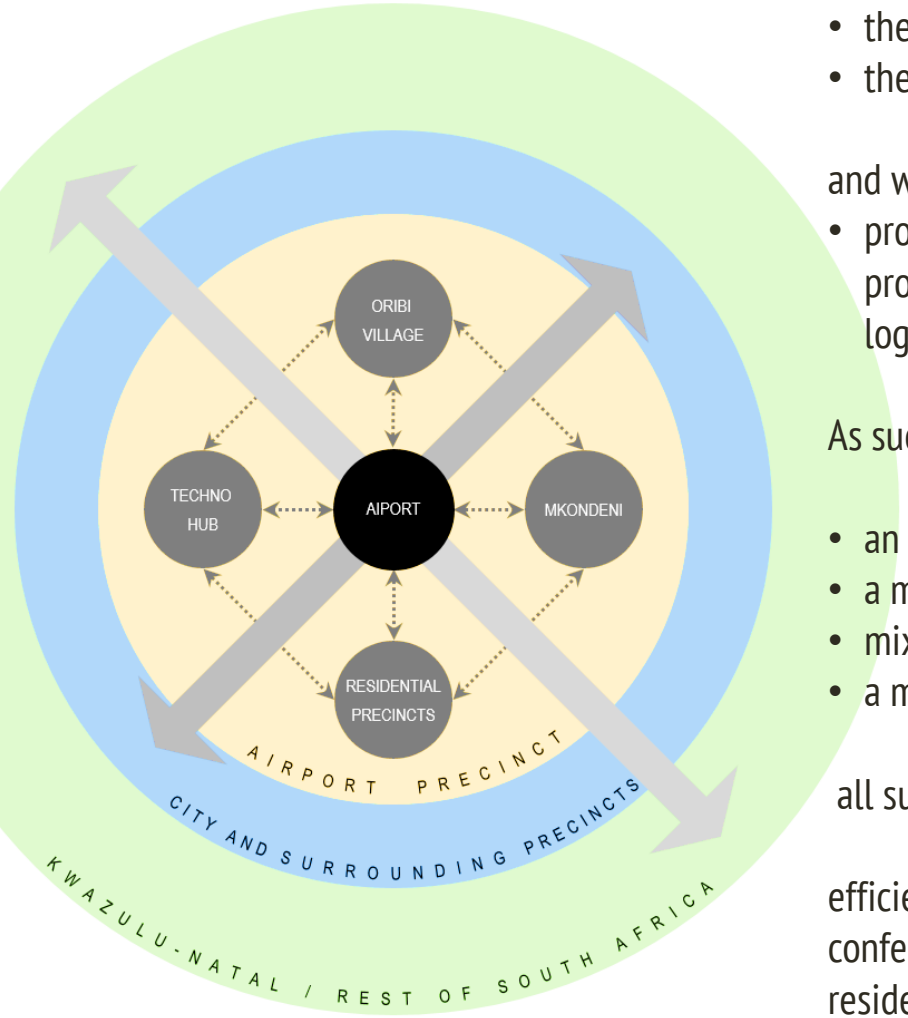
"Fix" current infrastructure, maintenance and operational deficits relating directly to the Airport and to the wider precinct so that optimum performance and economic outputs can be achieved under current economic conditions.

Secondly,

It is imperative that a more positive and expansive vision for the precinct is formulated which prepares the precinct for longer term investment into both ***local economic development imperatives*** (i.e. education, training and knowledge development) and

national growth strategies (i.e. land assembly and development, infrastructure expansion and logistics support (e.g. respond to the N3 corridor initiative).

VISION



The creation of a knowledge, logistics and manufacturing precinct which is linked into:

- the national aviation network,
- the logistics platform of the N3 development corridor,
- the surrounding region

and which:

- provides a "smart" and sustainable learning, training, and production hub for the City, centred around aviation services, logistics, production and research.

As such the Precinct will feature

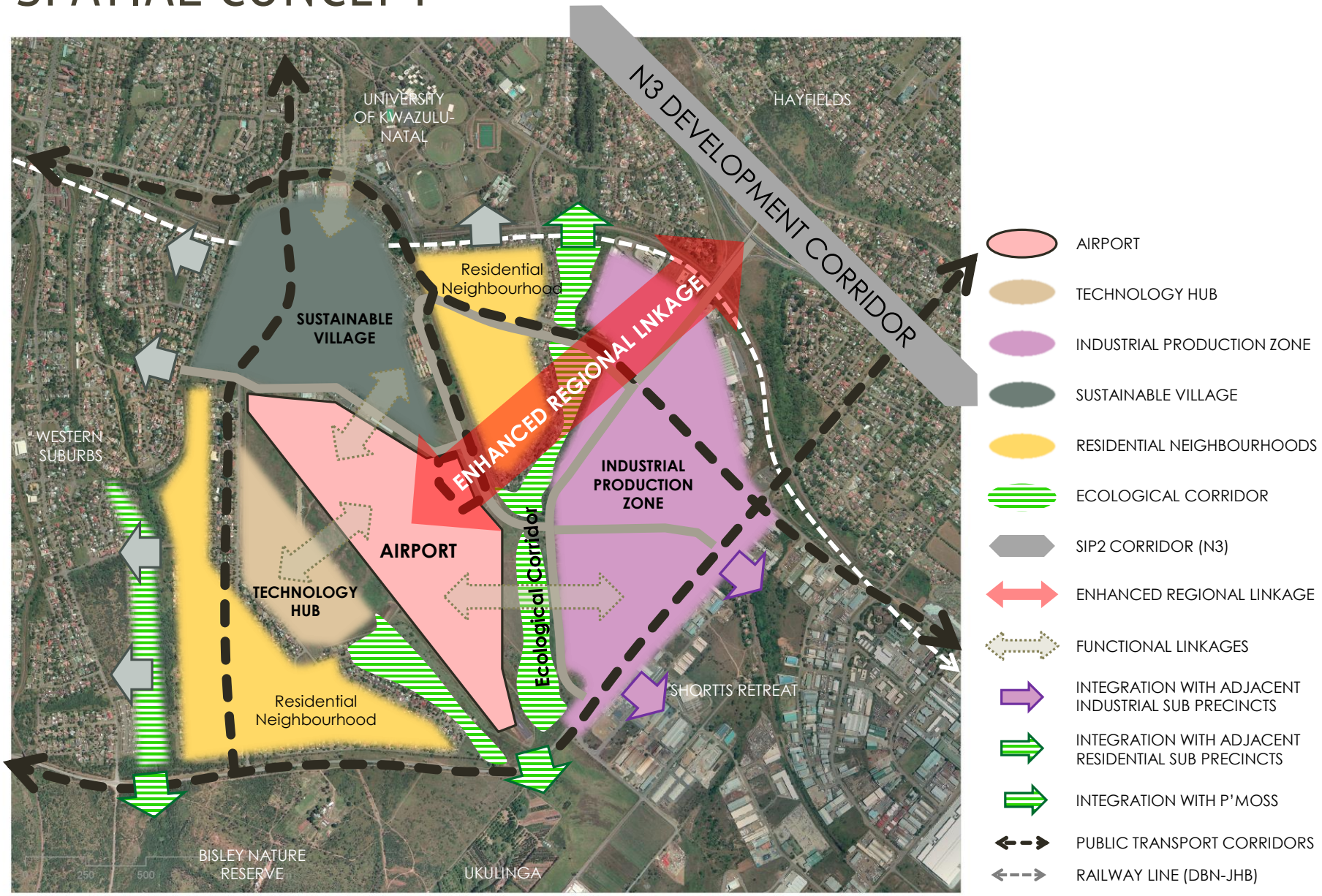
- an accessible and efficient regional airport,
- a mixed use technology park,
- mixed use manufacturing districts and
- a mixed use business precinct

all supported by:

efficient infrastructure and transportation services, retail, offices, and conferencing facilities, and a variety of permanent and temporary residential accommodation options

SPATIAL CONCEPT & FRAMEWORKS

SPATIAL CONCEPT



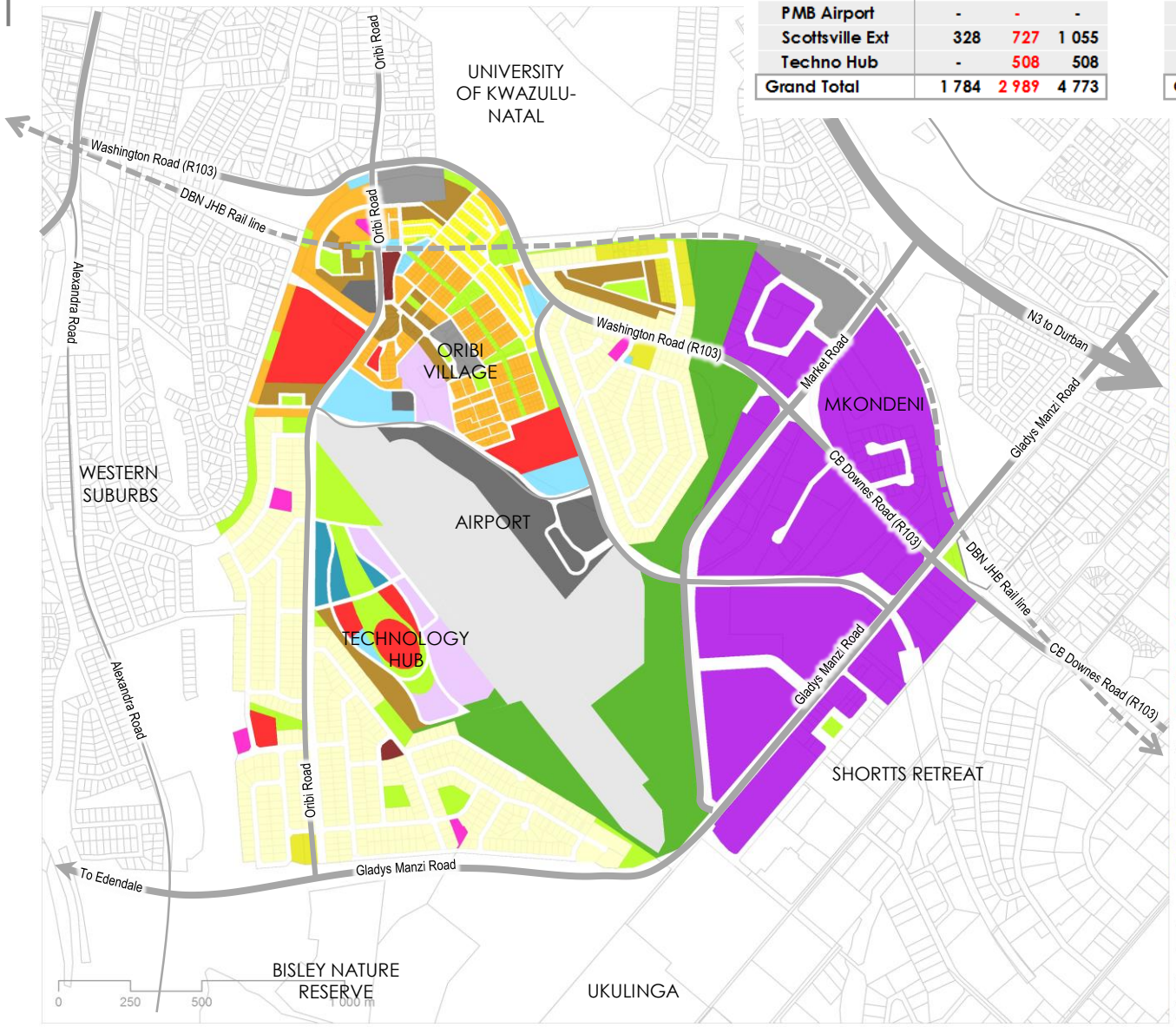
LAND USE FRAMEWORK

RESIDENTIAL UNITS

	Existing Units	New Units	Total Units
Blackborough	-	-	-
Mkondeni	-	-	-
Oribi Heights	536	99	635
Oribi Village	920	1 655	2 575
PMB Airport	-	-	-
Scottsville Ext	328	727	1 055
Techno Hub	-	508	508
Grand Total	1 784	2 989	4 773

FLOOR AREA (COMMERCIAL AND O

	Existing Floor Area	New Floor Area	Total Floor Area
Blackborough	-	-	-
Mkondeni	804 771	204 570	1 009 341
Oribi Heights	12 226	6 822	19 048
Oribi Village	76 026	84 355	160 381
PMB Airport	13 739	23 174	36 913
Scottsville Ext	4 048	518	4 566
Techno Hub	-	114 008	114 008
Grand Total	910 810	433 447	1 344 257

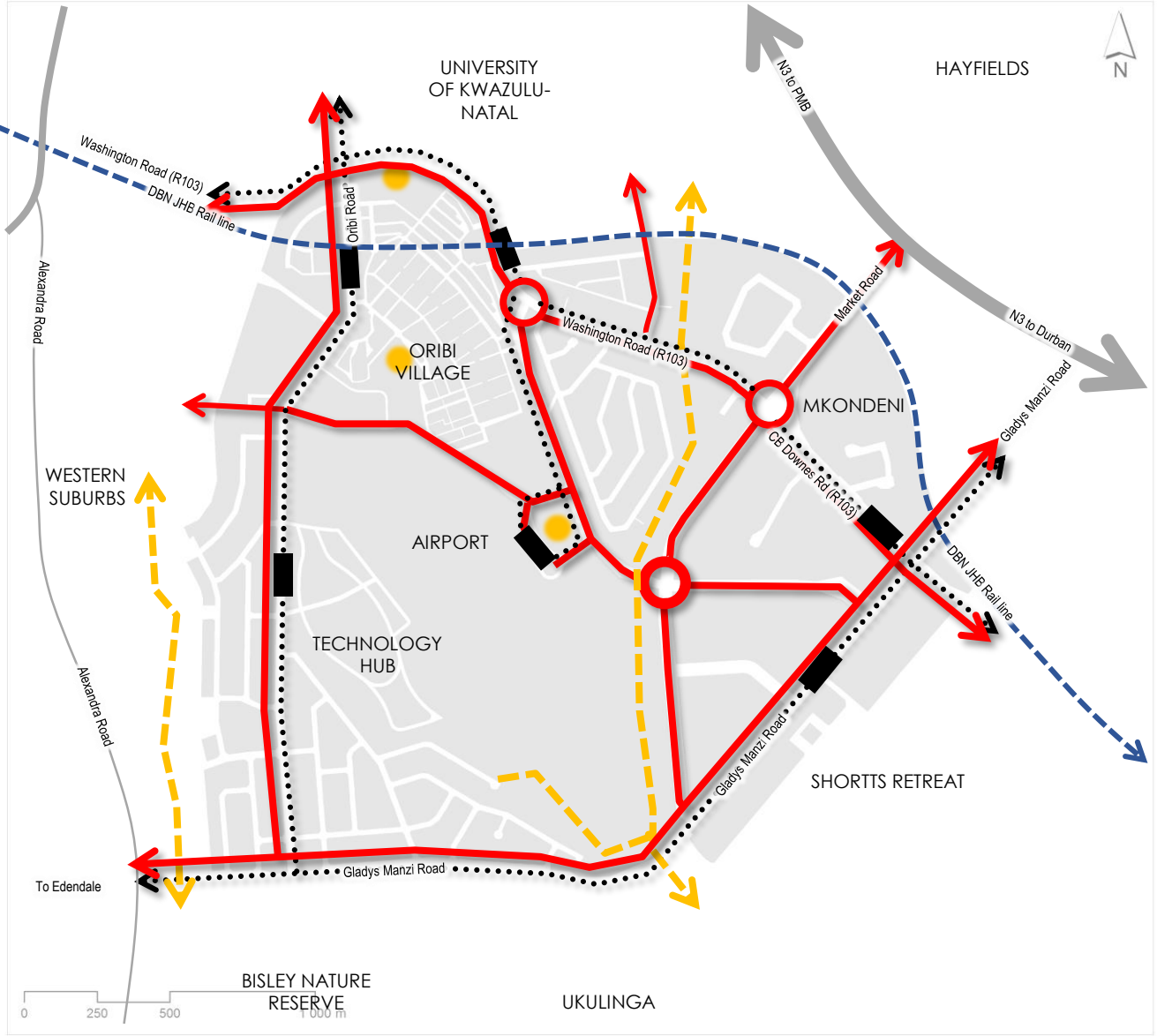


LAND USE (PROPOSED)

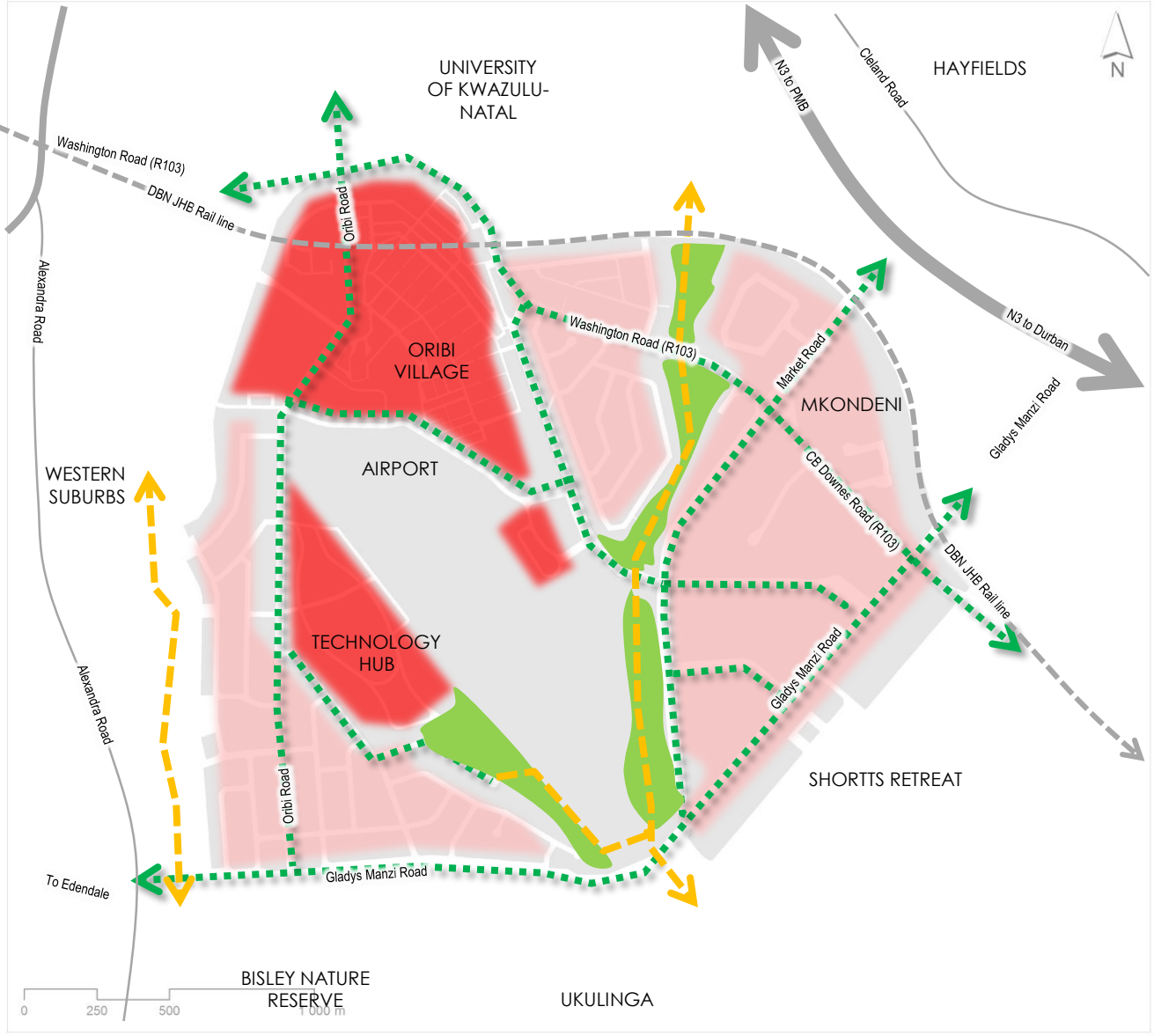
- SPECIAL RESIDENTIAL (10)
- SPECIAL RESIDENTIAL (50)
- INTERMEDIATE RESIDENTIAL (20)
- INTERMEDIATE RESIDENTIAL (50)
- GENERAL RESIDENTIAL (200)
- LIMITED BUSINESS
- MIXED USE
- LIGHT INDUSTRIAL
- GENERAL INDUSTRIAL
- EDUCATION
- INSTITUTIONAL
- WORSHIP
- GOVERNMENT
- MUNICIPAL
- AIRPORT
- ACTIVE PUBLIC OPEN SPACE
- PASSIVE OPEN SPACE
- ROAD
- RAILWAY PURPOSES

LAND USE FRAMEWORK

ACCESS & CIRCULATION FRAMEWORK



NMT FRAMEWORK



HIGH PRIORITY PEDESTRIAN ZONE

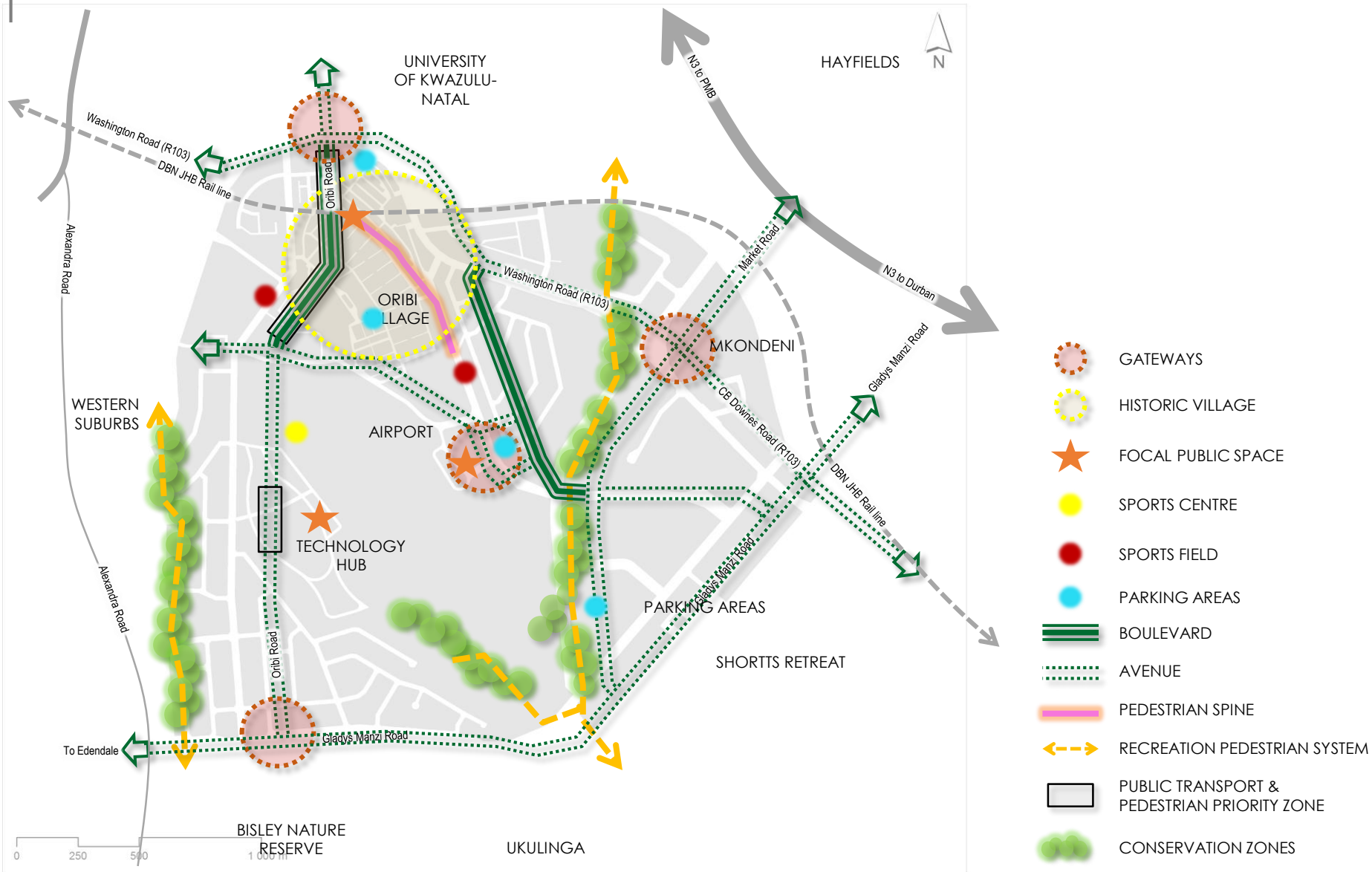
PEDESTRIAN PRIORITY ZONE

PUBLIC TRANSPORT & DEDICATED NMT ROUTES

NMT ROUTES

INTEGRATED NMT ROUTES

PUBLIC SPACE & LANDSCAPE FRAMEWORK



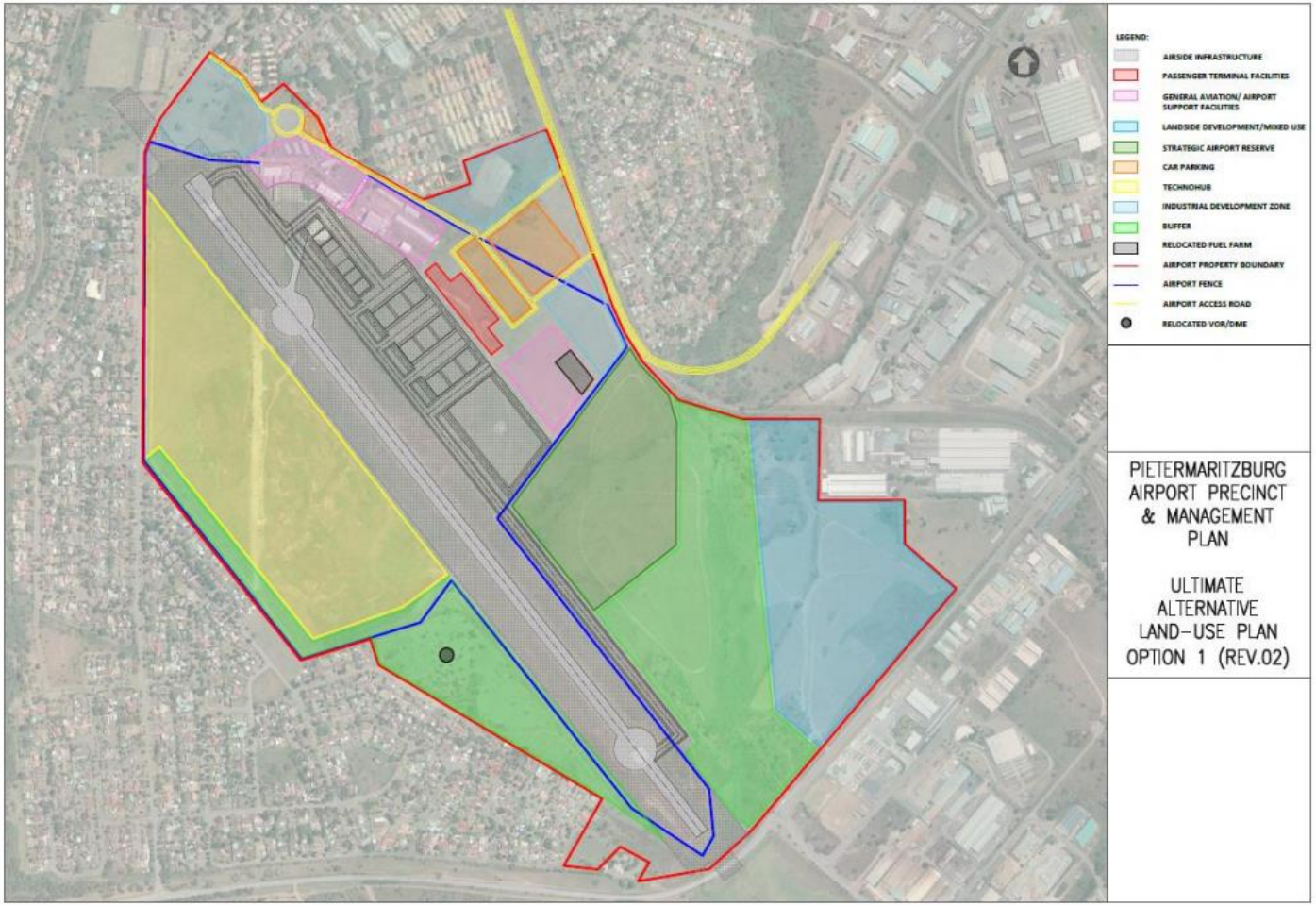
ENVIRONMENTAL FRAMEWORK

P'MOSS (ENVIRONMENTAL PROTECTION)

ACTIVE OPEN SPACE

PRECINCT GUIDELINES

AIRPORT OPTION 1



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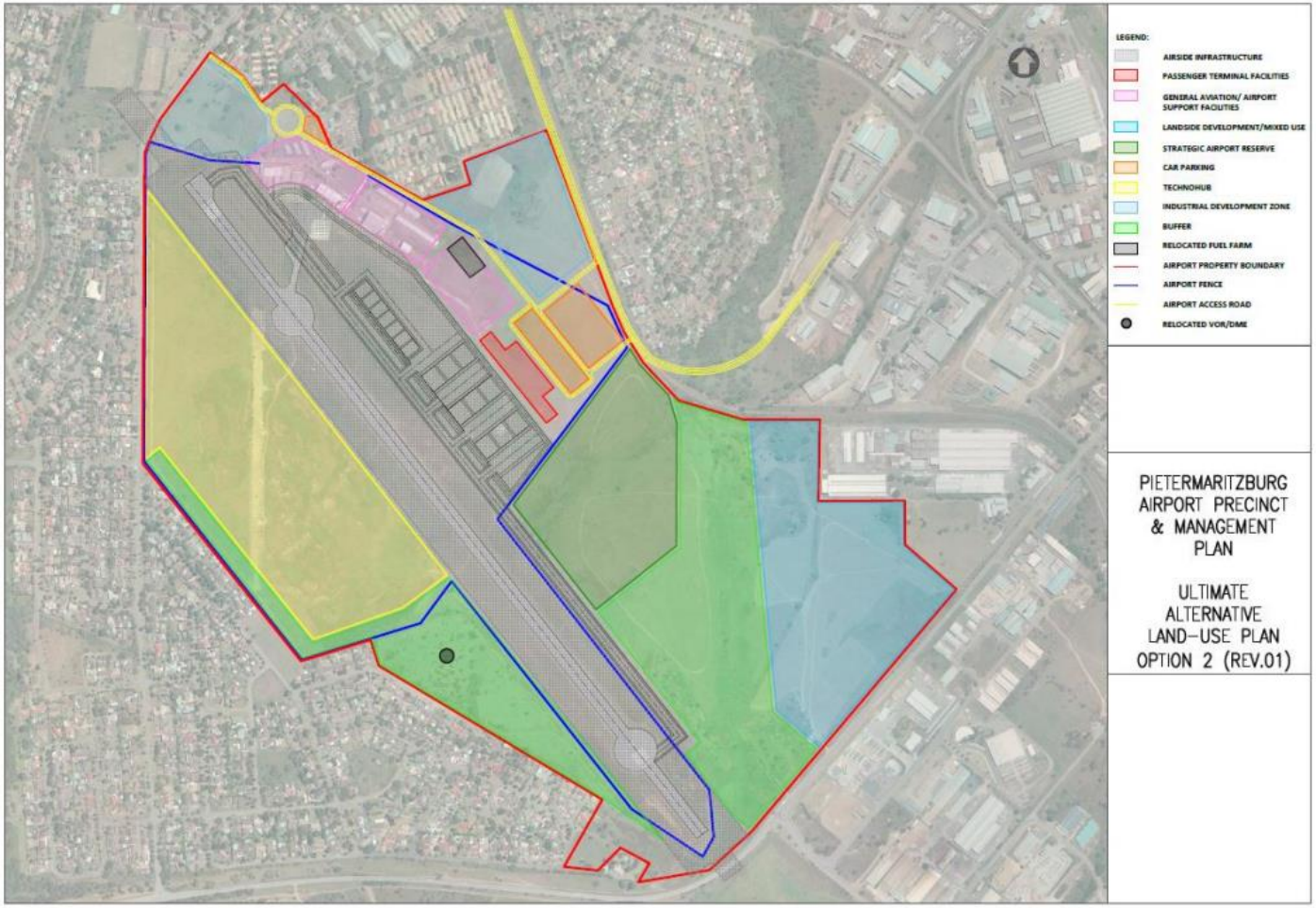
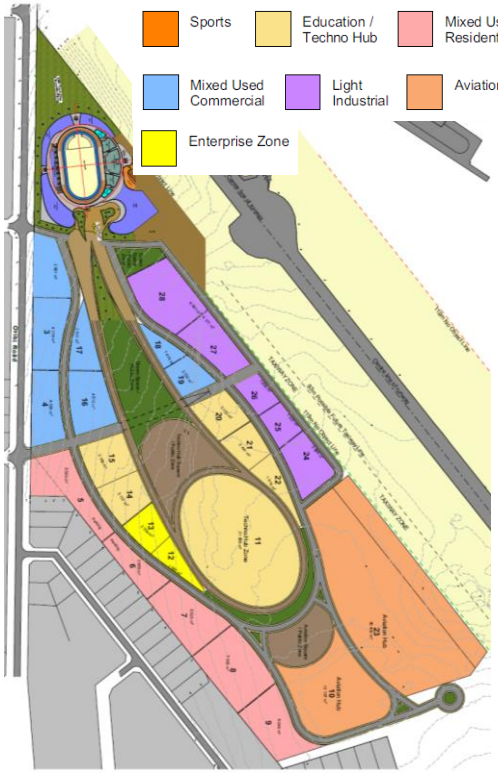
AIRPORT OPTION 2



TECHNOLOGY HUB



CURRENT LAYOUT PROPOSAL

- GATEWAY ENTRANCES
- MIXED USE
- RESIDENTIAL BUFFER
- PUBLIC TRANSPORT ROUTE
- LOCAL ACCESS
- LINK TO ORIBI VILLAGE
- INTERFACE LANDSCAPING
- LANDSCAPED SQUARE
- PARK

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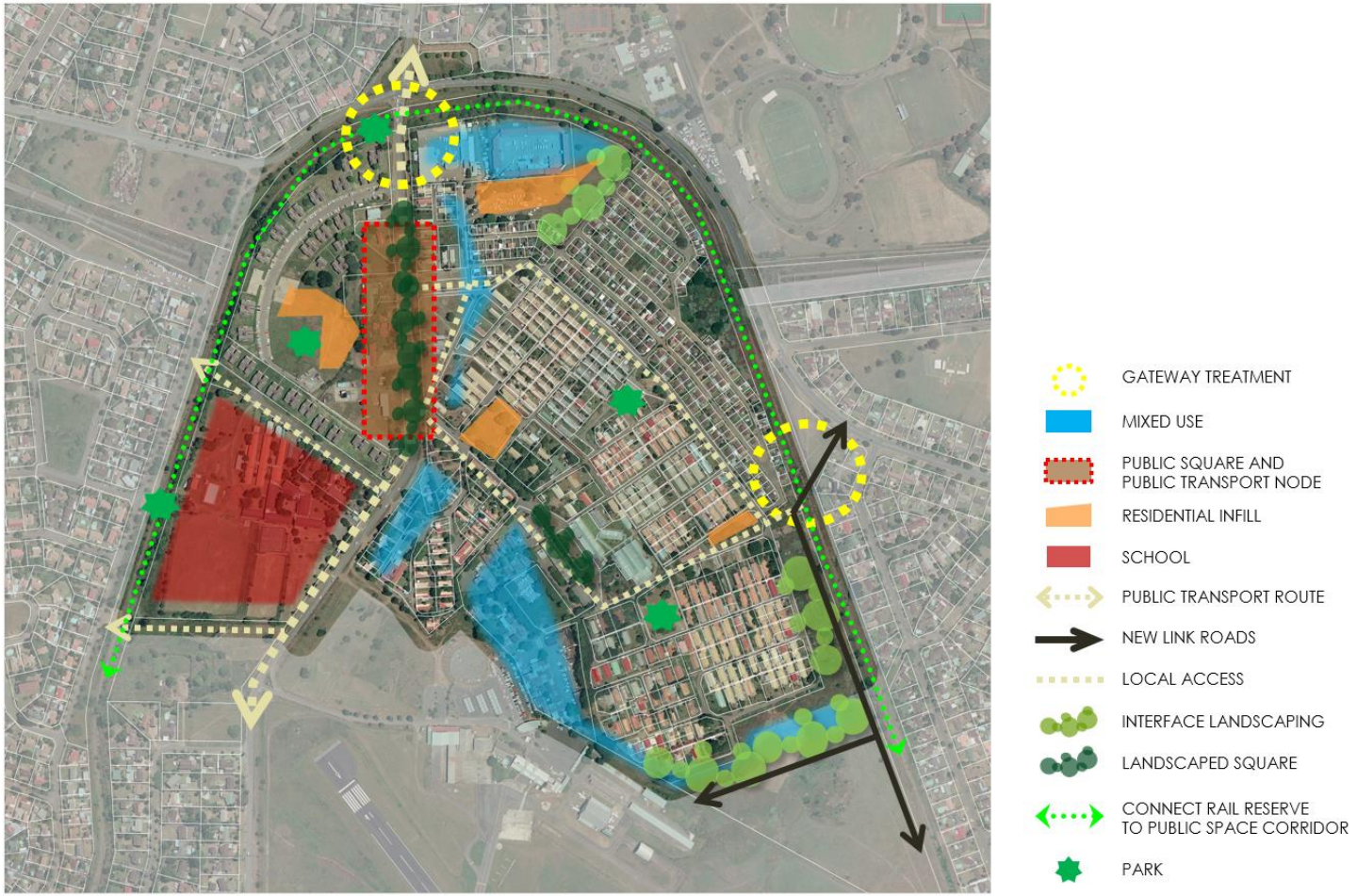
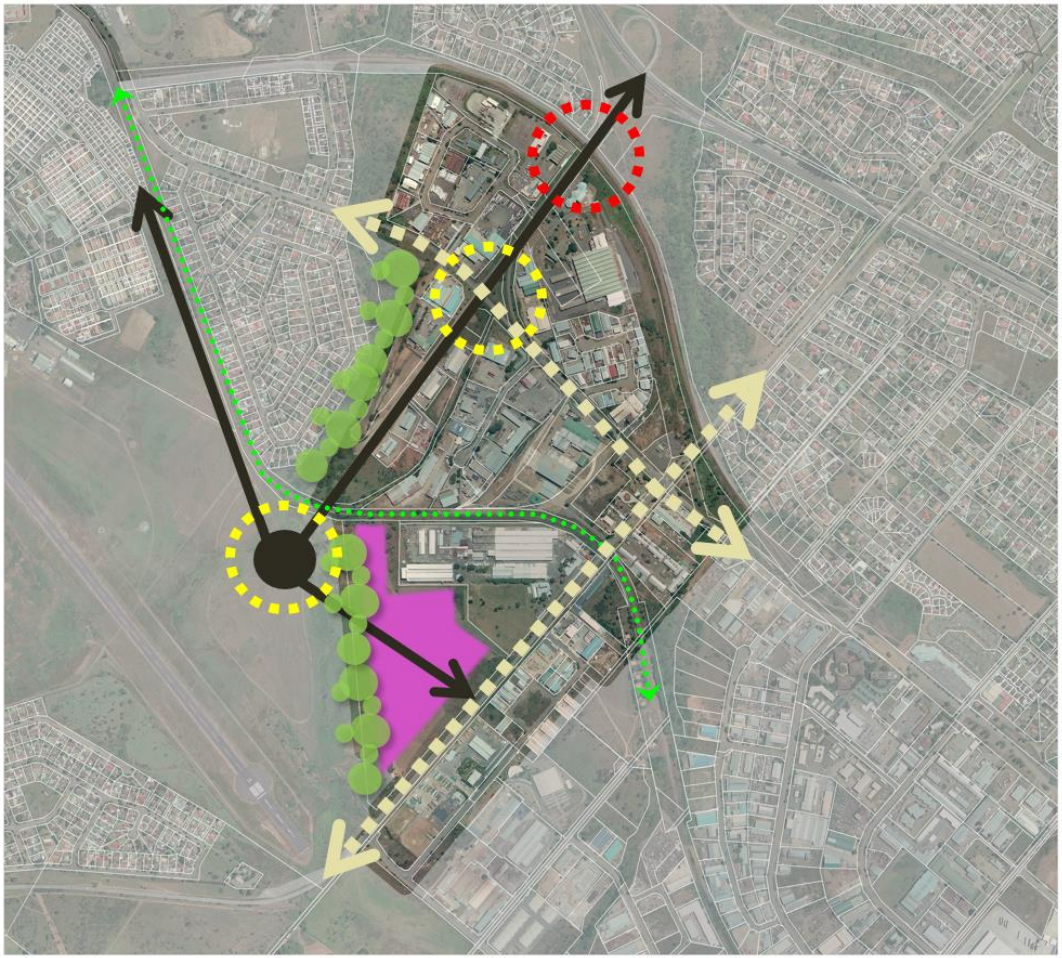
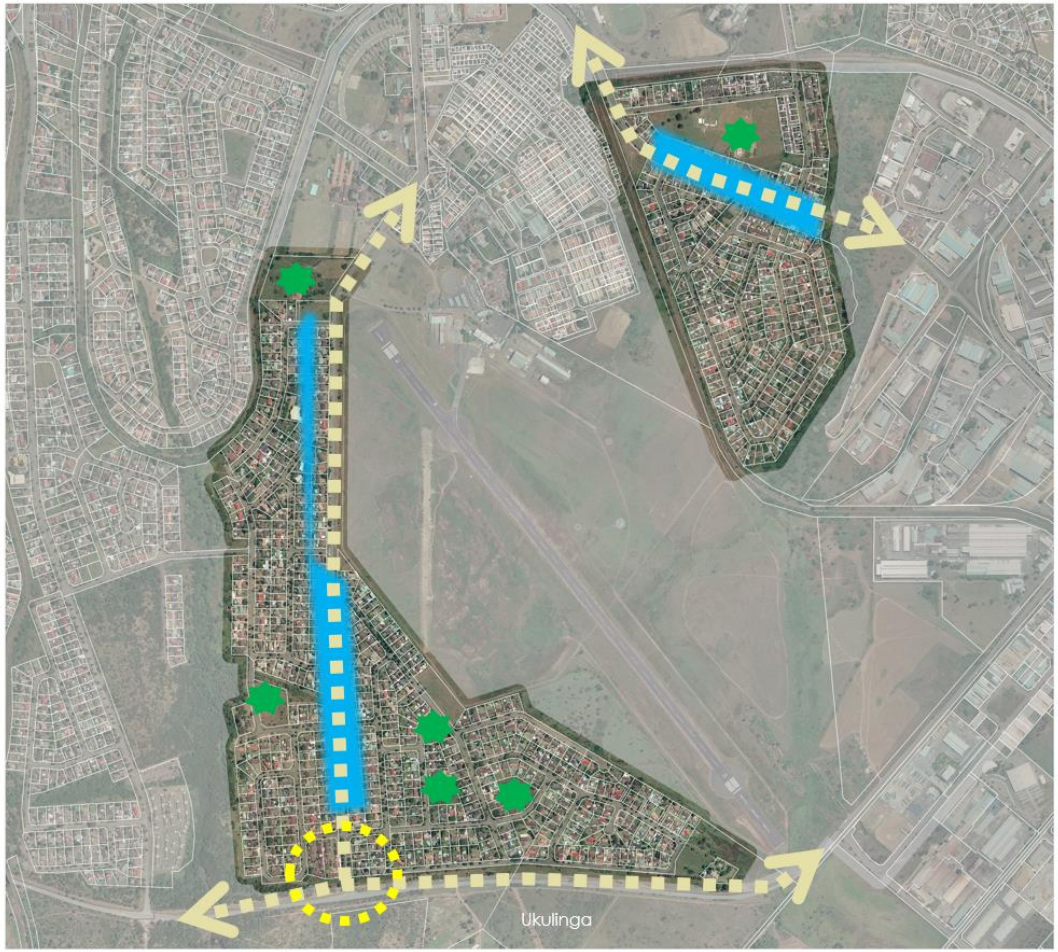
ORIBI VILLAGE



MKONDENI


GATEWAY TO PRECINCT
GATEWAY TREATMENT
NEW INDUSTRIAL/LOGISTICS
PUBLIC TRANSPORT ROUTE
NEW LINK ROADS
UPGRADE & REHABILITATE
OPEN SPACE SYSTEM
CONNECT RAIL RESERVE
TO PUBLIC SPACE CORRIDOR

RESIDENTIAL PRECINCTS



GATEWAY TREATMENT

MIXED USE

PUBLIC TRANSPORT ROUTE

PARK

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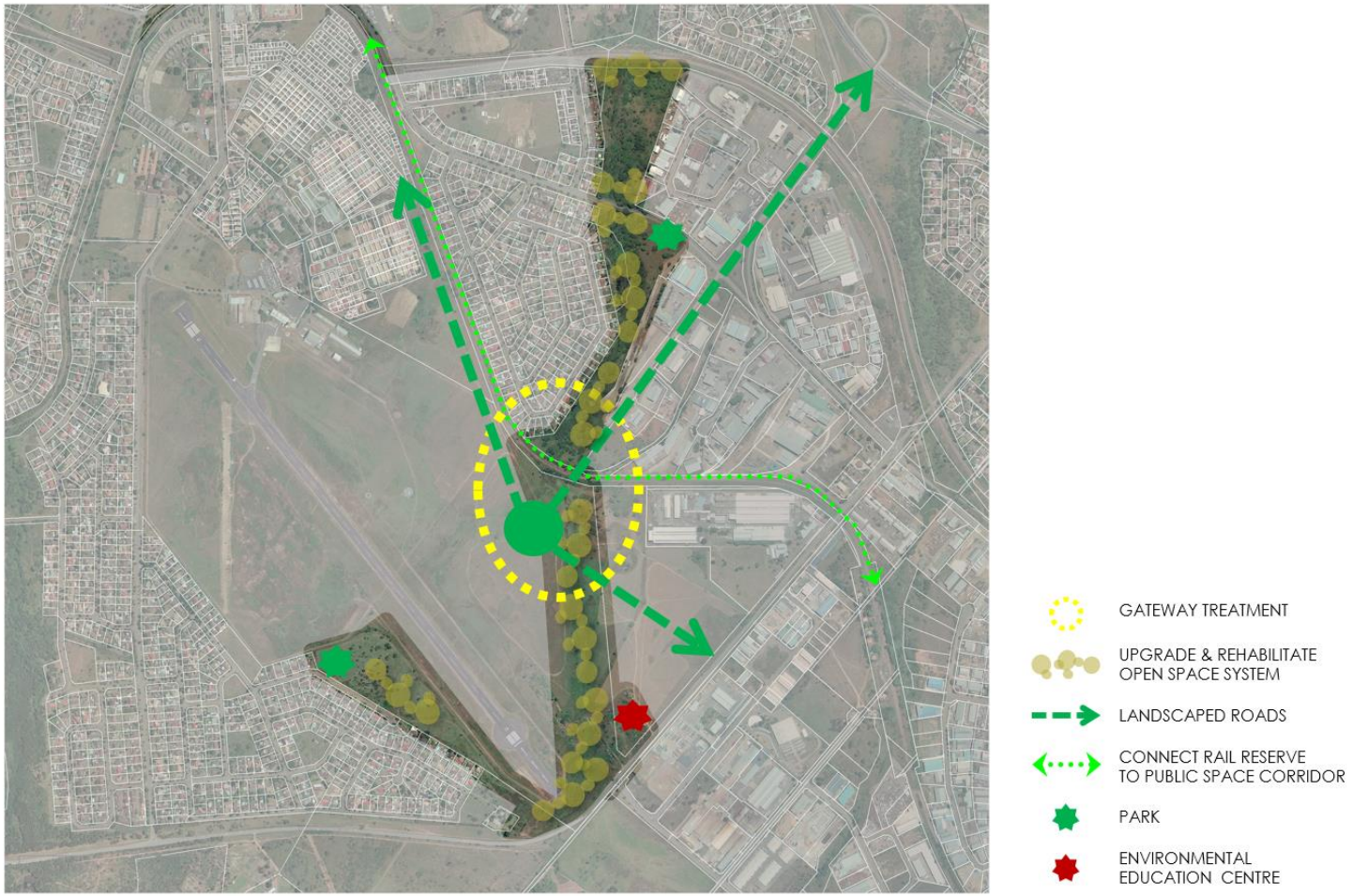
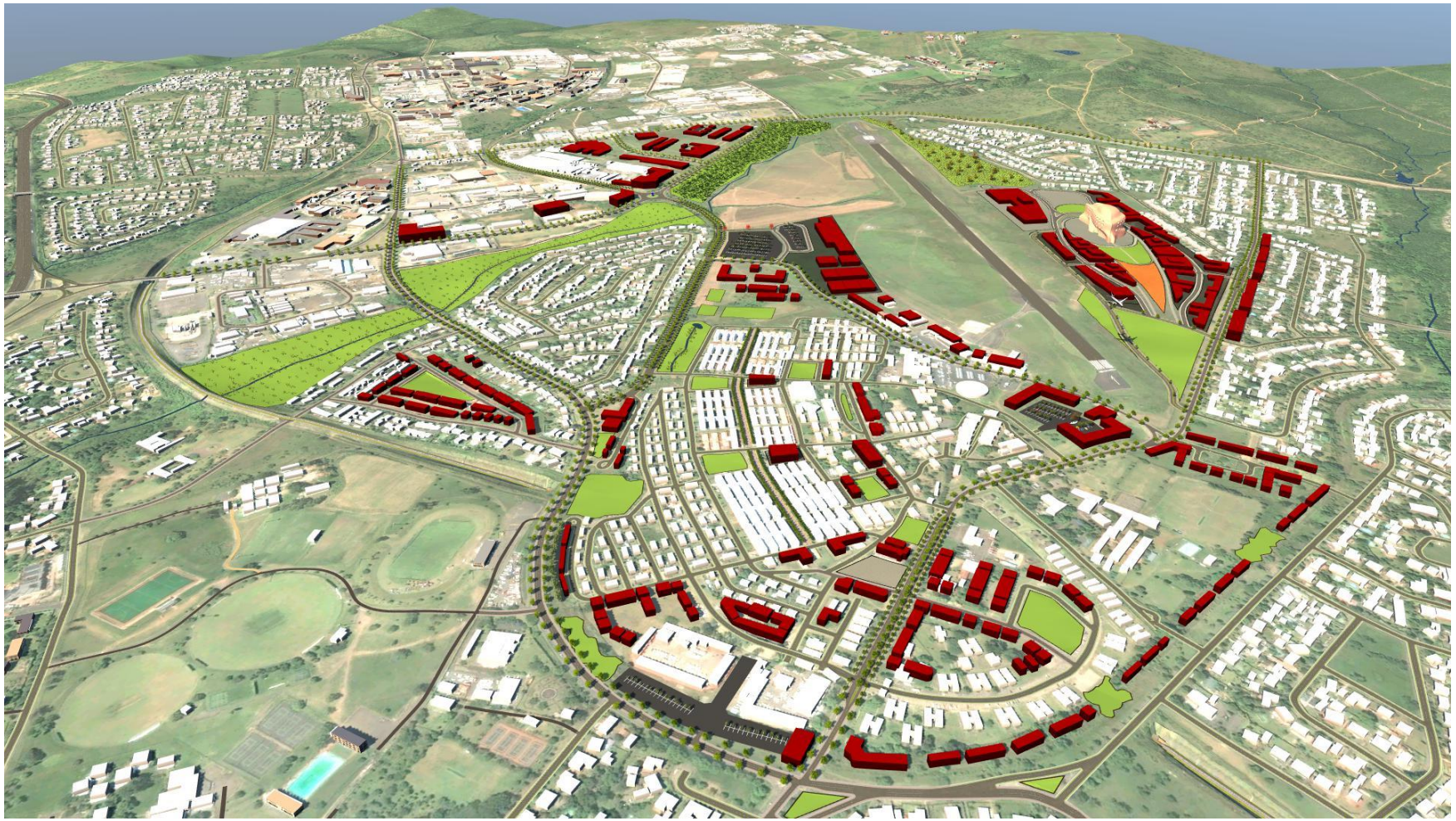
BLACKBOROUGH



ARTISTIC IMPRESSION

ARTISTIC IMPRESSIONS

ARTISTIC IMPRESSIONS



IMPLEMENTATION FRAMEWORK

IMPLEMENTATION FRAMEWORK

Establishing the "Platform" for Development

Implementation (Investment) Principles

- Consolidation of Investment: Build on current development initiatives and investment that is connecting the precinct to the City and its regional surroundings.
- Attend to Infrastructure and Services Deficits i.e. backlogs in capacity and/or maintenance.
- Invest in new infrastructure that will unblock or catalyse new investment by private sector, the community and or other spheres of the public sector.
- Upgrade Environmental Quality – this is a fundamental feature of each and every capital investment project – functionality, comfort, convenience, safety, security and identity and imageability.
- Attempt to ensure that each phase of new investment contributes to a sense of completion or wholeness i.e. environment or infrastructure should not appear incomplete.
- Integration: Focus on Integrated Projects i.e. projects that achieve multiple objectives and that establish a level of completeness to each phase of development.

IMPLEMENTATION PLAN

CAPITAL WEB INTERVENTIONS					
PROJECT No.	PROJECT NAME	Phase One 0-5 yrs (2017-2022)	Phase Two 5-10 yrs (2023-2028)	Phase Three 10+ yrs (2029+)	Total
AIRPORT INFRASTRUCTURE					
TOTAL		15 000 000	42 000 000	0	57 000 000
REGIONAL ROAD INFRASTRUCTURE					
TOTAL		0	521 000 000	630 000 000	1 151 000 000
CITY TRANSPORTATION INFRASTRUCTURE					
TOTAL		22 200 000	27 000 000	0	49 200 000
LOCAL INFRASTRUCTURE					
TOTAL		20 000 000	6 300 000	20 000 000	46 300 000
WATER / SANITATION / STORMWATER / ENERGY / ICT INFRASTRUCTURE					
TOTAL		3 000 000	9 000 000	27 250 000	39 250 000
ENVIRONMENTAL UPGRADE					
TOTAL		9 500 000	13 000 000	1 000 000	23 500 000
REGULATORY ENHANCEMENTS					
TOTAL		4 000 000	500 000	500 000	5 000 000
OPERATION AND MANAGEMENT					
TOTAL		3 000 000	3 000 000	3 000 000	9 000 000
TOTAL CAPITAL WEB COSTS		76 700 000	621 800 000	681 750 000	1 380 250 000

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IMPLEMENTATION PLAN

LEVERAGED INVESTMENT					
NO	NAME	Phase One 0-5 yrs (2017-2022)	Phase Two 5-10yrs (20123-2028)	Phase Three 10+yrs (2029+)	TOTAL
HOUSING					
TOTAL		200 000 000	315 000 000	195 000 000	710 000 000
TECHNO HUB					
TOTAL		0	100 000 000	100 000 000	200 000 000
INDUSTRIAL DEVELOPMENT					
TOTAL		0	0	150 050 000	150 050 000
AIRPORT DEVELOPMENT					
TOTAL		20 000 000	40 000 000	110 000 000	170 000 000
TOTAL LEVERAGED INVESTMENT		220 000 000	455 000 000	555 050 000	1 230 050 000