ILISOLETHU

GEORGE
THE CITY FOR ALL REASONS

PROJECT 10: NMB SMME TRADING SPACES

Investment Package

EXECUTIVE SUMMARY

SMME trading within Thembalethu is a livelihood strategy for a large portion of the population, and is thus an important feature to the character of the area. The upgrade of NMB as a multipurpose identity route necessitates the removal of a number of encroaching trading structures. To minimise the impact on livelihoods, two dedicated trading spaces have been identified adjacent to NMB to accommodate identified traders that need to move.

The purpose of the project is to negotiate acquisition of land to establish the integrated and well-designed trading spaces. The creation of access roads and shared parking facilities are critical to support the function of these trading spaces.

Supporting SMME livelihoods in well-designed, ideally located trading facilities

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1 ILISOLETHU CONTEXT

Ilisolethu Gateway Node – "our eye" – is planned as the future mixed-use core of the Thembalethu township in George, located in the Western Cape Province. A unique identity and branding is seen as a main driver in marketing development opportunities available in the node.

GEORGE ILISOLETHU

Thembalethu

Strategically located adjacent to the N2 highway connecting George with Cape Town via Mossel Bay to the west, and the Eastern Cape via Knysna to the east, Thembalethu has great visibility and access from the highway. Together with George Central, Pacaltsdorp Industrial Node, and Kraaibosch/Blue Mountain Commercial Node, the core of Thembalethu will serve as the fourth node in the George urban area (see **Figure 1-1**).

Development at this strategic locality will aim to draw investment across the N2 highway and set the course for Thembalethu to be a functional and integrated part of George. A vast expanse of vacant land dominates the entrance of the township which might facilitate large scale development. This will, however, require coordinated and integrated planning to ensure the best use for the last remaining portions of vacant land in the node.

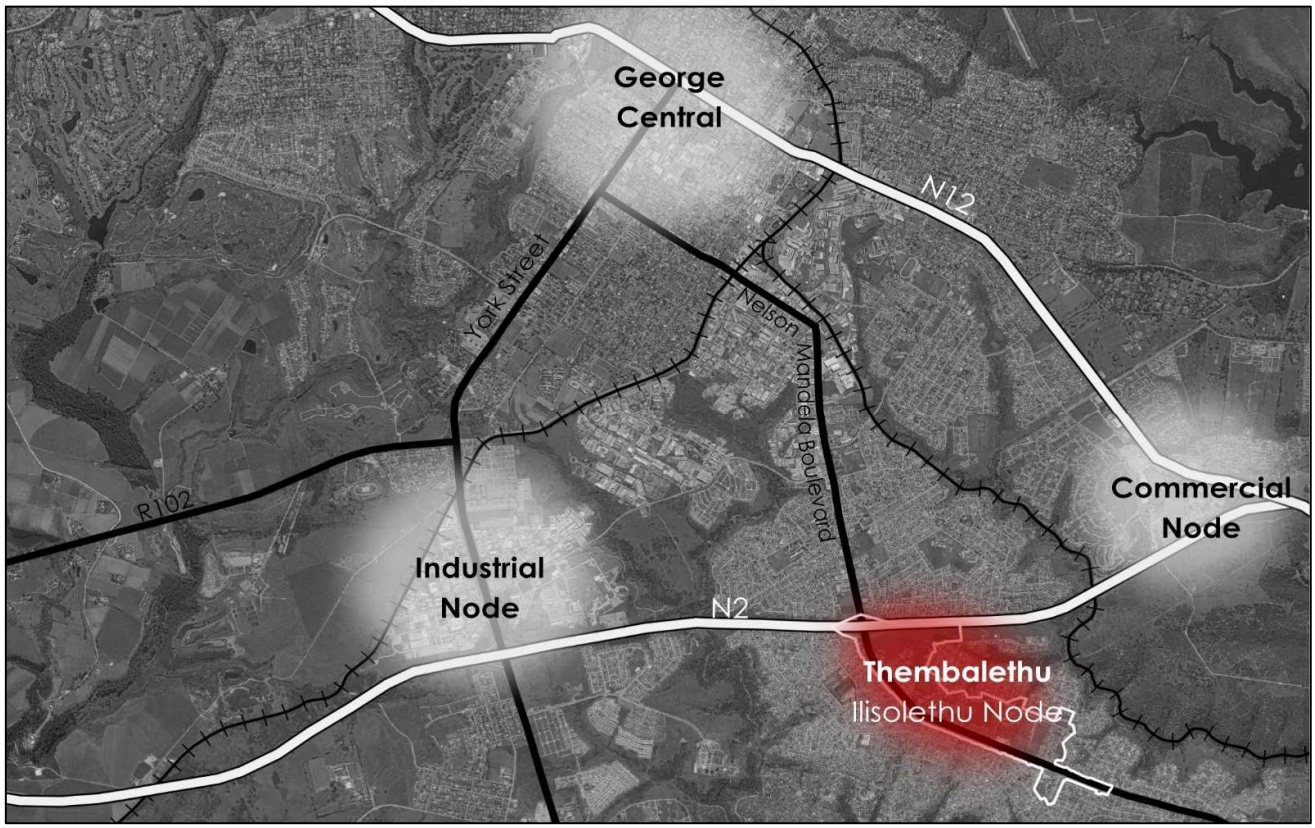


Figure 1-1: Thembalethu in the context of George

Ilisolethu

Ilisolethu is seen as the gateway into Thembalethu (see **Figure 1-2**) and the main node and future mixed-use core of the township. The importance of this strategically located node is acknowledged in all plans of the George Local Municipality (GLM). With the assistance of the National Treasury Neighbourhood Development Partnership Programme the need was felt for a plan linked to projects that would unlock the economic potential of the Thembalethu township. The Ilisolethu Gateway Node was identified as the main catalyst area and future mixed-use core of Thembalethu, with the need for focused development in this area.

There is a range of community facilities located in the node. Yet, these are not integrated and have poor walkability due to vast tracts of vacant land in between. The availability of vacant land provides an ideal opportunity for the creation of an intensified node through infill development. However, even though there are large tracts of vacant land, development is constrained by a lack of external road linkages, proliferation of residential and trading structures encroaching onto limited public spaces, a lack of residential opportunities, and minimal economic and employment opportunities. Through focused planning and dedicated implementation, the municipality aims to address these challenges by creating a well-planned, high-intensity, mixed-use node with a strong identity as the core of Thembalethu.

Figure 1-2: Ilisolethu Gateway Node boundaries

Ilisolethu Gateway Node development framework

The development concept of the node (see **Figure 1-3**) envisions a well-designed central mobility and activity spine on Nelson Mandela Boulevard. Although vehicle mobility is accommodated, the emphasis is on public transport, pedestrian movement and cycling (the latter two known as NMT – non-motorised transport). As activity spine, the plan provides for economic activities along the boulevard, thereby sustaining the livelihoods of SMMEs.

With a range of community facilities already present in the node, the focus point for community activities for the entire Thembalethu will be expanded and strengthened. With more than 10 000 people walking in the area on a daily basis, a permeable layout that fosters better access to Nelson Mandela Boulevard from the adjacent residential areas is critical.

Development proposals further allow for the integration of a diverse range of economic and residential opportunities. Mixed-use residential and commercial activities are proposed for the large portions of vacant land, providing for a sustainable live-work-play node for the entire Thembalethu community. Infill development is proposed on underutilised smaller properties. Various types of inclusionary SMME economic opportunities are specifically accommodated.

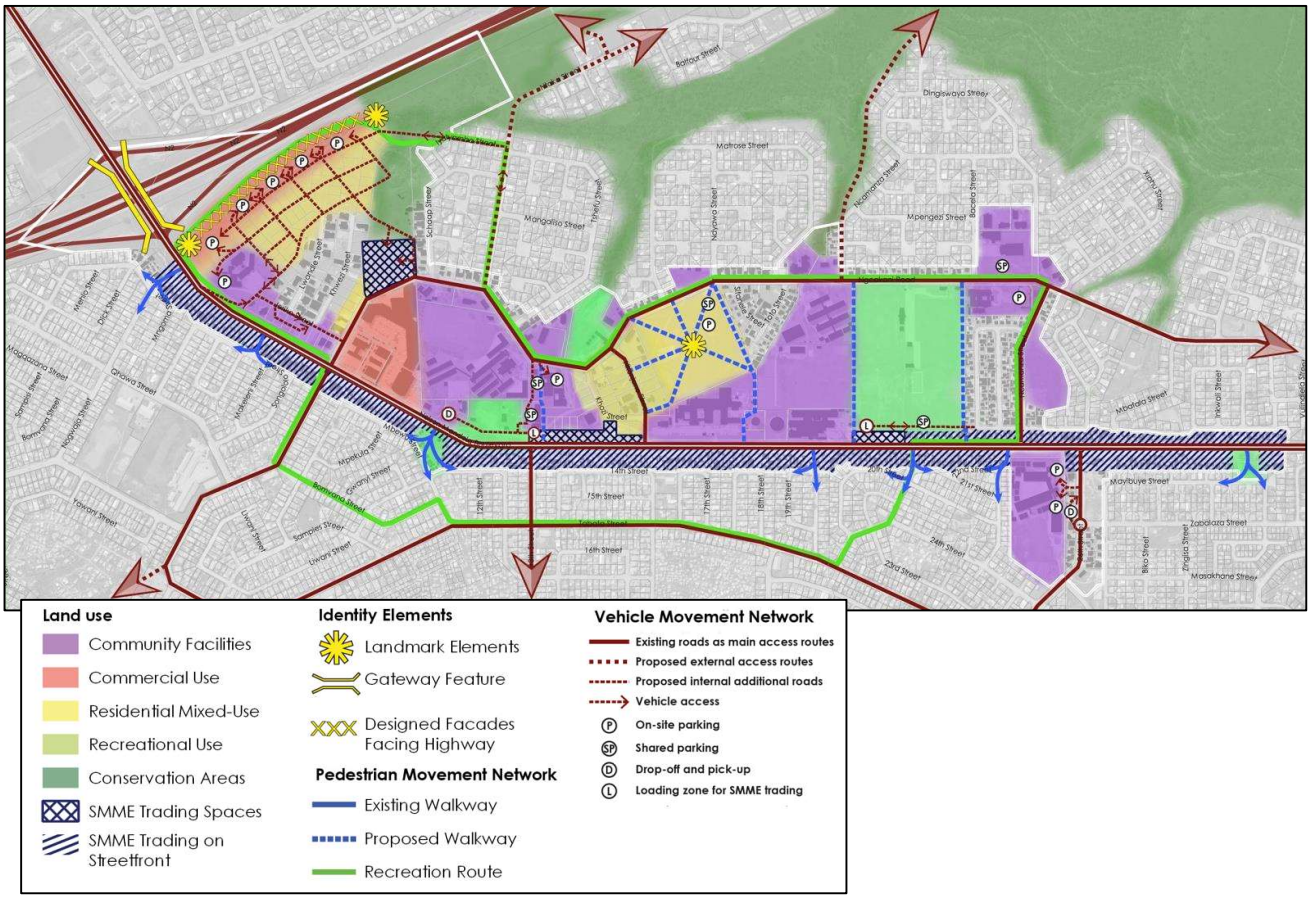


Figure 1-3: Development plan

For more detail on the development proposals for the Ilisolethu Gateway Node, the following documents can be consulted:

- Development Framework as part of the Investment Plan – The rationale for the spatial development proposals is set out in order to address the current concerns and unlock the economic potential of the node.
- Implementation Framework as part of the Investment Plan – The 11 priority investment projects are identified and detailed in the Investment Plan, supported by individual investment packages (of which this document is one) for each of these projects.
- Area Management Strategy – An area management strategy for the sustainable maintenance and management of the node is formulated. Proposals are made for the establishment of a management body incorporating the municipality, the community, social institutions and NGOs, and the business fraternity.

2 PROJECT DESCRIPTION & DEVELOPMENT POTENTIAL

SMME trading within the Ilisolethu node is spontaneous, haphazard, and completely part of the character of the area. Given the encroaching residential and trading structures onto the road reserve (and the future widening of NMB) there are some SMME trading structures that need to be moved to provide enough space to fit the new road design. The George Local Municipality identified designated trading spaces within which formalised trading stalls will be provided, and where select SMME traders will be relocated. These spaces (though focused on trading) will be multipurpose, integrating recreational and retail uses within a well-designed public space environment.

Purpose of the project

The purpose of the project is mainly to negotiate the acquisition of land to create integrated and well-designed trading spaces. The project specifically looks at two spaces – trading space (a) adjacent the Inkcubeko Youth & Science Centre, and trading space (b) situated on a portion of the Thembalethu stadium.

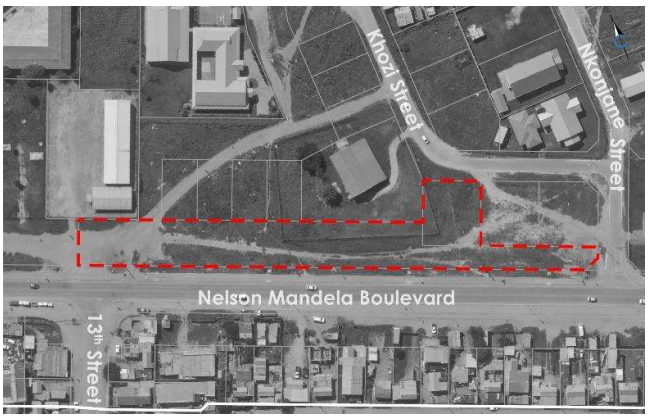


Figure 2-1: Trading space (a) project location

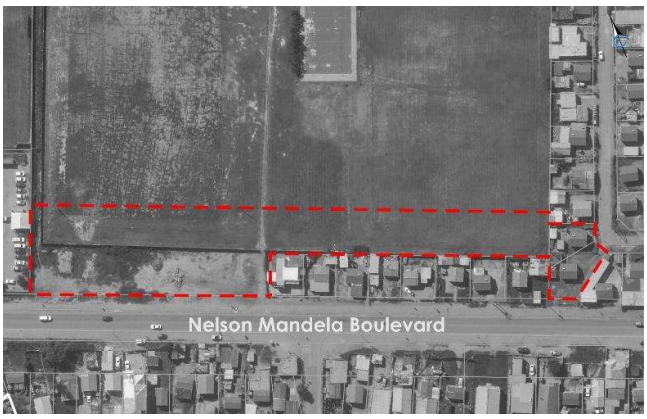


Figure 2-2: Trading space (b) project location

Table 1: Project overview sets out the desirability and viability of the project, providing a summary of some information that could be found in the rest of the tables. Information provided in this table touches on the value of the project, an overview of potential funding, possible risks, and highlighting the strategic alignment of the project with key legislative outcomes.

Project potential

Trading space (a) consists of two development components (**Figure 2-3**) with all project implementation items (see **Table 5 – Project implementation items**) focused on the acquisition of land and the prioritisation of an urban design plan for the design of the trading stalls.

Trading space (b) consists of two development components (**Figure 2-4**) with all project implementation items (see **Table 5 – Project implementation items**) focused on the acquisition of land to allow an access road with shared parking facilities towards the back of the trading space, as well as the development of an urban design plan for the design of the trading stalls.

Figure 2-3: Trading space (a) development components

Figure 2-4: Trading space (b) development components

Table 2: Development potential quantifies the development potential of the project based on proposals defined in the development plan and the proposed overlay zone. The following are included:

- Per development component – total developable area, erf numbers and preferred land uses;
- Maximum construction scope with set parameters for respective development components;
- Potential development if 100% of the project is developed;
- Minimum required development for 20% of the project's development; and
- Number of trips generated by the intended development.

3 PROJECT CONTEXT

Locality

Both trading spaces are located along NMB, providing ample exposure to pedestrian traffic to minimise the livelihood impacts of moving the selected traders. Trading space (a) is located adjacent the Inkcubeko Youth & Science Centre, and Trading space (b) is located on a portion of the Thembalethu stadium.

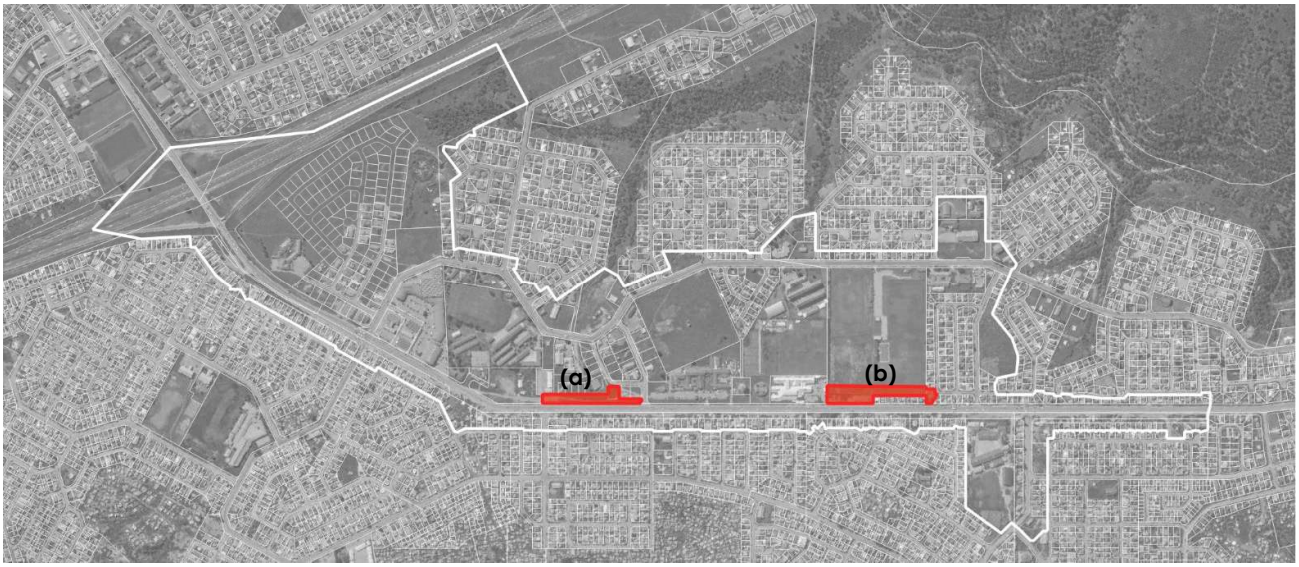


Figure 3-1: Project locality

Public transport context

Thembalethu township is serviced by two public transport routes in the George Integrated Public Transport Network (GIPTN). Route 10 running on Nelson Mandela Boulevard is the main public transport feeder route linking Thembalethu with George Central. The route is serviced by Go George buses. Route 57 serves as a collector route in Thembalethu and is proposed to be serviced by taxis. Route 57 runs on Ngcakani Road, Tabata Street, and Qhawa Street.

Both trading spaces are located along the GIPTN route 10, and the proposed pedestrian walkways (for trading space (a) implemented as a part of Project 5 – Inkcubeko Youth & Science Centre extension; and trading space (b) – the formalisation of an existing walkway over the Thembalethu stadium) will provide further NMT access to GIPTN route 57.

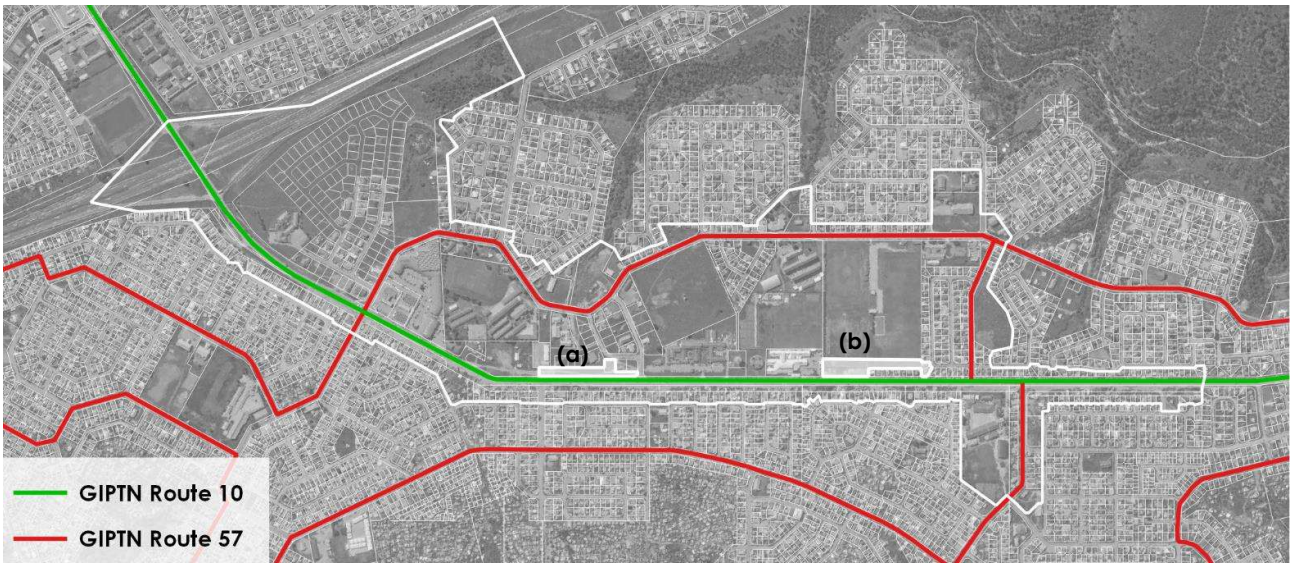


Figure 3-2: Public transport routes

Environmental features

The Meul River flows along the north-eastern border of the township, with several non-perennial streams feeding the river from different low-lying areas in the township. A 64-meter buffer around the non-perennial streams act as an informal flood line (note – more formal flood line determination should be done should a project be affected by the 64m buffer). Most streams are located outside of the node boundary.

Critical Biodiversity Areas (CBAs) are also prevalent in the area, although most are located outside of the node boundary. CBAs must be safeguarded in their natural or near-natural state because they are critical for conserving biodiversity and maintaining ecosystem functioning. Thembalethu hosts three types of CBA sub-categories: CBA1 Forest, CBA1 Terrestrial and CBA1 Wetland.

Neither of the NMB SMME Trading Space project sites are affected by any CBAs or rivers.

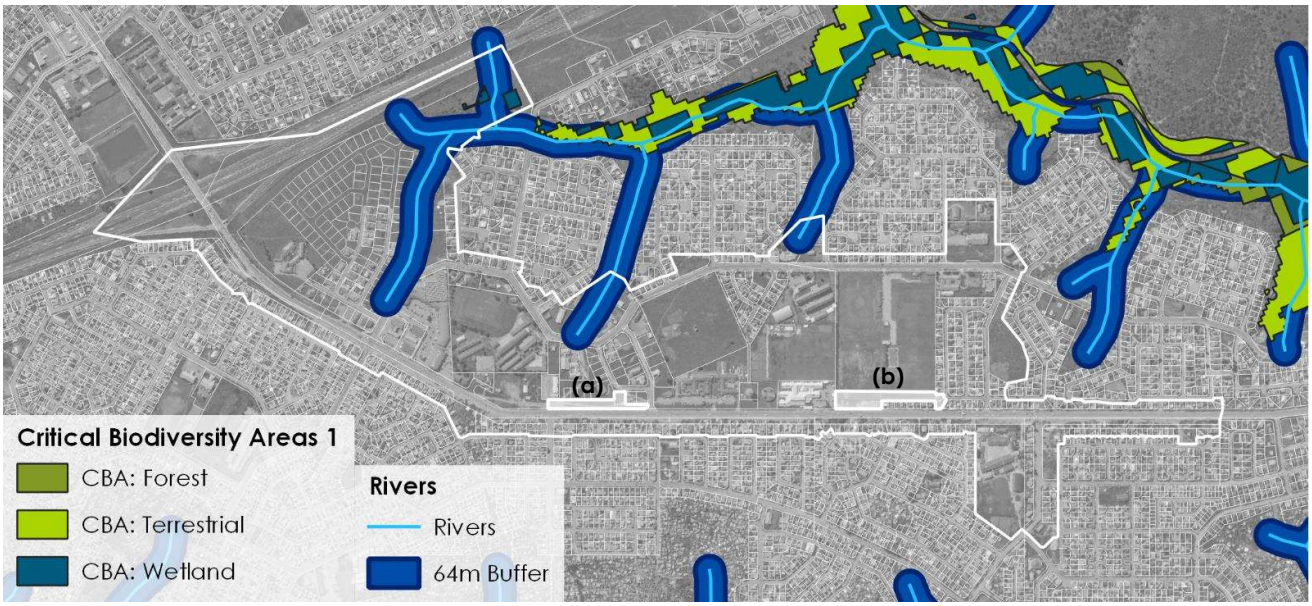


Figure 3-3: Environmental attributes

Local context

The project area within its direct context is illustrated in **Figure 3-4** and **Figure 3-5**. Existing land uses adjacent to the project area, as well as other land uses and/or activities in the vicinity, as proposed in the Development Plan, are also indicated.

Figure 3-4: Trading space (a) project context (existing and proposed adjacent land uses)

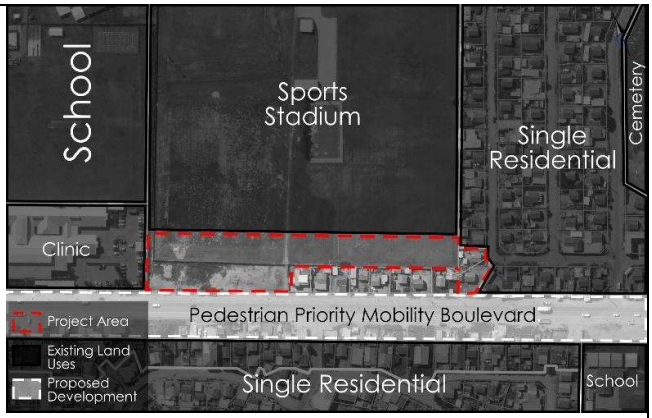


Figure 3-5: Trading space (b) project context (existing and proposed adjacent land uses)

4 PROPERTY INFORMATION

The project includes two trading spaces: trading spaces (a) located next to the Inkcubeko Youth & Science Centre and trading space (b) on a portion of the Thembalethu stadium.

Trading space (a) is located on Erven 1784 and 1787 and has an approximate size of 4 400 sqm. 3 700 sqm is dedicated to the development of the trading space as an integrated part of a good public space. A further 660 sqm will also encompass SMME trading facilities – however developed as a business arcade centred around a NMT through route.

Trading space (b) is located on a portion of the remainder of Erf 2210 (Thembalethu Stadium). The project area, however, includes Erven 7231 and 7223 for the specific purpose of extending the road to provide access at the back of the trading space. Only a portion of Erf 7223 will be used, and the remainder will be sold for residential use. The actual space available in trading space (b) is 1 700 sqm, with a further 5 300 sqm dedicated to the access road and shared parking facilities.

The project area for trading space (a) (see **Figure 4-1**) thus includes the following properties:

- Vacant portion Erf 1784; and
- Vacant portion Erf 1787.

The project area for trading space (b) (see **Figure 4-2**) thus includes the following properties:

- A portion of the Thembalethu stadium (Remainder of Erf 2210)
- Residential properties – Erven 7231 and 7223.

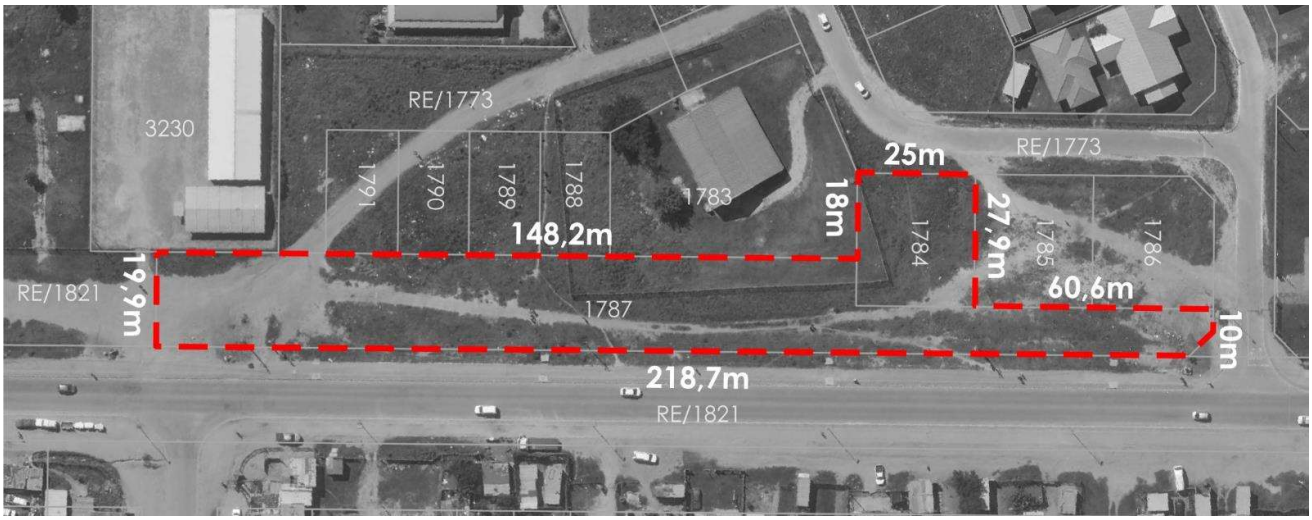


Figure 4-1: Project properties – trading space (a)

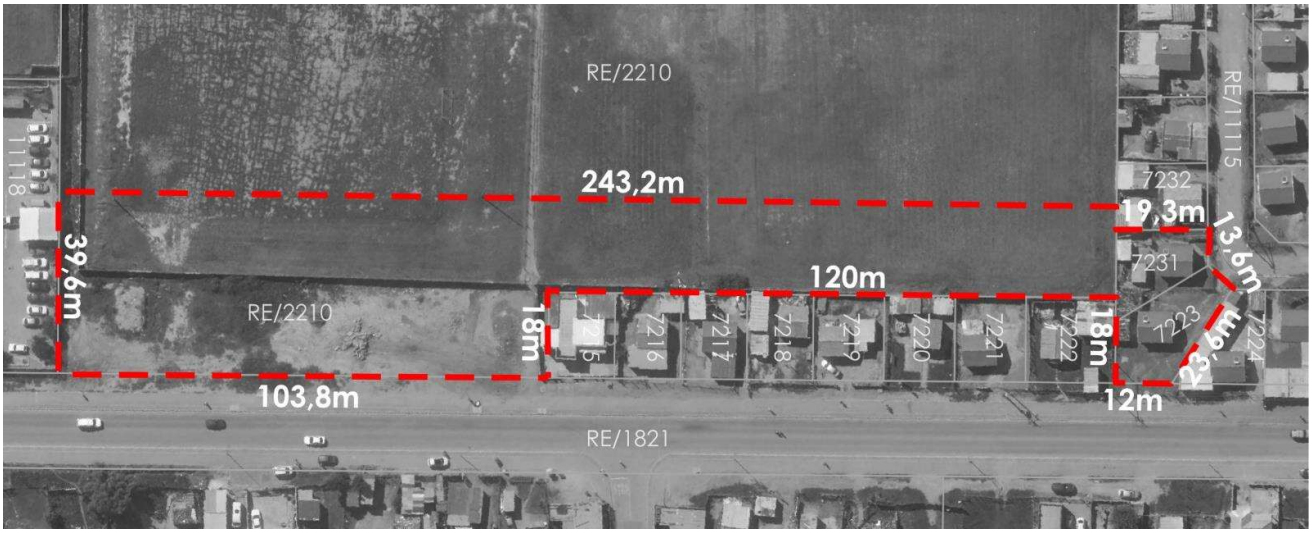


Figure 4-2: Project properties – trading space (b)

Table 3: Property information provides the following detail for each of the properties within the project area:

- Erf number;
- Erf size (m^2);
- Property owner name;
- Description of whether the erf is privately or publicly owned;
- Current zoning of the erf (see **Table 4: Existing land use rights**) for detail on the rights associated with the type of zoning);
- Current land use of the erf;
- Existence of a lease agreement; and
- Name of the tenant on the erf if there is a lease agreement.

For more information on the SG data – see **11 Surveyor general data**.

5 PROJECT DESIGN

The intention of the project is to establish dedicated SMME trading spaces to accommodate some of the existing traders along NMB. Two spaces were identified – both situated along NMB to reduce the impact on livelihoods and place traders within proximity to the numerous pedestrians walking along NMB. Though primarily focused on trading, these spaces should be designed as multipurpose spaces, incorporating both retail and recreational uses within a well-designed public open space. To ensure the design of these spaces are responsive to their surroundings, the following guidelines given.

NMT through routes

Though its implementation is not a responsibility of this project – the proposed NMT through route along the Inkcubeko Youth & Science Centre has an impact on the design of the Trading Space (a) site, and its incorporation should actively be planned for. A further NMT route is proposed across Erf 1784, providing access to NMB from Khozi Street. This through route should, however, be designed as a business arcade – with garage type trading facilities lining both sides of the space. See generic guidelines sheets "NMT through route design guidelines" and "SMME trading spaces guidelines" for more detail design guidance.

The NMT route that cuts across the Thembalethu Stadium (implemented within the Ilisolethu Gateway Node development plan) also has a significant impact on the Trading Space (b) and should be incorporated into the design of the space. See generic guidelines sheet "NMT through route design guidelines" for more detail.

Boundary definition

Project-specific detail on which site boundaries may/should have specific types of boundary definitions is indicated on **Figure 5-1**. Requirements for the design of a specific type of boundary is addressed in the generic guidelines sheet "interface design guidelines". Where no guidelines are indicated, this boundary should be kept open and preferably integrated into the design of the adjacent walkways – creating continuity between these public spaces.

Parking and access

Parking and vehicle access for Trading Space (a) is dependent on the implementation of an access road as part of Project 9 (NMB sports node). Given its implementation, vehicle access for this site will be via NMB with shared parking facilities provided for in the vicinity – no parking will be accommodated on site. A loading zone is also accommodated directly next to the access road and adjacent to the trading facilities.

Access to Trading Space (b) will be via a new access road over Erf 7231, changing the vehicle access for Erven 7215 to 7222 from NMB to the new access road. Shared parking will also be provided along this access road with a loading zone provided for at the end of the road. See generic guideline sheet "Parking design guidelines" for detail guidance on the design of shared parking facilities and on-grade parking.

Placemaking

The implementation of public art or community-driven urban acupuncture as addressed in the generic guidelines sheet "Placemaking design guidelines" must be implemented as a part of this project.

Open space

Although the project is focused on trading, the project sites should be designed as multipurpose spaces, incorporating various uses. Generic guidelines sheet "Open space design guidelines" sets out design guidance for hard and soft public spaces – either being applicable to the trading spaces dependent on the types of facilities to be provided.

SMME trading

The trading typologies applicable to these sites are both the type B and D trading typologies. Trading space (a) will incorporate the garage type trading typology in two ways – (1) as loose standing trading spaces centred around public open space amenities, and (2) two rows of attached garage trading spaces centred around a NMT through route (see adjacent graphic) providing access from Khozi Street to NMB (Erf 1784). Generic guidelines sheet "SMME trading spaces" provides further guidance.

No other project specific requirements are applicable.

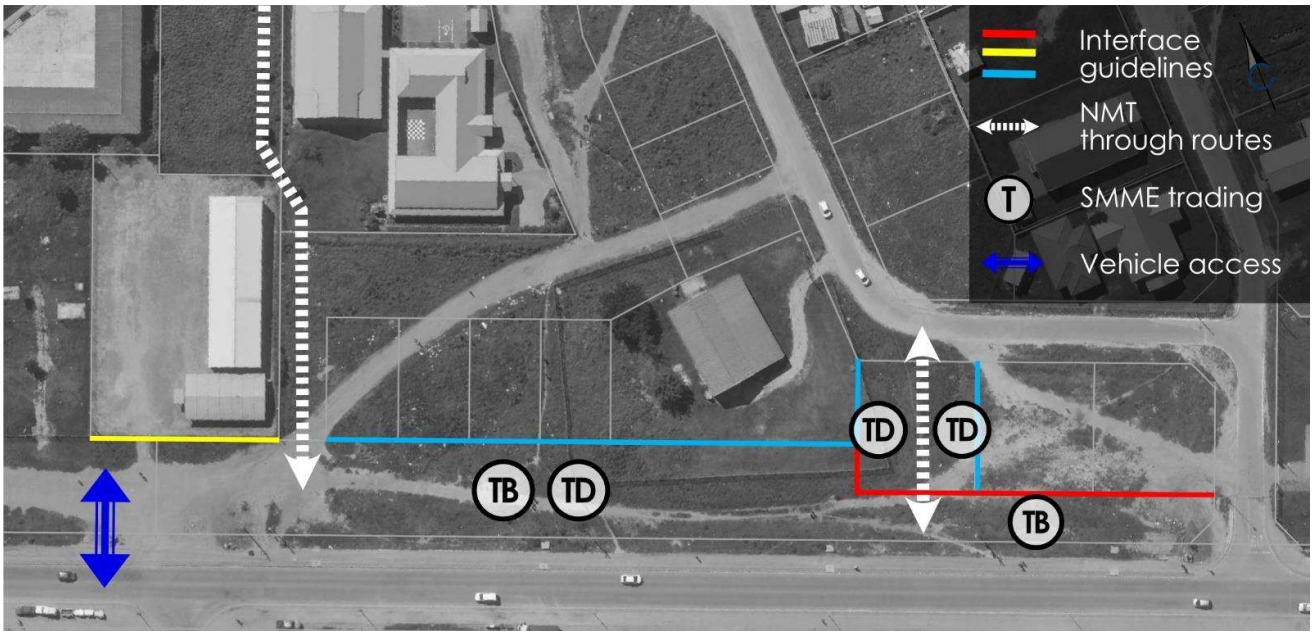


Figure 5-1: Trading Space (a) project specific design guidelines

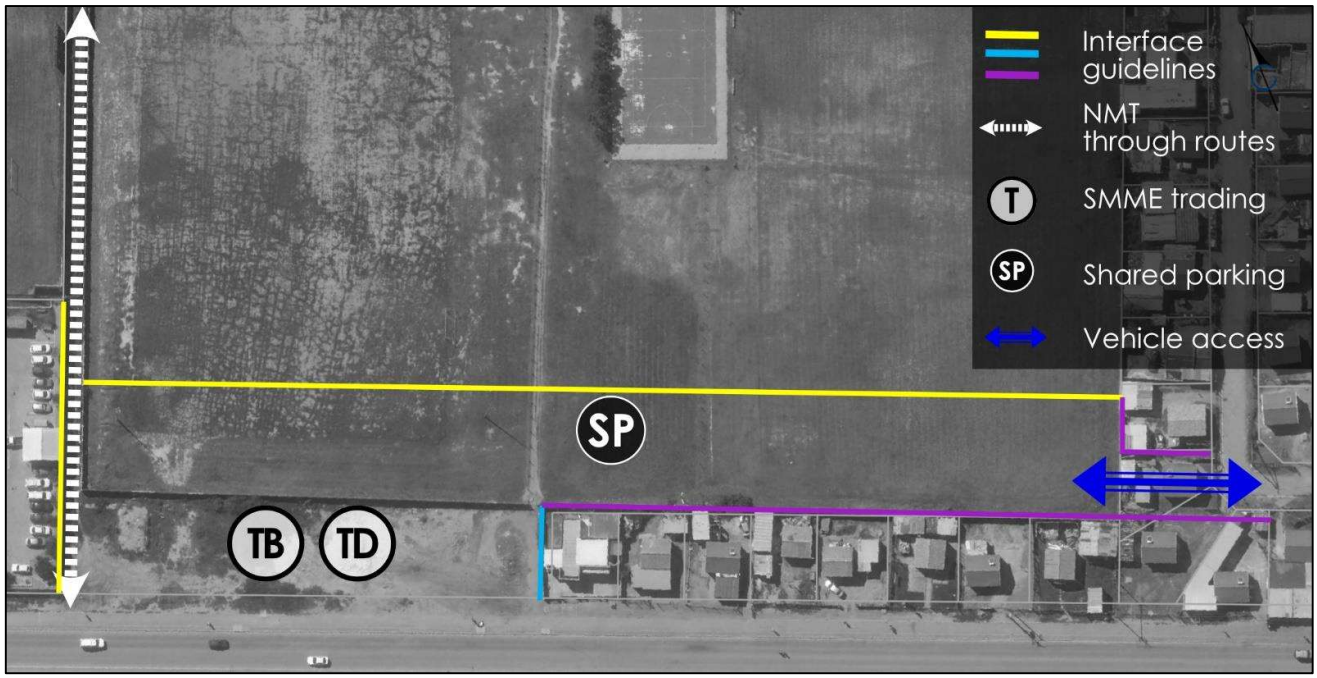
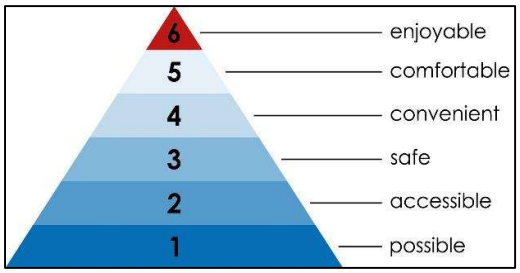


Figure 5-2: Trading Space (b) project specific design guidelines

NMT through routes design guidelines

Walking and cycling (referred to as non-motorised transport- NMT) together with public transport create more sustainable urban spaces by providing movement options beyond individual motorised transport.

Walkability refers to the user-experience of walking and how conducive an area is to NMT movement. Adjacent is the hierarchy of needs for walkability. The following spatial factors impact on walkability and should be kept in mind when implementing NMT through routes:



Possible
- Human factors (age, health, mobility)
- Spatial factors (barriers – wide highways, steep slopes)

Accessible
- Reasonable walking distance between destinations
- Number of environmental barriers
- Completeness of pedestrian network

Safe
- Pedestrian-scale lighting
- Absence of grime (litter, graffiti, broken windows)
- Traffic management
- Unrestricted line of sight
- Public-private interfaces that support pedestrian safety

Convenient
- Permeable, pedestrian-scaled walking grid
- Wide sidewalks
- Shortcuts through large areas

Comfortable
- Covered walkways or shade
- Pedestrian-scale lighting
- Intact walking surfaces
- Public amenities (ablutions)
- Street furniture

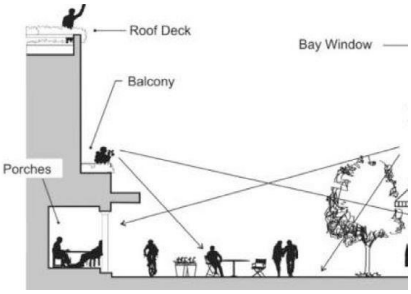
Enjoyable
- Public art and design elements
- Active spaces supported by land uses activating the street
- Buildings defining the space
- Presence of people without overcrowding

Width	▪ Through routes should at a minimum be 7m wide, increased to 10m when walkways are longer than 70m.	
Security	▪ Pedestrian-scale lighting – ensuring the through route is adequately lit at night. ▪ Security booths may protrude 1m into the through route to assist with surveillance of both the private property and the through route. ▪ Landscaping should not impede line of site.	
Adjoining property interface	▪ Through routes should predominantly be flanked by transparent fencing or buildings with active interfaces. ▪ Where solid walls are however required to provide privacy, no solid wall may be longer than 7m before it is altered with transparent fencing.	
Hard space design	▪ Some walkways are small and only serve to make the area more permeable. These spaces should be completely paved, including public furniture, art and landscaping to soften the space.	
Soft space design	▪ Some walkways will serve more than one purpose, providing permeability as well as additional public space. In those instances, the through route should be designed to include linear park guidelines as proposed in generic guidelines sheet "public open space design guidelines".	

Interface design guidelines

The purpose of interface guidelines is to ensure that a building has a responsive street edge that could support passive surveillance and safety of/in the street. The rationale behind the proposed interface guidelines is to ensure building edges that activate the public space, or at least provide a visual connection between the inside of the building and the public space on the outside.

A responsible design of a building façade is critical, as the façade is not only part of the individual building but also part of the bigger urban whole. The aim of the façade is to weave the building and the street space together and not to act as a barrier between the inside and outside. A good public-private interface supports activity and transparency.



Below an illustration on how interface guidelines are incorporated into the development of an area:

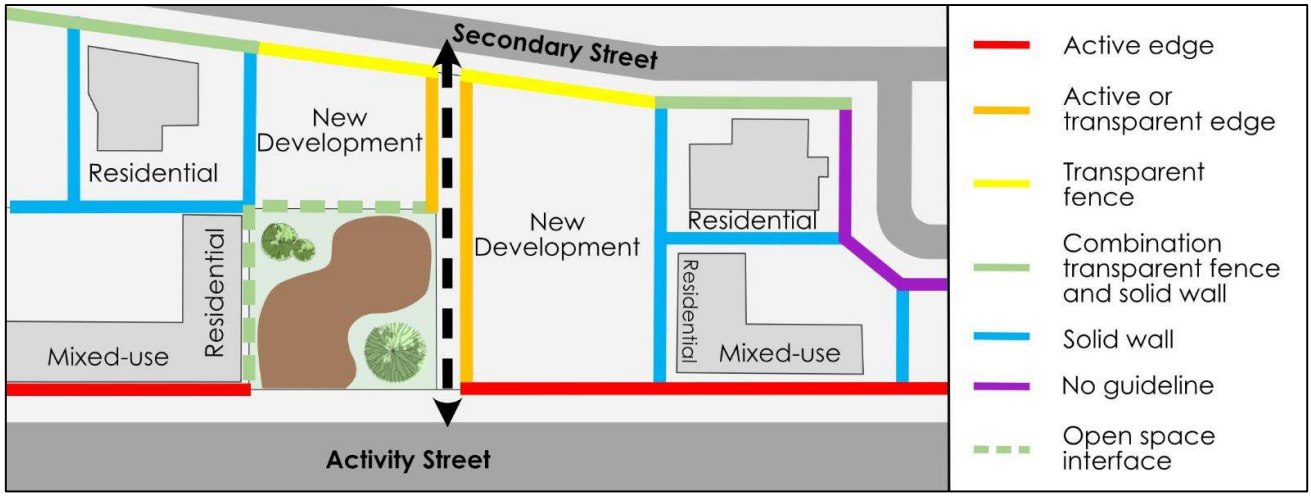


Figure 5-3: Application of interface guidelines

Active edge

Intention is to ensure that buildings contribute to the activity in the public space. To create an active edge:

- At least 75% of the ground floor should have openings (doorways or shop windows).
- No solid wall should be longer than 5m.
- One building entrance per every 10m length of building.
- A covered walkway provided along the edge of the building.
- Upper storeys should have balconies looking out onto the adjacent space (street/open space).

Active or transparent edge

Where buildings do not provide an active edge, the intention of a transparent edge is to still provide a visual connection between the inside of the building and the outside space. To create a transparent edge:

- At least 75% of the ground floor should have visual openings (windows).
- No solid wall should be longer than 10m.
- Balconies on upper storeys are encouraged.

Transparent fence

Although it is preferred that buildings frame the public space, the intention with a transparent fence is to improve security of the site, while also supporting environmental-design-for-safety principles with a visual connection between the property and the public space. Balconies on upper storeys are encouraged.

Combination transparent fence and solid wall

The intention with solid walls is to screen off loading zones and service yards and create privacy for facilities involving vulnerable communities. The combination of solid walls and transparent fencing should be provided accordingly:

- Solid walls may not be longer than 30m where it should be altered with transparent fencing.
- Walls should have articulated features to create visual interest.
- No precast concrete structures are allowed.

Solid wall

The intention with a compulsory solid wall is to screen off private areas facing another property. Solid walls should be provided accordingly:

- Walls should be at least 2m high.
- No precast concrete structures are allowed.
- In the case of adjacent residential properties, see additional residential design interface guidelines.

No guideline

No specific guidelines for these interfaces are required. Property owner can choose.

Open space interface guidelines

The purpose of the open space interface guidelines is to ensure that a new, higher density development provides passive surveillance over the public open spaces, and that the design of buildings incorporate design-for-safety elements.

Open space interface

Intention is to increase the safety of public spaces through passive surveillance offered by the intended development. Building designs should adhere to the following:

- A building should front onto the public space and no building should have any backside turned to any part of the public space.
- Entrances into buildings should be provided directly from the public space.
- Security measures should be located at building entrances (e.g., biometric access) and not property boundaries.
- Windows and balconies should look out onto the public space.
- No solid wall or palisade fence may be erected in front of the building.

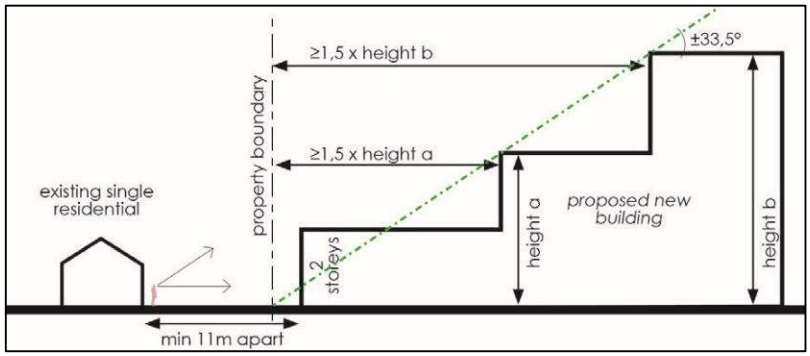
Residential design interface guidelines

This interface refers to the transition line between new developments and existing residential properties behind and adjacent to it. The purpose of this residential interface guidelines is to ensure that a new, higher density development minimises the potential negative impact on adjacent single residential properties, by respecting the privacy and solar access of these properties.

Residential interface

The graphic illustrates how buildings adjacent to residential properties should be constructed. In summary:

- A 2m high boundary solid wall with a row of trees should be provided on the shared boundary.
- No service yards should be closer than 5m from the shared boundary.
- No balconies may be provided on the sides facing the single residential property.
- Height of new buildings should step up from the shared boundary.
- New buildings should be located at least 1,5 times the height of the new building away from the shared boundary.



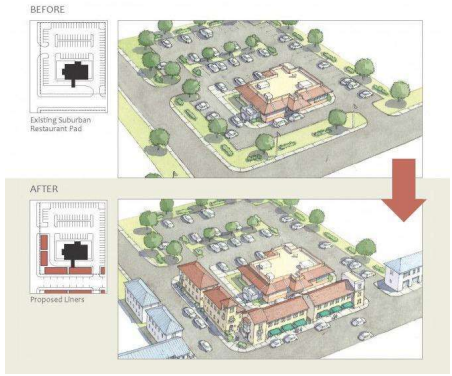
Parking design guidelines

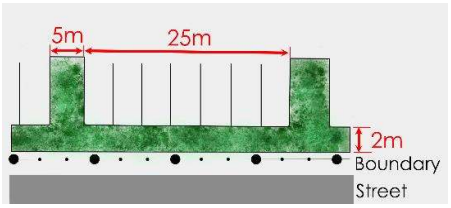
OP

Parking on-grade

To enhance pedestrian quality, on-grade parking should not be provided in front of buildings, along important routes, or adjacent to public spaces. The following should also be adhered to:

- At least one indigenous, drought resistant tree/landscaped patch per every four parking bays.
- Parking to be provided at the back of buildings.
- Larger parking lots should be divided into parking pockets with ample trees/landscaping to soften the space.
- Parking provided along transparent fences facing the street should be provided in pockets with a 2m strip of landscaping along the boundary.
- Parking pockets should not be longer than 25m and should be separated by a minimum 5m width landscaped patch.



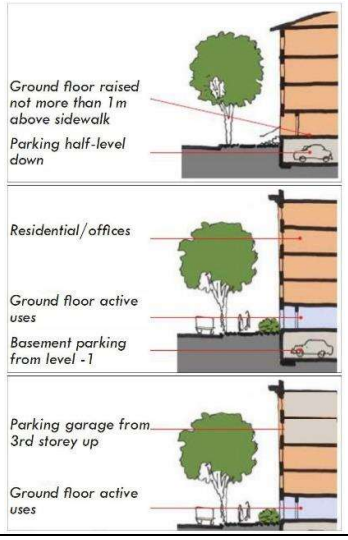


BP

Parking in/on building

It is preferred that parking be provided inside, underneath or on top of buildings. Where this is possible, the following should be kept in mind:

- Only active uses are to be provided on ground floor – not parking.
- Where parking is provided in a raised basement, the ground floor should not be raised more than 1 meter above the sidewalk.

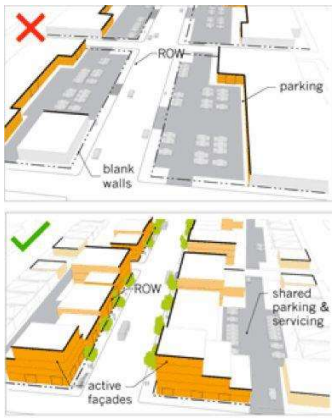


SP

Shared parking

Due to the proposed functioning of the node as a pedestrian-prioritised environment, creative thinking around a shared parking system is proposed. The following guidelines are therefore proposed:

- As a site is developed, a reduced ratio of parking spaces is provided.
- Overflow parking can then be designated to a close-by vacant piece of land.
- When the overflow parking lot is developed, additional parking is provided at a different site.
- It is believed that as the node becomes more developed, the public transport and pedestrian character will dominate, and less parking would be required.
- Shared parking lots should be designed according to the "parking on-grade" guidelines above.



Placemaking design guidelines

Sense of place (or identity) refers to the intrinsic distinctiveness of a place and the meaning people give to that place. Certain unique characteristics can make a place distinctively different and thus more interesting and memorable. When there is a sense of place, residents feel a connection and a sense of belonging. This has both social advantages (residents love their area and therefore take better care of it) and economic advantages (businesses are attracted to that area).

Questions around a sense of place should be structured around private developments and the design of buildings, the interface between public and private spaces, and the design and functioning of public environments. It's the collaboration and mutual support between public and private that create vibrancy within spaces.

Private developers should think about a sense of place in terms of how does the building/development (1) respond to and reinforce the locally distinctive character; (2) create a sense of significance to the local community, and (3) respond to and reinforce the locally distinctive activity structure and spirit.

The public realm should be designed in such a way that developers can easily read the sense of space within a community. The public realm should: (1) set the standard of development, (2) be responsive to local character, (3) be respectful of heritage, and (4) protect the natural environment.

CHARACTER OF THE PLACE

- Built form
- Patterns of development
- Streetscape
- Interface design
- Heritage elements
- Landmark elements
- Public art
- Environmental elements

QUALITY OF THE PLACE

- Quality of public spaces (hard and soft; linear and nodal)
- Architectural quality
- Infrastructure services
- Vehicular movement and parking
- Non-motorised movement
- Universal design
- Public facilities

SPIRIT OF THE PLACE

- Sense of community
- Sense of safety
- Community events
- Vibrancy in public spaces

Street furniture and lighting

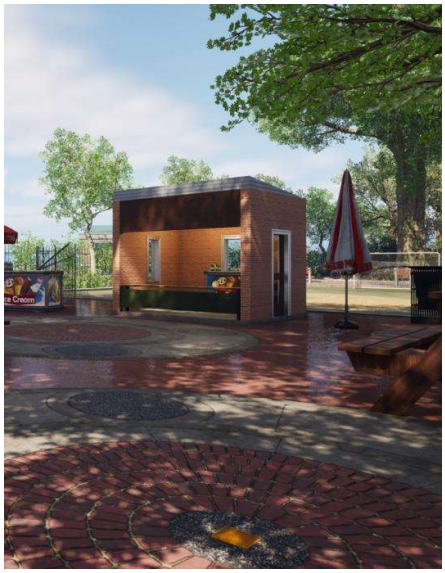
- To be provided along all NMT through routes, public open spaces and the NMB pedestrian priority route.
- Furniture should be designed to be robust and low maintenance, using materials such as concrete or steel.
- Seating should be orientated to provide passive surveillance within the public space.
- Where possible, the branding of the Ilisolethu node should be incorporated into the design of street furniture.
- The design and placement of furniture should keep design principles such as rhythm, texture, form and colour in mind to establish a sense of place.

- Lighting should be pedestrian scale and adequately illuminate public spaces.
- Lighting should not adversely impact adjacent properties.
- Public transport facilities should be well lit at all times.
- Solar lights should be explored to reduce the load on the electrical grid.

Hard and soft landscaping

Hard landscaping (such as paving) plays a critical role in defining and creating continuity between different public spaces. The following should be kept in mind with hard landscaping:

- Paving should "spill out" onto public open spaces where pedestrian walkways connect.
- Design principles such as texture, form and patterns should be used to differentiate between different activities.
- Paving intersections to serve as traffic calming measures and prioritise pedestrian movement.
- Follow universal accessibility principles, ensure that hard landscaping is non-slip and even.



Soft landscaping is necessary to soften public spaces and incorporate nature back into cities. Vegetation and tree cover can also greatly increase the attractiveness of open spaces by providing shade and a sense of enclosure. Soft landscaping guidelines include:

- Indigenous and drought resistant vegetation should be encouraged.
- Care should be taken when planting low shrubs as to not impede visibility and to avoid creating concealed spaces.
- Design principles such as rhythm and harmony can be incorporated into the planting of trees to better enhance the character of public spaces.

PUBLIC ART AND URBAN ACUPUNCTURE OPPORTUNITIES include the following:

Community sidewalk mosaic

Mural painting

Community gardens

Painted parking lots

Pocket play spaces

Commissioned public art

SMME trading spaces

The Ilisolethu Gateway Node (and in fact the entire Thembalethu township) consists of a number of SMME traders. The purpose of these guidelines is to attempt to provide some structure within the informal economy and to provide traders with formalised trading structures in designated trading spaces that offer them exposure to Nelson Mandela Boulevard and the numerous pedestrians and cyclists that travel along this road. The intention is also to provide vibrancy and activity within public spaces to improve the overall walkability of the node and support the character of Ilisolethu.

TA

Type A
Trading on boundaries

Trading takes place directly from the boundary of residential properties – through the fence or a hatch it the wall. Typology is intended for:

- Small-scale trading (sweets, cold drinks, take-aways).
- No on-site seating provided.
- Use existing on-site services.

TB

Type B
Trading stalls

Coherently designed open trading stalls, either specifically provided by the municipality or allowed within designated trading spaces:

- Selling general goods (clothes, small electronics, food stuffs).
- People-centred services.
- Off-site storage facilities, communal water points and ablution facilities are catered for within the vicinity.

TC

Type C
Refurbished containers

A lot of trading already takes place within containers. Although no containers will be provided by the municipality, SMMEs may place containers on private properties.

- Small scale service traders, selling of larger products, cooking (for take-away) and services.
- Integrates retail services with on-site storage.
- Use of existing on-site services.
- Communal ablution facilities would be required.

TD

Type D
Garage stores

Small spaces the size of a standard garage, which can be integrated into buildings to contribute to active interfaces.

- Designated trading spaces are identified, and private developers are encouraged to incorporate this design into their buildings.
- Can support small-scale service traders, food services (take-away and sit-down), permanent display and retail.
- Integrates retail services with on-site storage facilities.
- Individually serviced with water and electricity.
- Communal ablutions facilities would be required.

TE

Type E
SMME hub

Clustered small units of trading facilities within a well-designed structure with adequate open space.

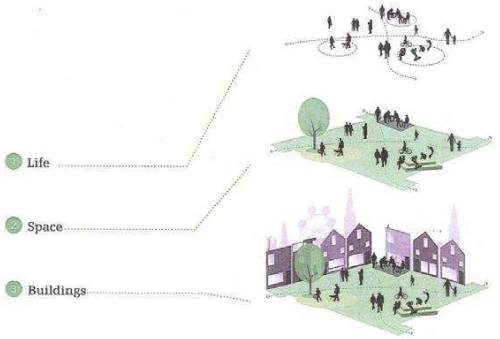
- Larger manufacturing and vehicle-related activities.
- Permanent workshops for manufacturing, light engineering works, and car-related services.
- Individually serviced with water and electricity.
- Varying sized units can be provided to suite different trading needs.

Open space design guidelines

Components of good public spaces

An urban space can be defined in terms of the following components:

- The walls defining the space (e.g. buildings enclosing the space, a continuous row of trees);
- The floor covering the space (e.g. paved patterns, grass);
- The roof covering the space (e.g. a built structure, sky);
- The elements arranged in the space (e.g. street furniture, landscaping, trees, public art); and
- The activities taking place in the space (e.g. formally organised, informal and spontaneous).



Shared space

Shared space is a relatively new urban design concept with the aim to minimise the segregation between vehicles, pedestrians, and bicycles through continuous paving over the street and sidewalk. The theory is that it creates a sense of uncertainty, making it difficult to read who has priority in the space. This in turn would make drivers slow down, engage with the environment, and make eye contact with pedestrians.

Walls	Preferred that adjacent properties have active interfaces, or at least a transparent interface.
Floors	Paving of entire space, removing distinction between streets and walkways.
Ceilings	Covered walkways along buildings are encouraged. Street trees to provide shade.
Elements	Removal of street clutter (kerbs, road surface markings, traffic signals). Incorporating street furniture, public art, and amenities.
Activities	Adjacent properties should provide appropriate land uses to activate the public realm (restaurants, social services, retail, etc).

Less shared design ◄——► More shared design		
Kerbs	Low kerbs, chamfered kerbs	No kerbs
Pedestrian barriers		No pedestrian barriers
Vehicles restricted to parts of street, e.g. by bollards, street trees, etc.	Implied vehicle paths using surface materials, for example	No barriers to vehicle movement
Poor quality or unwelcoming public space characteristics	A few places where people can rest and chat	Presence of features such as cafes, markets, abundant seating, planting, public art, etc.
Conventional road markings	Limited road markings	No road markings
Traffic signals		No traffic signals
Signal controlled crossings	Zebra crossings	Courtesy crossings or no crossings

Public squares

A square is provided to act as focal point for social and cultural life in the node. In general, a square draws its vibrancy from the activities and uses in the buildings surrounding the space, from the interaction between the buildings and the space, as well as activities taking place within the space itself. A public square also provides an opportunity to establish a unique mix of commercial and social services to establish a distinct identity. A setting facing onto a square also provides the opportunity for a civic building where the square acts as a reception space for people to sit and wait to be served.

Walls	Preferred that adjacent properties have active interfaces, or at least a transparent interface. Buildings should frame the space.
Floors	Hard and soft landscaping within a well-designed public space.
Ceilings	Covered walkways along buildings are encouraged. Street trees to provide shade.
Elements	Central public art feature around which the public space is orientated. Incorporating street furniture, public art, and amenities.
Activities	Adjacent properties should provide appropriate land uses to activate the public realm (restaurants, social services, retail, etc).

Sports facilities

Where possible, multi-sport sports fields should be incorporated into all public open spaces. Where appropriate, transparent fencing around sports fields may be provided. The sports fields should however form an integrated part of the entire open space, and the design of the space should therefore follow the guidelines of soft and hard public spaces. Varying ages should be catered for – providing bigger and smaller versions of the fields.

Soft public spaces

Soft public spaces are well-designed with ample soft landscaping elements to soften the space and integrate natural elements.

- Space preferably defined by active building interfaces, however transparent fencing or a line of trees can also define the space.
- Paved areas with interspersed soft landscaping.
- Ample trees to provide shade.
- Public art, street furniture, pedestrian-scaled lighting, formal and informal trading activities.

Hard public spaces

Hard public spaces include the network of pedestrian sidewalks and bicycle lanes, as well as the dedicated trading spaces and public open spaces that are spread along NMB. Trees, street furniture and public art must be incorporated to soften the space.

- Space preferably defined by active building interfaces, however transparent fencing or a line of trees can also define the space.
- Paving patterns to define different activity spaces.
- Trees to soften the space.
- Public art, street furniture, pedestrian-scaled lighting, formal and informal trading activities to create a sense of place and vibrancy.

Linear parks

Applicable to pedestrian walkways and through routes. Depending on the length of the walkway, might be hard or soft spaces.

- Transparent fencing or active interfaces to border the space.
- Paved areas with interspersed soft landscaping.
- Ample trees to provide shade.
- Public art, street furniture, pedestrian-scaled lighting, formal and informal trading activities.

6 PROJECT IMPLEMENTATION

Table 5: Project implementation items identifies project items with key activities that need to be undertaken to ensure the successful implementation of the project. The following are addressed under each component:

- Description of the item;
- Status of the item – Indicates the stage of progress of the item;
- Item type – specifies whether the item is for technical assistance, operations, management, or a capital project;
- Source of funding;
- Budget estimate for the item;
- Budget rationale – explains what informed the budget estimate;
- Responsible stakeholder – highlights the agent responsible for the implementation of the set item; and
- Item timeframe.

Table 6: Engineering services capacity quantifies the engineering capacity requirements for water, sewer, and electricity linked to the respective development components (see **Figure 2-2**). The engineering capacity requirements are calculated for 20% of the project development and 100% of the project development.

Table 7: Engineering construction costs quantifies the estimated construction costs of the project, including the following (if applicable to the project):

- Civil engineering (external and internal) comprising preliminary and general costs; upgrading of bulk water, bulk sewer, municipal roads, provincial roads and national roads; stormwater masterplan; site clearance; water and sewer mains; stormwater drainage; roads; paved areas; and attenuation dams.
- Electrical engineering.
- Bulk services contributions comprising water, sewer, stormwater, roads and electrical*
- Professional fees comprising civil and electrical fees.

*Note: bulk services contributions to be confirmed by George Local Municipality.

7 PROCUREMENT PLAN

Table 8: Procurement plan details the timelines/dates of the activities that need to be undertaken by the municipality to secure the services or goods required for implementation. The planned and actual dates of the following are included:

- Bid specification committee submission;
- Envisaged date of the advert;
- Envisaged closing date;
- Submission of evaluation report;
- Submission for adjudication; and
- Envisaged appointment date.

8 POTENTIAL INVESTMENT PARTNERS

Table 9: Potential investment partners identifies the names and contact details of potential capital and maintenance investment partners based on the project type, development scope, and suitability as a project partner.

9 COMMUNICATION MANAGEMENT APPROACH

Table 10: Communication management approach identifies the following:

- Communication lead name and contact details;
- Communication methods – indicates the type such as meetings (in person, over the phone or virtually), status reports, and formal presentations; and
- Communication frequency – indicates how often communication will ideally occur.

Continuous communication between the different stakeholders is an essential element to see the project through to completion.

10 PROJECT MANAGEMENT

Table 11: Project management identifies the names, roles, and contact details of key project management team members. The members identified are within the following:

- Project Management Committee (PMC);
- Project Steering Committee (PSC); and
- Municipal Executive.

The details of the project manager and lead private partner are also included.

11 SURVEYOR GENERAL DATA

Where available, surveyor general data is included in the investment package. Data consists of servitude diagrams, subdivisional diagrams, consolidation diagrams and general plans. These provide essential property and land information such as:

- The unique designated number of the property (Erf, farm, agricultural holding);
- A plan or diagram of the property;
- The boundary description and descriptions of the corner beacons;
- The size of the property; and
- Additional notes providing other relevant information on the property.

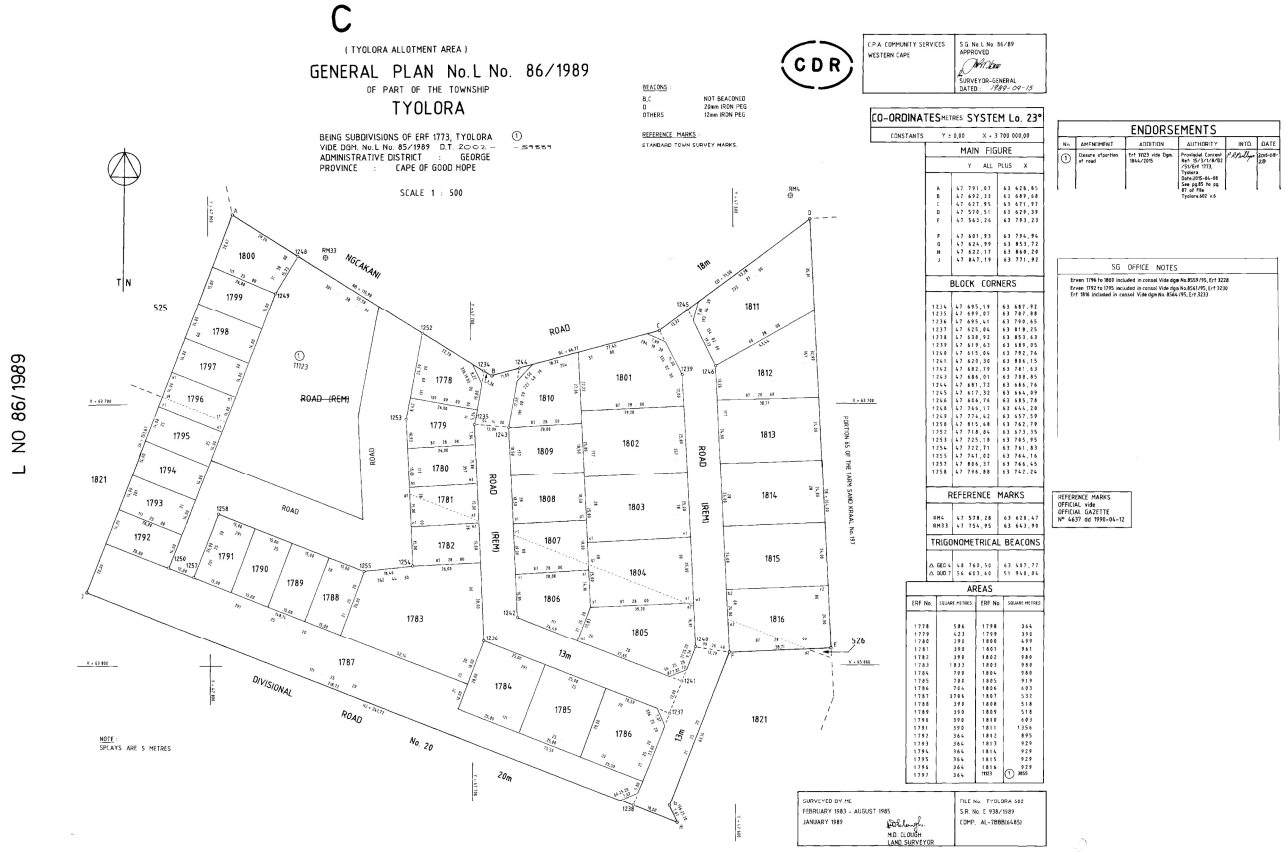


Figure 11-1: General Plan 86/1989 (Erf 1784 & 1787)

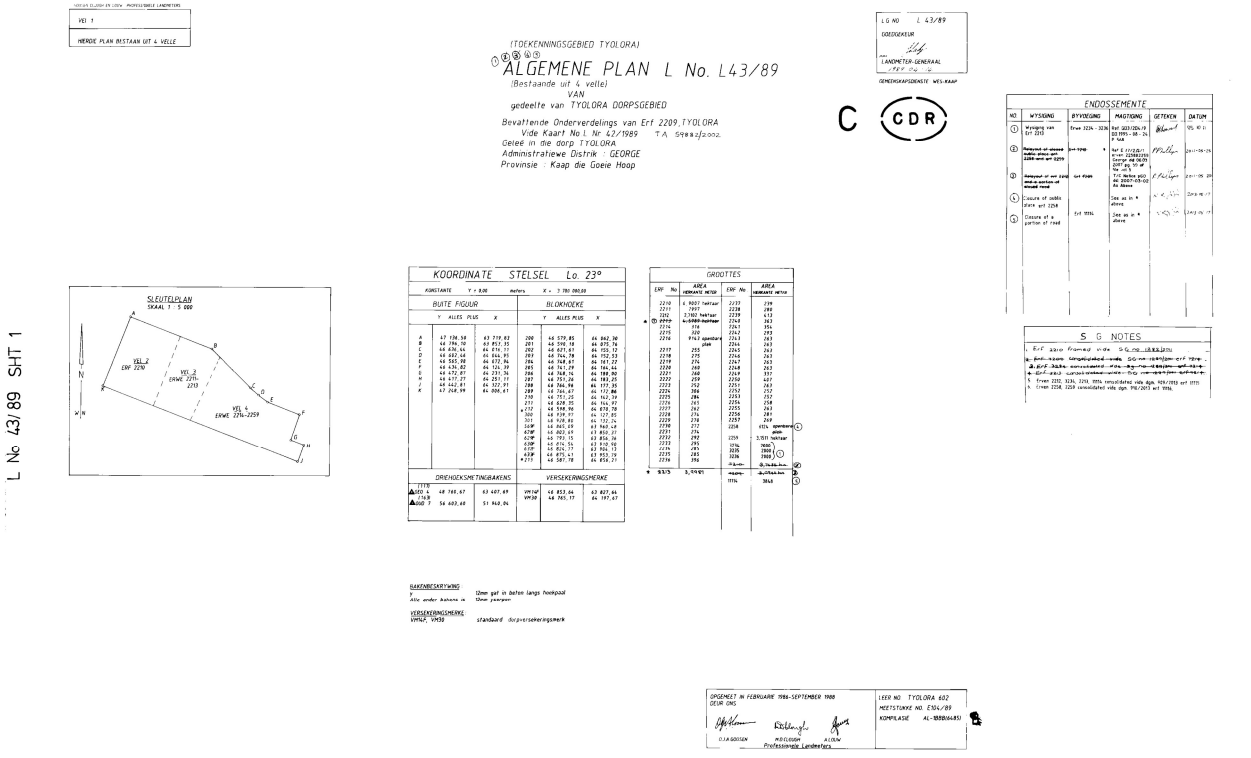


Figure 11-2: General Plan L43/1989 – Sheet 1 (Erf 2210)

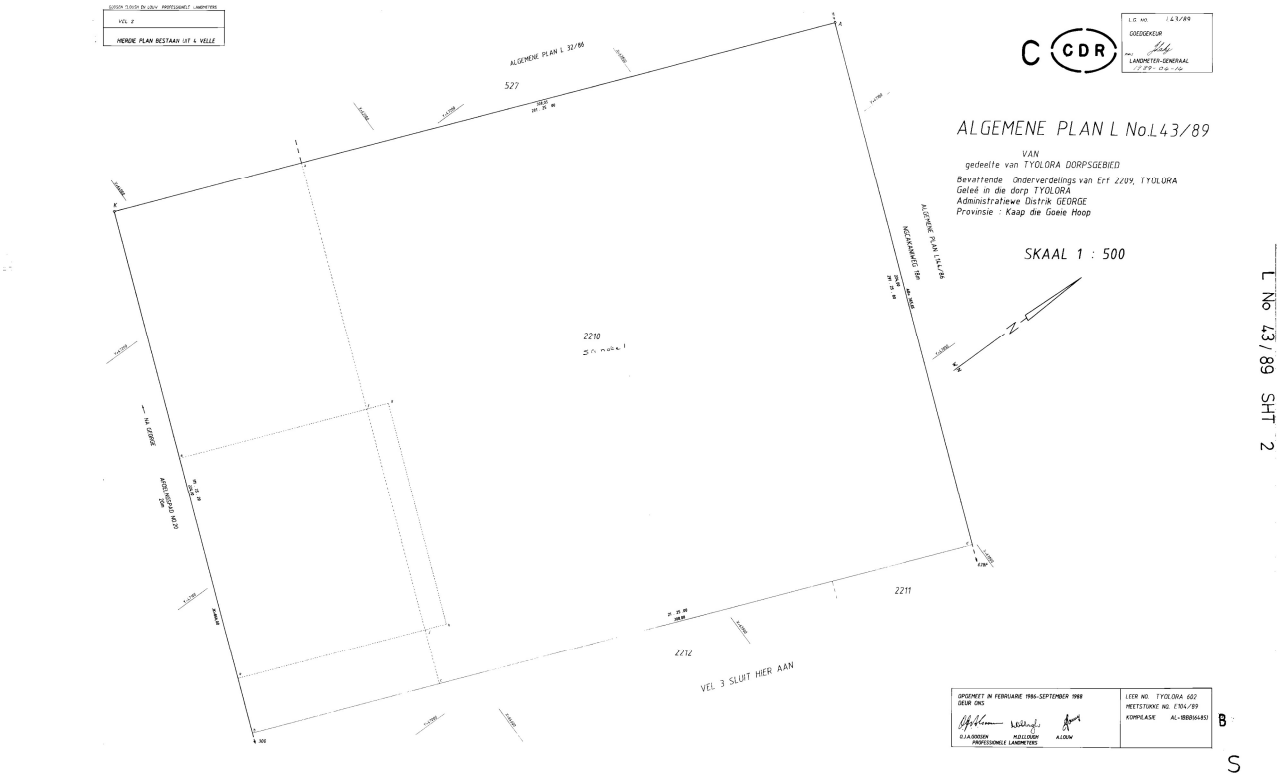


Figure 11-3: General Plan L43/1989 – Sheet 2 (Erf 2210)

OFFICE COPY

GENERAL PLAN L43/1989

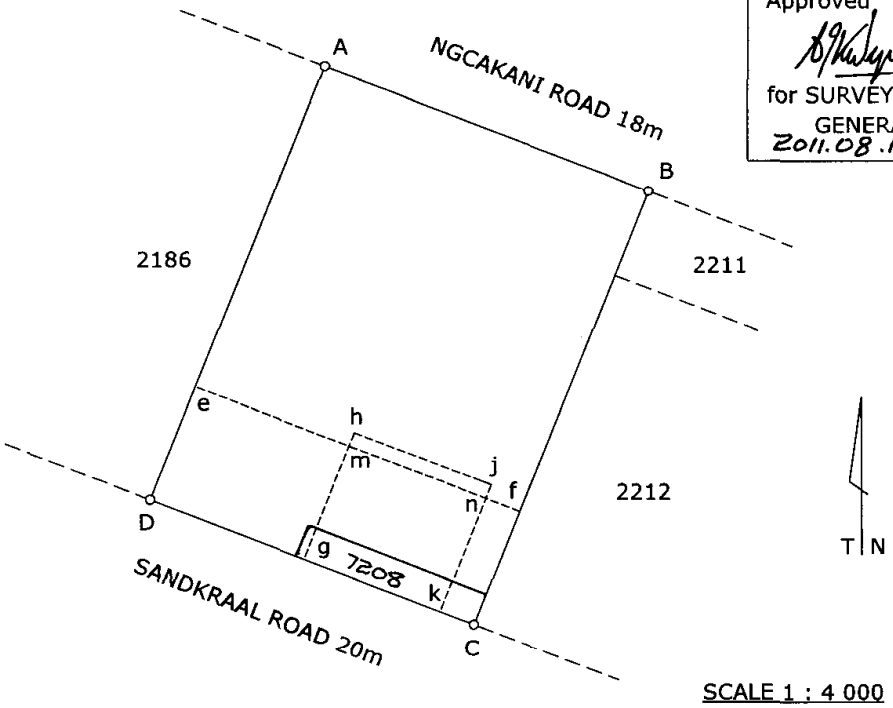
Bailey & le Roux, Land Surveyors, George

VERSION 2

S.G.No.
1282/2011

Approved

for SURVEYOR-GENERAL
2011.08.17



SCALE 1 : 4 000

The figure A B C D

represents 6,9007 Hectares of land, being

ERF 2210 TYOLORA

situate in Tyolora Township
in the Municipality and
Administrative District of George
Province of the Western Cape
Framed in terms of Section 16 of
Act No. 8 of 1997 in October 2009

by me

J.H. Bailey PLS 0019
Professional Land Surveyor

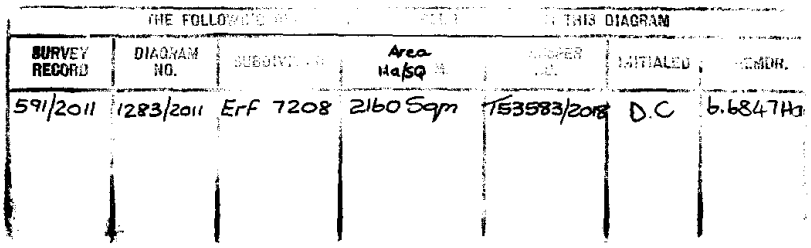
This diagram is annexed to No. 2007. .10092 Dated i.f.o Registrar of Deeds		File No. TYOLORA 602 S.R. No. Framed Comp. AL-1BBB (6485) Gen. Plan No. L43/1989 LPI C0270010

FOR ENDORSEMENTS SEE BACK OF DGM.

ERF 2210 TYOLORA

S

Figure 11-4: SG Diagram 1282/2011 – Sheet 1 (Erf 2210)



THE FOLLOWING [illegible] THIS DIAGRAM

SURVEY RECORD	DIAGRAM NO.	SUBDIVI[illegible]	Area Ha/SQ M	[illegible]	INITIALED	[illegible]MDR.
591/2011	1283/2011	Erf 7208	2160 Sqm	T53583/2018	D.C	6.6847Ha

Figure 11-5: SG Diagram 1282/2011 – Sheet 2 (Erf 2210)

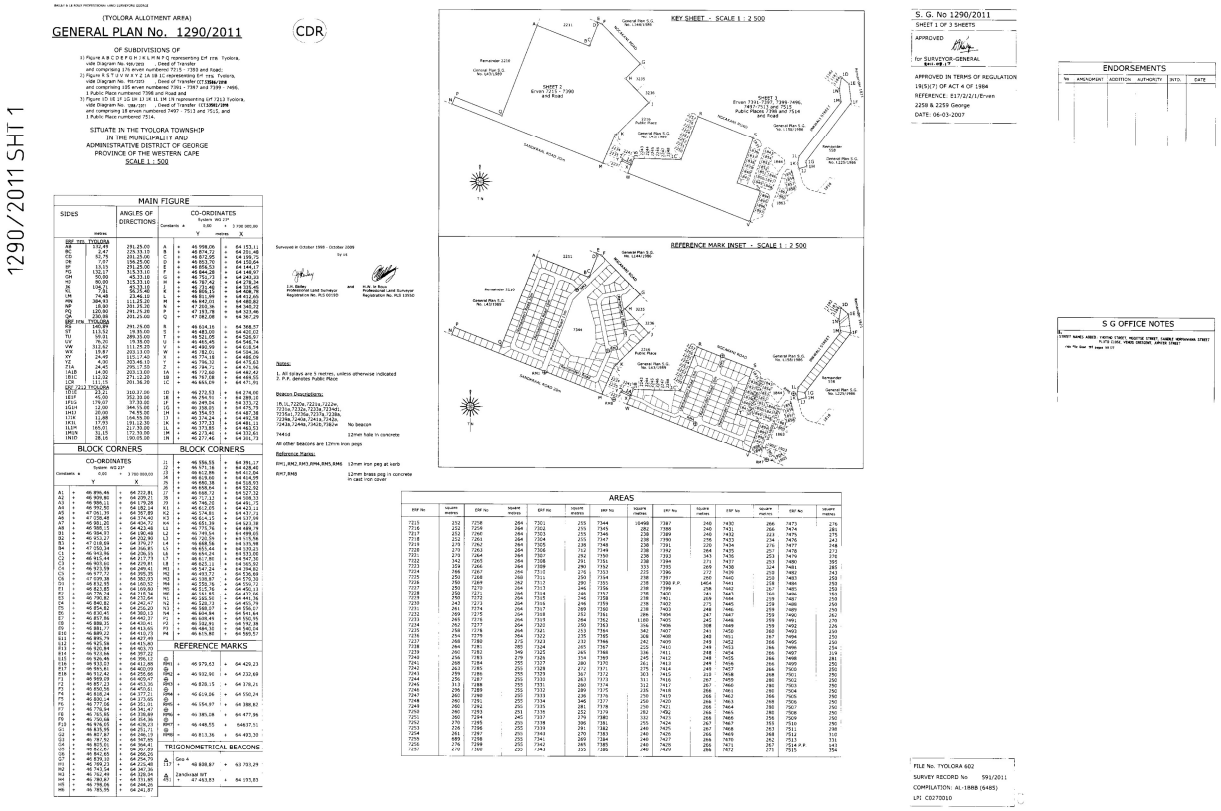


Figure 11-6: General Plan 1290/2011 – Sheet 1 (Erf 7231 & 7223)

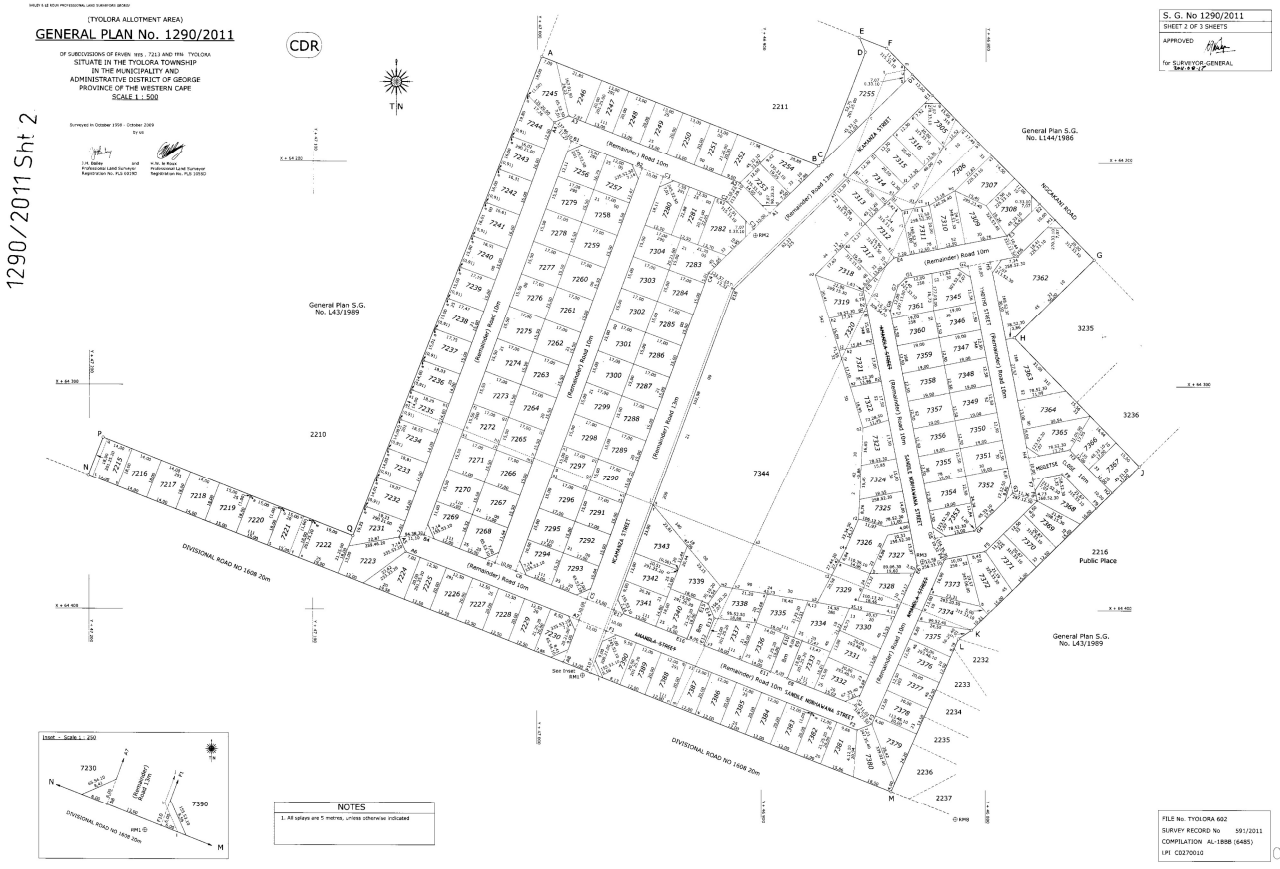


Figure 11-7: General Plan 1290/2011 – Sheet 1 (Erf 7231 & 7223)

TABLE 1: PROJECT OVERVIEW	
NMB SMME trading spaces	
Project 10	
Project value	
Project need	Lack of quality services for SMME's to operate and create job opportunities.
Project outputs	Well equipped and designed spaces for different SMMEs.
Project benefits	Supports job creation and empowers informal traders, create a space for sports and recreation for the community and improve the walkability in the area.
Project beneficiaries	Business owners and the community of Thembalethu.
Estimated overall project timeframe	24 months
Project cost	
Primary infrastructure classification	New (Capacity)
Estimated overall project budget	R13 855 754.41
Project type	Capital project (New)
Primary source of funding	Government
Status of funding	Not committed
Financing incentives required	Yes
Type of financing incentives required	Land Swaps
Value for money	High
Project risk	
Key risk identified	Disagreement from interested and affected parties over recommendations developed.
Risk likelihood	Likely
Risk consequence	Major
Risk level	High
Mitigation strategy	Foster stakeholders buy-in at all project levels.
Responsible risk management agent name	TBC
Responsible risk management agent contact details	TBC
Project strategic alignment	
NDP 2030 vision	Broaden ownership of assets to historically disadvantaged groups.
National outcomes	Decent employment through inclusive economic growth.
Provincial Strategic Plan Focus areas	Creating opportunities for job creation through skills development.
Garden Route District Municipality Strategic Objectives	Growing an inclusive district economy.
IDP strategic goal	1. Develop & grow George.
IDP priority	1. Economic development.
Supported SPLUMA principle	Spatial justice.

TABLE 2 A: DEVELOPMENT POTENTIAL

A POSSIBLE DEVELOPMENT SCENARIO				
In terms of the Ilisolethu development plan and proposed overlay zone, the consolidated properties have the following development potential:				
Site summary				
Total size of all properties in project area (m²):	4 403			
Servitudes/unusable space/ Open space requirements (m²):	440			
Internal streets (m²):	0			
Total developable size of properties in project area (m²):	3 962			
	Development component			**Total per project**
	Construct trading spaces	**Business arcade development**		
Preferred land uses	Industrial hive, Informal trading, Outdoor trading and dining	Industrial hive, Informal trading, Outdoor trading and dining		Not Applicable
Erf number	1787	1784		
Proposed development parameters				
Component portion as a percentage of total developable size	85%	15%		Not Applicable
Potential usable property for this component (m²)	**3 742**	**660**		
Density per hectare	0	0		
Floor factor	0.1	0.6		
Height (m)	3	3		
Height (Storeys)	1	1		
Coverage	10%	60%		
Parking: per unit	0	0		
Visitors Parking per unit	0	0		
Parking: per 100m² GLA	4	4		
Potential development on site				
Maximum development possible (sqm building)	374	396		770
Maximum number of residential units	0	0		0
Average residential unit size possible (if maximum number of units are built)	0	0		0
Total parking requirement	15	16		31
Minimum required development for first phase (20% of total development)				
Minimum development required for first phase (sqm building)	75	79		154
Minimum number of units to be provided	0	0		0
Parking requirement (for first phase development)	3	3		6
Trips generated				
Estimated trips to be generated - 100%	20	21		42
Estimated trips to be generated - 20%	4	4		8

TABLE 2 A: DEVELOPMENT POTENTIAL	
Additional notes	
Construct trading spaces	No additional notes for component
Business arcade development	No additional notes for component
Parking rationale	
Construct trading spaces	Additional parking provided in shared parking facilities
Business arcade development	Additional parking provided in shared parking facilities

TABLE 2 B: DEVELOPMENT POTENTIAL				
A POSSIBLE DEVELOPMENT SCENARIO				
In terms of the Ilisolethu development plan and proposed overlay zone, the consolidated properties have the following development potential:				
Site summary				
Total size of all properties in project area (m²):	7123			
Servitudes/unusable space/ Open space requirements (m²):	712			
Internal streets (m²):	0			
Total developable size of properties in project area (m²):	6411			
	Development component			Total per project
	Shared parking and access	**Construct trading facilities**		
Preferred land uses	Public parking, Public street	Industrial hive, Informal trading, Outdoor trading and dining		Not Applicable
Erf number	RE/2210, 7231, 7223	RE/2210		
Proposed development parameters				
Component portion as a percentage of total developable size	75%	25%		Not Applicable
Potential usable property for this component (m²)	**5343**	**1781**		
Density per hectare	0	0		
Floor factor	0.00	0.25		
Height (m)	0	3		
Height (Storeys)	0	1		
Coverage	0%	25%		
Parking: per unit	0	0		
Visitors Parking per unit	0	0		
Parking: per 100m² GLA	0	4		
Potential development on site				
Maximum development possible (sqm building)	0	445		445
Maximum number of residential units	0	0		0
Average residential unit size possible (if maximum number of units are built)	0	0		0
Total parking requirement	0	18		18
Minimum required development for first phase (20% of total development)				
Minimum development required for first phase (sqm building)	0	89		89
Minimum number of units to be provided	0	0		0
Parking requirement (for first phase development)	0	4		4
Trips generated				
Estimated trips to be generated - 100%	0	58		58
Estimated trips to be generated - 20%	0	12		12

TABLE 2 B: DEVELOPMENT POTENTIAL	
Additional notes	
Shared parking and access	No additional notes for component
Construct trading facilities	No additional notes for component
Parking rationale	
Construct trading spaces	2500sqm space available for shared public parking
Business arcade development	No parking rationale for component