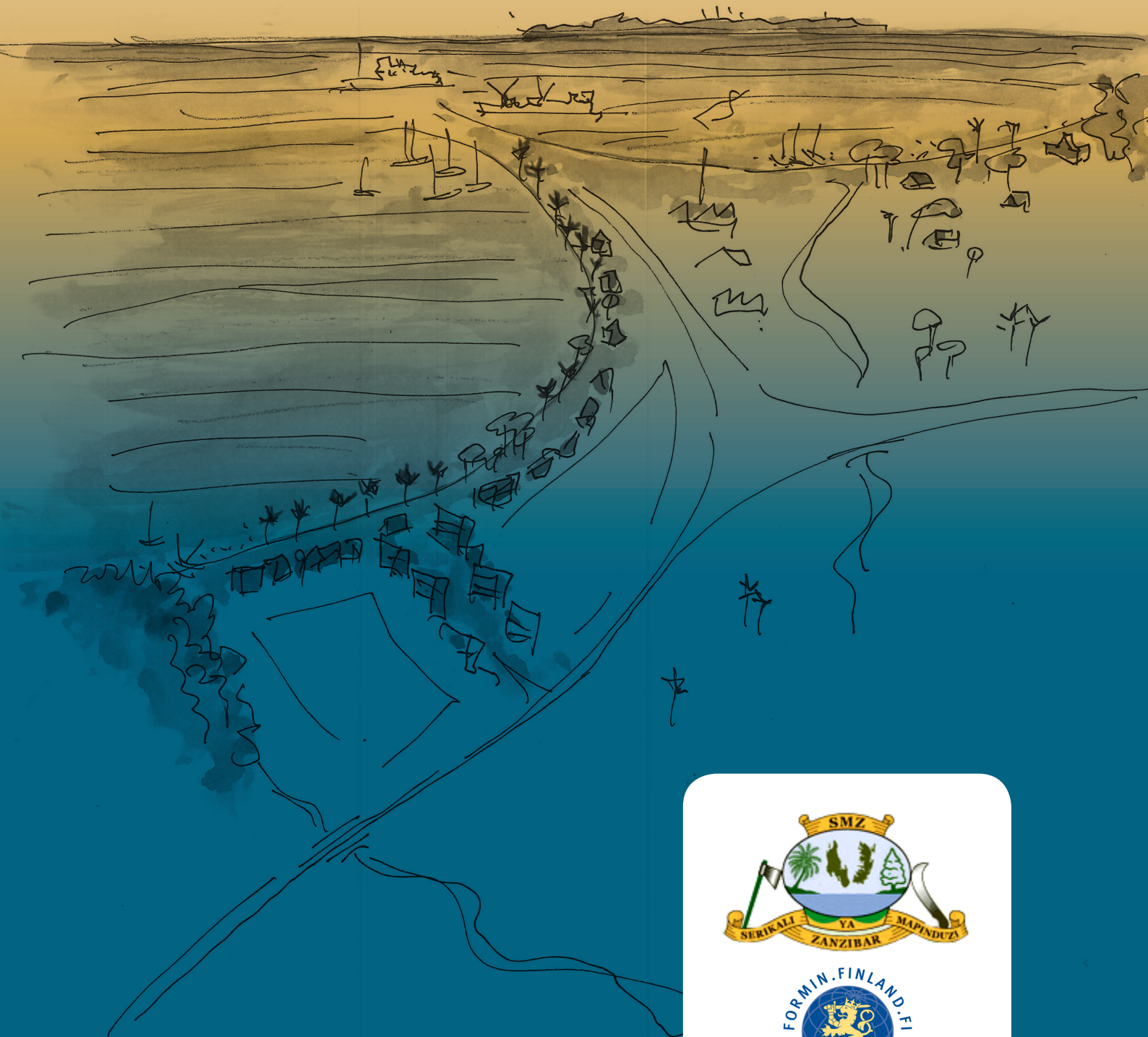
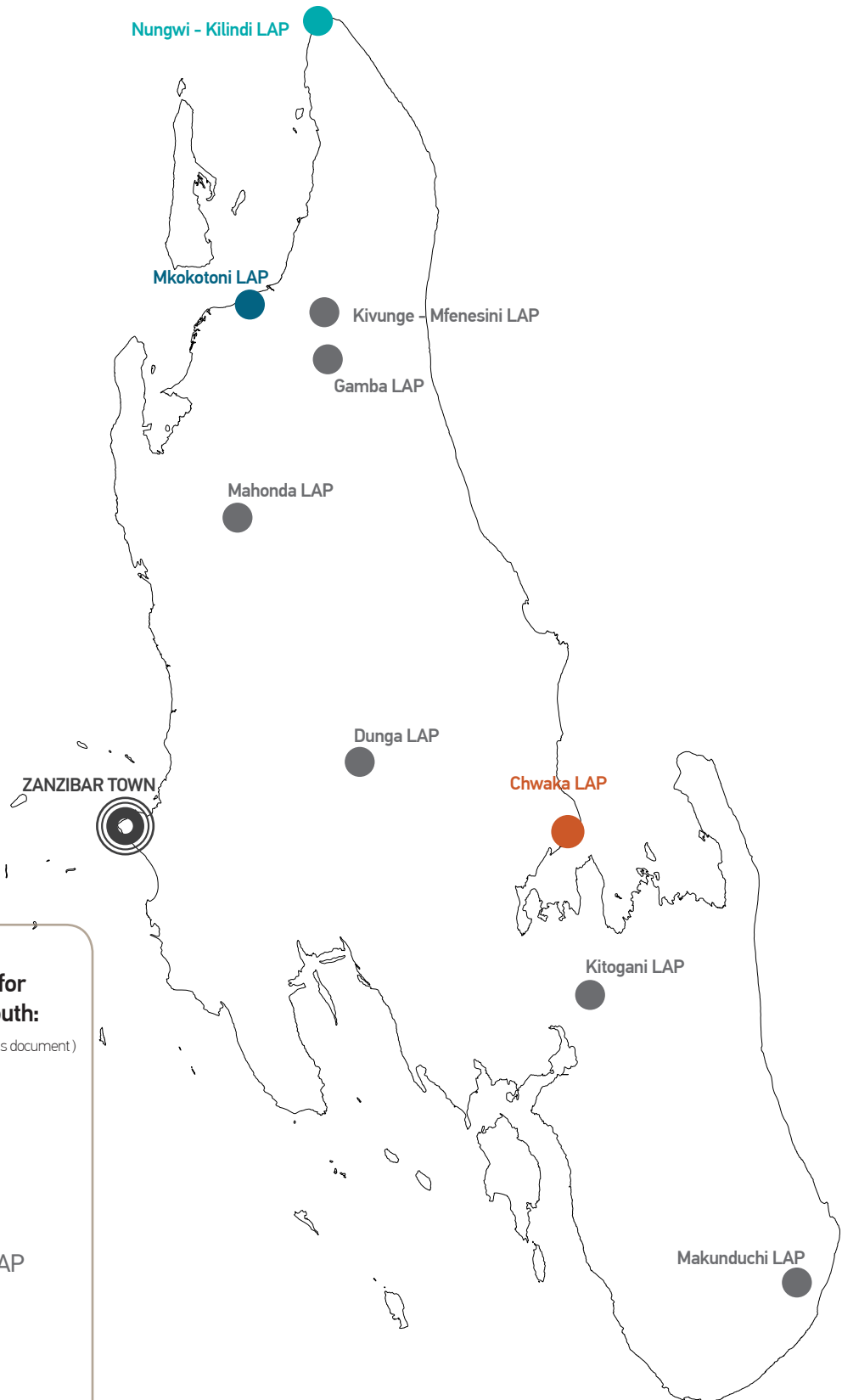


Mkokotoni

LOCAL AREA PLAN



MINISTRY FOR FOREIGN
AFFAIRS OF FINLAND



List of Local Area Plans for Unguja from North to South:

(List for Pemba available at the back of this document)

- Nungwi - Kilindi LAP
- Mkokotoni LAP
- Gamba LAP
- Mahonda LAP
- Kivunge - Mfenesini LAP
- Dunga LAP
- Chwaka LAP
- Kitogani LAP
- Makunduchi LAP

Mkokotoni

LOCAL AREA PLAN

Pilot Coastal Zone Planning in
an area covering Mkokotoni and
including the hinterland between
Mkokotoni and Nungwi

Department of Urban and Regional
Planning Ministry of Land, Housing,
Water and Energy Revolutionary
Government of Zanzibar



Main road from south into Mkokotoni with Tumbatu in the distance.

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- Map VI: Mkokotoni Development Management
- Map VII: Mkokotoni Development Plan

Consulted sources

Legislation

Laws of Zanzibar Cap.85 Town and Country Planning Decree (1955).

General Government Policies and Plans

- Revolutionary Government of Zanzibar (Commission for Lands and Environment Integrated Planning Unit / Finnida) Settlement Structure Plan 1993-2013. Zanzibar (1993).
- Revolutionary Government of Zanzibar (Commission for Lands and Environment Integrated Planning Unit / Finnida) Tourism Zoning Plan NLUP/LP.01. Zanzibar (1993).
- Revolutionary Government of Zanzibar (Commission for Lands and Environment) National Land Use Plan . Vol. I Appraisal : analysis of potentials and issues; Vol. II Planning Policies & Proposals. Zanzibar (1994).
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- Revolutionary Government of Zanzibar (with Shapira Hellermann Associates) ZanPlan: Proposed Transportation Strategy & Policy. Zanzibar (2013).

Recent Spatial Planning Documents

- Revolutionary Government of Zanzibar (Department of Urban and Rural Planning) National Spatial Development Strategy (final draft November 2014).
- Revolutionary Government of Zanzibar (Department of Urban and Rural Planning) Regional Development Management Map Unguja Kusini (intermediate draft October 2014).
- Revolutionary Government of Zanzibar (Department of Urban and Rural Planning) Urban Planning Policies (final draft November 2014).
- Revolutionary Government of Zanzibar (Department of Urban and Rural Planning) Planning Policy Guidelines for Development in Historical Urban Areas (final draft November 2014).

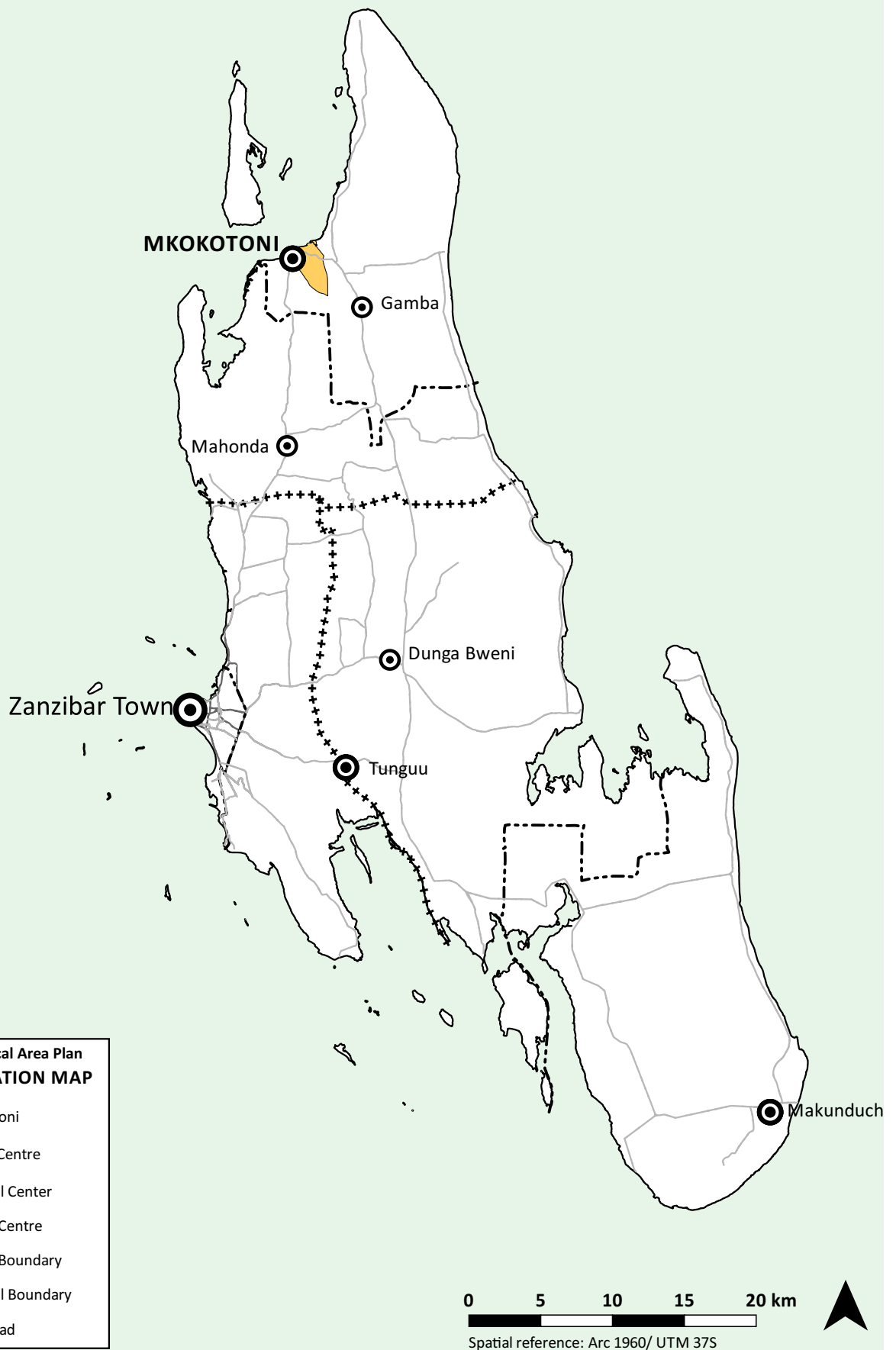
Consulted parties

| | |
|-------------------------------------|---|
| Mrs Asha Aboud | ANGOZA |
| Mr Pembe | Regional Commissioner Unguja Kaskazini |
| Dr Makame | Regional Administrator Unguja Kaskazini |
| Mr Ame Haji Ame | Sheha Mkokotoni |
| Mr Hamed Othman | Zanzibar Port Authority |
| Mrs Matuma Ameir Haji | National Planning Division on sectoral development |
| Mr Abeid Said Shemkay | Ministry of Agriculture |
| Mrs Fatma Ali Hassan | Ministry of Agriculture |
| Mr Ali Maulid | Regional Administration and Local Government |
| Mr Said O Fakih | ZIPA |
| Mrs Mwajuma Iddi Masike | Forestry Department |
| Mr Kassim Madeweza | Forestry Department |
| Mr Sheha Mjaja Juma | Department of Environment |
| Mrs Farhat Mbarouk | Department of Environment |
| Mr Kassim H Omar | Department of Housing |
| Mr Ali Saidi | Department of Housing |
| Mr Yusuf Suleiman | Department of Housing |
| Mr Rashid Hassan | Department of Housing |
| Mrs Halima Bashir | Department of Housing |
| Mr Mbaruk Hamad | Zanzibar Port Authority |
| Mrs Farachuu Taymour | Zanzibar Port Authority |
| Mr Sihaba Haji Mvuai | Department of Environment |
| Mr Muhammad Chum | Department of Fisheries |
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| Mr Ali Said Salim | Zanzibar Chamber of Commerce (ZNCCIA) |
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| Mrs Riziki Juma Simai | District Commissioner Unguja Kaskazini 'A' |
| Mr Amiri Mzee Haji | Planning Officer District Unguja Kaskazini 'A' |
| Mrs Mirza Ali Sharif | Sheha Jongowe Tumbatu |
| Mr Mjange Vuai Nyange | Sheha Uvivini Tumbatu |
| Mr Ibrahim Haruna Rashid | Planning Officer Region Unguja Kaskazini |
| Mr Hamisi Suaha Ali | Administrator Tumbatu Sub- District |
| Mr Hilali Hamis Rachid | MECA |
| Mr Juma Mgwali Khamis | MECA |
| Mrs Madina Khamis | Stone Town Conservation Authority (STCDA) |
| Mrs Mafunda | Stone Town Conservation Authority (STCDA) |
| Mr Mtambua Hamziji Haji | Ministry of Lands, Housing, Water and Energy |
| Mrs Ashura Mrisho Haji | Zanzibar Tourist Commission |

Definitions

Definitions of basic notions such as 'building', 'development' etc, reference is made to the Cap.85 Town and Country Planning Decree (1955).

Specific notions applicable to this Plan, such as 'historic urban area' or 'urban tissue' are defined in the Planning Policy Guidelines for Development in Historic Urban Areas (2014).



Mkokotoni Local Area Plan Introduction

Mkokotoni Local Area Plan is a long term plan to implement the National Spatial Development Strategy (NSDS), a new framework of spatial planning in Zanzibar that has been initiated by the Department of Urban and Rural Planning (DoURP), and supported by the SMOLE II Project. NSDS is also a strategy to implement a new Zanzibar Urban Policy to harness the positive transformative power of urbanisation in Zanzibar.

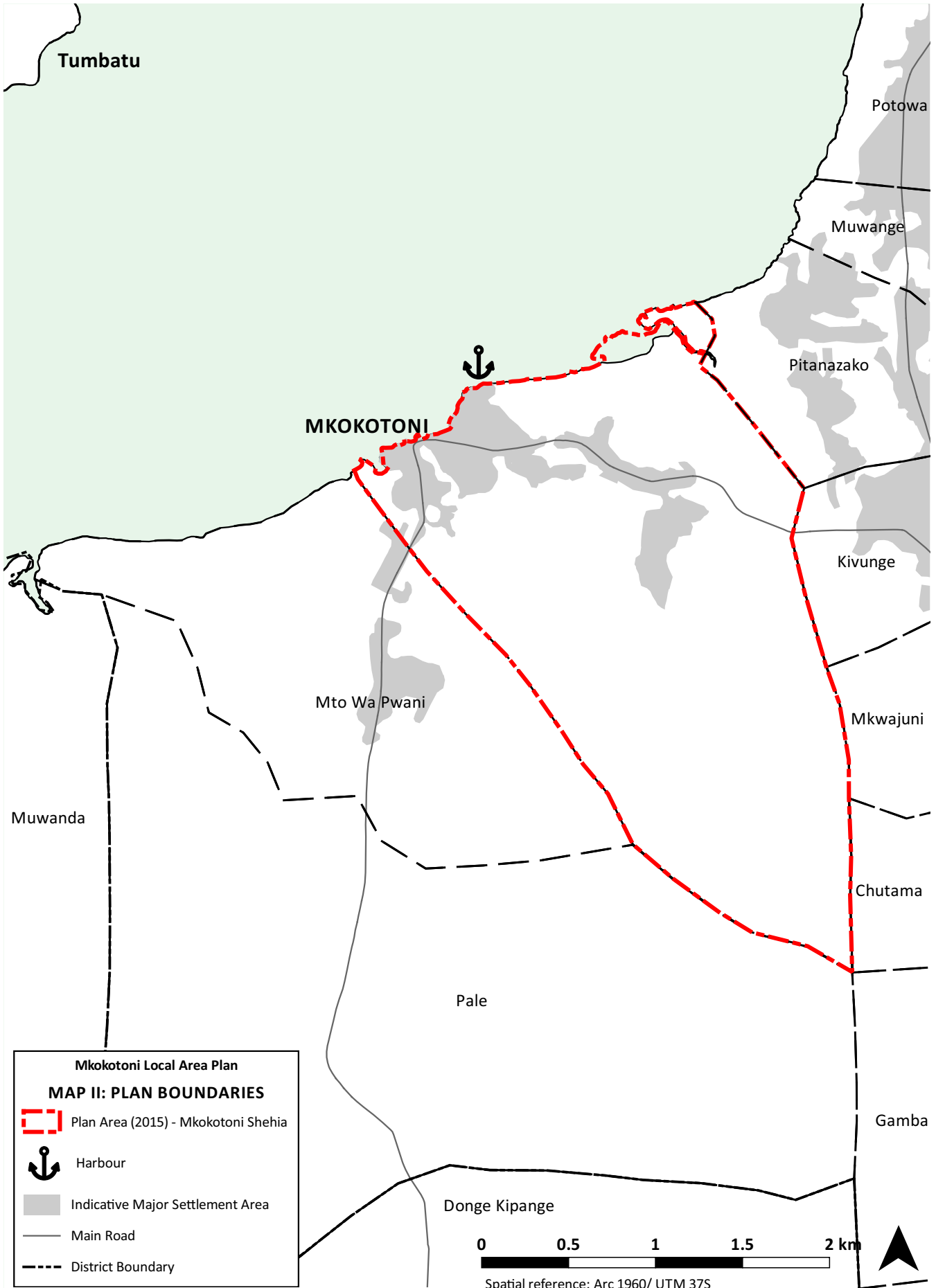
Mkokotoni has been identified as a potential future urban centre for the North Region. The plan adheres to the vision of sustainable development and management of land resources underlined in NSDS. It aims to protect and promote the environment, enhance the safety of the community, support sustainable socio economic growth, and improve the transportation system, amongst others. The preparation of LAP for regional and local centres is a necessity step to counteract haphazard and fragmented land development that is currently taking place, through a fragmented sectoral implementation without overall effective coordination. This process causes conflicts among the various implementing agencies, developers and land users. Hence, the focus of this plan is to attain a supportive development of balanced land use that coordinates ongoing activities of land development into an integrated land use plan.

The planning process that resulted in the Mkokotoni Local Area Plan started in March 2014. The methodology followed was a condensed parallel process: desktop based and fieldwork-generated data-collection, community consultation and planning work took place simultaneously. Through this iterative and reciprocal approach, a sequence of plans saw the light that eventually converged into the underlying document. Although Mkokotoni is the first plan to be prepared, among the series of LAP produced by the department, it also benefited from similar work done in Chwaka and Nungwi.

During the 2014-2015 planning process on Mkokotoni, Chwaka and Nungwi-Kilindi, some further innovations took place. In particular the shift from various cartographic and planning software and habits to standardized QGIS mapping and planning software should be mentioned. The use of QGIS software has made the Local Area Plans fully compatible with the recently introduced ZALIS (Zanzibar Land Information System) by the Government of Zanzibar. Already mentioned above, the National Spatial Development Strategy (NSDS) and Regional Development Maps (RDDM's) that were produced in the same period, provide generic development policies that form a robust backbone to the vision and strategies underpinning the Local Area Plans.



Beach north-east from Mkokotoni



Map II

Jursidiction of the Mkokotoni Local Area Plan

The Plan Area is the Mkokotoni Shehia. The bordering shehia's of Jongowe, Uvivini, Gomani (all on Tumbatu Island), Potowa, Muwange, Pitanazako, Kivunge, Mkwajuni, Chutama, Pale and Mto Wa Pwani within Unguja Kaskazini (B) District in Unguja Kaskazini Region are taken into consideration in the Mkokotoni Local Area Plan. Map I (Location Map) and Map II (Mkokotoni Local Development Plan boundaries) visualise the jurisdiction.

Functions of the Plan

The Mkokotoni Local Area Plan has its place in the new Spatial Planning Hierarchy in Zanzibar, as outlined in the National Spatial Strategy (NSDS).

Status and Legal Framework

The Zanzibar Town & Country Planning Decree cap.85 of 1955 forms the only specific planning and building legislation applicable to the rural area at this moment. New Legislation (Planning and Development Act draft 2014) and expected endorsement of the National Spatial Development Strategy (NSDS) with the Regional Management Maps and Urban Planning Policies, will together form the legal framework within which this Plan functions.

Timeframe of the Plan

5-10 years.

Implementation

Reference is made to the National Spatial Development Strategy (NSDS): the Mkokotoni Local Area Plan requires approval of the Ministry of Housing, Lands, Water & Energy (MoHLWE), execution is the responsibility of the Local Government, under monitoring by the Department of Urban and Regional Planning (DoURP).

Planning Policy Guidance

Mkokotoni Local Area Plan is subject to the Policies outlined in the National Spatial Development Strategy (NSDS), Urban Planning Policies (UPP) and specific policies outlined in the Mkokotoni Local Area Plan itself. At this moment in time, pending the production of drafting Planning Policy Guidelines (PPG's) for various user groups and areas, only the PPG on Development in Historic Urban Areas (PPG-HUL) are applicable.



Mkokotoni old house.

Structure of the Document

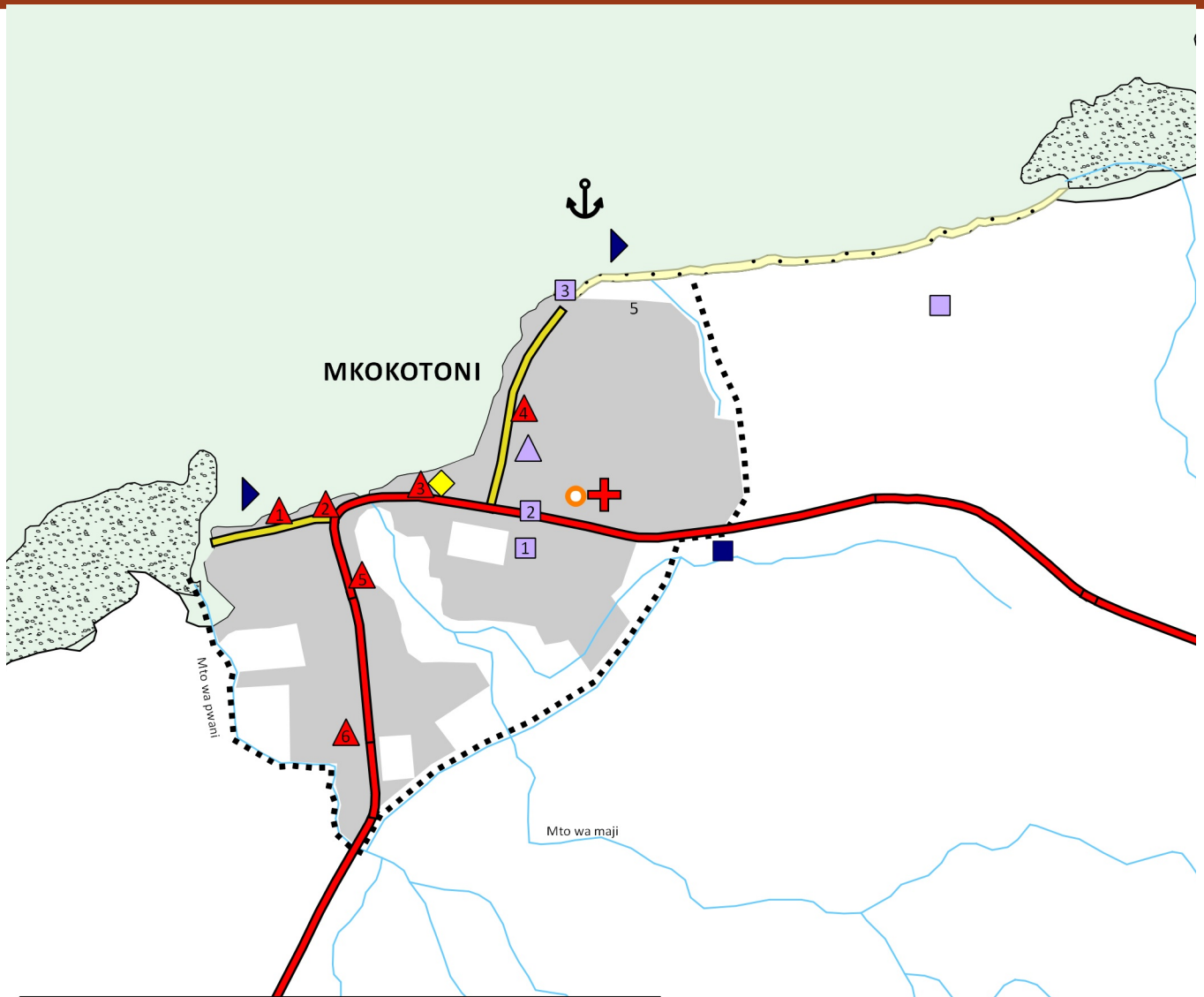
The Mkokotoni Local Area Plan document is structured along two axes : from the larger geographic context (Unguja) to the heart of Mkokotoni (proposed Mkokotoni Town Centre) and from the generic context (general planning and legislative documents) to the specific (policies on specific uses and areas).

Chapter 2 describes the development context, ie the applicable planning documents, a description of the spatial development of the plan area to date and an inventory of development plans that have been recently made.

Chapter 3 positions the vision, outlines the main aims of the Plan and the proposed strategies to achieve these aims, referring to NSDS and UPP. To this chapter belongs Map V: Development Strategy for greater Mkokotoni area.

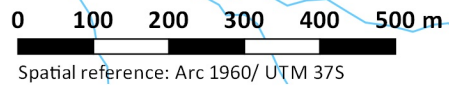
Chapter 4 describes the Plan proposals, the specific policies and refers to the central maps of this document: Map VI (Mkokotoni Development Management Map) and Map VII (Mkokotoni Development Plan). In order to gain understanding on the envisaged development, Map III (Mkokotoni existing situation) is important.

For further visualisation and as an example of the required detail planning design – be it by public or private parties – some proposals for Mkokotoni Town Centre are described and shown on Photo Sketch (Mkokotoni Town Centre Photo Sketch map).



Mkokotoni Local Area Plan
MAP III: EXISTING SITUATION

| | |
|--|---|
| <ul style="list-style-type: none"> --- Mkokotoni Urban Area ■ Settlement Area ■ Beach ■ Mangroves ⚓ Port/Harbour — Main Road — Urban Main Street ○ Communication tower ▀ Diko ⊕ Dispensary ◆ Market ▴ Mkokotoni School ▴ Site of Special Historic Significance ■ Governmental and Institutional Buildings ■ Other Important Buildings | <ul style="list-style-type: none"> ▴ Site of Special Historic Significance 1 - White House 2 - Mosque 3 - Old Market 4 - Old Regional Administration HQ 5 - Old Duplex House 6 - Karume Village Houses ■ Governmental and Institutional Buildings 1 - Police Station 2 - Police Quarters 3 - KMKM Office |
|--|---|



Map III

Recent Development Plans, Strategies and Policies on Zanzibar

This Local Area Plan is produced simultaneously to the production of new planning documents for Zanzibar, the ones relevant for Mkokotoni being the:

- A** National Spatial Development Strategy (NSDS).
- B** Development Management Map for Unguja Kaskazini Region.

The principles and aims on which these documents are based, which firmly form the basis of the Mkokotoni Local Area Plan as well, follow the Government of Zanzibar Vision 2020 and plan documents of MKUZA- II: Zanzibar is to become a middle-income country by 2020 and the most sustainable island of Africa by 2035.

This goal is translated into four major spatial aims:

| | |
|--------------------|---|
| Growth | To sustain inclusive growth in urban, rural and coastal settlements. |
| Investment | To promote integrated investments in housing, agriculture, trade, industry, tourism and infrastructure. |
| Environment | To optimise the natural and cultural resources of Zanzibar. |
| People | To do it together in cohesion. |

The strategies and policies following these aims that are of relevance for the development of Mkokotoni, have been outlined in the above documents (A, B, C and D), and are reiterated in the chapters 3 (Vision) and 4 (Policies and Proposals).

Land Use Characteristics

SETTLEMENT, HOUSING AND COMMUNITY FACILITIES

Settlement Morphology

The centre of Mkokotoni is situated at the mouth of the river Mto wa Kibombani, which, at the same time is a tidal creek. Along the waterfront road, running east-west, on both sides of the creek, the market, mosque, shops, court, post office and government offices are situated. West of the culvert, the main road makes a distinct 90 degrees bend to the south. This characteristic bend had been there from at least the first years of the 20th century.

At the eastern side of the culvert, the coastline sharply bends to the north. It is along this part of the coast that the port access takes place and where institutional buildings (police living quarters, primary school, former Regional Commission HQ, Port Authority offices and a naval base) are situated. A road, lined with tall Mkungu trees, runs along the coast.

The town further extends, with predominantly residential quarters on both sides of the creek. To the west, the area is called Mawimbini, and extends to the river Mto wa Majongoni with its mangrove estuary, which forms the natural western and southern border of the town. To the east, the town spreads into the hilly agricultural area without a natural border. Most of the

town can be characterised as low rise, organic but quite dense tissue.

Recent extensions have leapfrogged over the natural borders of the town, this time in a suburban fashion with villa-type residences on individual and fenced plots. New regional headquarters and a vocational training centre were built on the southern side of Mto wa Majongoni.

Types of settlement in and around Mkokotoni shehia:

- dense towns in Tumbatu (Jongowe, Uvivini and Gomani) and Mkokotoni emerged and developing in an organic fashion;
- small agricultural settlements, family based (Kiambo) sprawled over the ridge. This form of settlement is not a recent feature as can be seen in the maps of the early 20th century;
- traditional temporary settlements on the coast developing from landing sites (Diko) and areas for drying (dagaa) and processing (shell) fish;
- recently emerging sub-urban type of sprawl with individual houses on plots that are often fenced.

Land ownership and Tenure

Since the 1964 Revolution, all land in Zanzibar is public. Land tenure is divided as follows (taken from the 1995 National Land Use Plan):

- 1 14% government allocated land - the 3-acre allocation to landless farmers by the government upon the revolution for farming
- 2 34% borrowed land – land borrowed by small-holders to grow crops
- 3 15% seasonally allocated land – mostly rice growing areas that are seasonally allocated
- 4 16% inherited land – former freehold land under Sharia
- 5 15% family plots – usufruct by families of inherited land
- 6 6% bought land

The trend is further fragmentation of the already small plots, and, more recently the subdivision of allocated land around Zanzibar city into smaller plots that are sold to allow for building of houses.

Through the Property and Business formalisation programme, (2008) measurements against extra legality in land tenure and simplification of land tenure are proposed. It is not clear how far this process has reached.



Ridge Forest Landscape of special interest east of Mkokotoni.

Demographics

The Settlement structure plan (1993) shows a population of 3090 in 1978 which then declined to 1806 (1988) and grew to 2803 (2012). Household size in Mkokotoni district is lower than the average on Unguja (5.1 against 5.5 in 2012). The decline in population in the period 1964-1990 may be due to:

- Government policy to concentrate growth in new towns rather than in the existing centres of Chwaka and Mkokotoni
- Mkokotoni is not situated in the centre of an agricultural area, but at its perimeter
- Mkokotoni was not located along the main road from Zanzibar city to the north
- Mkokotoni has a negative reputation of being a 'dead' place, which was, in the past, a place to be avoided due to the (colonial) police representation

- other towns were favoured in terms of locating key institutions, like the District Commission Headquarters in Gamba New Town and the rural hospital in Kivunge over the past decades
- the complicated land tenure of Zanzibar. Possibly, in Mkokotoni, private land tenure may have so far thwarted growth
- the recent development of tourism zones along the designated coastal strips (NLUP 1995), which induced rapid development of towns like Nungwi and Matemwe, whereas Mkokotoni lies outside the tourism zones

However, based on recent field survey carried out by the DoURP team, it is evident that Mkokotoni has expanded considerably since the 2009 survey and that its expansion continues as we speak.



Coastal Plains Landscape of special interest southwest of Mkokotoni.

Social and Community Facilities

Education: school attendance at Mkokotoni is low, whereas Tumbatu has a high record of education. There is only a primary school at Mkokotoni, yet recently a vocational training centre was established on the southern outskirts of town. Literacy in Kaskazini region with around 65% is much lower than in Zanzibar City (93%) and the same applies to primary school enrolment (81.5% against 87.1%).

Health care : a hospital was to be built in Mkokotoni, but for political reasons implemented in Kivunge in the 1980s. However, there is a dispensary in Mkokotoni.

The Regional Administration Headquarters have recently been moved from the old Boma building to a new complex south of Mkokotoni (opposite the vocational training centre). The District Administration

Headquarters are situated in Gamba New Town. The Police Station at Mkokotoni was established in early colonial years. Formerly there was a prison, at the position thereof; recently new Police offices were erected. Police staff quarters are situated along the main road and along the port road in one of the rare double story buildings of Mkokotoni.

There is a Post office (disused), government offices (Halmashauri), a bank, and a primary court (building in state of collapse). There are two football grounds for competing clubs (Mapira Sunrise and Coastal Star Mapira) in Mkokotoni. There is a small navy base control centre next to the port landing site, on the cape north of Mkokotoni.

ECONOMIC ACTIVITIES

Agriculture

The surroundings of Mkokotoni are lush and fertile : the flat coastal plain to the south (rice, cassava), to the east the ridge with deep soils carrying tree crops etc. Soil types (see Map III): coastal flats west of Mkokotoni Mchanga (sandy clay), on the ridges to the west Kinongo (fertile deep soil) and on Tumbatu predominantly Maweni (coral rag). As with rainfall, a great variety of soil types over a small area. By far most apt for agriculture are the ridge areas with large quantities of rainfall and deep fertile soil allowing a great variety of crops. The coastal flats are also fit for (large scale) agriculture: rice, cassava and sugar. On Tumbatu, the conditions are far more precarious, and agriculture is limited to specific semi-drought resistant crops like millet and beans. This type of agriculture has become rare on Unguja and is in the process of disappearance.

Apart from the mangrove forests along the coast, no natural forest is remaining in the Mkokotoni area, but at Chaani-Masingini, a 460ha plantation with exotic species like casuarinas have been planted to provide poles and firewood. The mangrove forests of Makoba Bay south of Mkokotoni (428ha) and Kichangani at Tumbatu (84ha) are declared forest reserves.

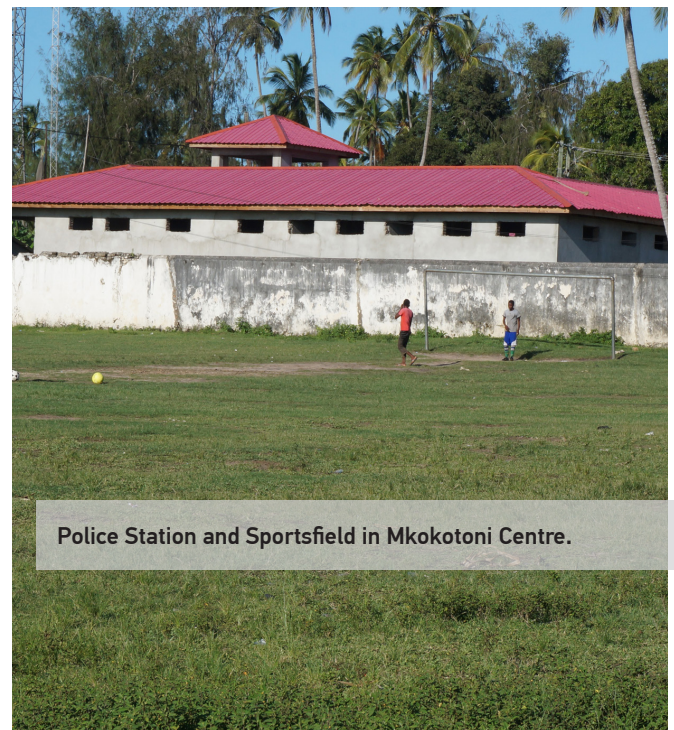
Even though agriculture is by far the most important activity in the Mkokotoni area, it is rather marginal in terms of economic contribution: "This means that the district cannot support sustainable development and poverty reduction through the existing agricultural practice." (District Land Use Plan 2012, p.156) At most, 4,045 families out of 23,214 families in the district are able to create a sustainable life out of agricultural activity.

Fishing

Local and regional supply of fish takes place at the fishmarket. The fishmarket building was erected in 1912 by the colonial administration.

Dagaa drying takes place seasonally, but there are no further processing or conservation facilities at Mkokotoni. Most fishermen come from Tumbatu and go out fishing for prolonged periods as far as Kenya.

The port is at the centre of most economic activity. Both passengers and goods are being shipped to and from Tumbatu, Pemba, Tanga and even Kenya. Cooking oil, timber, furniture and natural stone from Tanga, mitambaa (second hand clothing) were noted as goods being (off-)loaded at Mkokotoni. The furniture from Tanga, is being brought in pieces and assembled and finished in Mkokotoni in the area adjacent to the port.



Police Station and Sportsfield in Mkokotoni Centre.



Mkokotoni harbour and Tumbatu seen from the verandah of the former Regional Administration Headquarters' building.

Tourism

At present, there are no tourist facilities in the Mkokotoni area. As far as is known, there are neither hotels nor guesthouses in the town and its surrounding areas. The same applies to Tumbatu. The only place that attracts some tourists are the ruins in Fukuchani and the so-called Portuguese ruins at Mvuleni.

A recent boutique hotel development south of Mkokotoni, at a tidal creek and next to a mangrove reserve, has been stopped by the authorities. Similarly, initiatives to develop tourism facilities on Tumbatu have been thwarted. In general, the population is rather hostile to tourist development due to the cultural diversions experienced at Nungwi and elsewhere on the coast (abuse of alcohol, lack of dressing, non-involvement of local population). Tumbatu is a remarkable island. The inhabitants are



proud – as carriers of an ancient civilization – and rather opposed to tourism and intrusion from Unguja in general. However, the island has certain qualities that may attract (up-market) tourism. In particular the very scenic remains of the former ('Persian' or Shirazi) town of Makutani. The symbiosis between Tumbatu and Mkokotoni is evident, but Tumbatu residents have no interest in settling in Mkokotoni.

HERITAGE AND NATURAL ENVIRONMENT

Heritage

Mkokotoni is a known place since at least the 1870's, with a considerable number of houses owned, according to hearsay, by Omani families. At least 3-5 large stone houses existed at Mkokotoni. Only one remains in good condition (the former Regional Commission Administration). In the centre of town, a number of typical coral stone and wattle 'Swahili' houses dating from well before 1940 do survive. At Makutani, Tumbatu, ruins remain of much older structures, mentioned as being 'Persian' probably referring to the thriving sultanates that ruled the East African Coast from the 9th to the 15th centuries. Possibly, the connection with a Mkokotoni post already existed at that time, but no remains so far have been noted. At Fukuchani and Mvuleni,

north of Mkokotoni, ruins also survive from the same period. The architecture of these buildings is distinctly different from Omani influences that became dominant on the island from the early 19th century onwards.

The distinct form and growth of Mkokotoni since the early years of the 20th century can well be traced from the surveys and maps that have been drawn (early 20th century, 1934, 1960 and 1985). Notwithstanding the focus on the New Towns elsewhere, during Karume's time plans were developed for the improvement to the waterfront and eight 'nyumba za vijiji', government subsidised bungalows were erected on the southern border of the town.



Mkokotoni Waterfront with ruins of the so-called White House.

Natural Environment

In general, on Unguja, urbanisation takes its toll in terms of tree cover. The disappearance of trees in suburban areas is frightening, and the forestry department is even working on banning the chainsaw from Unguja. Flooding in the valleys of the area between Kivunge and Mkokotoni are on the increase due to urbanisation and the removal of plant cover.

Mangroves are protected under the Marine Protection zone. However, illegal logging is taking place. The Marine Protection or conservation zone has been declared to

curb overfishing (with draw-nets), pollution and certain tourist activities.

It is not clear how problematic quarrying of sand is for the environment. On Tumbatu the use of beach sand for reinforced concrete is clearly problematic (corrosion). No lime kilns are found in the area, hence coral rock and shell exploitation are possibly of no importance in the area.

ROADS AND TRANSPORT

Mkokotoni is the second port of Unguja island. The port serves as sole access to Tumbatu (over 10,000 inhabitants and possibly, depending on the season, up to >30,000) and is an important hub for transport and passenger traffic to and from Tanga, Pemba and even Mombasa. The shallow harbour only allows smaller vessels (dhows, small coasters) to anchor.

The main road network on Unguja has been developed from the early 20th century and links Mkokotoni to Zanzibar City and Nungwi. This road has been recently upgraded, and is now in better condition than the central, and main road from Zanzibar City to Nungwi. Because of this fact, and even though the way is longer, the main road is used less than the Mkokotoni road to

reach Nungwi. Just out of Mkokotoni, on the eastern side, there is a petrol station along the main road.

Mkokotoni is linked to Nungwi, Kivunge and Zanzibar City by public transport, the gari la shamba or daladala. However the roads on Unguja are unsafe. The amount of road accidents is at 'excessively high level' according to the Zanzibar Transport Masterplan (2007). Gari la shamba are often involved in accidents due to reckless behaviour of their drivers.

Apart from the main road, all secondary roads in Mkokotoni are non-metalled. Most of the places in town can be reached by motor vehicles, but the most common means of transport is by foot.

POWER AND WATER UTILITY INFRASTRUCTURE

Whilst power supply to Mkokotoni has been secured some time ago a public supply for Tumbatu has only recently been completed. Water supply to Mkokotoni is reasonably reliable. There are approximately 10 public water taps, and some shallow wells are still being used. On Tumbatu water is brought in by a pipeline from Unguja. Water supply for the future does not pose immediate problems, if the catchments areas are well protected.



Inventory of recent plans for Mkokotoni

PROPOSALS BY THE KASKAZINI REGIONAL ADMINISTRATION

Plans for the upgrade of the port and adjoining areas (jetty, port area, water front, marina, land reclamation,...) exist on sketchy level (produced by Regional Administration officers in 2013-14). These should lead to making Mkokotoni into a town. Plans for a jetty are at some more advanced stage. Further plans encompass ideas to reclaim land between the mosque and the tip, to develop this area into a port activities area with warehouses, a passengers' terminal and offices.

The above proposed port development at Mkokotoni to be seen in conjunction with development of Malindi and eventual petrol oriented second port at Mangapwani. The port at Mkokotoni can shorten supply distances and take pressure off Malindi Port. The new jetty at Mkokotoni is projected north of the actual port loading site. It is to be a solid stone 160m long jetty ending in a platform of 6x12m. A second jetty is proposed at Tumbatu, at the current landing site at Uvivini, close to the sub-district offices (by Regional Administration and Zanzibar Port Authority). A large area adjacent to the

landing area has been reserved for port related activities (warehouses, offices, passengers terminal).

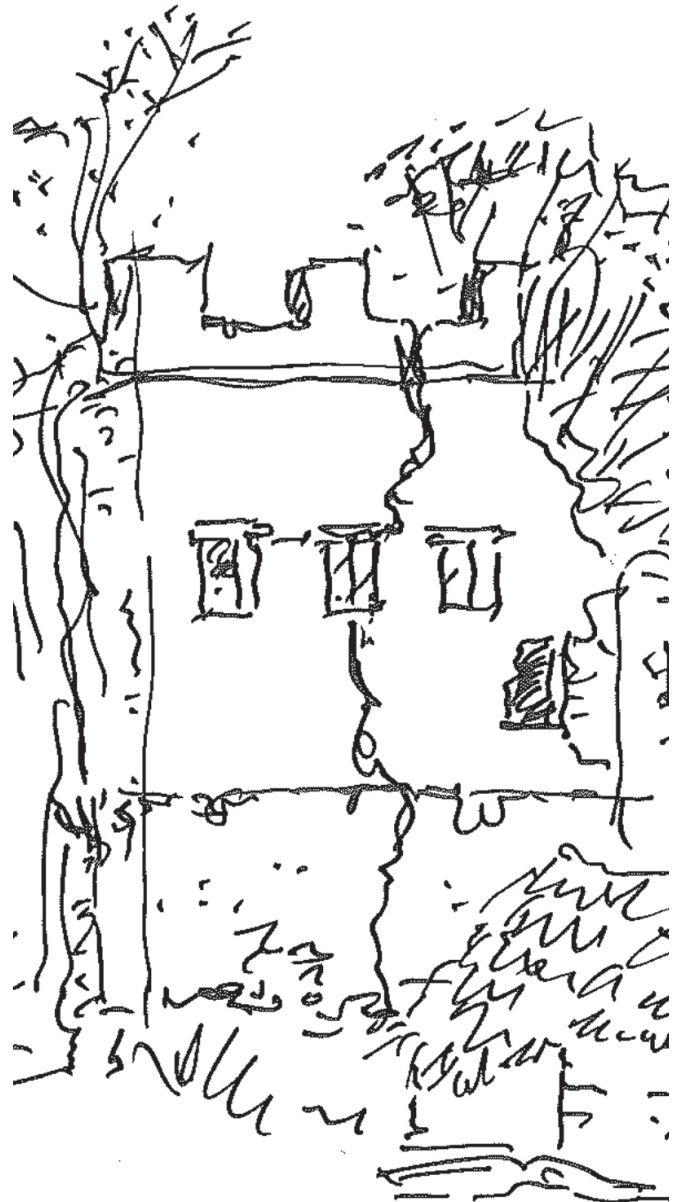
Also, according to the above plan, the waterfront area should be cleared from illegal structures and developed into a recreational zone, not unlike Forodhani in Zanzibar City. On the other side of the road, densification of the town should take place, in the form of multi-storied (3-4 floors) buildings containing offices, shops and apartments. Fronting the main road, a new Regional Commissioner's Headquarters should be erected.

The port itself should be developed into a commercial and recreational harbour, like a marina accommodating yachts and boats for tourists. These ambitions seem high in relation to what can be realised, but there is interest from private parties confirmed to invest in Mkokotoni.

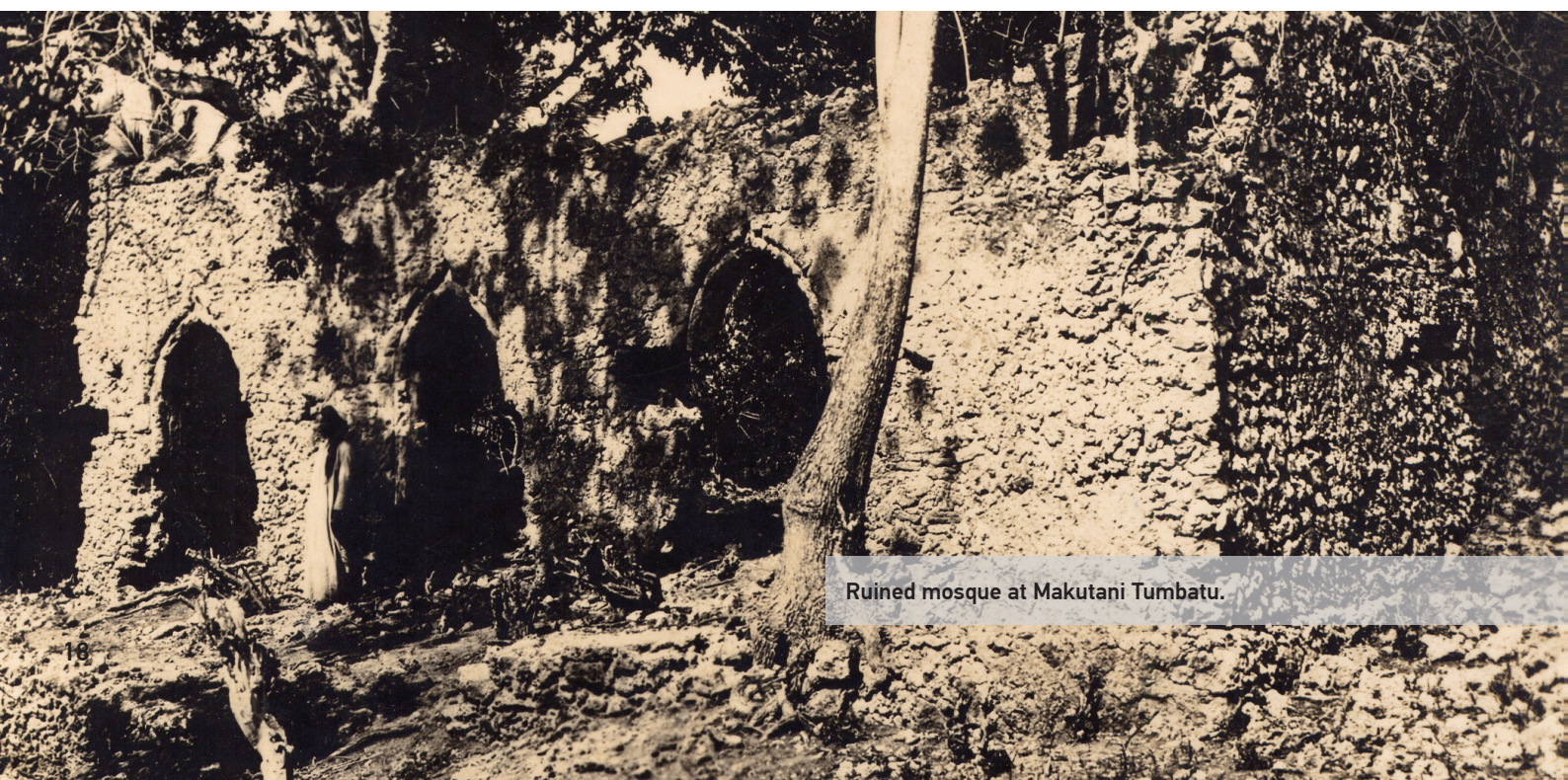
OTHER RECENT PLANS AND ACTIVITIES OF RELEVANCE

Amongst recent plans and activities by other parties, following are worth mentioning:

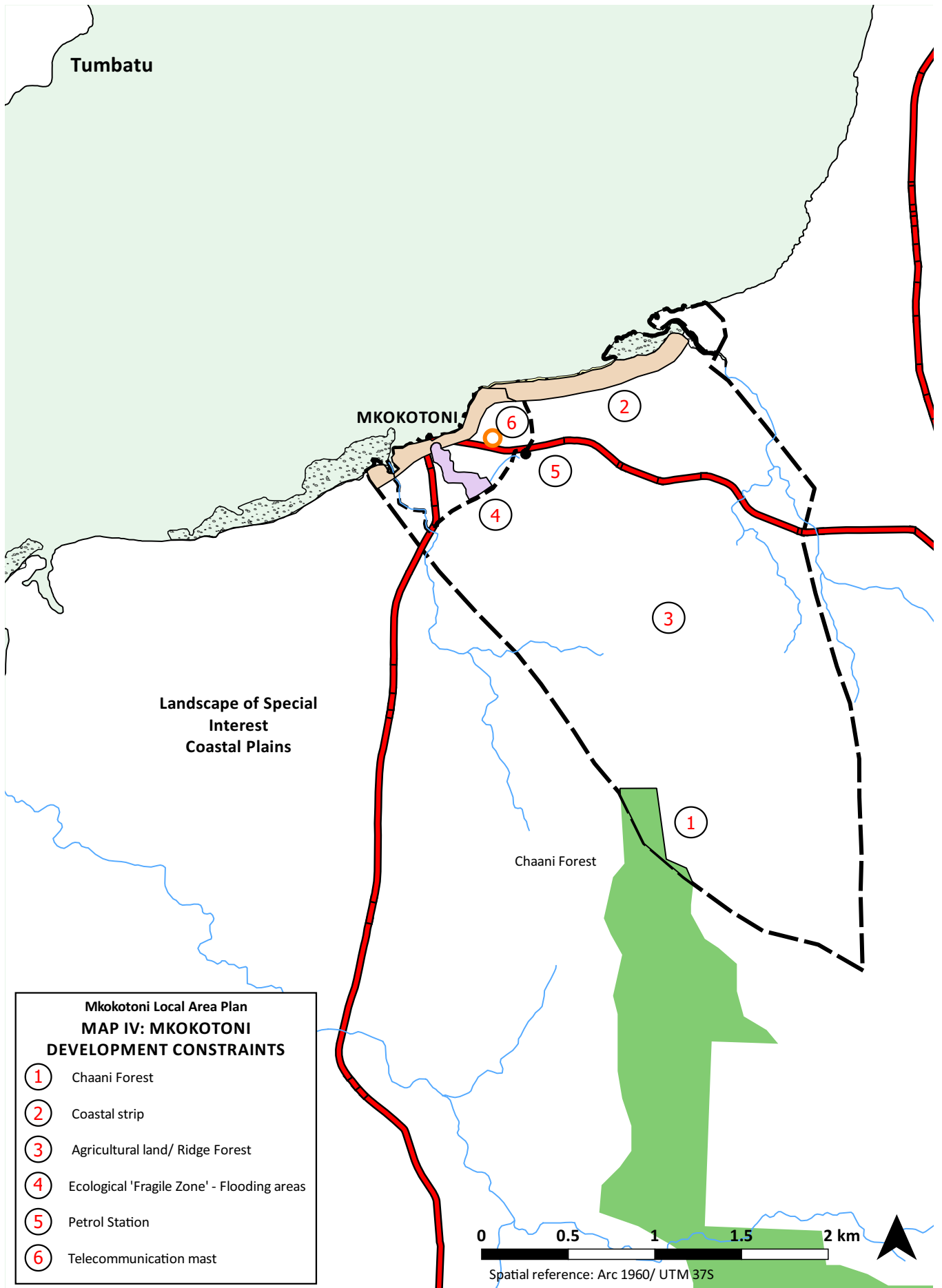
- To install a floating barge in the port and a cooking oil warehouse. There are no large entrepreneurs established yet in Mkokotoni at this moment
- There are plans to move the Regional Administration to Nungwi because of the social and economic importance of Nungwi. Other towns, like Chaani, Mahonda and Kivunge are of equal importance as Mkokotoni
- The Tourist Commission has appointed committees at District level to identify new tourism development areas following the Mkuza II policy. No proposals for Kaskazini 'A' have yet been submitted. However, there are definite possibilities for Mkokotoni to become a 2nd entry port for tourists on Unguja
- In Mkokotoni and on Tumbatu, various NGO's are active in the social and environmental fields. In Mkokotoni, for instance. MECA is promoting the building of VIP-latrines
- The development of a small EPZ (Economic Production Zone) north of Mkokotoni on the coral rag area (through ZIPA)
- The construction of a slaughterhouse at Mkokotoni (NLUP 1995, status unknown)
- A solid waste dump site is proposed between Kivunge and Nungwi (status unknown)
- An ATM is proposed at Mkokotoni by People's Bank of Zanzibar
- Land was allocated for the Marine Sciences Institute in the 1990s to be established in Mkokotoni. This move did not take place however, and the status of the site is unknown)

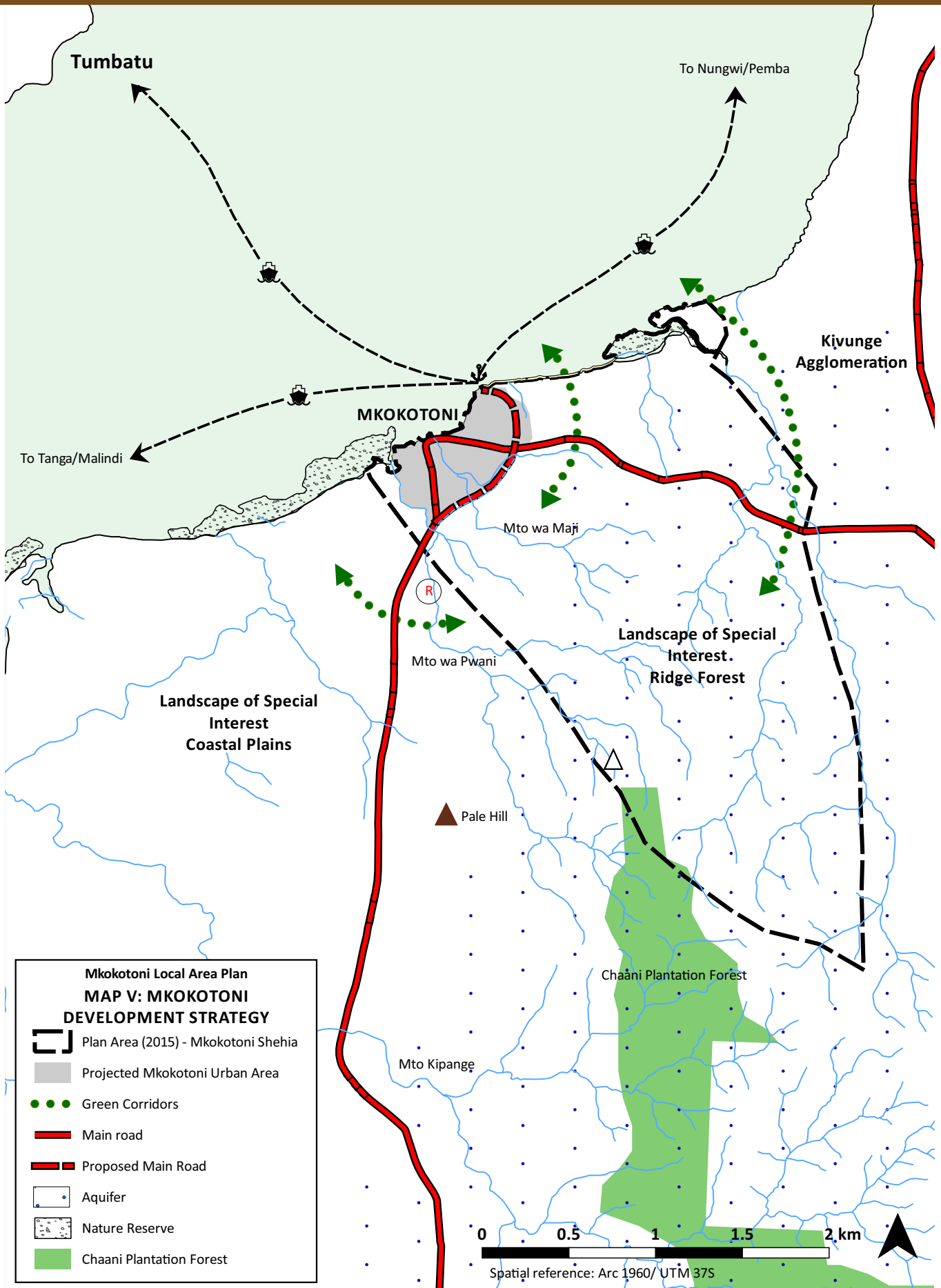


The so called White House ruin at Mkokotoni.



Ruined mosque at Makutani Tumbatu.





Map V

Introduction

The Northern region is growing fast but Mkokotoni area has lost its dynamism in recent decades. Mkokotoni is a known place since late 19th centuries. In early years of the 20th century one can well trace from the surveys and maps that have been drawn (early 20th century, 1934, 1960 and 1985) the development of the town. Following the Revolution of 1964, Mkokotoni started to lose its central position although during Karume's time plans were developed for the improvement to the waterfront and eight 'nyumba za vijiji', government subsidised bungalows were erected on the southern border of the town. The Settlement structure plan (1993) shows that in 1978 Mkokotoni has a population of 3090 which then declined to 1806 (1988) and grew to 2803 (2012). The Mkokotoni Local Area Plan ambition to place the town in the middle of the dynamism of the Northern region.

I. To modernise and extend Mkokotoni Port and economic activities

The port is an important asset for Mkokotoni. As Unguja's second most important harbour, it has the potential to become the marine trading and transport hub of the Kaskazini Region and beyond, attracting and enhancing trading, industrial, travel and tourist activities to the town.

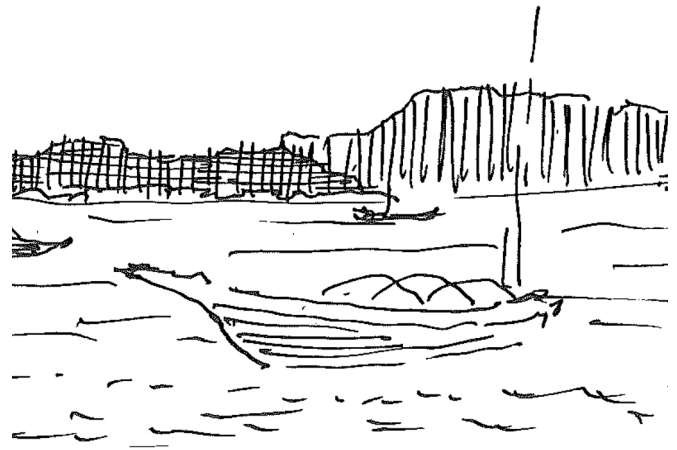
NSDS Policy NLUP-I1 states that proposals for new industrial developments should be encouraged to locate in existing industrial areas, estates and zones in growth areas. Sites for Special Use Zones including the international ports and the international airports should be shown on Regional Plan Maps and safeguarded for long term growth, are mentioned in NLUP-I5. Mkokotoni Port is a (secondary) international harbour and located in a growth area. Allowance for sustainable growth of Mkokotoni Port thus is in the national interest.

It goes without saying that the Government of Zanzibar will not be able to develop a project of this size and costs on its own and the modernisation and extension of Mkokotoni Port should be based on Public Private Partnerships (PPP) aimed at MKUZA II targets of pro-poor and broad-based growth as outlined in NLUP-P5. Proposals which enhance economic vitality and environmental quality through the introduction of a mix of land uses and densities and include a range of residential accommodation in addition to shops, offices, entertainment or leisure uses and which contribute to improving the public realm and public transport facilities should be particularly encouraged.

The vision for the future of Mkokotoni, on which this Local Area Plan is based, focuses on three major aims:

- I To modernise and extend Mkokotoni Port and economic activities and service industry
- II To enhance the cultural and natural wealth of Mkokotoni
- III To create an attractive urban-style living environment in Mkokotoni Town

Reference is made to Map V, outlining the Development Strategy for the greater Mkokotoni area.



To modernise and expand the Mkokotoni port and related industries in a concentrated fashion, catering for fishing processing facilities, warehouses for trade goods, and light-industrial artisanal workshops, and to create possibilities to develop a marina and ferry-terminal to enhance visitor footfall.



Boat building on Mkokotoni beach.

II. To enhance the cultural and natural wealth of Mkokotoni

Mkokotoni is a lively place during the day, but rather deserted at night. However, throughout recent years, it has been growing fast. This relative quietness could, however, also be interpreted as a quality; and Mkokotoni could be developed into a vibrant, friendly and cultural port, like Lamu or the small ports on the Mediterranean, such as Cassis in France and Portofino in Italy.

The surrounding area of Mkokotoni is of great beauty and ecological value. The Marine Reserve, Mangrove Forest Reserves, unspoilt beach, and the Areas of Special Landscape (Ridge Forest and Coastal Plains) encircle Mkokotoni. However, the (natural) environment of Mkokotoni is currently under threat of erosion and ecological degradation due to urban sprawl and negligence.

Mkokotoni certainly has some qualities that could attract tourism. This should be small scale, cultural and ecological directed tourism, because of the scale of the facilities (small beach areas) and fragility of the land.

Areas of Special Landscapes, Natural Reserves and the beach will require protection. The connections between the areas will need to be safeguarded by the creation of 'green' corridors. Protection of agricultural land and landscape against urbanisation was already defined in the 1995 NLUP. This protection is re-endorsed in NSDS Policies such as NLUP-G7 stating that development should not normally be permitted in Environmentally Sensitive Areas (ESA) including Reserved Area (REA), Protected Areas, Sensitive Areas or Hazardous Areas. NLUP-12 further states that development proposals on agricultural land including coral rag land should not normally be permitted, other than where the development is in the national interest. Applications for change of use may be permitted where the new use enables agricultural diversification including agribusinesses to sustain local jobs, as modernising and developing agriculture (Vision 2020) is of great importance to safeguard the economic viability of the agricultural land. The current land tenure in Zanzibar bears no incentive to modernise agriculture (NLUP 1995), due to fragmentation, the limited rights and usufruct. NLUP-E7 Specifies that the Areas of Special Landscape, including areas of outstanding natural beauty, distinctive local landscapes and sites of spiritual and cultural value, should be protected and conserved as national heritage, and states that development proposals that are likely to affect protected landscapes should not normally be permitted.

The cultural value of Mkokotoni Urban Area itself should be respected, notwithstanding the need for modernisation and densification. NLUP-E1 stipulates

that development proposals for historic (urban) areas of cultural interest, should respect and enhance the Swahili cultural and residential heritage whilst incorporating a range of job opportunities to sustain the local economy. Any development in these areas is subject to guidelines based on UNESCO initiated Historic Urban Landscapes (HUL) recommendations.

To protect and enhance the romantic Mkokotoni Town setting (waterfront, tree lined avenues, monumental buildings, artisanal activities and boats) and its surrounding beautiful and unspoilt (cultural) landscape (ridge forest, coastal plain, the mangrove forests, the maritime reserve and Tumbatu Island) formed by ages of sustainable-agricultural and maritime use, in the service of development and to preserve agricultural fertile land, drinking water and cultural remains for future generations.



Mkokotoni centre.

III. To create an attractive urban-style living environment

The urban growth possibilities within Mkokotoni urban area are limited. Densification by vertical extension and use of urban areas now unfit for building (tidal creek) will be the answer. Mkokotoni thus will enhance and develop its existing urban character, made attractive by its location on the coast. The Kivunge agglomeration is of a totally different, agricultural and loose character, and will probably develop in a different way. A separate Local Development Plan for Kivunge needs to be prepared to answer to this demand. Kivunge and Mkokotoni urban areas are to be permanently separated by the green corridor, mentioned under (B).

The development of the urban character of Mkokotoni Town should follow NSDS Policies, such as, priority should be given to designs that emphasise walkability, to incorporate facilities for public transport, pedestrians and cyclists especially in growth centres and higher density urban locations. Direct access to individual dwellings from strategic roads should not normally be permitted, as outlined in NLUP-I4

NLUP-G1 states that major new development proposals should be directed to National, Regional and District. Mkokotoni is the capital of Kaskazini North Region, and a new central government office is proposed to be integrated into the new Mkokotoni Town Centre, NLUP-G1 further stipulates that in spatial development terms, the main principle is to promote densification of existing settlements into mixed use and mixed density communities before new greenfield sites are developed (NLUP 2014). The aim is also to redistribute population growth by enhancing secondary cities and constraining growth of Zanzibar City.

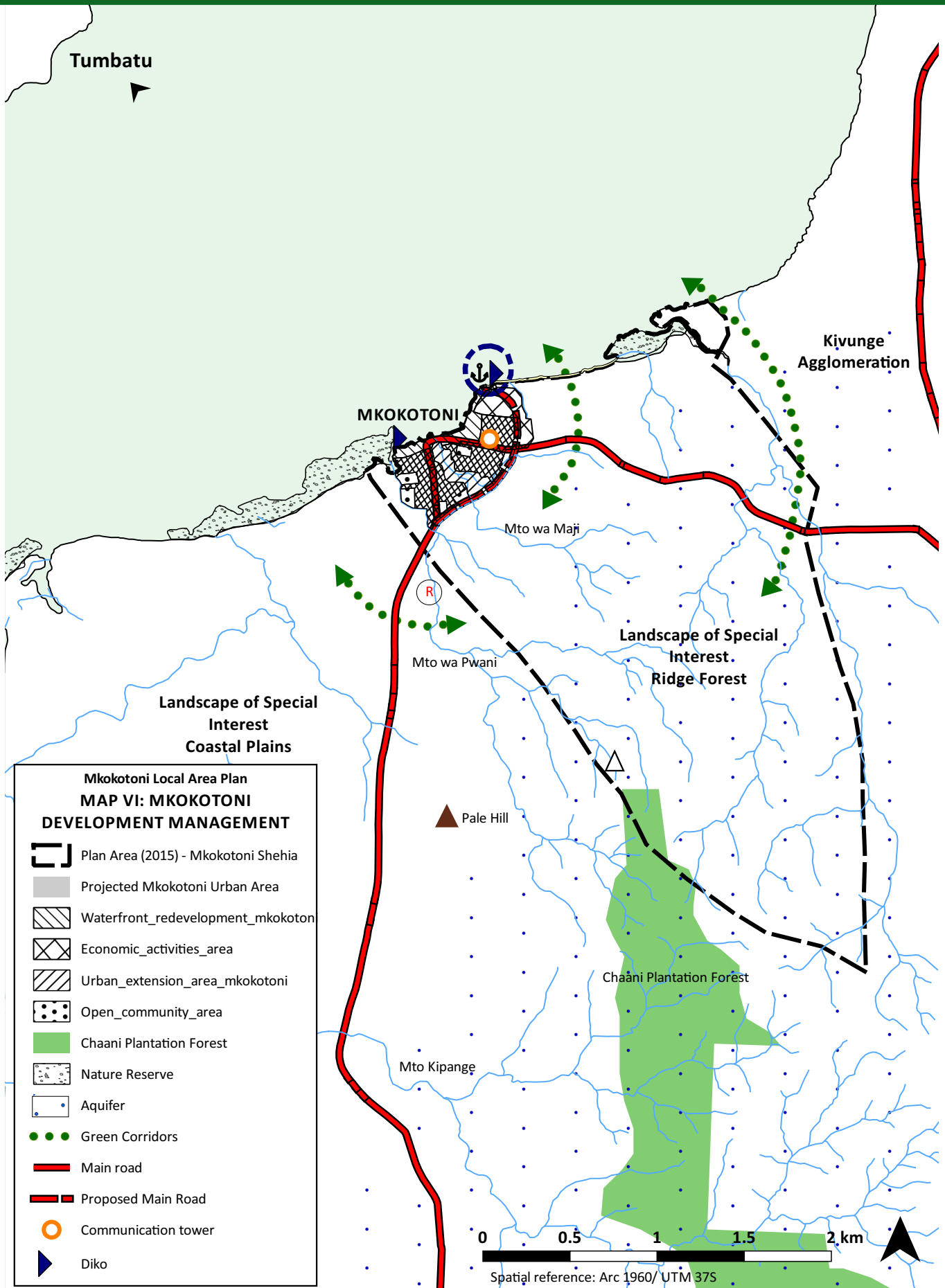
The Mkokotoni and Kivunge agglomeration have been identified as growth areas, and hence the above NSDS Policy applies.

NLUP-G5 outlines the need for safe access for the disabled members of the community, which will be a condition for the new structures and facilities that will be part of the creation of Mkokotoni Town Centre.



Archival photograph of former Assistant District Commissioner's residence at Mkokotoni.

To develop an attractive living environment in a high density mixed-use area within the town boundaries, with new government offices, retail shops, public services, leisure facilities, market and multi-story residential buildings; enhancing the value and public use of Mkokotoni Waterfront.



Mkokotoni Urban Area establishment and policies

The new Mkokotoni Urban Area Boundary follows natural features (creeks and rivers) as well as the proposed Mkokotoni bypass of the Mahonda – Kivunge main road.

The above bypass in the main road commences just off the bridge over the Mto wa Majongoni, to parallel the upper course of the Mto wa Kibombani. This to be the thoroughfare for transit traffic as well as defining the south-eastern border of Mkokotoni Urban Area Boundary. The bypass connects to the main road north-east of Mkokotoni, and is continued to provide access to the new Mkokotoni Port and Economic Activities Area. The existing stretch of the main road passing through Mkokotoni, roughly between the above mentioned bridge and the turn off to the dispensary will be turned into an urban street. On an urban street, non-motorised transport (pedestrian and bicycles) have a right of way over non-motorised transport, which will be only allowed for incidental residential traffic and services. Motor vehicles are 'guests' on these urban streets. Public transport is allowed only on main roads and not on urban streets, but can serve Mkokotoni Urban Area up to the Transfer Points, which are conveniently located, within a maximum of 300m from any position within the urban area.

In order to develop the new Mkokotoni Town Centre and Waterfront, the stream / tidal flooding area now dividing Mkokotoni urban area (see Map III) will be diverted and the open area developed. The diversion of existing streams is proposed to follow the ring road (which can act as a dyke) into the surrounding rivers. May this prove impossible, an alternative based on upgrading the existing culvert and channeling the stream in an urban canal is to be investigated.

Sites of special historic significance have been earmarked on the Map VII. These are sites other than gazetted monuments, and can be buildings, ensembles, green spaces or other open areas (such as Diko or old graveyards) or objects (wells, individual trees) in urban and non-urban areas. Reference is made to NSDS Policy NLUP E2.

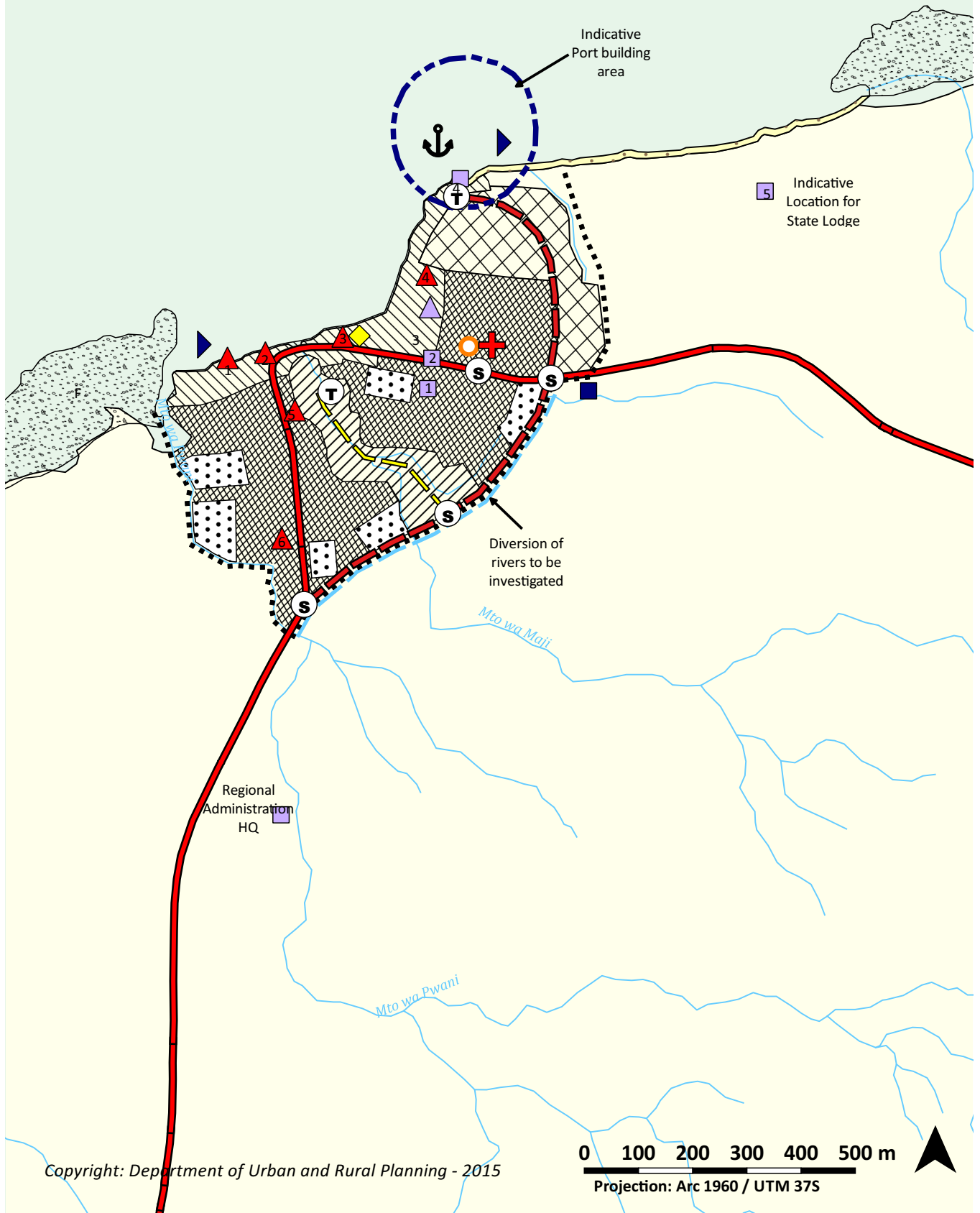
Policy LP-HS: Demolition, removal, modification or obliteration of sites of special historic significance is not allowed. Any development activity on these sites is subject to approval of the authorities and will need to be supported by a historical justification drafted by an acknowledged expert.

The Sites of Special Historic Significance that have been observed to date includes (see Map VII):

- 1 The ruins of an old Omani style house on the west side of Mkokotoni waterfront (the so-called White House)
- 2 The Main Mosque on Mkokotoni waterfront
- 3 The old Fish Market
- 4 A two-storied apartment building at the bend in Mkokotoni waterfront
- 5 The former Regional Administration Headquarters building (Omani period)
- 6 The housing complex erected under the Revolutionary period (Karume houses)
- 7 A duplex villa just south of the bend in the main road
- 8 The western Diko (next to the mangrove forest)
- 9 The eastern Diko (at the western end of the sandy beach)
- 10 The tree-lined water front streets

This list is not exhaustive and may be extended at any time.

Mkokotoni Local Area Plan
MAP VII: DEVELOPMENT PLAN



Map VII

Mkokotoni Local Area Plan

DEVELOPMENT MANAGEMENT MAP

Planning zones

-  A - Historical Urban Area
-  B - Mkokotoni Waterfront
-  C - Mkokotoni Town Centre Extension
-  D - Economic Activities Area
-  E - Mkokotoni Port
-  F - Nature Reserve (Mangrove)
-  G - Agricultural Land
-  H - Beach
-  Community Facility
-  Mkokotoni Urban Area Boundary
-  Port/harbour

Connectivity and transport

-  Proposed Public Transport Nod
-  Public Transport Stops
-  Major Trunk Road
-  Projected Major Trunk Road
-  Urban Main Street
-  Projected Urban Main Street
-  Educational Buildings
-  Other Important Buildings
-  Market Facilities
-  Communication tower
-  Health facilities
-  Diko
-  Site of Special Historic Significance
 - 1 - White House Ruin
 - 2 - Mosque
 - 3 - Old Market
 - 4 - Old Regional Administration HQ
 - 5 - Old Duplex Villa
 - 6 - Karume Village Houses
-  Public Institutional Buildings
 - 1 - Police Station
 - 2 - Police Quarters
 - 3 - KMKM Office

Although Mkokotoni is not situated within a Tourist Development Zone, investments in tourism possibilities for Mkokotoni are encouraged. This tourism will be subject to, and integrated into, the mixed-use mixed-density development of Mkokotoni. Large-scale stand-alone tourist resorts are thus not allowed in and around Mkokotoni, but smaller boutique hotels and guesthouses, as well as agencies offering tourist activities such as fishing, cycling (ATB), hiking, cultural trails, day trips to Makutani / Tumbatu are encouraged.

For the growing population of Mkokotoni, space will be reserved for social and institutional community facilities.

Policy LP - Community Facilities (CF):

Open areas reserved for social and institutional community facilities as marked on the Map VII. Any other development (residential, commercial, industrial, motor vehicle parking) on these areas is not allowed. The ratio between the footprint of built-up and green space (non-paved areas planted with trees and other plants) in these areas should not exceed 1:4.

In terms of utilities and services, reference is made to NSDS Policy NLUP-I6.

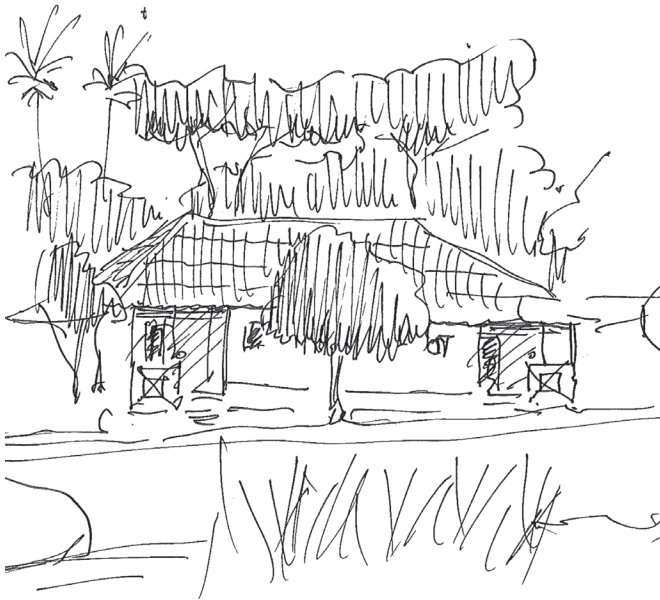
Policy LP - Utilities (UT):

In any new development, provisions have to be included for the future connection of waste water discharge into a central sewerage system.

Planning policies for specific areas

The following areas are demarcated for specific policies:

- A** Historic urban area.
- B** Mkokotoni Waterfront.
- C** Mkokotoni Town Centre extension.
- D** Economic Activities area.
- E** Mkokotoni Port.
- F** Nature Reserves.
- G** Agricultural land.
- H** Beach area.



Old duplex villa in Mkokotoni centre.

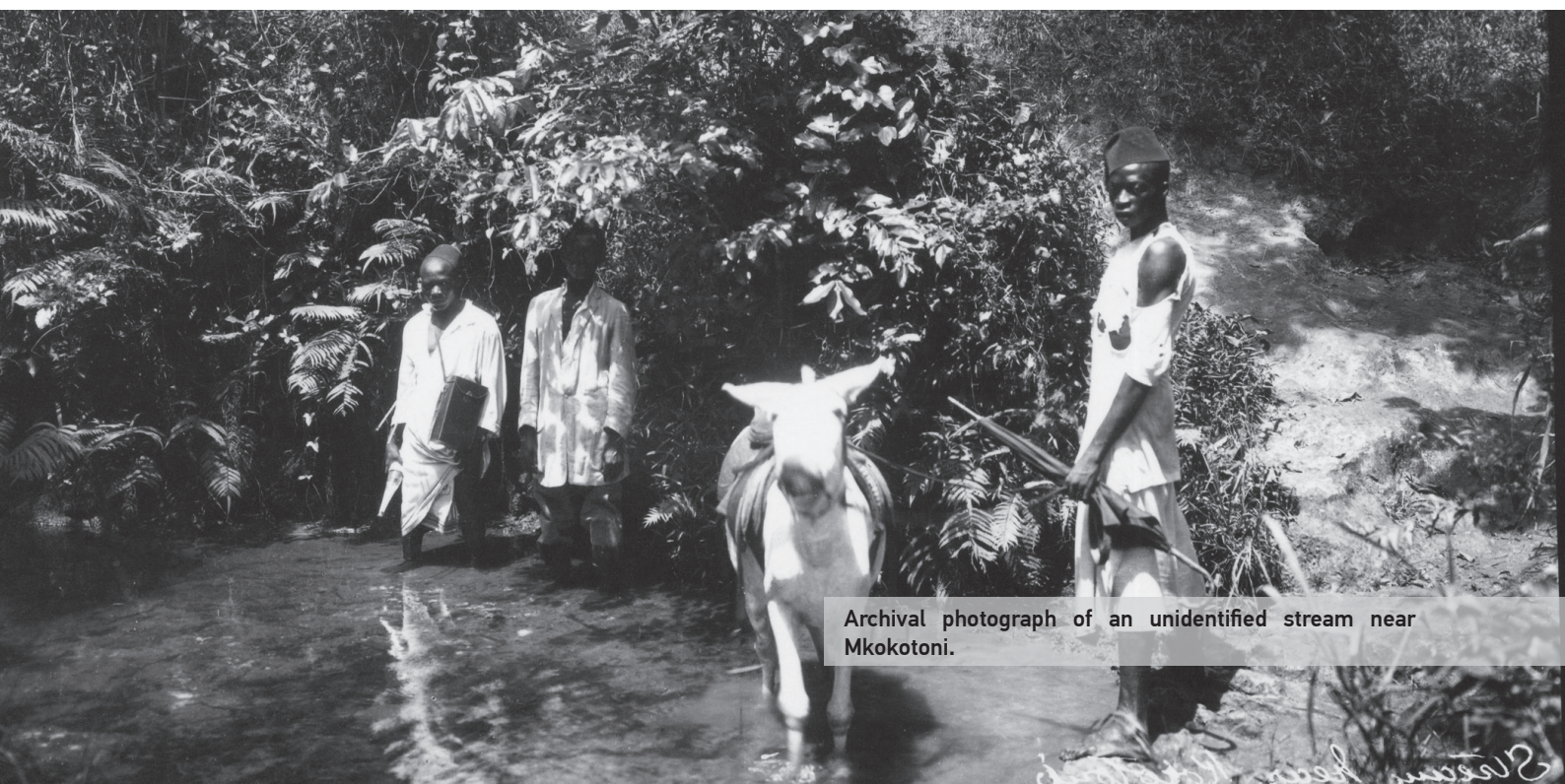
A

Historic urban area

The historic urban area of Mkokotoni developed over the past century into a fairly dense and organically organised urban tissue based on the loosely arranged, but rather uniform footprints (in terms of arrangement, surface and proportions) of the 'Swahili'-house. Refer to the (National) Policy Planning Guidelines for Historic Urban Areas for further description of this type of urban settlement.

As Mkokotoni is designated as a growth centre, population growth may be expected. However, extension of Mkokotoni Urban Area on to greenfield sites is discouraged (loss of agricultural land, threat of erosion and flooding and loss of landscape of special interest) densification (into height) of the existing urban area is encouraged.

Policy LP - Historic Urban Landscape (HUL): Any development to apply to principles of Historic Urban Landscapes (refer to Policy NLUP-E1), outlined in the (National) Policy Planning Guidelines for Historic Urban Areas. Characteristics are: maximum building height of ground floor +3, protection of public space, reduction of motorised traffic, and encouragement of the application of common wall, amongst others. Development in the open space within the area will be discouraged and felling of trees is not allowed.



Archival photograph of an unidentified stream near Mkokotoni.

B

Mkokotoni Waterfront

The bend in the coastline, the port activities and Diko's as well as some historically interesting structures set against a backdrop of old trees make the waterfront of Mkokotoni characteristic and attractive.

The proposal is to clear up the waterfront stretching from the mangrove swamp to the naval base and develop into an attractive central pedestrian area with mixed-use amenities.

Policy LP - Urban Waterfront (UWF):

To redevelop the waterfront area with mixed-use buildings up to a maximum of ground floor+3.

On the land-side of the urban road, a closed sea facade is encouraged (common wall). On the sea-side of the road, no private buildings will be allowed and only incidental public structures. The existing trees along the roads to be preserved or replaced, and the tree planting to be extended along the full waterfront, the whole area is a non-motorised traffic priority area. A new market will be part of the development, and sites of special historical significance will be preserved and incorporated. Prior to any development, the Mkokotoni Waterfront Development Plan will have to be produced.

The waterfront is possibly the greatest asset for the future of Mkokotoni in terms of public use, attraction to (tourist) visitors and residential development. However, the current sprawl of unplanned small structures used as shops and ateliers, and the overall degradation and pollution of the waterfront area pose a considerable threat to the attractiveness and healthiness of the town.

For further elaboration of above policy and proposals, reference is made to Mkokotoni Town Centre proposal MTC-2.

C

Mkokotoni Town Centre extension

The existing urban area of Mkokotoni is split into two parts (east-west) by the tidal creek (Mkokotoni Culvert). The tidal creek area extends north-south from the shore to the alignment of the proposed by-pass and east-west measures between 100-200m width. Flooding of this area has so far prevented any urban development. The area is insalubrious due to discharge of solid waste and waste water run-off (refer to Map III).

It is proposed to close the culvert and divert the streams into the surrounding rivers, and to develop the area into a high-density mixed-use central town area.

Policy LP - Town Centre (TC):

An integral central urban development plan (urban design) for the area will have to be produced prior to any development. Buildings are to be mixed-use high-density up to 6 floors, with common wall possible. The ground floor facing the public space ('urban plinth') preferably to be designated for public use (institutional, community, commercial). The access road is an urban road type prioritizing non-motor vehicle transport. Motor vehicle access and public transport are allowed, but no throughway to the waterfront. A turning point with public transport station is to be inserted.

The cleaning of the flooding area will resolve the threats to health and erosion for Mkokotoni. Moreover, following NSDS Policies NLUP-G2 and -G3, a new vibrant town centre of Mkokotoni will generate economic activity, attractive residential opportunities and avoid occupation of fragile green field locations.

The location in the heart of Mkokotoni makes it the most attractive area for development. The central location, combined with the high infrastructural cost incurred by draining the area command a well-planned and developed high density town centre.

For further elaboration of above policy and proposals, reference is made to Mkokotoni Town Centre proposal MTC-1.

D**Economic Activities area**

The area adjacent to the existing port of Mkokotoni is developing as an economic activity area (entrepot storage, assembly of furniture, fish processing). However, this development is unplanned and does infringe on the public and green space along the coast, as well as causing debris and pollution to the area.

It is proposed to earmark an area close to the new port location and close to the main roads, somewhat distanced from the public centre and public shores, to accommodate a more guided development of economic activities (development of diko into modern fish-conservation and processing plant, furniture assembling factory, storage go-downs). The proposed location covers, for a part, land that is currently leased by Zanzibar Port Authorities, and is partly encroached by (unplanned) residential development.

Policy LP - Economic Activities (EA):

To attract non-noxious activities, and to relocate and concentrate existing activities that now take place on public or open land. The height restrictions are 20m, setbacks to allow sufficient space for servicing and parking of motor vehicles. Existing residences may be incorporated, depending on agreements between parties owning the land rights and the dwellers.

Most of the land has already been reserved for trade and economic activities, and development is thus in line with NSDS Policy NLUP I-1. The area is in direct proximity to the proposed new port area (see E). Access by motor vehicles is possible without disturbing Mkokotoni Urban Area.

The proposed area will relieve and offer compensation and modernisation possibilities for economic activities that now disturb public space and the attractiveness of Mkokotoni waterfront.

For further elaboration of the above policy and proposals, reference is made to Mkokotoni Town Centre proposal MTC-4.

E**Mkokotoni Port**

Mkokotoni Port is a special activity zone, of (supra-) national interest. The port serves passenger- and goods traffic between Unguja, Tumbatu, Pemba and Mainland Tanzania (Tanga). Besides, Mkokotoni is a major landing site for fisheries.

In line with NSDS Policy NLUP I5 (Site for Special Zones), the growth of Mkokotoni Port is to be encouraged by providing all-tide access (jetty), substantial sheltered mooring areas, improved access for lorries and public transport (main road access and parking), improvement of passenger and custom facilities (ferry terminal and immigration) as well as extension of economic activities area in the direct vicinity to accommodate related industries and storage.

A port extension into the sea has been earmarked for further development. This area is linked to the Economic Activities Zone, the upgrading of the northern Diko into modernised fish landing and processing and may encompass a mooring site for tourist vessels (Marina). The hub of this development is the public transport transfer point at the ferry terminal, naval control centre and immigration building.

Policy LP - Mkokotoni Port (MP):

Prior to any implementation of above proposals, the detailed Mkokotoni Port Development Plan has to be made. This development plan is to be related to the Mkokotoni Waterfront Development Plan. The Plan further has to take into account safety and security issues, and will need to respond to international standards.

Mkokotoni Port is the trump card in the development of the town and an important opportunity for the development of Unguja Kaskazini Region. Development has to be carried out in a balanced and thoughtful fashion to respond to the interest of Mkokotoni and its citizens as well as to applicable international standards.

For further elaboration of above policy and proposals, reference is made to Mkokotoni Town Centre proposal MTC-3.

F**Nature Reserves**

Mkokotoni is surrounded by natural wealth and reserves. The Marine Reserve, the two Mangrove Reserves east and west of town, the sandy beach as well as the Landscapes of Special Interest on the southern and eastern sides (Coastal Plains and Ridge Forest). Reference is made to the Development Strategy Map (Map V).

The Landscapes of Special Interest are protected as outlined in NSDS NLUP E7. Natural Reserves are protected by Government Law.

Policy LP - Natural Reserves (NR):

Natural Reserves and Landscapes of Special Interest are protected to different degrees. No urban development is allowed in these areas.

G**Agricultural Land**

The large areas south and east of Mkokotoni are agricultural land, having been worked for many generations, thus creating a rich and layered cultural landscape. The fertile soils hold promise for future farming.

However, sub-urbanisation is a considerable threat to this land and the future production capacity of the island, and should be discouraged, as outlined in NSDS Policy NLUP I2. Ribbon-type of urban development is to be discouraged.

Policy LP - Agricultural Land (AL):

On Agricultural Land, no development is allowed, with the exception for special buildings related to agriculture meant for residential or institutional, community use, including tourism. The space between built up structures (including out-houses, like garages, storage buildings, service buildings, utilities (such as masts, water tanks, transformers) or fences) will be not less than 50 metres radius, taken from the external face of such structures. The intermediate space will not be developed (no hardstands, tree-cutting,..) and are to be left open. The overall surface of the built-up structures, including fences, will not exceed 200 square metres. Roads, parking areas and pathways will not be paved or asphalted.

The natural wealth is a major asset for Mkokotoni, in terms of its attractiveness for settling and visiting the area. It is the capital for future generations, on an island that is becoming increasingly urbanised.

The Landscapes of Special Interest (Coastal Plain and Ridge Forest) as marked on Map V, are fertile areas that need to be reserved for agricultural production and for drinking water storage and purification.

The area east of Mkokotoni, between the cores of Mkokotoni and Kinvinje is the only location on Unguja where the Ridge Forest borders the coast and is thus of unique landscape value. Moreover, this area needs protection against flooding and erosion, as it is the major off-run from the higher grounds to the sea.

Strategic corridors between the Ridge Forest and the northern shore and between the Ridge Forest and the Coastal Plains (see Map V) are to be guarded in particular, to protect the fragile land prone to flooding, to allow eco-passage of flora and fauna between areas and to retain the beauty of the landscape for all.

H**Beach Area**

The coast at Mkokotoni (Shehia) consists of the two mangrove forests (Nature Reserves) on the western and eastern borders, the urban waterfront and a sandy beach between the urban area and the eastern mangrove forest. The beach faces north and is partly used as a diko.

To the south, the beach borders the lower slopes of the Ridge Forest (Area of Special Landscape) and a number of streams running down the ridge cross the sands. Currently, the area is under pressure of urban development.

Policy LP - Sandy Beach (SB):

The beach is to remain public, and will be accessible to residents and visitors to Mkokotoni at all times. The Diko will be protected as well, although to be contained and not extended beyond the eastern urban area border.

The beach is attractive, but is not one of the endless shiny white sand beaches that conventional tourist locations demand. However, it is a beach of high potential value for future recreational activities for the residents and visitors of Mkokotoni.

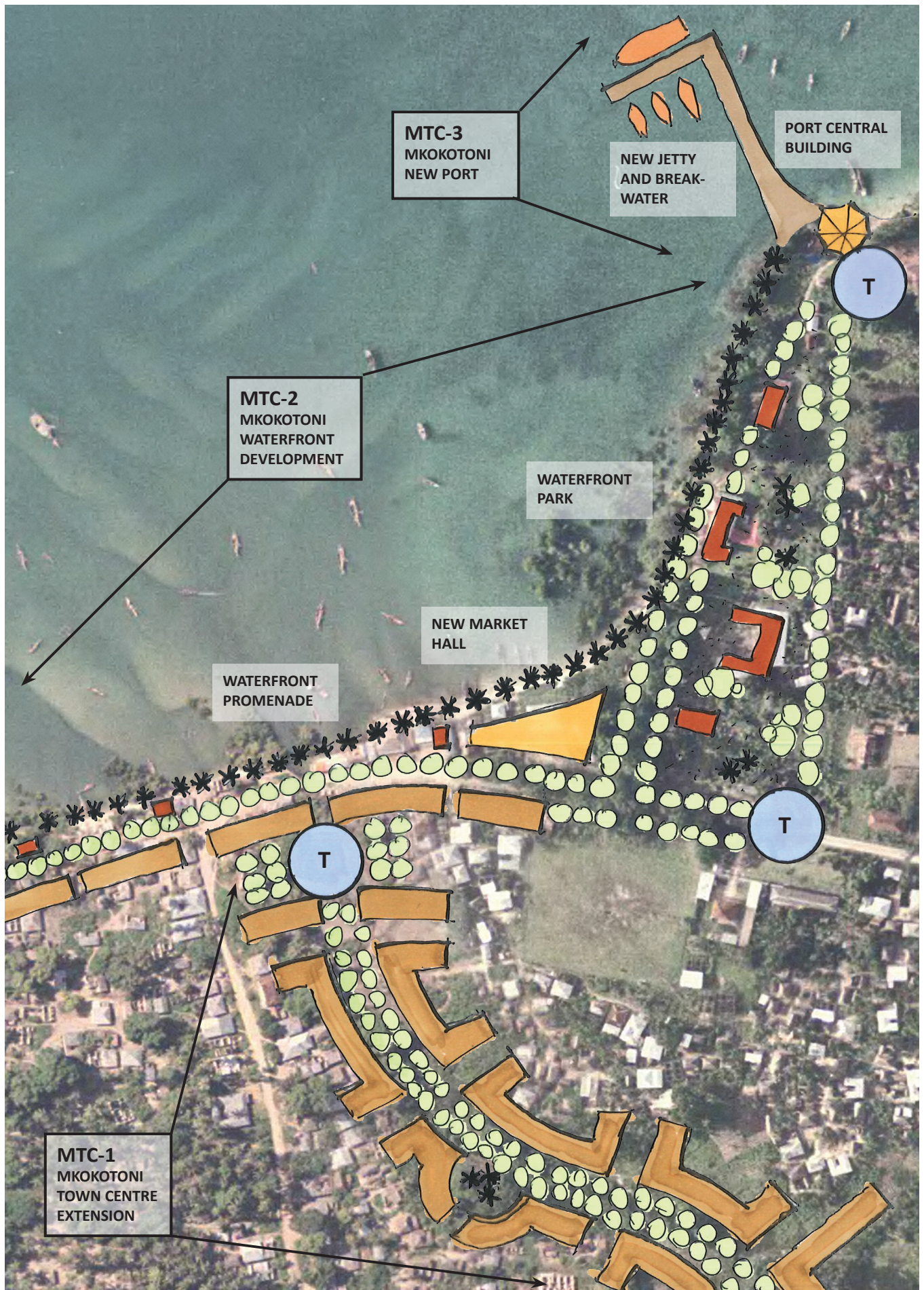


Photo Sketch: Indicative Port development area

Mkokotoni Town Centre Proposals

The following four important spatial developments are proposed:

MTC-1 Mkokotoni Town Centre Extension.

MTC-2 Mkokotoni Waterfront

MTC-3 New Mkokotoni Port

MTC-4 Economic Activities Area

These proposals are closely interlinked and not listed to priority.

MTC-1 Mkokotoni Town Centre Extension

The water courses that cross the area will have to be diverted or channelled and the culvert will need to be closed to stop tidal flooding of the area.

In the reclaimed area (see Map VII for the extent of the reclaimed area) an extension of Mkokotoni Town Centre is proposed. The proposal comprises:

- a** multi-storey mixed-use building blocks, up to ground floor +6 stories. These blocks to create a distinct urban centre, with clearly demarcated open space
- b** the new blocks may contain residential, institutional and/or commercial users
- c** the new blocks to have an open and preferably public urban plinth (ground floor facade facing the public areas), with commercial, recreational or institutional use
- d** a central access road (priority for non-motorised traffic) and public transport transfer point (bus stop) with car park facilities, but without throughway motor vehicle traffic
- e** a distinct linkage to Mkokotoni Waterfront, by, for instance a gateway building, which could contain the new Regional Administration Headquarters and Halmashauri offices
- f** open public space for playground, leisure and recreation to be integrated
- g** the public space and streets to be lined with trees

Policy LP-TC applies (see above).

MTC-2 Mkokotoni Waterfront

Mkokotoni Waterfront has the properties to become an attractive public area, for both citizens and visitors to the town. In order to allow redevelopment, the existing waterfront should be tidied up by removing (illegal) shacks and structures that block the view and access to the shore on the sea-side of the existing road. In the future, only buildings of historical interest are to remain on that side of the road; meaning that structures and activities such as the Halmashauri building and the furniture assemble area will have to be relocated.

The new Mkokotoni Waterfront is proposed to encompass:

- a** restoring the historic seawall to create an west-east urban waterfront, similar to Forodhani at Zanzibar Stone Town, commencing at the western Diko up to the sharp bend just east of the market, comprising of a tree-lined paved promenade with occasional public amenities such as the mosque, the White House and new structures (such as playground, sitting areas)
- b** developing and enhancing the south-north green waterfront extension from the sharp bent to the new Mkokotoni Port development, consisting of a park and soft edge to the water, without any built-up structure, except for the restored historic landing site opposite the former Regional Headquarters
- c** re-developing the market at the historic market location, by constructing a new market hall, and preventing sprawl of market over the waterfront
- d** encouraging the redevelopment of the town edge on the urban side of the existing road, of the area from the western Diko to the sharp bend, by allowing multi-story (ground floor+3) mixed-use blocks, encouraging common wall to create an urban facade, of which the plinth to preferably be open and public (leisure, commercial)
- e** to preserve and enhance the green quality on the town side of the area from the sharp bend to the new Mkokotoni Port, not allowing any building, fencing or hardstands, and replanting and improving the park
- f** to restore and redevelop the sites of special historic significance, (see Map VII) being (1) the White House, (3) the old fish market, (4) the multi-story apartment building and (5) the former Regional Administration Headquarters, for public and/or commercial use (tourism, culture, recreation)
- g** to create a clear and logical link between the Mkokotoni Waterfront and the new Mkokotoni Port Development (see MTC-3)

Policy LP-WF applies (see above).

MTC-3 New Mkokotoni Port

Mkokotoni Port is to develop into a larger and modernised harbour, allowing enhanced transport of goods and passengers and to attract economic industrial activities as well as tourism.

The New Mkokotoni Port is proposed to consist of:

- a** a jetty and breakwater to allow all-tide mooring of larger vessels (passenger and tourist-ferries, cargo ships), yachts and fishing boats (as an upgrade/replacement of the eastern Diko)
- b** a strategically optimally located new central building encompassing the (1) naval control tower, (2) immigration and customs offices and (3) ferry terminal
- c** a public transport transfer site (bus stop) and private car parking
- d** relocation of state lodge and residence of Regional Commissioner
- e** to create a clear and logical link between the Mkokotoni Waterfront (see MTC-2), the new Mkokotoni Port Development and the new Economic Activities Area (see MTC-4)

Policy LP-MP applies (see above).

MTC-4 Economic Activities Area

Existing and future economic activities such as (light) industry (furniture assembly, fish processing, icing plant, etc) and storage (fish, cooking oil, charcoal, mitambaa, building materials, etc) will need to be upgraded and relocated, as they are now insufficient and encroaching upon public space.

The Economic Activities Area is proposed to encompass:

- a** small scale workshops and storage facilities
- b** possibly large-scale fish-processing plant of (supra) national interest
- c** rentable storage facilities (such as (bonded) warehouses and godowns, fenced in secured open-air storage)
- d** parking facilities for lorries and other vehicles
- e** to create a clear and logical link between the new Mkokotoni Port Development (see MTC-3) and the new Economic Activities Area
- f** to create a clear and, if need be, fenced division between the Economic Activities Area and the Mkokotoni Waterfront (see MTC-2)

Policy LP-EA applies (see above).

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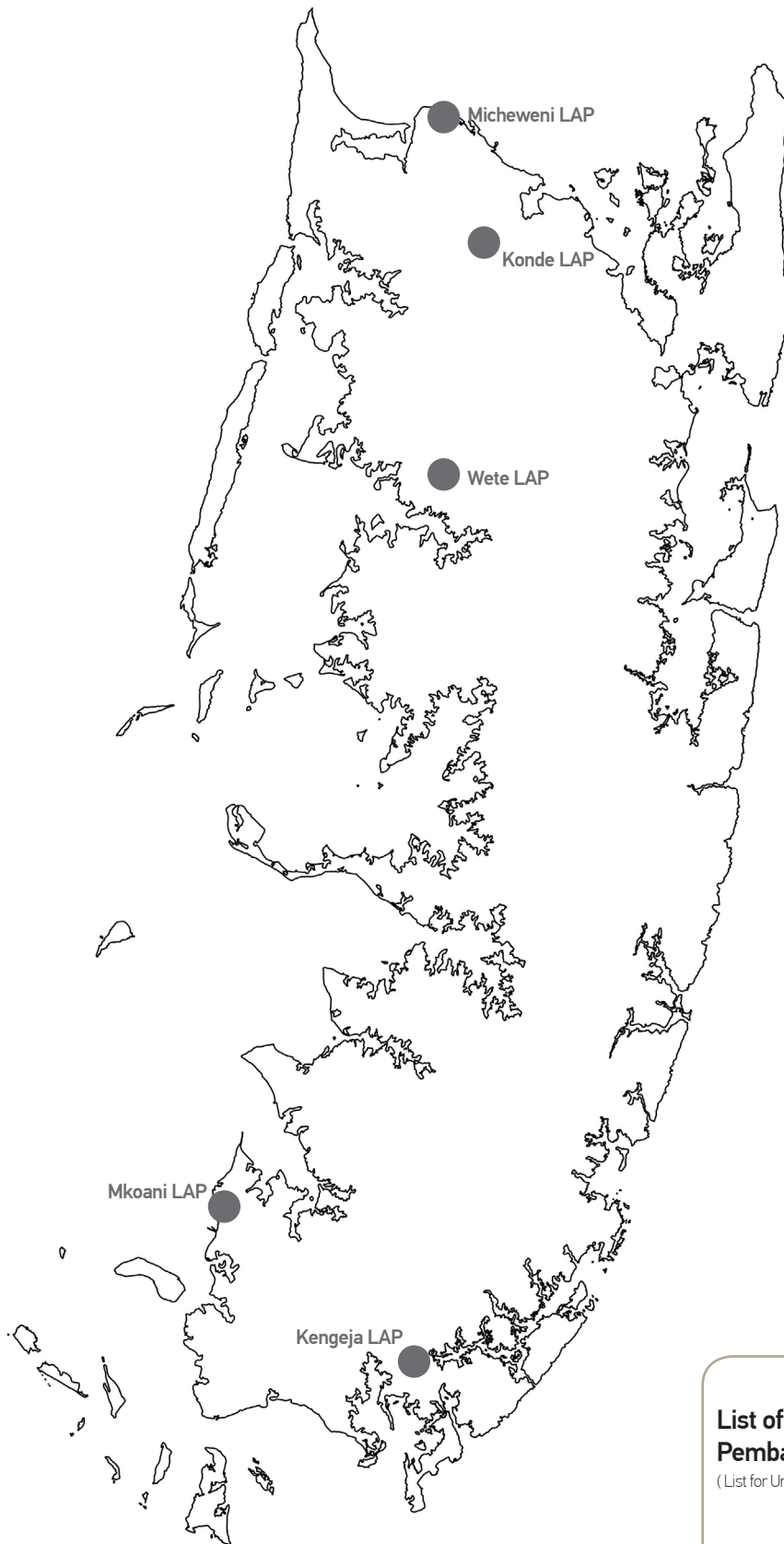
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Zanzibar National Archives: p17, 25, 36

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List of Local Area Plans for Pemba from North to South:

(List for Unguja available at the top of this document)

- Micheweni LAP
- Konde LAP
- Wete LAP
- Mkoani LAP
- Kengeja LAP

