

# WINFRIED HOLZE

## URBAN DESIGN ARCHITECTURE



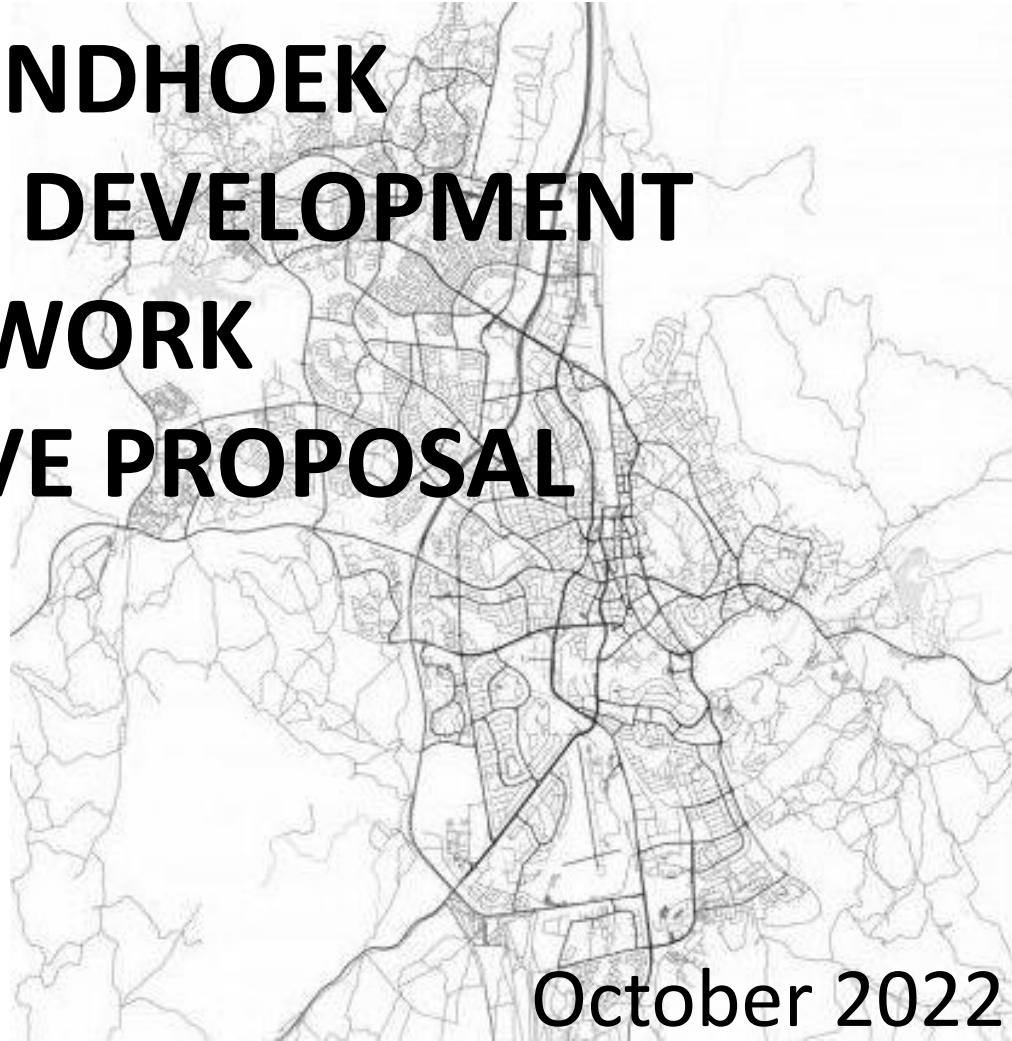

PRINCIPLE ARCHITECT: W.H.K. HOLZE  
HOLZE@WHUDANAMIBIA.COM CELL: +264 81 291 4456

REG. ARCH (NCAQS), MNIA;  
T:+264 251 258 F:+264 251 258

B.BUILD.ARTS, B.ARCH, MCPUD  
P.O.BOX 1782 WINDHOEK 10005

ISCOR STREET, NORTHERN INDUSTRIAL AREA

WINFRIED HOLZE  
URBAN DESIGN ARCHITECTURE



# CITY OF WINDHOEK

## THE NEW SPATIAL DEVELOPMENT

### FRAMEWORK

### AN ALTERNATIVE PROPOSAL

October 2022

# Definition of a new spatial development framework (structure plan)

The principle purpose of any structure plan for an urban settlement is to provide guidance on the intended future development of that settlement.

Its function is to inspire, provide hope and inform the inhabitants as to where the city is heading.

It informs future private and public investment opportunities, living environments etc.

# PROBLEM STATEMENT

## PROBLEM 1

### APARTHEID

Apartheid mindset Apartheid legislation Apartheid planning

## PROBLEM 2

### THE LACK OF LAND PROPAGANDA

±1551 Persons per km<sup>2</sup> (290km<sup>2</sup>)

Luanda 6300/km<sup>2</sup>, Harare 1600/km<sup>2</sup>, Johannesburg 3400/km<sup>2</sup>, Pretoria 3600/km<sup>2</sup>, Cape Town 1900/km<sup>2</sup>,  
Shanghai 6200km<sup>2</sup>, Hong Kong 6700km<sup>2</sup>, Barcelona 4300/km<sup>2</sup>, Tokyo 6400/km<sup>2</sup>, London 5800/km<sup>2</sup>

## PROBLEM 3

### THE HOUSING, UNEMPLOYMENT AND POVERTY MYTH

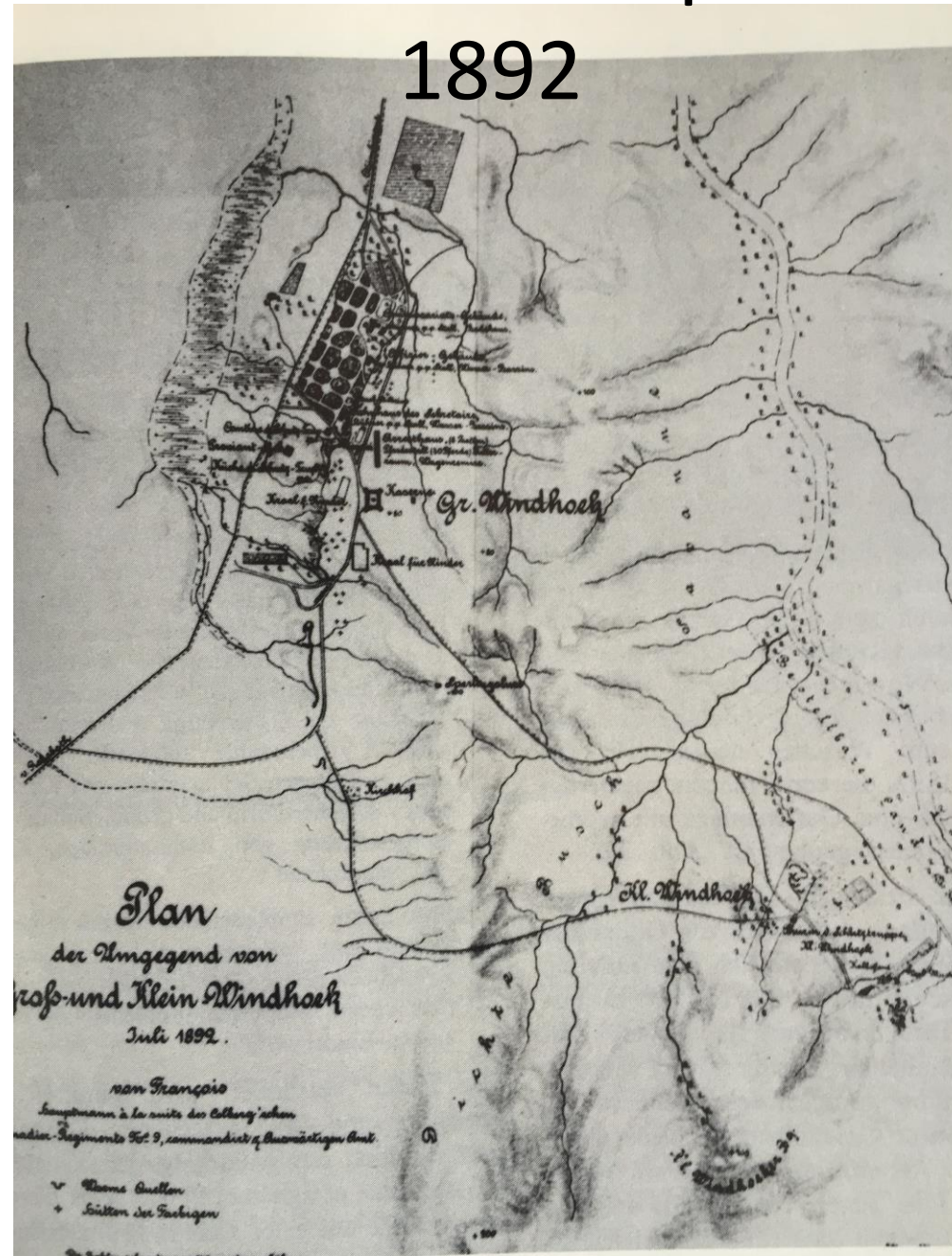
Town planning?

Two spatial development frameworks  
(structure plans)  
to date  
for the city of Windhoek

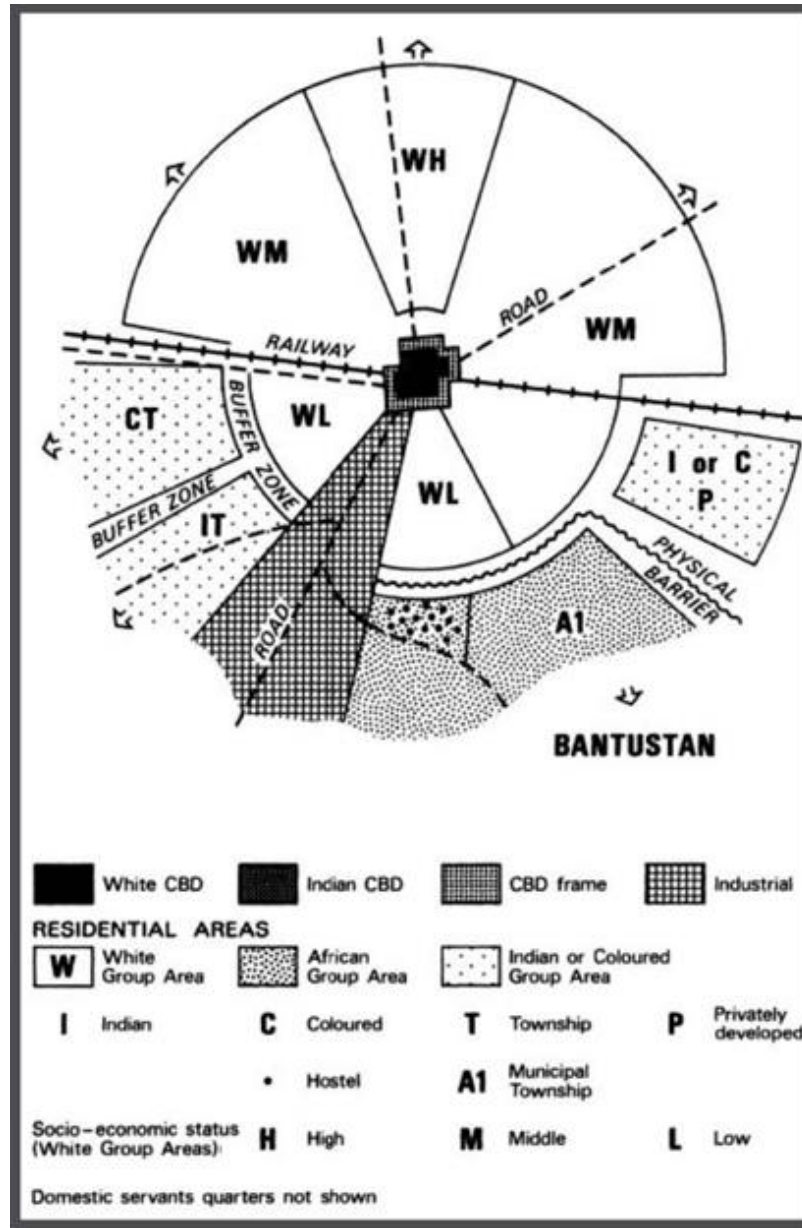


# First structure plan

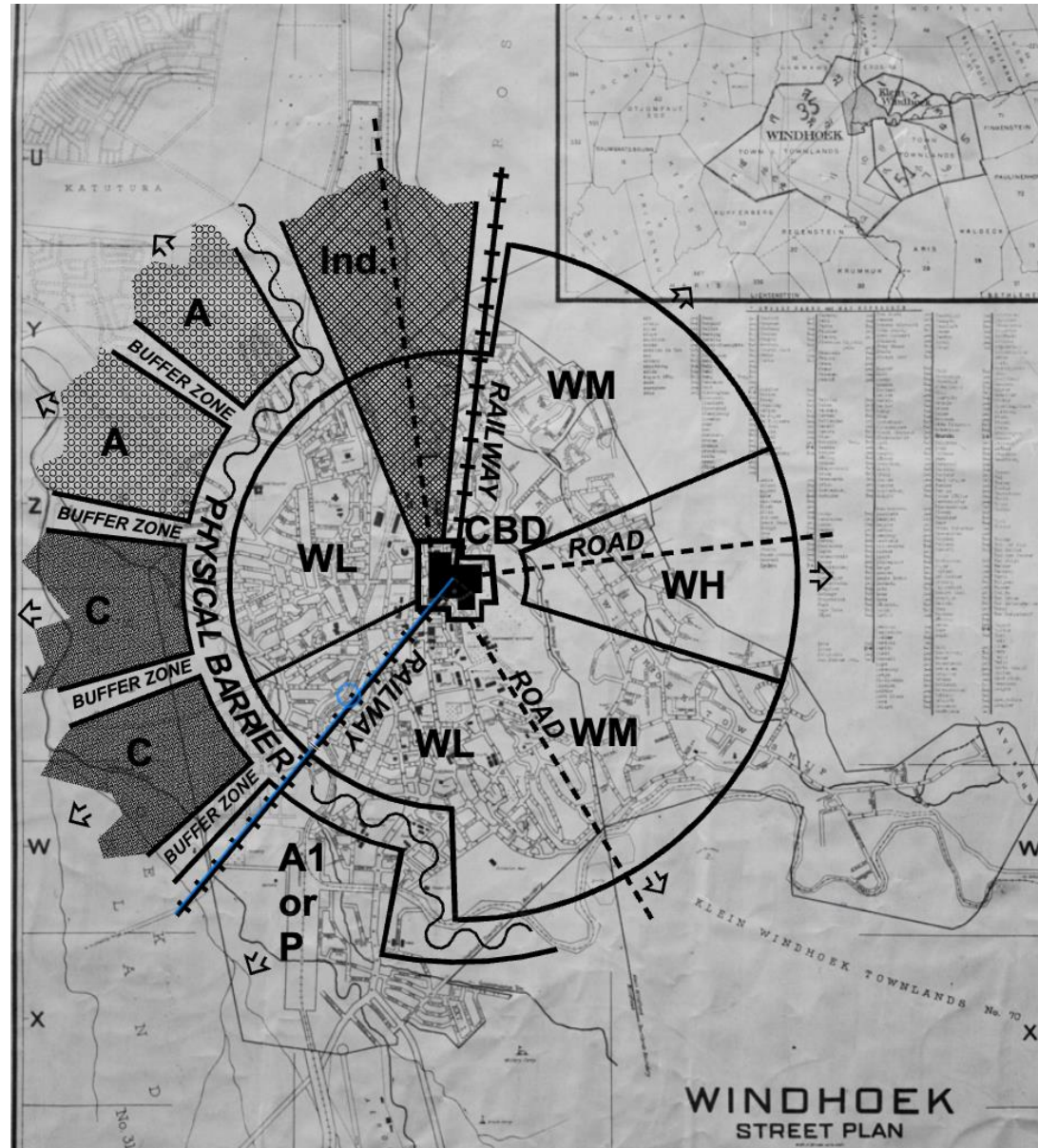
1892



# Second structure plan THE APARTHEID PLAN



# Second structure plan Superimposed on old Windhoek map





# Planners idea of a new structure plan

The development of Nodes

Single NODE

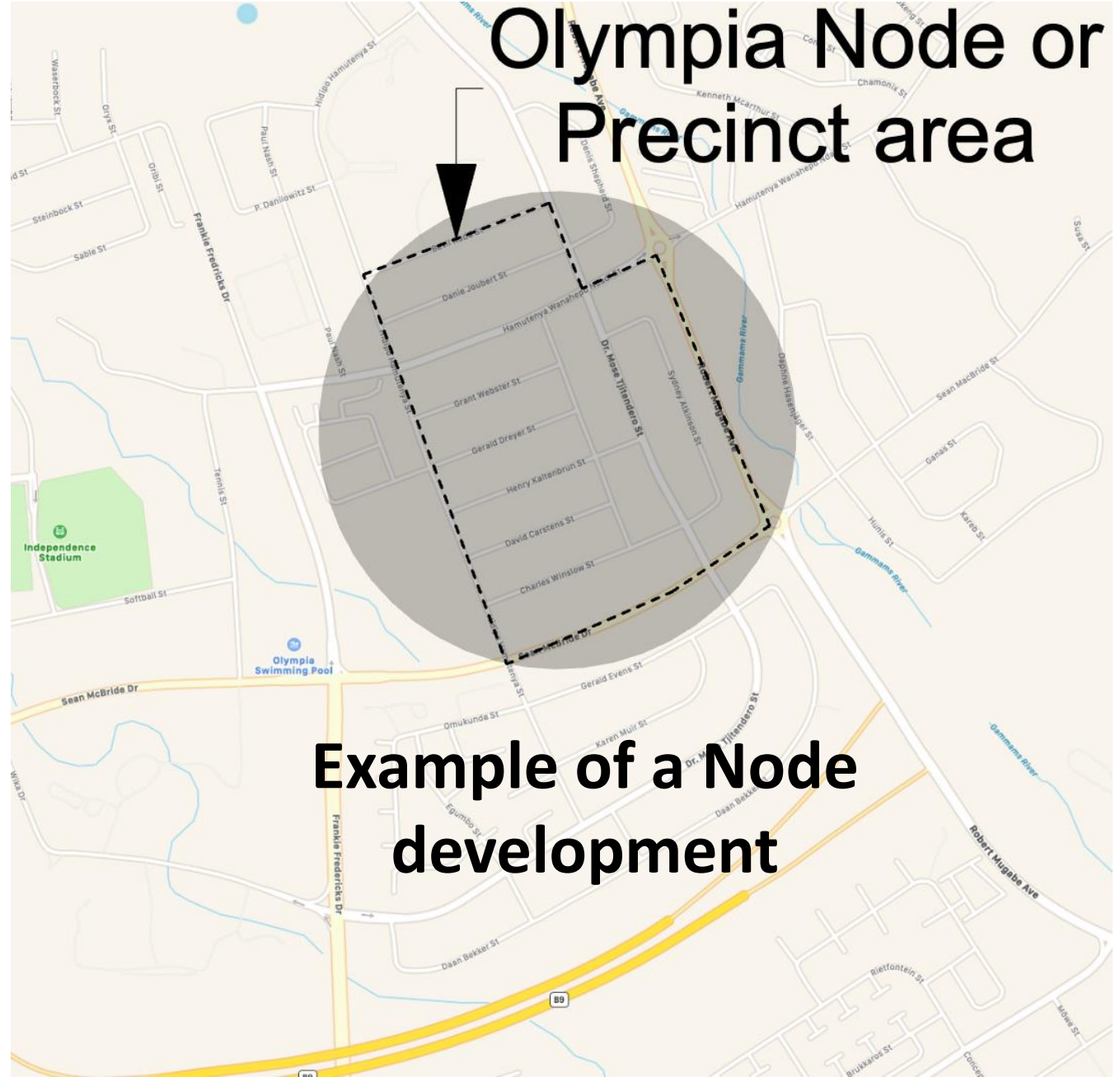


Ringfenced development area, including relaxation of 'some?' town planning regulations within these areas.

Also termed as:

**'POLYCENTRIC DEVELOPMENT'**

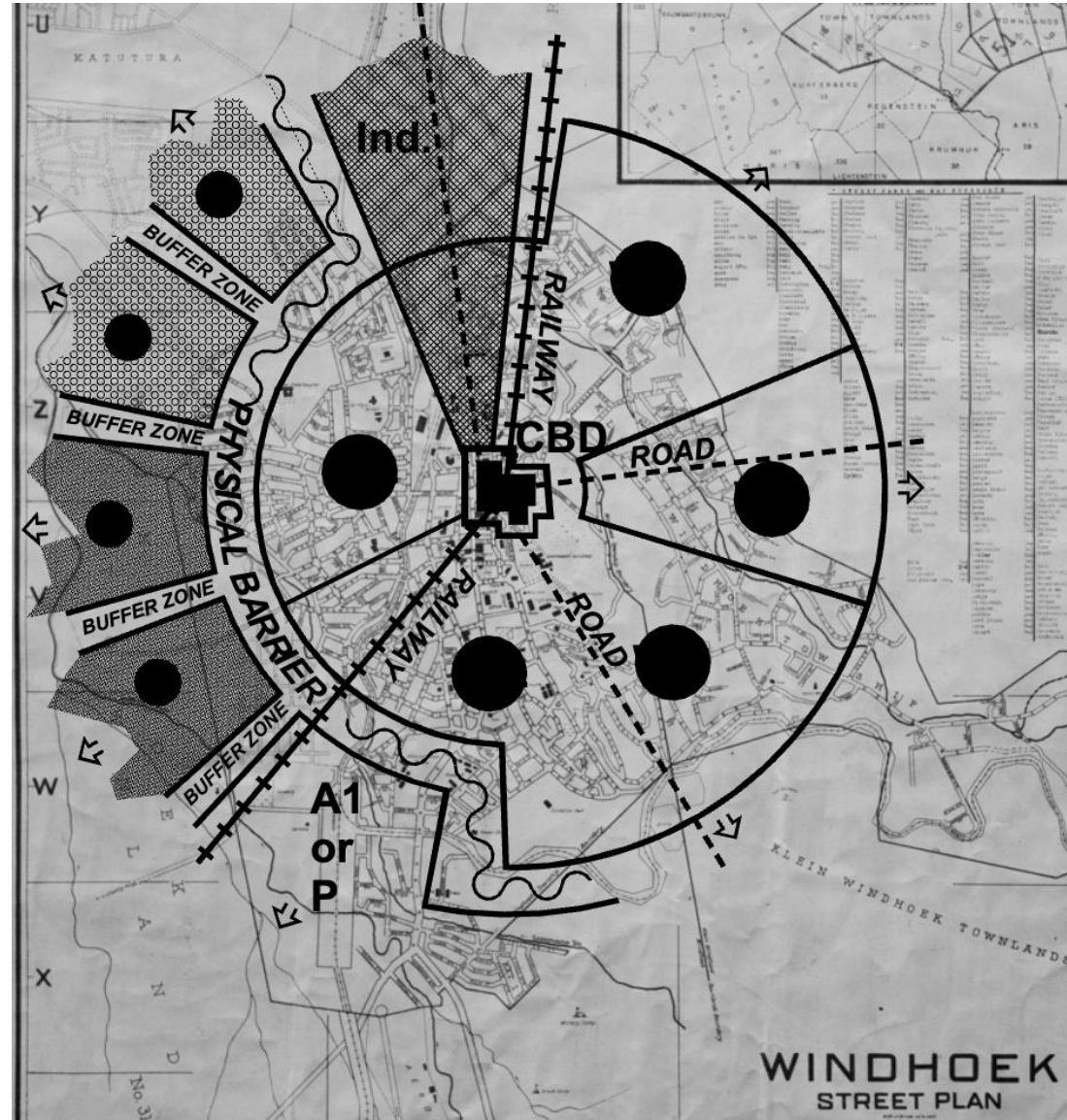
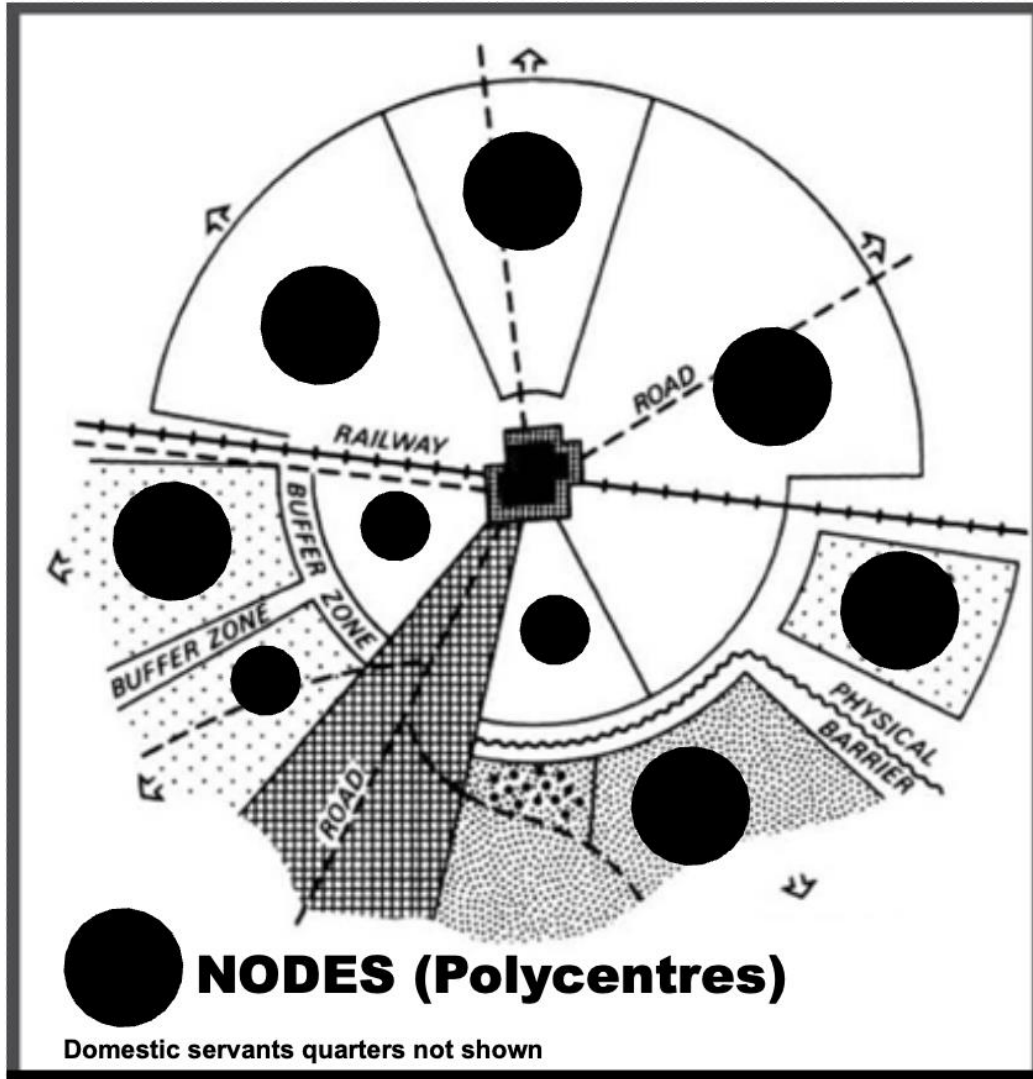
Olympia Node or Precinct area



Example of a Node development



# Adaptation of the apartheid plan (Polycentric development)



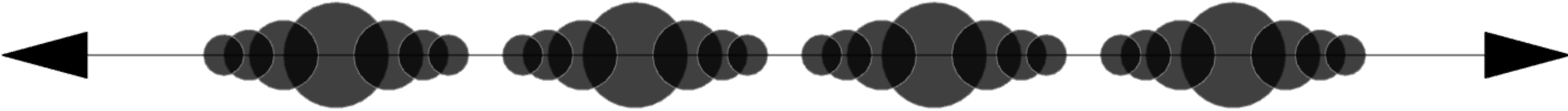
# Nodes are not little townships! They are neighborhood activity areas

**Smaller Nodes along a road**

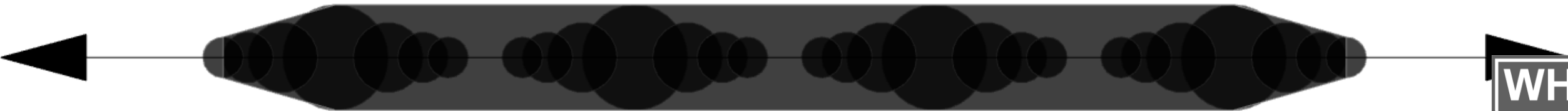


**like pearls on a string**

**Nodes development along that road**



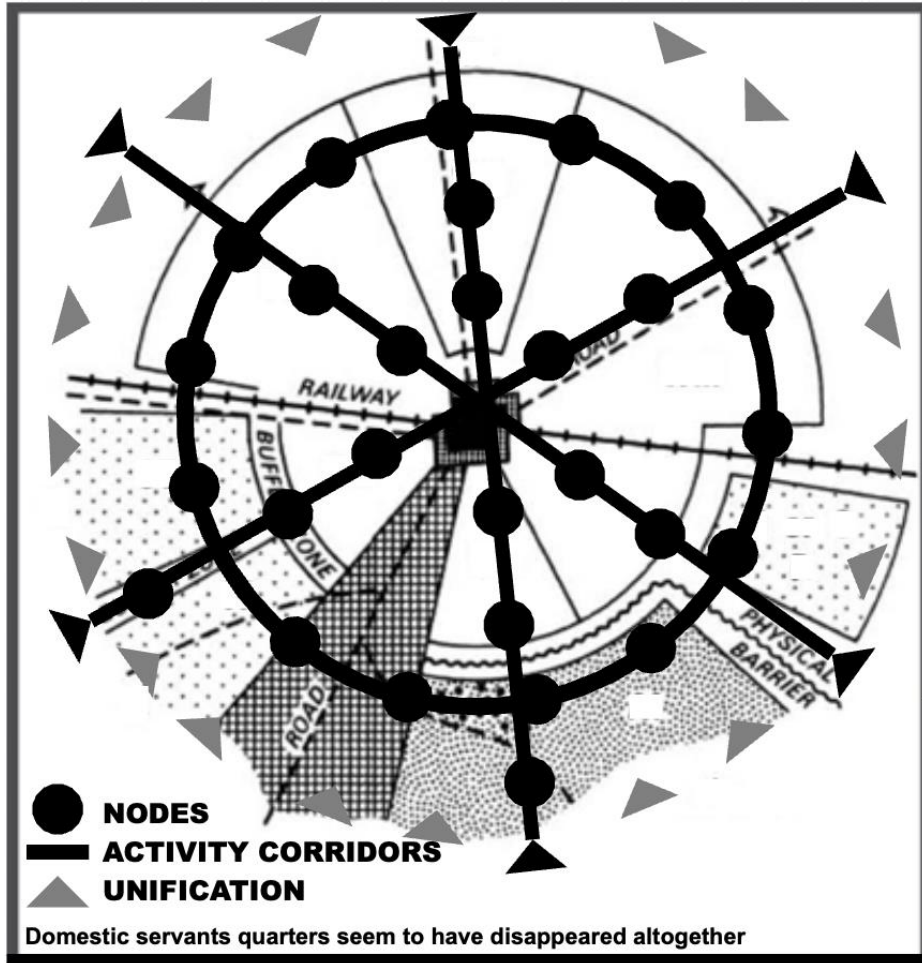
**Nodes become Activity Corridors**





# What should be

Dismantle the apartheid city by creating a unifying framework from which everybody can benefit and create wealth.



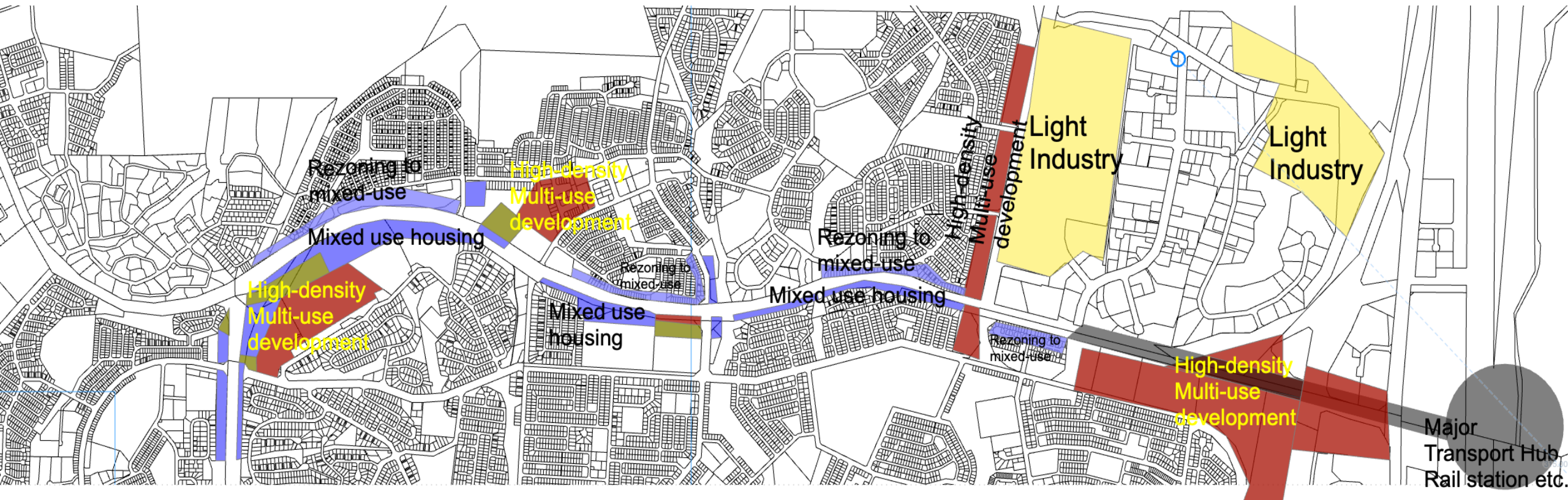
“...when it comes to shelter and Placemaking in an age of limits, a city’s primary resource is the energy and motivation of its Inhabitants.” (John Thackara)



# The WHUDA proposed strategy

A mix between participatory community placemaking,  
providing opportunities for private and public investment,  
overall densification,  
implementation of predictable services engineering,  
extensive user-mix and mixed uses provision,  
including different housing options, shop-houses and urban design  
**along major arterial roads**

# Monte Christo (Enias Peter Nanyemba) development corridor



# Implementation methods

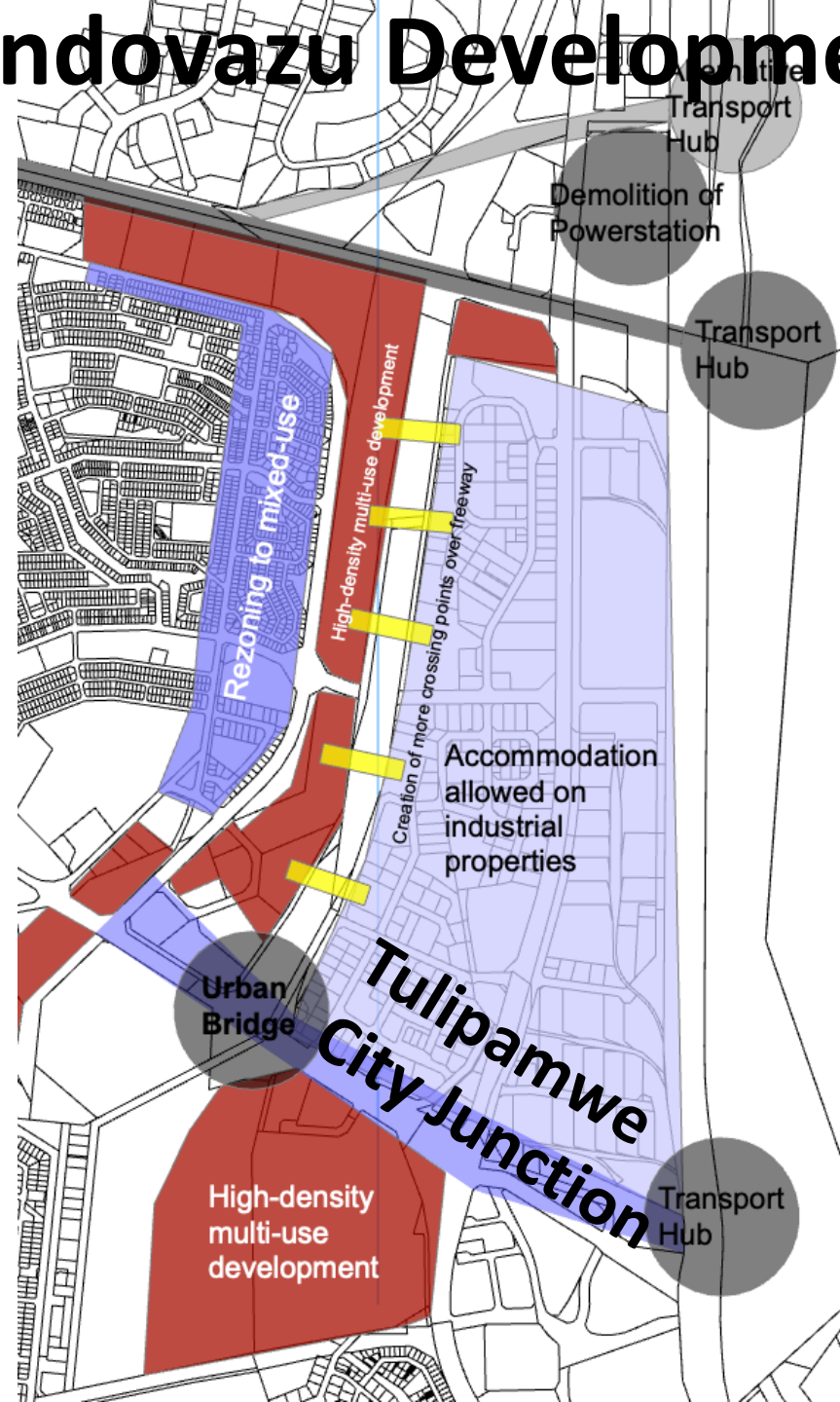
- Creation of a new management and coordination company, including NGO participation
- Participatory planning and coordination between property owners, community members and local authority
- Preparation of urban design frameworks based on form based coding and collaborative agreements

## Advantages

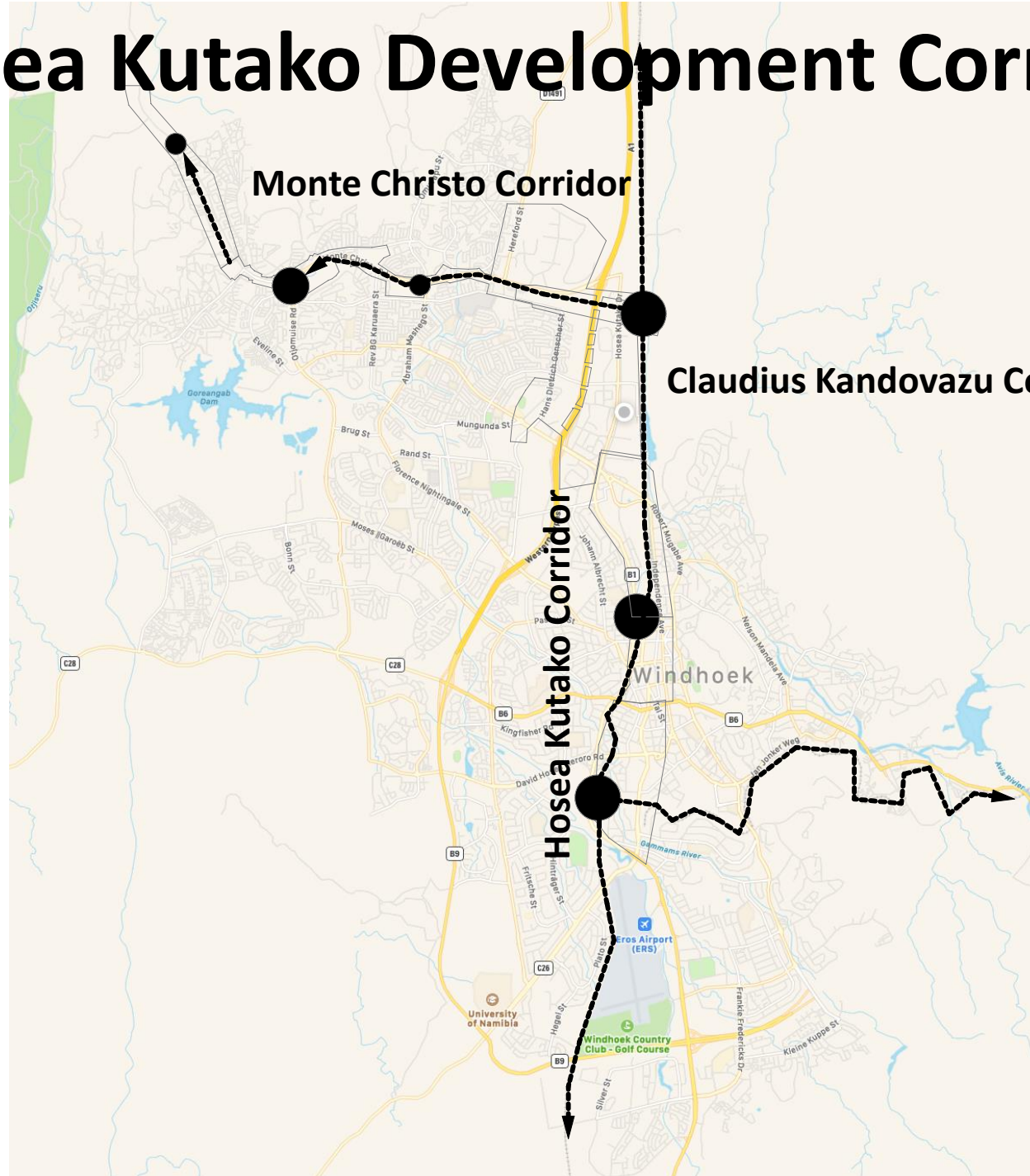
- Short implementation period with guaranteed outcome – investment certainty, pre-approved plans, etc.
- Less opportunities for corruption as privately driven – opportunities for foreign direct investment
- Infrastructure planning certainty – water and electricity supply, sewer and telecom/data
- Increased density and mixed uses – automatic migration from informal settlements to formal housing
- Provision of rent-controlled and privately financed accommodation mix
- Immediate impact on poverty alleviation – provision of permanent employment opportunities due to mixed uses
- Sustainable and regular public transport provision – reduction in carbon emissions footprint
- Less pressure on already extended financial means and work capacities of the municipality
- Form based code or collaborative agreements supersede town planning scheme – dismantling apartheid TP regulations
- Property values along the route automatically increase dramatically – wealth creation
- Environmentally conscious planning – smart city solutions



# Claudius Kandovazu Development Corridor



# Hosea Kutako Development Corridor

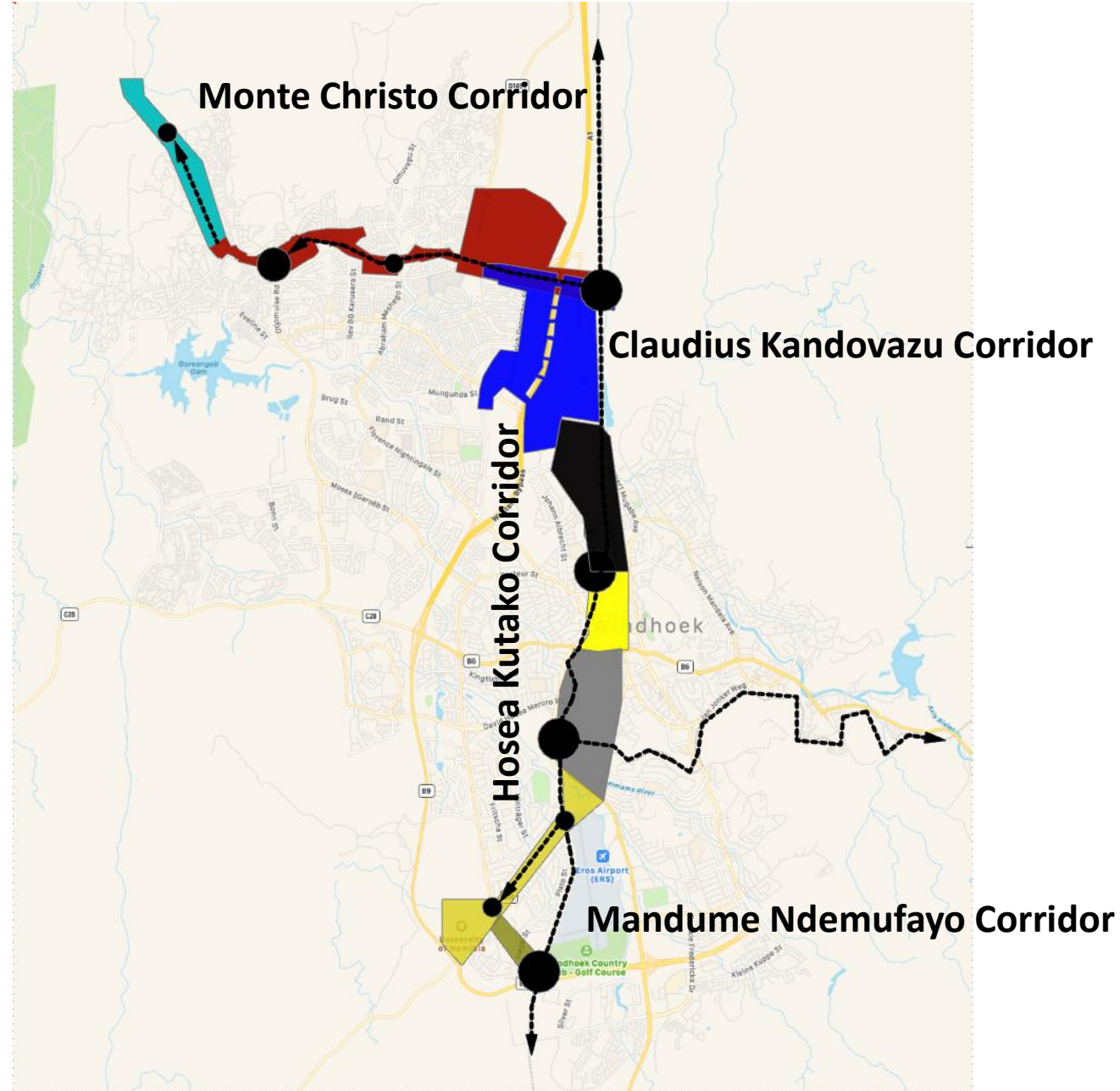


Monte Christo Corridor

Claudius Kandovazu Corridor

Hosea Kutako Corridor

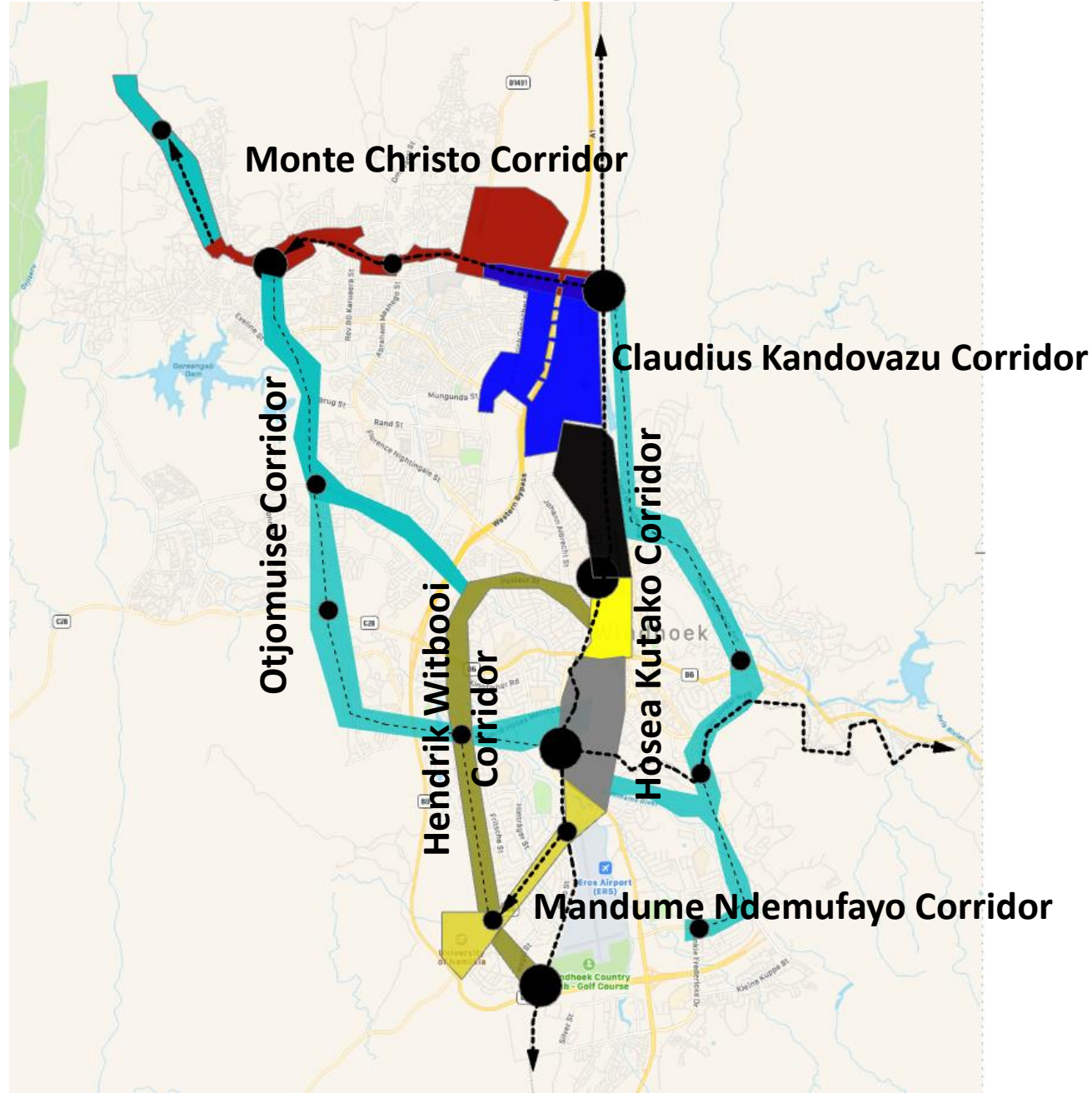
# Mandume Ndemufayo Development Corridor



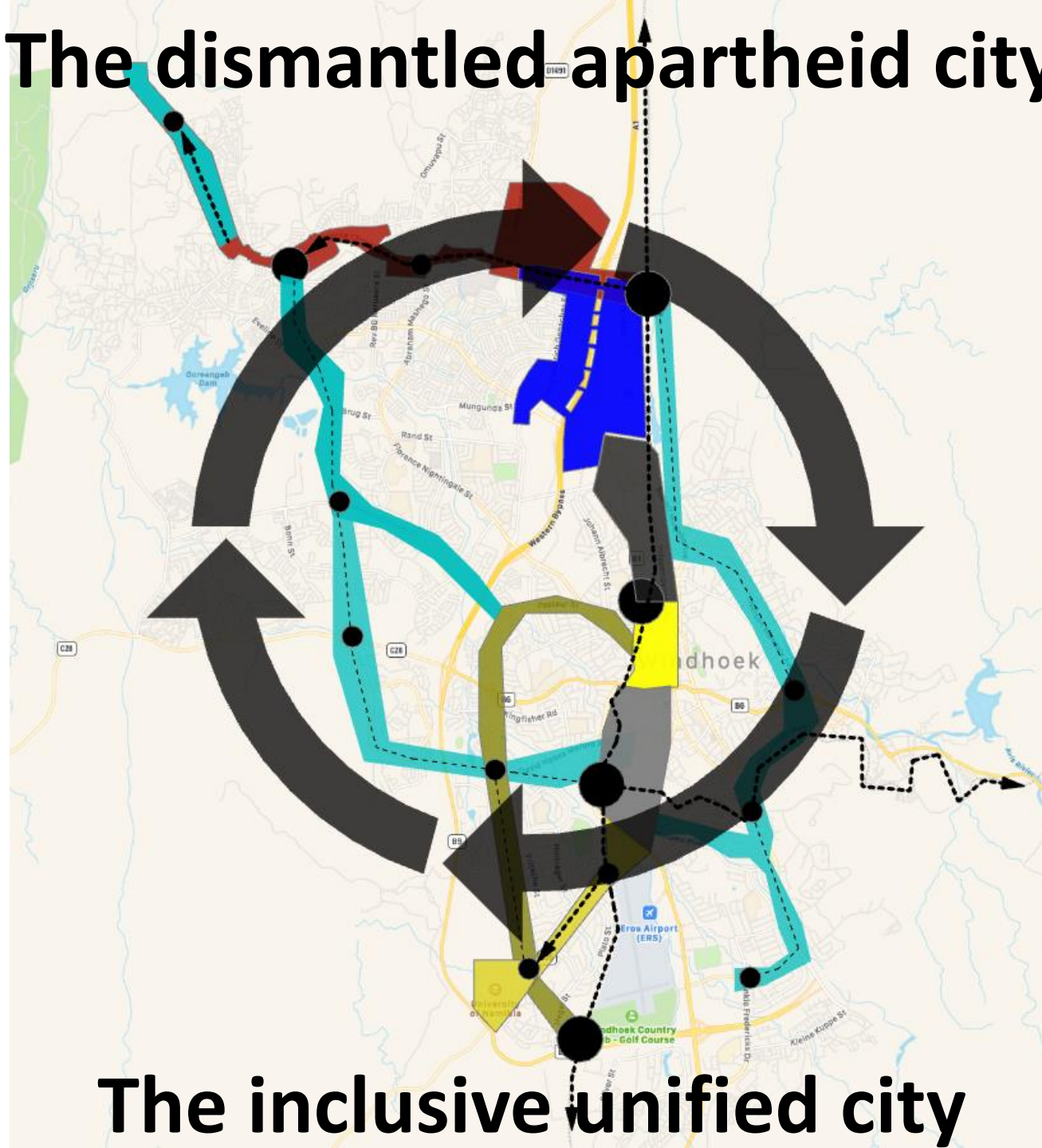




# Otjomuise Development Corridor



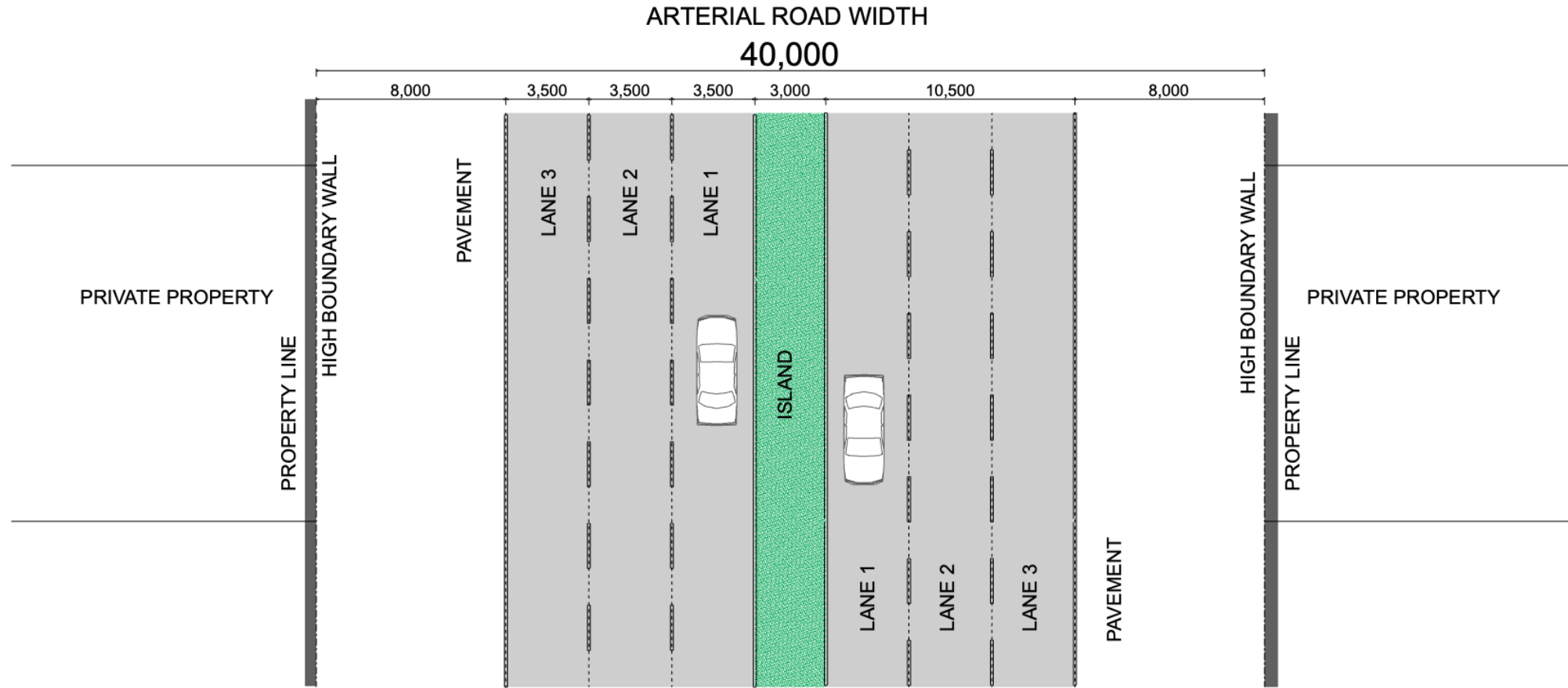
# The dismantled apartheid city



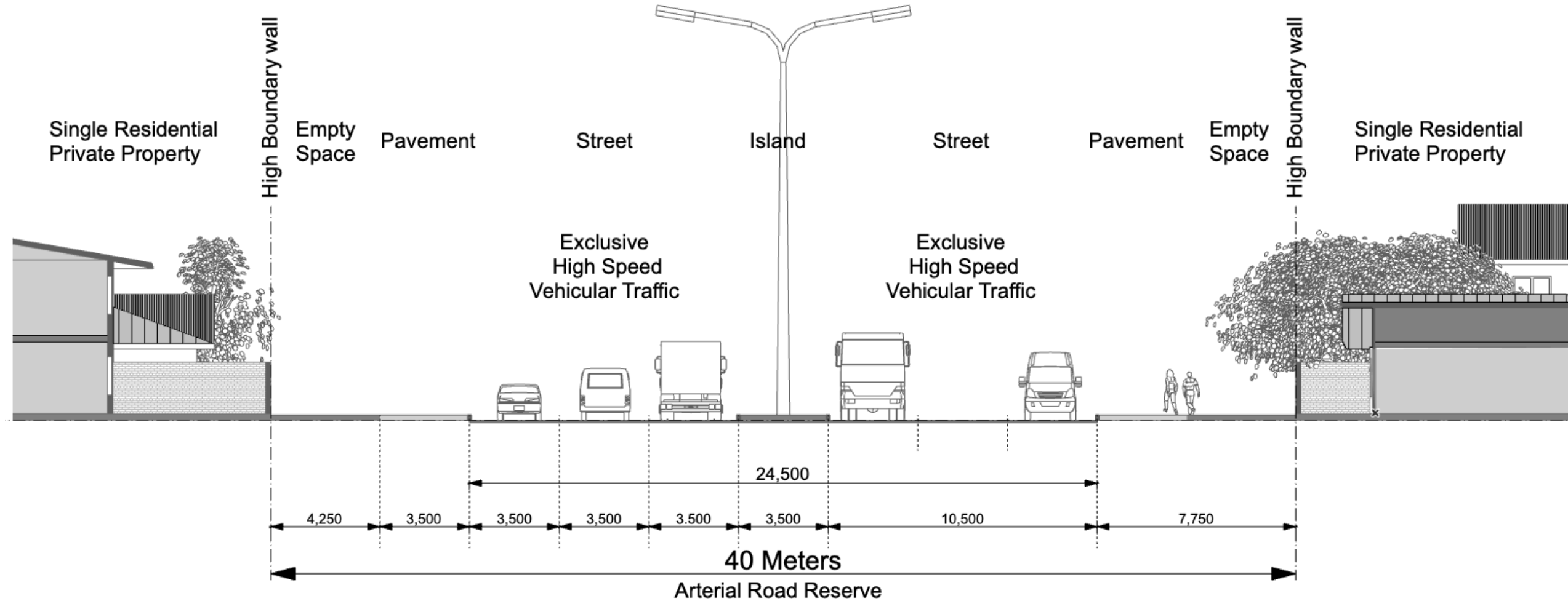
# The inclusive unified city



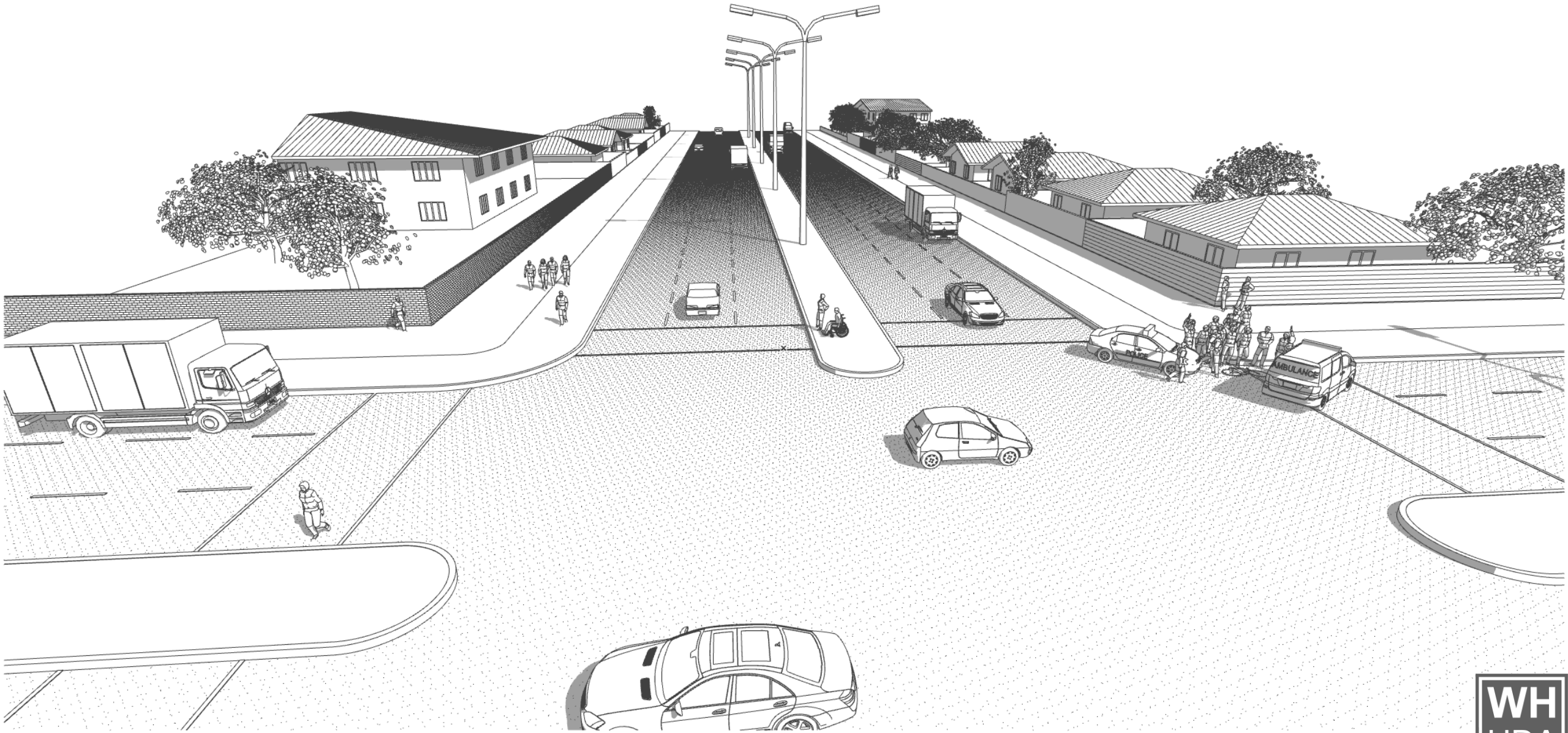
# The Arterial Road



# Section Through an Arterial Road

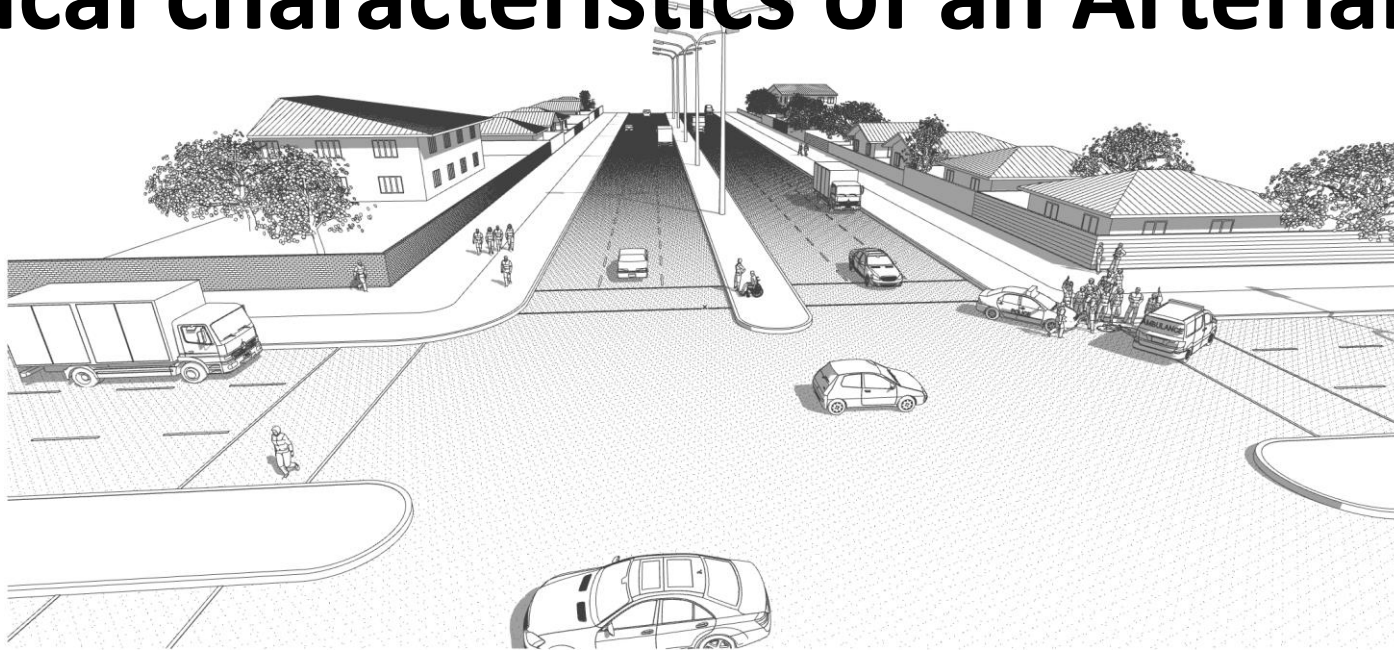


# Perspective of an Arterial Road



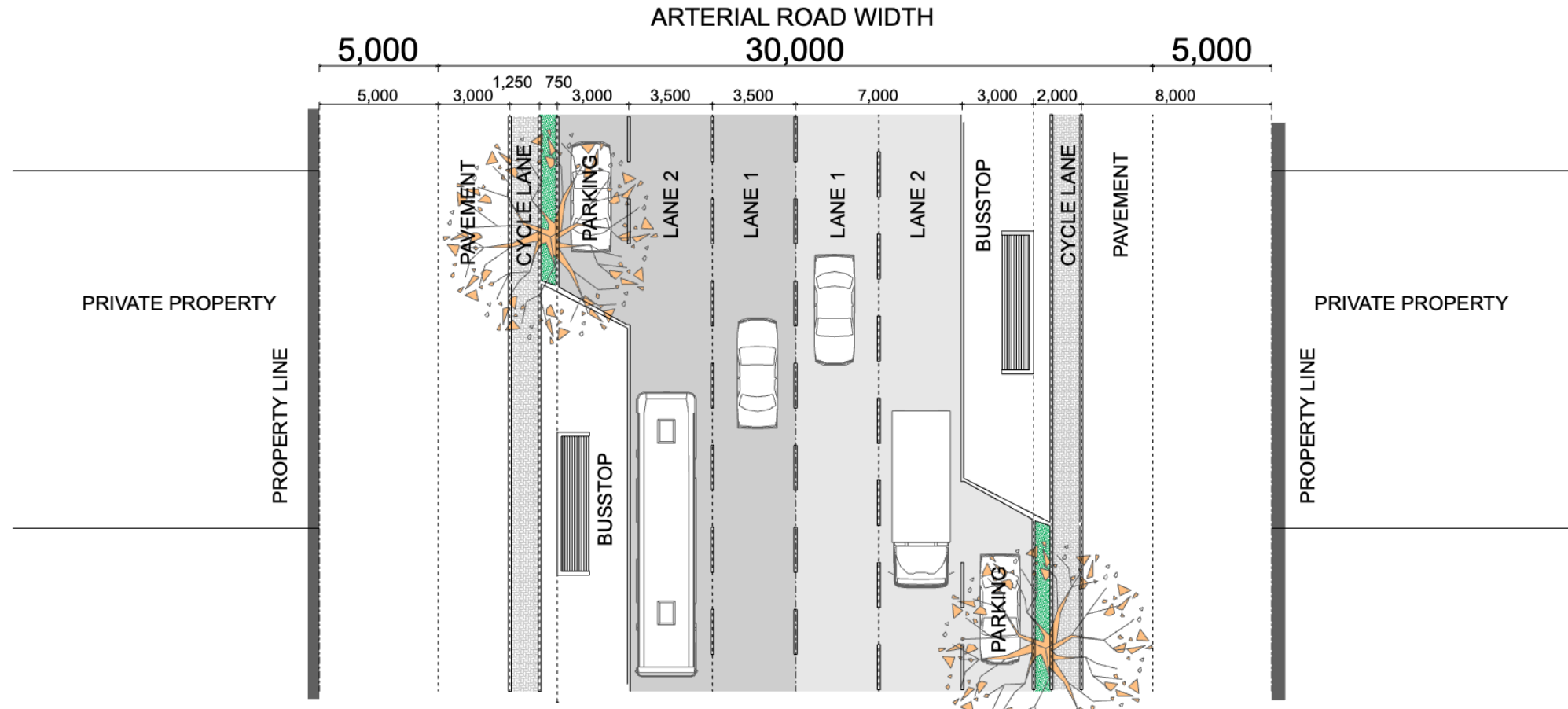


# Typical characteristics of an Arterial Road

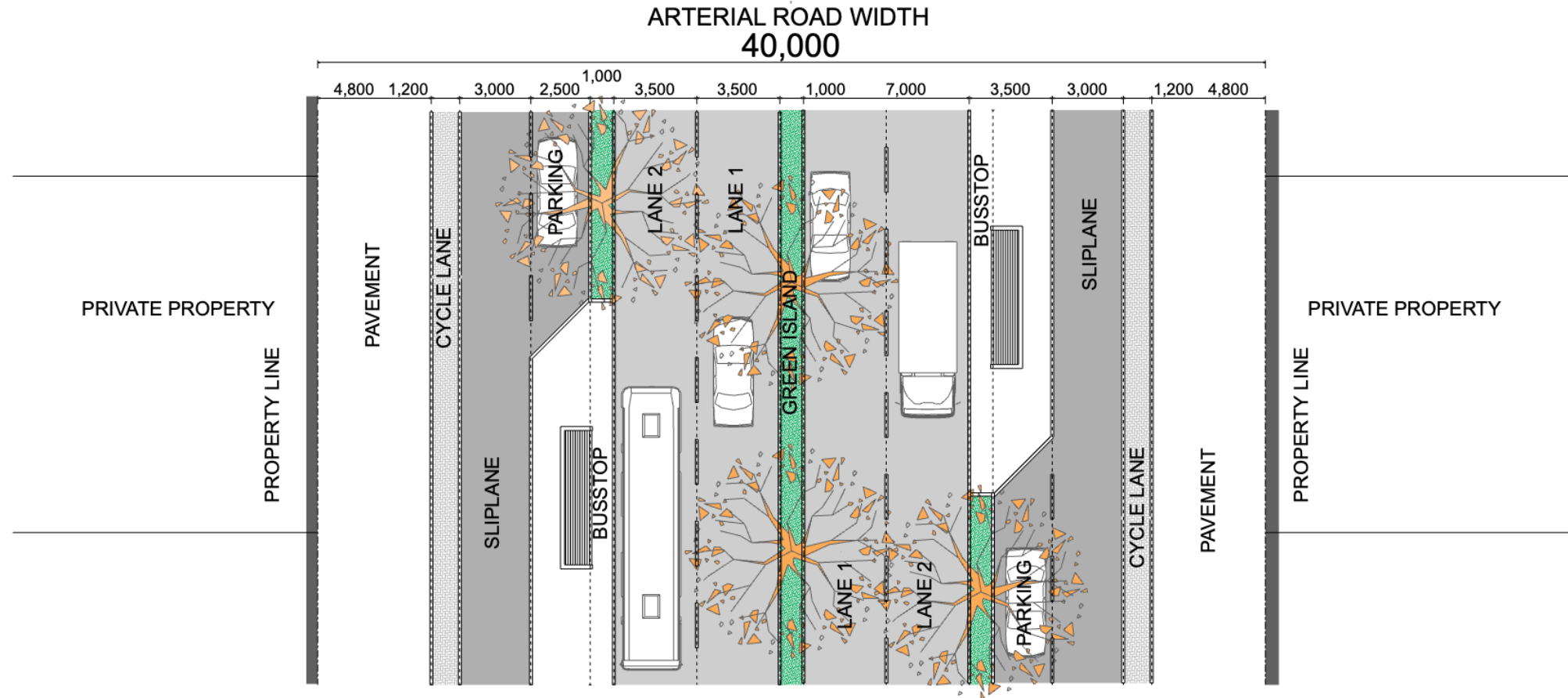


- High investment and maintenance costs with little to no return
- Designed for single use, speed, convenience, and volume. Mobility of the motor vehicle
- Unproductive – no wealth creation
- Separates communities – deeply rooted apartheid policy
- Unsafe for pedestrians and cyclists
- No contribution to poverty alleviation, employment creation or housing provision
- No provision for municipal services other than storm water collection
- High erf boundary walls encouraging criminal activity on both sides

# What an Arterial Road could be 30 meter width

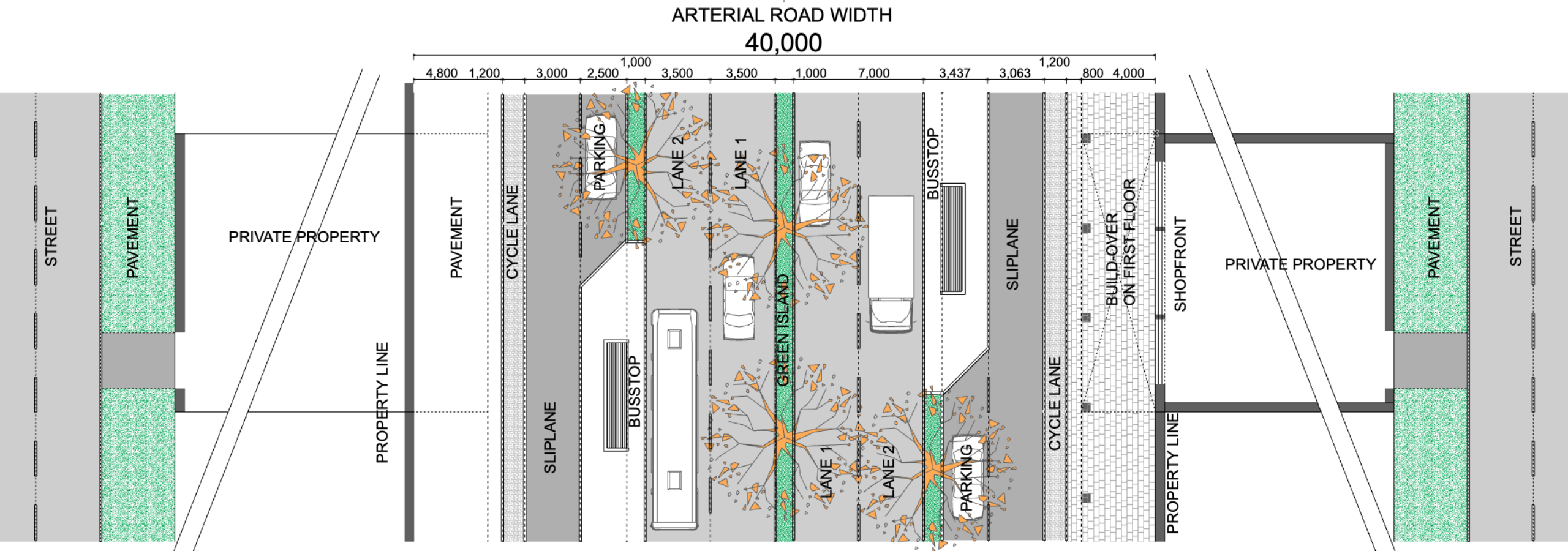


# What an Arterial Road could be 40 meter width





# What an Arterial Road could be 40 meter width



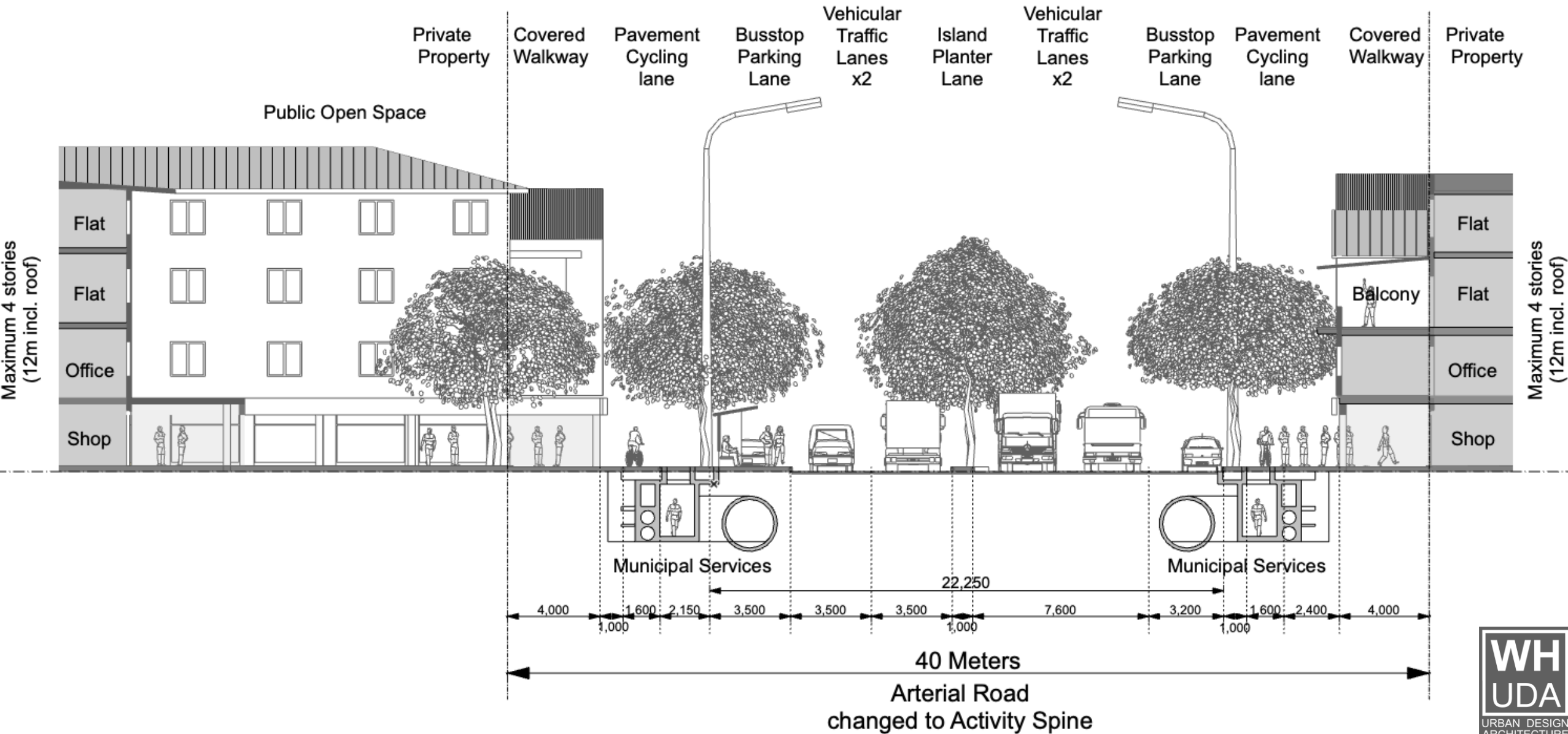


# Mandume Ndemufayo Avenue: 60meter





# Section through a 40m wide Arterial road





# Some arterial road widths in Windhoek

Monte Christo (Enias Peter Nanyemba road): 50 – 70meter

Claudius Kandovazu street: 42meter

Hosea Kutako Drive: 30 – 60meter

Mandume Ndemufayo Avenue: 60meter

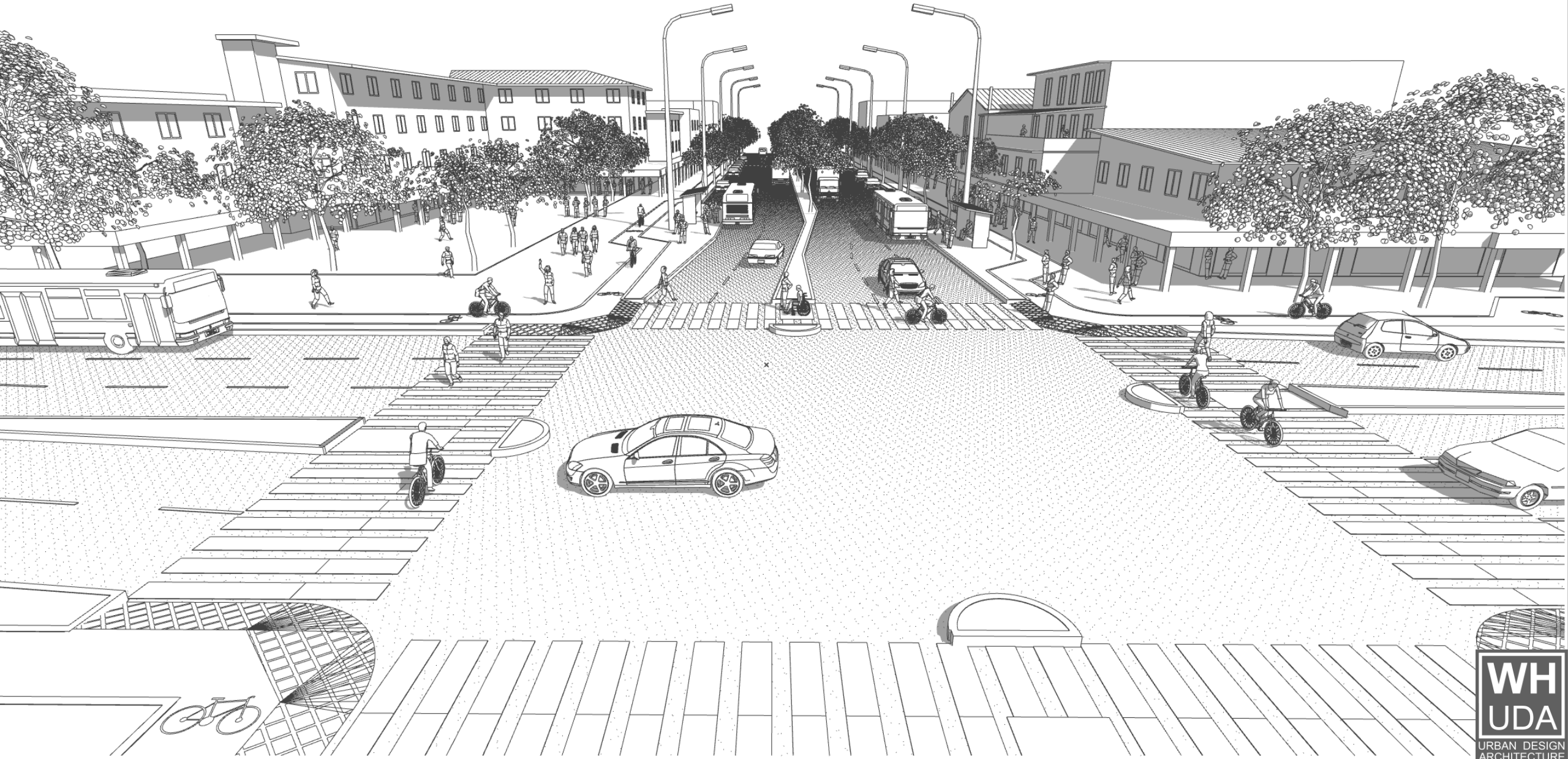
Hendrik Witbooi Drive: 50meter

Otjomuise Street: 70!meter

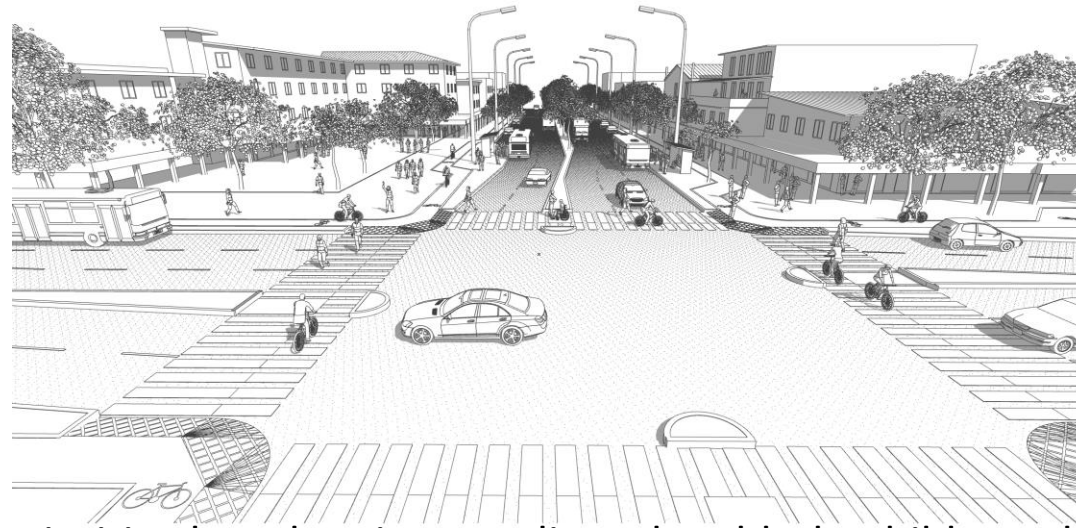
Independence avenue: in CBD: 20meter in Katutura: 25meter

Cape Town upper main road between Salt River and Newlands: 26 – 32meter

# Perspective of a 40m wide active Arterial corridor



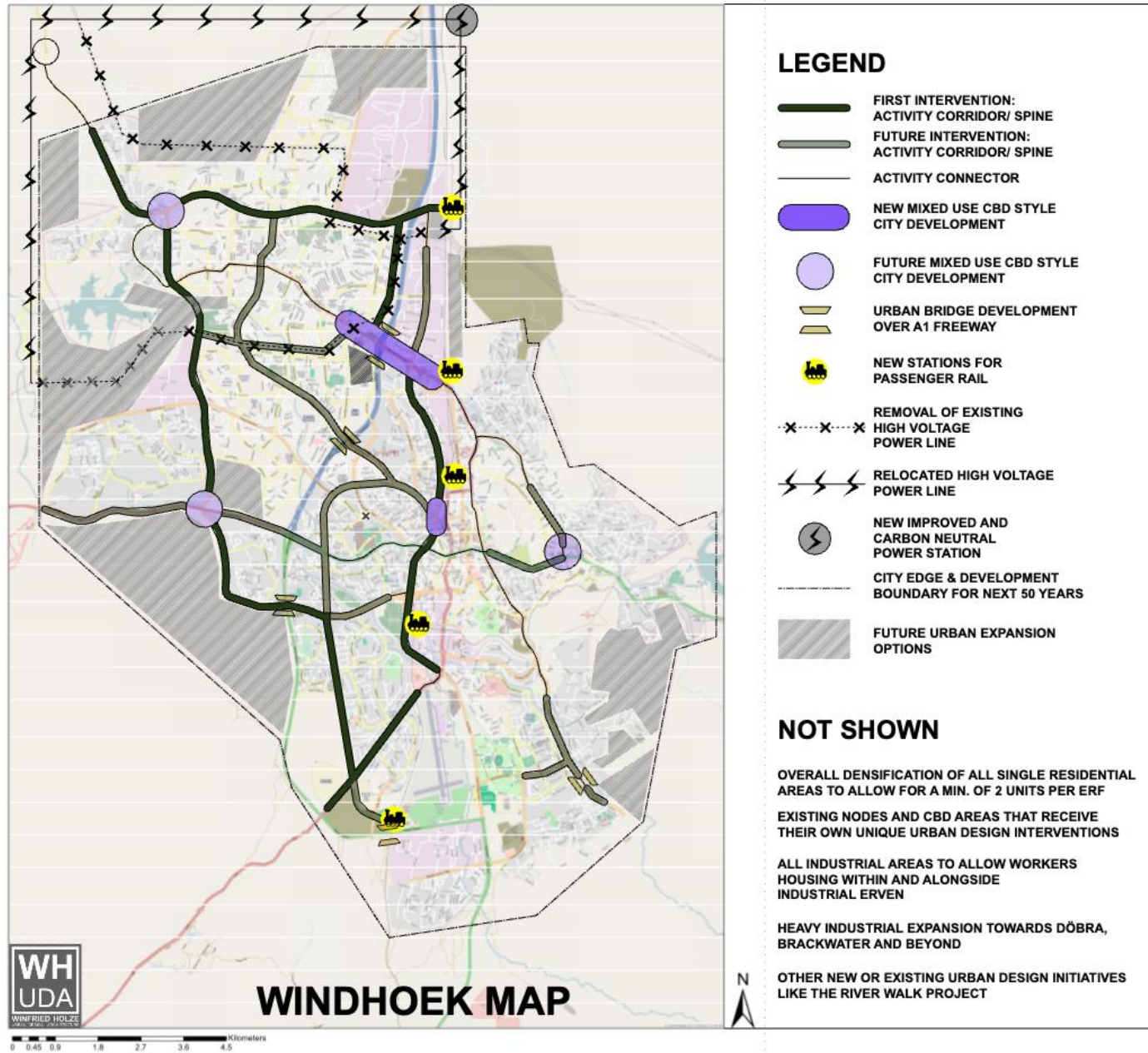
# Typical characteristics of an active Arterial corridor



- Human safety prioritized: pedestrians, cyclists, the elderly, children, the disabled
- Highly productive – wealth creation, high return on investment, increased rates and taxes
- Economically sustainable and regular public transport system
- High level of mobility and volume guaranteed
- Integrated and accessible municipal services installations – the smart city solution
- Continuous employment creation and denser housing opportunities
- High level of public security – passive and active
- No need for further city expansion into the periphery
- Additional floorspace for small properties from 1<sup>st</sup> floor upwards, covered walkways
- Active, safe and friendly public open spaces

# THE WHUDA SPACIAL DEVELOPMENT PLAN PROPOSAL 2022

## DISMANTLING THE APARTHEID CITY





# Conclusion

Do we wish to remain with an apartheid city,  
'polycentric'  
spatial development framework?

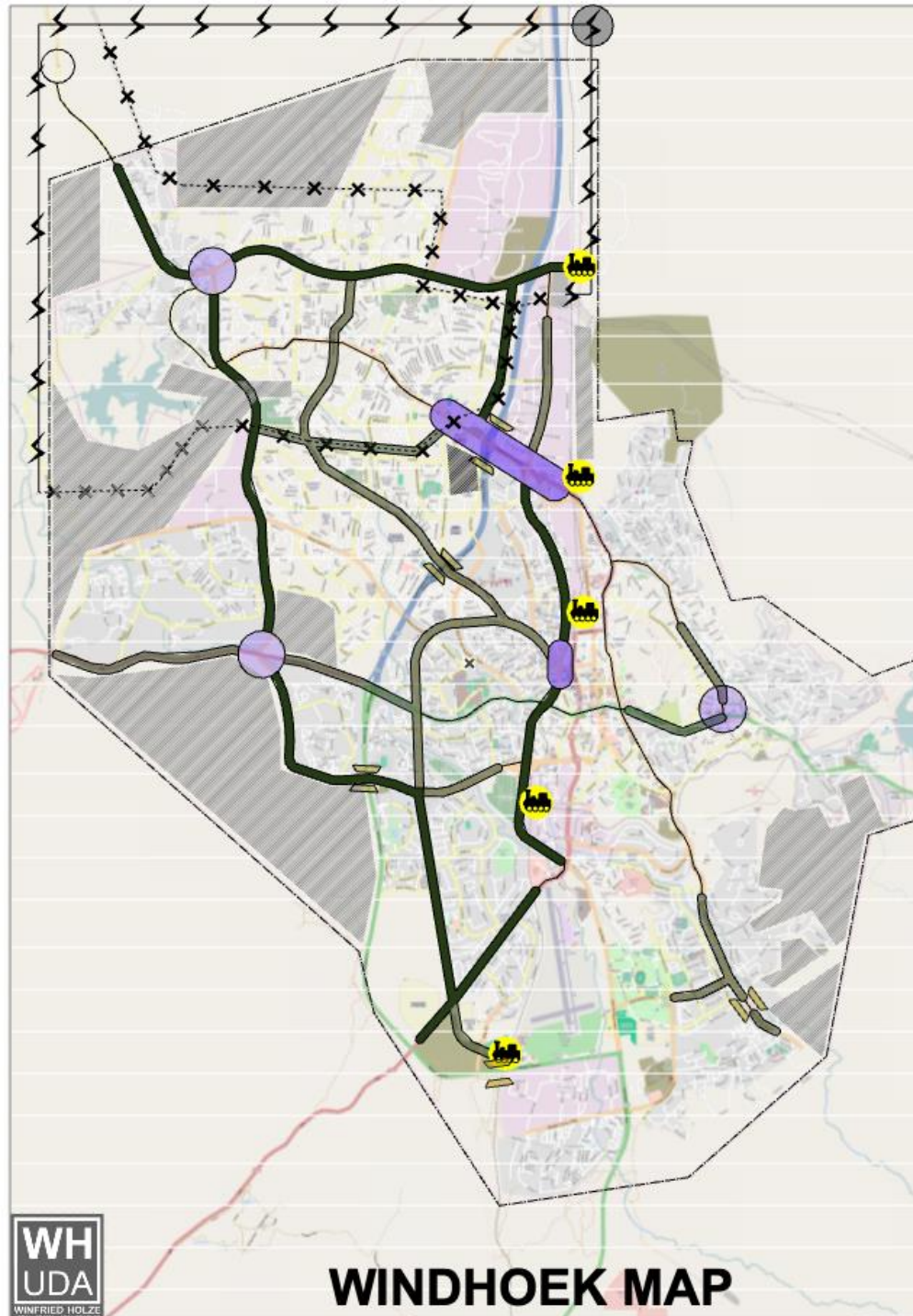
or

Do we wish to finally get rid of past injustices  
and build on a new inclusive, wealth creating  
and unifying future?

# Thank you



[Holze@WHUDANAMIBIA.com](mailto:Holze@WHUDANAMIBIA.com)



## LEGEND

-  FIRST INTERVENTION: ACTIVITY CORRIDOR/ SPINE
-  FUTURE INTERVENTION: ACTIVITY CORRIDOR/ SPINE
-  ACTIVITY CONNECTOR
-  NEW MIXED USE CBD STYLE CITY DEVELOPMENT
-  FUTURE MIXED USE CBD STYLE CITY DEVELOPMENT
-  URBAN BRIDGE DEVELOPMENT OVER A1 FREEWAY
-  NEW STATIONS FOR PASSENGER RAIL
-  REMOVAL OF EXISTING HIGH VOLTAGE POWER LINE
-  RELOCATED HIGH VOLTAGE POWER LINE
-  NEW IMPROVED AND CARBON NEUTRAL POWER STATION
-  CITY EDGE & DEVELOPMENT BOUNDARY FOR NEXT 50 YEARS
-  FUTURE URBAN EXPANSION OPTIONS

## NOT SHOWN

OVERALL DENSIFICATION OF ALL SINGLE RESIDENTIAL AREAS TO ALLOW FOR A MIN. OF 2 UNITS PER ERF

EXISTING NODES AND CBD AREAS THAT RECEIVE THEIR OWN UNIQUE URBAN DESIGN INTERVENTIONS

ALL INDUSTRIAL AREAS TO ALLOW WORKERS HOUSING WITHIN AND ALONGSIDE INDUSTRIAL ERVEN

HEAVY INDUSTRIAL EXPANSION TOWARDS DÖBRA, BRACKWATER AND BEYOND

OTHER NEW OR EXISTING URBAN DESIGN INITIATIVES LIKE THE RIVER WALK PROJECT

