EMNAMBITHI LAYDYSMITH LOCAL MUNICIPALITY

Colenso Regeneration and Urban Design Framework
Draft Report

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<th><strong>Date:</strong></th>
<th>June 2010</th>
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<tbody>
<tr>
<td><strong>Document Title:</strong></td>
<td>Colenso Regeneration Plan and Urban Design Framework</td>
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<td>SiVEST Town and Regional Planning Division</td>
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EMNAMBITHI/LADYSMITH LOCAL MUNICIPALITY

COLENSO REGENERATION PLAN AND URBAN DESIGN FRAMEWORK

DRAFT REPORT

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- Annexure 3 – Communities Facilities Plan
- Annexure 4 – Land Use Plan
- Annexure 5 – Ownership Plan
1 INTRODUCTION

1.1 Background

Colenso Town has evolved in the last 150 years from rural village and war time “wagon halt” (1855-1899) to proclaimed town (1926) to a significantly declining town at present. It was once a functional borough but could not sustain its character due to closures and ceasing of operations experienced in the Government Parastatals specifically present day entities known as Eskom and Transnet.

Over the recent years the town as taken on a poor image characterised with very marginal public investment, lack of private investment, rapidly deteriorating standards of living of residents, poor levels of social capital etc. Since the closure of the Eskom Power Station, Colenso rapidly experienced decay in character as well as the economic status of the town. Infrastructure which was once used to support developments, was also left to decay.

1.2 Aim of the Plan

The Colenso Regeneration Plan and Urban Design Framework for Colenso Town endeavours to redress and create a new local town that has the ability to positively perform, coupled with urban design principles that will contribute to improved accessibility; linkages and convenience; reinforced town character; protections and enhancement of the economic core of the CBD; improved economic opportunity spaces and maintenance and enhancement of the environmental character.

The primary purpose of the plan is to create a foundation for the regeneration of the Colenso Town area. This is to be undertaken through a more attractive urban environment with improved functionality, better urban management, creation of new investment and economic opportunities, efficient public transport system, improved safety and security, integration of economic areas with residential places and trapping the little income generate within the area. The plan should at a broad level serve as a turnaround strategy that will aim to create a new vibrant town by optimising existing infrastructure.

It is necessary to point out that this Report seeks to provide a framework for dialogue with relevant stakeholders in pursuit of a holistic approach to achieve the desired outcomes of this Regeneration Plan and Urban Design Framework.
2 STUDY AREA IN CONTEXT

2.1 Locality

Colenso Town forms part of the Emnambithi/Ladysmith Municipality (ELM) and located approximately 25km from the Ladysmith Central Business District. Colenso is laid on the banks of Tugela (uThukela) River on the southern-most quarter of the local Municipal area of jurisdiction. The town is traversed by Provincial route R103, with the N3 Freeway being realigned 16km to the West. The study area is defined as all land within the Colenso Town Planning Scheme, in course of preparation.

(See Annexure 1 – Locality Plan)

2.2 Municipal Context and Planning

The ELM Spatial Development Framework SDF 2009 has identified Colenso has a Secondary Centre in terms of the Current Spatial Pattern of the municipality. The ELM SDF defines a Secondary Centre as:

“Whilst their potential and reach is somewhat inferior to Ladysmith, these settlements are the key links to the rural hinterland, as they are the only “trading posts” for these areas”

The reason behind Colenso being classified as a Secondary Centre, is primarily because of its development potential and the thresholds of service that exist which are significantly smaller to those within the major town centre of Ladysmith.

In terms of the Spatial Development Plan (forms the Forward/Strategic planning component of the ELM SDF 2009), a specific development model was used (see ELM SDF 2009). This model was applied to the ELM Context i.e. within the Development Centres/Nodes as well as in and around the rural hinterland. With this application, the allocation of investment and development, will be based on need in relation to the status quo. The identification of these Nodes and Areas provides a solid foundation from which strategic interventions can be generated within the SDF, which will in turn facilitate:

- Direct Infrastructure Investment,
- Positive Action for Growth
- Basic Service Delivery to all.

Accordingly, Colenso has been classified as a Level 2 Investment Node. In terms of this classification: “Whilst these towns have access to basic services, there is a critical need to develop local capacity and eliminate infrastructure backlogs. These nodes correspond with settlements that function as important urban foci in the rural areas. They have lower levels of services that the primary node and often act as dormitories for the primary node.”
2.3 Colenso Historical Background

Colenso was named after Bishop John William Colenso. The Zulu’s referred to Colenso as eSkipeni, meaning the place of the boat. As mentioned Colenso has evolved over the last century from rural village and war-time “wagon halt” (1855-1899) to proclaimed town (1926) to stand alone municipality in 1958, and eventually being absorbed in to the ELM. Colenso is found just south of Ladysmith within the famous Battlefields Region as well as the Battlefields Route and Battlefields Meander (local tourism marketing campaigns). This area is renowned for its rich heritage and its many historic remnants.

Colenso is most fondly remembered for its strategic and tactical location in the Anglo-Boer War, and specifically the Battle of Colenso (December 1899), in which the British forces who fairly superior in terms of soldier numbers and artillery, were outclassed (in terms Military Strategy) and suffered heavy losses. The Battle of Colenso is widely regarded by historians as being fiasco on the part of the British and has been heavily downplayed.

2.4 Colenso Attractions

The small museum was originally the old toll house and is next to the Police Station (from where the keys may be obtained) and was named after R.E. Stevenson who specialized in battles fought in and around Colenso during the Boer War. The museum displays a variety of badges, medals, photographs and historic memorabilia.

Many cemeteries and monuments relating both to battle of Colenso and that of Tugela Heights are found close to the town. Historic sites close to the town are the military cemeteries at Ambleside, Chieveley and Clouston and the battlefields of Colenso and Tugela Heights. Close to the town is the small Tugela Drift Nature Reserve (KwaZulu Wildlife) where one can obtain good views of the battlefield and enjoy a picnic.

Battle Sites around Colenso

The Battle of Colenso

On 15 December 1899, General Buller’s advanced on the lines of defense that had been set up by General Louis Botha along the Thukela River. The purpose of this offensive was to relieve the besieged town of Ladysmith. The British forces advanced on three fronts. On the right flank towards Hlangwane Hill, led by the Earl Douglas Hamilton, who was repulsed.

On the left flank by Major General Hart, who was ambushed in a blind loop 7km upstream from Colenso with heavy causalities. In the centre by Colonel C.J Long. The heavy guns were advanced into the bend in the river. They came under heavy fire and as a result were abandoned. Buller then ordered an attempt to retrieve these guns. Only 2 of the 12 were recovered. One of the those who died trying to
save these guns, was Lieutenant Freddy Roberts, son of Field Marshall, Lord Roberts. Altogether Buller lost more than 1 100 men at Colenso, while 8 Boers lost their lives and 30 were wounded.

Battle of Thukela Heights

This battle took place on 21-26 February 1900. It represented General Buller's fourth attempt to relieve the town of Ladysmith. Numerous battles were fought on the hills of Hlangwane, Monte Christo, Cingolo, Pieters, Kitchener's, Wynne's and Inniskilling before the reoccupation of Ladysmith. Turn off from the Colenso road towards Ezakheni/ Newcastle. This road travels through a number of these battlefields. The graves and memorials on the side of the road bear testimony to this fact.

Site of the Guns

Ten of the twelve British guns brought forward during the Battle of Colenso, were lost to the Boers, under the leadership of General Louis Botha. Freddy, son of Lord Roberts, was mortally wounded here. A marker indicates where he fell.

Colenso Monuments & Memorials

Ambleside Military Cemetery

Many of the men who fell in the Battle of Colenso, during the Anglo-Boer War, particularly the Irish regiments, are buried here. Directions to this site entail taking the Weenen/ Colenso off ramp from the R103 (approaching from Estcourt) and turning left to Winterton. Follow the signs to the cemetery which is open daily.

Armoured Train Cemetery:

It was near this site that Winston Churchill was captured by Boer forces, who derailed the armoured observation train which he was travelling. A plaque just off the road records the event and the cemetery set among trees located off the R103 near Frere which is signposted.
Chieveley Military Cemetery

Here Lt. Freddy Roberts, the son of Lord Roberts, lies buried. He was posthumously awarded the VC. Follow the dirt road past the railway station to the cemetery set among trees located off the R103 from Estcourt to Colenso. This is open daily.

Clouston Garden of Remembrance

Many of the Memorials and graves from the Battle of Colenso have been moved to the Clouston Garden of Remembrance. This site was General Buller's headquarters during the Battle of Colenso. There were a number of brigade hospitals here during the battle to which the wounded were brought. The graves of many of the men killed on the 15 December and Thukela Heights battles are found in this ‘garden’.

R.E Stevenson Museum(Old Toll House)

Erected in 1879 as the house of the Bulwer Bridge. The military historian Dr R.E. Stevenson made a study of the Battles fought in and around Colenso during the Anglo-Boer War. To access the Museum, one needs to obtain the key from the police station next door.
TUGELA is a fireless-type steam locomotive. This means that it has no boiler to generate steam. Instead, it has a large insulated pressure vessel holding steam under pressure. These locomotives were suitable for short trips in areas where large steam generating plants were available to recharge the pressure vessel.

Trains hauling coal were brought by the railways to points near the power stations. Each power station was then responsible for the haulage of the coal trucks to its coal straits. ESKOM, formerly known as the Electricity Supply Commission (ESCOM) was the second largest user of fireless locomotives in South Africa. The Iron and Steel Corporation (ISCOR) was the largest user of this type of locomotive. ESKOM employed fireless locomotives at its power stations for almost sixty years.

TUGELA was bought from R W Hawthorne, Leslie & Company of the United Kingdom in 1935. It saw service at Colenso power station until the station closed in 1984. It is rather appropriate that the locomotive was named after the river on whose banks the station was built and from which the station obtained its water. In 2010, it is still on display at the municipal offices at Colenso, KwaZulu/Natal.
3  SOCIO-ECONOMICS

As a point of departure it is noted that whilst the focus of this Urban Regeneration strategy is primarily on the Colenso Town Centre, it is acknowledged that the Town does not function in a vacuum; therefore the need to place the town in its broader geographic context i.e. Municipal Ward 25, within which the town is located.

3.1  Population Distribution

Table 1: Racial Distribution

<table>
<thead>
<tr>
<th>Population Group</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black African</td>
<td>9,569</td>
<td>92.41</td>
</tr>
<tr>
<td>Coloured</td>
<td>168</td>
<td>1.62</td>
</tr>
<tr>
<td>Indian or Asian</td>
<td>228</td>
<td>2.20</td>
</tr>
<tr>
<td>White</td>
<td>389</td>
<td>3.76</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,355</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

(Source: Statistics South Africa-2001 Census)

Ward 25 is one of the wards that is a home to most of the ELM, since 10,355 people live in this ward which is approximately 4,03% percent of the entire population. The African ethnic group is dominant within ward 25 accounting for 92.41% of the total ward population followed by whites with 3.76% and the coloureds are the least populated group only representing 1.62% of the total ward population.

3.2  Age Group Population Distribution

Table 2: Age Distribution

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>1,224</td>
<td>13.46</td>
</tr>
<tr>
<td>5-14</td>
<td>1,273</td>
<td>13.99</td>
</tr>
<tr>
<td>15-34</td>
<td>3,775</td>
<td>41.51</td>
</tr>
<tr>
<td>35-64</td>
<td>2,381</td>
<td>53.87</td>
</tr>
<tr>
<td>65 and over</td>
<td>442</td>
<td>4.86</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9,095</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

(Source: Statistics South Africa-2001 Census)

The above table shows that in Ward 25, the majority of people here is the age group between the ages 35 and 64 whom are at 53.87% percent, whilst elderly people are the least here with the percentage of 4.86% only. Ward 25 is dominated by the potential labour force age group (ages 15 – 64).
3.3 Household Income

Table 3: Household Income Levels

<table>
<thead>
<tr>
<th>Annual Household Income (pa)</th>
<th>Households</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>No income</td>
<td>812</td>
<td>33.00</td>
</tr>
<tr>
<td>R1 - R4 800</td>
<td>274</td>
<td>11.13</td>
</tr>
<tr>
<td>R4 801 - R 9 600</td>
<td>439</td>
<td>17.84</td>
</tr>
<tr>
<td>R9 601 - R 19 200</td>
<td>390</td>
<td>15.85</td>
</tr>
<tr>
<td>R19 201 - R 38 400</td>
<td>255</td>
<td>10.36</td>
</tr>
<tr>
<td>R38 401 - R 76 800</td>
<td>141</td>
<td>5.73</td>
</tr>
<tr>
<td>R76 801 - R153 600</td>
<td>102</td>
<td>4.15</td>
</tr>
<tr>
<td>R153 601 - R307 200</td>
<td>23</td>
<td>0.93</td>
</tr>
<tr>
<td>R307 201 - R614 400</td>
<td>6</td>
<td>0.24</td>
</tr>
<tr>
<td>R614 401 - R1 228 800</td>
<td>12</td>
<td>0.49</td>
</tr>
<tr>
<td>R1 228 801 - R2 457 600</td>
<td>3</td>
<td>0.12</td>
</tr>
<tr>
<td>R2 457 601 and more</td>
<td>3</td>
<td>0.12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,460</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

(Source: Statistics South Africa-2001 Census)

Most households within Ward 25 fall within the region of no income at all (33.00% percent), whilst the majority of earners are in the R4 801 and R9 600 spectrum with 17.84% percent and the highest earning are at R2 457 601 or more region with only 0.12% percent.

3.4 Employment Status

Figure Error! Bookmark not defined.: Employment Status

(Source: Statistics South Africa-2001 Census)
71 percent of ward 25 population falls within the “Not economically active” region, 14 percent is “Unemployed” and only 15 percent is “Employed”. The not economically active population of the population could be ascribed to various factors *inter alia* but not limited to:

- 27% being under the age of 15 which translate to a high dependency ratio.
- Majority living in abject poverty in the Rural area.
- Lack of Employment Opportunities
- Decommissioning of the Colenso Power Station
- Illiteracy

### 4 EXISTING INFRASTRUCTURE

#### 4.1 Energy Source

The most utilised energy source in Ward 25 is electricity with 69% percent, followed by the candle usage, which is at 28% percent, whilst paraffin, gas and other forms of energy sources constitute rest.
4.2 Water Supply

Figure Error! Bookmark not defined. : Water Supply

Most people (59%) rely on piped water on yard, (36%) utilise piped water inside dwelling, (4%) utilise piped water on community stand: distance less than 200m from dwelling, the rest access water from various sources

4.3 Refuse Removal

Figure 4: Refuse Disposal

(Source: Statistics South Africa-2001 Census)
The statistical data depicted above indicates that the local authority is fairly efficient in terms of waste disposal at a rate of 85%, however, the 11% of households without any form of waste disposal still needs to be addressed.

4.4 Sanitation

Figure 5: Toilet Facilities

Statistical data on the Pie Chart above depicts that a significant number of households at 93% have full access to a waterborne sewerage system.

A number of flush toilets connected to sewerage system (52 percent in total) are found in this ward, 1 percent are flush toilets with septic tanks, 22 percent has none toilet facilities, 5 percent uses still uses the undesirable bucket latrine system, 16 percent uses the pit latrine without ventilation and 2 percent uses the chemical toilets.
4.5 Dwelling Type

Figure 6: Housing Types

The pie chart above demonstrate the developed nature of the Colenso Town with 75% of houses being formal structures.

(See Annexure 2 – Infrastructure Plan)

4.6 Education

There are six existing educational facilities; however there is a need for at least one high school and this community needs a crèche as well.

4.7 Health Facilities

One clinic is in existence but most of this community walks 20 km to reach this clinic.
4.8 Transportation

The road conditions are generally very poor (gravel at most) except for the main road which is tarred blacktop and the community mostly uses taxis as a mode of transport.

(See Annexure 3 – Community Facilities Plan)

4.9 Community Facilities Backlog

The existing community facilities are deemed inadequate to serve the population of the study area. The shortage of community facilities is illustrated in the table below which compares the number of existing facilities in the study area with the number of facilities that would be required to adequately serve the 10 355 Ward 25 population thereby highlighting the shortfall. The rationale for this assertion is based on guidelines for – HUMAN SETTLEMENT PLANNING AND DESIGNS – compiled under the auspices of the Department of Housing – by CSIR Building and construction Technology.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Existing</th>
<th>Required</th>
<th>Level of Backlog</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creche/Nursery School</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>High School</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Primary School</td>
<td>1</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Clinic</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Mobile Clinic</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Libraries</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Community Centres</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Religious centres, Churches, synagogues, mosques, etc.</td>
<td>7</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Post offices</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Police Stations</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
5 CURRENT LAND USE AND URBAN FORM ANALYSIS

5.1 Local Area Urban Form Analysis

This section of the report presents a detailed urban form analysis for the study area. The principle aim of this section is to present a detailed analysis of urban form through the documentation of a photographic analysis and an investigation into local conditions.

Issues Contained within the Analysis

The analysis is undertaken in the following manner:

- A Photographic record of key attributes with each area is presented.
- An overall aerial image is provided for each local area, and provides a reference for each photo point.
- An analysis of conditions including comment on:
  - Locality/description
  - Key use/Activities
  - Existing Character
  - Built Form attributes
  - Built form conditions
  - Public environment
  - General Observations/issues
<table>
<thead>
<tr>
<th>Locality/description</th>
<th>Area between 6 Avenue and West Street to the north</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key use/Activities</strong></td>
<td>The predominant land use is residential interspersed by a number of religious buildings (Churches).</td>
</tr>
<tr>
<td><strong>Existing Character</strong></td>
<td>The area is typical of areas which have fallen into decay. It’s a relatively quiet neighborhood with minimal pedestrian activity.</td>
</tr>
<tr>
<td><strong>Built Form attributes</strong></td>
<td>The area is characterised by one-site-one unit houses which are in general good physical condition but poorly maintained and require revitalisation.</td>
</tr>
<tr>
<td><strong>Buildings and Space Relationship</strong></td>
<td>No clear definition of streets and buildings are setback creating a negative street response edge.</td>
</tr>
<tr>
<td><strong>Public environment</strong></td>
<td>The area exhibits a general apathy in terms of verge maintenance and underutilised open spaces.</td>
</tr>
<tr>
<td><strong>General Observations/issues</strong></td>
<td>The area is generally very quiet with an almost non-existence of pedestrian traffic/movement. Paving pedestrian sidewalks are only provided on the main St George Street which is generally in good condition <em>(Refer, 13)</em>. Roads are wide enough to facilitate urban design and street paving. The general state of the residential areas is that of a derelict state as most houses lack general maintenance coupled with negative and underutilised open spaces which translates to the lack of maintenance.</td>
</tr>
</tbody>
</table>
Commercial Core Analysis

[Image of a map and photographs showing different locations in Colenso, such as Tugela Bridge Entrance, Museum, Police Station, Southside View of Sir George Road, View Showing the Informal Taxi Rank, Ex-Spar Building, View of Sir George Road, North: Contracting Street Facades, Voluntary Testing Facility, Post Office, Magistrates Court, respectively, and Colenso Hotel.]

EMNAMBITHI LADYSMITH LOCAL MUNICIPALITY
Colenso Regeneration Plan and Urban Design Framework
Prepared by: SiVEST
Revision No.
29 June 2010
<table>
<thead>
<tr>
<th><strong>Locality</strong>/description</th>
<th>This can be described as an area along Sir George Road between West Street and Du Plessis Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key use</strong>/Activities</td>
<td>Core mixed use area comprising as follows: Informal Taxi Rank, General Dealers, Bottle Stores, Colenso Hotel; Panel Beaters, Restaurants, a Butchery and Supermarket, Petrol Filling Stations etc.</td>
</tr>
<tr>
<td><strong>Existing Character</strong></td>
<td>The character of the Commercial Core is that of a typical rural town or service centre, which however in the case of Colenso is in significant decay. A key observation is that there is no uniform building aesthetic, within many of buildings beings random and contrasting.</td>
</tr>
<tr>
<td><strong>Building and Space Relationship</strong></td>
<td>The road reserve is 23m wide with zero building line. However, the building frontages are fragmented which presents a non-consistency in terms of clearly defined streetscape.</td>
</tr>
<tr>
<td><strong>Built form conditions</strong></td>
<td>Generally Good, however showing general lack of maintenance, some have been abandoned and dilapidated as a result.</td>
</tr>
<tr>
<td><strong>Public environment</strong></td>
<td>The Public Environment is not well kept</td>
</tr>
<tr>
<td><strong>General Observations/issues</strong></td>
<td>There are the obvious signs of dilapidated and decaying buildings, roads and pavements breaking up, and illegal dumping of waste which inevitable in addition to the increasing difficulty to let buildings, declining rentals, and lower employment densities.</td>
</tr>
</tbody>
</table>
5.2 Zoning

### Table 5: Zoning Analysis within Colenso Town

<table>
<thead>
<tr>
<th>Zoning</th>
<th>No of Erven</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration &amp; Public Buildings</td>
<td>10</td>
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<tr>
<td>Agriculture</td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td>7</td>
</tr>
<tr>
<td>General Commercial</td>
<td>50</td>
</tr>
<tr>
<td>General Industry</td>
<td>1</td>
</tr>
<tr>
<td>General Residential 1</td>
<td>12</td>
</tr>
<tr>
<td>General Residential 2</td>
<td>16</td>
</tr>
<tr>
<td>Office</td>
<td>2</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>4</td>
</tr>
<tr>
<td>Service Industry</td>
<td>16</td>
</tr>
<tr>
<td>Special Residential Detached Units</td>
<td>Detached Units</td>
</tr>
</tbody>
</table>

According to the table above derived from the attached zoning map, 50 sites have earmarked for General Commercial purposes, 10 being allocated for Administration & Public Buildings, whilst Service Industry is tantamount to General Residential. Only 2 sites are allocated for Offices and Education amounting to 7 properties. There are 4 sites zoned Private open space.

The following definition serves to demonstrate the discrepancy that exists in terms of the ‘intended’ uses and the current uses thereby further identifies the trend in terms of ‘invasive’ land uses as the subsequent current land use map will reveal.

Zoning is the way the governments control the physical development of land and the kinds of uses to which each individual property may be put.

Zoning laws typically specify the areas in which residential, industrial, recreational or commercial activities may take place. For example, an R-1 residential zone might allow only single-family detached homes as opposed to duplexes or apartment complexes. On the other hand, a C-1 commercial zone
might be zoned to permit only certain commercial or industrial uses in one jurisdiction, but permit a mix of housing and businesses in another jurisdiction.

5.3 Existing Land Use Pattern

The Colenso Town is characterised by 3 key structuring elements i.e. the Railway Line bisecting the town in a north-south direction, Bordered by R74 to the south and the Tugela River to the north running in an east-westerly direction. The Sir George Road is the Major route running in a north-westerly direction through the Town Centre towards R103 to Ladysmith

The area between West Street and Doornkop Street is dominated by a variety of commercial uses, ranging from a Informal Taxi Rank, General Dealers, Bottle Stores, Colenso Hotel; Panel Beaters, Restaurants, a Butchery and Supermarket, Petrol Filling Stations etc. It is therefore considered as Town’s Central Business District (CBD). Number of Government buildings is located within this zone i.e. Voluntary Testing centre (Tholusizo Clinic), Post Office, Magistrate Court, Uthukela District Municipal Offices, Community Hall, a Library as well as the Museum and a Police station near the entrance at the Tugela Bridge.

There are also a couple of abandoned dilapidated buildings interspersed throughout this area such as the former Spar building, and shop next to the BP Petrol filling station. This area should therefore be regarded as the Town’s Commercial and Civil Precinct.

There are a number of vacant properties interspersed throughout the area which present opportunities for new development and densification particularly in the core area. A significant portion of vacant land in the centre of the study area is earmarked General Industry as per discussions with the Official from the Emnambithi/Ladysmith Department of Economic Development.

Community Facilities are limited to 6 (Churches) and a Mosque in the CBD area. 2 Schools are located in the vicinity of the CDB.

(See Annexure 4 – Land Use Plan)

5.4 Current Land Ownership

A significant number of properties within the Colenso Town are privately owned. Eskom has its share of ownership in the northern sections of the area whilst Transnet owns the railway line. National Government’s property ownership is limited to a select few properties which are institutional in Nature i.e. Magistrate court, School, Police Station etc. Provincial Government owns a large portion of land in the eastern area of Nkanyezi Township whilst the large remainder of vacant land is in the ownership of the Local Municipality.

(See Annexure 5 – Ownership Plan)
6 URBAN REGENERATION STRATEGY

6.1 Context

The development and maintenance of the Colenso Power station was the key driving force in transforming what was once a “wagon halt” village in 1855, into a functional town in 1985, complete with Town Planning Scheme bulk infrastructure and social facilities. Colenso town has experienced serious decline in the last 30 years, the onset of which is directly related to the closure of its historic Power Station in the mid 1980’s. Despite the closure of the power station, many staff and their families chosen to stay on in Colenso and retire rather than move to bigger urban centres.

The key symptoms of this decline, as noted by the ELM included marginal public investment, lack of private investment, rapidly deteriorating standards of living, poor levels of social capital, infrastructure decay and crime. This decline was further reinforced by the realignment of the N3 National Freeway in 1990’s which saw lucrative Johannesburg/Durban through-traffic being diverted to a newly developed toll road which crossed the Tugela River, 16km west of Colenso town.

6.2 Understanding the Challenge

Colenso Town faces a number of challenges:

- Neighbourhood decay and neglect due to a number of reasons such as inadequate infrastructure maintenance; inconsistent service provision; and poor planning.
- Infrastructure and service obsolescence resulting from production and market changes that have rendered the built environment non-functional.
- At a residential level, poor economic conditions, declining employment opportunities, and the influence of poorly managed industrial areas, have further undermined the quality of life in the area.

Considerable physical decay is evident in both the industrial, commercial, civic and residential area. There are the obvious signs of dilapidated and decaying buildings, roads and pavements breaking up, and illegal dumping of waste; in addition to the increasing difficulty to let buildings, declining rentals, and lower employment densities.
6.3 Colenso: A Historic Town

In their work regarding the “The Regeneration of Historic Towns” Parlewar and Kukukawa stresses a focus of inducing life into decaying assets and developing future potential not only as a means to regenerate but as a base to sustain development. They go on to define assets and potentials as anything from built heritage, cultural resources and traditional industries. Hereunder is a summary of the assets and potentials that apply to Colenso and the possibilities that exist.

Built Heritage
Whereas the town is fairly well serviced in terms of bulk infrastructure, the built form is largely insignificant as many buildings lie abandoned or in severe need of upgrading. There are a number of historic buildings/sites which to serve as points of interest which are however not marketed accordingly. In addition, given the historical significance of the town, there is an opportunity to develop the town with a rustic feel, in keeping with its rich heritage. The Urban Design Framework developed and included as part of the Colenso Regeneration Plan will provide insight and direction into developing the rustic character of the town.

Cultural Resources
Given the role that Colenso played in the Anglo-Boer War, Cultural Resources are in abundance ranging from museums, remembrance memorials and even cemeteries where actual soldiers from the war were buried, as mentioned above.

In addition Colenso is advantageously located along the Battlefields Route and Battlefields Meander. Modeled along the lines of the Midlands Meander but aligned to the battlefield sites of the KZN Midlands the Battlefields Meander is:

“An area renowned for some of the most gruesome and remarkable wars in all South African History, must be the Kwa-Zulu Natal midlands regions, also now known as the Battlefields. It attracts tourists from around the globe, in particularly British nationals, who would like to hear, and take a moment to feel the reinter-action of what happened in the Anglo-Zulu and Anglo-Boer wars over 130 years ago. (www.africanexclusivetravel.com; www.warthog.co.za).

Currently Colenso features as a point of interest if anything at all on the Battlefields Route and Battlefields Meander. The town is adequately positioned and as the potential to become a key stop-over along the Battlefields Meander, proving rest and relaxation facilities, restaurants sampling local cuisines, local entertainment, shopping facilities for arts and craft/curios, leather goods and other regionally indigenous items. Lessons can be learned from both the Midlands Meander and the Free
State town of Clarens, both have which have thrived especially due to their retention of their rustic character and feel

**Traditional Industries**

Industries have been centered around the erstwhile Colenso Power Station, and naturally closed shop once the Power Station was decommissioned. However with infrastructure available, easy access to a labour force and a local authority willing to assist, there is an opportunity for niche industries such as cottage industries, arts and crafts etc. that are linked to the cultural built heritage and existing cultural heritage of Colenso as mentioned above.

### 6.4 Colenso Power Station

The second half of the 1980’s saw Eskom generating a surplus in terms of national electrical supply. This was attributed to major advances in technology and significant government spending. As a result, it was decided that older power stations such as Colenso would be decommissioned as they were no longer required. Eskom has however remained at the power station site, operating a maintenance depot. Much of the buildings have been closed of save for the depot, as well as the actual electricity generation infrastructure and cooling towers, which have become synonymous with the town.

Contemporary South Africa has been plague with chronic power shortages in the last couple years, stemming exclusively from underinvestment on the part of Eskom. National Government has committed itself to rectifying the problem by constructing a number of mega-power stations at strategic locations around the country to meet the increased demand. However, these mega projects are projected to take a number of years to complete, leaving the country vulnerable in the short to medium term. Government in turn has recognized the need for Independent Power Producers (as well as cleaner energy) within the country to help in the short term and has begun deregulating this facet of the energy sector.

An opportunity does present itself in terms of resuscitating and possibly restructuring of Colenso Power Station as an Independent Power Producer. In order to be in line with government’s commitment to cleaner energy, the Power Station would have be refitted with “Clean Coal Technology” adhere to international best practices. Getting the Colenso Power Station back online will not only breathe new life into Colenso, but also relieve the pressure on national power grid.

This option needs further investigation and must be seen as a possible long term objective to the regeneration of Colenso Town.
7 URBAN DESIGN FRAMEWORK

The intention is to generate an urban design strategy that guides the nature and scope of future development and public realm in a coherent direction. The over-riding philosophy is to provide a more coherent, legible and harmonious town centre consistent with rustic town best practices.

This vision seeks to promote a more integrated, unified centre in terms of areas of character, scale and building lines, all of which create and reinforce the street / block relationship. The centre should build upon the distinctive identities of the different parts of the town, such as the Heritage sites, Tugela River and Historical Architectural Buildings, whilst increasing their connectivity and functional relationships. The centre should move away from segregated virtual mono-use to supply a more mature mix, variety and conviviality across the whole of the town centre. Key opportunity sites should be identified for priority treatment (redevelopment and/or refurbishment).

Active ground floor uses will be encouraged along main pedestrian routes, irrespective of upper floor use, to spread the flows of people and to stimulate new investment and employment. New small scale uses such as cafes and restaurants will be encouraged as vital ancillary functions, particularly in those areas where there is a shortfall.

The ‘Old Town’ should act as a focus for the growth of smaller scale cultural activity that reinforces the archaeological heritage of the area and provides opportunities for niche retail, cafe and restaurants that are consistent with the fabric, scale and character of the area. Buildings which address the street well are essential in virtually all parts of the centre, so the presence of dead frontage is minimised.

7.1 Urban Design Proposals

Spatial Structure - Key themes

- Enhancing the arrival to and movement through the town
- Enriching the public realm and defining a clear hierarchy and linkages
- Creating powerful landmarks for identity and navigation
- Reinforcing the individual character of distinct areas in the town
Streetscape

Included in the streetscape should be rustic wood planked sidewalks, smooth rolled curbs, strategic landscaping, and western styled wooden light poles, and the jewel of the streetscape; the archways marking entry into Old Colenso Town. The archways symbolize a definite visual boundary where citizens and visitors recognize that they have entered the Town of Colenso.

Current Scenario  Vision
Current Scenario:  Trees planted too close to building; branches conflict with building frontage.

Ideal/Preferred:  Trees planted next to curb with tree grates to allow for clearer path of travel/sidewalk dining opportunities

Photo pair showing sidewalk designs in Old Colenso Town and alternative Design for a two metre side walk curb

Ideal/Preferred:  Curb+tree/light zone + clear sidewalk.  Facades located on property line.  Advantages: Wider walking path with few obstruction.  Ability to allow for sidewalk dining.

- More Continuous Retail Frontage
- Well Defined Street Frontage
Proposed Speed Tables on Old Colenso Town at the corner of Sir George Road and Bloukrans street, Sir George Road and West Street intersection.
Façade Improvement Programme

The Façade Improvement Program seeks to bring new life to existing buildings in the Old Town Tourist Retail Core. The program is designed to enhance the visual attractiveness and design and reduce non-conforming conditions of commercial properties in the project area, and to facilitate continued growth and economic stability.

The project funding is subject to availability of program funds. The Municipality shall provides project oversight and coordination with other Municipal departments. Eligible properties must be within the designated Old Town Tourist Retail Core.

Program Objectives

- To improve the viability of existing businesses in the Tourist Retail Core.
- To provide financial assistance for façade improvements to owners and/or tenants of properties in the Core area.
- To eliminate blight and non-conforming design standards by encouraging program participation.
- To improve the visual presentation of individual properties and Old Colenso Town by upgrading facades, signage, and other exterior features.
- To bring structures up to existing building and safety code standards.

Existing Varied Building Façades
Proposed Building Frontages

- Awning / Canopy
- Gallery
- Two Level Gallery
Eligible Improvements

- Painting/stucco or other exterior enhancement
- Awnings, windows/doors replacement
- Murals, marquees, parapet walls, arcade/canopy facade
- Removal of old signage and new conforming facade and/or monument signs
- Tile/pavement between entry and public sidewalk
- Exterior and/or display lighting
- Accessibility improvements for the disabled
- Other improvements subject to Town approval
Sign Guidelines

Basic concepts for signage in Old Colenso Town:

• Identify tenants with simple, clear design that is consistent with Old Colenso Town’s urban and historic character

• Signs should not compete with each other or dominate the setting

• Signs should be compatible with the building architectural elements and should be placed consistent with the scale of building elements

Sign Placement

• Primary signs are to be placed in harmony with the building architecture

• To be located at the frontage with the primary business entrance. Businesses having frontage on two public streets, or Murrieta Creek, are permitted secondary signs
Allowable Sign Area

- Businesses may choose a combination of wall signs, hanging signs, blade signs, awning signs, plaque signs, and under canopy signs to a maximum of 1m total sign area per linear foot of business frontage on the primary frontage and 0.5 square feet along a secondary frontage.

- Accessory signs, window signs, and temporary signs are not counted toward the permitted total sign area.
Wall Mounted/Painted Signs

- Wall signs shall align with major architectural elements, such as moldings, pilasters, cornice lines, doors, and windows

Plaque Signs

- Plaque signs should be attached to surfaces adjacent to business entries

Sidewalk Signs

- Sidewalk signs utilize mosaics or terrazzo to place the business name and/or designs within the concrete behind the property line and in front of the business entry
Blade Signs

- One blade sign shall be permitted per tenant frontage

Awnings Sign

- Signs shall be permitted on awnings
Hanging Signs

- Hanging signs shall be permitted as an alternative to wall signs where wall signs are not architecturally feasible.

Under Canopy Signs

- One under canopy sign per business permitted under a canopy, roof, covered walkway, or porch at the business entrance.
Window Signs

- Permanent window signs are directly affixed to windows
- One window sign per business frontage plus entrance doors
- Gold-leaf and/or black in color

Directory Signs

- Exterior directory signs are to be at pedestrian scale
- May be located on the building’s exterior wall adjacent to public entrances
- Design shall compliment building architecture
Building Name Signs

- Building name signs allow for the identification of buildings
Directional Signs

- Interior directional signage allowed in interior courtyards or adjacent to stairways or elevators
- Intended to guide patrons to rear area and upstairs tenants

A-Frame Signs

- One A-frame sign is allowed per business
- Shall not be located within the public right-of-way
- To be removed during non-business hours
Temporary Banner Signs

- Temporary banners shall comply with the Municipal Code except that:
  - Temporary banner signs shall not exceed 2 metres
  - Neon and day glow colored banner signs are prohibited
  - Banner signs may be attached to banisters or elements of the building
- The amended Specific Plan allows banner signs to be constructed of canvas, vinyl, or other durable materials

Public Signage

- Public signage concept consists of gateway, directory, directional way finding, and special event/light pole banner signs
- Intended to provide cohesive and recognizable marketing identity for the Town
- Directional signage content encouraged to be coordinated with the Old Town of Colenso Association. Marketing brochure may be included in receptacles on side of directional signs
7.1.2 Public Art

Goals, Objectives and Policies – Public Art

- Goals, Objectives and Policies Section has been devise
- Design Guidelines Section has also been devise

Devised Goals:

Create a dynamic sense-of-place and unique identity for Colenso Town by:

- weaving art into the Town area,
- by cultivating imaginative artistic expression, and
- promoting the display and placement of art in the public realm.

Objectives:

- Enhance the public realm
- Public access to art displays
- Promote a cohesive community identity
- Reflect Old Town’s historical heritage through public art collection
- Encourage public art that can be enjoyed by a diverse community
- Public art is encouraged to respond to the challenge of sustainability
- “Brand” Colenso Town as a destination for cultural tourism
• Cultivate art venues & art education facilities in Colenso Town – (performance centers, studio spaces for rent, art galleries)

• Encourage the development of artist live/work units and arts related commercial space in Colenso Town

• Seek funding opportunities that support art and culture in Colenso Town

Policies:

  o Compliance with Art Ordinance

  o Appropriate placement/siting of art displays

  o Zoning and land use standards that promote cultural arts related uses and live/work space for artist

  o Encourage municipally operated and privately owned art galleries

  o Partner with public and private entities to promote cultural arts in Old Town

  o Promote community involvement

  o Develop a “Cultural Heritage and The Arts” marketing plan for Old Town

Public Art Design Guidelines

Location

• Wide range of public spaces
• Highly visible and accessible
• Compatible with the surrounding development
• Create “focal points” within the community
• Encourage public gathering and social exchange

Symbolic and Thematic Content

• Broad in scope
• Relate to Old Town’s local history and heritage
• Respond to the themes of people and place – past, present and future
• Complementary with physical surroundings
- Promote sustainability

**Types of Public Art:**

- Mosaics and murals
- Sculptures and monuments
- Lighting displays
- Streetscape and paving treatments
- Benches and street furniture
- Way-finders
- Landscape planters and seating walls may be expanded by an artist’s creative abilities and innovation

**Goals and Recommendations**

1. **Historic Core**

   **Goal:** Preserve and respect historic buildings.

   **Recommendation:** Protect & preserve existing designated historic buildings. Delineate a historic core. New projects in this area should require special attention to the height and massing of the historic buildings.

2. **Streets**

   **Goal:** Enhance historic character & pedestrian friendly nature of the streets. Protect the historic grid of streets & alleys.

   **Recommendation:** Future development should a) orient building activity to the street, b) create a clear street edge, and c) preserve existing & reclaim vacated alleys where possible.

3. **Building Heights**

   **Goal:** Permit up to two-story buildings. Allow taller structures with a Conditional Use Permit.

   **Recommendation:** Include detailed performance standards that respect the relationship with adjacent historic structures.
4. Architecture

**Goal:** Future buildings should respect historic architectural styles and contribute to a well-defined, lively & pedestrian-oriented streetscape.

**Recommendation:** Amend Specific Plan guidelines for building form, architectural style, street frontage design, materials, detailing & color to provide design flexibility while ensuring high quality & well designed buildings.

5. Infrastructure

**Goal:** Improve infrastructure for future development, including water, sewer, power, communications, trash, & deliveries. Maximize alley use to locate services & utilities off street.

**Recommendation:** Prepare a detailed analysis of existing & future infrastructure needs. Locate utilities in alleys to improve streetscape & building frontages.

6. Economic Development

**Goal:** Ensure that future growth in Old Colenso Town meets the needs of its businesses and residents, & that growth is economically sustainable.

**Recommendation:** Prepare economic development plan & marketing strategy to attract desired growth in terms of new development & commercial businesses.

7. Colenso Town Core and Tugela Bridge Area

**Goal:** Create greater visual & functional connection between Old Colenso Town core & area of Tugela Bridge Area.

**Recommendation:** Explore opportunities to extend street & enhance the visual point of entry using the Tugela bridge, the R.E Stevenson Museum (Old Toll House) and the Tugela fire-less type locomotive train monument.
8 RECOMMENDATION

8.1 Introduction

The section aims to focus and build on the broad Observations/Issues identified as part of the comprehensive Broad land use and Urban Form analysis with the objective of developing programmes, projects and an implementation framework. A set of Goals/Objectives (based on these Observation/Issues) will be developed as part of Programme of Action to be proposed for implementation.

This Program of Action will form the basis in providing recommendations and an implementation plan as a way forward to improving the functioning of the Town surrounds.

8.2 Observations/Issues

By way of a Functional Assessment, extensive analysis (as part of the Functional Assessment) has been carried out within and around the defined Precinct Area. The Observations/Issues drawn include:

1. Proliferation of informal trade whilst inefficient utilisation of existing trading stalls,
2. Poor built form and harsh public environment
3. Absence of positive landscaping and ignorance of potential pedestrian linkages.

8.3 Objectives

The following objectives reached should achieve the overall vision:

1. **Economic Regeneration:**
   - Opportunity sites for new commercial and tourism investments,
   - Employment opportunities for local skilled, semi-skilled and unskilled labour
   - Learning and skills acquisition sites for children and youth,
   - Creating people places where people can come together and interact
   - Liveable streets and streetscapes that are pedestrian friendly and human scaled.

2. **Responsive Development**
   - Intelligent investment grounded on existing potentials,
   - Creating safe, clean and healthy “work-live-and play” environments,

3. **Sustainable development:**
   - Sustaining existing social and economic potential,
4. **Revitalized identity and Image:**

- Guidelines for coherent Urban Design and visual character,

Apart from these overall development objectives promoted within the Colenso area, ten specific development objectives were also set for the practical development of the Colenso Town are hereunder outlined as follows:

1. Identification of buildings and land for potential **redevelopment**
2. Propose areas for **public lighting** and visibility improvement.
3. Design **safer environments**.
4. Identify space for **informal trader activities**.
5. Provide for **public sanitation** facilities.
6. Design for **softer environment**.
7. Provide areas for **parking** development.
8. Provide improved **pedestrian pathways**.
9. Identify areas for **road upgrading**.
10. Provide for access to **social amenities**.

These objectives guided the structuring of the development concept for the area as well as the identification of specific development interventions.

### 8.4 Development Concept

The central development concept for the area will focus on countering the current apparent isolation of a social/residential function within the industrial areas which typifies the Colenso Town.
### 8.4.1 Overall Approaches / Guiding Principles

The following identifies the main guiding principles which underpin the concept. These principles are also useful in identifying criteria that can be used in assessing the concept.

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>Sustainability</strong></td>
<td>The concept as a basis for future development frameworks is underpinned by the principles of sustainability. This includes an acknowledgement of the various elements of sustainability including environmental, social and economic sustainability.</td>
</tr>
<tr>
<td><strong>Urban Renewal</strong></td>
<td>An overarching approach guiding development is urban regeneration. In pursuing urban renewal initiatives, there is a need to go beyond physical improvement to embrace a broader view of urban regeneration which would include aspects such as marketing, urban management etc.</td>
</tr>
<tr>
<td><strong>Management</strong></td>
<td>As suggested above, management forms a key component of urban regeneration and would represent an important guiding principle for future development. The concept should ensure that management frameworks are developed as a distinct component of future frameworks. In addition physical development frameworks should assist in creating a clear structure to facilitate improved management.</td>
</tr>
<tr>
<td><strong>Economic Regeneration</strong></td>
<td>A primary underlying basis is that physical development must contribute to economic regeneration. Whilst economic regeneration should form part of a distinct separate process, it is important that physical interventions assist in facilitating economic regeneration. An implicit basis of future concepts therefore is economic regeneration.</td>
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</tbody>
</table>
8.5 Broad Land Use Framework

At a broad level the conceptual framework aims to consolidate economic and industrial activities into one system, reinforce residential compatible lands uses into another clear, definable system and finally integrate these systems through the open space structure and the movement system.

The key components to the framework include:

- Treatment of interfaces between the industrial and residential not only in terms of localised interventions but also in terms of overall mitigation measures.
- Reinforce the residential system through consolidating residential compatible uses, improving accessibility and structuring the spatial framework around communities.
- Provide new and flexible economic opportunities and improve the performance of the economic activity system through the revised land use framework and improved movement system.

Table 8:

| Economic Activity Systems | The economic activity system is structured along the main arterial system viz. Sir George Road emanating from the R103 and bisects the Town Centre which in a north-westerly direction towards the Town of Ladysmith and beyond. |
| Economic Nodes | The concentration of economic activity at the intersection of high threshold arterial routes presents opportunities for further investment. Nodes of critical visual importance are those places that serve as the entrance to the Town Centre Precinct and require detailed urban design treatment. |
| Redevelopment Precincts | The Economic Activity System requires strengthening where existent investment and infrastructure is concentrated and where there is a surplus infrastructure carrying capacity. The dilapidated and vacant properties present opportunities for consolidation of the existing activities along a broad economic corridor. The portions of land in close proximity to the residential system will be interfaced with a lower intensity zone to permit a greater mix of services industry, businesses, offices etc. Flexibility in the range of permitted land uses is critical to facilitate a range of opportunities in and around the commercial precinct herein referred to as the Old Colenso Town Precinct. |
The unique local designs for the Consolidation redevelopment are important to capture the distinct image that builds on the local context. The fine grain mixed use corridor through Sir George Road, historical stock, rail system all provide urban symbols and opportunities to develop a visual face and image to the Colenso Town area.

### 8.6 Colenso Town Parameters

**Table 9:**

| Restructuring Through Movement | • Starting with Sir George Road as the primary spine, regional connector and offers high visibility.  
|                               | • Gaining access of Sir George Road offers opportunities for threshold.  
|                               | • Integration with Nkanyezi to the south-east mitigates against inward focus and generates new threshold.  
|                               | • Reorganizing movement creates local activity streets. |
| Land Use Guidelines           | • To develop a supportive land use framework.  
|                               | • To enable flexibility and incremental growth through the structuring of land uses.  
|                               | • To promote qualities of complexity and overlap creating a rich and diverse environment.  
|                               | • To promote accessibility, choice and convenience thereby promoting a pedestrian scale in terms of the distribution of activities.  
|                               | • To provide opportunities for generating a sense of place and legibility.  
|                               | • To distribute land uses in a manner this allows activities to be mutually reinforcing and compatible. |
| Establishing an Urban Structure | • Firstly incorporate and build on existing roads and infrastructure |
| Circulation Guidelines        | • To promote accessibility, linkage and choice at various levels.  
|                               | • To create a clear movement system based on a hierarchy of routes supported by varying widths, surfacing and landscaping.  
|                               | • To create safe and comfortable pedestrian environments through surveillance, the treatment of edges and through direct and convenient connections.  
|                               | • To establish a complimentary system of traffic calming devices, aimed at creating a balanced pedestrian and vehicular environment. |
8.7 Overview

This subsection of the report presents the implementation framework for the Strategic Agenda. In keeping with the underlying premise of this study, that being to facilitate change and improvement in the short term, the implementation framework has the following focus:

- Firstly, the framework establishes concrete initiatives and projects which include physical (hard) and institutional / planning (soft) projects which can be implemented now, and

- Secondly, through the strategic agenda and framework established in this process, the implementation framework identifies projects which make sense now, and importantly, make sense in the future.

The framework acknowledges that the challenges confronting the SJ Smith Hostel Precinct are multifaceted and require a range of initiatives which are beyond the scope of this planning project. However, the target is to establish those projects which are of strategic value and which create a platform from which a range of multifaceted initiatives can be driven.

8.7.1 Implementation Approach

The following are key issues which define the implementation approach:

- **Realistic Implementation**: a core principle defining the approach is establishing projects which can be realistically achieved in the short, medium and long terms.

- **Social Process**: a principle important in taking the process forward is matching implementation with stakeholder involvement. It is suggested that as opposed to a project by project participation model, that an overarching structure assesses the impact of
projects as a whole. It is at this level that the greatest impact can be measured, assessed and informed.

- **Incremental Process**: for various reasons, not at least funding, an incremental approach has been adopted in framing projects. This is partly informed by the need to be realistic about implementation.

### 8.8 Key opportunities and consideration

- Informal Taxi Rank Upgrade
- Streetscape enhancement Sir George Road
- Road Upgrade
- Areas along the coast identified as urban design improvement precincts:
  - Bloukrans/Sir George Road
  - West Street/Sir George Road Intersection
  - Upgrade of Colenso Town Entrance (6th Avenue and Sir George Road)
  - Upgrade of Tugela Bridge Entrance (Gateways create a sense of entry that is easily identifiable
- Tugela River promenade Interface
- Library and Community Hall Interface
ANNEXURE 2

INFRASTRUCTURE PLAN
ANNEXURE 4

LAND USE PLAN
ANNEXURE 5

OWNERSHIP PLAN