BHAMSHELA TOWN REGENERATION AREA-BASED PLAN

Consolidated Report

(Phase 1 – 4)

JULY 2021









Bhamshela Long-Term Vision:

""Bhamshela node to be one of the primary economic drivers facilitating local economic development."

Prepared for:

Prepared By:

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R614 Wartburg
Chibini

01 INTRODUCTION

1.1 Introduction

The organic growth of towns and cities is evolutionary, the continuous development of towns has been triggered by the increase in population and private-public investment. As a result of this organic growth, changing external dynamics as well as the changing needs of the users, towns and cities need constant planning and review – the Bhamshela Town is not unique to this process. As a result of the constantly changing urban environment and the users needs, the Town has undergone a number of changes over the last decade organically without proper planning.

The following project was born out of the initial Bhamshela regeneration strategy adopted back in June 2009. The purpose was to formulate a foundation for strategic planning along the fast growing Bhamshela Economic Corridor. Although there is an already existing regeneration study for the corridor, its essential to review and ensure that the current and future developments are sustainable enough to fullfill the needs of the public and the entire Ndwedwe local municipality. According to the Ndwedwe Local Municipality Integrated Development Plan, Bhamshela is a Secondary Corridor which consists of mainly economic opportunities. Its strategically located along the R614 and D1524 along the North-Western boundary of Ndwedwe Local Municipality.

The following report therefore represents a consolidation of the second and third phase, the contextual and spatial analysis and the urban design framework for the Bhamshela Town Area-based Regeneration Plan, submitted by Just Architects & Urban Designers to the Ndwedwe Municipality.

1.2 Study Approach

The approach and execution of this study is guided by the following key principles;

- **Rural specific:** Considering, promoting and developing the rural character of the Bhamshela Study Area, while ensuring a co-ordination between the urban-rural continuum and the interdependencies of the rural economies and the urban and peri-urban centers.

- **Integration:** Using the spatial basis of the study for :

    - The integration of development intention between the Study Area, Surrounding Nodes within Ndwedwe Municipality and neighboring municipalities.

    - The physical integration of fragmented areas within close proximity to the study area, towards improved economic imputes and service delivery and

    - sectoral integration of various public and private contributors and departments toward co-ordinated development of individual projects.

- **Strategic Direction:** Providing strategic analysis and direction to the effective utilisation of land within the Bhamshela Town towards social, economic and environmental development while address current and historic deficiencies and providing future spatial direction within the context of the unique spatial structure of the Town.

- **Land Use Management:** Ensuring that the regeneration area base plan serves as an effective intermediate between the development intentions within municipality and the practical and responsible management of land uses. Thus providing sufficient intended land use direction to the further development of the land use management system and future planning schemes within the municipality.

1.3 Bhamshela Context

Ndwedwe Local Municipality which formed part of the Kwa-Zulu Homeland in the Pre-1994 Apartheid era, has been a product of spatial isolation and fragmentation.

Ndwedwe borders eThekwini Metropolitan Municipality, which, through cross-border initiatives one would expect a boom in socio-economic development. Quite the contrary, post 1994 elections, the democratic era brought about policies which called for the Re-Demarcation process of municipal boundaries. This initiative removed attractive tourism locations such as the Hazelmere Dams, which is today a major contributor to the tourism sector within eThekwini Municipality.

There has been slow but positive progress towards redressing past imbalances, especially in the primary and secondary nodes such as Ndwedwe Town and Bhamshela with the provision of basic services such as Clinics, water, sanitation, housing, and formalization of town centre.

The underlying issue which hinders development is land ownership. The municipality has made progress in attempting to work with the traditional council, however much of the land allocation process is still done without consultation with the municipal officials.

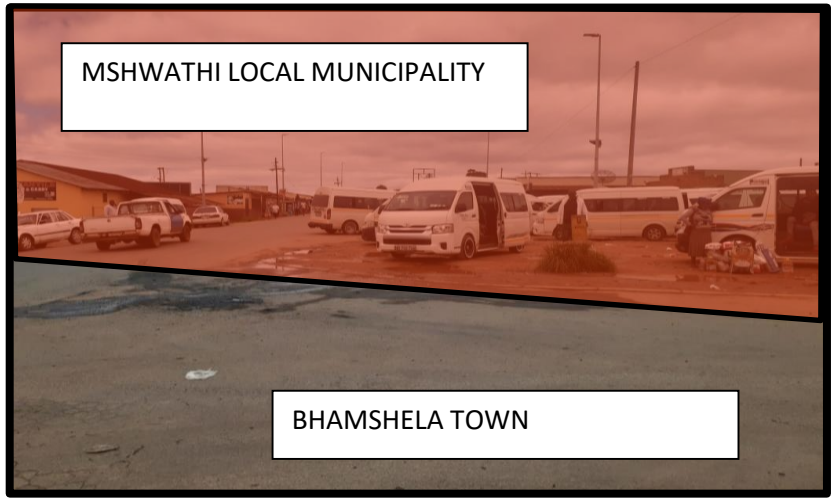
01 INTRODUCTION

Bhamshela consists of a unique disadvantage when it comes to the provisions of basic services and fast-tracking economic development. The CBD is shared between Bhamshela town and uMshwathi Local municipality. Therefore when planning to uplift development within the Town centre,

cross-border issues hinder the possibilities of developing a fully functioning town centre. For instance, there is an informal taxi rank that serves as a departure and arrival point of minibus taxis that ferry people to the nearest town and further places. For this Taxi rank to be formalized, Mshwathi Local Municipality must initiate and implement the project, because it does not fall within the jurisdiction of Ndwedwe Municipality.

The Study area consists of a stretch of single mixed-use developments, consisting of shops, business offices, administrative center and stalls/shelters demarcated for informal traders. The newly developed boxer store/center has assisted in fighting economic inequality and social inclusion, through providing job opportunities and shorting the distance to accessing economic opportunities.

The Ndwedwe IDP (2018-2019) identifies an influx of residential development around the Town Center due to the booming of economic opportunities. Proper alignment and planning with the traditional authorities is very crucial at this moment, to mitigate sprawled development and scattered development patterns, which will devalue the area, and drop investor-confidence.



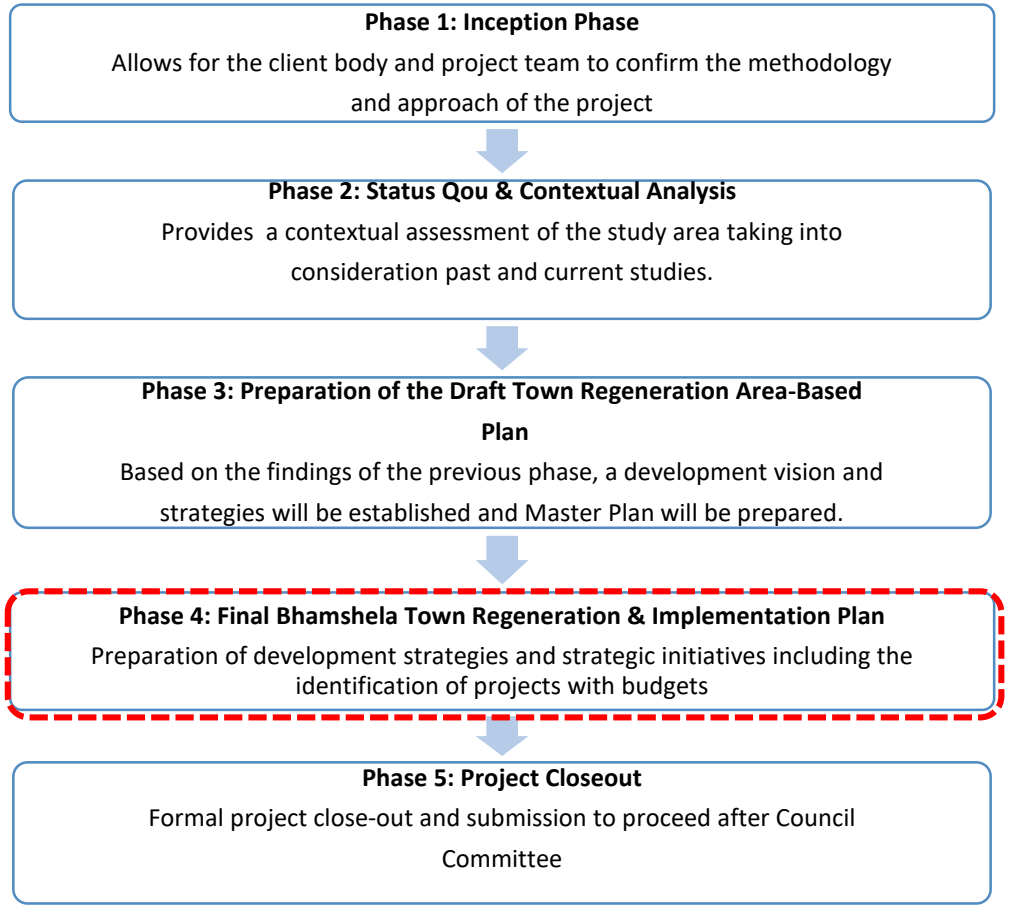


1.4 Approved Project Methodology

The following elements informed the preparation of the Methodology as outlined in the Inception Report;

- The Terms of Reference for the project responded to by the Project Team;
- A preliminary inception meeting held with the client group on April 2021;
- An initial interpretation of the contents of the 2009 Bhamshela Regeneration Strategy.
- Planning documentation relevant to the Bhamshela Town.

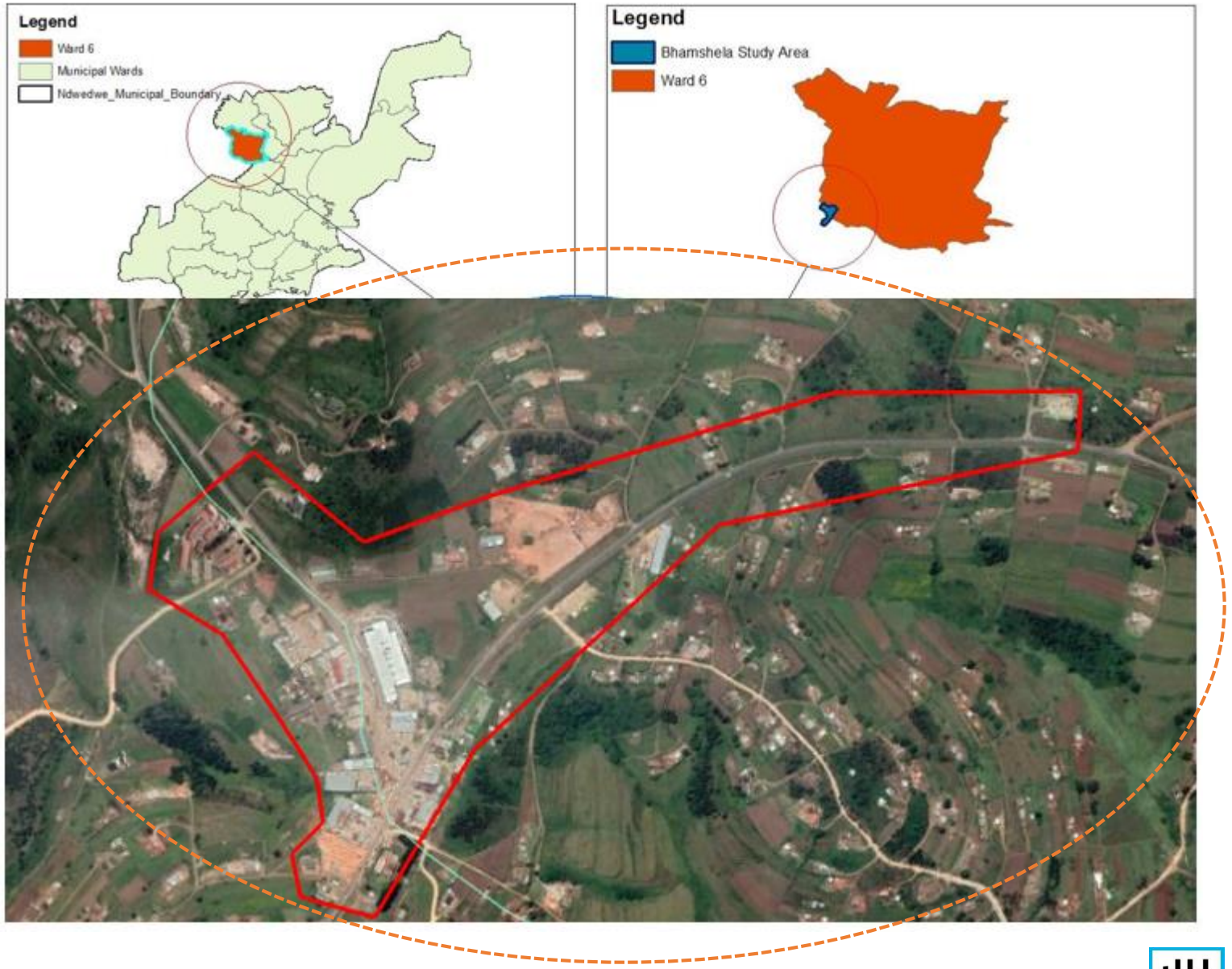
The diagram depicts the process graphically and indicates the incorporation of participation at key milestones. The overall methodology follows the TOR and comprises the following stages:



01 INTRODUCTION

1.5 Delineation of Study Area

Bhamshela Study is situated on the northern boundary shared with the uMshwathi Local Municipality in the Gcwensa Traditional Authority Area. This community is situated along the R614 which is a direct connection to the R102.



02 SOCIO-ECONOMIC ANALYSIS

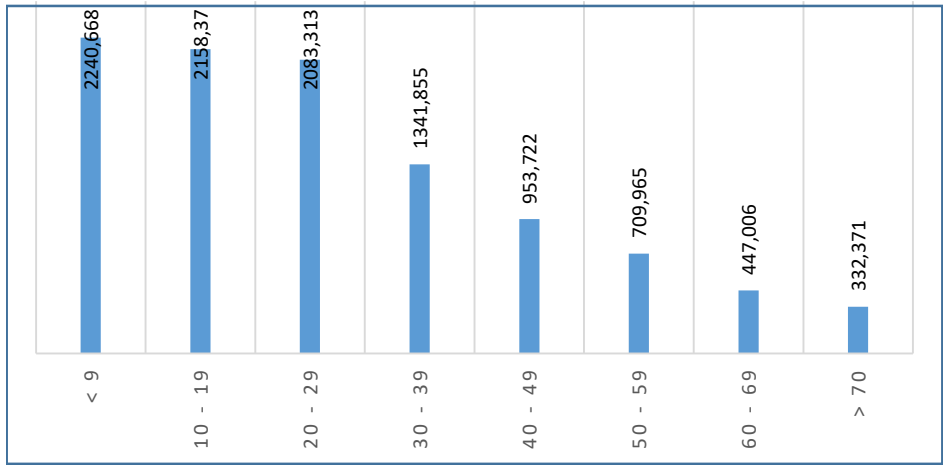
2.1 Demographic Profile of Bhamshela

As per national census carried out in 2011, Ward 2 of the Ndwedwe Municipal area which includes the study area of Bhamshela town is home to a population of over 5 570 people with 89 % of black people (see table 1)

Population Groups	N.o
Black	4984
Coloured	10
Indian	16
White	11
Other	548

Source: Ward- Based Plan

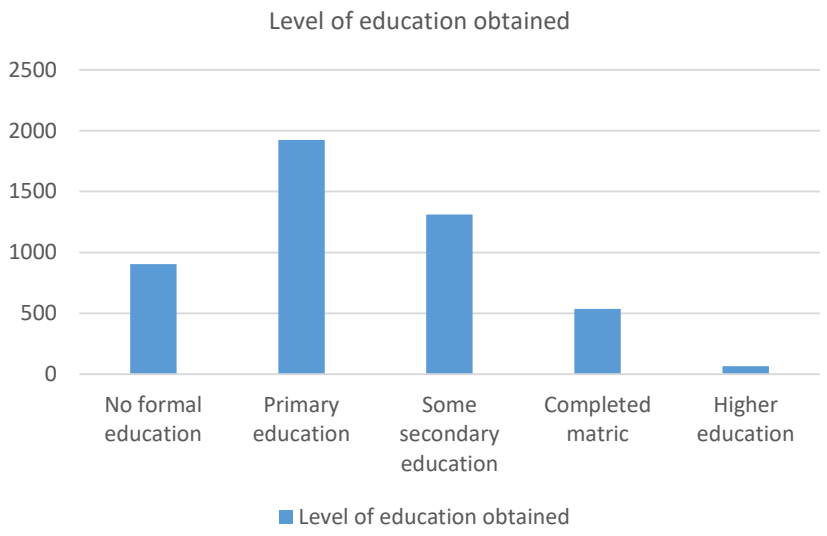
According to the municipal IDP (2020/21); The Ndwedwe local municipality is made up of a total population of 143 117, where 75 181 are females and 67 936 are male. The town of Bhamshela forms part of Ward 2 in the greater municipal area. Ward 2 is comprised of a youthful population where over 70% of the total population is under the age of 30.



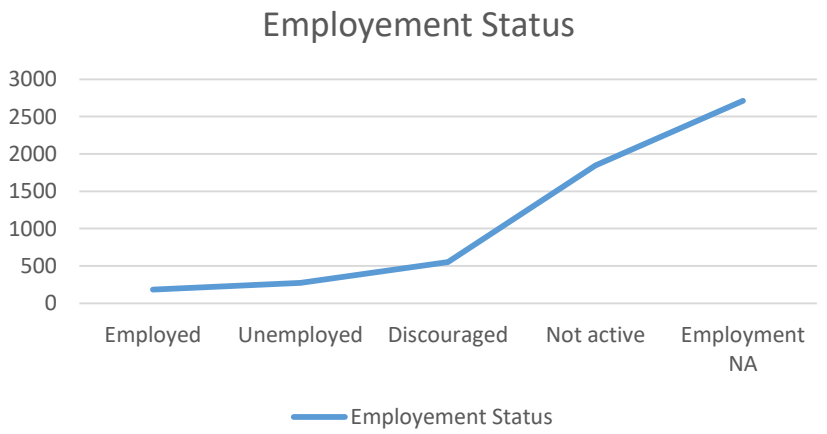
2.2 Level of Education

Education is a key driver of development and opportunity generation. The level of the population's education has a direct impact in the development and economic status of any given area, this manifests on the rate of employment, the rate of development and dwelling types amongst other indicators of development. Ward 2 population at present moment has obtained some level of lower level education, most of which is below the matric standard (Grade 12), the minimum requirement for most jobs in South Africa. This drives low competition rates and as a result the great majority of the population is unemployed, discouraged from looking for employment and/or no longer active. The education and employment statistics are presented below, as per census 2011.

02 SOCIO-ECONOMIC ANALYSIS

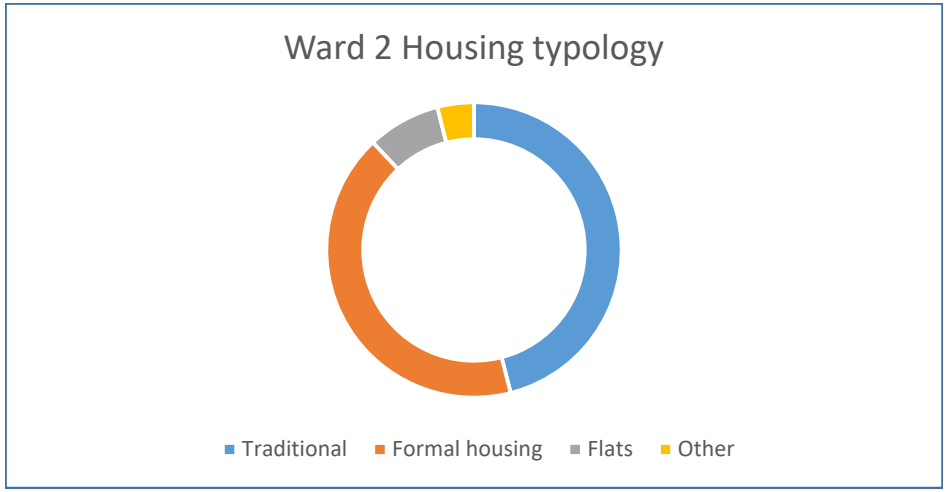


Source: Census (2011)



2.3 Housing Typology

The great majority of the settlements seen in ward 2 are of the traditional dwelling type (46%), followed by formal housing at 42% and flats at 8%. A strong indication of that ward 2 is a rural area. This is in keeping with the iNdwedwe area, a rural settlement still under traditional authority.

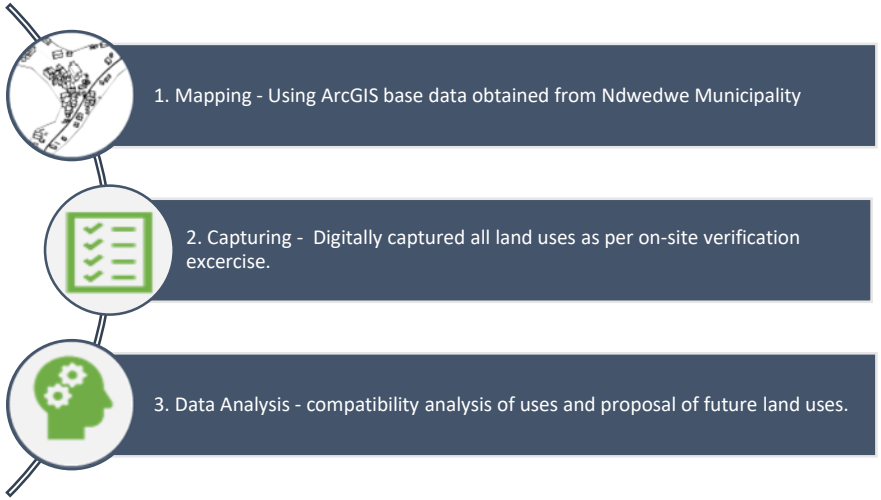


Source: Ndwedwe Local Municipality (2020/21)

03 SPATIAL ANALYSIS

3.1 Outcomes of Land use Survey

The methodology followed with regard to the on-site land use survey exercise is as follows:



The site verification exercise also included consultations with community members and land owners to ascertain the current land use management issues they face on a daily bases, as well as their desired vision for bhamshela town.

3.2 Land Ownership

The majority of the land within Ndwedwe Local Municipality area is under the ownership or jurisdiction on Ingonyama Trust (IT). Half of the Bhamshela study area on the eastern part is under the Gwensa Traditional Council, the western part of the study area is under uMshwathi Municipality.

This node is not formalised town with a registered layout since its currently owned by Gcwensa Traditional Authority, where P.T.Os are granted for residential dwellings plots, and leases for commercial plots under Ingonyama Trust Board. Further development of the Bhamshela area would need approval from ITB and consultation with uMshwathi Municipality.

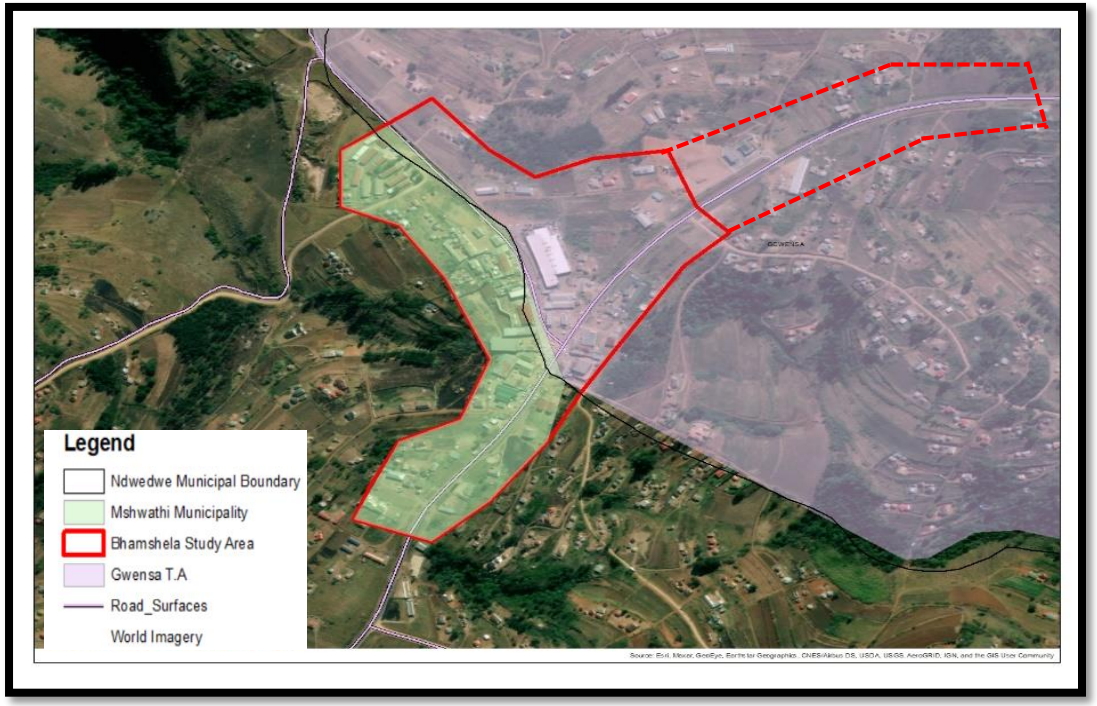
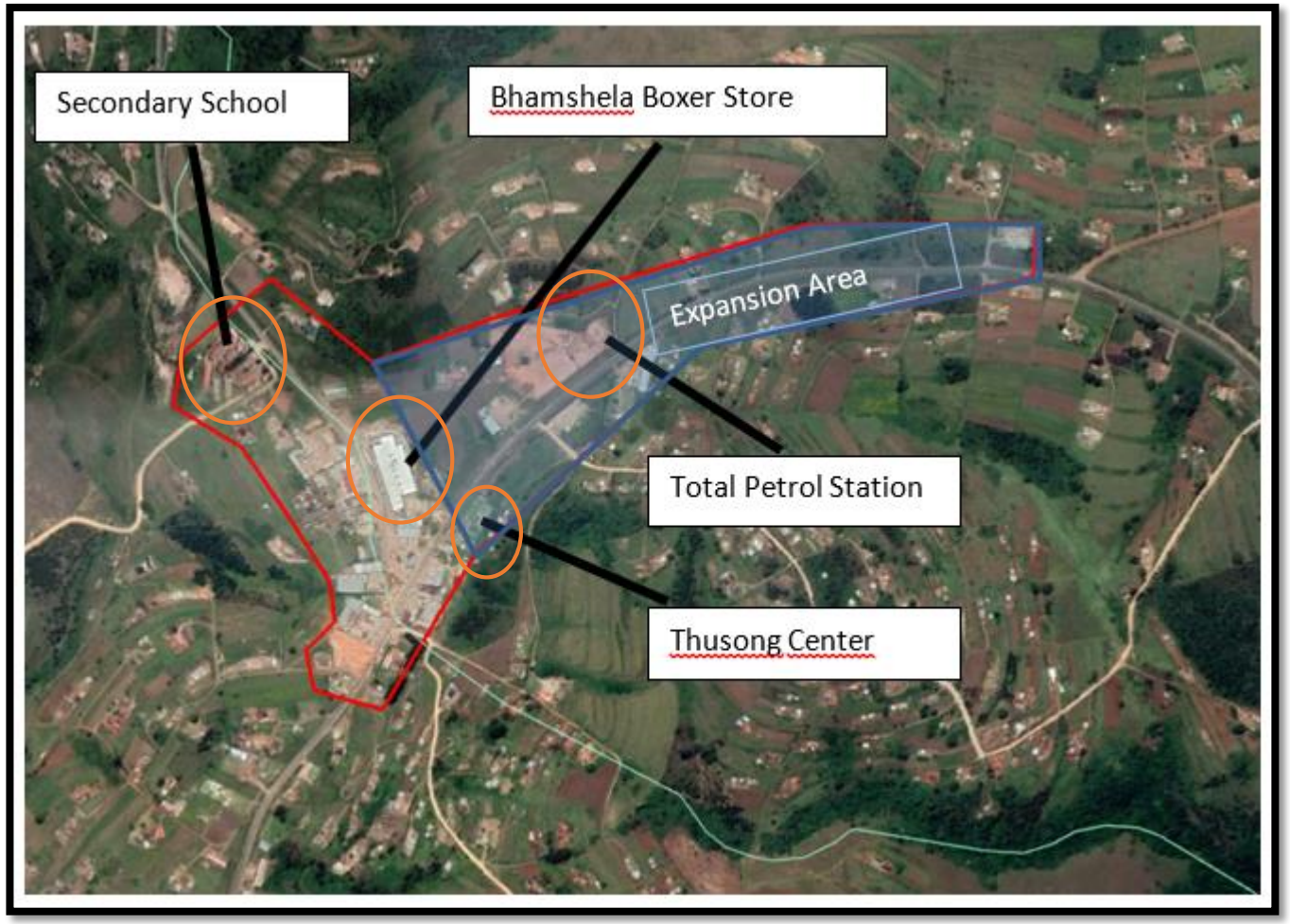


Figure 1 Land ownership

03 SPATIAL ANALYSIS

3.3 Points of Interest

Within the Bhamshela Study area, major anchors such as Bhamshela Boxer store, the Thusong Center and local pulls such as schools and commercial shopping, create a bustling taxi and high pedestrian traffic on the R 614 and Chibini road. The gentle steepness of the site is advantageous for development and installation of bulk infrastructure, however the lack of street furniture result in a strenuous experience for pedestrians. The development of the new Total Petrol Station along R614 north-east direction, has introduced an expansion area for potential developments within the Bhamshela node.



03 SPATIAL ANALYSIS

3.4 Land use Analysis

The Bhamshela town offers a wide array of land uses, mostly catering to a typical CBD such as shops, supermarkets, wholesales, hardware and specialty services. The western end, falling under umshwathi is largely defined by the Taxi rank, social facilities and commercial blocks with sparse amenities. The eastern end, on the Ndwedwe area, is characterized primarily by transit and light industrial uses, with a small amount of single -family homes creating a small residential precinct.



LEGEND

- Passive Open Space
- Residential – Single Family
- Residential – Medium Density
- Funeral Services
- Mixed use
- Hardware
- Commercial - wholesale
- Education
- Agriculture
- Vacant Land
- Place of Worship
- Medical Office
- Taxi Rank
- Tuck Shop
- Petrol Station
- Light Industry
- Open Space
- Residential - Traditional
- Civc & Social facility
- Car Wash

03 SPATIAL ANALYSIS

The existing land use map is a generalised map and demarcates the predominant uses as at the time of the Field Survey. The main land uses within the Bhamshela Town have been assessed and identified as;

- Traditional Settlement/Agriculture - There are relatively few sites that are undeveloped and /or vacant which have agriculture significance mostly in the Frame of the Town; these areas are identified by the Ndwedwe SDF as Category B Agriculture where uses in support of primary agricultural production are permitted.

- Mini Shopping Centre - The Core of mixed-use shopping occurs in the form of an internalised Mini shopping centre comprising 'High order' goods and related services. This is rather unique for a Town Centre as this form of development usually occurs as a self-sufficient suburban format. The eastern edge of the block containing the Bhamshela Boxer that consists of Secondary shopping facilities which service communities within Ward 6 (Gwensa T.A) and parts of umshwathi west of the study area along the R 614.

- Mixed use – as depicted on the Land use map, the Bhamshela study area comprise of a number of mixed uses within the intersection between the R 614 and Chibini Road. These mixed uses include, hardware stores, tuck shops, builders yard, social facilities and some residential spaces.

Multi-purpose Community Centre - The Bhamshela Thusong centre south of the R 614 road ensures equitable and effective access to government services and information for the poor and disadvantaged. These communities have limited access to information and are the main target of government's socio-economic programmes.

- Taxi rank – situated on the central part of the study area, within the intersection between the Chibini Road and R 614. The taxi rank is situated within the uMshwathi Municipal area however, services the entire north-west part of Ndwedwe. Based on the surveys, it was evident that there is no Bus shelter to provide shade and accommodate commuters of public transport, in addition there is no formal parking or paving for taxis. The regeneration plan will further aim to provide such facilities to improve comfort for commuters.

- Residential - There are almost no residential clusters in the either Study area, however situated on the Frame of the Town Centre further north. The types of residential dwellings that prevail are traditional, low-cost housing which were built organically without any building plan.

- School – situated North - West of the study area is Nondenisa secondary school. These school services communities on the western part of Ndwedwe (Ward 6) and parts of umshwathi Municipal area.

- Light Industry – there are hardware's, builders yards scattered throughout the Town Centre and Frame. There is a further cluster of relatively new service industries along the north eastern side of the R 614.

2.3.1 Key Implications:

Lack of social facilities, Active Open spaces, Medium density housing and places of entertainment.

03 SPATIAL ANALYSIS

3.5 Zoning Analysis

According to the 2012 adopted Ndwedwe Scheme, the entire Bhamshela area is zoned as urban residential. It is evident that there are no cadastral boundaries existing within the entire study area which make it difficult to manage land through controlling the building lines, rear and side space of buildings. Below is the development parameters for the Bhamshela Study area;

<table>
<tr><th colspan="7">Urban Residential</th></tr>
<tr><td>Zoning Notation
</td><td colspan="6">Statement of Intent:

The provision of land for a variety of housing types, where the primary land uses includes the following typology of residential uses:
• Residential land where a limited number of compatible ancillary uses which have a non-disruptive impact on a neighbourhood amenity may be allowed.
• Medium density residential developments around central urban areas, along corridors which achieve densification of urban land. In certain areas, particularly along high impact transport corridors and around commercial nodes, a wider range of ancillary uses may be permitted to maximise accessibility.
• High density residential together with a mix of activities to cater for broader community needs. This allows for high density residential development around central urban areas, along corridors and to achieve densification of urban land.</td></tr>
<tr><td colspan="2">Freely permitted</td><td colspan="2">Development permit</td><td colspan="2">Conditional use permit</td><td>Prohibited</td></tr>
<tr><td colspan="2">• Additional Dwelling House
• Agricultural Building
• Agricultural Land
• Cluster housing
• Day Care Facility
• Dwelling House
• Grouped Housing
• Multi Unit Housing
• Private Recreational Use
• Residential Building</td><td colspan="2">• Bed and Breakfast Facility
• Crèche
• Day Care Facility
• Guest House
• Home Business
• Nursery
• Residential Building</td><td colspan="2">• Agricultural Industry
• Crèche
• Guest House
• Hotel
• Institution
• Medical Suite
• Multi Unit Housing
• Municipal Purposes
• Nursery
• Parking Area
• Parking Garage
• Place of Instruction
• Place of Public Worship
• Public Office
• Spaza Shop
• Tavern</td><td>Buildings and land uses not listed in this table</td></tr>
<tr><td>Height (Storey)</td><td>Intensity (Min. Erf)</td><td>Coverage (%)</td><td>FAR</td><td>Building Line (m)</td><td>Side Space (m)</td><td>Rear Space</td></tr>
<tr><td>2</td><td>240m²-900m²</td><td>50 %</td><td>0.5</td><td>3m</td><td>2m</td><td>2m</td></tr>
<tr><th colspan="7">Development, design and environmental guidelines</th></tr>
<tr><td colspan="7">1. While houses and dwellings on larger properties will allow for private open space and gardens, it is also important to landscape the streets and public areas to enhance the value of this Land Use Zone and increase its attraction.
2. Open spaces, ecologically sensitive area and heritage resources will be properly identified and conserved within the context of the Ndwedwe IDP, the future SEA as well as within the context of the Land Use Zones allocated in this LUMS.
3. No development will be permitted in or on flood plains, watercourses and wetlands.
4. Town Planning will adopt a holistic approach and include adequate planning for people with disabilities and environmental constraints.
5. All developments for tourism and tourist related activities shall be subject to an EIA.
6. An EIA shall be undertaken for any development if so required by the Ndwedwe Municipality.</td></tr>
</table>

03 SPATIAL ANALYSIS

3.6 Existing Building Condition

During the field work, it was acknowledged that most of buildings can be regarded as ‘poor’ condition. The majority of the relatively newer buildings and the larger buildings are in ‘good’ condition. Most of these buildings occur in the Core of the Town Centre such as the Boxer Building, Taxi rank, Thusong Centre and wholesale building across the Total Garage

The majority of buildings in the Frame and Periphery of the Town centre are in ‘Fair’ condition, these include many of the small local business and traders along the Chibini road. The buildings in ‘poor’ condition include older buildings in the south part of the R 614, which includes a set of buildings being used for light commercial and light industrial purposes. The buildings within the intersection of R 614 and Chibini road are in poor condition which is not aesthetically pleasing to the eye. There are two clusters of rental houses in ‘poor’ condition; one cluster in the northern-east of Chibini Road, and one to the north –west.

3.6.1 Key Implications

It is mostly the larger and newer shopping and office buildings, as well as the governmental buildings that are in ‘good’ condition, and these are likely to be resistant to any change. Most of the buildings in poor condition are detached buildings, mostly of a small size, occurring between and in the midst of buildings in Fair and Good condition and these suggest possibilities for redevelopment. Again, these are mostly the clusters of such buildings in the Periphery and scattered individual building in both the Frame and Periphery.



03 SPATIAL ANALYSIS

3.7 Movement & Accessibility

The existing movement networks includes the R 614 provincial road and Chibini road which intersects vertically north of the provincial road.

Choice in Movement: Choice of movement is influenced by both the structure of the system and the permitted direction of flow. The Bhamshela Town Centre is characterised by only two routes which does not allow for greater choice of movement. Both routes within the Town Centre don't provide two way access and therefore does not enhance choice of movement. A significant part of Bhamshela people do not own vehicles therefore pedestrian footpaths are needed.

The area does not consist of any pavements /side walks for pedestrians which impacts on the freedom of movement at these locations. No distinct primary pedestrian movement systems has been identified. Linkages between taxi ranks have not been evident.

3.7.1 Key Implications

- Bhamshela Town Centre is geared around pedestrian movement, the lack of wide road widths and side-walks create difficulties in the accessibility and permeability of the area;

- Parking facilities within Bhamshela are non-existant and not catered for in some instances.



No paving along R614



No paving along Chibini Rd.



No adequate parking



Inadequate Speed humps



No Bus & Taxi Shelter



No traffic Regulation System

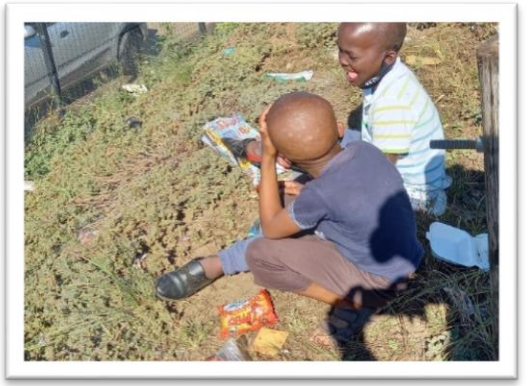
3.8 Pedestrian Comfort

People make spaces and contribute to its vibrancy and ongoing animation. A key focus is ensuring that environments are based on accommodating the needs of people and a human scale. The public realm comprises of all public space including street space. This represents an important layer of the built environment in that it provides the connections between different elements and functions of the urban environment. The public realm comprises both hard and soft space. Active hard spaces within the Town centre.

The Bhamshela Study area is rural in nature and provides mostly agriculture spaces within the precent and open spaces, however active open spaces such as parks are not evident. In addition, the study area does not consist of any trees to provide shade, and improve air quality for people.

3.8.1 Key Implications

- No public open space/ congregation or ‘Pause' area are located within the Study Area.



No street furniture /Parks



Illegal dumping in open spaces

03 SPATIAL ANALYSIS

3.9 Engineering Analysis

The Bhasmehla town currently lacks adequate infrastructure provision, including; water & Sanitation, stromwater & waste management as well as base telecommunication which is pivotal in contemporary times.

3.9.1 Water & Sanitation

Water reticulation provision is evident within the area, (see map next page) which indicates existing and proposed bulk sewer along the R614 and Chibini road. The field surveys and consultations with the public revealed a number of issues relating to sanitation. There is currently no ablution facilities to accommodate high influx of people in the town. People are using open spaces for such needs which negatively impacts public realm and comfort for residents.

3.9.2 Stormwater management

Bhamshela Town lacks stomwater management, the field surveys revealed a number of unfucntional drainage along the roads which are now blocked with waste from the public. There is an opportunity to upgrade the existing drainage and link it to new infrastructure to be provided.

3.9.3 Waste Management

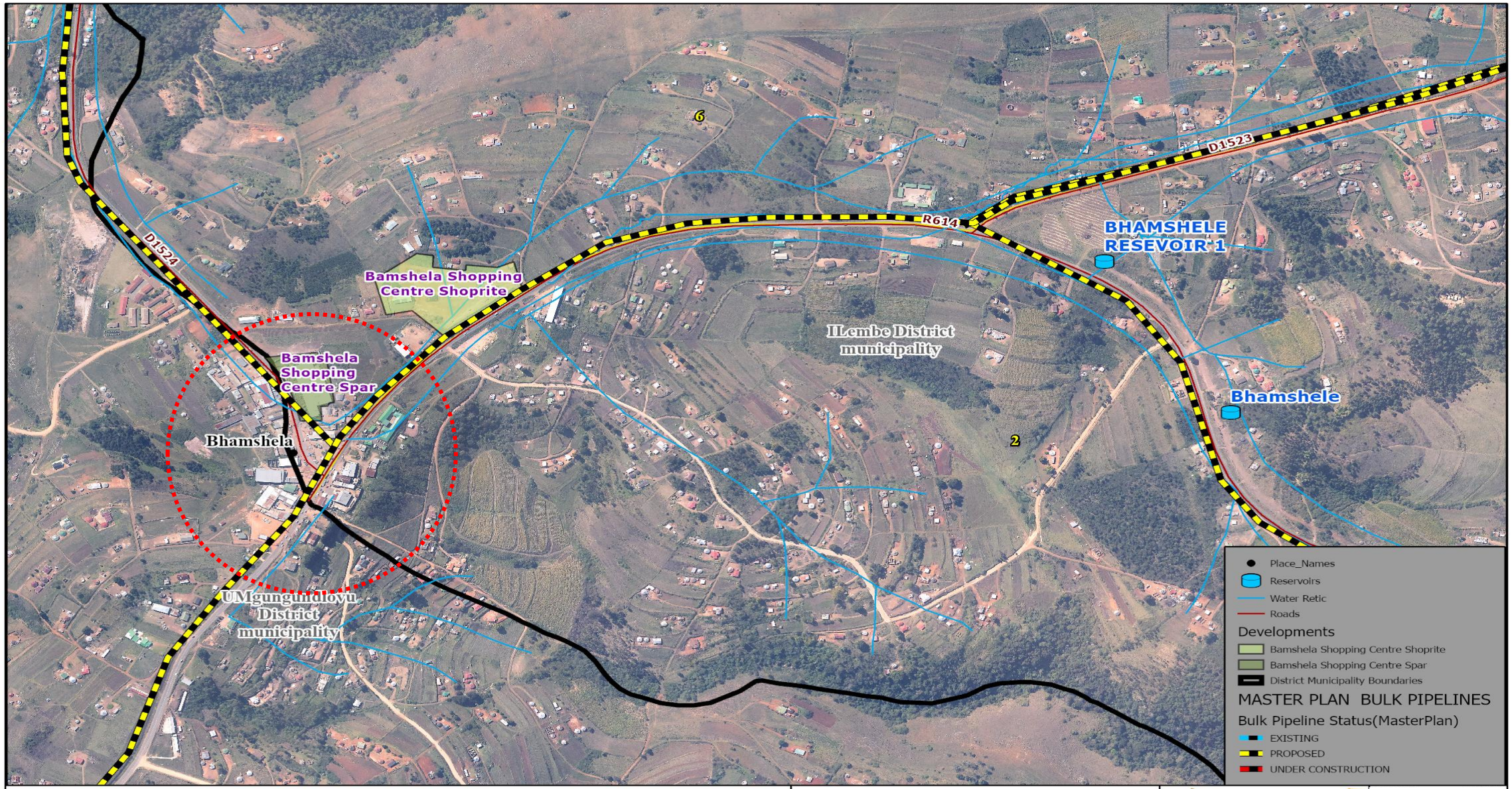
The field surveys indicated a number of issues relating to land pollution. The adjacent images show current situation within the town, there is a lack of waste management initiatives, the dump sites that are currently overflowing in the commercial centre which hinders private investment and aesthetics of Bhamshela.



Overflow of Waste in commercial centre



No Stormwater management



Bhamshela Water Infrastructure

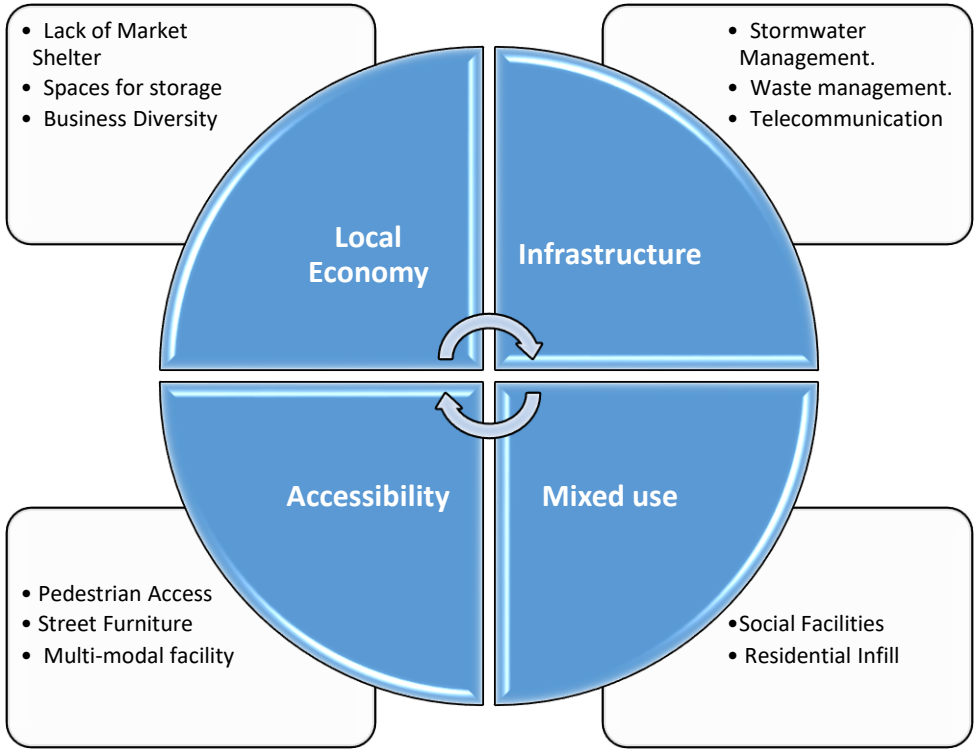
2016 iLembe District Water & Sanitation Master Plan

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04 KEY CHALLENGES

4.1 Bhamshela Challenges

Based on the land use surveys and consultations with community members, the following challenges where identified;



4.2 Areas of Opportunity

❑ **Accessibility**

Bhamshela Town is highly pedestrianized, but with a great need for Street Furniture and landscaping, in addition new access roads are required to ease traffic and link to the rural settlements.

❑ **Infrastructure**

Along with accessibility comes the need for infrastructural upgrades for water, waste, security, and an opportunity for technological improvements.

❑ **Local Economy**

Bhamshela's informal economy is prevailant along the R614 and Chibini road, however with very little dedicated space or business shelter. A fixed spatial structure is needed along with storage and facilities.

❑ **Mixed use**

Overall densification of the town is commercial uses and light industry, incentives can be offered for multi -family housing and additions to existing property.

05 URBAN DESIGN ASSESSMENT

5.1 Urban Design Assessment & Perspective

The 'Urban Design Assessment' evaluates the Town Centre against specific performance criteria such as;

- Permeability, movement and structure;
- Mix of Uses;
- Image and identity;
- Amenity, convenience, safety and comfort; and
- Public Environment Performance and People.

'Urban design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful villages, towns and cities' (By Design, Commission for Architecture and the Built Environment, 2000).

This analysis will assist in the development of user/ people centre strategies to develop a vision and conceptual framework in the next phase of the project.

5.2 Bhamshela Urban Design Assessment

The approach for the evaluation of the Bhamshela Town Centre is based on a performance assessment which aims at identifying and projecting forward rather than being fixed on what does not work. The situational analysis uses urban design principles to assess the areas functionality and provide strategic solution and a development concept in the following stages of the project.

The following principles have been identified as the building blocks for creating people centred sustainable environments. These principles can be applied to new developments or the regeneration of existing towns or cities. The Urban Design principles can be applied at many different scales such as a single building or a cluster of buildings, a city block or a neighbourhood, village, town or city.

PRINCIPLES

a. Permeability, Movement and Structure - To ensure a system of movement which offers a variety of choice for people. Permeability should be enhanced for all users including pedestrian movement.

b. Mix of Use - To ensure that a high degree of integration of activities exists to promote access to a wider range of opportunities and experiences. A diverse environment increases levels of choice available to its users.

c. Image and Identity - To ensure a positive and memorable image of the Town Centre. A positive image and identity can enhance investment and use within an area.

d. Safety And Comfort - Amenities can be described or refer to any physical or non-physical benefits of a property or place, especially those which increase the attractiveness or value or which contribute to its comfort or convenience.

e. Public Environment Performance and People - To ensure that the environment created has as its ultimate basis, a focus on accommodating the needs of people and a human scale. A well developed public realm serves as fundamental supporting layer.

05 URBAN DESIGN ASSESSMENT

The following Table below provides an expansion of these core principles through measuring whether the current Bhamshela Town aligns to these principles

Urban Design Principles	Context of Bhamshela Town	Image	Key Challenges
1.Permeability, Movement and Structure	<u>Movement System:</u> The existing movement networks includes the R 614 provincial road and Chibini road which intersects vertically north of the provincial road. <u>Choice in Movement:</u> Choice of movement is influenced by both the structure of the system and the permitted direction of flow. The Bhamshela Town Centre is characterised by only two routes which does not allow for greater choice of movement. Both routes within the Town Centre don't provide two way access and therefore does not enhance choice of movement. A significant part of Bhamshela people do not own vehicles therefore pedestrian footpaths are needed. The area does not consist of any pavements /side walks for pedestrians which impacts on the freedom of movement at these locations. No distinct primary pedestrian movement systems has been identified. Linkages between taxi ranks have not been evident.	<u>Movement systems & choice</u>  	• Bhamshela Town Centre is geared around pedestrian movement, the lack of wide road widths and side-walks create difficulties in the accessibility and permeability of the area; • Parking facilities within Bhamshela are non-existant and not catered for in some instances.

2. Mix of Use	The Study area accommodates a range of users, however the choice and opportunity for the users are limited. The 'Core' of the Town is made up of incompatible uses, such as a residential building and Taxi rank less than 200m apart. The central part of the study area is made-up of Boxer supermarket, Thusong centre opposite and tuck shops around the frame of the Town and hardware store (Boxer Build) within the mixed use. A number of informal markets are situated opposite the taxi rank, providing mostly food related businesses and insufficient workshops such as phone repairs, clothing stores and personal service outlets.	<u>Mixed uses</u>  	• The surveys revealed a number of incompatable uses which have caused discomfort for people and pollution. • The introduction of the mini shopping centre complexes has changed the focus of the Town Centre to self-contained. As a result of which the R 614 has been filled with low order shops which are not destination specific.

3. Image and Identity	The imageability of a place determines the success of the place. Identity and memorability assists in understanding the potential of a place to generate clear and memorable images. The initial impression of an area encourages the need by a user to return. Features such as architectural character, street furniture, unique opportunities and places increase an areas imageability. Based on the field surveys it was revealed that Bhamshela Study area is not characteristic of aesthetically pleasing structures and infrastructure to attract investors. No buildings of landmarks or reference quality are evident; lack of sidewalks and pavements hinder the relationship between adjacent building interfaces; the conditions of buildings dilapidated and not pleasing to the eye.	<u>Poor building conditions & street furniture</u> 	• The Bhamshela study area lacks a distinct image and identity. • No landmarks or reference points have been noted.

4. Safety & Comfort	The study area is characterised by a low density and low impact clustering of buildings, which for the most part, are unrelated; Low densities, clustering and heights together with the limited relationship between the building presents convenience and safety concerns of the users.	<u>Low densities raising safety concerns</u> 	• Increased discomfort and inconvenience is experienced due to the lack of street furniture and appropriate protection from the elements; • Pedestrian routes are fragmented by informal parking of cars next to buildings.
5. Public Environment Performance and People	People make spaces and contribute to its vibrancy and ongoing animation. A key focus is ensuring that environments are based on accommodating the needs of people and a human scale. The public realm comprises of all public space including street space. This represents an important layer of the built environment in that it provides the connections between different elements and functions of the urban environment. The public realm comprises both hard and soft space. Active hard spaces within the Town centre. The Bhamshela Study area is rural in nature and provides mostly agriculture spaces within the precent and open spaces, however active open spaces such as parks are not evident. In addition, the study area does not consist of any trees to provide shade, and improve air quality for people.	<u>Lack of Public realm</u> 	• No public open space/ congregation or ‘Pause' area are located within the Study Area.

06 VISION, MISSION & GOALS

6.1 Bhamshela Long term-vision

The bhamshela vision was created through analysis of key issues and opportunities as well as consultations with local community members who expressed their desires for Bhamshela. The vision is as follows;

"Bhamshela node to be one of the primary economic drivers facilitating local economic development."

Mission: This vision will be achieved through forging partnerships between the municipality, community, neighbouring municipalities, and landowners to achieve co-ordinated development and promote local area development through employment creation, attraction of outside investment and infrastructure development.

6.2 Development directives

The Bhamshela node is characterised by several challenging socio-economic and spatial conditions such as uncontrolled development patterns, limited access to social facilities and unauthorized local development. The Ndwedwe local municipality through the integrated development plan highlights focus areas to tackle in the area including, spatial and environmental management, basic service delivery and Infrastructure and local economic development. In view of the above directives, the following goals are applicable in support thereof.

6.2.1 Goal 1- Promote and Enhance accessibility

Intervention within the Bhamshela area should enhance accessibility to local and regional opportunities and facilities /activities. Accessibility is an important spatial characteristic and a significant link between transportation and land-use. Such accessibility is based fundamentally on the movement network that exists in the area, and the public transport systems that operate within this system.

The framework should seek to establish a basic level of service that operates at the lowest level of accessibility predominantly focusing on pedestrian friendly network integration.

6.2.2 Goal 2 – Building/Strengthening a viable and vibrant local economy

The global economy is volatile as it is influenced by several factors, especially in unprecedented times such as today. It's effects on the local economy cannot be escaped and consequently local places must be positioned and set in relation to those global economic forces, creating networks of local economic activity that are more independent and self-sustaining. A viable local economy can be described as a fair, transparent, and accessible economic system and range of economic activity in a local area. Local economies are made up of a network of social, public and commercial activity – all interconnected and dependent on one another. A progressive local political economy has a set of principles in which the fortunes of the local economy are not separate from local social life and local places, but intrinsically connected to it.

6.2.3 Goal 3- Integration to promote diversity and choice

Development in Bhamshela should be making use of mixed used areas where there is a combination of residential, commercial, cultural, institutional and production functions, where these functions are physically integrated into different scales, in different intensities and in different combinations. This variety of functions allows people to live, work, relax, go shopping in one place, which then becomes a vital activity destination for people from other areas, therefore, can increase the economic viability and security of space by increasing the number of people on the street and in public places.

6.2.4 Goal 4- Imageability

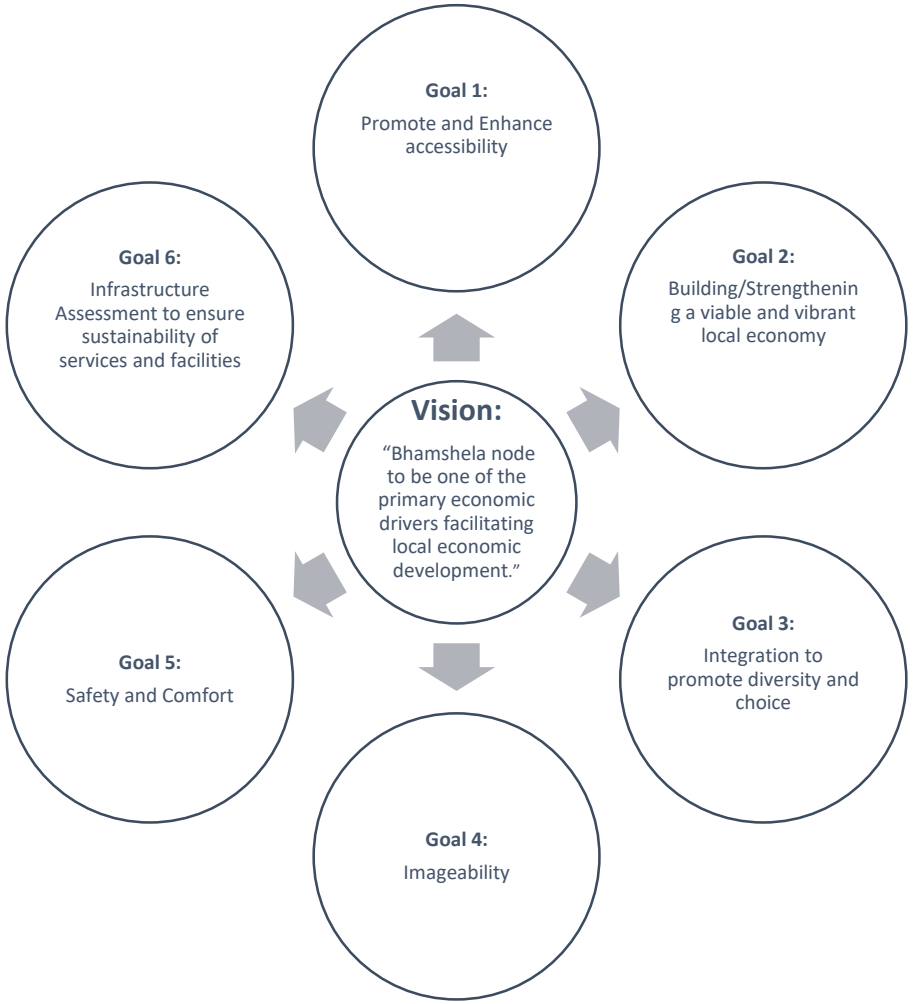
Imageability refers to the physical qualities of an environment and relates to different attributes of identity, structure, and legibility. Interventions within Bhamshela should seek to enhance the overall character and identity of the study area and establish a logic to the spatial configuration and functioning of the existing and future settlement structure.

6.2.5 Goal 5- Safety and Comfort

The creation of safe and secure environments is essential to guard communities from both social and environmental vulnerabilities. This includes a wide range of aspects and activities linked to publicly accessible areas, from crime prevention through physical environment safety, accessibility to institutional and organizational aspects.

6.2.6 Goal 5- Infrastructure Assessment to ensure sustainability of services and facilities

Infrastructure can facilitate growth and development by laying the foundation for economic activities. Transport infrastructure can provide access to markets, social and employment opportunities. To ensure sustainability of services within the project area, any development within the study area needs to address the current and future needs of the community while still effectively and efficiently using bulk infrastructure though appropriate development form and densification.



07 URBAN DESIGN GUIDELINES

7.1 Approach to urban Renewal in South African Towns

Contemporary planning within South African cities indicate the rise of new influences from that of the traditional forces that shaped cities in the past. Some of these influences include the growth of the informal economy, increases in pedestrian-based activity, and an increasing interdependence of public transport with urban activity, often working as an extension of informal economy. The impact of these influences has contributed to a new vibrancy within CBD cores and in secondary urban centres. Cities are once again being understood as centres for people and their success is dependent on how well cities support functions that are pedestrian and human scaled. The significance of this set of influences from an urban design perspective, is that the stage for these activities is wholly within the public domain, which often operates within the margins of urban systems and with very little conscious support.

7.1.1 Implications for Bhamshela

The Bhamshela town signifies the components of new South African towns, including dominance of the informal economy, pedestrian activity and public transport. The strategies should aim to accommodate the informal business and encourage public transportation and promote walkability.



07 URBAN DESIGN GUIDELINES

7.2 Densification

This section introduces the following broad principles that have been identified to promote and guide the densification and development of corridors and nodes within the iLembe District Municipality. The District SDF outlines urban design guidelines which should be encouraged across the District.

Densification can be defined as increasing the efficiency of the use of the existing buildings by transforming their functions (changing functions, adapting unused space), building up on free spaces in the city through construction, extension, infill etc.

7.2.1 Principles of densification in South African Towns

There are 4 elements that underpin densification in contemporary planning, these include;

- Making Connections
- Positive Edges
- Activity Response
- Non-motorized transport
- Place making & public realm

1. Making Connections



2. Positive Edges



3. Non-motorized Transport



4. Place making & Public Realm



07 URBAN DESIGN GUIDELINES

7.2.1 Making Connections

Attention must be placed on providing pedestrian accessibility in order to enhance walkability and sustainability in the development. A purposed designed pedestrian network must be established in the development along with the urban block structure.

Dedicated pedestrian paths along with elements like colonnades and arcades must also be promoted to further enhance the pedestrian experience especially through and around higher density urban blocks. Where dedicated pedestrian paths are not possible, access servitudes and pedestrian right of way should be promoted.

7.2.1.1 Block Structures

A finer grain block structure enables permeability and access. The block structure that is based on pedestrian scale assists in walkability and reduces dependence of motorised transportation. Typical block dimensions should not be larger than 100m x 100m



7.2.2 Positive Edges

Streets form an essential component of the public domain. In many contexts, streets function beyond their transport role to serve as enabling spaces for public interaction and life. It is therefore crucial that the design of urban systems places emphasis on understanding theinterface of form with the design of streets as spaces. As a basis to the principle, streets should be defined by positive edges, which may include structured planting, and most importantly should contain well-defined built edges.

7.2.2.1 Shade

Making positive definition of spaces (including streets) is one aspect of positive preforming spaces. It is essential in encouraging the vitality of these spaces that adequate levels ofcomfort are created to enhance active use. One of the factors that are essential in our context is the provision of shade to encourage human comfort. There are several building guidelines that can be introduced to achieve this. Providing for a building setback above the ground floor would generate a zone of protection for people. This also assists in creating a modulation of the vertical built plane

7.2.2.2 Passive Surveillance

Ensuring safety of public spaces and streets is an important consideration in striving for positive urbanism. To this end, it is important that building edges are designed to encourage natural surveillance. This can only be achieved where there is a conscious effort to enclose and defi ne space. This applies to street, space, square and courtyard. The primary step is defining space with active surveillance edges. One of the most effective ways of achieving surveillance is ensuing that there are regular openings in fenestration and access onto space. An effective yet simple strategy is to ensure that window openings are encouraged along streets and spaces. Further to the introduction of windows to promote surveillance, the use of balconies should also be encouraged. This may be used in consort with the creation of colonnades, this would then provide both active and passive surveillance

7.2.2.3 Retain Parking Space

The impact of modernist planning and design has a left a legacy of lost space in front of buildings through the combination of setback lines exacerbated by setback zones for parking. This has led to streets and spaces being ill defined, unattractive and often sterile in nature. Ensuring a positive edge through building placement and the control of parking is essential to reverse the suburban legacy of lost space. In this regard as a guideline, it is imperative that parking placement is carefully considered. A simple yet effective rule is the placement of parking either in basement or at the rear of the building.



Given the need to promote density often necessitates a need for structured parking. These have been dealt with simply as an engineering solution devoid of an architectural response. There are several strategies to achieve a more positive interface such as ensuring that an active ‘skin’ - single layer of active use, is held on the most public and active edge of the building. Alternatively, if space requirements do not permit this form of edge, then alternate strategies such as the use of screens should be encouraged as a means to integrate these spaces as a positive architectural solution.

7.2.3 Activity Response

7.2.3.1 Vertical Mixed use

Promoting mixed use is key in achieving high performance urban environments. A break from past approaches to mono-functional, single land use zones is essential in building cities that offer greater choice, opportunity and experiences for its users. A key aspect of planning for mixed use is allowing for multiple uses on a single site, where the ground floor allows for retail as an active base, with either office or residential on the upper floors. This ensures an active 24hr city – an essential basis of good urbanism.

7.2.3.1 Local Economy

A critical success factor of contemporary South African cities is the integration of a range of scales and opportunities for economic activity. Informal trading, markets and small businesses are a vital part of the local economy of cities, however these spaces are often neglected in the framing of planning schemes and zoning. It is essential that spaces are created for such activities as part of a proactive strategy to foster these opportunities. The design of cities should therefore acknowledge that transport interchange points, the intersection of significant transport routes, as well as key public amenities, form important nuclei for trading. A strategy that meaningfully integrates trading is essential for the future of South African cities.



7.2.4 Non-motorized Transport

7.2.4.1 Pedestrian scale and safe streets

Cities are for people. Within the context of evolving urban centres in the South African context, it is clearly evident that the dominant users are people on foot, yet the dominant form of as-built designs serve to enhance vehicular movement. It is essential that the scale of the urban structure is based on a pedestrian and human scale. This may translate into urban blocks and networked pedestrian connections that vary between 50m to 100m.

Essential in the design of urban centers is the design for 'Complete Streets'. This involves designing in a manner that does not optimise one mode of transportation use over the other. In the case of promoting Safe Streets, it is essential that a clear definition of space for users be created. This can be established through a combination of several urban design and street-scape strategies, including traffic calming, changes in texture and level, definition of function through bollards ,and generally the design for reduced vehicular speeds within built up urban environments.

7.2.4.2 Cycle and walk lanes

In facilitating the performance of nonmotorised systems it is essential that clarity in the various modes of movement be created. This requires the design of dedicated systems that are designed in a supportive manner. As an example, dedicated systems for cycle, pedestrians and public transport should be established in a way that is mutually beneficial to each mode, which translates into higher quality performance of the overall route and space.



7.2.5 Place making & Public realm

7.2.5.1 Human scale

The ‘Capital Web’ is an essential basis to urban structure. It is important that an emphasis is placed on reinforcing these elements of the urban structure through the appropriate order of landscape enhancement, assignment of relevant supporting bulk and height factors, and importantly ensuring that the appropriate scale of activities anchors these elements of the system. This ensures that the structure of place is well defined and legible.



08 URBAN DESIGN FRAMEWORK

8.1 Framework Plan

This section illustrates the framework for bhamshela town taking into consideration the above mentioned urban design guidelines. It can be acknowledged that bhamshela is unique and different to your typical formalized towns, due to the fact that the town is not yet proclaimed and subdivided. Therefore, the framework mentioned below will guide the establishment of bhamshela town. The conceptual framework can be categorized as follows;

❑ Accessibility & Movement

With the high amount of regular pedestrian traffic, optimizing this flow is a main priority for upgrading the CBD core. This includes dedicating more space to pedestrians, providing ease of access, and a public shuttle for common destinations.

❑ Public Realm

Providing a range of public open spaces is also key for a vibrant town center. With no public plazas or green spaces, Bhamshela has a prime opportunity for a variety of parks and public placemaking throughout the study area.

❑ Mix of use

With a slight redistribution of program, the town center can create a civic precinct that holds a variety of functions. Revitalizing program along main corridors can also provide a new means of public space and activity.

❑ Infrastructure

The upgrading and installation of required infrastructure is critical for the functioning of Bhamshela, the provision of water & Sanitation, streetlighting, BTTS (Wifi access), stormwater and waste management strategies should be encouraged.

08 URBAN DESIGN FRAMEWORK

8.1.1 Accessibility & Movement

❑ Objective

- Create an accessible and walkable town center.
- Encourage non-motorized transit through quality of sidewalks public spaces.
- Prioritize pedestrian activity over vehicular movement.

❑ Proposals

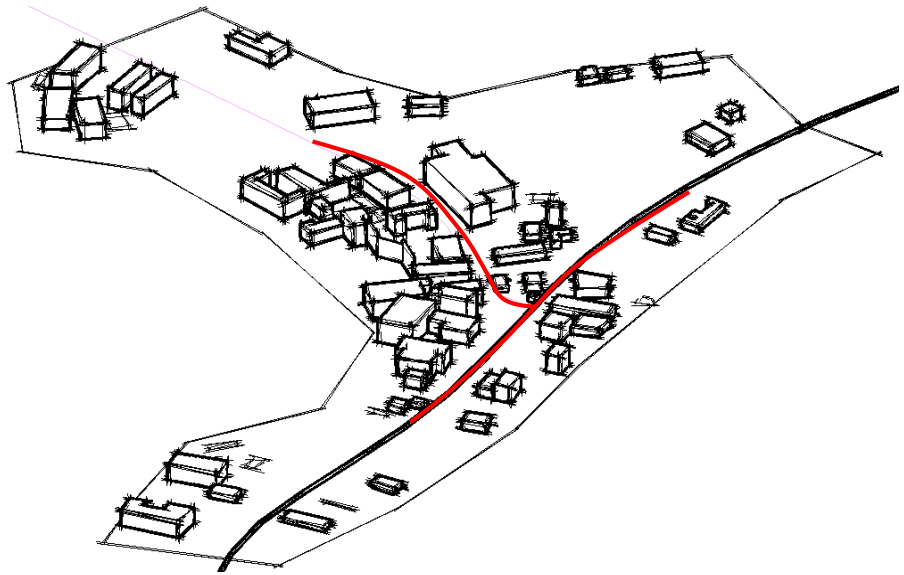
- Provide sidewalk infrastructure on the R 614 . Where these used, classic paving (concrete slabs,) is proposed.
- Providing for the accommodation of pedestrian pavement, diag parking, tree planting and appropriate lighting on both sides of D 1524
- Introduction of Street Furniture including Installation of traffic s in all the areas of Bhamshela (UMshwathi ward 5/Ndwedwe v 6) for pedestrian movement.
- Access roads (6m – 8m width) linking into the surrounding rural development areas.



08 URBAN DESIGN FRAMEWORK

8.1.1.1 Key Intervention

With the taxi rank providing intense pedestrian and trader activity, providing street furniture along the R 614 and Chibini Rd will better server the large numbers of people who pass through Bhamshela every day. Sidewalks and new shopfront can instigate more street level activity and commerce for the local economy. The median will also hold covered trader stalls to give designated space to traders and shelter their products. In addition, appropriate bus/taxi shelters should be provided in strategic locations along R 614 road







08 URBAN DESIGN FRAMEWORK

Pedestrian crossings are proposed at critical areas where pedestrians cross the main roads, and at traffic calming areas. Pedestrian crossing will be used for both traffic calming and as crossing areas for pedestrian. This will ensure that traffic slows down when approaching pedestrian crossing rather than having a normal painted pedestrian crossing. This has worked well in other areas, where pedestrian crossings are lifted off the ground and provide the dual function.





8.1.2 Public Realm

❑ Objective

- Establish a variety of public open spaces structured by an appropriate program and/or design.
- Increase pedestrian comfort by providing shade and street furniture on all major streets.

❑ Proposals

- Create or upgrade public parks with appropriate program determined by context.

- The municipality may consider the tree planting in order to promote a better landscape of the area.

- Construct public market with facilities and storage over taxi rank



8.1.2.1 Key Intervention: Active Open Space

Nondenisa Secondary School brings many children from the taxi rank and other parts of the site. Providing a Public park near the school provides a safe place for recreation after school hours, as well as for other residents and visitors. Widening and improving the sidewalks, adding crosswalks, and trees and lighting all provide better security for children going to either the school or sports facilities.



8.1.2.2 Key Intervention: Market

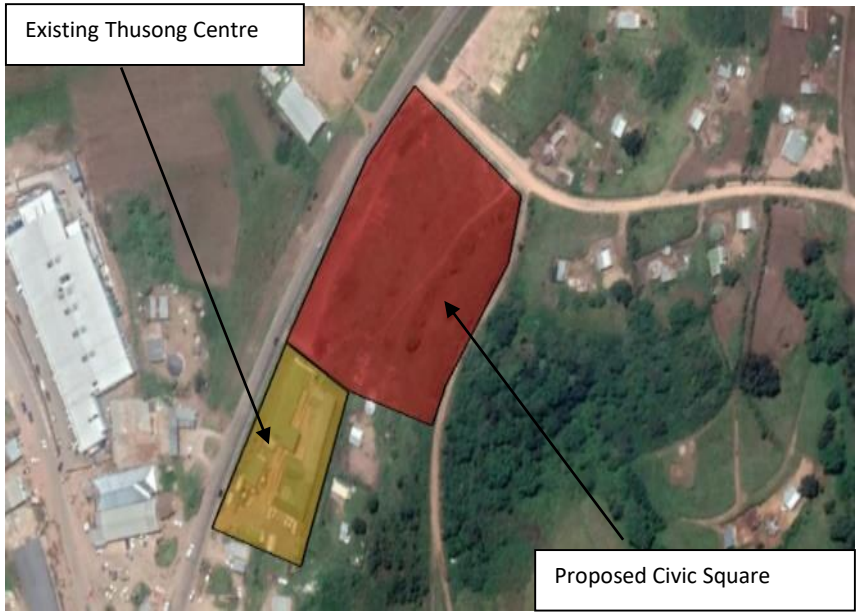
The taxi rank hold the highest amount of traders and informal shops. However with no sidewalks and no facilities or storage, this site needs a covered structure dedicated to traders for commerce and facilities such as running water and toilets. The grade of the site provides a unique opportunity to put a structure over a portion of the taxi rank.

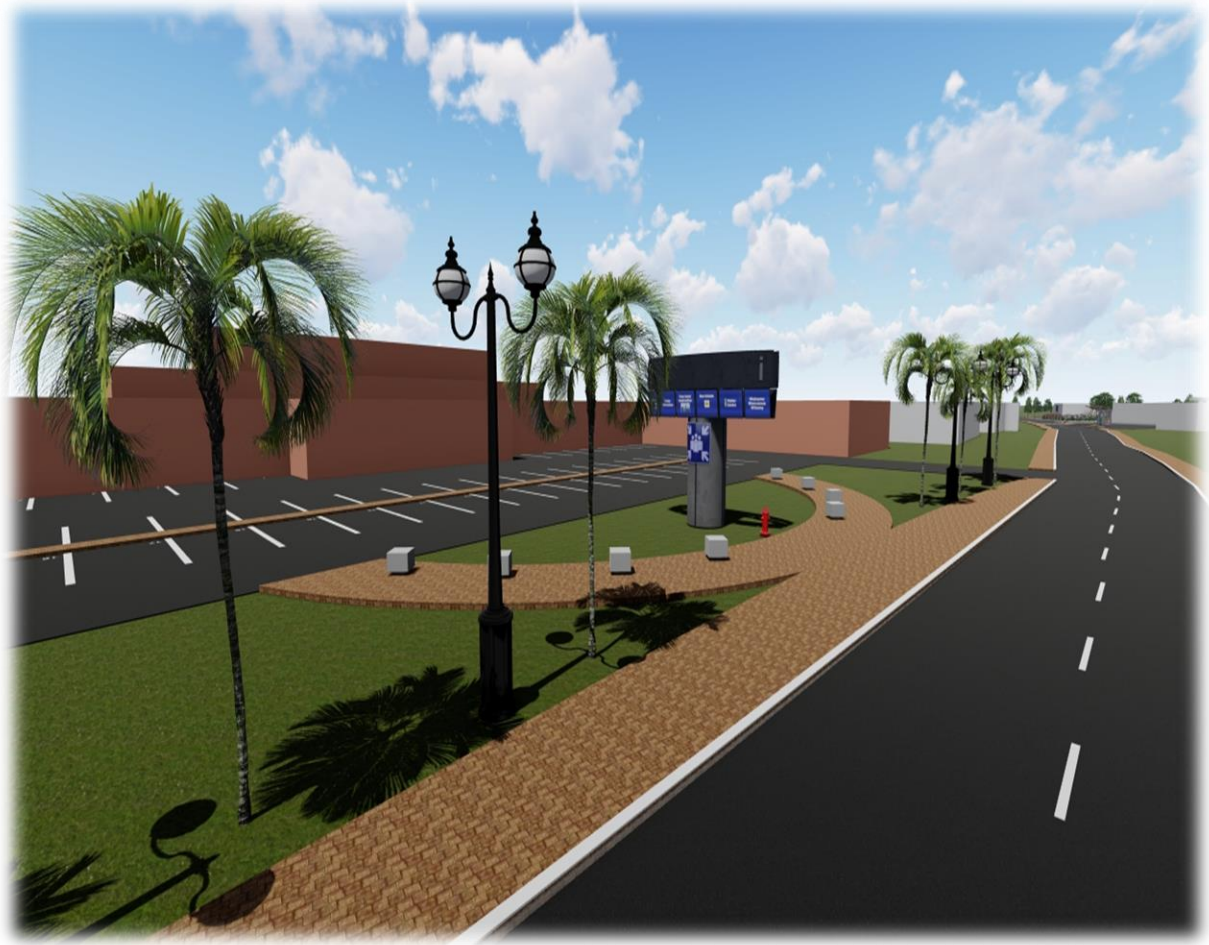




8.1.2.3 Key Intervention: Civic Square

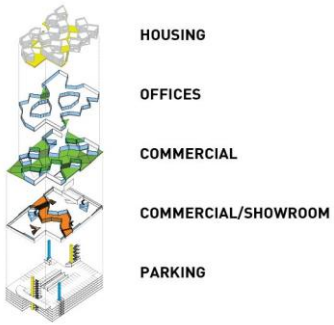
The Current Tusong Centre can be extended into the Vacant land adjacent to it, to form a Civic Square for the Town. Allow for more departments to be located within the town Opportunity to group essential civic uses, such as Clinic, Community hall, Post Office, social and grant pay point in one precinct. The need to also incorporate a public open space was identified, for public comfort and aesthetics of the civic centre.





8.1.3 Mixed use

Mixed-use buildings aim to combine three or more uses into one structure such as residential, hotel, retail, parking, transportation, cultural and entertainment. The combination is controlled by the zoning controls of that area, allowing the combination of several uses within one building or small area. There are two types which are commonly used by planners



Bhamshela Town currently consists of a number of commercial buildings which border the west of Chibini Road and south of the R614 along the intersection. The were a number of mixed use precincts where land uses such as funeral parlor, Internet café, clothing shop, satellite dish installation, Tuck shop were identified during the land use survey.

❑ Objectives

- Uniformity in building typology (e.g. Height, design), and aesthetics (e.g. Type and colour of paint).
- Propose Vertical mixed-use buildings along town core, where the bottom floor is commercial or general office, and the top floor is residential. Applying Paving or Tar on the parking area is also an essential proposal for aesthetics and comfortability.

❑ Proposals

- **Bhamshela Shopping Mall**

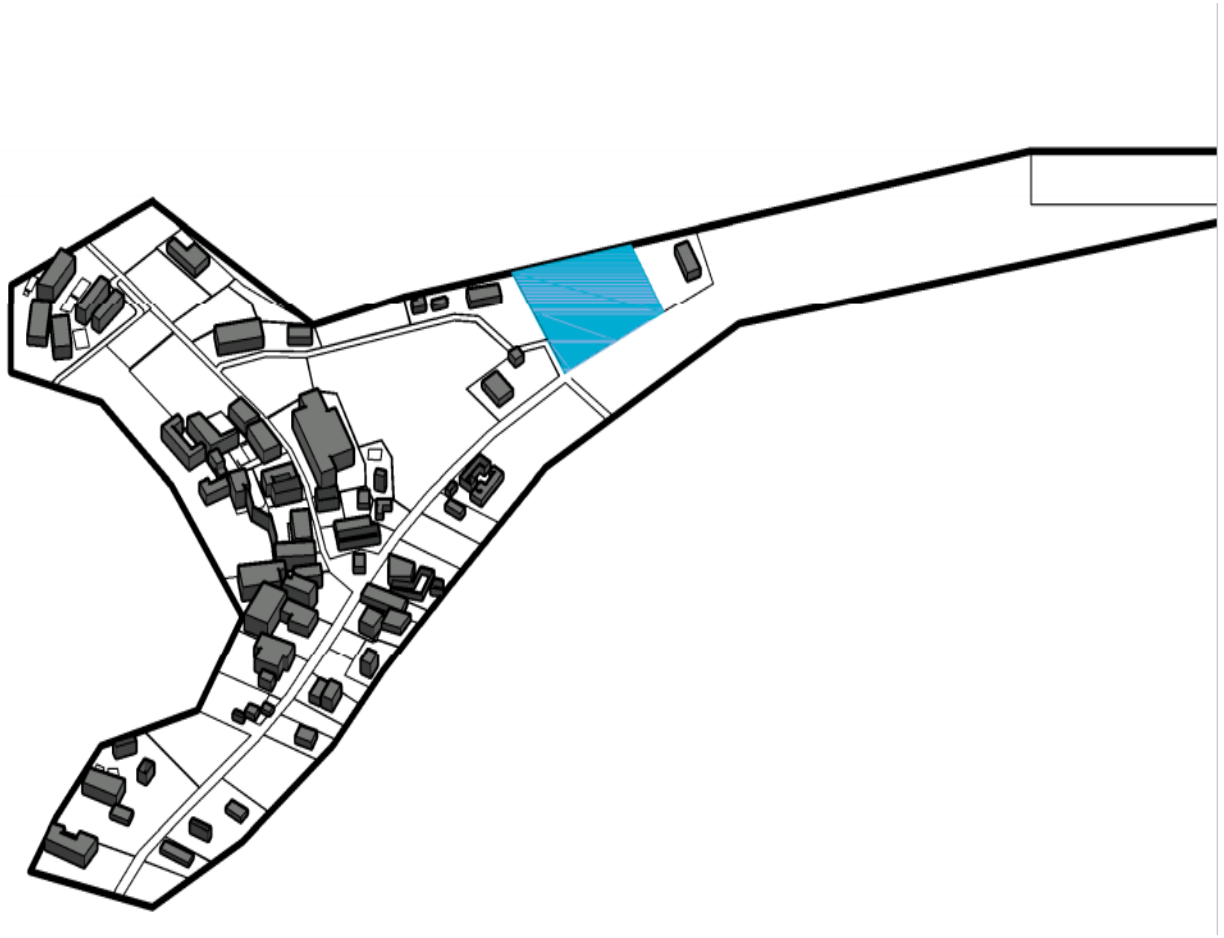
  Bhamshela town has for several years seen the emergence of local privately owned shops which assist in providing commercial needs to the communities within ward 6.

  In 2018 a Boxer Superstore was opened along Chibini Road, in a small precinct which also consists of Rage Shoe store, KFC franchise and your general ATM machines. This center made a huge impact in the fight towards poverty alleviation, however its Capacity is not big enough to accommodate the growing numbers in the area.

  In 2019, the KwaZulu-Natal MEC for Economic Development, Tourism and Environmental Affairs Sihle Zikalala announced the proposal of a Shopping Centre in Bhamshela, that would create over 200 jobs, to reduce inequality and promote broad-based black economic empowerment.

8.1.3.1 Key intervention: Shopping Mall

- The Mall should clearly distinguish between pedestrian access, small vehicular access, and Taxi/mini cab access.
- All three access points should be along the R614, however they should not intersect, to cause unnecessary congestion between pedestrians and vehicles.
- Where intersection is inevitable, there should be proper traffic mitigation measures, such as Speed humps and pedestrian crossing.
- Access for Taxis/mini cabs should on the already existing access east of the Total Garage, to enter the Mall on the rear end.
- The high vehicular movement of Taxis is regulated accordingly if they have their own access.
- A Taxi Rank should be proposed at the Mall, preferably at the rear end, where they will access.
- The Rank should accommodate, Taxis, Mini Cabs (Cresidas), and Shopping Shelters for informal traders.
- The premises should also consist of proper ablution facilities where the public can also wash their hands after utilizing the ablution facilities.
- To have strong telecommunications network in the area, we propose the mall should be two floors, with flat concrete roof, to have the opportunity to lease out roof space for Roof Top Telecommunications Antennas. This will also be a revenue sourcing tool for the Mall. Service providers are reliable tenants, who ensure payments come in monthly or annually.
- Proper signage for movement, sidewalk furniture and aesthetic land scaping should also be considered when conceptualizing the mall.



8.1.3.2 Key intervention: Agricultural Education & Training Centre

The regeneration study supports the proposal of an Agricultural Education and Training Center which will be accessible along both R614 and Chibini Road. The aim is to produce a skilled youth in Agricultural Vocational, theoretical and Technical Skills.

The Institution will provide job opportunities for Trained Lecturers to assist in the professional expertise. Through proper training and marketing, investors could feel the need to donate funds or infrastructure which will be useful for the institution.

Students will have options of choosing short- or long-term courses, practical or theoretical work, depending on the goal of the student. The Institution is directed at changing the youths mindset towards agriculture, however all age groups would be welcomed, because education has no age barrier.

Education decreases the number of children who resort to drugs and criminal activities. Access to Post-Matric Education gives hope to the younger generation in high school. The Agricultural Education and Training Center will also provide sporting opportunities to build comradery, leadership and competitive skills within individuals.



8.1.3.3 Key intervention: Testing Centre

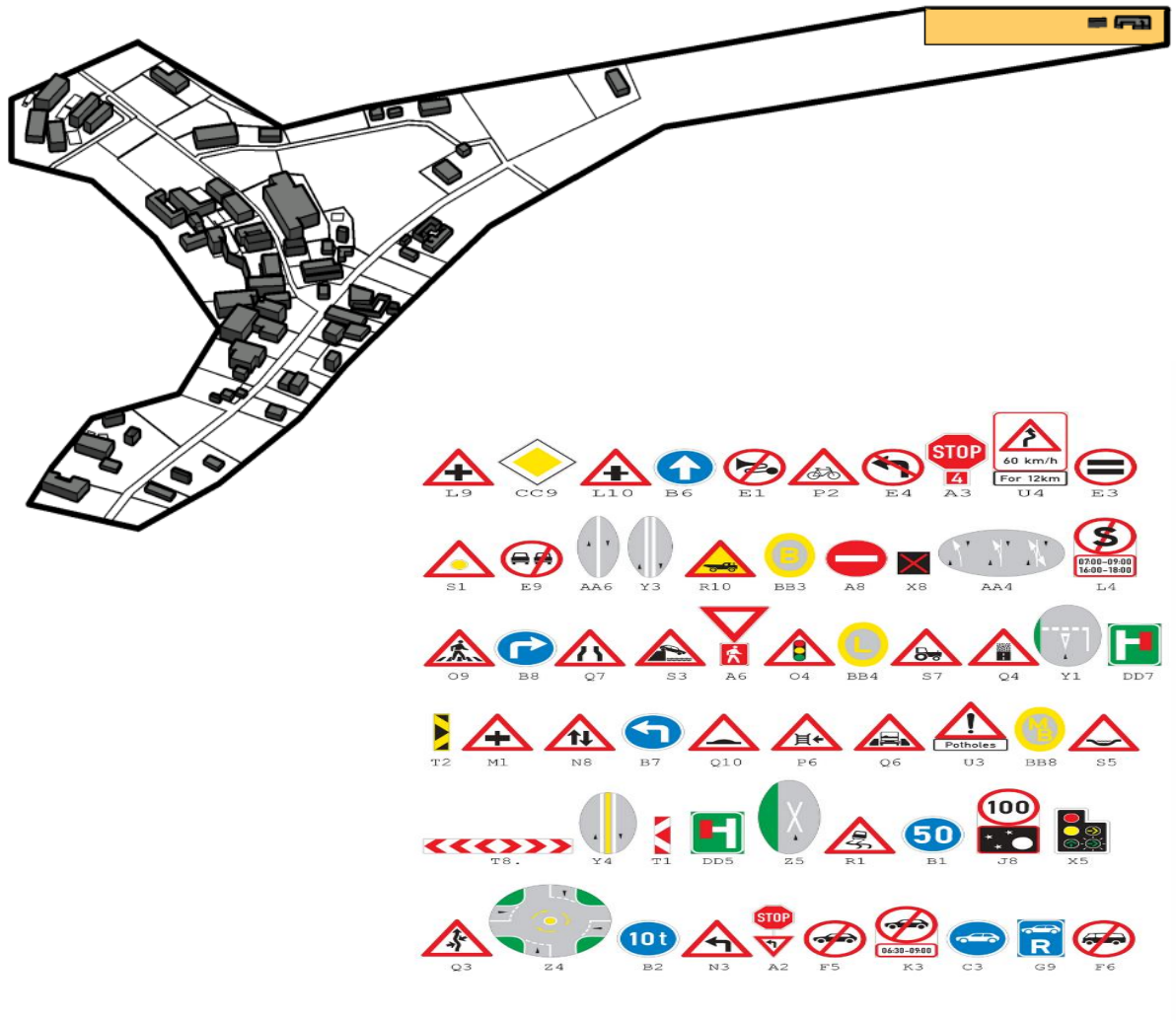
The Mayor of Ndwedwe Local Municipality Nkosinathi Chili announced a ground-breaking project to develop a new licensing facility for the area of Ndwedwe. The Testing Center will be in Bhamshela Town half a kilometer before the existing Total Petrol filling station. This gives a huge opportunity for development in Ward 6, as large number of individuals will be travelling to Bhamshela instead of Verulam for this service. The project has been approved, however extensive planning and implementation will be required before it kicks off the ground.

Current Issues

The testing center is dependent on the road network, and whether the municipality can construct all the requirements that make up a feasible driving test. Currently the road network is not at a state to reach this goal. All access roads are gravel, intersections have no form of traffic regulation system, existing roads are not maintained well, and road signs are not clear and insufficient.

Interventions

The Regeneration Study should aim at applying urban design principles which will meet all the requirements required by a testing center. A proper road network should be established around the proposed interventions, which will consist of high pedestrian and vehicular traffic. These requirements don't only ensure that the testing facility gets developed, but also ensures that the town has sufficient road worthy elements to protect pedestrians from vehicles and allow for flowing traffic during peak hours.



8.1.3.4 Key intervention: Bhamshela Entrance

We used Ladysmith/eMnambithi as a case study. The vision is that of a town gateway of similar sort, where there are aesthetic flowers and tree plantations, at the entrance of the Municipality, before the Total Garage.

This area should include, a monumental structure which welcomes visitors to the town, and a small open space setting, for visitors that wish to take pictures

In this area, we also propose a Digital Billboard, which will be used to market the amenities of the town, and most importantly, be used as a notification platform for issues pertaining to the public

Propose streetlights which will light up the entrance to Bhamshela, and expose the aesthetic gateway at night



09 IMPLEMENTATION FRAMEWORK

The Bhamshela Town Centre Framework Plan lays out a long-term vision and strategy for redevelopment of the town centre. The Ndwedwe Municipality recognizes that the plan cannot be implemented in the short term for a variety of reasons, including:

- The plan's implementation is contingent on the availability of both human and financial resources.
- Certain projects/components of the plan will be implemented only after other projects have been completed and are operational.
- The start of certain activities/projects will be contingent on triggers (objectives being achieved).
- All stakeholders in the vision and strategy must cooperate and buy-in to make the vision and strategy a reality.

Noting the above reasons, the suggested project programme divides projects into the following timeframes:

- Immediate: Actions that must be immediately initiated.
- Short term- end of the 2024/2025 financial year
- Medium term- 2025 to 2030
- Long term – 2030 and beyond.

Each of the terms is explored in detail below, as well as the areas of attention within these terms

9.1 Implementation Approach

The Ndwedwe Municipality has committed to redeveloping the Town Centre in a way that incorporates local communities and stakeholders. This strategy, which was prepared based on feedback from a variety of stakeholders through a series of interviews, is expected to be further developed and implemented with the participation of all stakeholders.

The broad approach to implementation, which guides the preparation of the implementation process, is to firstly, confirm the framework plan's recommendations through more extensive planning, designing, and modelling exercises. Second, projects that are seen as requiring limited financial resources and are essentially related to the municipality's management functions should be implemented.

Several projects identified are of such a nature that detailed motivations and extensive financial resources will be required to be implemented. These projects will generally be implemented in the medium to long term.

9.2 Implementation Process

Actions to be taken immediately

The goal of identifying quick measures is to keep the momentum gained during the Town Centre framework planning phase and avoid losing it due to implementation delays. A variety of projects have been identified for this aim, all of which require limited funding and do not require significant inputs for implementation.

These projects and actions are mostly related to planning and urban management, and they must be completed between August 2021 and July 2022. Once implemented, a number of identified immediate initiatives will pave the way for larger capital projects to be motivated for and implemented.

Short-term

The focus in the short term, up until the end of 2025, will be on formulating and securing buy-in on specific plans, as well as commencing with their implementation. The proposed Taxi rank expansion is the critical capital development project in this phase. This investment will unlock a number of new possibilities for revitalizing the town. Budget availability will determine how quickly these initiatives are implemented in the short term.

Medium term

Most activities planned for the medium term are capital in nature, requiring significant resources to be implemented. These projects are seen as vital to the Town Centre's successful operation.

These initiatives are focused on providing enhanced economic and transportation infrastructure as well as continuing to improve urban design as outlined in the framework.

Long term

Projects and activities that are planned for the long term are those that are not vital right now. These projects/activities will be necessary to support future expansion and development in the area, as well as to ensure that the CDB remains a fully functional precinct within Bhamshela.

The provision of high-density residential development in the Town Centre will contribute to the Town Centre's long-term viability. However, the formalization and transfer of individual sites within the Town Centre will be required.

09 IMPLEMENTATION FRAMEWORK

9.3 Implementation Resources

The availability of resources for implementation, or the possibility to access resources for implementation, is crucial to the plan's success. In this regard, not only financial resources are mentioned, but also organizational and human resources. The resources that are available for implementation are covered in greater depth further down.

Resources for organizations

A variety of organizations and groups have an active role to play in the Town Centre Framework Plan's implementation. The Ndwedwe Municipality, formal and informal commercial organizations, and numerous transportation organizations are among the important organizations / groups in this regard.

Ndwedwe Local Municipality

The Municipality's continued involvement and commitment in the Framework Plan's execution is critical. The Municipality has resources available to assist with this process; but it must ensure that the anticipated development of the Bhamshela Town Centre is factored into line department planning and budgeting.

Important organizational resources to be aligned for the implementation of the plan include;

- **Traditional Leadership:** The traditional council is an integral resource for this project, since all the land within the study area is under the ITB.
- **Political leadership**: The Councillor for the area has a significant role to play in ensuring an active interest in the planning process and that a commitment exists with the political leadership to support and, where possible, push implementation.
- **Economic Development and Planning Department**: This department, which is part of the Town Planning Directorate, will continue to be the driving force behind and co-ordinator of the Town Centre Framework Plan's implementation, working closely with the relevant portfolio committee.
- **Sector departments**: Each sector department has a distinct role to play in this process, which will be crucial in the implementation of the Plan, given the projects identified. Department of Arts & Culture, Agriculture & Rural Development, Human settlements, KZN Cogta, Public Works, Transport and Economic Development, Tourism & Environmental Affairs Department will all be engaged.

09 IMPLEMENTATION FRAMEWORK

Business Organizations

There have been documented business organizations and groupings. As a result of Ndwedwe's small property holdings in the area, it is critical for the plan's implementation that business organizations be fully integrated, as well as individual land and business owners contributing to the vision and strategies. Because working with landowners and businesses individually is challenging, establishing and strengthening relationships with these organizations is critical.

Transportation Organizations

In the Bhamshela neighbourhood, a number of taxi and bus organiations operate. Because of the magnitude of the proposed transportation initiatives, it is critical that these groups be contacted on a regular basis and permitted to participate in planning procedures. It will be beneficial to strengthen links between this industry in Bhamshela and the Ndwedwe Municipality.

Human Resource

The allocation of human resources is largely concerned with Council resources. Each appropriate line department or directorate should have a person allocated to deal with Bhamshela Town Centre for implementation to be successful.

Financial resources

There are several potential financial sources for projects in the Bhamshela Town Centre. However, when it comes to financial resources, there are several obstacles to overcome, including:

- Obtaining financing in the short term due to multi-year budgets already in place.
- Ensuring private sector funding commitments as an incentive for public sector spending (and vice versa).

The following are some of the financial sources to consider for implementation:

- KZN Corridor Fund (KZN COGTA)
- Council capital budget
- The National Treasury's Neighbourhood Development Grant,
- as well as others.

For each of the initiatives included in this implementation plan, suggestions are offered as to the best funding source for the project. To gain funding for initiatives, further comprehensive discussions with possible funders will be required.

09 IMPLEMENTATION FRAMEWORK

9.4 Implementation management

Coordination of implementation

There is currently a division with the municipality responsible for Special projects, within this division the team has a mandate to execute urban design projects and small town revitalization initiatives. Due to their ongoing participation in the area, it is suggested that the Special Projects Division will first play a co-ordination role.

The Planning Department will collaborate with a local stakeholder forum to coordinate the Framework Plan's implementation. This forum will include members of the local community, companies, and transportation organizations. Activities to coordinate implementation will also include the Ndwedwe Municipality line departments. In the forum, the relevant Councillor(s) will be represented, and should be considered as the chair of such meetings.

The stakeholder forum

Establishment of Stakeholder Forum

As noted above, a stakeholder forum will have to be established for the implementation of the Framework Plan. The organisations / groups that should be represented on the Stakeholder Forum are listed below:

- iLembe enterprise
- Other Formal Business Forums
- Any Civic Associations / Community Policing Forums
- Taxi Associations / Groups
- Bus operators
- Individuals with an interest in the Town Centre.

What Is the Goal of a Stakeholder Forum?

The goal of the stakeholder forum will be;

- To allow local stakeholders to make a significant contribution to the development and management of the Bhamshela Town Centre Framework Plan's implementation.
- In order to implement the Framework Plan, the Ndwedwe Municipality and local stakeholders must maintain a high level of communication.
- To coordinate development efforts in the Bhamshela Town Centre; and
- To ensure private and non-governmental sector buy-in in implementation of projects.

Stakeholder Forum's Approach

The Stakeholder Forum will meet on a quarterly basis, with the focus of the sessions being on components of the Framework Plan, which will serve as the meeting's agenda. However, the method for operating the stakeholder forum must be considered and agreed upon by the intended members.

09 IMPLEMENTATION FRAMEWORK

9.5 Implementation Projects

Proj No.	Project Name	Project Type	Responsibility	Term	Budget
1.	Bhamshela Township Formalisation Process	Planning	TBC	Short	R 900 000
2.	Formulate single LUMS incorporating the Bhamshela Township Formalisation Process	Planning	Department of Agriculture, Land reform & Rural development (DALRD)	Short	R 500 000
3.	Provision of Refuse bins	Capital	TBC	Short	R 100 000
4.	Provide Strategically Located Ablution Facilities	Capital	TBC	Short	R 750 000
5.	Provision of Market shelter/stalls for informal sector	Capital	Enterprise iLembe & Ndwedwe Local Municipality	Short	R 4 103 000
6.	Pedestrianisation of parts of R 614 & Chibini Road (D1524)	Capital	TBC	Medium	TBC
7.	Upgrade & Improve Bulk / Link Water Supply in support of the Urban Design plan	Capital	iLembe District Municipality & uMngeni Water	Medium	TBC
8.	Upgrade & Improve Bulk / Link Sanitation services Supply in support of the UDP	Capital	iLembe District Municipality	Medium	TBC
9.	Internal Water Supply Network including Individual Connections	Capital	TBC	Medium	TBC
10.	Internal Sanitation Services Network including Individual Connections	Capital	TBC	Medium	TBC
11.	Formulate Storm Water Master Plan in conjunction to Road networks	Capital	TBC	Short	TBC
12.	Creation of Civic Square	Design/ Implementation	Department of Arts & Culture	Medium	TBC
13.	Upgrade & improve Public Transport Facility	Capital	Department of Transport & Ndwedwe Municipality	Medium	R 7 415 000
14.	Creation of Park	Capital	KZN Department of Sports & Recreation	Medium	TBC
15.	Bhamshela Town Centre Planting Strategy	Planning	KZN Department of Sports & Recreation	Short	TBC
16.	Road calming on Public Transport Route	Capital	TBC	Medium	TBC
17.	Social Housing Development	Capital	Department of Human Settlements	Long	TBC
18.	Billboard Advertising	Capital	Department of Transport & Ndwedwe Municipality	Long	TBC
19.	Agriculture Education & Training Centre	Capital	Department of Agriculture, Land Reform & Rural Development (DALRD) Department of Education	Long	TBC

