

FORMULATION OF THE PORT SHEPSTONE URBAN RENEWAL FRAMEWORK

URBAN DESIGN FRAMEWORK AND IMPLEMENTATION PLAN

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1 INTRODUCTION

1.1 PURPOSE

The Hibiscus Coast Municipality has initiated a process to prepare an Urban Renewal Framework for Port Shepstone. The initiative is funded through the Corridor Development Programme of the KwaZulu-Natal Province Department of Co-operative Governance and Traditional Affairs (COGTA).

This document is the fourth in a series of reports to be produced as part of this process. It presents the urban design framework and implementation plan for the urban renewal of Port Shepstone CBD study area.

1.2 BACKGROUND

Port Shepstone Town is located within the Hibiscus Coast Municipality (HCM) approximately 120km south of Durban. It is situated on the uMzimkulu River mouth (one of the largest rivers in the south coast), and a point where the N2 turns to the inland. Access to the town is achieved mainly through the N2, which runs in both north–south direction (from Durban to Port Shepstone) and east-west direction (from Port Shepstone to Harding and beyond. The R102, which runs along the coast in a north-south direction linking a number of coastal towns along the KwaZulu-Natal South Coast, is also a major access road to Port Shepstone.

Port Shepstone is identified as an administrative capital, service centre and an economic hub for the South Coast Region. It is the seat for both Ugu District and HCM municipalities, and accommodates regional offices of various government departments and entities. It is an area where there is a higher concentration of commercial, industrial and trade related activities. As such, it is one of the major sources of employment and economic opportunities in the region.

The economic and environmental context of Port Shepstone has undergone considerable growth and change in the last few years but for it to remain the economic and social core of the town and its hinterland it is to be protected and enhanced. It is thus the intention of the Hibiscus Coast Municipality to compile an Urban Renewal Framework in order to ensure improved accessibility, linkages and convenience, a reinforced town character, protection and enhancement of the economic core of the CBD, improved economic opportunity spaces and maintenance and enhancement of the environmental character of the area.

The proposed Urban Renewal Framework will enhance the performance of the town and contribute to meeting the development needs of those who work, live and/or use the town. This should occur within the context of a broader development vision of the Hibiscus Coast Municipality as outlined in the Integrated Development Plan (IDP)

and the associated sector plans (Spatial Development Framework & Local Economic Development Plans).

In particular, it must advance the strategic objectives of the emerging spatial development vision and contribute to the transformation, renewal and regeneration of this core social and economic node of the municipality.

1.3 THE NEED FOR THE STUDY

The need for this initiative arises from the need to:

- enhance regional role of Port Shepstone through the development of appropriate infrastructure;
- improve the aesthetic character of the town and create a pleasing environment to visit, live and/or work in; and
- attract public and private sector investment.

1.4 SCOPE OF WORK

The scope of work should cover the following:

- Identification and analysis of development trends (internal and external) that impacts on the performance of the town.
- Consideration of various aspects of development that defines the structure, function and efficiency of the town in performing its functions.
- Identification of development precincts.

- Preparation of an urban design framework and guidelines.
- Stakeholder mobilization towards a common vision for the future of the town.

The project should be undertaken with due cognizance of the existing information and current strategic planning initiatives of the Hibiscus Coast Municipality, particularly those dealing with spatial and economic development issues. It should also align with the district, provincial and national spatial and economic development initiatives with implications for the Hibiscus Coast Municipality.

1.5 THE STUDY AREA

Port Shepstone Town is situated on the uMzimkulu River mouth (and a point where the N2 turns to the inland). The study area mainly incorporates the CBD of Port Shepstone, the taxi rank in the north-west of the CBD, Justice Park area and Spillers Wharf situated on the banks of the uMzimkulu River. It also includes the beachfront (from the Banana Express station) northeast to the Block and northwards along the uMzimkulu River to Spillers Wharf in the north (Refer to map 1).

1.6 PROJECT AIMS AND OBJECTIVES

The overall aim of this project is to lay the foundation of the regeneration of the town by achieving a more attractive urban environment with improved functionality, better urban management, creation of new investment and economic opportunities, efficient transport system and improved safety and security.

The following should be achieved through the plan:

- improve functionality and create a more attractive urban environment;
- improve the environment;
- provide efficient transport;
- improve urban management and safety and security;
- create investment and economic opportunities and to protect the area from competing developments in out of town locations.

The objectives of the plan should be:

- To address the physical structure of the town and promote functionality with the broader Municipal economy;
- To provide an urban regeneration structure/plan that will respond to unique needs of Port Shepstone, opposed to generic proposals;
- To promote local economic development for Port Shepstone, whilst responding to the ecological and environmental sensitivities, taking into account the coastal nature of the town;
- To attract and leverage public and private sector investment;
- To ensure positive coordination of development initiatives and policies through a linkage of central and local government institutions;

- To provide a mechanism for land supply (where relevant) to meet the full range of needs and aspirations of the community and economic progress;
- To ensure public involvement in the formulation of the urban renewal framework;
- To identify areas for informal trade, local economic development opportunities and opportunities for growing the economy;
- To identify infrastructure needs and services constraints and bring forward tangible solutions to address these constraints;
- To provide a management tool/mechanism to address traffic and transportation challenges facing the town within the framework;
- To ensure that mechanism are in place for the protection of the natural environment;
- To accommodate the growing housing needs with Municipality with the framework, taking into account opportunities available for development of “gap market” housing.

2 URBAN DESIGN FRAMEWORK

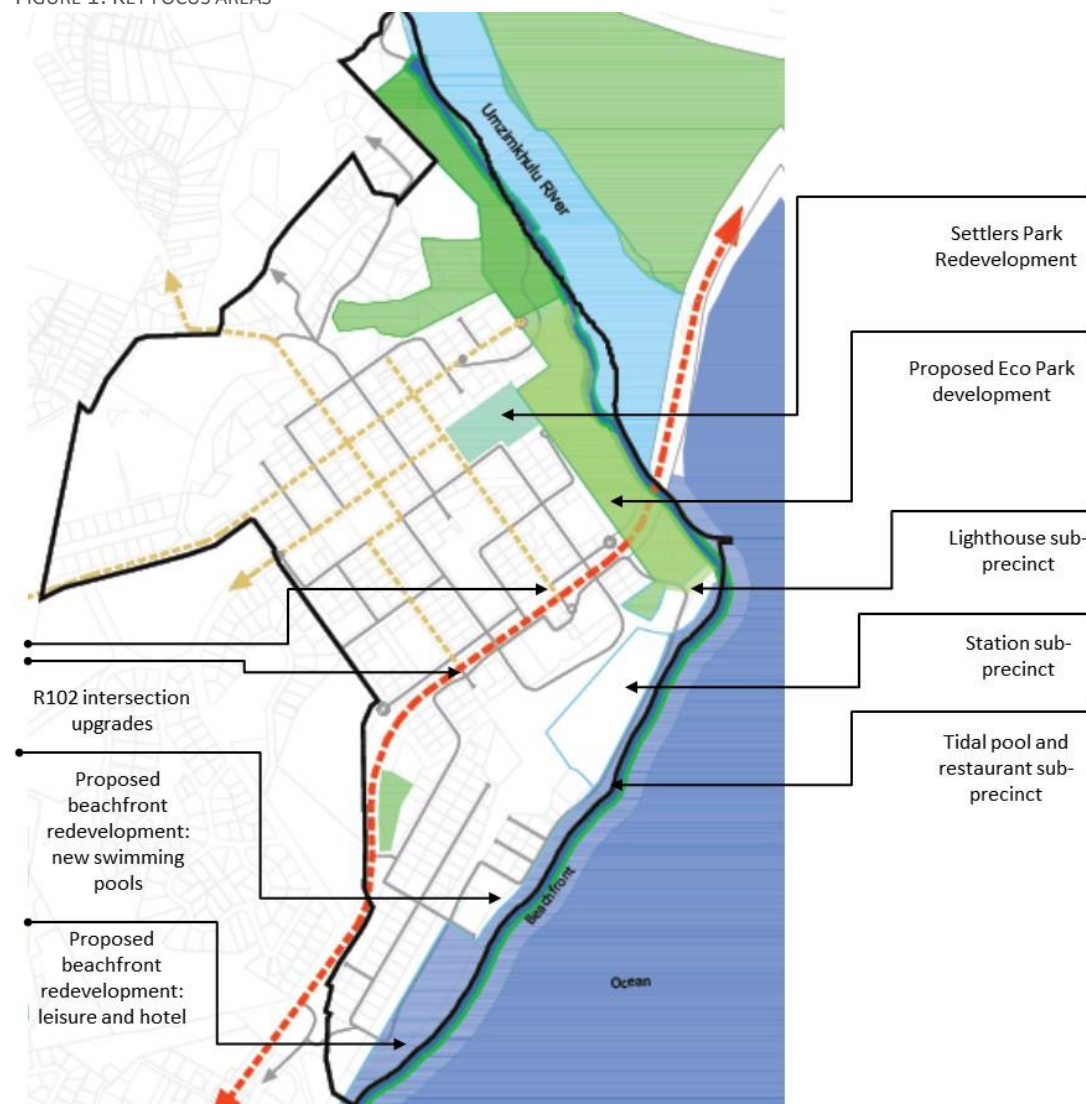
This section of the report provides an urban design framework and is the bridge between policy and implementation. It describes and illustrates how planning and design policies, and principles should be implemented in the study area where there is a need to control, guide and promote change. The urban design framework can also assist in the transformation of a wide area by coordinating more detailed development briefs and master plans for separate sites. In addition, it can give confidence to residents and investors that public and other private funds are channeled into a common goal.

2.1 URBAN DESIGN FOCUS AREAS

A series of urban design concept sketches were prepared for the key interventions / focus areas:

- Proposed Eco-Park Development.
- R102 Intersection Upgrades.
- Lighthouse Sub-Precinct Upgrade.
- Station Sub-Precinct.
- Tidal Pool and Restaurant Sub-Precinct.
- Proposed Beachfront Redevelopment (Swimming Pools).
- Proposed Beachfront Redevelopment.

FIGURE 1: KEY FOCUS AREAS



2.1.1 Proposed Eco-Park Development



It is suggested that the area be properly planned and demarcated into different areas, such as a visitor's centre and food court, Eco park entry point, ecological educational area, small arts and crafts centre and a vantage point on river. Paved walkways along river edge should facilitate pedestrians, joggers, cyclists. This feature should form a continuous link between the beachfront and the riverfront up to Spillers Wharf.

2.1.2 R102 Intersection Upgrades



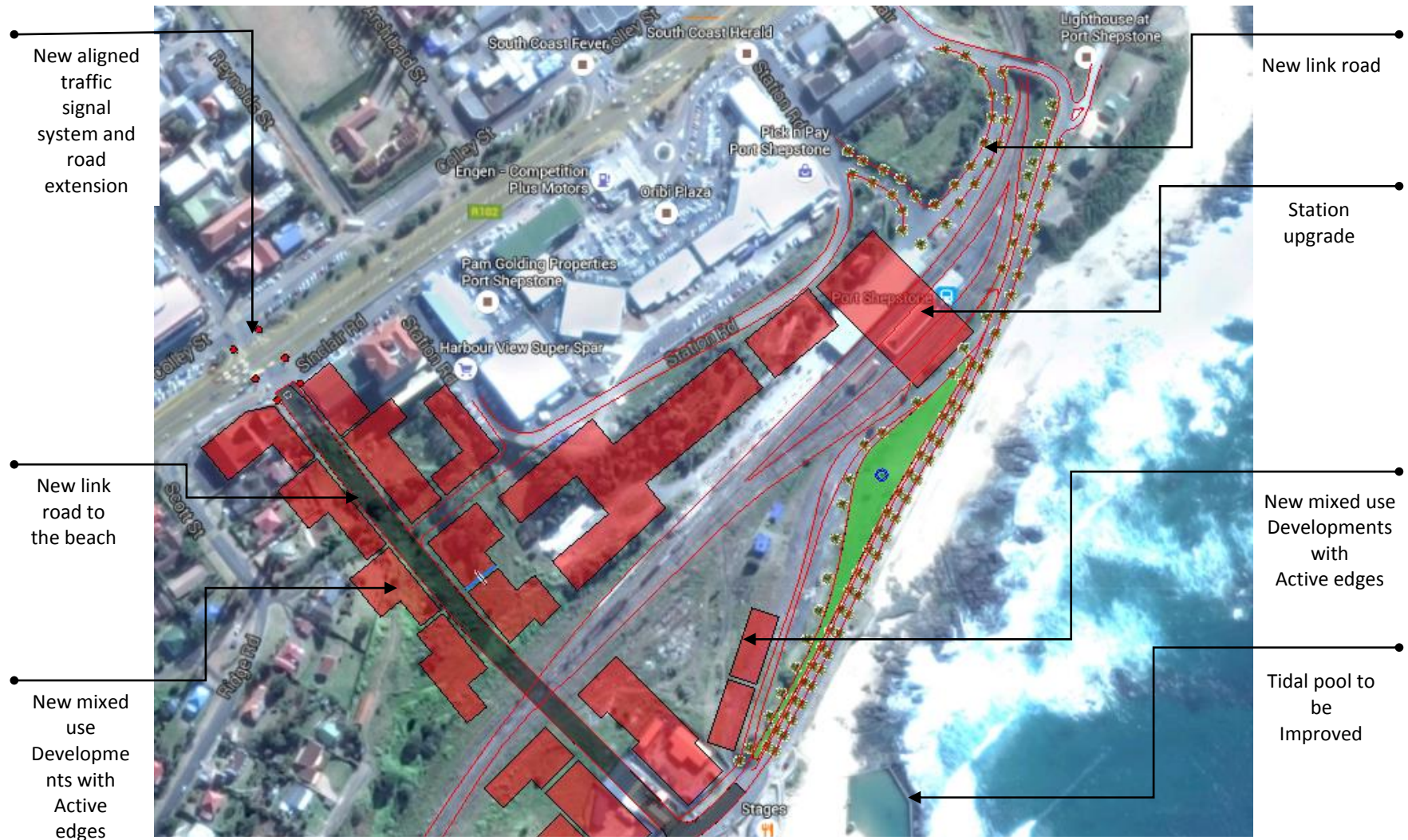
Intersections along R102 with Bazley and Aiken Streets should be enhanced and improved. These intersections should be able to accommodate pedestrians with increased safety. This could be done by elevating kerb lines within functional limits and paving pedestrian crossings with contrasting colours as part of paving the entire intersection. Fencing can contribute to the provision of clear distinction between pedestrian and vehicular traffic.

2.1.3 Lighthouse Sub-Precinct Upgrade



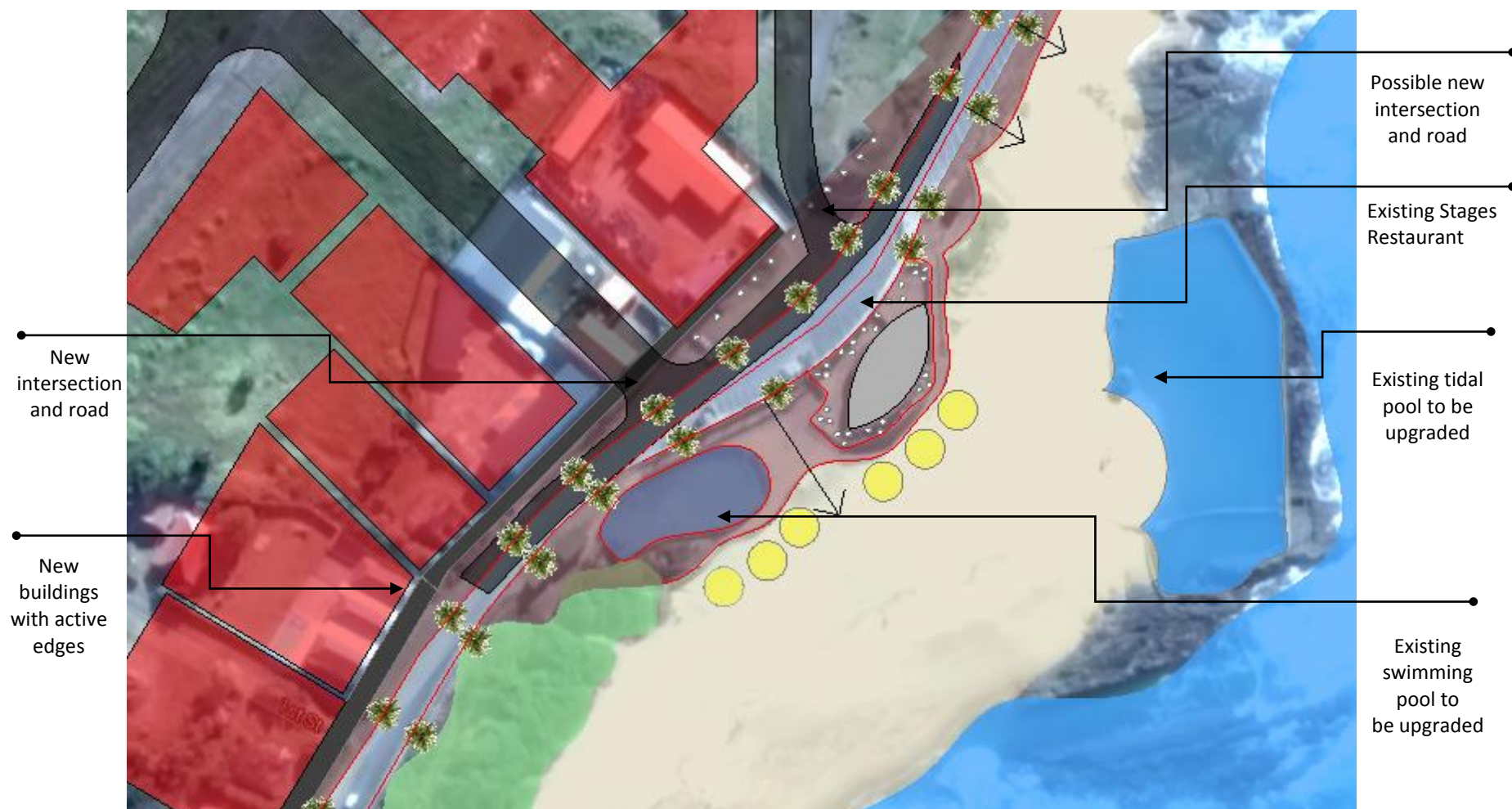
Development of The Block and the Lighthouse at the river mouth into a recreational nodal area will contribute to the overall development of the beachfront area. Proper access and or the redesign of the access road into The Block should receive attention, since this a very popular fishing spot. The re-opening of the Lighthouse o the public can also contribute to tourism in the area and emphasise this point as a landmark.

2.1.4 Station Sub-Precinct



The station sub-precinct should be developed to promote integration between the beachfront and the back of the beach development. Vacant portions of land should be unlocked and new link roads should be developed.

2.1.5 Tidal Pool and Restaurant Sub-Precinct



This area can be developed into a recreational node with upgraded public facilities. The existing tidal pool and swimming pool next to the restaurant should be upgraded as part of the redevelopment. Improve access to the area by means of new access roads will enhance and attract people.

2.1.6 Proposed New Swimming Pools



As part of the beachfront upgrade and redevelopment, it is proposed that new swimming pools be developed in front of the Kapenta Bay Hotel. The possibility of a new additional hotel or tourism accommodation should also be investigated. The upgrade of the existing beachfront road will enhance the area, as well as the proposed promenade.

2.1.7 Proposed Beachfront Redevelopment



The beachfront redevelopment can include a water world facility and can be enhanced by upgrading the access into the beachfront, upgrade of the parking area and museum and development of a continuous beachfront promenade. Access points onto the beach should be clearly marked with appropriate signage and urban design measures such as proper lighting, street furniture, public art should be implemented.

2.2 PUBLIC REALM GUIDELINES

2.2.1 Road Verges and Sidewalks

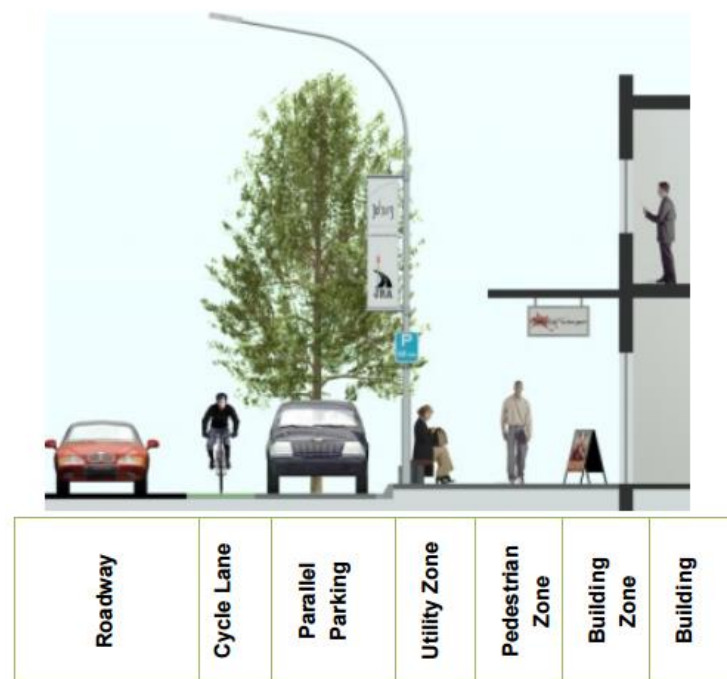
The "Sidewalk Corridor" is the portion of the pedestrian system from the edge of the roadway to the edge of the right-of-way (property line or building edge), generally parallel to the street. Attributes of good sidewalk corridor design include:

- Accessibility by ALL users.
- Adequate width.
- Safe to use (sidewalk users should not feel threatened by adjacent traffic or by the environment).
- Continuity and connectivity.
- Landscaping to create a buffer space between pedestrians and traffic and also provide shade.
- Social space (area where pedestrians can safely participate in public life).

All roads should preferably be designed with a buffer between the walkway and the roadway. In CBD areas and along activity streets the buffer is the 'utility zone' where streetlights, trees, seating, shelters and signs should be placed. Along arterial roads and within residential areas a continuous landscaped planted strip or 'Green Zone' is required to buffer pedestrians from motor vehicles. Considerations:

- Even in constrained situations a narrow Green Zone should be included.
- Use of trees in the Green Zone creates a canopy that shades the walkway and street.
- Ideally the Green Zone should be a minimum of 1.5-1.8m for healthy tree growth.
- If attached to the kerb due to space limitations, provide an additional 400-600mm in width as an added buffer.

FIGURE 2: TYPICAL ROAD INTERSECTION



2.2.2 Lighting Guidelines

The following general lighting guidelines should be applied:

- All pedestrian areas must be lit at night.
- Lighting should also be used decoratively to highlight signage, landscaping elements and important buildings. The lighting of buildings and monuments can add to ambience. Hence, private developments should be encouraged to consider the usage of special façade lighting.
- Appropriate energy-efficient lighting technologies must be investigated and applied.
- The lighting of public urban spaces must not cause or contribute to light pollution.

Furthermore, the following guidelines should be applied:

- Floodlights or spotlights used to illuminate buildings or signs should be positioned as such that none of the light spills into adjacent properties or shines into the eyes of motorists or pedestrians.
- Lights should not be allowed to shine higher than 0, 5 meter beneath the top of the building to prevent light pollution.

2.2.3 General Landscaping Guidelines

Landscape Planting Street trees and other planting add colour, visual interest and a living texture to the streetscape. Landscape planting can

soften the hard surfaces of streets and improve the quality of life. Street Trees Considerations:

- The most prominent of all street planting is the street tree.
- Improving the look of the town e.g. planting of trees to deal with current sterile landscape, dealing with water flowing on surfaces, litter, etc.
- The landscaping of hard urban spaces must create acceptable living and working public environments.
- Landscaped areas should be multi-functional and should provide environmental, recreational and aesthetic benefits.
- Wherever possible existing street trees must be retained.
- When selecting new street tree one must consider the City's / Town's recommended tree list, the

FIGURE 3: LANDSCAPING



aesthetic desire, climatic concerns, potential for disease and pests, maintenance requirements, space available for root growth, and the eventual size of the mature tree.

- Indigenous plants should be used wherever possible.
- No declared invader plants, as defined by the Conservation of Agricultural Resources Act of 1983, may be planted.
- On commercial streets, street trees compete with underground services for space which can limit the number and location of trees.
- Commercial street walkways must be at least 4m wide to accommodate both underground services and street trees.
- On arterial, commercial and larger residential streets, trees can be planted in medians. Medians typically need to be at least 2m wide to accommodate a mature street tree.
- In parking areas, landscaping should be provided in a manner that ensures the provision of at least one tree for every two parking bays. This will ensure the provision of adequate shade as well as assisting with storm-water attenuation.
- Within a distance of 2km from a watercourse or any other important ecological feature, at least 80% of plant species used for landscaping purposes should be indigenous.
- Planting should be used to provide focal points, character, screening, softening and shade.
- Paved areas should be minimised, while planting opportunities must be maximised.
- Shrubs and trees should be placed in such a manner that they do not provide hiding places for criminal elements or create visual obstructions.
- Ever green trees should be used to provide shade (particularly for parking areas and areas adjacent to garages), whilst deciduous trees should be used for seasonal change
- Where applicable, effective erosion control systems should be put-in-place to minimise the loss of top soil.
- Appropriate irrigation measures aimed at reducing water consumption and the unnecessary wastage of water should be investigated and be applied.

2.2.4 General Street Furniture Guidelines

- All streetscape elements should be of similar design and character.
- All streetscape elements must be designed and placed in a manner that enhances the desired character of the space and creates a unifying theme.
- All streetscape elements should be placed in a coordinated manner.
- Streetscape elements should be robust and be made of durable materials, i.e. they must be able to withstand frequent use, weathering and vandalism without loss of design quality.

2.2.5 Parking Guidelines

The following general guidelines for parking should be applied:

- Parking should preferably not be placed in front of buildings, but to the sides and backs, or accommodated in a basement to prevent dead façades.
- Open parking areas should be appropriately landscaped.
- Parking areas should preferably be arranged in smaller entities and spread over the site. It is recommended that a break of at least 5 meters (soft landscaping or building structure intruding and overlooking the space) should be used between two parking pockets.
- On-street parking should be located based on the characteristics of the thoroughfare type, needs of the adjacent land uses and applicable local policies and plans for parking management.
- On-street parking should be primarily parallel parking on higher-volume urban arterial boulevards and avenues. Angled parking may be used on low-speed and low-volume collector avenues and streets with ground floor commercial uses, primarily those serving as main streets.
- Width of the parking space is dependent on the context zone, thoroughfare type and the anticipated frequency of parking turnover.

- Use metered parking, or a similarly appropriate technology, to enforce parking time limits that provide reasonable short-term parking for retail customers and visitors while discouraging long-term parking.
- In developing and redeveloping areas, provide the amount of on-street parking for planned, rather than existing land use densities. If more parking is needed, consider public or shared parking structures or integrate the design of parking facilities with adjacent land uses.

2.2.6 Pedestrian Facilities Surface Treatment

The choice of paving material depends on the size of the walkway, the character and design intent of the street.

The most common and economical choice of material is Concrete Paving, Brick Paving, a combination of Concrete and Brick Paving and Special Paving. Considerations:

- The type, size, texture, and pattern of paving in pedestrian zones should be appropriate for the intended use of the area.
- Local designs, surface treatments and patterns should be given preference.
- Local African motifs and geometric patterns can provide a rich source of ideas.

- Surfacing can be interpreted and stylised to add a unique element to the City Streets of Port Shepstone where suitable.

FIGURE 4: PEDESTRIAN SURFACES



2.2.7 Public Transport Facilities and Traffic Signs

The following guidelines relate to transport facilities and traffic signs:

- Taxi and bus pick-up and drop-off sites should be combined with seating and litterbins.
- The visibility of pedestrian crossings must be ensured by means of adequate signage.
- Traffic signs and signals must be carefully placed in a way that they do not cause or contribute to chaos and clutter.

- Clearly define public transport stops through lay-by's, signage (such as route maps and timetables), and lighting.
- Provide waiting facilities at these stops, which should include seating, shelter, litterbins, lighting, drinking water and toilets (where feasible).

2.2.8 Signage

The following principles apply to the provision of signage in the precinct:

- Street and information signs should be uniform to provide a unique precinct character.
- Important signs, like those that can assist people in finding their way or seeking help, must be visible at night.
- Signs should convey its information clearly and should be appropriately located. Visible and consistent directional and informational signage must provide essential information for the public. Signs must not block the view of or the view from adjacent buildings and must not be excessive in size and number.
- Signage should be restrained and care should be taken not to disrupt coherence by over-sized and/or too bold signage.
- Graphic simplicity and compatibility with the building architecture should constitute the basic principles for designing an effective and attractive system of signs.

- The sign's components - size, location, materials, colour, lettering and illumination — can help both to create a positive identity for an individual business and to provide a unified image.

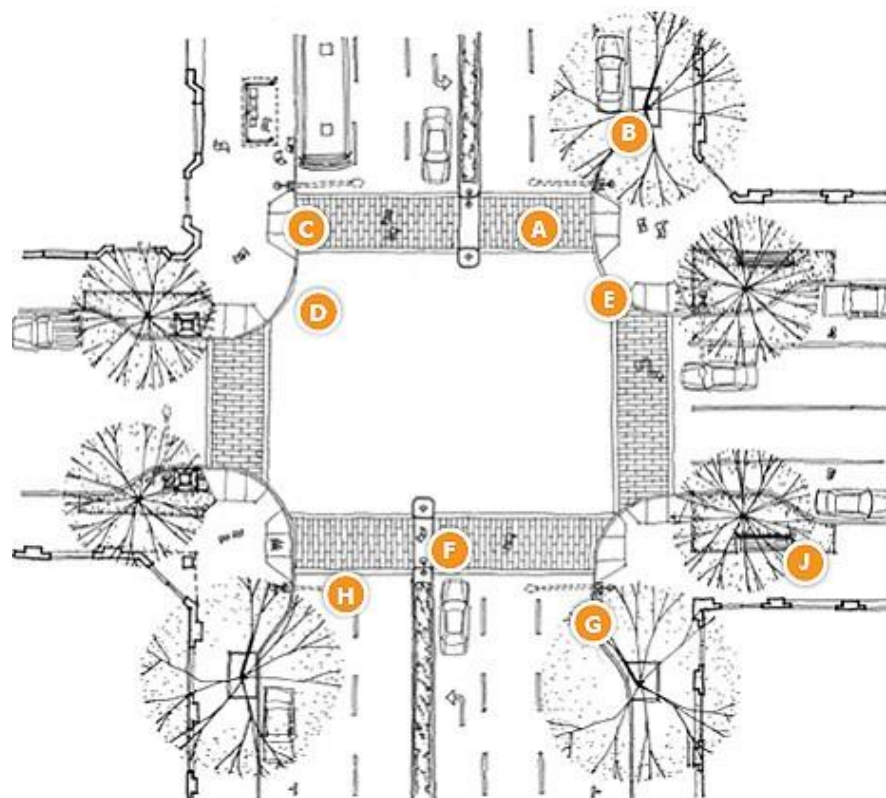
2.2.9 Intersections

Intersections should be able to accommodate pedestrians with increased safety. This could be done by means of the following considerations:

- A. Visible crosswalks: Well-marked, visible crossings should be provided to alert drivers to the fact that they are approaching a location where they may encounter crossing pedestrians. In some cases, raised or colored crossings may be appropriate.
- B. Parking Restrictions at corners: Restricting parking adjacent to corners makes pedestrians and vehicles approaching intersections more visible to one another.
- C. Crossing aids: Accessible pedestrian facilities such as curb ramps and accessible pedestrian signals should be provided.
- D. Tight curb radii: Curb radii for turning vehicles should be minimized to shorten crossing distances, increase pedestrian visibility, and slow turning traffic.
- E. Curb extensions: The installation of curb extensions should be considered in areas with high pedestrian volumes to reduce

crossing times, increase pedestrian visibility, and slow turning traffic.

FIGURE 5: PEDESTRIAN FRIENDLY INTERSECTION GUIDELINES



- F. Median refuges: Where medians are present or space otherwise exists, median refuges should be provided up to the crosswalk to provide a space for crossing pedestrians who may not be able to cross the entire roadway before the end of the walk phase.

- G. Roadway and pedestrian lighting: Intersections should be well-lit at night to improve visibility for all users. Sufficient lighting to illuminate crossing pedestrians should be provided.
- H. Streetscape elements: Streetscape elements, including trees, plantings, and seating should be provided adjacent to intersections to enhance the character and quality of the public realm and the sense of an intersection as an important public space.
- Traffic calming features: Intersections may contain traffic calming features such as traffic circles to slow vehicles and enhance neighbourhood character.

3 IMPLEMENTATION FRAMEWORK

3.1 PROJECTS DESCRIPTION

SCHEDULE OF PROJECTS		BRIEF DESCRIPTION OF PROJECT	PRIORITY
1	Upgrade Nelson Mandela Drive	Upgrade Nelson Mandela Drive to accommodate the proposed multimodal facility. This should include proper access and egress into the facility, pedestrian crossings, walkways, sidewalks and general public realm upgrades.	High
2	Realign entrance to the beachfront	Realignment of entrance to the beachfront to provide improved access and gateway to the beachfront and Princess Elizabeth Drive.	Low
3	Bus terminal for coach operators	Currently, there is no formal bus terminal for coach operators in Port Shepstone. There is however, a proposal to develop a drop off site and shelter for buses at the back of the Oribi Plaza.	Medium
4	Redevelopment of beachfront node	The caravan park and old station area should be redeveloped and integrated with the beachfront park area. Although the caravan park falls just outside the study area, it is essential that it be redeveloped to form part of this activity point (being a current concern within the area). Considering the proposed revitalisation of the narrow gauge line to Paddock from this station, this entire area will benefit from redevelopment and should include upgrade of the swimming pool area and ablution facilities, as well as the integration of the Port Shepstone Maritime Museum on the opposite side of the parking area. There is also a suggestion to include a waterpark and hotel in this area.	High

SCHEDULE OF PROJECTS		BRIEF DESCRIPTION OF PROJECT	PRIORITY
5	Development of The Block and the Lighthouse area	Development of The Block and the Lighthouse at the river mouth into a recreational nodal area will contribute to the overall development of the beachfront area. Proper access and or the redesign of the access road into The Block should receive attention, since this a very popular fishing spot. This area can be developed with proper ablution facilities, small shops and restaurant, parking area and a pier for fishing. The re-opening of the Lighthouse to the public can also contribute to tourism in the area and emphasise this point as a landmark.	Medium
6	Redesign of access/entrance to the block and lighthouse sub-precinct	Improve access into the area by redesign of existing access road.	Low
7	Railway Station Development	Currently, a large portion of land between the beachfront and the Oribi Plaza area is owned by Transnet and creates a barrier to development and integration between the beachfront and surrounds. There is an opportunity to unlock some of the unused land surrounding the station and along some of the railway lines. Intersite has developed a Concept for the Port Shepstone Station as part of the National Stations Precinct Development. However, the status of this plan should be confirmed.	High
8	Beachfront promenade	A beachfront promenade in the form of a continuous paved pedestrian walkway that can accommodate pedestrians, joggers and cyclers. Proper paving, lighting, street furniture and safety measures must be implemented along the length of the beachfront.	High

SCHEDULE OF PROJECTS		BRIEF DESCRIPTION OF PROJECT	PRIORITY
9	Settlers Park redevelopment	There is a proposal to develop Settlers Park as a mixed- use area and link it to the riverfront. This will ultimately create a linkage to the proposed riverfront eco-park. This development can include a visitor's center and a small arts and craft center.	Medium
10	Periodic market (flea market)	Proposed periodic market suggested at the beachfront node. This can attract local traders and the public and draw more visitors to the beachfront.	Medium to high
11	Eco park along uMzimkulu Riverfront	It is also proposed that land along uMzimkulu River be unlocked and that an eco-park be developed. The area is currently vacant, save for some railway tracks. It is suggested that the area be properly planned and demarcated into different areas, for example Ecological zones (Natural areas and open space that need to be preserved) and Recreational spaces/ themed areas [Restaurant (Spillers Wharf), picnic and braai areas on the river, pathway for cyclists, joggers and pedestrians along the riverfront linking The Block to Spillers Wharf area].	Medium
12	Regularise coastal access points	Coastal access land is land that the public may use to gain access to coastal public property. These areas should be delineated and clearly indicated to the public.	Medium
13	Relocate informal traders to an appropriate facility	In some areas informal traders trade on the sidewalks along certain roads. This results in pedestrians having to walk in the roadway and poses a safety hazard and an obstacle to vehicles using the road. Informal traders should be relocated or moved to an appropriate facility, which is provided with the necessary infrastructure.	High

SCHEDULE OF PROJECTS		BRIEF DESCRIPTION OF PROJECT	PRIORITY
14	Improved Pedestrian crossings along the R102 at the main intersection points.	Intersections along R102 with Bazley and Aiken Streets should be enhanced and improved through appropriate paving and pedestrian crossing facilities.	Medium to high
15	Reconfigure / redevelop parking areas	The municipal parking areas at the top end of Reynolds and Wooley streets must be redesigned, improved and upgraded. This can potentially lead to a higher yield of parking spaces to accommodate additional parking bays. The parking space where Sugar Mill Road enters into Nelson Mandela can also be improved.	Medium
16	Parking meter system	The existing parking meter system must be re-evaluated. Bazley and Robinson Streets do not have parking meters and people use the on-street parking for the entire day.	High
17	Greening And Landscaping along activity streets	Activity streets will benefit from general public realm upgrade, which aims at creating an aesthetically pleasing, attractive and functional urban environment. Ultimately, it aims at creating a 'walkable' town, with a safe, clean and green public environment in a good state of repair.	High
18	Development Of Entrance Features	Gateways /entrance points become focal points for commuters, vehicles and pedestrians, which can be emphasised by a landmark or distinctive landscaping. Entry signs or gateways communicates a lot about a place and it improves legibility, traffic management and the identity of the area. This project should focus on entrances from both sides of the R102, Nelson Mandela Drive entrance and Sugar Mill road entrance.	High

SCHEDULE OF PROJECTS		BRIEF DESCRIPTION OF PROJECT	PRIORITY
19	Enforcement Of By-Laws	The implementation of by-laws is critical, since it can assist with regulating land use, management and the control of undesirable land uses. The municipality should implement initiatives that can contribute to the enforcement of by-laws.	Medium
20	Cleaning of public environment campaign	The general public environment within the CBD should be clean and comfortable. As such, a concerted effort from the municipality, business owners and the public to clean the environment within which they work and conduct business, should be supported.	High
21	CBD Improvement Incentives	The municipality should investigate the feasibility of creating City Improvement Districts (CIDs).	High
22	Revitalization of the narrow gauge line to Paddock	Currently, the narrow gauge line from Port Shepstone (Banana Express station) to Harding no longer functions and is in a state of disrepair. In the past, the narrow gauge line was also for tourism, providing excursions to Paddock. It should be noted that there seems to be an attempt to revitalise the line to Paddock.	Medium to high
23	Feasibility Study n SMME Trading Facility	Possibility of a SMME Trading Centre (incubators) should be explored to accommodate more advanced traders within the area.	Medium
24	Waste Recycling Programme	Proper waste management can contribute to the creation of a more aesthetically pleasing environment, employment opportunities and the attraction of investment into town. Greater use of alternative and improved waste management practices (both sewage and solid waste by means of increased recycling, biogas capture and utilization and other responses) should be implemented.	Medium

SCHEDULE OF PROJECTS		BRIEF DESCRIPTION OF PROJECT	PRIORITY
25	Upgrading of the Mbango WWTP	The existing development in the study area is serviced by water borne sanitation discharging the Mbango Waste Water Treatment Plant (WWTP). This WWTP is operating at its intended design capacity and has been struggling to achieve the required treated effluent requirements, because of the presence of industrial influent into the WWTP. It is thus proposed that possible upgrading be undertaken.	Medium to high
26	Storm water management plan	Upgrading and maintenance of all storm water infrastructure such as kerbstones and storm water drainage is necessary to handle surface runoff adequately. A storm water management plan can assist in addressing existing problems with storm water.	Medium to high

3.2 SCHEDULE OF PROJECTS

The following table presents possible projects for implementation. Please note that all project budgets need to be confirmed before implementation and final costs can only be generated at a Final Design Stage.

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
SPATIAL & FUNCTIONAL INTEGRATION				
UPGRADE NELSON MANDELA DRIVE				
<ul style="list-style-type: none"> • Upgrade Nelson Mandela Drive to improve pedestrian crossings, provide paved pedestrian walkways and improve the public environment. • Secure funding • Prepare designs / drawings • Prepare tender documentation and appoint contractor • Construction 	<ul style="list-style-type: none"> • HCM • Private Developers (Multi modal facility) 	R1 800 000.00	<ul style="list-style-type: none"> • HCM • Private Developers (Multi modal facility) 	Short term
REALIGN ENTRANCE TO THE BEACHFRONT FROM R102				
<ul style="list-style-type: none"> • Upgrade the southwestern entrance to the beachfront from R102 by realigning / straightening the intersection in order to improve access to the beachfront area. • Approval from KZN Department of Transport to reconfigure the entrance / access road • Secure funding • Prepare designs / drawings for realignment • Prepare tender documentation and appoint contractor • Construction 	<ul style="list-style-type: none"> ▪ HCM 	To be confirmed (R2 000 000.00)	<ul style="list-style-type: none"> • HCM • KZN Department of Transport 	Medium to long term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
BUS TERMINAL FOR COACH OPERATORS				
<ul style="list-style-type: none"> • Determine status of proposed project. • Secure funding. • Finalise and implement plans. 	<ul style="list-style-type: none"> • South Coast Tourism Association • HCM • USCDA 	To be determined	<ul style="list-style-type: none"> • HCM • USCDA 	Short to medium term
REDEVELOPMENT OF BEACHFRONT NODE				
<ul style="list-style-type: none"> • Upgrade as per the urban design concept sketches [street furniture, redesign the parking area, greening, focus lighting, public art, excluding proposed water world facility and hotel]. • Secure funding • Finalise designs / drawings. • Prepare tender documentation and appoint contractor • Construction 	<ul style="list-style-type: none"> • HCM 	R3 000 000.00	<ul style="list-style-type: none"> • HCM • Private sector 	Medium term
DEVELOPMENT OF THE BLOCK AND LIGHTHOUSE NODE				
<ul style="list-style-type: none"> • Upgrade area as per the urban design concept sketches • Negotiate with current landowner (Transnet -National Ports Authority) to re-open the Lighthouse to the public. • Secure funding • Finalise designs / drawings. • Prepare tender documentation and appoint contractor • Construction 	<ul style="list-style-type: none"> • HCM 	R12 000 000.00	<ul style="list-style-type: none"> • HCM 	Short to Medium term
REDESIGN OF ACCESS/ENTRANCE TO THE BLOCK AND LIGHTHOUSE NODE				
<ul style="list-style-type: none"> • Redesign access road to The Block and Lighthouse area • Secure funding • Finalise designs / drawings 	<ul style="list-style-type: none"> • HCM • Transnet National Ports Authority 	To be determined	<ul style="list-style-type: none"> • HCM 	Medium term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
<ul style="list-style-type: none"> • Prepare tender documentation and appoint contractor • Construction 				
RAILWAY STATION DEVELOPMENT				
<ul style="list-style-type: none"> • Negotiate with current landowner (Transnet/Spoornet) to release certain portions of land. • Confirmation and adoption of proposed Concept plan for the Port Shepstone Station (as part of the National Stations Precinct Development by Intersite). • Secure Funding for the project. • Finalise development framework for the station node. • Finalise designs / drawings • Obtain planning and environmental approvals. • Prepare tender documentation and appoint contractor • Implementation and construction 	<ul style="list-style-type: none"> • HCM • Intersite 	To be determined	<ul style="list-style-type: none"> • HCM • Intersite • Private developers 	Short to Medium term
BEACHFRONT PROMENADE				
<ul style="list-style-type: none"> • Finalise designs for walkway / promenade and public realm upgrades along beachfront. • Secure Funding • Prepare construction drawings • Prepare tender documentation and appoint contractor • Construct promenade 	<ul style="list-style-type: none"> • HCM • South Coast Tourism Association 	R5 000 000.00	<ul style="list-style-type: none"> • HCM 	Medium term
SETTLERS PARK REDEVELOPMENT				
<ul style="list-style-type: none"> • Finalise development plans / design for the redevelopment of Settlers Park. • Obtain planning and environmental approvals. • Tender /procurement process 	<ul style="list-style-type: none"> • Ugu South Coast Development Agency (USCDA) • HCM 	R7 500 000.00	<ul style="list-style-type: none"> • USCDA • HCM 	Short to medium term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
<ul style="list-style-type: none"> • Appointment of contractor • Implementation of project 				
PERIODIC MARKET (FLEA MARKET)				
<ul style="list-style-type: none"> • Feasibility study to establish viability of a periodic market. • Finalise site for periodic market along beachfront. • Marketing and organisation of periodic market. 	<ul style="list-style-type: none"> • HCM 	n/a	<ul style="list-style-type: none"> • HCM 	Short to medium term
PROTECT & ENHANCE A QUALITY ENVIRONMENT				
ECO PARK ALONG UMZIMKULU RIVERFRONT				
<ul style="list-style-type: none"> • Negotiate with current landowner (Transnet/Spoornet) to release certain portions of land. • Delineation of flood line along Umzimkulu River • Prepare development framework • Prepare detailed designs / drawings for proposed infrastructure (walkway, vantage point) • Obtain planning and environmental approvals • Tender /procurement process • Appointment of contractor • Implementation of project 	<ul style="list-style-type: none"> • HCM • South Coast Tourism Association 	R3 500 000.00	<ul style="list-style-type: none"> • HCM • KZN EDTEA 	Medium to long term
FORMALISE COASTAL ACCESS POINTS				
<ul style="list-style-type: none"> • Identify and confirm access points • Specification to be determined as per Integrated Coastal Management Act (2008) 	<ul style="list-style-type: none"> • HCM 	n/a	<ul style="list-style-type: none"> • HCM • KZN EDTEA 	Short to Medium term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
IMPROVE URBAN MANAGEMENT				
RELOCATE INFORMAL TRADERS TO AN APPROPRIATE FACILITY				
<ul style="list-style-type: none"> • Identify informal traders that must be relocated • Identify suitable site to accommodate traders (in addition to multi-modal facility) 	<ul style="list-style-type: none"> • HCM 	n/a	<ul style="list-style-type: none"> • HCM 	Short term
IMPROVED PEDESTRIAN CROSSINGS ALONG THE R102 AT THE MAIN INTERSECTION POINTS				
<ul style="list-style-type: none"> • Improved pedestrian crossings along R102 (Bazley and Aiken) • Upgrade as per the urban design concept sketches • Paving of main intersection and brick pedestrian crossings • Appropriate landscaping at the intersection • Approval from Department of Transport (DoT) • Secure Funding • Prepare construction drawings • Prepare tender documentation and appoint contractor • Construct 	<ul style="list-style-type: none"> • HCM • DoT 	R2 000 000.00	<ul style="list-style-type: none"> • HCM • COGTA 	Short to Medium term
RECONFIGURE / REDEVELOP PARKING AREAS				
<ul style="list-style-type: none"> • Redevelop / redesign parking areas (top end of Reynolds and Wooley Streets, parking area where Sugar Mill Drive enters into Nelson Mandela Drive can be redevelopment) • Secure Funding • Prepare site plans and construction drawings • Prepare tender documentation and appoint contractor • Implementation 	<ul style="list-style-type: none"> • HCM 	R500 000.00	<ul style="list-style-type: none"> • HCM 	Medium term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
PARKING METER SYSTEM				
<ul style="list-style-type: none"> Assess the effectiveness of the parking meter system in CBD. Identify areas not provided with parking meters and implement uniform system throughout CBD. 	<ul style="list-style-type: none"> HCM 	To be determined	<ul style="list-style-type: none"> HCM 	Short term
GREENING AND LANDSCAPING ALONG ACTIVITY STREETS				
<ul style="list-style-type: none"> Prepare designs for paved pedestrian walkways along main activity streets (Aikin, Bazley, Nelson Mandela, Connor, Dennis Shepstone Streets) Prepare designs and drawings Prepare tender documentation and appoint contractor Implement 	<ul style="list-style-type: none"> HCM 	R5 000 000.00	<ul style="list-style-type: none"> HCM COGTA 	Medium term
DEVELOPMENT OF ENTRANCE FEATURES				
<ul style="list-style-type: none"> This project should focus on entrances from both sides of the R102, Nelson Mandela Drive entrance. Design appropriate entrance features /entry signs or gateways. Secure funding Prepare drawings / designs Implement/construct entrance features. 	<ul style="list-style-type: none"> HCM 	R500 000.00	<ul style="list-style-type: none"> HCM COGTA 	Medium term
ENFORCEMENT OF BY-LAWS				
<ul style="list-style-type: none"> Review by-laws. Roll-out a by-law education programme 	<ul style="list-style-type: none"> HCM 	R180 000.00	<ul style="list-style-type: none"> HCM COGTA 	Medium term
CLEANING OF PUBLIC ENVIRONMENT CAMPAIGN				
<ul style="list-style-type: none"> Organise campaign to clean public space in CBD (street frontages, sidewalks etc.) Rollout cleaning campaign. 	<ul style="list-style-type: none"> HCM Business General public 	R200 000.00	<ul style="list-style-type: none"> HCM 	Short term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
ECONOMIC DEVELOPMENT & INVESTMENT				
CBD IMPROVEMENT INCENTIVES				
<ul style="list-style-type: none"> Investigate possible establishment of Urban Development Zone (UDZ) or City Improvement Districts (CIDs) Liaise and negotiate with relevant stakeholders Register / establish Urban Development Zone (UDZ) 	<ul style="list-style-type: none"> HCM Business stakeholders 	n/a	<ul style="list-style-type: none"> HCM Private sector 	Short to Medium term
REVITALISATION OF THE NARROW GAUGE LINE TO PADDOCK				
<ul style="list-style-type: none"> Feasibility study to determine the viability of proposed project Preparation of business plan Liaise and negotiate with relevant stakeholders Package proposal and secure funding 	<ul style="list-style-type: none"> South Coast Tourism Association HCM 	R650 000.00	<ul style="list-style-type: none"> KZN EDTEA 	Short to Medium term
FEASIBILITY STUDY ON SMME TRADING FACILITY				
<ul style="list-style-type: none"> Source funding Conduct a feasibility study Develop a business plan 	<ul style="list-style-type: none"> HCM 	R350 000.00	<ul style="list-style-type: none"> KZN EDTEA 	Short to Medium term
IMPROVE INFRASTRUCTURE CAPACITY AND MAINTENANCE				
WASTE RECYCLING PROGRAMME				
<ul style="list-style-type: none"> Investigate the feasibility of waste recycling programmes in CBD Develop business plan for implementation. Secure additional funding 	<ul style="list-style-type: none"> HCM 	R250 000.00	<ul style="list-style-type: none"> HCM KZN EDTEA Private sector 	Medium term
UPGRADING OF THE MBANGO WWTP				
<ul style="list-style-type: none"> Upgrading and refurbishment of the waste water treatment works to accommodate future development. 	<ul style="list-style-type: none"> HCM Ugu DM 	To be determined	<ul style="list-style-type: none"> MIG 	Medium to long term

DESCRIPTION AND ACTIVITIES TO BE UNDERTAKEN	RESPONSIBILITY	BUDGET	SOURCES OF FUNDING	TIMEFRAME
STORM WATER MANAGEMENT PLAN				
• Develop a storm water management plan	• HCM	R350 000.00	• HCM	Medium term

3.3 PROGRAMME

SCHEDULE OF PROJECTS	PRIORITY	Year				
		1	2	3	4	5
CBD Improvement Incentives	High					
Development Of Entrance Features	High					
Beachfront promenade	High					
Redevelopment of beachfront node	High					
Upgrade Nelson Mandela Drive	High					
Parking meter system	High					
Cleaning of public environment campaign	High					
Railway Station Development	High					
Greening And Landscaping along activity streets	High					
Relocate informal traders to an appropriate facility	High					
Periodic market (flea market)	Medium to high					
Improved Pedestrian crossings along the R102 at the main intersection points	Medium to high					
Revitalization of the narrow gauge line to Paddock	Medium to high					
Upgrading of the Mbango WWTP	Medium to high					
Storm water management plan	Medium to high					
Bus terminal for coach operators	Medium					
Development of The Block and the Lighthouse area	Medium					
Settlers Park redevelopment	Medium					
Eco park along uMzimkulu Riverfront	Medium					
Regularise coastal access points	Medium					
Reconfigure / redevelop parking areas	Medium					
Enforcement Of By-Laws	Medium					
Feasibility Study n SMME Trading Facility	Medium					
Waste Recycling Programme	Medium					
Realign entrance to the beachfront	Low					
Redesign of access/entrance to the block and lighthouse sub-precinct	Low					

3.4 ACTIONS REQUIRED FOR IMPLEMENTATION

The following are some of the actions and tools that will be necessary to prepare for sustainable implementation of the Precinct Plan.

- Port Shepstone Urban Renewal Strategy approval by relevant technical departments and council committees and technical departments.
- Secure stakeholder support of the Port Shepstone Urban Renewal Strategy from the property developers and the local community (including residents, community based organisations, property owners and business owners).
- A Project Steering Committee comprising of the municipality's senior management should be established and tasked with the overall management of the project. The PSC is to be chaired by the Strategic Executive Director Development Planning.
- Appointment of a Development /Programme Manager, who will be responsible for the overall co-ordination of all activities necessary to effect the sustainable implementation of projects that have been identified. While the municipality provides strategic fit to the program, an external programme manager can be appointed to undertake day-to-day management of the program. This will augment municipal capacity and ensure that the project is managed efficiently and effectively. The Development/Programme Manager will report directly to the Director Development Planning.
- Identify project champions (administrative and political). Possible administrative champions can be the Municipal Manager or the Director Development Planning, who will be responsible for the provision of strategic guidance and implementation of the project/programme. It will also be important to identify a possible political champion who can deal with strategic political issues affecting the project.
- Preparation of a management plan to ensure the successful implementation of development projects. This plan should provide a framework for effective implementation of the precinct plan and should include, but is not limited to, the following:
 - Management structure for the implementation of the programme.
 - Identify clear roles and responsibilities of the management structure.
 - Develop a funding strategy and confirm project budgets (preliminary estimated budgets are provided and should be confirmed).
 - Monitoring and evaluation framework.
 - Business plan for the implementation of the Port Shepstone Urban Renewal Strategy.

