

















PORT EDWARD URBAN DEVELOPMENT FRAMEWORK

SLOPE ANALYSIS

LEGEND

-  Place Names
-  Minor Rivers
-  Major Rivers
-  National Roads
-  Regional Distributor
-  District Distributor
-  District Collector
-  Railway Lines
-  Urban Cadastral
-  Farm Portions
- Slopes**
-  <1:10
-  1:10 - 1:6
-  1:6 - 1:3
-  >1:3
-  Port Edward
-  CBD Focus Area



0 100 200 400 600
Meters



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PORT EDWARD URBAN DEVELOPMENT FRAMEWORK

LOCATION OF RETAIL ACTIVITIES

LEGEND

- Place Names
- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- + Railway Lines
- Urban Cadastral
- Farm Portions
- Port Edward
- CBD Focus Area
- Mixed Use - Retail & Services Sector
- Retail



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4.1.6.2 Informal Traders

Informal Traders are a good indication of the main pedestrian routes, as they are dependent on “Feet” for selling their goods. This section will depict the locality of the traders, as well as the infrastructure available to the disposal of the traders. It will further indicate the appropriateness of the current localities of the formal trader stalls developed for the informal traders.

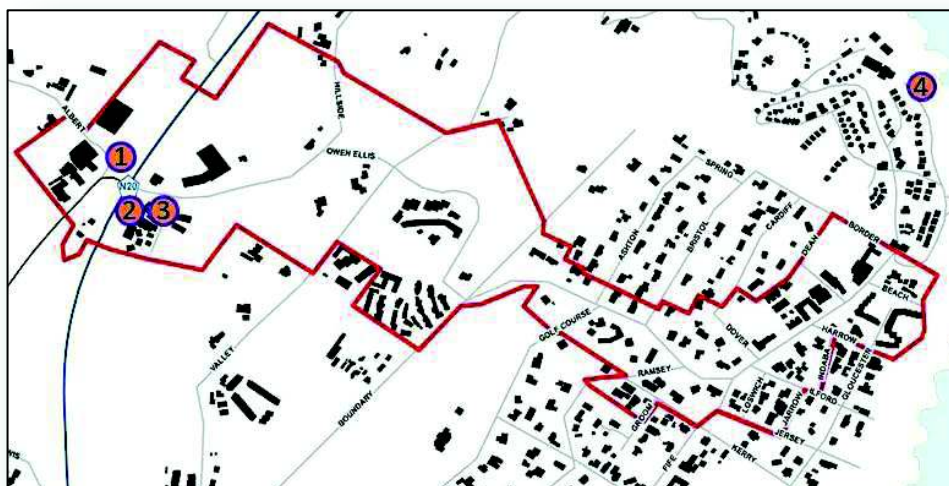


Table 12: Port Edward Informal Trader Position 1

Trader Position Nr.	1
Goods	Non Perishable (Crisps & Sweets)
Facilities Provided	None
Quality of facilities	Not Applicable
No. of Traders	1

Comments

Clientele Base Small. Targets workers at *Build It Hardware, Bargain Wholesale*, and the cement brick making operation.

Source: Vuka Planning Africa Inc.

Picture 11: Port Edward Informal Trade Position 1



Table 13: Port Edward Informal Trader Position 2

Trader Position Nr.	2
Goods	Non-perishable food products (crisps & Sweets)
Facilities Provided	8 Trader Platforms of which 6 are shaded.
Quality of facilities	Needs Maintenance
No. of Traders	4
Comments	Targets pedestrians moving from Port Edward CBD to the Taxi Rank. Also Targets the tourist buses stopping at the garage for refuelling. Informal Traders indicated that the locality is not optimum, as there is a barrier between the garage and themselves. The area is also wide open, and pedestrians in general by-pass this area. They are therefore not "Forced" to pass the trader stalls.

Source: Vuka Planning Africa Inc.

Picture 12: Informal Trade Position 2



Table 14: Port Edward Informal Trader Position 3

Trader Position Nr.	3
Goods	Perishable (Bread and baked Products, Fruit)
Facilities Provided	3 Permanent Shade nets
Quality of facilities	Poor
No. of Traders	8
Comments	These traders are situated at the back of the garage where tourists are forced to by-pass the stalls to utilise the restrooms. These traders originally utilised the formal stalls situated at trader stall position 2, but due to lack of business & clientele base, moved to their current position.

Source: Vuka Planning Africa Inc.

Picture 13: Informal Trade Position 3.1



The picture above depicts the informal traders trading at the back of the Engen Filling Station, using the opportunity to “catch feet” using the restrooms. Shade netting was installed, but is inadequate to provide protection to traders and goods, as is depicted in the image below.

Picture 14: Informal Trade Position 3.2



Table 15: Port Edward Informal Trader Position 4

Trader Position Nr.	4
Goods	General non-food products – clothing, shoes, jewellery, weaved baskets & hats, plastic containers, beach equipment etc.
Facilities Provided	6 Thatch Roofs
Quality of facilities	Good
No. of Traders	Seasonal Dependant. Observed over three out of season

Comments	visits, an average of 8 traders were observed.
	These traders target the tourists and beach goers, who needs to pass these stalls to get to the main beach. The restaurants further attract people to the area and provide exposure to the traders.

Source: Vuka Planning Africa Inc.

Picture 15: Informal Trade Position 4



The above image depicts traders just outside the main Port Edward Beach.

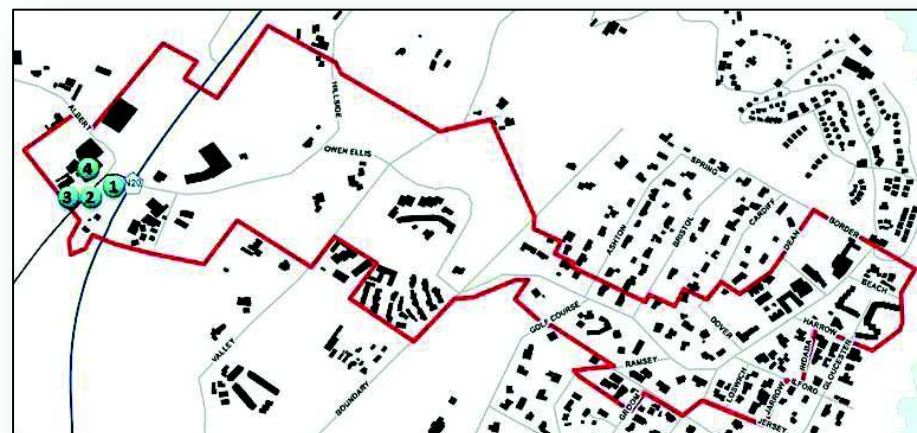
4.1.7 Transport Analysis

The purpose of this section is to give an overview of the transport facilities of Port Edward addressing roads, parking areas and intermodal transport facilities.

4.1.7.1 Taxi Ranks and Drop-Off Points

The only formal taxi rank is situated on the Banners Rest side of the R61 at the intersection of the R61 and Owen Ellis Drive. Although the taxi rank is fully developed, the current usage of the area is very limited in comparison to past usage. The taxis currently stop within the road, and sidewalk opposite the taxi rank.

Figure 39: Locality of Port Edward Taxi Rank and Drop-off areas



Picture 16: Taxi Rank Picture 1



The image above depicts the taxi rank which was recently opened. The taxi Rank Seems underutilised, and taxis still stop outside the rank on the sidewalk and, and opposite side of the street.

Picture 17: Taxi Rank Picture 2



The picture above depicts the car washing activities taking place on the gravel opposite the taxi rank. These facilities do exist at the taxi rank.

Picture 18: Taxi Drop-off Point 2



The picture above depicts the taxis stopping on the road leading into the taxi rank.

Apart from the above there are no other formal or informal taxi ranks visible. Due to the distance between the existing taxi rank and the residential areas which are significant, taxis will utilise intersections and certain parking lots within the commercial area closer to the coast for drop off purposes.

4.1.7.2 Roads

The purpose of this section is to depict the types of road surfaces, as well as the condition of the road surfaces, in order to identify areas where upgrading and maintenance of infrastructure is required.

The image below depicts the surfaces of the various roads within the Port Edward Study Area. The black lines depict tarred road surfaces whilst the red roads are gravel surfaces. It is clear that the largest portion of roads is not tarred. The roads servicing the CBD and retail areas are recently tarred and generally in good condition with only selected spot where potholes are developing.

Figure 40: Port Edward Road Surfaces

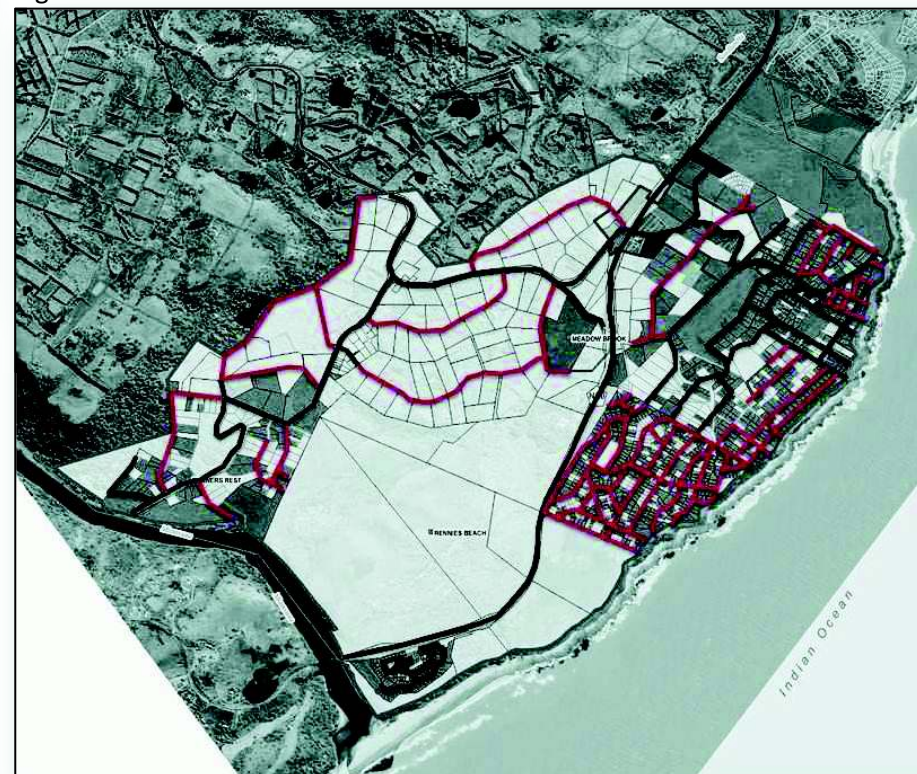


Figure 41: Tarred Residential Road



The Picture Above depicts the quality of most tarred residential roads. The roads are in a fair condition, but have no sidewalks or storm water management systems in place.

Figure 42: Owen Ellis Drive



The Picture Above Depicts Owen Ellis Drive. The road is in a very good condition, although potholes are forming downhill where water runoff causes deterioration of the road surface.

4.1.7.3 Parking

Although few parking areas exist, they are in close proximity to the business areas and sufficient to provide in the needs of the commercial areas. Please refer to **Map 34: Parking Areas**, attached as an overleaf for a depiction of the parking areas.

4.1.8 Port Edward Infrastructure Analysis

4.1.8.1 Electricity

The study area is fully serviced by Medium Voltage lines from which reticulation lines are installed to houses. Data on reticulation lines is not available, but mini-substations from where electricity can be obtained are adequately distributed throughout the study area. The high voltage lines come from the North and connect to the study area at Banners Rest. Please Refer to **Map 35: Port Edward Electricity Infrastructure** for a depiction of the above.

4.1.8.2 Water

Information regarding reticulation infrastructure layout was not available for perusal during compilation of this document. **Map 36: Port Edward Water Infrastructure** only depicts the Bulk Infrastructure services. From observation it is seen that Port Edward is fully serviced, although it is unsure whether Banners Rest is serviced by Municipal services, or dependent on ground water (Boreholes).

The bulk water supply infrastructure is available should any additional connections be required for future development. It is unsure whether the

actual water production quantities are sufficient to supply future developments.

PORT EDWARD URBAN DEVELOPMENT FRAMEWORK

PARKING AND PEDESTRIAN PATHWAYS

LEGEND

- Place Names
- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Urban Cadastral
- Farm Portions
- Parking Areas
- Port Edward
- CBD Focus Area



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**PORT EDWARD
URBAN DEVELOPMENT
FRAMEWORK**

**ELECTRICITY
INFRASTRUCTURE**

LEGEND

- Place Names
- ⊠ Substations
- MV Lines
- HV Lines
- Major Rivers
- Minor Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Urban Cadastral
- Farm Portions
- Port Edward
- CBD Focus Area



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PORT EDWARD URBAN DEVELOPMENT FRAMEWORK

WATER INFRASTRUCTURE

LEGEND

- Place Names
- Pumpstation
- Bulk Water Pipeline
- Minor Rivers
- Major Rivers
- National Roads
- Regional Distributor
- District Distributor
- District Collector
- Railway Lines
- Urban Cadastral
- Farm Portions
- Port Edward
- CBD Focus Area

0 100 200 400 600
Meters

**Hibiscus
Coast**
municipality

cogta
Department:
Co-operative Governance and Traditional Affairs
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AFRICA**

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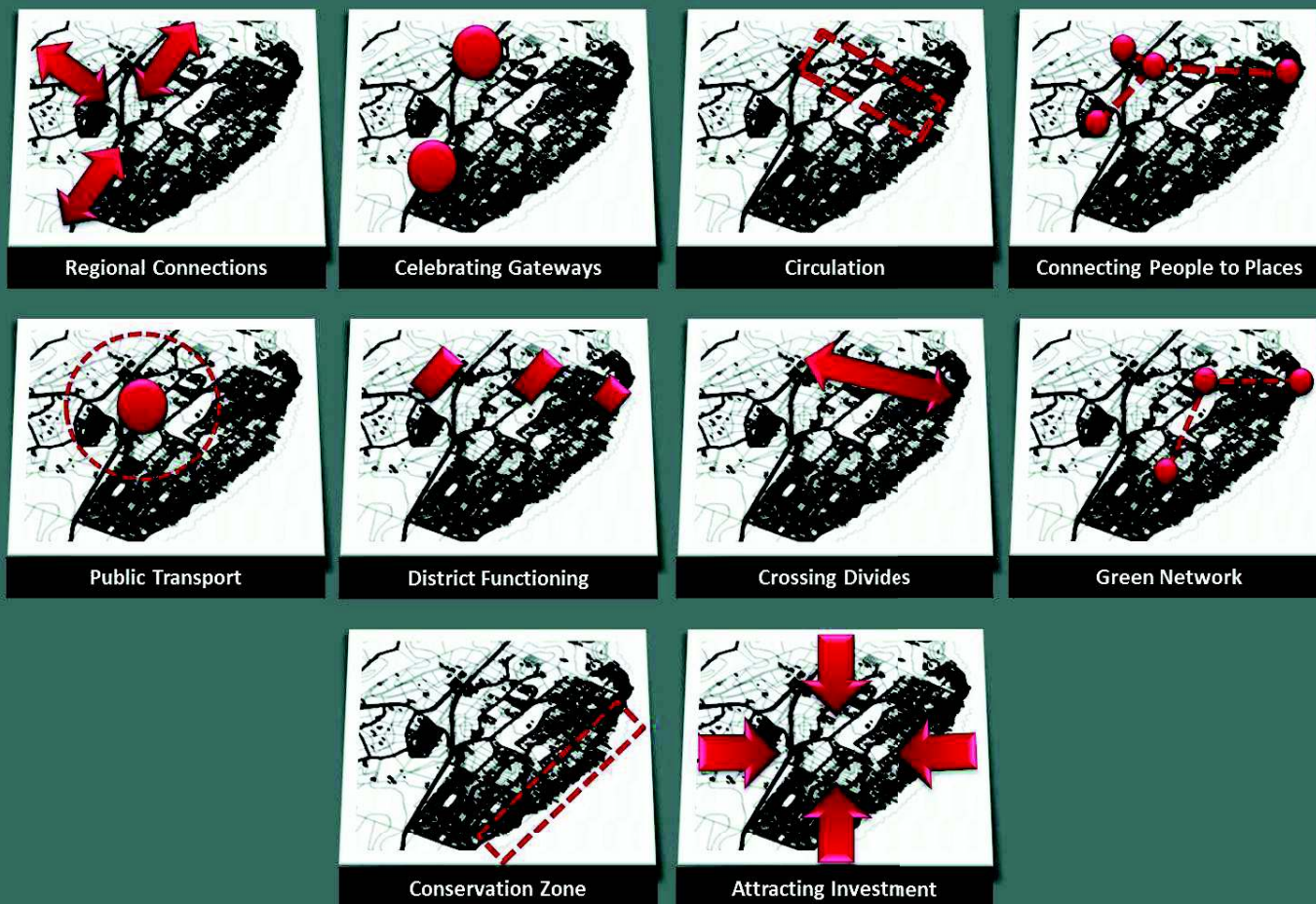
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4.2 PORT EDWARD CBD DEVELOPMENT CONCEPT

4.2.1 DEVELOPMENT AND RESTRUCTURING DIRECTIVES

The expression of a common development and spatial vision is critical in ensuring that all role-players and resources are directed at a similar future state of the town and thus not acting in counterproductive manners. From the analysis and findings, with the role-players, the local development vision for the regeneration of the town can be illustrated as follow:

Port Edward Development Vision

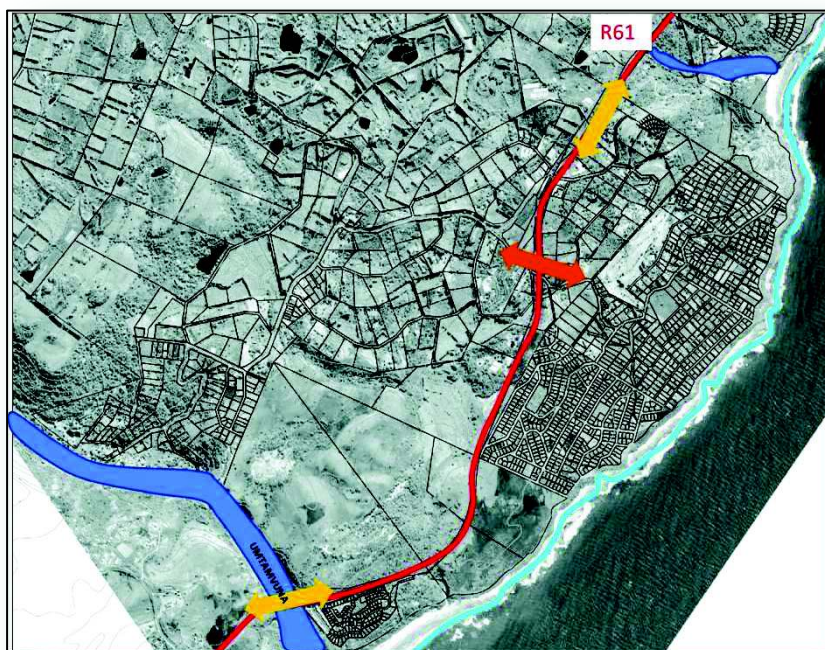


4.2.1.1 Regional Connections

The regional connectivity of the Port Edward CBD with surrounding areas such as the Wild Coast and the Eastern Cape Province, as well as the Port Shepstone Area is vital and the following key development concepts are envisaged (See Figure 43):

- Main Gateway off R61 as well as future southern gateway (Ramsey Road) should be strengthened as Major Gateways.
- Owen Wilson Street link towards the Beach as well as the proposed Ramsey / R61 Intersection should be developed as Local Gateways.

Figure 43: Regional Connections

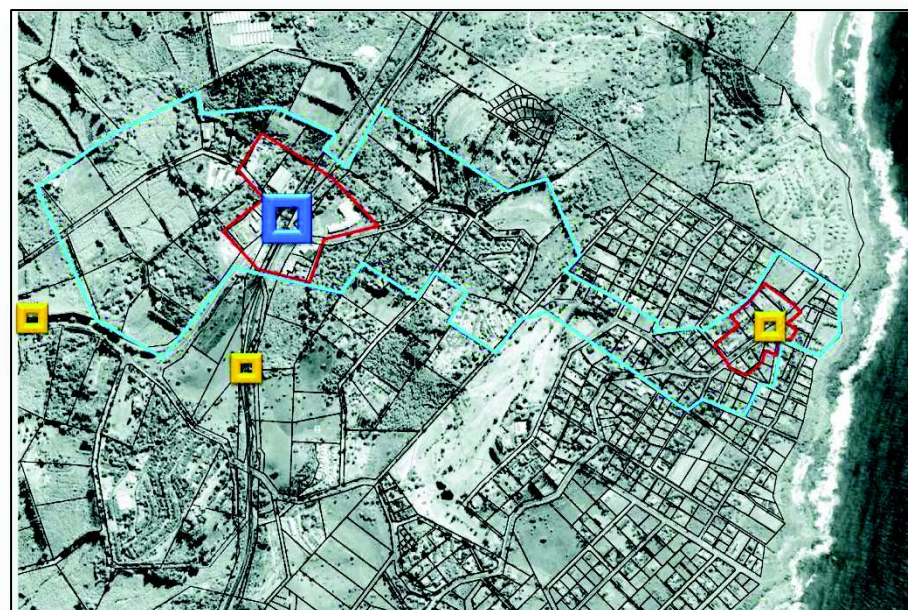


4.2.1.2 Celebrating Gateways

As indicated before, the gateway entrances to the CBD serves as the major focal attraction points and the following key development concepts should assist in providing proper gateway entrances to the Port Edward CBD in the areas indicated by Figure 44 and includes:

- Main entrance off R61 as well as future southern gateway should be strengthened as Major Gateways.
- Owen Wilson Street link towards the Beach as well as the proposed Ramsey / R61 Intersection should be developed as Local Gateways.

Figure 44: Celebrating Gateways

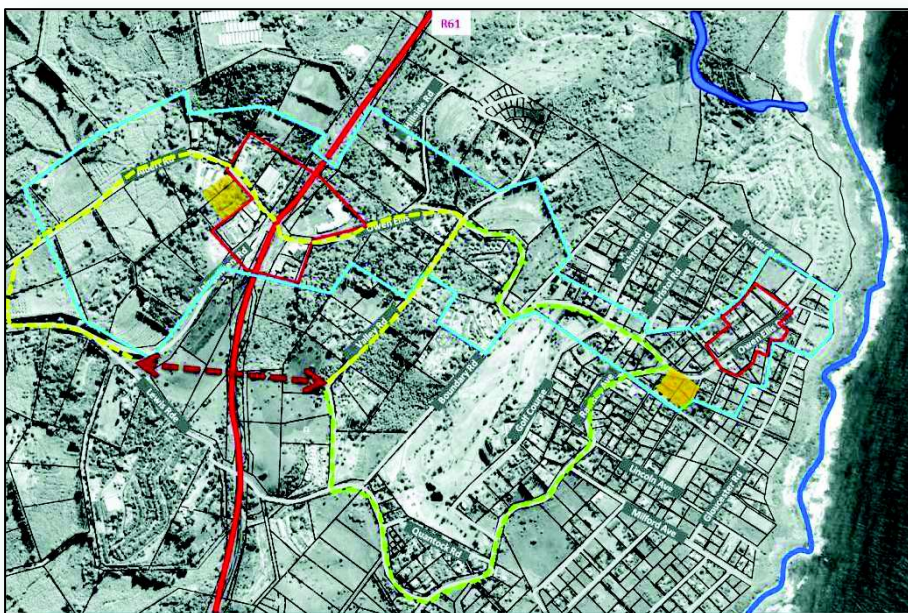


4.2.1.3 Circulation

Apart from regional connectivity, the internal circulation is vital for effective access to economic services and opportunities within the CBD and will contribute greatly towards the regeneration of the area. The key development concepts impacting on this internal circulation include:

- Owen Ellis to continue serving as key distributor.
- Owen Ellis, Ramsey and Albert to serve as major activity streets.
- Inner circular route of Ramsey, Albert and Owen Ellis forms vehicle circulation core.
- Additional public parking lots near circular route and at Albert and Ramsey area.

Figure 45: Circulation

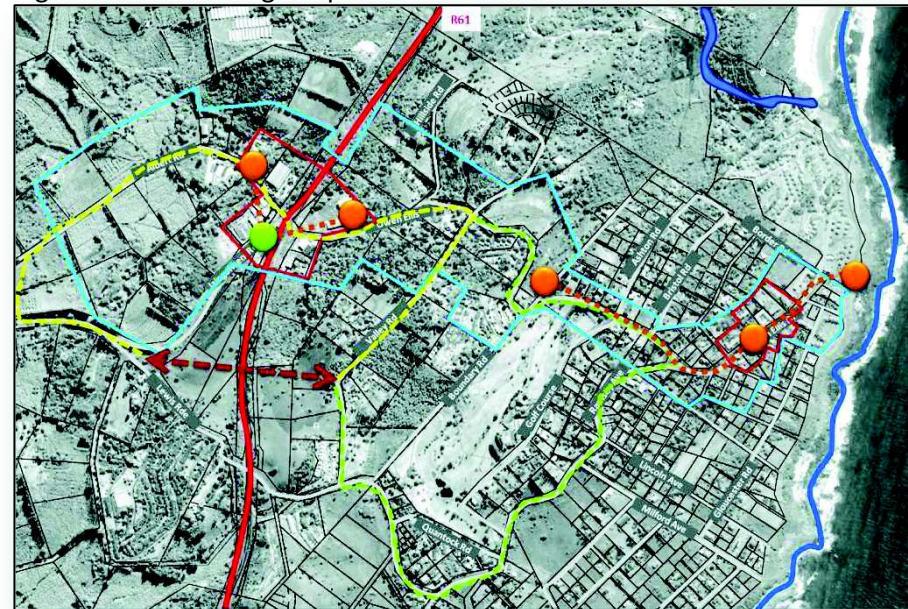


4.2.1.4 Connecting People to Places

Port Edward CBD is dependent on the interaction between key area of entry for pedestrians and key economic nodes / activity centres. The image below illustrates the locality of the major origin and destination points within the Port Edward CBD and it is envisaged that the following development concepts will be addressed:

- Pedestrian linkages between key Origin/ Destination Points such as Taxi Rank, OK Grocer and potential tourist attractions such as the beach.
- Major daily pedestrian movement along Owen Ellis near core areas need to be addressed.
- Improved Pedestrianisation along main circulation routes which include sufficient sidewalks, urban greening, lighting and increased security.

Figure 46: Connecting People to Places



4.2.1.5 Public Transport Hubs

The origin and destination points are anticipated to be directly structured by key transport hubs within the Port Edward Area. As illustrated by Figure 47, it is envisaged that the access to transport hubs be improved through addressing the following:

- Newly built Taxi Rank should be utilised.
- Sufficient public transport stops within each district or in sufficient accessible distance.

Figure 47: Public Transport Hubs

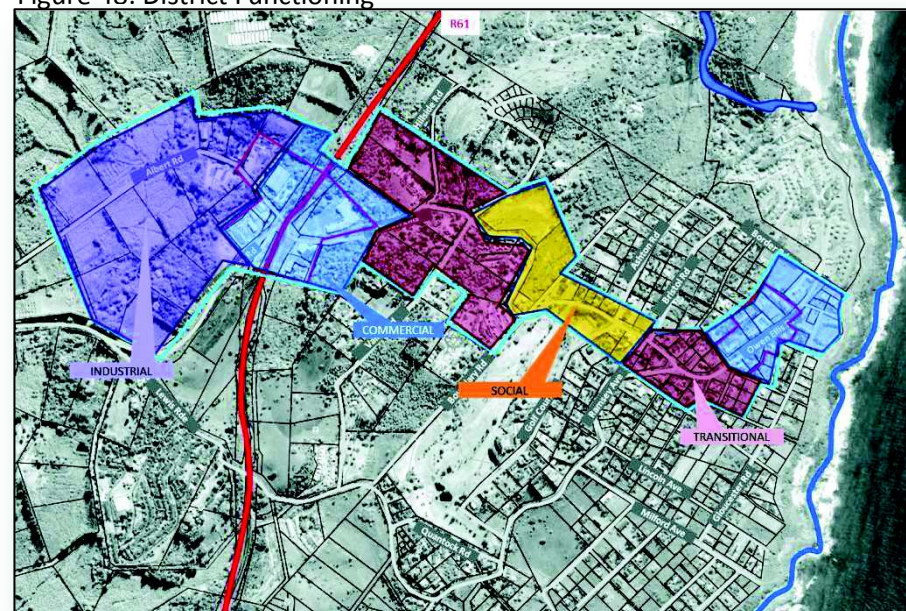


4.2.1.6 District Functioning

The identification and promotion of a variety of characteristic districts all contributing to the diversification of the local economy within the Port Edward will be a key ingredient in the regeneration of the area and illustrates the various district identified. The functioning of these districts should consider the following:

- Major intended land use district identified are based on current land use trends.
- Mixed uses may occur as long as each district retains its character.
- Different responses to delivery access, public transport, land use control, pedestrian routes and urban spaces anticipated for each district.

Figure 48: District Functioning

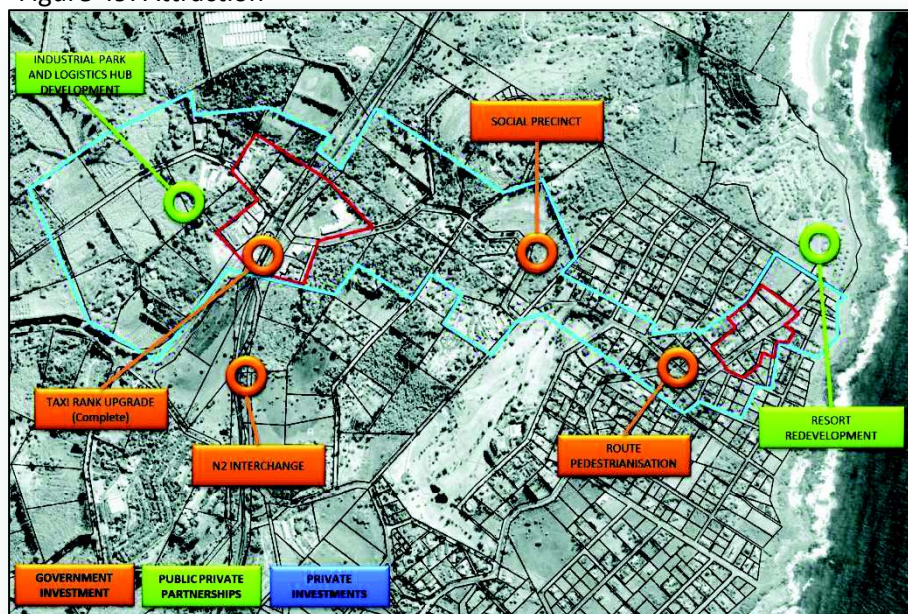


4.2.1.7 Attractions

Apart from the structural and functional development concepts already described, a key component in the regeneration of the Port Edward CBD is the direct investment into the area into key capital economic project from both public and private spheres. The Figure 49 below provides a brief summary and illustration of key investments envisaged and these should be supported by the following:

- Key Investments Zones to serve as further attractors.
- Public investments used strategically to attract private investment.
- Investment in Infrastructure, Tourism, Recreation & Housing.
- Development Policies and Process should be streamlined.
- Zoning amendments to stimulate intended investments.

Figure 49: Attraction



4.2.1.8 Dual Economy

Similar to many other business districts within post-apartheid South Africa, there is a dualistic economy within the Port Edward CBD. This dualism is however very limited in Port Edward as only a limited number of informal Traders are trading within the study Area.

Despite the limited number of traders it is necessary to consider the possibilities of providing facilities for informal trade. The following needs to be considered. Both these sectors are critical for the functioning and development concept of the area and the following need to be considered in this regard:

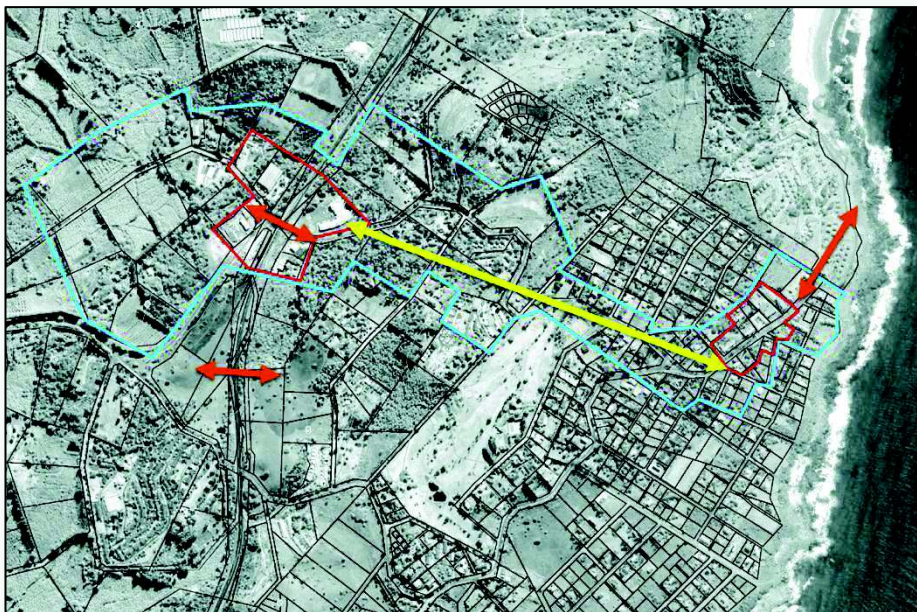
- Dual economy exists between formal and informal economies.
- Dual CBD structure created due to segregated development.
- Dual Economy need to be promoted and structured as essential part of CBD.
- Need for role-players to “graduate” from informal to formal economy.

4.2.1.9 Crossing Divides

Port Edward Developed two separate CBD's which can be ascribed to the main R61 movement corridor, as well as the seasonal concentration of tourist activities at the Port Edward Resort. The separate CBD's are depicted on Figure 50 below. The two CBD's are situated far from each other and can only be linked via vehicle development corridor/activity spine. To counter this current situation, the following should be addressed:

- Need to better structurally integrate the two core CBD areas.
- Safe and acceptable crossing over the R61.
- Improved public beach access over private land.

Figure 50: Crossing Divides



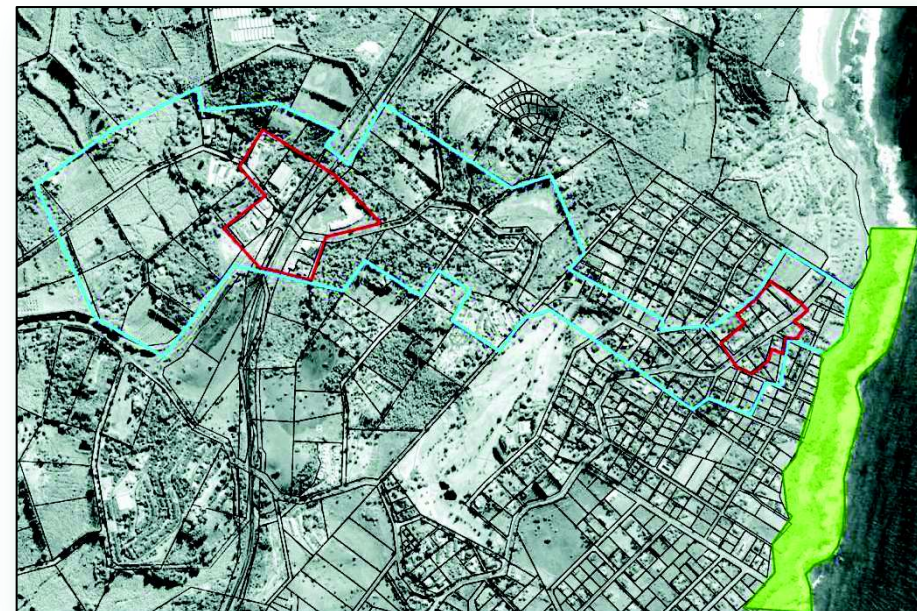
4.2.1.10 Green Network

Although a number of “Green Areas” exist there are very few portions identified for conservation purposes. Outside of the study area, but within Port Edward a number of water courses exist which needs to be protected in accordance with the National Environmental Management: Integrated Coastal Management Act, 2008 (Act 24 of 2008)

The coastal belt is the main area to be conserved and is defined in terms of the National Environmental Management: Integrated Coastal Management Act (No. 24 of 2008). The following aspects need to be addressed:

- Conserve coastal belt in terms of Vegetation, fishing etc.
- Develop and promote beach as major tourism product.
- Establish interactive pedestrian experience for tourists.

Figure 51: Green Network



4.3 URBAN RESTRUCTURING DEVELOPMENT FRAMEWORK

The Port Edward CBD Restructuring Framework is explained in terms of the development directives illustrated earlier and illustrated in more detail by the Urban Design Plans. These statements are to form the basis of the

decision making process when the Municipality considers further redevelopment initiatives.

4.3.1 LAND USE ACTIVITY

The Urban Restructuring Concept's land use and activity distribution is as follows:

4.3.1.1 Commercial and Retail Development

Retail and commercial uses are to be concentrated along Owen Ellis Drive to ensure that the two individually developed CBDs grow towards each other. The transitional zone can accommodate a mixture of retail/commercial, residential and service industries. The following should apply to the Commercial Only Zone:

- The ground floors of all buildings in this core area to be occupied by retail uses, restaurants, coffee shops, banks and other publicly accessible uses.
- Office space and residential uses are to be permitted on upper floors of buildings in this core.
- All ground floors are to be provided with publicly accessible pedestrian arcades.

The general statement of intent for various mixed use land uses within this zone is briefly summarised by the table below:

ZONE	STATEMENT OF INTENT
CORE MIXED-USE	A zone that is intended to provide for the use of retail, entertainment, offices, residential, public facilities and related commercial uses at high intensities that comprise a town centre.

4.3.1.2 Residential Development

- High density residential buildings (two or three-storey walk-ups) are to be developed within the Transitional Zone along Owen Ellis Drive, along Valley and Boundary Roads. High Density can also be developed in close proximity to the Port Edward Holiday resort, to target tourism accommodation.
- Mixed use low density residential houses to be retained in the remainder of the residential areas to the south.
- Home offices also to be allowed in the transitional and commercial zones.
- Bed and Breakfast facilities to be allowed throughout Port Edward.
- The general statement of intent for high density residential land uses within this zone is briefly summarised by the table below:

ZONE	STATEMENT OF INTENT
RESIDENTIAL ONLY HIGH DENSITY	A zone that is intended to promote the development of multi-unit residential units for a wide range of residential accommodation at a high density; together with a mix of activities to cater for broader community needs.

4.3.1.3 Mixed Use Development

- Mixed uses, including shops, office, residential and even light service industries (Laundromat) are to be concentrated in the area depicted as Transitional Zone.

The general statement of intent for medium impact mixed use land uses within this zone is briefly summarised by the table below:

ZONE	STATEMENT OF INTENT
MEDIUM IMPACT MIXED-USE	A zone that provides for a restricted range of commercial activities, workshops, offices, restaurants, residential development at medium intensities of development and with limited impacts.
SUBURBAN OFFICE	A zone that provides for office developments in suburban locations or adjacent to suburban shopping centres that must be compatible with adjacent residential development.

4.3.1.4 Social and Recreational Facilities

- Additional Social Facilities are to be concentrated in the Social Zone, or distributed in the Residential Area. Such facilities can include clinics, community halls, sports facilities, schools and training facilities.
- This is so that they are close to the residential areas, yet have less traffic than the retail and commercial core.
- Recreation, entertainment, restaurants and outdoor cafes are to be located near beach.

The general statement of intent for various social land uses within this zone is briefly summarised by the table below:

ZONE	STATEMENT OF INTENT
EDUCATION	A zone that provides for a full range of educational facilities including, infants, pre-primary, primary, secondary, tertiary and adult education and training with associated buildings and recreational facilities.
MUNICIPAL AND GOVERNMENT	This zone is intended for buildings erected and used for National, Provincial and Municipal administration and services.

4.3.1.5 COASTAL CONSERVATION ZONE

As indicated earlier, most public open space within Port Edward is proclaimed land. The coastal region should however be preserved in terms of NEMA: Coastal Management Act. The following Activities are envisaged for the Coastal Zone.

- Conservation of Fauna & Flora;
- Tourism Developments;
- Beach Vehicle Access Points (Designated Parking Area) to generate money for conservation purposes.
- Establish interactive pedestrian route along coast.

4.3.1.6 Informal Traders and Ablution Facilities

- Informal traders are to operate only from permanently erected shelters erected in designated zones.
- These zones are located in core business area and on the streets forming the main Avenues and public transport ring road.
- Public ablutions are to be of high quality design and are to be erected within the parking courts of the Tourism Gateways.

4.3.1.7 Industrial Development Area

The KwaZulu-Natal Urban Development Framework Manual provide the following guidance for the establishment of industrial areas within towns:

Requirements for industrial land market to function

In order for the industrial land market to function well, five pre-conditions have to be in place. These are:

- Availability of a steady supply of industrial land at realistic prices;
- Availability of bulk infrastructure, especially electricity, water, waste water and roads;
- An effective, facilitative local municipality;
- A clearly understood regulatory environment;
- Affordable municipal rates.

Typical models of industrial land development

Development of industrial land can be undertaken in a number of different ways, depending on the interests and preferences of the developer and tenant. One is not necessarily better than another. The most common models are the following:

- Develop the land and sell (with or without factory);
- Develop the land and factory(ies) and lease out;
- Develop land and lease to a tenant who builds a factory;
- Develop land and factory flats for lease or sale (sectional title);
- Brownfield development (could follow any of above models) – refer to case studies
- below;
- IDZ development (again following some of the above models).

Role of the municipality

There are three clusters of actions in which a municipality needs to engage to pave the way for industrial land development.

- The municipality needs to do forward planning for industrial/commercial land; e.g. zoning for industrial. But it is advisable that the zoning maintains flexible to accommodate shifting demand with regard to the types of industry.

- The municipality also needs to provide spare capacity in bulk services in order to allow for servicing industrial land at short notice. This requires that a budget is available. It is noted that it is difficult under the MFMA to make budget provision.
- Furthermore, the municipality needs to take on a facilitating role in
 - Observing the demand for different types of development;
 - Communicating with important stakeholders such as Chamber of Business on an ongoing basis;
 - Keeping a database of skilled individuals and local companies;
 - Understanding financial institutions and funding sources;
 - Advising potential industrialists and developers accurately on environmental issues and assisting them on this basis in the EIA process.

It is important to provide the highest possible degree of certainty for serious developers and industrialists. Knowledge of policies, strengths and intentions of competing cities and neighbouring municipalities is useful to offer incentives to investors such as charging of full rates only at time of occupation.

The general statement of intent for industrial land uses within this zone is briefly summarised by the table below:

ZONE	STATEMENT OF INTENT
GENERAL INDUSTRY	A zone that permits manufacturing uses which are generally compatible with other manufacturing uses. As a cumulative industrial zone, it would permit a combination of light manufacturing uses found in other zones and more intensive manufacturing uses that would normally be considered incompatible with sensitive land

Uses. Warehousing of materials considered non-noxious or non-hazardous are permitted in buildings in this zone. Outdoor storage, as an ancillary use, may be permitted in the zone, subject to certain restrictions involving the amount of area permitted on a lot, setbacks, screening, and possibly the type of materials permitted to be stored outdoors; i.e. via a Consent Use procedure.

4.3.2 TRAFFIC AND TRANSPORT

4.3.2.1 Public Transport Routes

- These ring roads will serve transport passengers between different areas of the Port Edward CBD and the region.
- All necessary additional facilities are to be provided on the route i.e. lay-byes, shelters, timetables, signage, exclusive public transport lanes if and where possible.
- Lay-bys – these are to be located along the existing kerb-line and some existing parking and loading bays removed, wherever possible. Where this is not possible, lay-byes are to be cut into the verge. Enforcement of these lay-byes should be strictly monitored to prevent illegal parking or holding.
- Direction – the route can be run either in one direction e.g. clockwise or in both directions.

- There should be adequate signage and road marking for the route i.e. information and directional signage and road marking, signage and road marking indicating stops.
- There should be adequate shelter at each stop e.g. bus shelters.
- The above public transport system can be monitored by having public transport operators submit records of a certain proportion of their services, by undertaking random audits and by sending out customer satisfaction surveys.

4.3.2.2 Public Transport Facility

- Facilities provided at the taxi rank should be of high standard to ensure utilisation of the facility.
- Apart from the facility at the R61 Owen Willis intersection, additional smaller drop off and pickup facilities should be provided close to the Port Edward Holiday resort and the surrounding CBD.

4.3.2.3 Parking

- There are a number of marked and dedicated public parking areas within the Town. It is however proposed that additional parking areas be provided at the corner of Owen Ellis and Ramsey Roads, as well as near the brick making plant west of the R61.

4.3.2.4 Pedestrian Routes

- Additional pedestrian crossings are to be installed at the entrances and exits of selected pedestrian arcades, especially at Gateway areas.
- Landscaping is to be done in such a way as to prevent pedestrians from crossing the streets at random points. It should, instead, encourage pedestrians to cross the street at designated and marked pedestrian crossings.
- Pedestrian arcades are to be sufficiently well lit and are to remain open throughout the night to encourage the concept of a 24-hour city and to promote a feeling of safety.

4.4 URBAN DEVELOPMENT SKETCHES

Following from the Urban Restructuring Framework, a series of urban concept sketches were prepared for the key intervention areas including the public realm.

These urban concept sketches should serve to illustrate the physical intentions of interventions and could be used to facilitate direct public and private investments within the key intervention areas.

4.4.1 Port Edward Key Interventions

Figure 52: Port Edward – General Layout

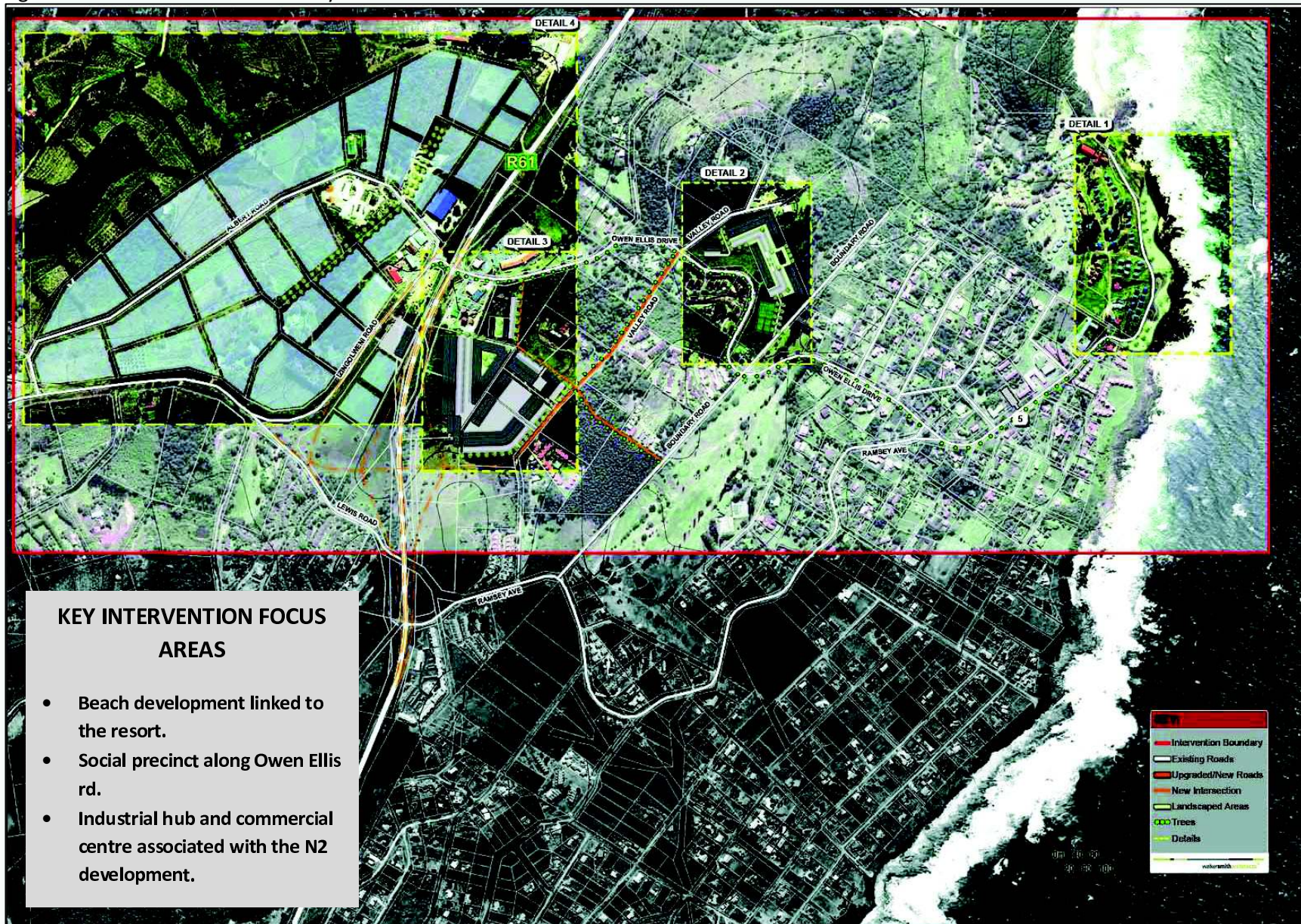


Figure 53: Port Edward – Detail 1



Figure 54: Port Edward – Detail 2

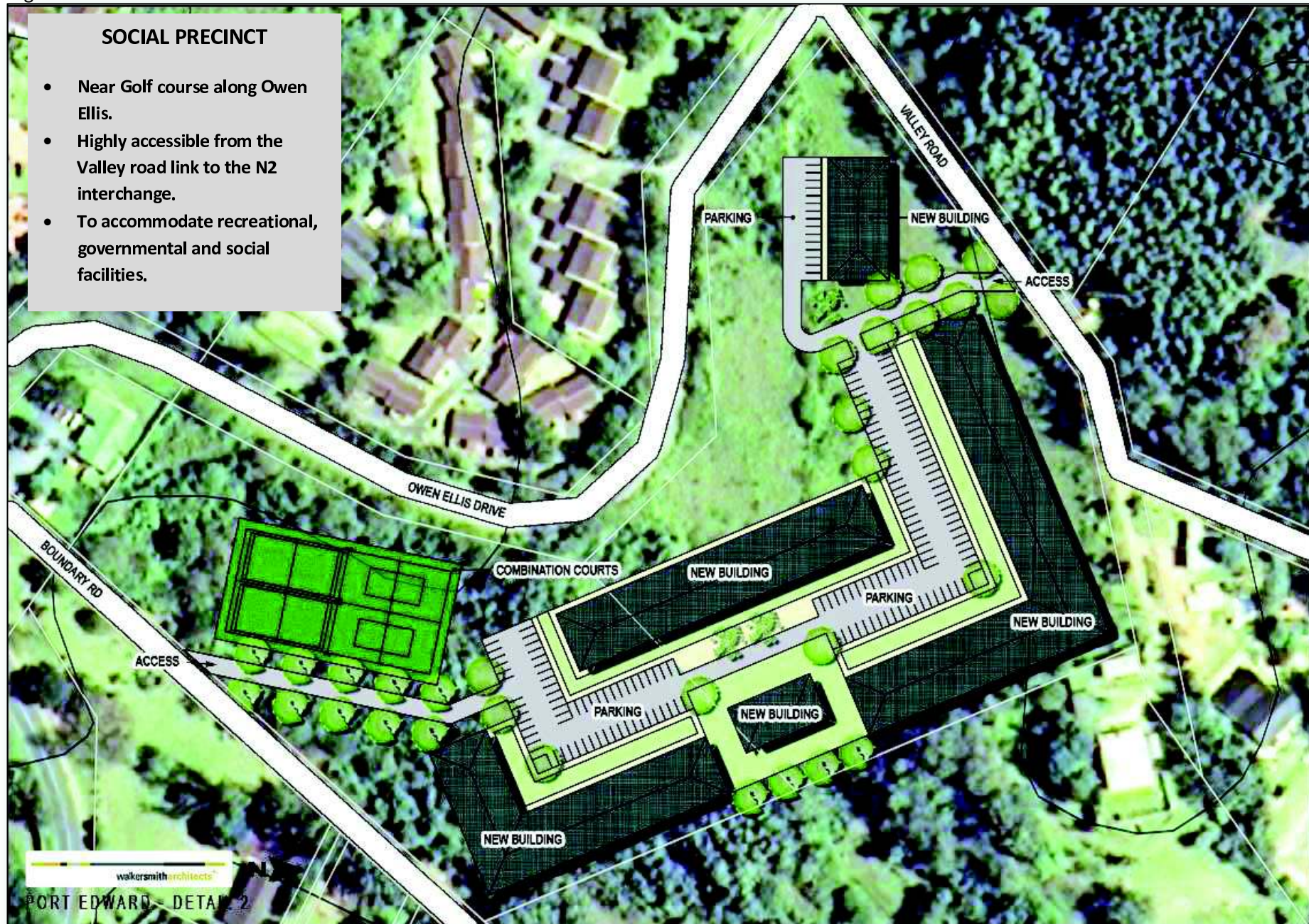


Figure 55: Port Edward – Detail 3

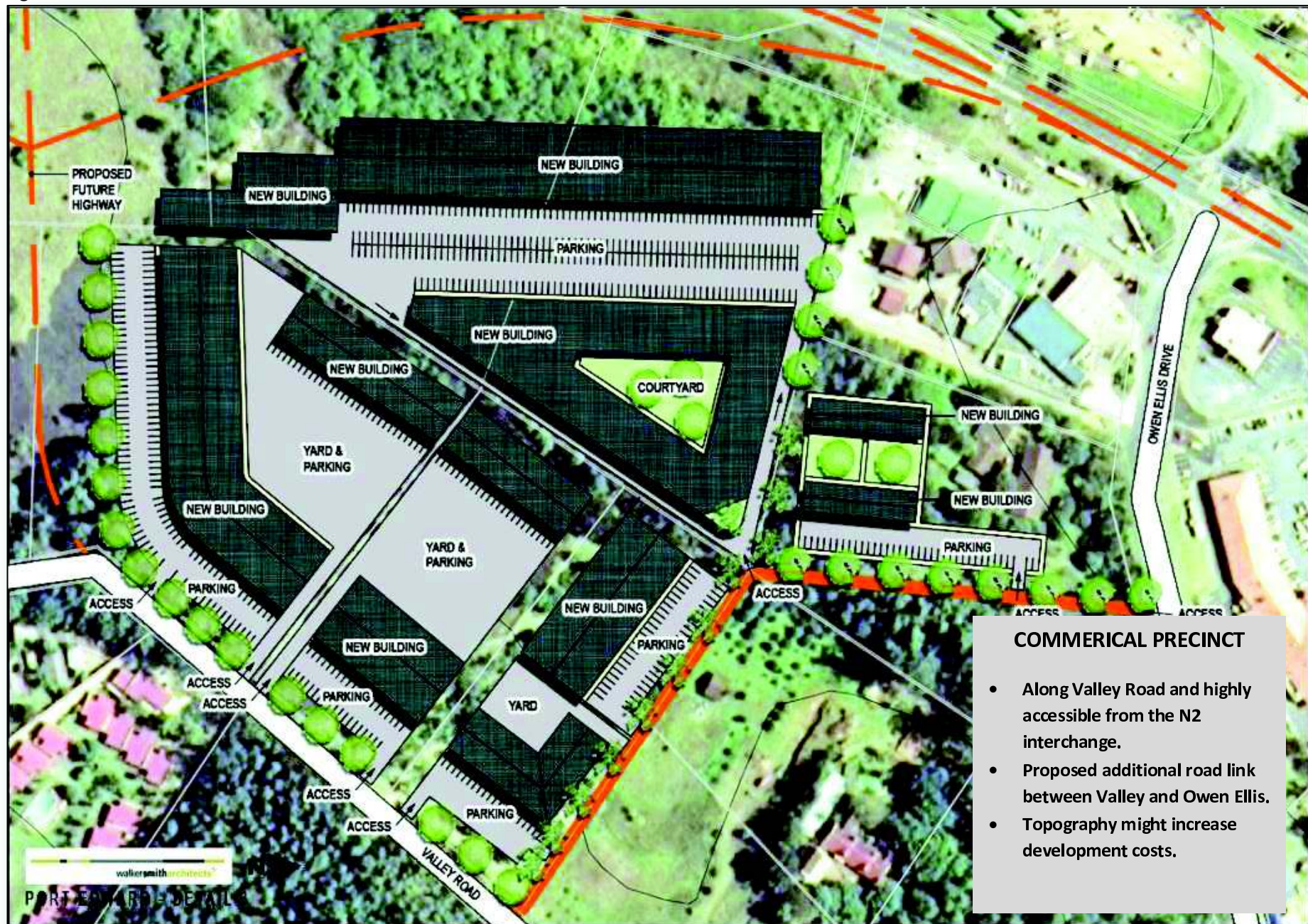


Figure 56: Port Edward – Detail 4



Figure 57: Port Edward – Sidewalk Coverage

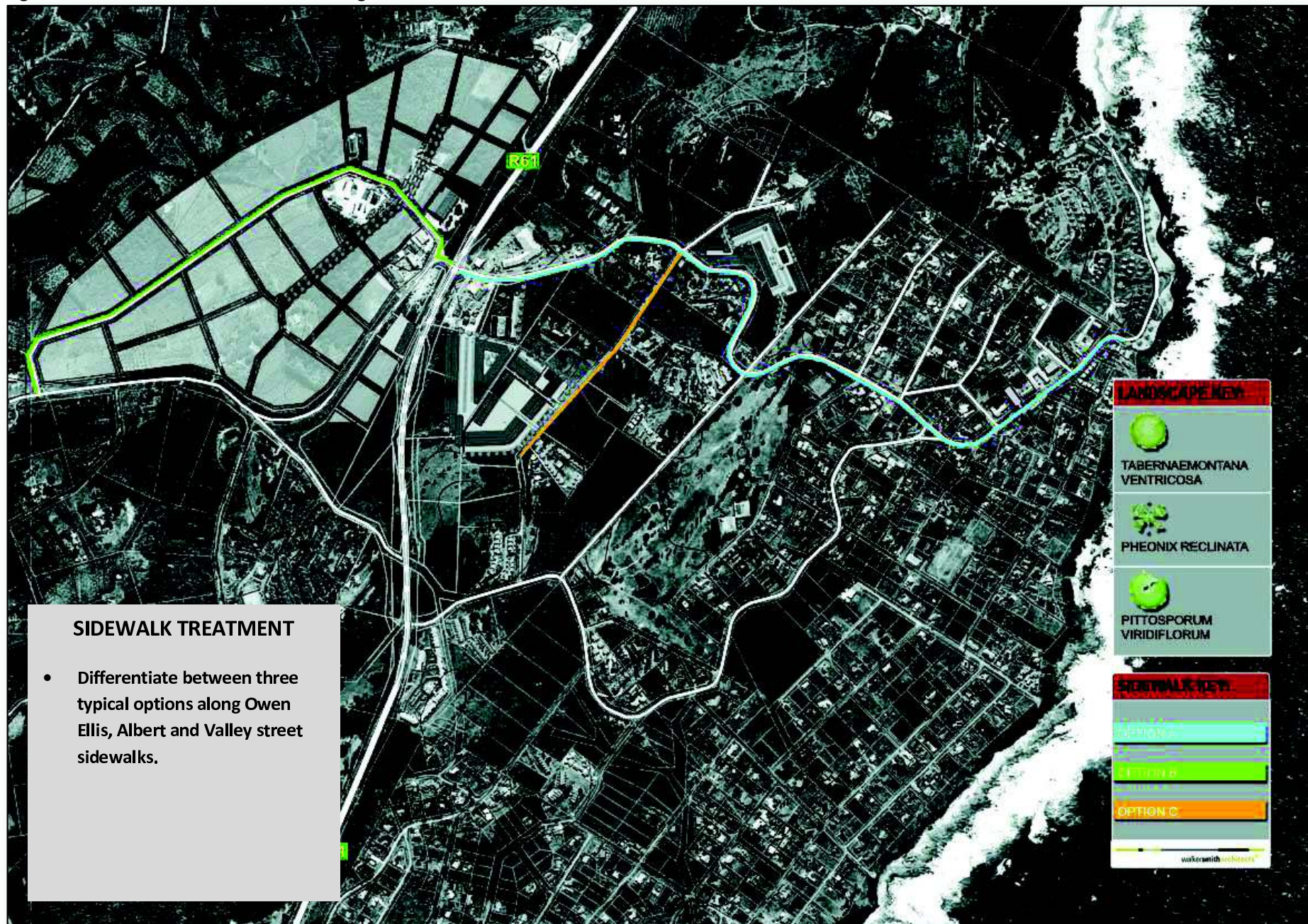


Figure 58: Port Edward – Sidewalk Option A

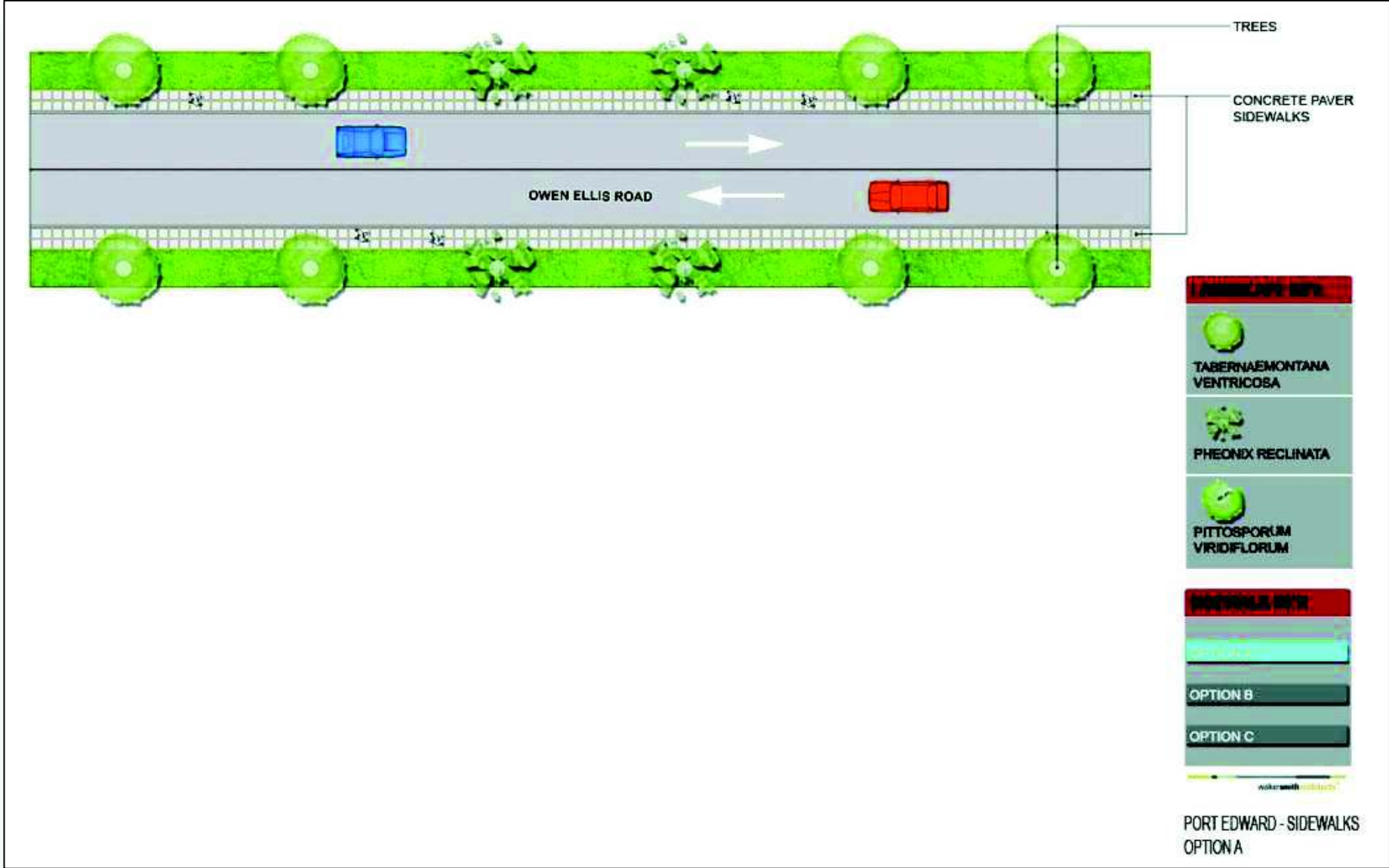


Figure 59: Port Edward – Sidewalk Option B

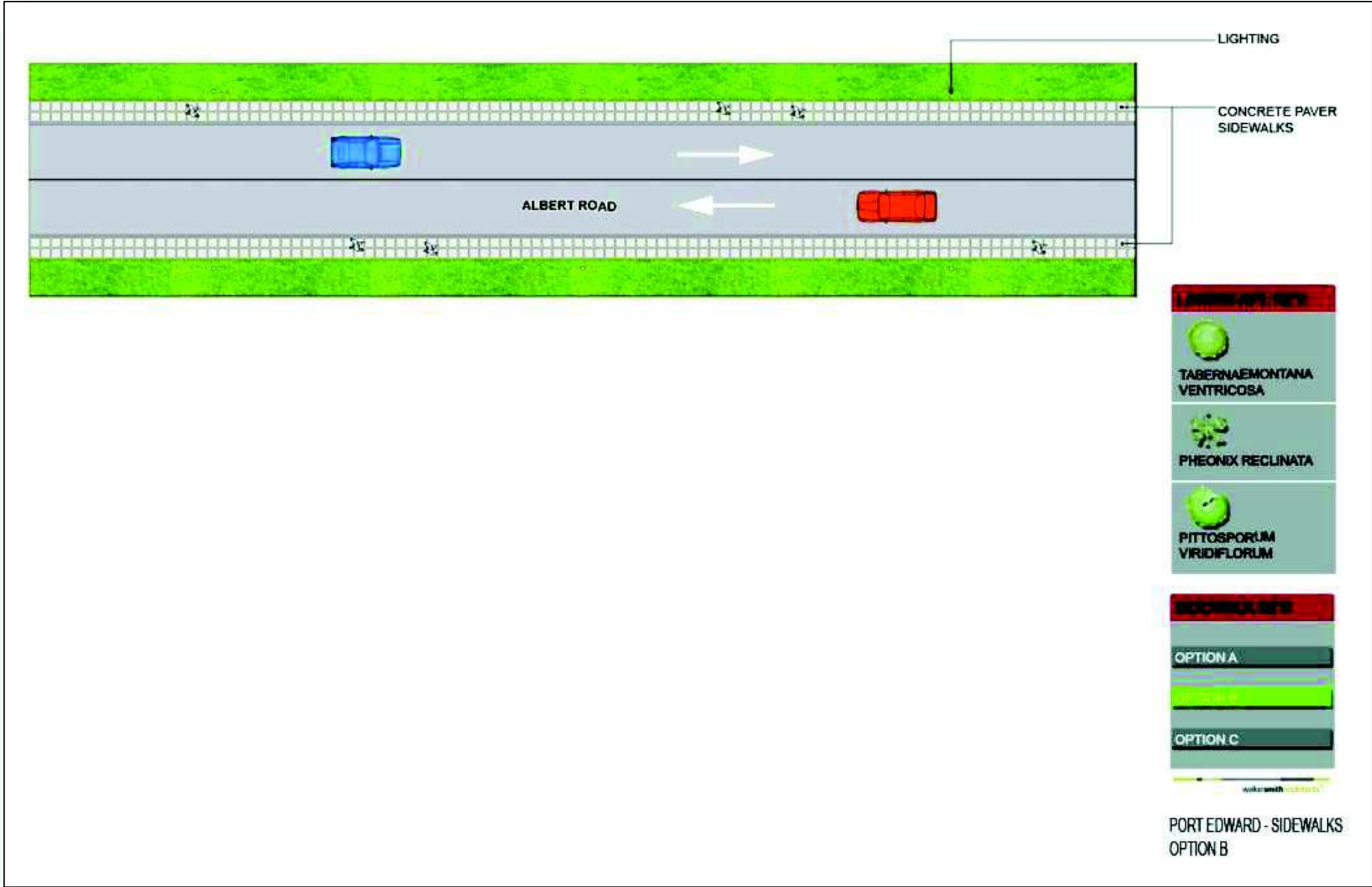
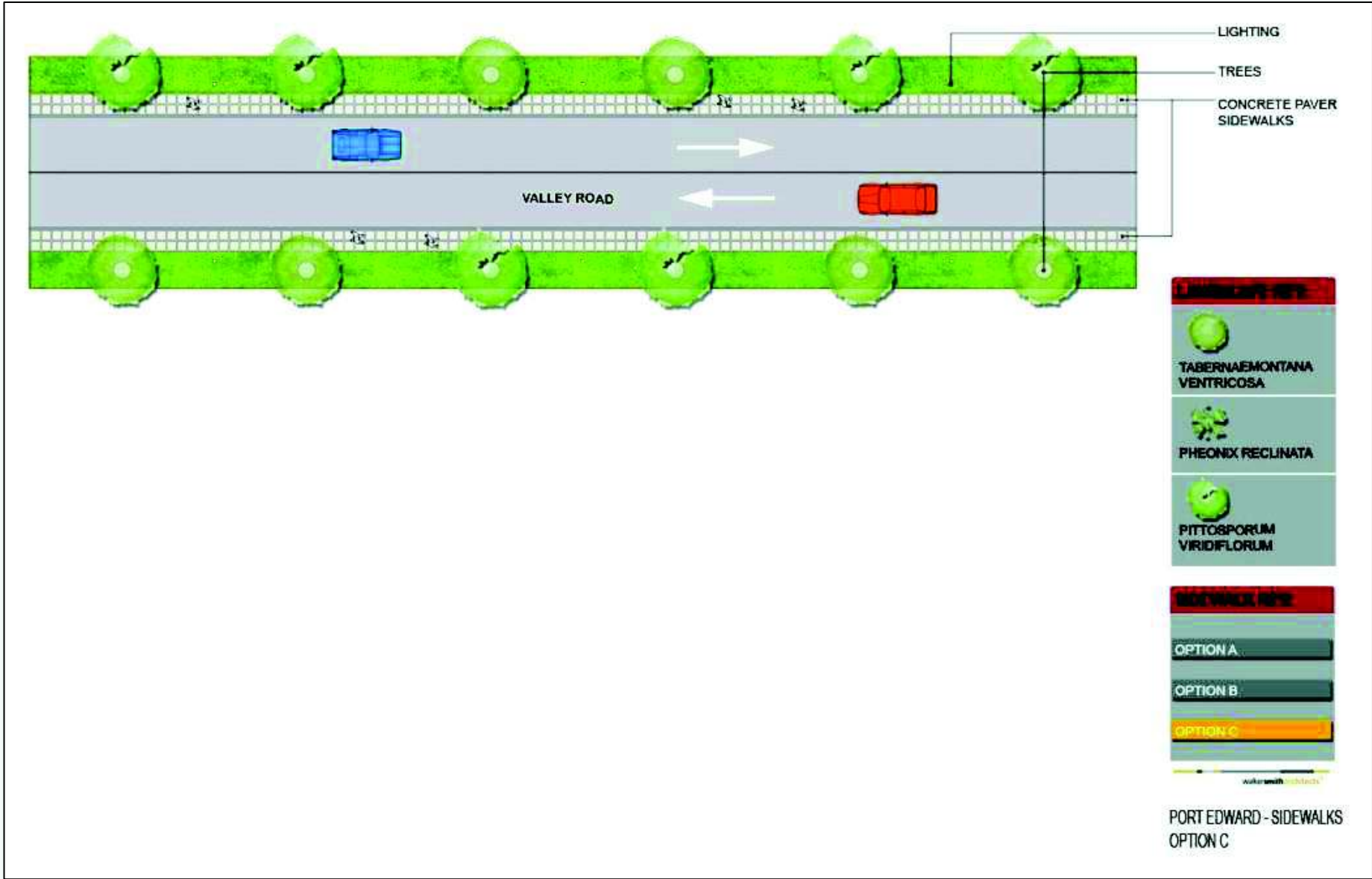


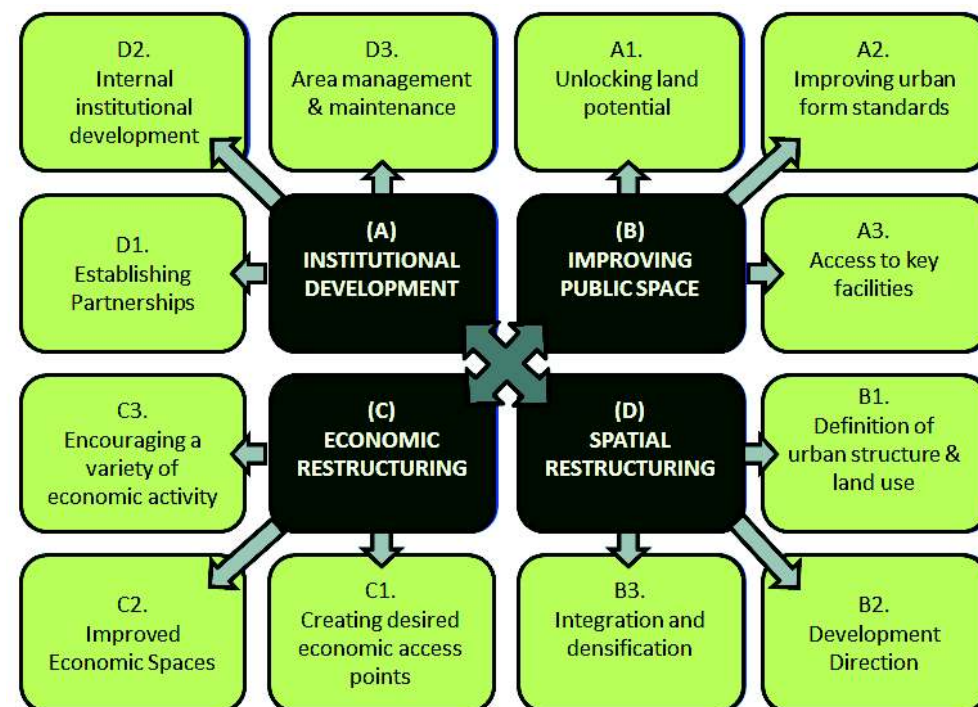
Figure 60: Port Edward – Sidewalk Option C



5 DEVELOPMENT OBJECTIVES AND STRATEGIES

After discussing the current realities of Hibberdene and Port Edward with the broader community and the municipality during various sessions, it was possible to distinguish twelve cross-cutting priority issues affecting public spaces, spatial restructuring, economic restructuring and institutional development. These issues included:

<ol style="list-style-type: none"> Unlocking Land Potential Improving Urban Form Standards Increased accessibility. 	IMPROVING PUBLIC REALM
<ol style="list-style-type: none"> Definition of Urban Structure Development direction Integration and Densification 	SPATIAL RESTRUCTURING
<ol style="list-style-type: none"> Economic Access nodes Improved Economic Spaces Variety of economic activities 	ECONOMIC RESTRUCTURING
<ol style="list-style-type: none"> Internal Institutional Development Establishing Partnership Area Management and Maintenance 	INSTITUTIONAL DEVELOPMENT



These priority issues formed the basis of the development framework as elements which are not locality based or only relating to a specific project or sector. The municipality would therefore be able to focus long term strategies at achieving or improving these issues without being side tracked by current flagship projects and thus stimulating the entire social and economic environment in a systematic and more sustainable manner.

From the above mentioned cross-cutting priority issues, it is evident that there are four groupings of issues, namely improving public spaces, spatial restructuring, economic restructuring and institutional development.

Although the socio-economic framework will be structured according to the logical framework of these units, it is envisaged that the municipality will not operate the Hibberdene and Port Edward development efforts as separate units, but merely organise activities accordingly. Should the municipality and its Planning resources and requirements rapidly increase, the same framework would facilitate the separation of the four units into individual entities.

Another advantage of the framework would become evident during the annual revision of the Overarching Project. Functioning within a broad framework of issues will ensure that new ideas and concepts would in most cases find a position within this framework. This will in turn ensure continuity within a long term vision and not be perceived as “reinventing the wheel” or a complete directional change.

The further logical strategic chain of thought towards specific actions will all emanate from this framework as indicated below:

IMPROVING PUBLIC REALM

PURPOSE	OBJECTIVES
To increase the level of service standard and, available public resources and living environments within the Hibberdene and Port Edward CBDs.	<p>Objective 1: To ensure optimum and sustainable use of available and suited land for economic development.</p> <p>Objective 2: To improve the standard of the public realm, urban form and environmental quality within the various precincts of the CBD's and key intervention areas.</p> <p>Objective 3: To increase public access to the Hibberdene and Port Edward CBDs and contributing to critical market threshold levels.</p>
KEY ISSUES	
<ul style="list-style-type: none"> Unlocking Land Potential Improving Urban Form Standards Access Regional Public Facilities 	

SPATIAL RESTRUCTURING

PURPOSE	OBJECTIVES
To strategically restructure the town towards a more compact and functional urban system in order to assist economic regeneration.	<p>Objective 1: To facilitate the intended future urban structure and land uses in support of the urban design framework and subsequent regeneration programme.</p> <p>Objective 2: To ensure the long term restructuring of the Hibberdene and Port Edward CBDs toward new economic opportunity areas.</p> <p>Objective 3: To promote the systematic integration of the various functional areas and precincts within the Individual CBD areas.</p>
KEY ISSUES	
<ul style="list-style-type: none"> Definition of Urban Structure Development Direction Integration and Densification 	

ECONOMIC RESTRUCTURING

PURPOSE	OBJECTIVES
To provide and stimulate economic access points and improved, functional economic district towards accommodating a variety of economic sectors and activities within the Hibberdene and Port Edward CBDs.	<p>Objective 1: To create accessible economic investment nodes towards the desired spatial structure of the CBDs.</p> <p>Objective 2: To provide and stimulate improved and attractive economic spaces within intended investment areas.</p> <p>Objective 3: To promote the diversification of local economic activities and land uses towards strengthening the local economies of the Hibberdene and Port Edward CBDs.</p>
KEY ISSUES	
<ul style="list-style-type: none"> Economic Access nodes Improved Economic Spaces Variety of economic activities 	

INSITUTIONAL DEVELOPMENT

PURPOSE	OBJECTIVES
To develop partnerships and internal capacity towards improved area management within the CBDs of Hibberdene and Port Edward.	<p>Objective 1: To govern economic and development investment activities with fast, understandable and fair policies and control mechanisms and procedures.</p> <p>Objective 2: To establish a working co-operation network with other areas within the local and district municipality as well as key sectoral role players.</p> <p>Objective 3: To effectively manage the rapid investment into the urban regeneration area and the long term sustainability of its benefits.</p>
KEY ISSUES	
<ul style="list-style-type: none"> Internal Institutional Development Establishing Partnership Area Management and Maintenance 	

6 IMPLEMENTATION FRAMEWORK

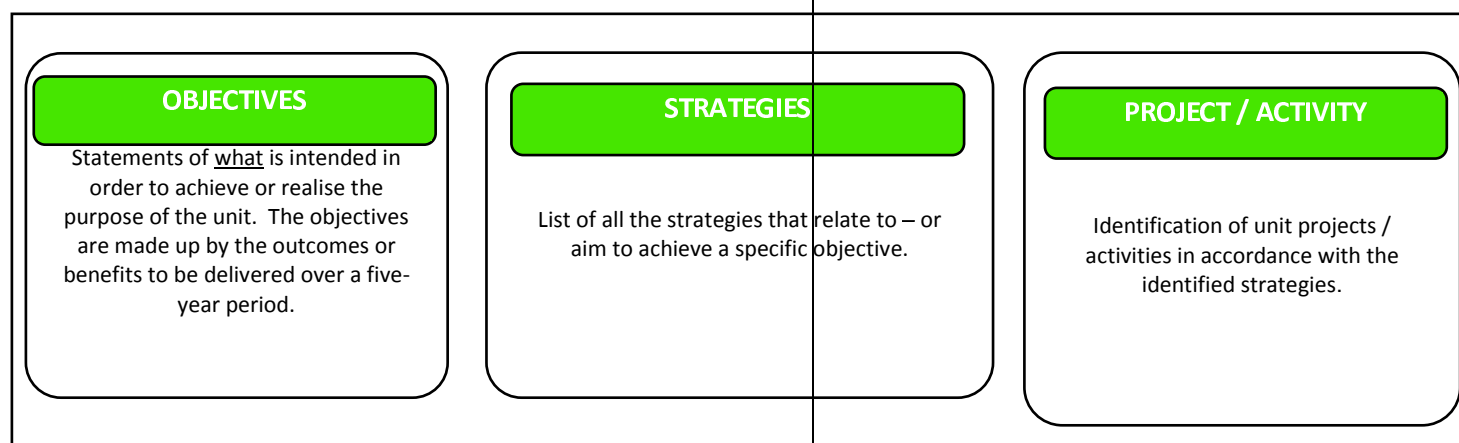
6.1 IMPLEMENTATION GUIDELINES

6.1.1 Projects / Activities Identification

The formulation of framework specific strategies and the identification of projects / activities in this section are also discussed under the headings of the different development frameworks in relation to each objective. The framework objectives referred to in the previous sections are therefore linked to the specific strategies in order to create continuity in relation to the strategies and projects.

The result is a logical and strategic chain of thought which is summarised in the strategy sheets attached hereto as **Annexure A**. The diagram below provides a brief explanation to the interpretation of these strategy sheets.

As can be seen from the below diagram, each project has a unique number that relates to a specific strategy preceding the project number.



6.2 CATALYTIC PROJECTS

6.2.1 INTRODUCTION

The Development Plan is translated into specifically defined actions which are required to assist the Municipality in initiating the development process in the CBD. These actions take the form of Catalytic Projects, so named because they are designed to stimulate further public and private sector investment thereby building a self-sustaining regeneration momentum. This is done by the projects demonstrating the commitment of the Municipality to the CBD and boosting public confidence in it.

The objectives of implementing the Catalytic Projects are ultimately the economic and social upliftment of the people of Hibberdene and Port Edward and the hinterland. The physical improvements brought about from the Catalytic Projects however are intended to create an environment that is more conducive to doing business, attracting investment and visitors and encouraging residents to spend more leisure time in the CBD areas.

Twelve catalytic projects have been identified that will initiate the regeneration process. These projects can be implemented in any order as and when funding is secured, land acquisition processes completed and legal procedures finalised. By their nature they are independent projects and do not rely on the completion of others before they can be started.

6.2.1.1 PROJECT TYPES

In order to define the specific role of the Municipality in the design and implementation of each project, three categories of action have been defined. These are for the Municipality to:

Table 16: Project Types

Design and deliver	These are projects that the Municipality initiate, fund, design, implement and project manage.
Plan and promote	These projects are those that are not necessarily directly funded or implemented by the Municipality but are to be planned and promoted to secure external funding. The Municipal role is also to ensure that these projects are implemented in accordance with the approved Development Plan.
Illustrate and facilitate	These projects are not funded or implemented by the Municipality. Rather, they are planned, funded and implemented by the land owner or private sector. The Municipal role is to illustrate and facilitate the opportunities for the site and assist the land owner to remove restrictions, obtain rights and facilitate the development of the project as quickly as possible

The various projects for the Hibberdene and Port Edward CBD's are attached to this document.

6.3 IMPLEMENTATION STRATEGY

To realise the vision of the Development Plan the Municipality need only initiate the implementation process. The overall implementation process consists of six steps but because it is recognised that the municipality has limited resources to undertake the entire process itself a strategy has been devised that requires the Municipality to undertake only the first steps. Thereafter the remaining steps will be taken by agencies supporting the Municipality.

The Municipality's role during these steps is to oversee and coordinate the process to ensure that implementation takes place in accordance with its own policies and plans, national and provincial guidelines and frameworks and the approved Development Plan.

This reduces the burden on the Municipality as the only resources required by it after Step 1 will be to allocate time to officials to host and manage the CBD Development Coordination Forum.

The implementation strategy is summarised in the table overleaf.

6.3.1 STEP 1: ESTABLISH A CBD DEVELOPMENT COORDINATION FORUM

The first step in initiating the implementation process is one that the Hibiscus Coast Municipality should undertake and that is the establishment of a CBD Development Coordination Forum.

This body is *not* responsible for project implementation but is instead responsible for overseeing the implementation process and coordinating the actions of all role-players active in the development of the CBD.

The Hibiscus Coast Local Municipality remains responsible for all development within the CBD areas of Hibberdene and Port Edward and is the sole custodian of the CBD Development Plans. The role of the CBD Development Coordination Forum is to ensure that all development taking place within the CBD is in accordance with the Development Plan.

As such the Forum would be chaired by a Municipal official but would have as its' members the Development Agency, the Business Improvement District Association, the Technical Task Team, the marketing team etc. Private developers, service providers such as Eskom and Telkom and officials from various municipal departments and other spheres of government would be required to make representations to the Forum on an ad-hoc basis as and when they plan to become active in the CBD.

Table 17: Hibberdene and Port Edward UDF Implementation Summary

Step	Action	Timing	Capital Cost (R)	Responsibility
1	Establish a CBD Development Coordination Forum	Immediate		Hibiscus Coast Local Municipality
2	Resolve all land legal matters	Immediate	R100 000	Hibiscus Coast Local Municipality
3	Prepare and adopt appropriate development control policies	Immediate	R50 000	Hibiscus Coast Local Municipality
4	Prepare and adopt: <ul style="list-style-type: none"> • a Management Plan; • a Financial Plan; and • a Communication Plan 	Short term	R150 000	Hibiscus Coast Local Municipality
5	Establish a CBD Development Agency	Short term	Nil	Hibberdene CBD Development Coordination Forum & Port Edward CBD Development Coordination Forum
6	Establish a Business Improvement District	Short term		Hibberdene CBD Development Coordination Forum & Port Edward CBD Development Coordination Forum
7	Establish a Technical Task Team	Short term	Nil	Hibberdene CBD Development Coordination Forum & Port Edward CBD Development Coordination Forum
8	Appoint Project Champions	Medium term	Salaries	Hibberdene CBD Development Coordination Forum & Port Edward CBD Development Coordination Forum

Generally councillors would not sit on this Forum but would regulate its activities through its requests for resolution approval and report backs to Full Council, ExCo or Portfolio Committees.

The CBD Development Coordination Forum should meet on a regular basis, act as the central collation point for all documents and instructions and should keep and distribute minutes of all decisions taken. Any expenditure incurred by it would have to be done in accordance with the normal procurement policies of the Municipality.

It is also recommended that at least some level of decision making responsibility is delegated to the Forum by the Municipality. This is to increase efficiency, reduce bureaucracy, streamline processes and be able to act speedily and timeously.

6.3.2 STEP 2: RESOLVE ALL LAND LEGAL MATTERS

The Municipality needs to resolve all land legal matters pertaining to land that would accommodate catalytic projects and other key interventions. This would entail subdividing and rezoning key parcels of land, obtaining Surveyor General Plans and certificates of title.

The purpose of this is that land can be prepared for development purposes so that when funding is secured for specific projects or the private sector is willing to assist, there are no delays to the process.

Resolving these matters is straight forward if the Municipality is the land owner, but where land is in private ownership, the Municipality will need to facilitate the process, possibly offering incentives or covering application costs and negotiate with the owners to obtain the rights they seek.

6.3.3 STEP 3: PREPARE AND ADOPT APPROPRIATE DEVELOPMENT CONTROL POLICIES

As many of the actions and developments taking place in the CBD will be undertaken by the private sector it is important for the Municipality to retain control over these actions to ensure that they comply with their overall vision of the CBD.

Whilst the Municipality has control over these actions through its by-laws, building control and town planning processes, it will be necessary to adopt additional policies specifically tailored to the CBD areas. The intention is to ensure that individual developments are of an exceptionally high standard so that over time the collective actions of individual developers translate into a higher standard of development and an overall improvement in the appearance of the CBD's in standards and appearance. This will ensure that private development does not detract from the efforts of the Municipality but instead complements public sector investment.

The Municipality needs to develop a fully-fledged set of CBD development control policies. It goes without saying however that the adoption of such policies will be ineffective unless they are consistently and continuously enforced and the Municipality needs to ensure that the appropriate mechanisms and bodies are in place and functioning.

6.3.4 STEP 4: PREPARE AND ADOPT GUIDING PLANS

To ensure the effectiveness of the CBD Development Coordination Forum the Development Agency and to ensure relevant, efficient regeneration of the CBD's actually takes place the Municipality should prepare and adopt the following plans:

- a Management Plan;
- a Financial Plan; and
- a Communication Plan.

6.3.5 The Management Plan

It has become increasingly evident that Management Plans are crucial to the successful implementation of development projects. The Municipality has a central role to play in shaping the way in which this occurs as well as providing the political and administrative climate to facilitate the process.

It is therefore vital that a Management Plan is prepared and adopted by the Municipality through the CBD Development Coordination Forum, that provides the basis for managing the development process and ensuring the vision of the Development Plan is adhered to.

A Management Plan would include:

- an outline of the required management structure;

- chains of command and lines of communication, both internal and external;
- decision making powers and delegated authorities;
- monitoring, evaluation and reviewing requirements;
- methods of coordinating the activities of Municipal departments, services providers, other government departments, developers etc.
- methods to ensure alignment with the IDP and other municipal programmes and strategic initiatives;
- a performance management system;
- reporting structures; and
- financial aspects; and
- Communication aspects.

The financial and communication aspects of the Management Plan are worthy of more detailed planning. These are discussed below.

6.3.6 The Financial Plan

The Financial Plan establishes the feasibility and procedures for managing and implementing the CBD Development Plan. This Plan should include:

- The legislative framework;
- Income (grants, subsidies, tariffs, service charges etc.);
- Expenditure (operating and capital);
- Investments, loans and losses;
- Assets and liabilities;
- Costs of services;
- Potential sources of income;
- Potential risks;
- Potential benefits;
- A capital investment programme; and

- Business plans for specific projects.

The components of the Financial Plan should be packaged in such a way that they can be seamlessly incorporated into the Municipal IDP and budget.

6.3.7 The Communication Plan

Communication is concerned with both internal and external communication and the Communication Plan will need to address both aspects.

Internal communication is concerned with ensuring that organisational harmony for those involved in the management and implementation of the CBD Development Plan is achieved. The Internal Communication Plan will ensure staff is kept informed of project progress and decisions taken, information is disseminated timeously, awareness of duties and responsibilities is created, problems are detected and dealt with, all of which creates a culture where informed decisions are taken and quality is improved.

External communication is more concerned with marketing, promotion and garnering support. This is to attract investment, limit opposition and boost confidence in the work of the Municipality.

6.3.8 STEP 5: ESTABLISH A CBD DEVELOPMENT AGENCY

One way of realising the proposals of the CBD Development Plan is for the Municipality to set up a separate and independent Development Agency

which would be responsible for the implementation of specific projects within the CBD.

6.3.8.1 What is a Development Agency?

Development Agencies are entities owned and established by a sphere of government (local, provincial or national). Their purpose is to work towards a coordinated approach to addressing the problems and opportunities in their targeted areas. A key focus is engaging and leveraging the public and private sectors in an agreed physical, social and economic development strategy and meeting clearly defined targets. This needs to take place within a broader context of a comprehensive framework or plan area.

Agencies may be considered as publicly owned entities, with public accountability and responsibilities, but using private sector strategies.

In order to promote effective execution of programmes/projects, a dedicated and focussed institutional system and capacity is required that can effectively implement identified projects and strategies, thereby giving focused attention to the growth, development and promotion of the local economy. Local authorities are generally not the ideal institutions through which economic development could or should take place, because so many other priorities demand their attention. Municipal structures are designed to be most effective in service delivery and are generally not able to:

- focus solely on economic development issues;
- respond rapidly to the demands of the market economy; and
- accommodate the necessary skills and expertise required to manage economic development issues.

A further rationale behind the development agency concept is that the normal administrative public processes within government are often ill adjusted to efficient and effective economic project management and control necessities and seldom respond timeously to development needs and opportunities, thus minimising economic growth and development potential.

This is particularly evident where speed and coordination are necessary, such as in a city-centre rehabilitation or urban renewal.

6.3.8.2 The role of Development Agencies

The development agency may assume the role as the operational or implementing arm of the municipality and could therefore be a key delivery mechanism and strategy for the implementation of the municipal IDP and other key projects. It may also be a central receptacle for external funding, technical assistance and skills. Its role is to fill the gap between development plans and their implementation.

6.3.8.3 Establishing a Development Agency

In South Africa, the Industrial Development Corporation (IDC) has been mandated by the Government to effectively participate in the spatial and economic development of areas in need. The IDC is a key role player in LED-driven initiatives, as its development mandate has been expanded to include the active pursuit of the establishment of development agencies in areas of need.

Not every municipality within South Africa is eligible for IDC assistance. The IDC targets those municipalities that meet a variety of criteria, including:

- geographic;
- poor and under-developed areas;
- rural bias;
- 'poor province' bias; and
- areas with high potential for development, measured through:
 - jobs to be created;
 - empowerment opportunities created;
 - local business development opportunities;
 - SMME development potential;
 - use of un/under-utilised assets;
 - social, economic, environmental and physical benefits;
 - areas with representations of major assets and sleeping capital;
 - areas with a critical mass of identified, feasible and viable economic opportunities;
 - rehabilitation and regeneration initiatives;
 - areas identified by national policy imperatives; and
 - areas benefiting from major strategic economic initiatives.

A further consideration by IDC will be to ensure an equitable geographic spread of agencies around the country.

6.3.8.4 Development Agency Projects

It is expected that economically viable projects will be drawn from the municipal IDP, an assessment of opportunities through extensive scoping and other studies. The development agency may therefore identify and pursue projects that are not contained in the municipal IDP. The development agency will also be the catalyst in facilitating the establishment of economic and social infrastructure projects that impact on a town's attractiveness as an investment destination and could include roads, taxi ranks, training facilities and water projects amongst other.

6.3.8.5 The relationship between Development Agencies and Municipalities

It is generally recommended that development agencies assume the form of a Section 21 company. The Companies Act designates Section 21 companies as independent legal entities. The development agency could however take on other legal structures within which to operate including closed corporations, public and private companies, cooperatives or trusts. However, the case of development agencies at the municipal level is somewhat different as the development agency is an independent agency, but an independent agency *of the municipality*. By extension of this, the projects undertaken by the development agency are under the aegis of the municipality.

In order to deliver effectively, the development agency must have agreed boundaries of operation. The roles and functions of both the municipality and the development agency are clarified and legally documented in the Articles of Association. It is through the Articles of Association that the municipality provides the policy and strategy framework within which the development agency will operate, and thereby provides the mandate of the development agency. It is advisable too, if a charter, outlining the roles, responsibilities and objectives of the agency is drafted to ensure its community accountability.

In the past, municipal councillors were directors of the development agency but recent legislation has changed this, so in future municipal councillors may not be members of Section 21 companies or trusts. Development Agencies do *not* assume overall responsibility for all development within the CBD – that task remains the responsibility of the Municipality which controls and coordinates it through its chairing of the CBD Development Forum. The

municipality also remains responsible for its statutory obligations such as the approval of town planning applications and building plans, the enforcement of bylaws and the installation and maintenance of infrastructure services etc.

For further details on establishing a Development Agency and determining its roles and responsibilities refer to 'Development Agencies in South Africa: An IDC Guideline Manual for the Establishment, Management and Operation of Public Development Agencies in South Africa'.

6.3.9 STEP 6: ESTABLISH A BUSINESS IMPROVEMENT DISTRICT

Increasingly, local authorities are finding themselves under pressure to provide basic services for their areas of jurisdiction but with limited resources. This trend has resulted in the onus for service provision and maintenance shifting, at least partially, to the private sector.

The establishment of Business Improvement Districts (BIDs) has been one way for the private sector to raise funds and secure resources to manage and maintain areas such as the Hibberdene and Port Edward CBD's.

The establishment of BIDs has had very positive results where they have been established in the USA, Europe, Johannesburg and elsewhere. Their main focus has been to address 'crime and grime' and have resulted in cleaner and safer environments that are well managed and physically attractive.

The result of BID establishment can result in increased numbers of businesses and visitors, increased turnover, reduced vacancies, increased rentals and an increased rates base for the municipality.

Legislation has recently been passed to enable the formation of BIDs. The basic requirement is that if 50% of the property owners in a defined area agree to the establishment of a BID, all property owners become obliged to contribute.

The process of establishing a BID is to:

1. identify district boundaries;
2. identify all owners within the district;
3. establish property values;
4. ascertain problems that need addressing within the district;
5. establish the level of service currently being provided by the municipality and the police,
6. identify the additional resources (manpower, equipment, premises etc.) required to address these problems;
7. develop a budget to acquire and manage these resources (total/per month);
8. identify equitable means of sharing costs among property owners (this is usually done as a percentage of rateable property values);
9. establish a Business Improvement District Association (BIDA);
10. establish a BIDA board; and
11. apply for the establishment of a BID through the legislation or by voluntary means.

Monthly contributions can be levied by the municipality but are used entirely by the BID Association for the management of their own area. It is important to note that the presence of a BID does not absolve the municipality or the police of their statutory responsibilities to provide basic services. The BIDA instead recognises that their resources are stretched and

as such the BID contributions are not for replacement services but are instead 'add-on services'. It should also be noted that the Municipality still remains responsible for establishing development policies, setting development direction (through the preparation of Development Plans, LUMS etc.), the approval of building plans and planning applications and the enforcement of by-laws. The BID is to supply supplementary management and maintenance services and possibly undertake limited upgrading works but does not become a law unto itself in its district.

Although the BIDA should determine its own boundaries based on the support the concept receives and its understanding of the CBD's needs, a BID area boundary is suggested in the diagram overleaf. An initial BID could be established in the inner core of the CBD immediately. This could at a later stage be expanded to include the outer core as well as the Transnet land once it is further developed.

6.3.10 STEP 7: ESTABLISH A TECHNICAL TASK TEAM

The Technical Task Team should be set up by the CBD Development Coordination Forum to advise it on specific technical issues that will arise during the implementation process. This Team has no decision making powers but acts in an advisory capacity.

Its members could comprise Municipal officials or private sector consultants but should have expertise in architecture, urban design, heritage matters, civil, structural and transport engineering.

The Technical Task Team would sit on the Development Coordination Forum and its function would be to assess whether development proposals are a

reasonable interpretation of the Vision of the Development Plan, contribute socially, economically and aesthetically to the regeneration of the CBD and are technically sound.

6.3.11 STEP 8: APPOINT PROJECT CHAMPIONS

Typically the implementation of particular projects involves numerous decision makers. Besides the CBD Development Coordination Forum these could include Municipal officials and councillors, Provincial and National Government Departments, the private sector, service providers such as Eskom, Telkom and Water Authorities, various funding agencies, NGOs etc. each of which have certain established rights, powers and functions.

In these cases it is difficult for any of these role-players, in undertaking their own initiatives, to establish 'who is in charge', what the correct procedures for approval are and how to ensure that their projects are aligned with the ideals of the Development Plan.

Ultimately it is necessary for the CBD Development Coordination Forum to establish and retain control of all activities in its area of jurisdiction and although its decisions would be taken jointly, under the auspices of the Municipality, it can be beneficial to appoint a particular individual who would be the main point of contact and have ultimate responsibility for the management of a particular project.

Project Champions should initially be appointed for the Catalytic Projects but should also be appointed for all other projects that emerge over time.

This person would need to:

- 'drive the process';
- field queries;
- supply information;
- give direction to stakeholders;
- communicate with interested and affected parties;
- secure funding;
- ensure adherence to legal procedures;
- ensure adherence to the Development Plan;
- report back to the CBD Development Coordination Forum and
- make recommendations on appropriate action to be taken.

For large or complex projects, this person could be appointed from outside the Municipality, but for smaller projects an employee of the Municipality could be utilised. Regardless it is important that Project Champions form a permanent part of the CBD Development Coordination Forum.

7 CONCLUSION AND THE WAY FORWARD

The report presented here represents the Urban Development Framework for the regeneration of the Hibberdene and Port Edward CBDs. It was compiled based on a combination of expert inputs and consultative processes and will now again be circulated for final comments on the concepts and projects proposed before being presented for final adoption and implementation.

ANNEXURE A:
HIBBERDENE CBD
LOGFRAME AND PRIORITY PROJECTS

HIBBERDENE CBD URBAN DEVELOPMENT FRAMEWORK

Logical Development Framework



A. Public Realm Interventions

Objective	Strategy	Intervention / Project	Budget	Priority	Type
1.1. To ensure optimum and sustainable use of available and suited land for economic development.	1.1.1. By acquiring, clearing and / or releasing suitable publicly owned land for economic and social developmental activities.	1.1.1.1. Public Land Release Strategy within Hibberdene CBD	R 50 000.00	A	Design & Deliver
	1.1.2. By Promoting the development of suitable vacant privately owned land within the Hibberdene CBD.	1.1.2.1. Targeted Development Facilitation of Privately Owned Vacant Land	R 50 000.00	C	Illustrate & Facilitate
	1.1.3. By providing a constant and quality supply of water, sanitation and electricity to key intervention areas to accommodate anticipated thresholds and densities.	1.1.3.1. Infrastructure Sector Plans aimed at the CBD Intervention Areas	R 200 000.00	A	Design & Deliver
1.2 To improve the standard of the public realm, urban form and environmental quality within the various CBD precincts and key intervention areas.	1.2.1. By providing a high standard of streetscaping and landscaping along the main access and distribution routes within the Hibberdene CBD.	1.2.1.1. Detailed Urban Design Masterplan (Parking Layout, Sidewalk development, Urban Greening, Lighting & Street Furniture)	R 400 000.00	A	Design & Deliver
		1.2.1.2. Miami Street Public Realm Upgrading	R 2 000 000.00	A	Design & Deliver
		1.2.1.3. Riviera Street Public Realm Upgrading	R 1 000 000.00	A	Design & Deliver
		1.2.1.4. Social Precinct Public Realm Upgrading	R 1 000 000.00	B	Design & Deliver
	1.2.2. By improving pedestrian visibility, safety and security within key intervention areas.	1.2.2.1. Improved Street lighting along Miami & David Dr.	R 2 500 000.00	A	Design & Deliver
		1.2.2.2. Provision of public ablution facilities	R 800 000.00	A	Design & Deliver
		1.2.2.3. Pedestrian / Vehicular separation along R102	R 200 000.00	B	Plan & Promote
	1.2.3. By Establishing a continued system of natural resource linkages within the Hibberdene CBD.	1.2.3.1. Green Girdle Development along R102, Mzimayi & Beach Front	R 2 500 000.00	C	Design & Deliver
		1.2.3.2. Coastal Conservation Programme	R 600 000.00	B	Design & Deliver
	1.2.4. By promoting the improvement and maintenance of private property and buildings in line with precinct functions.	1.2.4.1. Business Investment District Policy and Guidelines on Building Maintenance	R 50 000.00	A	Plan & Promote
1.3. To increase public access to the Hibberdene CBD and contributing to critical market threshold levels.	1.3.1. By stimulating the concentration of consumer thresholds through the location of inter modal public transport facilities in close proximity to the intended investment nodes.	1.3.1.1. Miami Street Taxi Rank Upgrading	R 5 000 000.00	A	Design & Deliver
		1.3.1.2. CBD Ring Route Public Transport Development	R 1 200 000.00	C	Design & Deliver
		1.3.1.3. Higher Density Housing Development	TBD	B	Plan & Promote
		1.3.1.4. Pedestrian Crossing over/under the R102	R 1 500 000.00	A	Illustrate & Facilitate
Total			R 19 050 000.00		

HIBBERDENE CBD URBAN DEVELOPMENT FRAMEWORK

Logical Development Framework



cogta
Department:
Co-operative Governance and Traditional Affairs
PROVINCE OF KWAZULU-NATAL



B. Spatial Restructuring Interventions

Objective	Strategy	Intervention / Project	Budget	Priority	Type
2.1. To facilitate the intended future urban structure and land uses in support of the Hibberdene CBD Development Framework.	2.1.1. By ensuring that local townplanning policies and statutory requirements encourage and support the intended urban structure and land use allocations according to identified precincts.	2.1.1.1. Hibberdene Scheme Formulation / Amendment	R 400 000.00	A	Design & Deliver
	2.1.2. By pro-actively preparing township applications on public land and negotiated private land towards a more functional urban structure.	2.1.2.1. Detail Terrain Modelling of core investment area to facilitate detailed planning	R 150 000.00	A	Design & Deliver
		2.1.2.2. Rezoning and releasing public land for commercial development	R 100 000.00	C	Design & Deliver
	2.1.3. By physically defining and reserving certain land use areas and communicating this to the public and investors.	2.1.3.1. Public land releasing campaign	R 20 000.00	C	Design & Deliver
2.2. To ensure the long term restructuring of the Hibberdene CBD toward river and coastal interaction .	2.2.1. By establishing developable areas along the two rivers defining most of Hibberdene.	2.2.1.1. Mzimayi River Flood Risk Assessment and Strategy	R 90 000.00	A	Design & Deliver
	2.2.2. By establishing usable CBD functions within the undevelopable areas along Riverbeds and Coastal Areas.	2.2.2.1. Promotion of passive and active open spaces along Mzimayi River	R 50 000.00	B	Plan & Promote
2.3. To promote the systematic integration of the various functional areas and precincts within the Hibberdene CBD.	2.3.1. By upgrading and maintaining access routes and basic infrastructure in areas of intended development.	2.3.1.1. Upgrading of internal distribution and link roads	R 4 000 000.00	C	Design & Deliver
	2.3.2. By systematically integrating the beach (tourism) and the CBD currently divided by the railway line.	2.3.2.2. Additional and Improved Pedestrian Rail Crossings	R 1 500 000.00	B	Plan & Promote
Total			R 6 310 000.00		