URBAN DESIGN AND IMPLEMENTATION FRAMEWORK PLAN FOR THE DEVELOPMENT OF A COASTAL BOARDWALK IN SALDANHA

REPORT 3: URBAN DESIGN REPORT
DRAFT FOR COMMENT (Version 3)
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ARG Design were appointed by the Saldanha Bay Municipality to undertake an Urban Design Plan and Implementation Framework for a Coastal Boardwalk at Hoedjiesbaai, Saldanha.

The project has six phases as illustrated in the diagram below:

**1. Background**

ARG Design were appointed by the Saldanha Bay Municipality to undertake an Urban Design Plan and Implementation Framework for a Coastal Boardwalk at Hoedjiesbaai, Saldanha.

The project has six phases as illustrated in the diagram below:

- Phase 1: Inception
- Phase 2: Data Collection and Analysis
- Phase 3: Urban Design Plan Drafting
- Phase 4: Consultation and Public Process
- Phase 5: Incorporation of Comments
- Phase 6: Final Submission and Approval

**2. Purpose of the project.**

The purpose of the Framework Plan is to provide for an urban design proposal for the study area which will address:

- the desirable alignment of the boardwalk,
- the interaction of the boardwalk with properties adjoining,
- the locality and nature of public linkages from Main Road,
- the treatment of interfaces and guidelines for development occurring on the boundary interfaces and should include
- an overhead implementation framework with preliminary cost implications for infrastructure requirements.

The Framework Plan must help coordinate and articulate how the elements of the public and private realm will work together to ensure effective utilisation of the boardwalk to promote tourism and benefit the Saldanha Bay community in general.

**Main Goals of the Project**

- Catalyst to redevelopment of Saldanha.
- Create regional attraction in the form of a “Waterfront/boardwalk” district
- Create more accessibility to the coast.
- Attracting tourism to Saldanha
- Promoting local businesses and economic development in Saldanha
- Arranging and formalising pedestrian and vehicle circulation priorities in the study area
- Extend the streets and activity of the CBD down to the coast/waterfront
- Provide parking areas to serve the boardwalk
- Preserve view corridors

**3. Purpose of this report**

This report is the Urban Design Plan for the project. It builds on the strategic directions of the Local Area Plan (LAP), setting out a suite of urban design objectives, guidelines and requirements that will guide the future development of the Precinct.

With more than 32 land parcels and ±10 landowners in the study area, the purpose of the UDF is to facilitate the delivery of a well-integrated urban form with building and subdivision design that responds to adjacent developments and features of the Precinct, ensuring a high quality and high amenity outcome. The subject area stretches from Erf 3573 (which is earmarked for potential parking), Erf 3461 (Public Open Space), Saldanha along the waterfront properties along Main Road (including Main Road road reserve) to Erf 3475 at Pepper Bay Harbour in the south.
4. The Vision for the site

The proposed vision for the waterfront is to: “Enhance the relationship between the public and the coast through the development of a boardwalk; and enhance the identity of Main Road as a highly interactive civic space, accessible to the whole region.”

The history of Hoedjiesbaai speaks to a long history of disputes over ownership due to the strategic location of the bay from a military history and resource (fishing) perspective.

The result is a coastline that offers limited access for the general public through private ownership or public strategic limited access areas such as harbours or military/navy facilities.

The main road that runs parallel to the coast exhibits limited commercial development and the urban fabric is disjointed, heterogeneous and exhibits multiple gaps.

The large fishing industry, which once dominated the economy of Saldanha, has declined in recent years and Saldanha has had to redefine its purpose and vision.

Multiple proposals for a waterfront at Hoedjiesbaai have been made in the past, to enliven a tourism industry but none of them have been taken through to implementation due to a lack of a coherent vision and implementation programme.

5. Key Objectives

- To deliver an special place and tourist destination which signifies Hoedjiesbaai and Saldanha as a destination.
- To provide active and contemporary civic space in the form of a continuous waterfront/boardwalk/promenade for all the citizens of Saldanha to enjoy at all times of the year.
- To establish good access to the coastal edge for pedestrians (and cyclists.)
- To recognise and interpret the cultural heritage significance of Hoedjiesbaai.
- To create an attractive place between Main Road and Berg Street which anchors Hoedjiesbaai along an axis that links Pepper Bay and the harbour activities and the Central Business District (CBD) to the boardwalk/waterfront.
- To contribute to the transformation of Main Road into a vibrant place to work and visit with high quality public spaces.
- The provision of a high quality pedestrian environment that is universally accessible.

6. The Guidelines

The Hoedjiesbaai Design Guidelines (the Design Guidelines) have been prepared to guide development within the Hoedjiesbaai Project Area (as shown in the locality plan) and ensure delivery of the vision.

The Saldanha Municipality will administer and respond to proposals for development within the Hoedjiesbaai Project Area to demonstrate high quality and innovative design whilst recognising the heritage significance of the site.

While general amenity, built form and certain access and sustainability issues are mandatory the Saldanha Municipality encourages innovation in architectural design through the exploration of new building typologies and the use of new materials or the unconventional use of existing materials.

The Design Guidelines set out the design objectives for the boardwalk, Main Road, buildings and other development standards for land within the study area that must be achieved and a related set of performance standards that satisfy the stated objective.
7. The Principles

Safe Pedestrian Environment:
The project will create a pedestrian priority environment which provides safe, attractive and direct pedestrian access between the Main Road and the Coast.

Sensitive Infill and permeability
New infill development should be sensitive to existing built form without being overly prescriptive in scale and form.

Nodes/vistas
Street-ends to the precinct boardwalk/waterfront should be prioritized as public plazas or overlooks in order to promote visual connections to the water and promote public access.

Street Edges
New buildings throughout the precinct must adopt an appropriate positive relationship to the street in order to better encourage informal social interaction, outdoor activity, and a pedestrian orientation.

Streets for cars, people and bikes
City streets are more than the paving between the curb edge, they also include the improvements between property lines: sidewalks, street trees and landscaping as well as controls over the relationship of the property edge to the public right of way on the boardwalk.

Economic opportunities on both sides (Main Road and Boardwalk), permeability.
New infrastructure should encourage additional economic opportunities without detracting from the amenity of the precinct being created. Opportunities should be encouraged on both the Main Road and coastal side of buildings. Where possible, permeability should be encouraged.

Beginning and an end
Clear definition of the beginning and end of the precinct through landmark building, sculpture, signage or paving.

Strategic Management
Organisational structure, implementation model and partnership approach to development that favours a public private partnership approach.
8. Context and key opportunities

8.1. Future Nodes

Defining the public realm with built form creates open-view corridors and enclosed and defensible spaces. What is important is that interfaces provide enclosure to the public realm.

Pedestrian oriented streets and building frontages can create a vibrant public realm which serves the adjacent residential areas and also attracts visitors.

Key intersections along the Main Road become the location for these interface areas or nodes.
8.2. Key Network Linkages

The following linkages are important and should be emphasised in the upgrading as possible extensions to the walkway.

Figure 8.2. Future proposed linkages

Figure 8.3. View towards Hoedjieskoppie. This is an important heritage / cultural site.

Figure 8.4. View up Berg Road. The connection to the parking area at the taxi rank is an important linkage which should be promoted as part of the upgrading.

Figure 8.5. View towards Diaz Street - direct link with White City and Diazville. However little emphasis on pedestrian movement at the moment. This should be strengthened.

Figure 8.6. View towards Pepper Bay. The development of the harbour at Pepper Bay could become an extension of the boardwalk/Main Road precinct.
8.3. Additional economic development opportunities

Additional economic activities can be created in a variety of ways.

**Activity Street**
Creation of an activity street along Main Road through reducing the road surface for vehicles and increasing the pedestrian sidewalk. This will allow the current retail to spill out onto the streets.

**Response to Boardwalk retail**
Additional retail activities on the sea side that relate to the proposed boardwalk but are not necessarily located upon the boardwalk.

**Temporary and/or permanent commercial activities on boardwalk**
Additional commercial activities on the boardwalk itself.

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Figure 8.7. Future proposed infrastructure upgrades and potential economic opportunities.

Figure 8.8. Consolidated proposals.
9. Opportunities and constraints summary table

<table>
<thead>
<tr>
<th><strong>Opportunities</strong></th>
<th><strong>Constraints</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The potential exists to rezone the sites on the southern side of Main Road to</td>
<td>Any proposals made for this area will need to take cognisance of the location of the services pipelines.</td>
</tr>
<tr>
<td>Business Purposes in order to create an activity street.</td>
<td>NO permanent structures can be constructed over these pipelines.</td>
</tr>
<tr>
<td>Design themes for the built form and public realm of each node within the</td>
<td>The streetscape along the Main Road lacks definition due to the different building scales and gap sites.</td>
</tr>
<tr>
<td>precinct should be developed. This would promote overall consistency</td>
<td>The steep slope in the southern side of the Main Road creates a potential barrier for pedestrian access.</td>
</tr>
<tr>
<td>and definition of its streetscape, while still encouraging variety and interest</td>
<td>This can be addressed with steps and porches.</td>
</tr>
<tr>
<td>at the detailed level.</td>
<td>A number of different edge conditions are prevalent in the study area, each of which will require a specific response and edge treatment.</td>
</tr>
<tr>
<td>The heritage buildings on the Hoedjieskoppie are a valuable part of</td>
<td>This stretch of Main Road is characterised by a number of blank walls and “dead” edges with no overlooking features such as windows or balconies which could provide surveillance. The buildings do not relate to the spaces around them and spaces in between the buildings have no active or passive surveillance and therefore become dangerous and inactivated spaces.</td>
</tr>
<tr>
<td>Saldanha’s urban character and must be celebrated and respected.</td>
<td>In addition, the stretch of coastline is fenced off from the public except at two access points.</td>
</tr>
<tr>
<td>There are a number of heritage buildings nearby or in the precinct. These</td>
<td>The off street parking (particularly in front of the hotels) inhibits safety and mobility (i.e. vehicles parked across sidewalks).</td>
</tr>
<tr>
<td>heritage buildings provide opportunities for story telling and locations for information boards about the history of the settlement.</td>
<td>There is only one pedestrian crossing in the precinct which is located between the shopping centre and the Saldanha Hotel.</td>
</tr>
<tr>
<td>The wide road reserve offers opportunities for an increased pedestrian</td>
<td>There is no shade or shelter from rain in the pedestrian environment.</td>
</tr>
<tr>
<td>environment.</td>
<td>The pedestrian environment does not cater for universal access.</td>
</tr>
<tr>
<td>A degree of consistency in built form could be achieved by establishing a</td>
<td>It is important that the pedestrian realm is managed not just for circulation purposes, but is also appropriately furnished and maintained. An attractive, well-designed public realm not only contributes to increased pedestrian activity, but also to increased community pride and sense of place.</td>
</tr>
<tr>
<td>common streetwall height of at least two storeys.</td>
<td></td>
</tr>
<tr>
<td>The buildings should take advantage of the slope on the southern edge in the</td>
<td></td>
</tr>
<tr>
<td>interaction with the street.</td>
<td></td>
</tr>
<tr>
<td>The development of a Special Rating Area would be critical to success of this</td>
<td></td>
</tr>
<tr>
<td>area indicating a partnership between the public and private sector.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian oriented streets and building frontages can create a vibrant</td>
<td></td>
</tr>
<tr>
<td>public realm which serves the adjacent residential areas and also attracts</td>
<td></td>
</tr>
<tr>
<td>visitors.</td>
<td></td>
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<tr>
<td>Key intersections along the Main Road become the location for these</td>
<td></td>
</tr>
<tr>
<td>interface areas or nodes. These also become access points for the public to</td>
<td></td>
</tr>
<tr>
<td>the coast.</td>
<td></td>
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<tr>
<td>Additional economic activities can be created in a variety of ways along the</td>
<td></td>
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<tr>
<td>board walk and Main Road.</td>
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</tbody>
</table>
Figure 9.1. Development Framework Concept
10. The Development Framework Concept

10.1. Quality Public Spaces
The Hoedjiesbaai Urban Design Framework Plan envisages new high quality public spaces and walkways for Saldanha. The public realm is a key driver of the Plan and will provide a variety of public spaces serving different functions and offering different experiences.

In particular, the upgrading of the Main Road, the development of key nodes and the creation of a boardwalk along the coastal edge will provide opportunities for additional economic opportunities, promenading and a unique alfresco dining / beachfront bar experience and encourage the community to engage with the bay as a key destination.

The design philosophy behind the Project is to develop a multi-functional and vibrant social environment with a highly connective pedestrian network. The public realm should be conceived as a series of spaces that integrate with one another with seamless transition to create a contiguous environment for the study area.

The design of the urban environment will recognise the cultural heritage significance of Hoedjiesbaai and create a variety of spaces that offer a range of open, intimate, passive and semi-active gathering areas.

A combination of well-designed hard and soft landscaping features will provide shade and shelter and create a comfortable pedestrian environment with safe universal access at all times of the day and night.

10.2. Upgraded Main Road and entrance streets.
Streets within the Project shall be designed as shared pedestrian/cycle /vehicle spaces that give priority to pedestrians.

Streetscape treatments will incorporate materials, which express the role and character of different spaces. Pergolas providing shade for pedestrians should be provided on the main entry streets.

The nodes will be identified through hard and soft landscaping elements as well as raised intersections to slow traffic.

10.3. Nodes
The Development framework proposes four nodes

1. Beach Node which is the entrance node and will be the first intervention area.
2. Burton Port Street Intersection which will require private sector response to the public sector infrastructure upgrading.
3. Hoedjeskop heritage node, which will be second node to be developed.

4. Fish factory node: This node will require a private sector response to the development proposed.

10.4. Boardwalk
The boardwalk will require a combination of private and public sector resources. It is proposed that the Beach Node potion be developed as part of the first phase. Some guidelines for the development of the boardwalk and the materials palette have been provided.

10.5. Management and administration.
It is vital that the administration of the local area be undertaken through a public private partnership. The introduction of an Special Rating Area will ensure the issues of security and cleansing are dealt with effectively.
11. Phasing of the project

1. Phase One: Development of Node one (Beach) and then Node 2 (Hoedjies Node) (Year 1-3.)
2. Phase 2: Upgrading Main Road between the two nodes (year 1-3).
3. Phase 3: Public walkways on Berg Street, part of the Boardwalk and connection to Hoedjies-baai Koppie (years 3-5).
4. Phase 4: Boardwalk between the two nodes (year 6: EIA to begin in year 4).
5. Final phase of Boardwalk, nodes and Main Road in response to private sector investment.
12. Node 1: The Beach(Berg Road Plaza)

Berg Road Plaza forms the gateway to the Hoedjiesbaai waterfront/boardwalk. The Plaza design aims to reinvigorate the commercial activity and image by upgrading Berg and Main street, introducing a formal iconic pergola along Berg Street and part of Main Road, emphasising the central view corridor to the ocean and widening the sidewalk in Berg Street to accommodate more activity and pedestrian movement.

**Key priorities:**
Enhance the recreational environment / amenity of the beach area.

![Beach Node illustration of key interventions proposed](image-url)

- New gates to church related to existing tree axis terminating on church entrance door.
- Parking and Taxi rank
- Berg Street
- Tree’d square sculpture focus
- New urban stairs as seating to beach.
- Drinks deck relating to Hoedjies Hotel.
- Future lookout platform
- Boardwalk “pier” continues with floating jetties.
- Move toilets.
- Low Water mark

Figure 12.1. Beach Node illustration of key interventions proposed
The diagram illustrates the proposed development at the first node.

The removal of the current toilet block and the development of an entrance kiosk with a new toilet block will create an entrance point/tower to the boardwalk precinct.

The kiosk could be rented out on a concession basis and also tasked with maintenance of the toilet block. A nominal charge could be levied for use of the ablutions to pay for the maintenance.

In place of the toilet block, a set of wide steps will allow for a sweeping view of the beach.

A pergola could be developed to create shade.

In responding to the development the Church could if it prefers create a gate onto the public space that would create a better relationship with the public space and allow church functions to expand onto the public space.

Figure 12.2. Vision for Node 1
Figure 12.3. Artists impression view down towards Beach Node from parking area in Berg Street.
Figure 12.4. Artists impression: View of beach area with jetty going out to rocks.
Key Initiatives

1. Tree’d square with a sculpture focus at existing Town centre parking and reorganisation of parking. This could include corner steps that can act as a social focus looking out to the sea and rocky outcrop over beachfront. Rocky outcrop potential site for public art sculpture to be seen as point of interest.

2. Landscaped Pergola walkway along Berg Street down to the Main Road.

3. Raised platform, paved to indicate pedestrian focus. Raising the crossing puts drivers at eye-height with pedestrians.

4. New 3.0 metre wide boardwalk connection from Main Road across beach area towards the south.

5. Extend boardwalk approximately 50 metres north to create a floating platform near granite rocks.

6. Painted bike lanes on Main Road and Berg Street

7. Remove existing public toilets.

8. Create new urban stairs as seating to the beach.

12.5.3. Raised intersection

12.5.4. Boardwalk

12.5.5. Bike Lane
12.5.6. Floating Jetty/Drinks deck

12.5.7. Urban Stairs leading to beach
13. Node 2: Burton Port Street Intersection Node

The Burton Port Street Node is located at the intersection of Burton Port Street (which is an extension of Diaz Road) and the Main Road.

13.1. Key priorities
- Promote pedestrian link through to Diaz Road.
- Maintain important view corridor to the coast.
- Encourage public access through to coast where feasible.
- Address solid boardwalk along coast.
- Address privacy issues in front of Marriott Hotel.
- Promote opportunities for private investment in floating jetty options.

13.2. Key initiatives
1. Raised intersection at corner of Burton Port Street and Main Road.
2. Upgrade park on intersection to take advantage of views to sea.
3. Design guidelines for providing secure access between park and seafront which provides the opportunity for commercial activities.

![Figure 13.1. Burton Port Street Node showing key interventions](image)
Figure 13.2. Artists impression Node 3 Different levels of boardwalk public and private.
4. Stone walkway continues along edge of coast.
5. Entertainment area with interactive water edge.
6. Floating walkway, separate but secured from Saldanha Hotel wall.
7. Floating Bar relating to the Saldanha Hotel.
8. Future floating Jetty provides access to Saldanha and Hotel Bar.

13.2.1. Raised intersection at corner of Burton Port Street and Main Road.

13.2.2. Upgrade park on intersection to take advantage of views to sea.
13.2.3. Design guidelines for providing secure access between park and seafront which provides the opportunity for commercial activities.

13.2.4. Stone walkway continues along edge of coast.

13.2.5. Entertainment area with interactive water edge.

Figure 13.3. Example Mimico boardwalk, Toronto

Figure 13.4. Example Mimico boardwalk, Toronto

Figure 13.5. Example Bethany beach Boardwalk
13.2.6. Floating walkway, separate but secured from Saldanha Hotel wall.

Figure 13.6. Example of a jetty clipped onto an existing wall

13.2.7. Floating Bar relating to the Saldanha Hotel.

Figure 13.7. Floating restaurant Pontoon, Lake Hanover

13.2.8. Future floating Jetty and yacht anchor provides access to Saldanha and Hotel Bar.

Figure 13.9. Example of a floating jetty

Figure 13.8. Jetty adjacent to wall on lower level.

Figure 13.10. Examples of yacht anchors that can be added
14. Node 3: Hoedjieskop Heritage node

The Hoedjieskop Heritage node is located at the intersection of Salamander Street and the Main Road.

14.1. Key priorities

- The links between the Hoedjieskop Museum and Heritage Fisherman Cottages and the node must be emphasised.
- Maintain important view corridor to the coast.
- Encourage public access through to coast

14.2. Key initiatives

- Terracing steps down to the water
- Possible tidal pool
- Look out terrace
- Pergola Walkway along Salamander Street
- Additional parking for walkway
- Additional coastal access point
- Wayfinding and information boards relating to heritage of the area.
- Raised intersection at the corner of Salamander and Main Road.

Figure 14.1. Hoedjieskop Node with key initiatives illustrated.
Figure 14.2. Artists rendering of cross section through the Hoedjieskop Node.
14.2.1. Terracing steps down to the water

Figure 14.3. River-front steps, Calgary

Figure 14.4. Berges du Rhone, steps down to water

14.2.2. Possible tidal pool

Figure 14.5. Monterey Bay, Aquarium

Figure 14.8. Marathon Shores, Florida, USA

14.2.3. Look out terrace

Figure 14.6. Fingal Bay Lookout, Australia

Figure 14.7. Public Baths in the PortFåborg-Midtfyn (Denmark)
14.2.4. Pergola Walkway along Salamander Street

Figure 14.9. Possible pergola design

Figure 14.10. Possible pergola design

14.2.5. Additional parking for walkway

Figure 14.11. Current status of the land for potential car park

Figure 14.12. Potential Tree’d car park

14.2.6. Additional coastal access point

Figure 14.13. Current private land possible access point

Figure 14.14. Possible development to interact with public access to the coast
14.2.7. Wayfinding and information boards relating to heritage of the area.

14.2.8. Raised intersection at the corner of Salamander and Main Road

Figure 14.15. Coast to Coast Walkway signage, Viaduct Harbour Auckland

Figure 14.16. Interpretive signage, Eastbury

Figure 14.17. Example of a raised intersection for slowing down traffic
Figure 14.18. Section through the Hoedjeskop Node

Figure 14.19. Aerial view of cross section
15. Node 4: Fish factory

The Fish Factory Node is located on the bend between Main Road and Vondeling Street.

15.1. Key Priorities

- Public space to complement and interact with working factories.
- Maintain vistas to the coast

15.2. Key initiatives

- Spanish steps of Saldanha create social space.
- Continue boardwalk along coast
- Campidoglio Urban Square surrounded by coffee shops taking advantage of the view.
  First actions in activating Mussel Factory Retail
- Look out deck and stairs
- Connection to Pepper Bay (Future)
- Raised intersection and paving

Figure 15.1. Node 4 Fish factory site
Figure 15.2. Artists impression of Fish Factory Node
Figure 15.3. Artists rendering of steps leading down to water
15.2.1. Spanish steps of Saldanha create social space.

Figure 15.4. Spanish Steps, Rome

15.2.2. Continue Boardwalk along Coast

Figure 15.5. Riverfront, Richmond, USA

15.2.3. Campidoglio Urban Square surrounded by coffee shops taking advantage of the view. First actions in activating Mussel Factory Retail

Figure 15.6. Camidoglio square, Italy

Figure 15.7. The Fish Factory, Brighton, England (example of branding)
15.2.4. Lookout deck and stairs

15.2.5. Raised intersection and paving

Figure 15.8. Town of Bridgewater, Canada

Figure 15.9. Lookout, Town of Bridgewater
16. The Boardwalk

Design Guidelines for Boardwalk

- A well-connected boardwalk should prioritize accessibility, durability, safety and usability. Stay low where possible.
- Use materials consistent with the urban environment which may be informed by local architecture and culture.

Boardwalk and connecting NMT routes

- Boardwalk should be a minimum of 3.0 metres wide.
- Concrete and granular trails should be a minimum of 3.0 metres in width.
- Boardwalk decking should consist of durable, low maintenance and long-life materials. Preference is given to Forestry Stewardship Council certified wood (if wood is to be used).
- Design boardwalk to avoid need for railings where possible.
- Where railings are required, design them to maximize views, particularly from a seated position. Materials should be rust resistant and durable.
- Universal access will require a continuous rail that does not break the hand hold when assistance is required in negotiating ramps.
- Grab rails should be no wider then 50mm in diameter so that a hand may comfortably grab the rail.

Signage and Street Furniture

- Wayfinding, identification and directional signage should be designed as a coherent compendium of different types of signs and symbols to be instantly recognizable and create an identity for the waterfront.
- Interpretive signage may have a unique design in keeping with the narrative it conveys or its unique context.
- A consistent palette of street furniture should be identified including benches, waste receptacles, light standards, bollards, bike rings, etc.
- Some elements of this palette may vary depending on location on the boardwalk however, they should remain complementary.
- Furnishing materials should be chosen for year-round usability.
- Use simple, natural and durable materials that reflect the waterfront context, like metal and wood.
- Locate ample bicycle parking near key public buildings and destinations.
- Consider integrating embedded text, poetry or imagery into functional elements and furnishings.
A number of different edge conditions are prevalent in the study area, each of which will require a specific response and edge treatment.

**Condition A: Beach**

Figure 16.2. Beach: A boardwalk would need to compliment the current beach activities. It should not impede swimming and should be constructed above and away from the beach edge.

**Response to edge conditions A**

Terraces: A staged transition to the water over several broad terraces.

**Condition B: Projecting building**

Figure 16.3. Building projecting into or over the water. A boardwalk would not be able to clip onto the building and would need to be a separate structure with its own foundations or a floating structure.

**Response to edge conditions B**

Floating building/pontoon

Hanover, Germany
Condition C: Hard edge

Figure 16.4. Hard edge/sea wall: A boardwalk could possibly be clipped onto a sea wall at a lower level or alternatively be a separate structure in the water.

Condition D: Gravel/rocks

Figure 16.5. Gravel and rock edge: This edge could accommodate a boardwalk above or hard surfaced path along the rocks.

Response to edge conditions C

Jetty adjacent to retaining wall but at a lower level.

Response to edge conditions D

Terraced edge

Jetty independent of retaining wall or building.

Seine, France

Mimico Waterfront, Toronto
17. Wayfinding signage proposals

The key considerations are to make the facilities easier to locate and to create a signage family which will not detract from the amenity of the area. The Waterfront area should have its own distinctive logo and identity.

Figure 17.2. Possible distinctive logo for the Hoedjiesbaai area

The Saldanha EMF Heritage Study (2015) identified various roles and themes represented in the Saldanha study area over time include the following:

- Surveillance (Military and Navy)
- Fishing and whaling and shellfish
- Recreation
- Slavery
- Religion
- Displacement
- Refuge
- Scenic beauty
- Cultivation and production
- Colonial expansion

The following information and themes could be used as part of the information to be displayed within the precinct.

EARLY STONE AGE

Early Stone Age: The Saldanha skull from Elandsfontein is the oldest known human in the Cape, with a date between 700,000 and 400,000 years ago.

The evidence from Sea Harvest in Saldanha Bay, for example, has provided some of the earliest evidence we have in the world for the human exploitation of coastal resources, more than 100,000 years ago.

António de Saldanha was a Castilian-Portuguese 16th-century captain. He was the first European
to set anchor in what is now called Table Bay. Saldanha is named after him.

**THE DUTCH COLONIAL PERIOD VOC: 1652 – 1806**

Hunter-gatherers living on the west coast of South Africa during the latter part of the Holocene made use of the coastal resources. The rocky shoreline in the region acted as foci that attracted both LSA hunter-gatherers and later Khoekhoe herders as it offered greater opportunities for the exploitation of marine foods, particularly shellfish.

Soon after his arrival at the Cape of Good Hope in 1652, Jan van Riebeeck made contact with the Cochokwa of Saldanha; and these people, whom he called Saldanhars, traded regularly their sheep and cattle for copper plate and tobacco at the Dutch fort in Table Bay. In September 1652, Van Riebeeck sent a boat to Saldanha to investigate the trade potential of the area and soon realised that the French were making extensive use of the bay as a halfway station to their Asian colonies.

**THE DUTCH/FRENCH DISPUTE**

The Saldanha area during the 17th century was characterised by sealing expeditions carried out by the VOC at Saldanha and Dassen Island and fear of French occupation. The French had exploited seal colonies in the area before the arrival of the VOC and were expected to return.

Part of the VOC strategy to defend this territory was to grant fishing and sealing rights to freeburghers and to establish small military posts at Saldanha and on the small islands.

The Khoikhoi resisted the Dutch presence and low-level warfare occurred with attacks on the VOC posts and on the freeburghers. The Cochokwa were a warlike people who had lived in the area for centuries. During the Second Dutch-Khoikhoi war (1673-7), Saldanha Bay stood derelict. This was not to remain so for long as the situation changed dramatically following the arrival of a new governor, Simon van der Stel, in 1679. The post at Saldanha Bay was re-occupied and Van der Stel set about the development of a chain of farms stretching from Table Bay to Saldanha Bay:

**THE BRITISH COLONIAL PERIOD 1806-1910**

With the exception of a few fishing communities along the coast, the area was sparsely settled and predominantly agricultural. Under British rule agriculture expanded rapidly and a number of villages developed, initially around new churches but as the century progressed these centres became increasingly commercial. A network of railways was developed at the end of the 19th Century.

**THE TWENTIETH CENTURY LANDSCAPE**

The landscape was made up mostly of small thatched cottages used by fishermen and inland farmers for holidays. There were also small communities of fishermen.

**WW2**

During WWII the Langebaan Lagoon was used as a flying boat base and a site for one of a unique and highly secret series of radar stations. A large naval training station dating from WWII and still in use is located on the Saldanha peninsula.
18. Main Road: Active Edges

Design Intent
In order to promote a sense of community and vibrancy in the public realm, it is important that all development is designed to address, respond to and activate streets, lane-ways, access ways and public open spaces. Inactive uses at ground floor level along pedestrian routes are to be avoided.

Objective
Developments are to activate the street and lane frontages to create a vibrant, diverse, interactive and safe urban environment.

Acceptable Development Criteria
- Maintain activation of buildings at ground floor level as shown in figure
- All buildings are to incorporate multiple at grade access points (unless otherwise indicated).
- Frontages are to be activated through a variety of uses at ground level with the provision of entry doors, shop fronts, operable doors to cafés and restaurants, windows and balconies to upper levels.
- Garage doors, car park entries and service areas should be integrated into the development and screened from view, blank walls are to be avoided.
- All buildings are to be visually transparent at ground level and incorporate innovative and creative design elements to accentuate entrances. The use of arcades to be encouraged.

Figure 18.1. Active uses often extend perceptions of ownership into the public realm. (Extract from the Design and Management Guidelines for a Safer City (CoCT))

Figure 18.2. Active edge with different user groups
Figure 18.3. Notional cross section through Main Road illustrating design concepts.
19. Sensitive Infill and permeability (between Main Road and Boardwalk).

New infill development should be sensitive to existing built form without being overly prescriptive.

19.1. Design Intent
The project will create a pedestrian priority environment which provides safe, attractive and direct pedestrian access between the Main Road and the Coast.

Objective
New and redeveloped Buildings will provide a high level of permeability by incorporating pedestrian connections across development sites. These lanes, passages and arcades will ensure excellent pedestrian access to the main nodes.

19.2. Acceptable development criteria
- Connections should provide the opportunity for a high quality urban pedestrian experience to complement Hoedjesbaai as a diversified destination.
- Connections must be well lit both night and day, open to passive and natural ventilation and protected from the weather.
- Multiple clearly defined entrances and visually and physically permeable façades facing onto the connections are encouraged.

- Provision of connections will require coordination between developers, the design of new buildings should consider and respond to the location of existing connections. Where buildings are adjacent to a vacant site the design should incorporate a connection that will allow future adjacent developments to continue that connection.
Figure 19.3. Takamatsu Arcade, Japan (covered internal)

Figure 19.4. Ducal Palace Arcade, Italy

Figure 19.5. Arcade, Jerusalem (partly shaded external)

Figure 19.6. Arcade, Stellenbosch

Figure 19.7. Arcade, Stellenbosch Square
19.3. Maintain Views to the coast

Views - including scenic lookouts, road views, path and open space views

(a) Structures should not impair existing views to the water or along the coast and should enrich views to and from the coastal edge.

Particular attention should be paid to the maintenance of panoramic views from HoedjiesbaaiKoppie and other elevated locations and the impact of structures in these prominent locations. Important also are the views down key access roads and through public spaces to the coastal edge.

(b) Key views should be maintained and controlled from inappropriate development that may reduce or impinge on the setting.

(c) Protection of Coastal Views.
Development (including buildings, fences, paved areas, signs, landscaping) should not be allowed to significantly block views of the coastal edge from key public viewing points such as roads that terminate at the coast, roadside embayments, recreation areas and beaches

Figure 19.8. Diagram illustrating the views to the coastal edge that should be preserved and enhanced.
20. Building and Site Design Guidelines

All new development on the waterfront should be designed to address adjacent streets, public spaces and the water, promote transparency and connectivity, and reflect a high quality of design.

Design Guidelines

The following Design Guidelines should be applied to all new buildings proposed in the Study Area.

Site Design, Uses and Organization

• With the exception of Recreation areas and the factory, sites should contain mixed uses, including residential uses. Uses may be mixed within the development block, for larger sites, or within buildings.
• Buildings should be oriented to address the Main Road, public spaces, natural areas and the water. Blank façades shall be avoided on these frontages.
• Where more than one building is located on a site, arrange them to define outdoor spaces, view corridors and parking areas.
• Consider solar access on open spaces, interior courtyards and the public realm when arranging and orienting buildings.
• Provide pedestrian pathways a minimum of 2.0 metres in width through larger sites between the Main Road and the water.

• Buildings should maintain a consistent street edge.
• Loading and service areas shall not face public or natural areas, the Plazas or the water’s edge. They should be accessed from internal parking areas, where possible, or, where this is not possible, screened from view from surrounding streets and sidewalks.

Ground Floor Design

• Signage, windows, doorways and awnings as well as architectural elements (e.g., eaves, cornices, roof lines, etc.) should have careful detailing to contribute to a rich visual composition of lower building storeys.
• The ground floor of buildings Main Road, the nodes and the water should consist of active, publicly accessible uses.
• Ground floors should be designed with significant glazing.
• Materials and facade design should create a human-scale.
• These buildings are encouraged to include spill-out retail spaces for patios, seating, displays, etc.
• Where a commercial ground floor is required or encouraged, the ground floor height should be a minimum 4.5 metres in height. This height allows for flexibility and evolution of uses over time.
• Ground floor units fronting onto public streets must have individual entrances.

Upper Levels

• Upper levels should have an abundance of windows looking onto open spaces to promote a sense of safety and connectivity.
• Balconies and terraces on the upper levels are encouraged, and should be sensitively integrated into the massing of the building.

Rooftops and Building Materials

• Utilize cladding materials that are traditionally found on waterfront buildings, including brick, stone, metal, wood, glass and concrete. Materials should be used in their natural state and should be selected for durability and compatibility with surrounding buildings.

Landscaping and Sustainability

• Incorporate sustainability measures into building design, including solar panels, green roofs, low-flow plumbing equipment and motion sensor lights, hand dryers and water taps.
• Incorporate low-impact development techniques to help in managing storm-water on-site.
• Indigenous plant materials should be used wherever possible as they require less maintenance, watering and fertilization.
• Existing significant trees, tree stands and vegetation should be protected and incorporated into site design and landscaping. Provisions should be made to protect such trees from construction if development occurs in close proximity.

• Landscape design should incorporate a range of strategies to minimize water consumption, e.g. endemic or indigenous species, use of mulches and compost, alternatives to grass and rainwater or greywater collection systems.

Figure 20.1. Example of Main Road, Simonstown, which has canopies, overlooking balconies and residential above.
21. Possible changes to Zoning and desirable land use mix.

Applications for a change in zoning from Single Residential to Business or General Residential use to be supported in order to support the establishment of an activity street along the Main Road.

Preferred Land Use Development within the Precinct will provide:

a. A mixed use area which has a focus on shops, food and drink outlets, bars and other centre activities,

b. Public open space, plazas and parks for community use including recreation, entertainment and events,

c. Dwelling units, multiple dwellings and short-term accommodation, above active ground floor uses, (including hotels)

d. Small-scale food and drink outlets on over-water development, particularly with a seafood/maritime theme and

e. Yacht landings and maritime services for use by private vessels including Yachts, tourist boats and maritime passenger transport.

Figure 21.1. Current zoning (Source: GIS SBM)

Figure 21.2. Proposed zoning

Figure 21.3. Example of an activity street
Figure 21.4. Diagrammatic interpretation of preferred land uses along Main Road.

A mixed use area which has a focus on shops, food and drink outlets, bars and other centre activities.

Commercial/retail on ground floor.

Main Road interaction with the street.

Active edge preferred interaction with the boardwalk.

Residential above preferred

Residential/hotel/mixed use including offices on upper levels.

dwelling units, multiple dwellings and short-term accommodation, above active ground floor uses, (including hotels)

Small-scale food and drink outlets on over-water development, particularly with a seafood/maritime theme
22. Parking Strategy

In order to reduce the visual impact of the car parking areas and improve pedestrian legibility and amenity, a sharing of car parking across the study area is considered appropriate, through a mix of long term parking, short term (on-street) parking, and shared parking within development sites, such as the shopping centre.

**Berg Street Car Park (49 bays)**

As previously mentioned, pedestrian legibility through the car park area to the beach is poor, with there being few convenient and marked areas for people to move through this space. Cars are given the priority. This situation can be improved through the construction of a pedestrian pathway through the car park areas, provision of pergolas and shade trees to improve the environment, and to provide a visual marker for those pedestrian connections.

**Railway land overflow parking**

Once the entire precinct has been developed the vacant railway land can be developed as overflow parking for the precinct.
Shared parking at Shopping Centre (104 shared bays)
The shopping centre currently has 104 parking bays. However the activation of the boardwalk at night could create a situation where the parking could be shared in off peak periods.

On Street parking on Main Road (74)
There are approximately 74 parking bays available along the Main Road itself.

Parking guidelines for development along Main Road
Parking should be provided through a combination of on-street, surface and structured or below-grade parking facilities, with on-street parking spaces reserved for short-term visitors and customers.

Minimum parking requirements should be reduced to a standard which is appropriate for a mixed-use urban setting in the future, assuming fewer cars, smaller cars, shared parking facilities. Regulations should include provision for further reduction to parking space requirements for uses which provide shared parking facilities and programs to reduce vehicle dependence such as a park and ride – tuk tuk.

Within commercial mixed-use areas, surface parking lots and the entrances to parking garages should be located at the side of buildings, and off-street parking lots should not be located between the building and the street.

<table>
<thead>
<tr>
<th>Parking areas</th>
<th>Number of bays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berg Street Car Park</td>
<td>49 bays</td>
</tr>
<tr>
<td>Railway land overflow parking</td>
<td>50+</td>
</tr>
<tr>
<td>Shared parking (shopping centre)</td>
<td>104</td>
</tr>
<tr>
<td>On street parking bays</td>
<td>74</td>
</tr>
<tr>
<td><strong>Total bays</strong></td>
<td><strong>277 bays</strong></td>
</tr>
</tbody>
</table>
23. Public Art Strategy

Public Art contributes to creating an identity and a sense of place, conveying local stories in creative ways and providing opportunities for local artists to share their talents with the community.

Public art should contribute to developing a sense of place and a cultural richness within Hoedjiesbaai. A range of public art opportunities exists throughout the study area. Some specific locations are identified in the plan for landmark or stand-alone pieces of art, while, in other locations, art may be integrated into functional elements, like furnishings or shade structures.

The Public Art Strategy encourages a diversity of public art types from stand-alone pieces that refer to a site’s context, to integrated elements like embedded poetry, prose or imagery.

Waterfront structures themselves may be artistic interpretations of local or waterfront themes. The following principles should be followed in the selection and siting of art throughout the waterfront.

- **Contribute to a Sense of Place**: Public art should creatively express the history, landscape or identity of Hoedjiesbaai shoreline more broadly. It should create a visual anchor and a place of activity.
- **Diversity**: Public art should embody the richness of community life, appearing in diverse scales, types and forms. A mix of temporary and permanent artworks, and highly visible and hidden pieces, is also encouraged.
- **Context-Specific**: Public art should be designed to fit within its context, through appropriate scale, materiality, theme, etc.
- **Publicly Accessible**: Art should be located in public locations where there is significant pedestrian movement, though some pieces may be bold and highly visible, while others may be more subtle, to be discovered over time.
- **Interactive**: Public art should encourage interactive experiences and exploration, like climbing, touching and manipulation, especially when located in parks. Other considerations for implementation of the Public Art strategy include:
  - Artists may be included on the design team in detailed design stages, particularly for public realm and park projects.

External Resourcing proposals for Public Art Saldanha Municipality could work with a range of external parties and organisations to resource and deliver public art in alignment with this strategy and vision. Through partnership and collaboration, these external parties may assist in resourcing and supporting Saldanha’s public Art in the following ways:

Saldanha may acquire public art for its collection as contributed assets from developers and other external parties.

The establishment of a percent for art scheme for private developments may be considered to encourage and achieve strong public art outcomes in partnership with others involved in enhancing the built environment.

Figure 23.1. Examples of existing sculpture, Saldanha

Figure 23.2. Model boats made in Saldanha
24. Materials palette

Materials selection requires live load selection, slip resistance, durability, construct-ability, and life cycle maintenance cost benefits.

Wood.

Wood is a traditional choice and has the most attractive finish, it can be susceptible to mould, mildew, and general rot and splintering – especially when there is more moisture hitting it. So it should be treated. Some woods like Balau are extremely durable.

Vinyl

Vinyl, or PVC, is a synthetic, lightweight material that is easy to install. It comes in a variety of colours and wood-like finishes, and does not need to be painted or stained. However, the colour fades quite dramatically over time. Vinyl decking is typically treated with UV filters to minimize this effect. It is resistant to mould and mildew, and will not splinter or rot as wood does. This will not wear well in the climate of Saldanha.

Aluminium and Stainless Steel

Rust-resistant aluminum makes an excellent choice for waterfront development with minimal maintenance. Like vinyl, it stands up to mould and mildew. Aluminium requires little more in the way of upkeep than an occasional spray with the hose.

However Stainless Steel may be more suitable for Waterfront environments as long as it is of a high grade.
Composites (not recommended)

Composites contain a high percentage of plastic, and plastics are notorious for their heat absorption. Whether the composite boardwalks planks are light tan or dark brown, they’ll get extremely hot in direct sunlight. Over time, heat breaks down the core plastic materials in the composite planks. This breakdown can result in sagging or warping, leaching chemicals, or deck board swelling that will result in an uneven walking surface.

Pre-cast concrete

Pre-cast concrete has a high thermal mass — meaning that it absorbs heat well. As a boardwalk decking material, a high thermal mass means that changing the concrete decking’s surface temperature requires large amounts of heat energy. This is an extremely good quality for a boardwalk to have.

Wax impregnated wood

The modification process increases the strength of timber by up to 60%, increasing its load bearing capacity without compromising wood’s inherent elasticity. However its longevity needs to be investigated.

Figure 24.2. Des Moines, Washington

Figure 24.3. Rhino wood, V & A Waterfront, Cape Town.
24.3.1. Railings

Metal railings with metal wire is proposed for the railings.
24.3.2. Benches

Timber and concrete street furniture with simple geometries.

An array of seating is illustrated in the images on this page.

No sharp metal edges should be encouraged in the street furniture from a safety perspective.
Concrete and timber waste bins are proposed to complement the seating.

24.3.4. Pavers

Wheatstone brick pavers for pedestrian areas. Colour detail in grey (concrete) cobbles. Gravel coloured pavers - concrete double zigzag concrete blocks with gravel chip finish for vehicular access areas. Wheatstone brick pavers for pedestrian areas. Grey/charcoal concrete cobbles used predominantly where cars park to hide dripping oils etc.

Pattern/parking bay highlights in gravel coloured pavers.

Example of wheaten and grey colours, Observatory Park, Cape Town.

Pedestrian crossing, Kalk Bay, Cape Town.

Paving detail on park, Wesfleur, Atlantis.
24.3.5. Lighting

Lighting to be simple and geometric in shape.
### 25. Landscaping species list

It is important to recognise the need for tree planting in the precinct. Significant benefits arise from the planting of trees, namely:
- Assist in creating identity of place especially around the nodes
- Provide shade to footpaths, parks and vehicles
- Assist in providing comfortable microclimatic conditions (reduces wind and heat)
- Assist with biodiversity

The criteria for tree selection is based on suitability to the coastal conditions; suitability for urban environments; and an understanding of the benefits of trees.

A tree species list is given below:

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Description &amp; Natural Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Brachylaena discolor (waterwise)</td>
<td>Silver oak / Kusvaalbos. A shrub or small tree up to 10m in height. Usually developing a multi-stem or branching low down. Coastal region from Eastern Cape to Mozambique.</td>
</tr>
<tr>
<td>3</td>
<td>Vachellia karroo</td>
<td>Sweet thorn / Soetdoring. Grows up to 15 m tall with sweet scented flowers in summer and silvery white thorns. Southern Africa – from low-lying areas to highveld. However, these kinds of trees, like all Vachellia species, have slightly invasive root systems.</td>
</tr>
<tr>
<td>4</td>
<td>Vachellia xanthophloea</td>
<td>Fever tree / Koorsboom. Fast-growing tree with yellow bark up to 15m tall with bright yellow ball-like flowers. Although not indigenous to Western Cape, it grows well and is often used in city landscapes as a feature tree. From KwaZulu Natal northwards to Kenya.</td>
</tr>
<tr>
<td>5</td>
<td>Buddleja salviifolia</td>
<td>Sage wood. Shrub that grows to a height of 5 m bearing cream to lilac flowers with an orange ‘eye’. In summer/autumn. Sage-like dark green leaves on top and silvery white beneath. Western and Eastern Cape northwards to tropical Africa.</td>
</tr>
<tr>
<td>6</td>
<td>Canthium inerme</td>
<td>Turkey berry. Commonly between 3m and 7m high, this tree may be single or multi-stemmed, with main stems achieving diameters of up to 360 mm. Coast from Cape to Mozambique, inland to Mpumalanga and Zimbabwe.</td>
</tr>
<tr>
<td>Trees &amp; Large Shrubs</td>
<td>Scientific Name</td>
<td>Common Name / Region</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>7</td>
<td>Carissa macrocarpa</td>
<td>Num-Num / Natal Plum</td>
</tr>
<tr>
<td>8</td>
<td>Celtis africana</td>
<td>White stinkwood</td>
</tr>
<tr>
<td>9</td>
<td>Ilex mitis</td>
<td>African holly / Waterboom</td>
</tr>
<tr>
<td>10</td>
<td>Searsia pendulina (Rhus pendulina)</td>
<td>White Karee / Witkaree</td>
</tr>
<tr>
<td>11</td>
<td>Sideroxylon inerme</td>
<td>White Milkwood</td>
</tr>
<tr>
<td>12</td>
<td>Syzygium cordatum</td>
<td>Water Berry / Waterbessie</td>
</tr>
<tr>
<td>13</td>
<td>Tarchonanthus littoralis</td>
<td>Camphor Bush / Kamferbos</td>
</tr>
</tbody>
</table>
26. Implementation

25.1. Funding and implementing partners
Implementation of the Hoedjiesbaai Urban Design will take place over many years, and will involve multiple partners, including all three levels of government, private developers, not-for-profit groups, volunteer organizations and private donors.

Through the development of the Plan, a number of partnerships and potential funding opportunities were identified. This section outlines those findings but anticipates that as funding programs and partnerships evolve, other opportunities may become available.

25.2. Establish a Community Foundation
Many communities establish a Community Foundation as way to harness the private donations of local residents or individuals towards community-based projects.

25.3. Partnerships with the Local Development Community and Business Owners
The local development and business communities will be critical implementation partners, ensuring that new developments support the vision of the Plan and commercial activity animates park and spaces. This entails the implementation of a Special Rating Area. For example, the municipality will have to work with and support these partners to ensure that:

- New buildings conform to the updated development standards and Building and Site Design Guidelines contained in this Plan
- Additional mixed-use activity is accommodated within the nodes identified.
- Opportunity is provided to local entrepreneurs to fill key commercial spaces identified in new publicly owned facilities.

25.4. Funding Mechanisms at the Municipal, Provincial and National Level

- Funding mechanisms and programs exist at all levels of government which may assist in implementation of initiatives contained in the Plan.
- Opportunities include, but are not limited to, the following:
  - National Government Funding- USDG - funding programs exist, or may be announced, to support communities with a wide range of investments
  - Granting agencies - various groups award grants to local communities for project implementation

25.5. Easy wins
Identify some small easy wins and allocate a budget for them. Small wins are important (simple, short term actions) to win community confidence and begin to add beauty and atmosphere to the area. Ideas can be generated and implemented by Council, community, business or other stakeholders and are usually low cost and visual. The simplest small win for a place is maintenance and cleaning followed by programming events.

These include:
- Establish a People and Places Team with community, business, other stakeholders to work on place branding, public art and programming ideas.

The development of a Special Rating Area would be critical to success of this area indicating a partnership between the public and private sector.
<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Item</th>
<th>Project</th>
<th>Responsible</th>
<th>Desired outcome</th>
<th>Staging</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Rating Area</td>
<td>SRA</td>
<td>Local land owners and Local Authority.</td>
<td>Creation of a Special Rating Area for this study area in order to address issues of crime and grime and management of security.</td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td>Legislative requirements</td>
<td>EIA</td>
<td>Local authority to appoint Independent Environmental consultant.</td>
<td>Complete environmental impact assessment for the boardwalk.</td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td>Design guidelines</td>
<td>Signage and way finding</td>
<td>Local authority to appoint signage/way finding consultant.</td>
<td>Prepare Signage Guideline to set standards and consistency across the Waterfront /Boardwalk</td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td>Public art</td>
<td></td>
<td>Public Art committee to be created.</td>
<td>Prepare Public Art Guideline for procurement and curation of public art in the Waterfront/boardwalk.</td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td>Branding strategy</td>
<td></td>
<td>Saldanha Tourism and Chamber of Business.</td>
<td>Prepare a place brand and marketing strategy; appoint a place manager; and _ work with West Cost/ Saldanha Tourism to establish Saldanha Waterfront as a tourism destination through activity and event programming.</td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td>Node upgrading</td>
<td>Node 1: Beach (Berg Street)</td>
<td>Local Authority</td>
<td>Road upgrading and road works (raised intersection) Earthworks Streetscape works (including paving, lighting, mature trees, planting, irrigation, street furniture &amp; public toilet/kiosk</td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Berg Street Pergola and phase 1 of Boardwalk to Rocks.</td>
<td>Local authority</td>
<td></td>
<td>Catalyst Med Long</td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Item</td>
<td>Project</td>
<td>Responsible</td>
<td>Desired outcome</td>
<td>Staging</td>
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</tr>
<tr>
<td></td>
<td>Upgrade Berg street</td>
<td>Local authority</td>
<td>Detailed design</td>
<td>Earthworks</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking Lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Node 2: Burton</td>
<td>Collaboration</td>
<td>Collaboration between land owners and local authority</td>
<td>Road upgrading and road works (raised intersection)</td>
<td>Streetscape works (including paving, lighting, mature trees, planting, irrigation, street furniture</td>
<td></td>
</tr>
<tr>
<td>Node 3: Salaman</td>
<td>Collaboration</td>
<td>Local authority</td>
<td>Road upgrading and road works (raised intersection)</td>
<td>Streetscape works (including paving, lighting, mature trees, planting, irrigation, street furniture</td>
<td></td>
</tr>
<tr>
<td>Node 4: Fish</td>
<td>Collaboration</td>
<td>Collaboration between land owners and local authority</td>
<td>Road upgrading and road works (raised intersection)</td>
<td>Streetscape works (including paving, lighting, mature trees, planting, irrigation, street furniture</td>
<td></td>
</tr>
<tr>
<td>Factory Node</td>
<td></td>
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