

A light industrial park is a location which houses a group of non-polluting manufacturers or businesses. Light industrial manufacturers include those which use partially processed or finished materials to produce relatively high value goods. Light manufacturing activities generally take place within enclosed buildings. This is opposed to heavy industrial manufacturers who primarily use raw materials to produce relatively low value goods.

The key concept of a light industrial park can therefore be noted as:-

- ❖ Non-polluting;
- ❖ Value Adding;
- ❖ High Value Goods; and
- ❖ Enclosed Buildings.

A number of other critical concepts can be added to the light industrial park concept considered for Mount Ruth, namely:-

- ❖ Clustering;
- ❖ Sub-Contracting;
- ❖ Focus on SMME's; and
- ❖ Innovation Promotion.

Each one of these principles will be examined in more detail below and have been proposed to align the light industrial park concept with the needs of Mount Ruth.

There are many different types light manufacturing related activities and this chapter investigates the textile/clothing industry in more detail as a case study. There are, however, other light industries that could be viable at Mount Ruth.

If all three of the clusters are integrated, they should be able to help to create a self sustaining cycle of business at Mount Ruth. For example, tourism facilities in Mdantsane (e.g. B&B's) can support the textile/clothing cluster by purchasing bed linen, pillow cases, towels etc. locally. The textile/clothing cluster can have links to the tourism industry by offering factory tours, retail sale of African pint textiles, etc. and retailers at Mount Ruth will benefit from the spending of tourists, business owners and employees in the area."

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## **8. URBAN DESIGN REPORT**

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### **8.1 Recommendations**

The complete Urban Design Report prepared by Intsika Architects is contained in Appendix No. 5. The main recommendations are as follows:-

- ❖ **Urban Form Directives**

The following development guidelines for each of the defined land uses are as follows:-

- **Public Open Space (1, 3, 9, 12)**  
**Uses:** Social sports or kick about areas, parks  
**Opportunities:** Water features, landscaped lawns, street furniture and lighting. Buffer are between developments and traffic noise buffer. Provide public ablutions. Close proximity to pedestrian routes.  
**Constraint:** Site topography not suited to development. Land bordered by roads and inaccessible by vehicles.
  
- **High Density Housing (2, 11, 19)**  
**Uses:** High density housing apartments, to address current accommodation shortages and offer an alternative living environment, closer to public facilities and transportation terminals.  
**Opportunities:** Combination of single, double and triple storey dwelling units in landscaped surrounds.  
 Convenience of lock-up and go lifestyle.  
 Create themed residential developments with shared communal recreational facilities, and security measures.  
 Buildings could be designed around courtyards, allowing for monitoring of playing children and social interaction.  
 Consider introduction of small scale produce gardens.  
 Use parking areas and tree lined lawns, closer to major roads to minimise traffic noise impact.  
**Constraints:** Only affordable to economically active population sector. Conventional zoning restrictions would apply.
  
- **Light Industry/SMME's (4, 13)**  
**Uses:** Light industrial manufacturing environment, where strong emphasis is placed on both BEE and job creation initiatives. Close proximity to employees, and retail markets.  
**Opportunities:** Offer a wide range of lettable manufacturing space to allow start-up enterprises to flourish. Need for textile support industries in the area. Creation of a centralised expo centre along the pedestrian walkway to exhibit and sell goods manufactured locally. Consider shared facilities and amenities both to reduce capital outlay and afford accessibility to smaller businesses. The development should be controlled by a sound management and support structure.  
**Constraints:** Single large developmental erf available, and development proposal guidelines would need approval. Possible noise factor affecting surrounding building usages.
  
- **Petrol Filling Station (5)**  
**Uses:** Re-fuelling, convenience store, vehicle repair centre. Single storey development.  
**Opportunities:** Easily accessible from many roads.  
 Tour bus stop-over point, access to cultural heritage centre. Very viable business opportunity.
  
- **Cultural Heritage/Retail (6)**  
**Uses:** Tourist and local public attraction.  
**Opportunities:** Use existing dam as water-feature and natural setting. Close proximity to all transportation modes. Cultural heritage building to accommodate exhibits and allow for public gatherings. Restaurant linked

to pedestrian belt and dam. Outdoor amphitheatre for performances and events.

Interesting public facility located between Newlands Road and R102, offers variety and texture to the urban fabric.

➤ **Municipal (7, 10. 20)**

**Uses:** Public and social services: Account payments, Post Office, Information centre and help desk, Public Market and Square, Bus and Taxi Rank, Satellite Police Station.

**Opportunities:** Easily accessible from roads, rail and pedestrian alike. This component would be developed first and serve as catalyst for the development. Located at the centre of the development, and will flank the predominantly pedestrian precinct. Buildings could be double and triple storey. Consider establishing some lockable leased market stalls. The buildings would be more formal in appearance and geometry.

➤ **Retail/Offices/Medical and Entertainment (8)**

**Uses:** Commercial and private development site. Site would require mixed use zoning.

**Opportunities:** Anchor Commercial/Retail Complex with Restaurants, Night Clubs and Coffee shops. Development to include a private health care facility, all required parking areas, and a high density housing component.

After hours activities like the restaurants, cinemas, a gymnasium and night clubs would ensure that there are activities in the area in the evenings, It is also proposed that smaller retail opportunities would be well suited to the ground floor along the pedestrian precinct, with an office component above. We propose a double storey development for the site. The developer would have to develop all required facilities in their bid.

➤ **Transport Facilities (14)**

Land is made available for a taxi rank and drop-off area close to the station on the Toyana Street side of the station.

➤ **Public Square and Ticket Offices (15)**

**Uses:** Produces market and informal trade. Ticket offices for both road and rail transport.

**Opportunities:** Market plaza at the base of the Rail/Road overpass. Smaller hawker stalls, public ablution facilities, street furniture, water features and good lighting.

➤ **Public Parking (17)**

This facility is located along Toyana Street and allows for public parking when shopping or changing transport modes. Tree planting for shade is recommended.

➤ **Retail (18)**

Future small retail outlets facing onto Toyana Street as suburban retail outlet and convenience store.

➤ **Bridge over Rail (16)**

The Bridge would be the pilot project to enable good pedestrian passage over the railway line and R102 to the planned development on the other side. The underside of the bridge would need to be at least 6 m above the railway. Full paraplegic access via a 3 stage ramp will be provided. The bridge deck will be substantially roofed to protect passengers from the elements and allow for a vibrant hawker environment. Passengers could access the station platforms from ramps extending down to each platform. The platform would be approximately 40 m wide. The bridge is centrally located within the development and due to its height, it would be a very prominent focal point connecting the Mdantsane square to the development.

**Table 8: Zoning and Density Controls**

Zone Category	Zone Name		Measured Area Sq. Metres			
1. Public open space	Public Open Space		11,295.39			
2. High density housing	High Density Housing	Erf area:	37,358.12			
	Building foot print/Gross Building area		6558.61	14196.18	38%	18%
3. Public open space	Public open space		6,912.65			
4. LIP/SMME	Light industrial park	Erf area	36,682.91			
	Building foot print/Gross Building area		9925.76	18962.93	52%	27%
5. Petrol Filling station	Petrol filling station	Erf area	9,028.80			
	Building foot print/Gross Building area		2314.69	2314.69	26%	26%
6. Cultural heritage/Retail		Erf area	13,170.96"			
	Building foot print/Gross Building area		4165.76	4549.99	35%	32%
7. Municipal	Municipal	Erf area	18,559.39			
	Building foot print/Gross Building area		5472.97	8295.94	45%	29%
8. Retail/Office/Medical /Entertainment		Erf area	39,195.92			
	Building foot print/Gross Building area		11533.5	17623.96	45%	29%
9. Public open space	Public Open space	Erf area	797.17			
10. Municipal	Municipal	Erf area	3,582.23			
	Building foot print/Gross Building area		820.75	2278.5	64%	23%
11. High Density Housing	High Density Housing	Erf area	20,309.08			
	Building foot print/Gross Building area		4655.03	13597.59	67%	23%
12. Public open space	Public open space	Erf area	5,188.29			
13. LIP/SMME	LIP	Erf area	3,513.47			
	Building foot print/Gross Building area		1,581.46	3162.92	90%	45%
14. Transport Fac.	Transport Facilities	Erf area	3,300.00			
	Building foot print/Gross Building area		450	450	14%	14%
15. P. square /Ticket	Public	Erf area	2,200.00			