

BITOU

LOCAL MUNICIPALITY

URBAN RENEWAL OF PLETTENBERG BAY CBD & UPGRADE OF MAIN STREET: STRATEGY, CONCEPTUAL DESIGN & URBAN RENEWAL FRAMEWORK

SECTION B: DIAGRAMS, SHEETS & FIGURES

(To be read with Section A: Report)



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PART I: URBAN REVITALISATION STRATEGY

URBAN RENEWAL OF PLETTENBERG BAY CBD
&
UPGRADE OF MAIN STREET:

URBAN REVITALISATION STRATEGY

PREPARED FOR THE BITOU MAYORAL COMMITTEE

By
Mario Bonadei of CONCEPTWORKS

12 May 2005

PRESENTATION:

- APPROACH
- SUMMARY OF PROJECT
- PROJECT CYCLE AND IMPLEMENTATION PROCESS
- KEY ELEMENTS OF THE URBAN RENEWAL PROCESS
- TOWN IMPROVEMENT AGENCY CONCEPT
- PRECINCT STRATEGY
- CONCEPT IMPLEMENTATION PRIORITIES
- CONCEPT IMPLEMENTATION PROGRAMME
- CONCLUSION

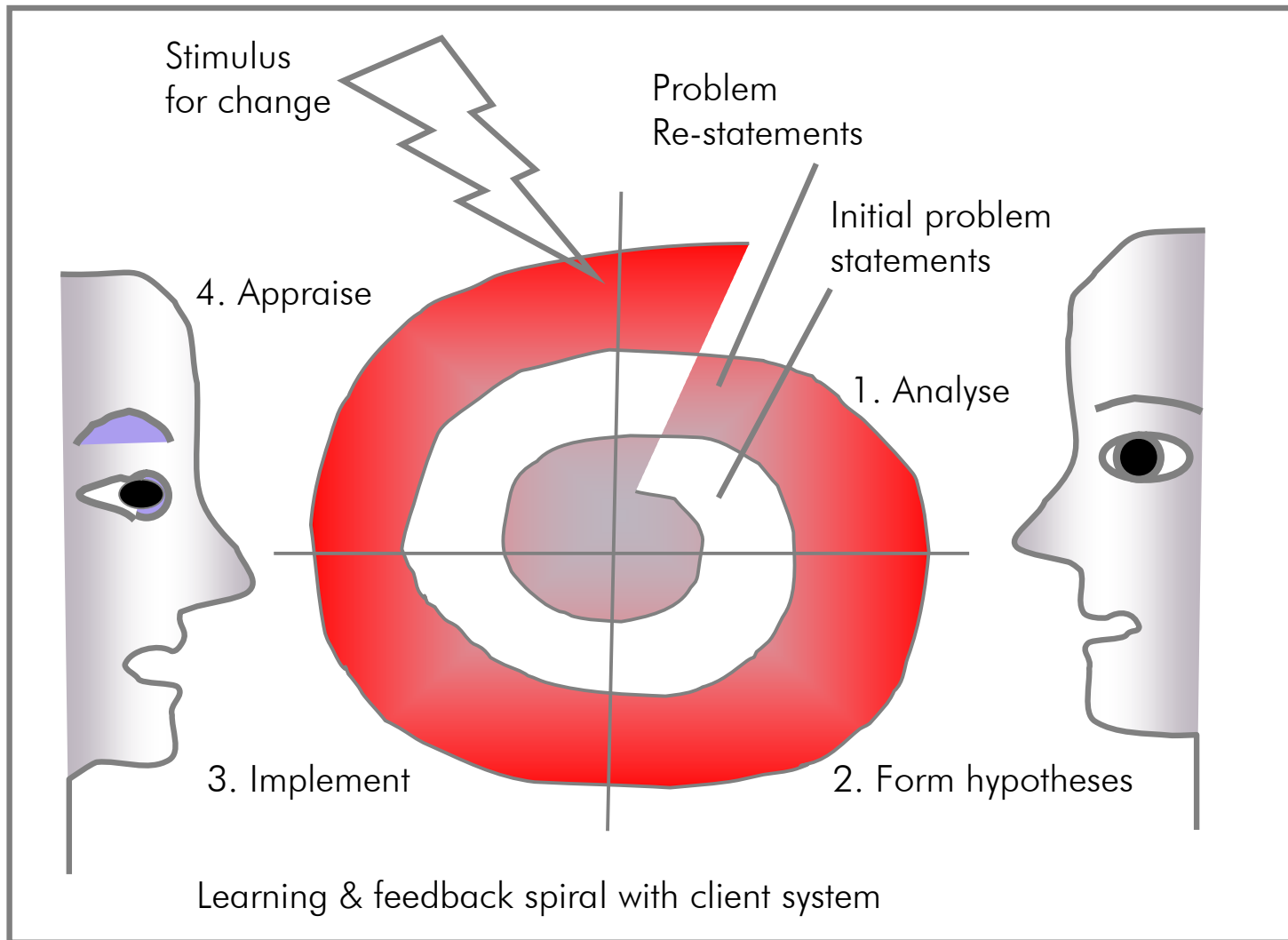


DIAGRAM 1. ACTION RESEARCH CONSULTING APPROACH

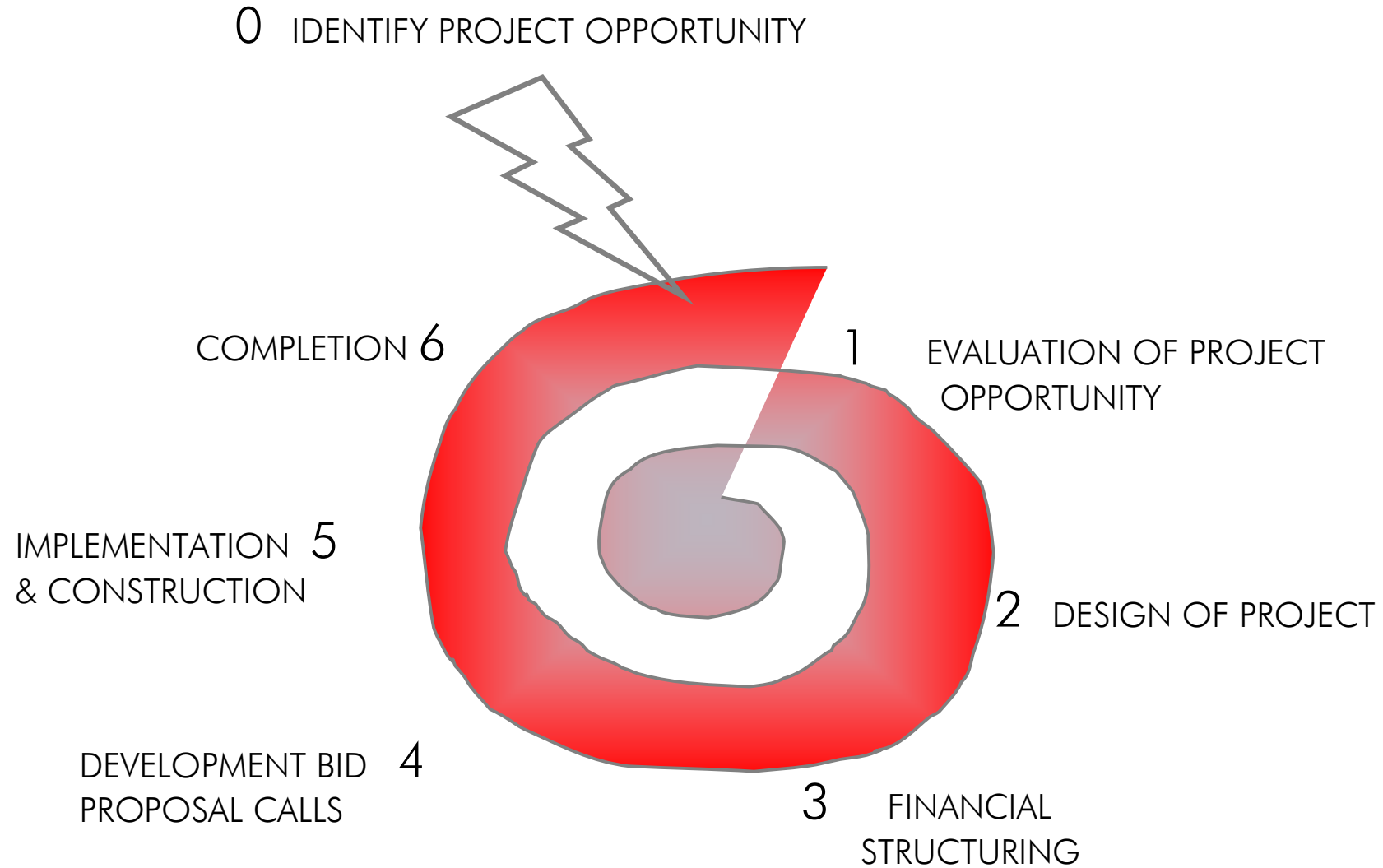


DIAGRAM 2. PROJECT CYCLE

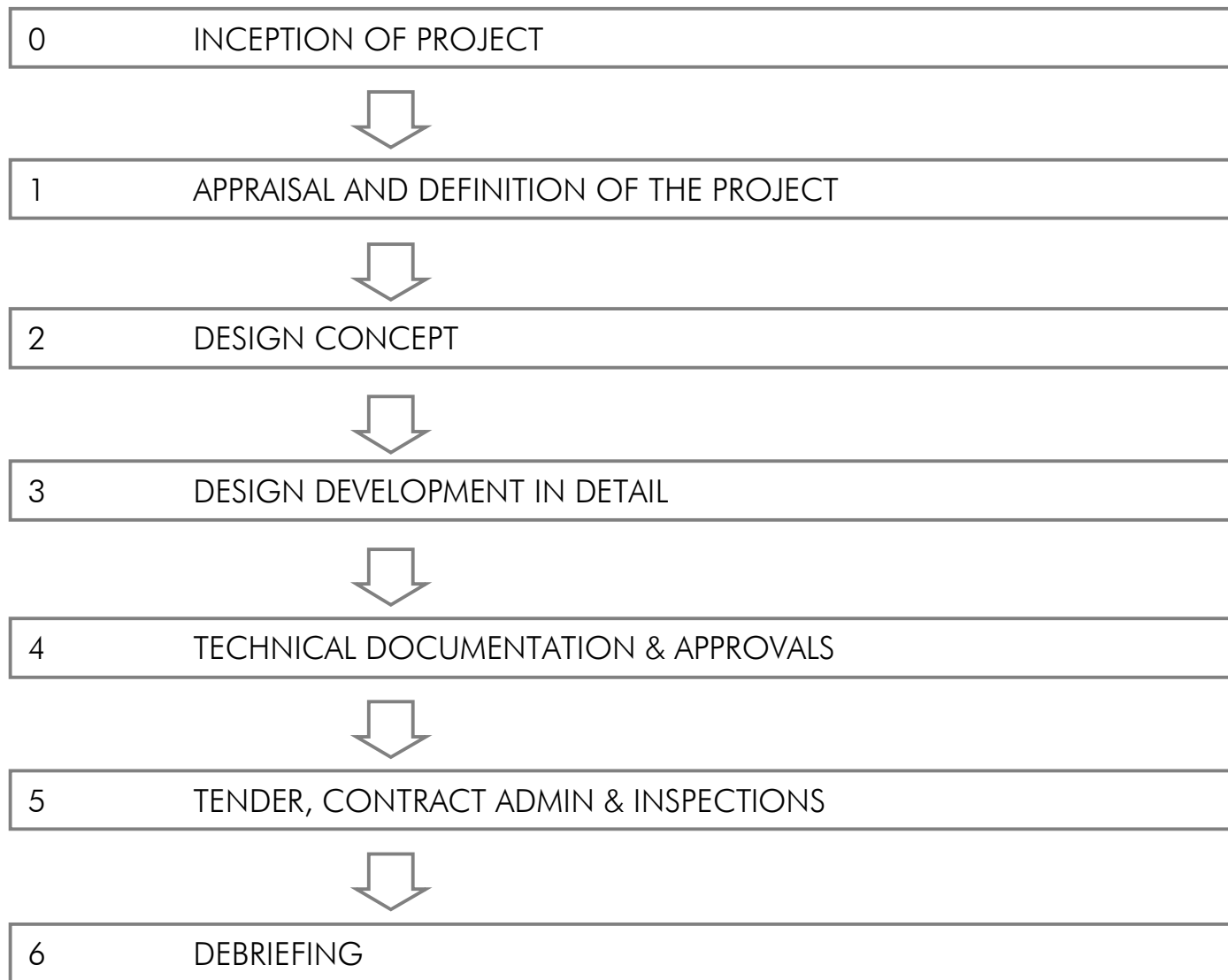


DIAGRAM 3. FLOW DIAGRAM OF DESIGN PROCESS

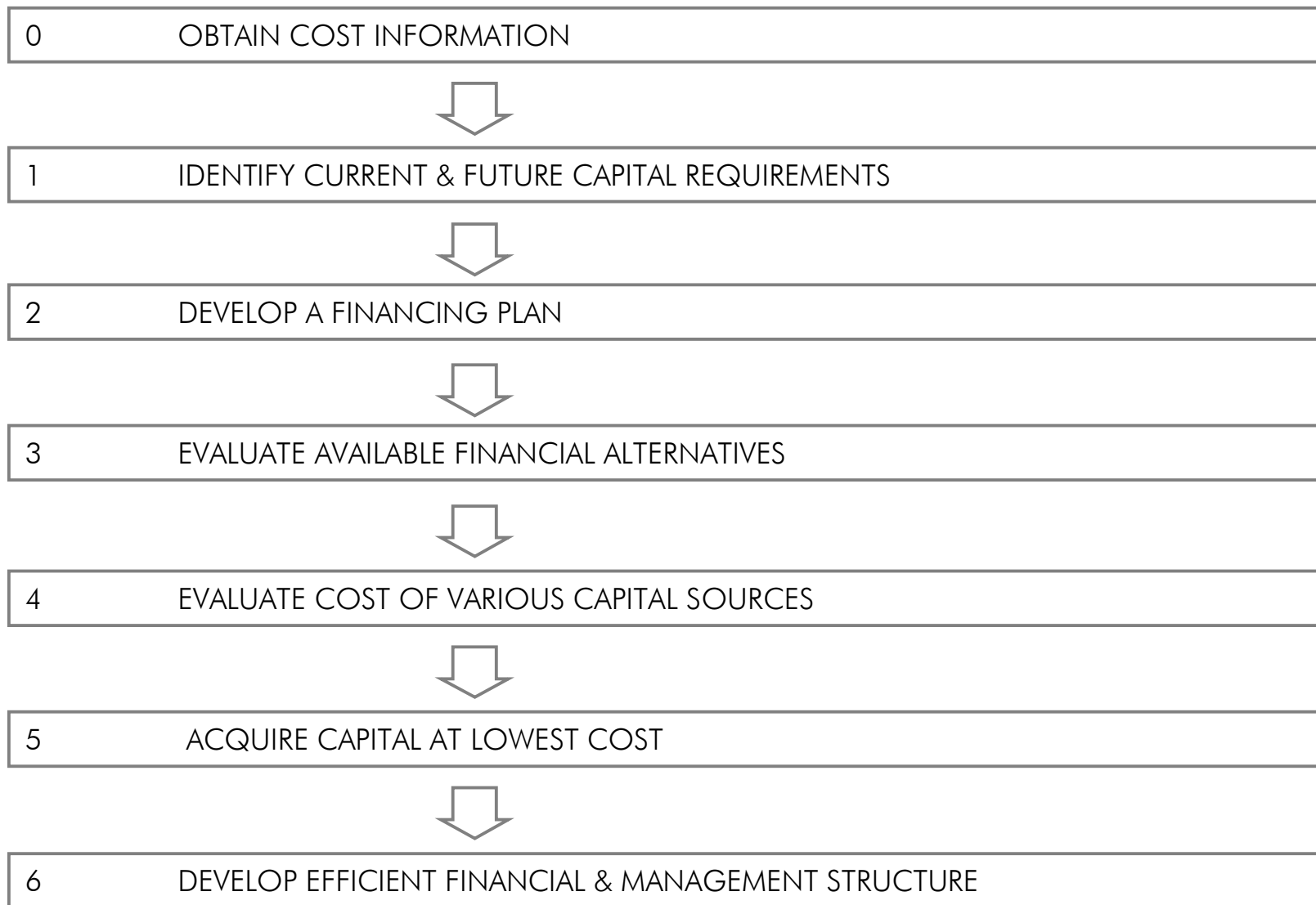


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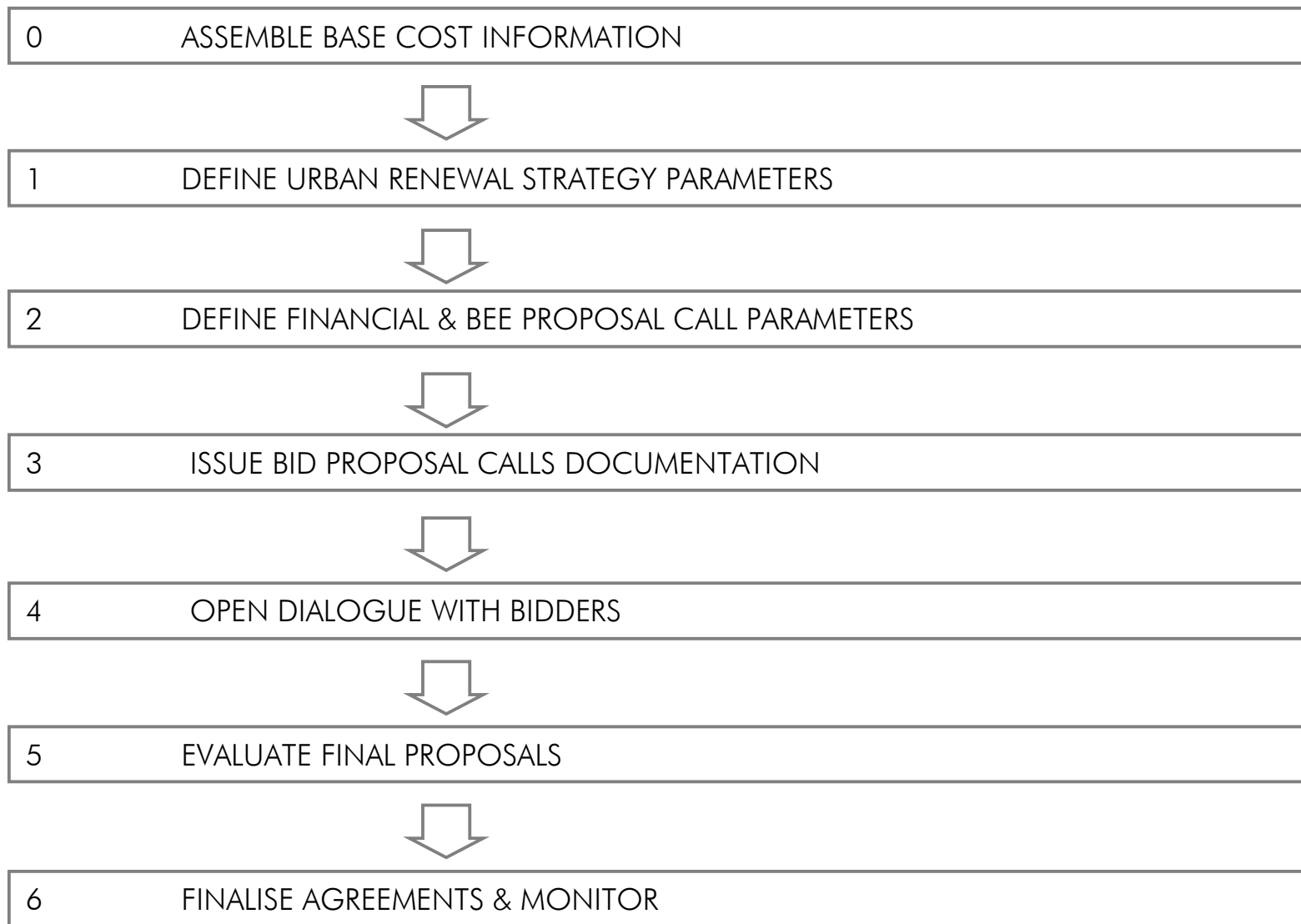


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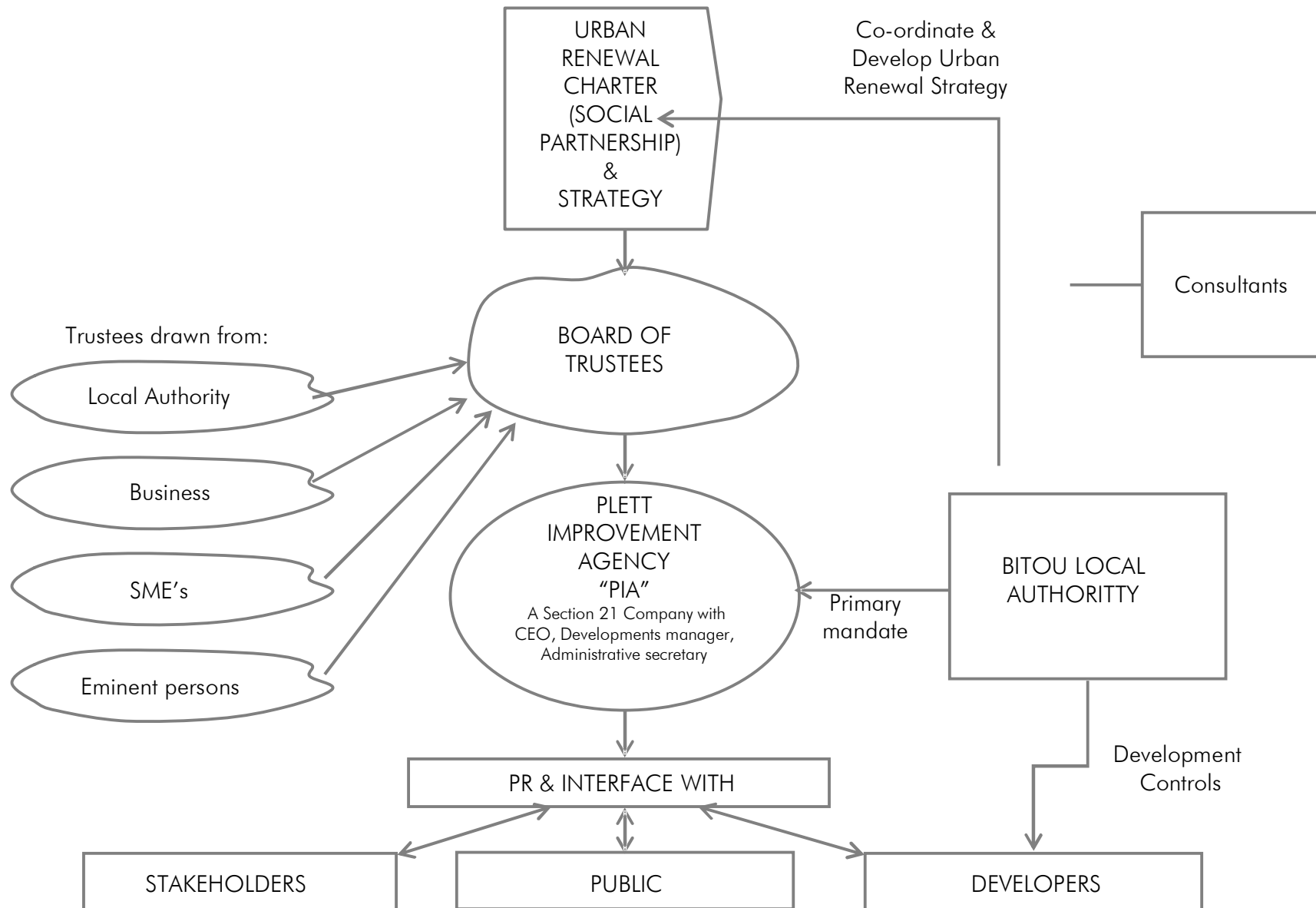


DIAGRAM 6. TOWN IMPROVEMENT AGENCY CONCEPT

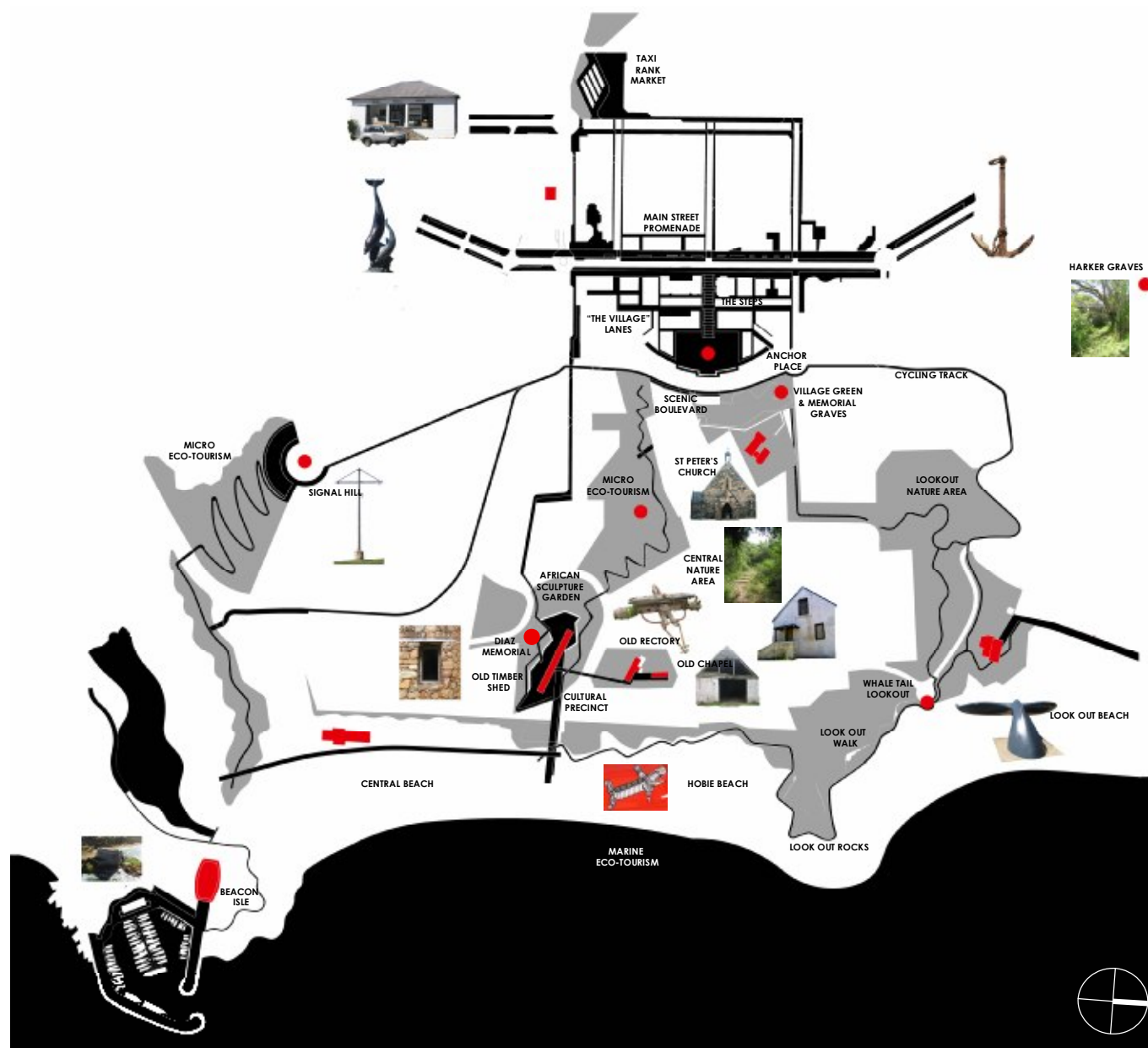


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DIAGRAM 8. URBAN RENEWAL PRECINCTS

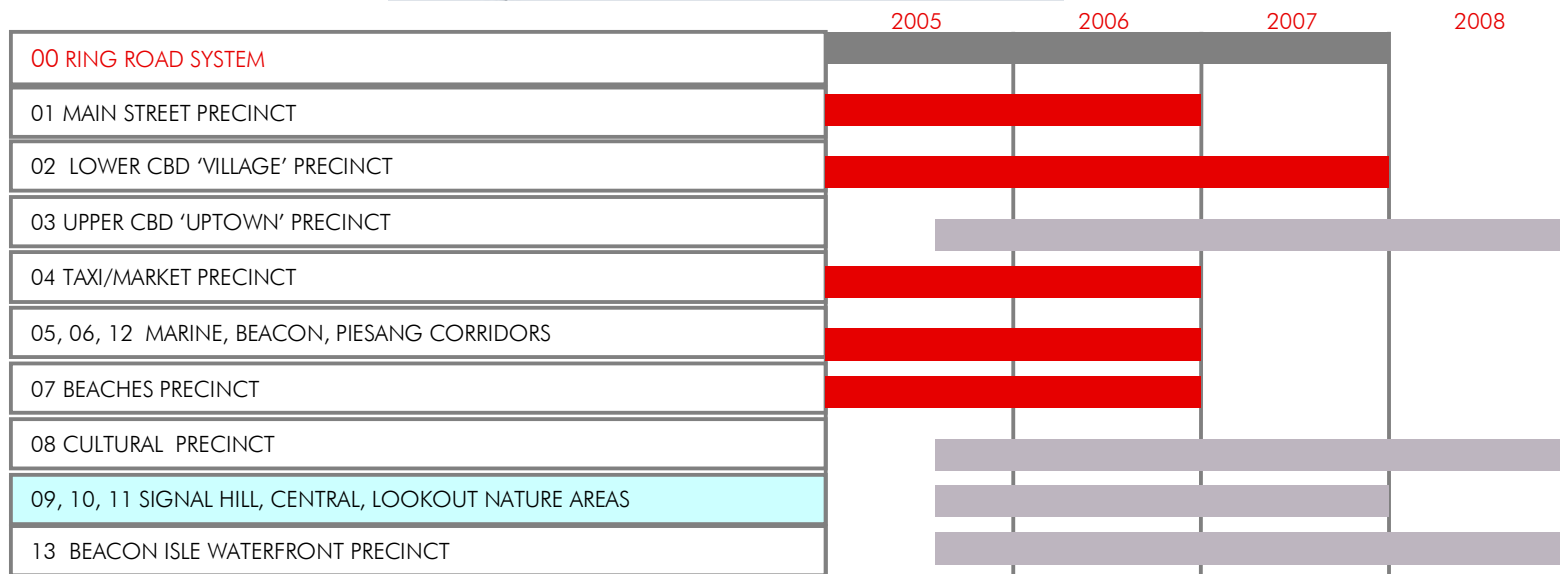
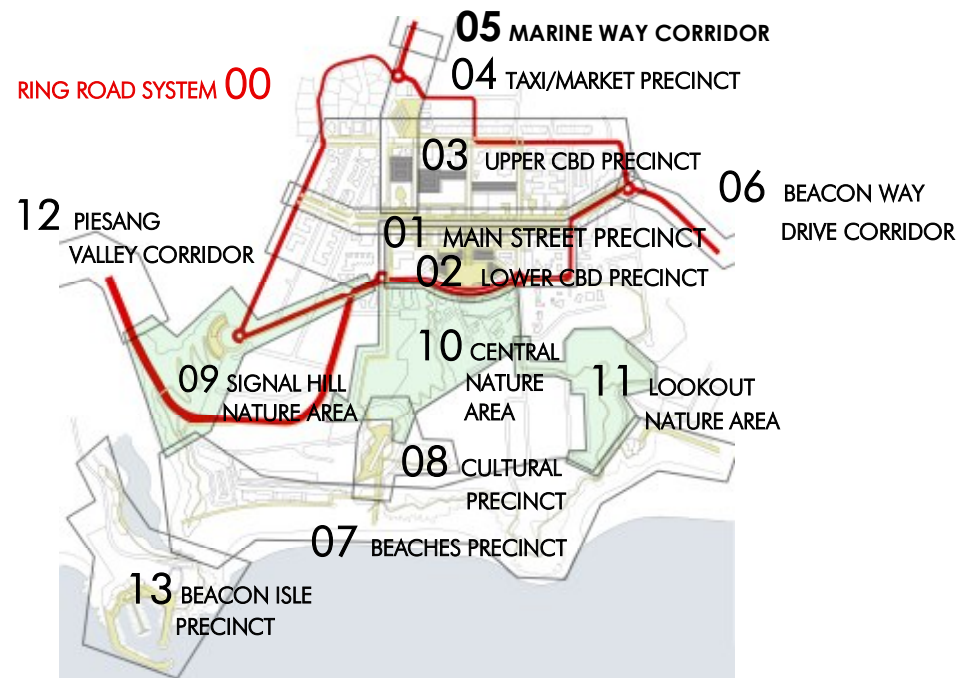


DIAGRAM 9. CONCEPT PROGRAMME AND PHASING

PART II: CONCEPTUAL DESIGN FRAMEWORK

URBAN RENEWAL OF PLETTENBERG BAY CBD
&
UPGRADE OF MAIN STREET:

CONCEPTUAL DESIGN FRAMEWORK

PRESENTED FOR PUBLIC COMMENT AT THE BITOU LOCAL MUNICIPALITY

By
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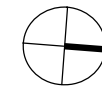
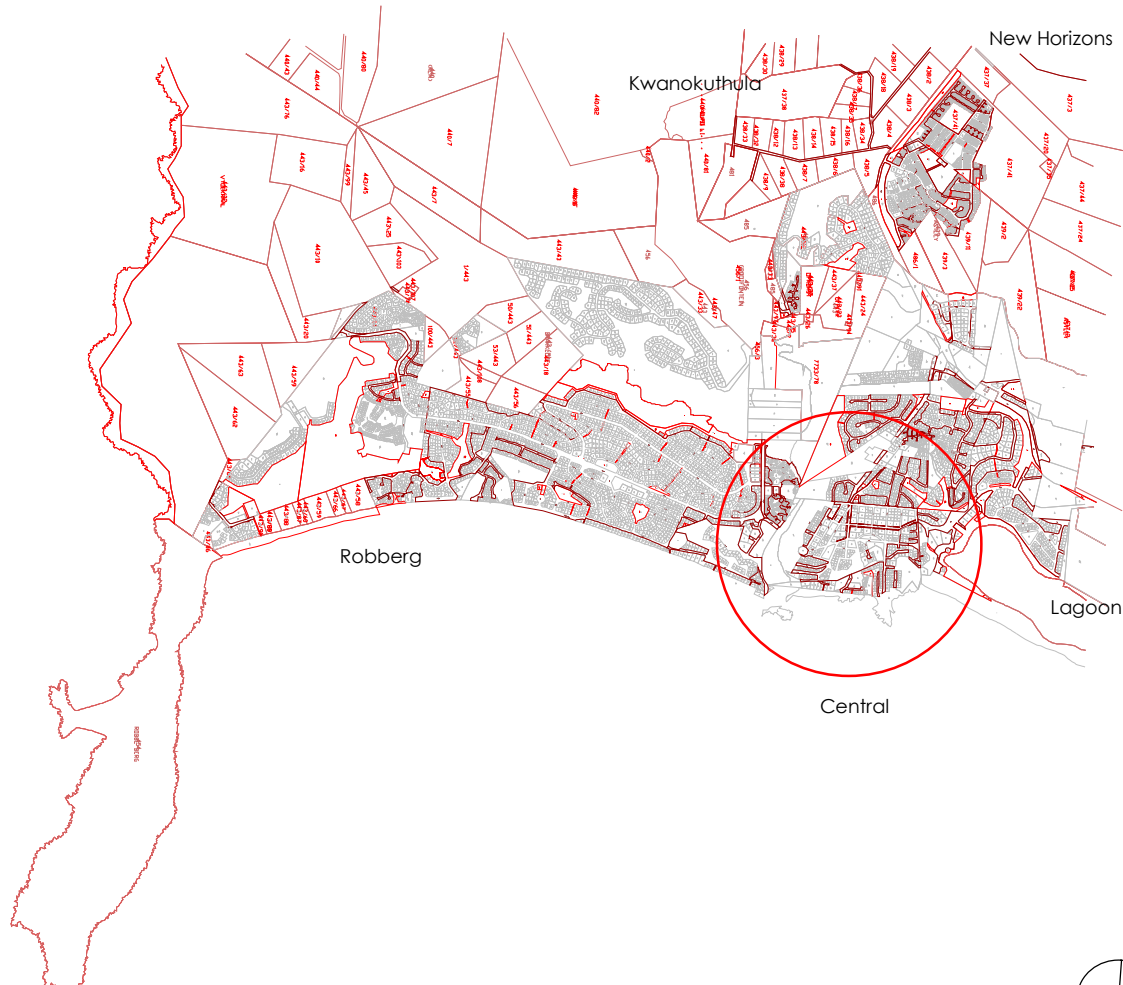
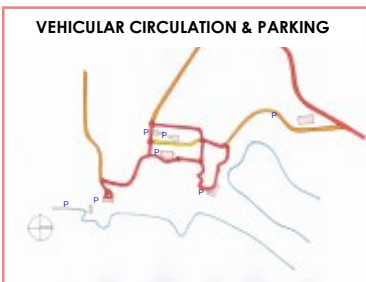
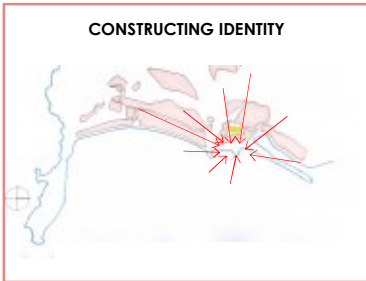
13 December 2004

CONCEPTUAL DESIGN FRAMEWORK FOR THE BITOU MUNICIPALITY 13 DECEMBER 2004

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1

PROJECT AREA

The Plettenberg Bay Urban Renewal / Main Street Upgrade project comprises the Main Street and Central Business District (CBD) area, as well as the key spatial extensions from the CBD towards key places of interest and shoreline localities. The connections between these diverse elements need to be (re-) created by means of a pedestrian friendly public urban space system. The upgrade of Main Street and the adaptation of pedestrian and vehicular traffic is the first phase.

2

APPROACH

The approach adopted by is informed by landscape urbanism. The urban surface is treated as a continuous social space to be transformed by a series of purposeful acts that arise from environmental concerns, the client's programmes and users' needs.

3

ACTIVITY NODES

The main activity nodes represent concentrations of public social activities and interactions. A proposed New Town Centre between Kwanokuthula and New Horizons will complement the existing nodes of the Main Street/CBD, Main Beach and Market Square.

4

IDENTITY ISSUES

The diverse constituencies of Plettenberg Bay need to be accommodated on the common civic ground of the central part of the town, which is and will remain its heart and key place of identity. The central area requires that the local identities are accommodated and expressed.

5

STRATEGIC DISPOSALS

It is envisaged that the local authority will fund the upgrading and renewal project by means of strategic disposals, structured around bid proposals for strategic sites to be invited from developers. This would include measures such as disposals, leaseholds and the granting of enhanced development rights subject to highly specific controls and conditions.

6

KEY ROUTES

In order to soften the heart of the town and to create a pedestrian-friendly environment, major through traffic will need to be diverted.

SHEET 1

PROJECT AREA AND SCOPE

URBAN RENEWAL OF PLETTENBERG BAY CBD: CONCEPTUAL DESIGN FRAMEWORK FOR THE BITOU MUNICIPALITY

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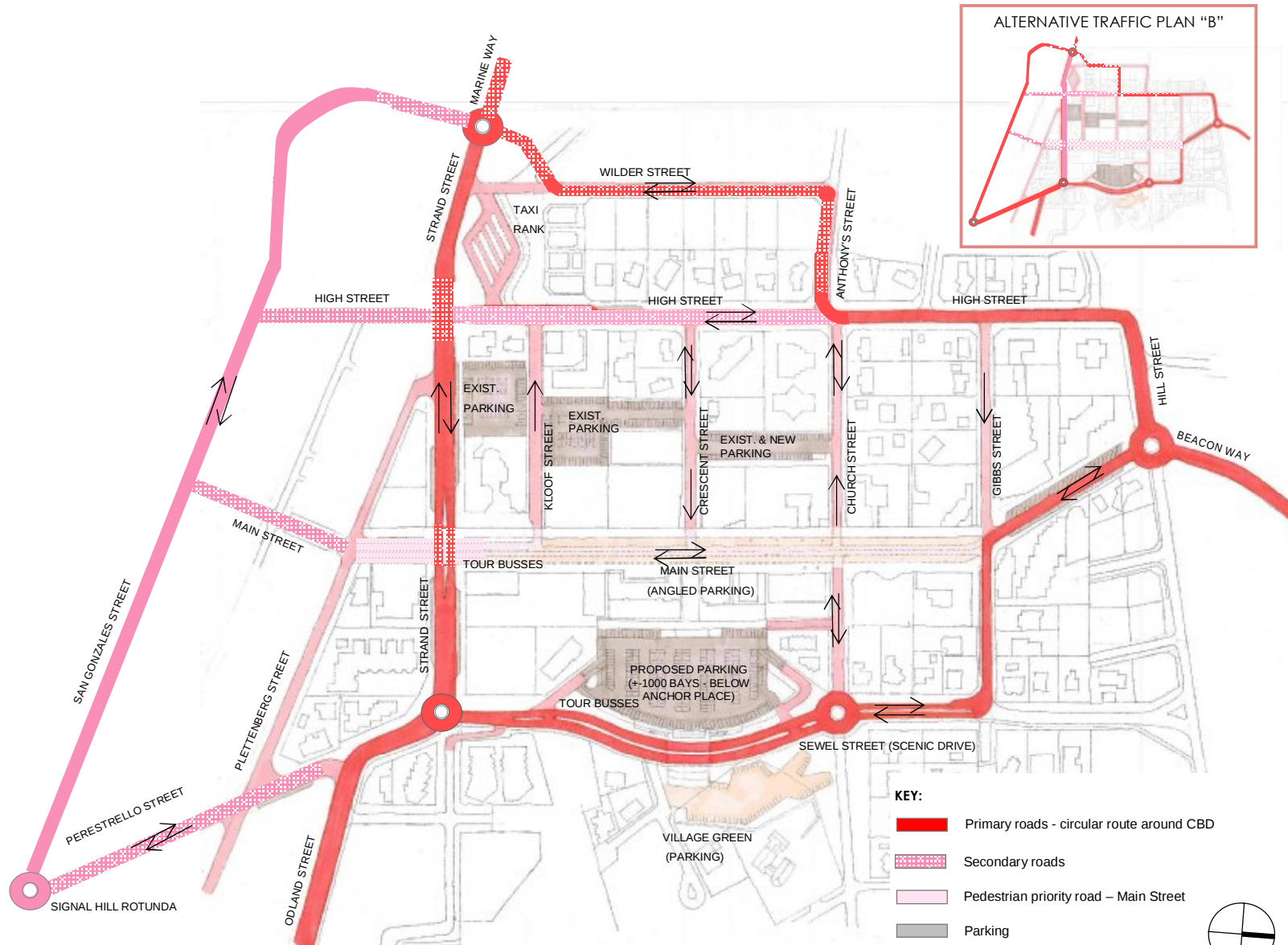
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7

RING ROAD

A new ring road system is proposed to relieve traffic along Main Street. Strand Street becomes a slow traffic area to allow Main and High Streets to extend southwards.

8

MAIN ST CALMING

Traffic is calmed by means of texture changes and slight level changes that signal pedestrian priority. Moveable bollards can be used to demarcate areas to be switched over from vehicular traffic and/or parking to other uses.

9

MAIN ST PARKING

Angled parking is retained along both sides of Main Street for normal use and off season convenience. On special occasions such as festival and market days and/or in high season some of the parking surface will be given over to pedestrian and other uses.

10

TAXI RANK

The pedestrian connection between the taxi rank above High Street and Main Street will be enhanced. The taxi rank will in future require re-organisation and better facilities for street market traders and travellers.

11

PARKING OFFSETS

A major new parking facility off Sewel Street will provide parking for casual visitors to Main Street and for the retail and hospitality facilities immediately above. Parking may also be made available to offset shortages for adjacent properties applying for enhanced development rights to form the "Village" between Main & Sewel Streets.

12

SCENIC DRIVE

Sewel Street is reconfigured as part of a scenic drive connecting Odland Street and Beacon Way.

13

PLAN 'B'

A more radical approach extending the ring road further away from Main Street may be implemented in future or if the findings of the detailed traffic impact study so require.

SHEET 2

PROPOSED VEHICULAR TRAFFIC PLAN

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14

MAIN STREET UPGRADE

The upgrading of Main Street and the alteration of its character to pedestrian priority lies at the core of these proposals. The cross-sectional level changes in the street require a design strategy that turns this into a unique asset.

15

THE STEPS

A grand slow stair and ramp system replaces the part of Crescent Street below Main Street. The steps are wide enough to accommodate market stalls on market days. They fall two stories over a distance of about 60 meters.

16

ANCHOR PLACE

Anchor Place is a raised square or plaza at the site of the current main Bitou Municipal building. It enjoys an uninterrupted views of the ocean. It is lined with shops at plaza level, and which are under a raised upper level walkway. The upper levels would be devoted to hospitality industry venues such as a hotel and conference centre.

17

NATURE TRAILS

Three nature areas are to be developed with trails. Indigenous forest and other niche biome vegetation as well as rich bird life make these areas attractive. Community guides could provide security and interpretive tourism services.

18

CULTURAL PRECINCT

A new cultural precinct can be developed to include the Old Timber Shed (1778), Rectory, Chapel, Diaz Memorial, and site of the VOC Logging Slipway (displaced) connecting to the beach below. Museum, retail and catering facilities would enhance this area, which, together with the Nature area, forms a bridge between the CBD and Central Beach.

19

BEACH FACILITIES

Strategically negotiated leases can be used to encourage an overall upgrade of the Central as well as Lookout Beach infrastructure, comprising such elements as boardwalks and sunscreens.

20

WATERFRONT FACILITIES

A Riverfront development and Yacht Harbour are indicated as possible future projects to expand, complement and enhance the existing water's edge facilities. Promenades and special decks would link all these highly desirable places.

SHEET 3

PLETTENBERG BAY URBAN SPACE SYSTEM: OVERALL

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21

ACTIVITY CYCLES

The central area of Plettenberg Bay is characterised by significant seasonal fluctuations across a range of activities. Urban re-generation requires management strategies to stimulate complementary activities to even out troughs and to create a vibrant urban centre with extended street life times.

22

ACTIVITY MIX

The particular mix of activities during high season has a strong holiday, shopping, leisure, water sports, beach lifestyle and dining out character (60 restaurants). This mix could be enhanced by adding interpretive cultural- and eco-tourism as well as by a more vibrant programme of markets and street festivals.

23

CONNECTIVITY

The activity mix requires easy pedestrian 'connectivity', which can be provided by a fluid and interesting pedestrian environment. The linear character of Main Street can be enhanced by a 'Village' structured by a network of interconnected lanes.

24

'SWEETLY GO' MARKETS

An interconnected set of places for permanent, temporary and/or seasonal market stalls has been identified, connecting the Taxi ranks through Main Street, the future Anchor Place, to the Cultural Precinct and Central Beach area. Visitors will be encouraged to shop along these connecting routes, and thereby 'sweetly go' between these venues.

25

EATING OUT

Eating out and outside is a major factor in Plett, and this is a key 'activating factor' in the public space system. In turn, successfully configured public spaces can create a hub effect that attracts inner town living and stimulates inner town hospitality developments, key drivers of urban revitalisation.

26

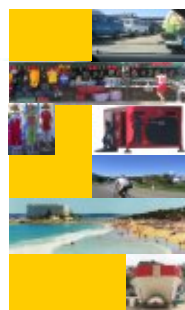
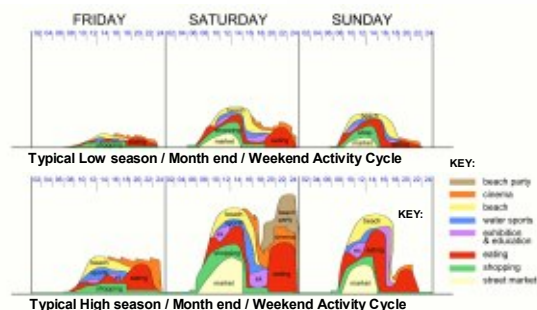
LEISURE

Leisure activities at Central Beach merge seamlessly with dining, hospitality and retail. This can be extended into the town by strategic interventions connecting the beach with the CBD by means of a cultural precinct and nature area and nature walks.

27

CYCLING TRACK

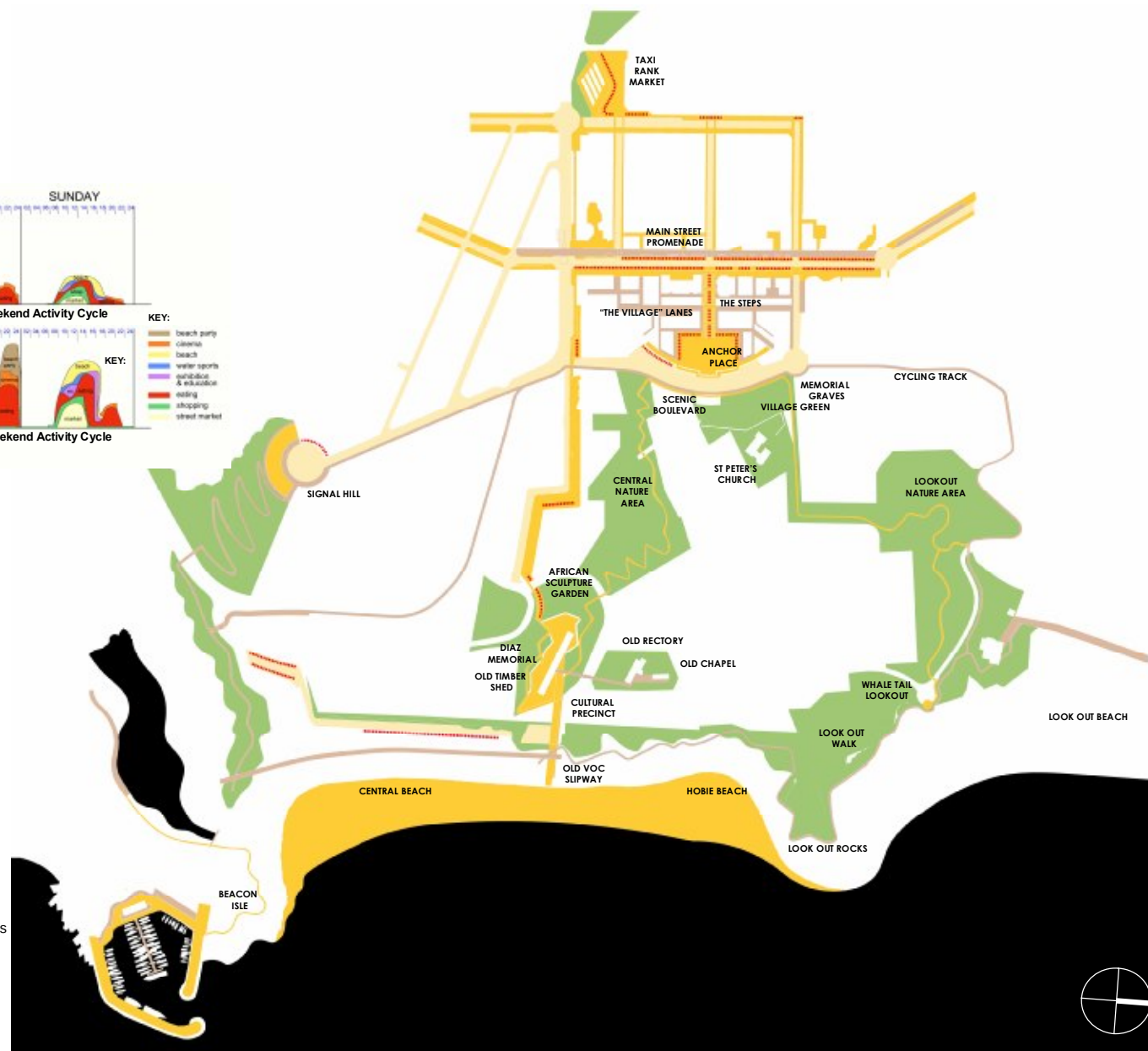
A cycling track is indicated, which would form part of a regional initiative to thread a major permanent cycling pathway through the Garden Route.



Public spaces enabling street & leisure activities

KEY:

- Primary public spaces
- Supporting street spaces
- Special promenades, scenic walks & lanes
- Nature areas
- Market stalls



SHEET 4

PUBLIC SPACE SYSTEM, ACTIVITY MAPPING & STREET MARKETS

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KEY:

- Proposed new fabric
- Existing built fabric
- Landmark structures (existing & proposed)



28

LANDMARK OVERLAYS
Landmarks in the urban fabric include buildings and sites of special significance from either historical, cultural, scenic or leisure points of view. These form focal points in the urban fabric and are centre-pieces in the broader evolution of Plettenberg Bay's identity. They may become subject to Overlay Zone requirements as provided for in the new Town Planning (Zoning) Scheme and protected in terms of the South African Heritage Authority.

29

BUILT FABRIC & THE 'VILLAGE'

Buildings collectively form the built fabric of the town. They also form the edges to streets and other public places. New fabric should be regulated to enhance the public space system. The area below Main Street is envisaged as developing a village-like structure with lanes and a pedestrian friendly network of outdoor spaces.

30

RESIDENTIAL BIAS

New fabric should be biased towards residential apartments on the upper levels, so as to encourage the town to become a lived in precinct. This would promote an urban lifestyle of using café's and outdoor spaces as an extension of the residential domain.

31

STRATEGIC DISPOSALS & HOSPITALITY INDUSTRY

Enhancement of the hospitality industry creates a multiplier effect since it circulates a relatively high number of visitors through the same infrastructure. The long-term and sustained success of the Beacon Isle Hotel should be replicated. Possible strategic disposals of state land in the case of the PO and SAP sites as well as of municipal land in the case of the Bitou Council site are cases in point. A similar rationale applies to potential strategic leasing arrangements in the case of water's edge sites.

32

ENHANCED DEVELOPMENT RIGHTS

Existing property owners whose properties fall in areas for potential enhanced development rights could be encouraged to re-invest in their respective properties by the revitalisation measures as a whole, as well as by the potential parking offsets. Enhanced rights could include site specific measures such as extra bulk, additional coverage and a relaxation of parking requirements if parking is taken up in the Anchor Place garage. In return, they would be subject to betterment fees, augmentation levies and rates increases charged by the Municipality.

SHEET 5

EXISTING & PROPOSED BUILT FABRIC

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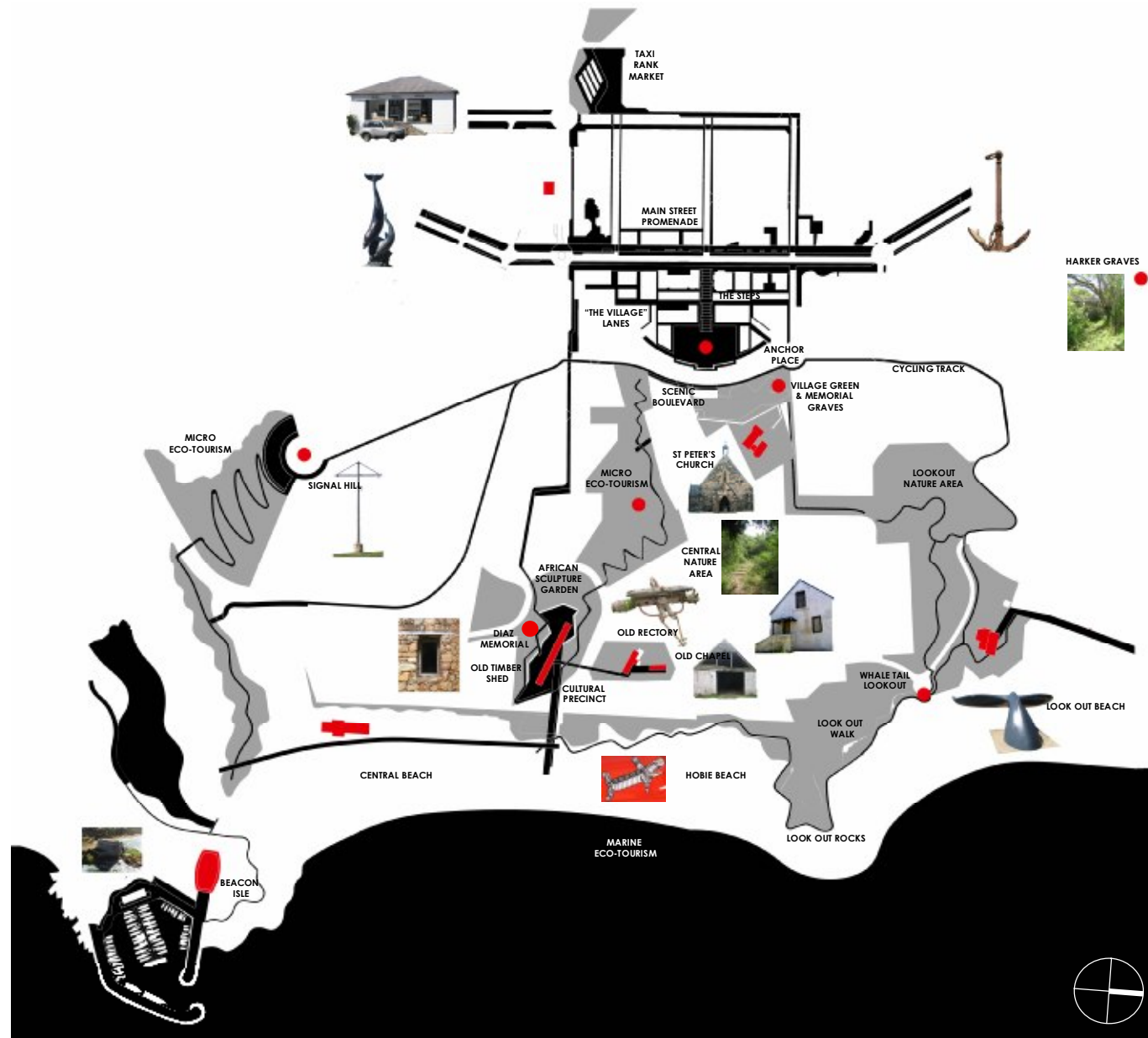
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AFFECTIVE TOPOGRAPHY

The affective topography of Plettenberg Bay refers to the emotions and mental associations that its inhabitants and visitors assemble from their experiences. Whilst this is an intimate and personal process, the intention of this urban renewal process is also to map the possible configuration of themes and places that can play a role in generating positive experiences.

34

IDENTITY

The public space system and the interactions that it enables amongst people assists in creating a culture of dignity and urbanity. Public places should be configured in such a way that residents experience a feeling of identification with, and sense of ownership of, the spaces. Spaces should confer a "freedom of use" as a basis for this identification. The development of a unique physical identity for the town relates to how culturally-bound landscaping, architecture and infrastructure are woven into the natural and topographical characteristics of Plettenberg Bay. Such a unique identity also forms a basis for its differentiation as a destination of choice on a global scale.

35

MEMORIALISATION

Contemporary cultural policy in the South African context stresses the need for the memorialisation of aspects of our cultural heritage and history that have been previously distorted or repressed by a colonial mentality and under apartheid. Sites relating to repressed social histories are thus to be sought out and memorialised, e.g. slave quarters, unmarked indigenous burial sites, sites of struggle. Sites of colonial legacy need to be woven into this process and offered with new interpretations.

35

EMERGENT AFRICAN EXPRESSIONS

The emergence of a more integrated cultural identity has been made possible post-1994. The emergence of more indigenous and African social and cultural expressions presents the town with an opportunity to reconfigure itself. Public spaces can become more interactive and vibrant. The proposed Cultural Precinct and African Sculpture Garden offers an opportunity to introduce contemporary South African cultural expressions into the founding historic heart of the town.

36

INTERPRETIVE TOURISM ROUTES

Numerous interpretive tours and routes can be woven through the fabric of the town, such as:

- A Slave Route
- A Market Routes
- A Food Route
- A Multicultural Experience Route
- A Luxury Goods Route
- Marine, Coastal & Forest Eco-tours
- A Walk Through Time
- 30 Minute Scenic & Nature Walks

A new tourism promotion centre is also envisaged for the town.

SHEET 6

CULTURAL, HISTORICAL & TOURISM PLACE MAPPING

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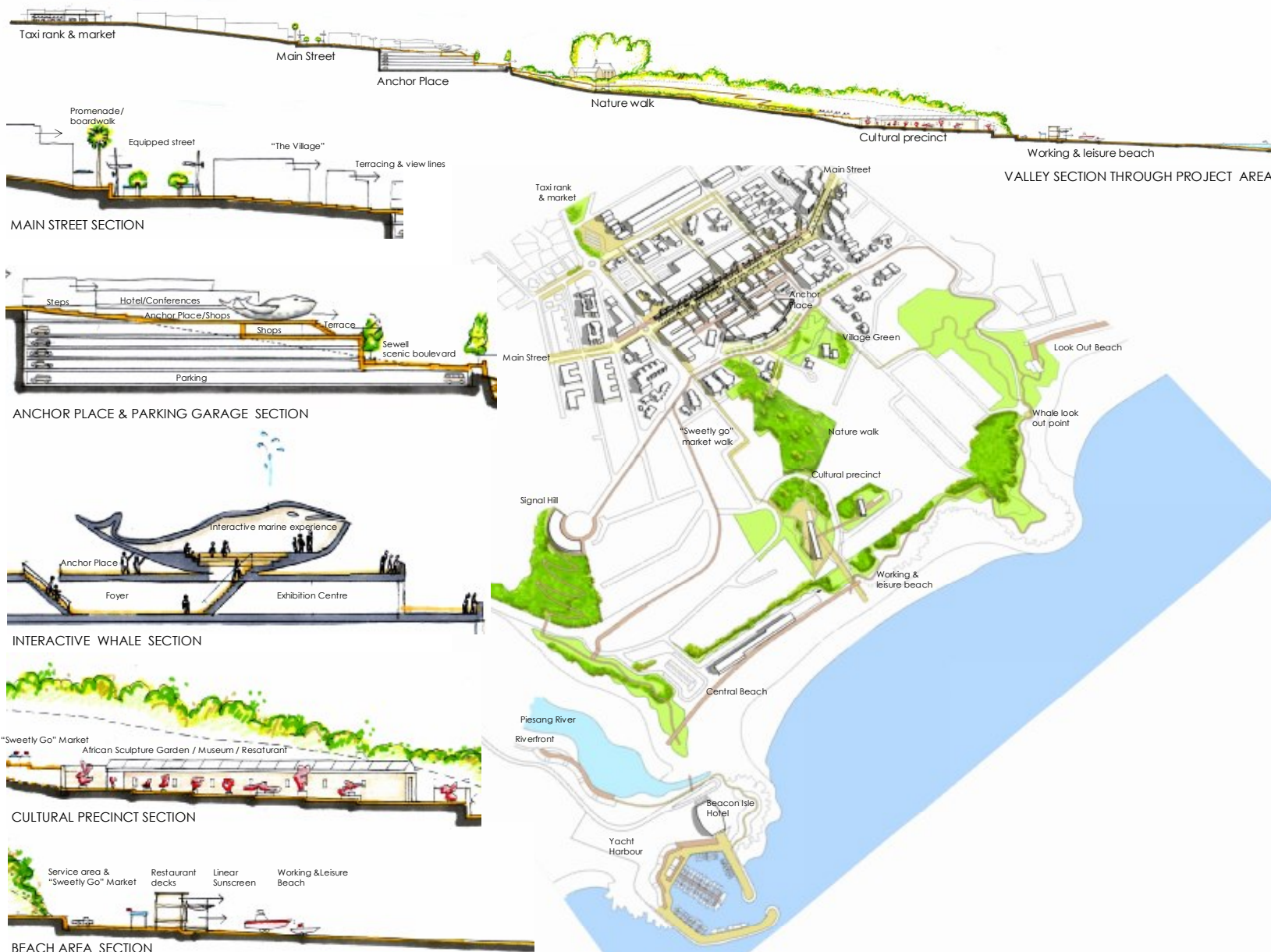
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37

VALLEY SECTION

The valley section represents a pedestrian movement process from the high lying areas at the High Street Taxi rank, through Main Street, the "Village" area, Anchor Place, indigenous nature area, the Cultural Precinct and finally to Central Beach. The transitions and connections between these areas require unifying elements to ensure a consistent local identity.

38

UNITY & DIVERSITY

While unified, the pedestrian movement nevertheless also needs to unfold with a constant diversity of experience between areas and precincts.

39

CREATIVE CONGESTION

Vibrant and living urban spaces are characterised by creative juxtaposition and overlapping of functions, uses, programmes and human activities (work/leisure/eating/shopping/entertainment/education etc), including the mixing of people and cars with finesse.

40

BODILY SENSATION AND MOVEMENT

Bodily sensation and movement are the basis for structuring the pedestrian realm. Leisurely walking (promenading) as well as slow cruising by car are means for people to "assemble" their experiences.

41

THE WHALE - INTERACTIVE MEDIA CENTRE

The concept for "The Whale" as a landmark for Plettenberg Bay has been proposed by the Mayor's Office. Here the idea is proposed as a 25m bronze sculpture resting on Anchor Place. It would be entered from an dedicated exhibition and marine eco-tourism centre below. Once inside the Belly of the Whale there would be an interactive media centre with whale-sound recordings and a simulated under-sea audio/visual experience. Visitors would play a game that results in the periodic "breath" of the whale with water squirting high into the air over Anchor Place. There would be peep holes from which to view the ocean.

SHEET 7

AERIAL VIEW OF PUBLIC SPACES

URBAN RENEWAL OF PLETTENBERG BAY CBD: CONCEPTUAL DESIGN FRAMEWORK FOR THE BITOU MUNICIPALITY

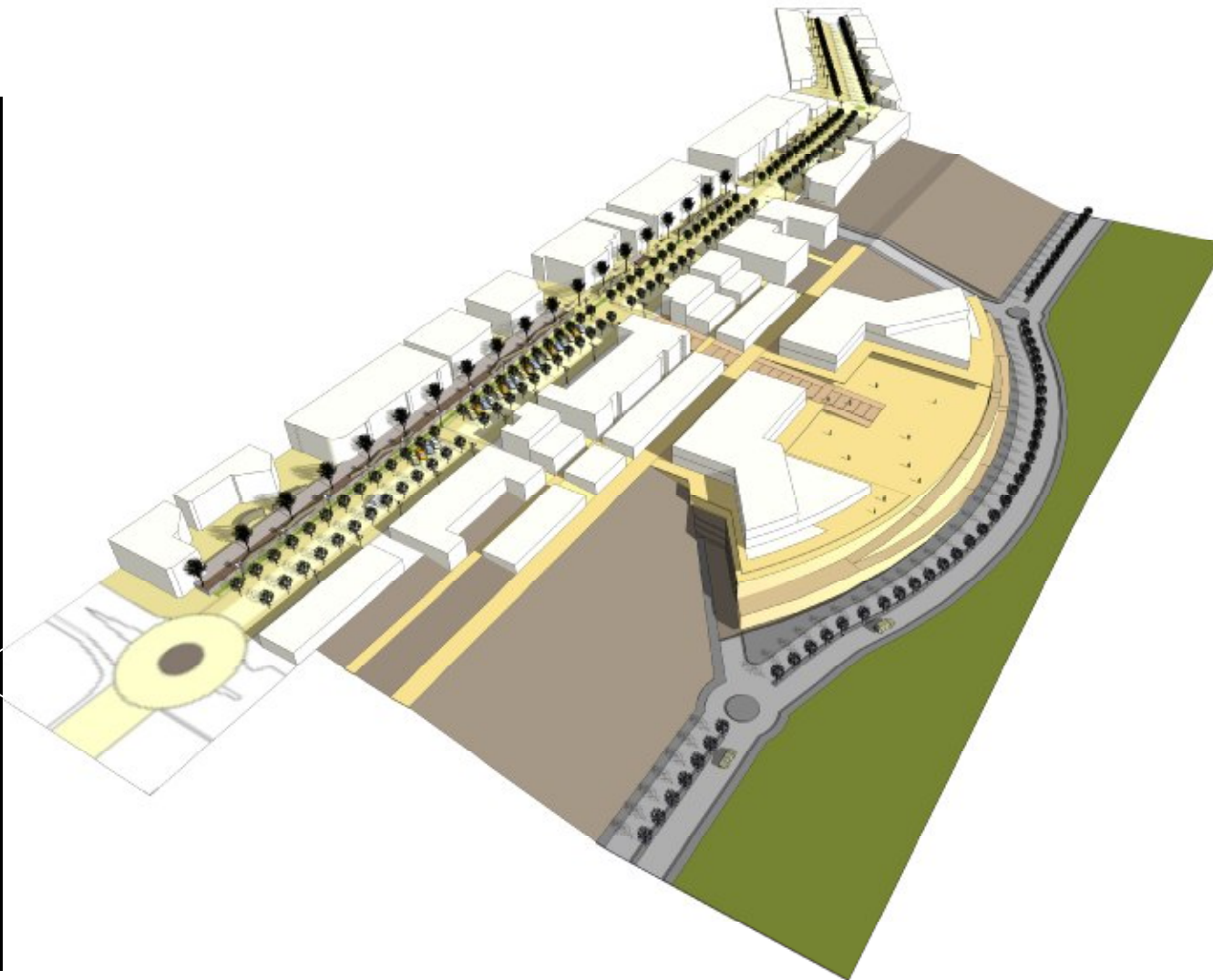
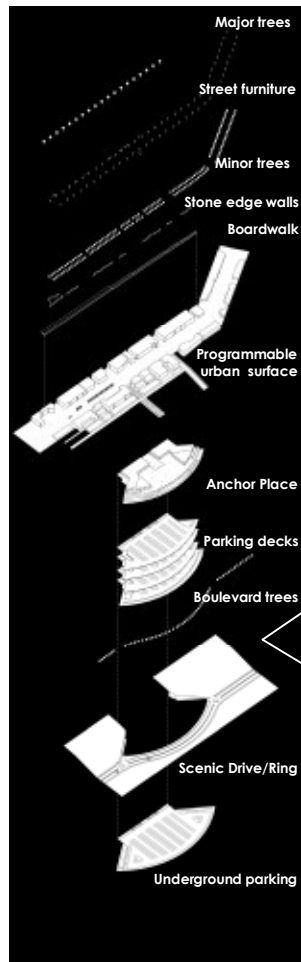
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42

PROGRAMMING THE URBAN SURFACE

The urban surface is regarded as a folded topographical plane on which humans write their natural-system interpretations, agriculture, social agendas, technological programmes and human uses. The diverse and at times contradictory requirements of a functioning CBD need to inform the design process. Rather than imposing a backward-looking "beautification", the approach here is to re-programme the urban surface to anticipate emergent new needs, uses and desires.

43

HORIZONTAL LAYERING

Programmatic requirements are developed as to their inherent logic and dimensional requirements and then combined by layering. Layered subsystems apart from existing underground services infrastructure, include primarily two orders of trees, an indigenous planting strip, a raised walkway/boardwalk/promenade etc. as per diagramme to left.

44

MAIN STREET & PROMENADE AS "SOCIAL CONDENSER"

The raised Main Street promenade is conceptualised to act as the core civic space. It is the key to the configuration of Main Street as a "horizontal monument" onto which various elements of use, civic symbolism and metaphors of nature are inscribed. The street is a social condenser in that it brings together and compresses all the diverse constituencies of Plettenberg Bay into one realm.

45

ANCHOR PLACE

Anchor Place is a strategic disposal site in terms of broader planning. Design parameters as to massing and parking infrastructure are developed to inform the development of bid call documentation for inviting development proposals.

46

'THE VILLAGE' PEDESTRIAN PRECINCT

The Village is a proposed plan to guide the future (re-)development of sites below Main Street. It would be a permeable and mixed-use pedestrian precinct with boutiques, individual and niche shops, café's, residential apartments, offices, etc. Parking would be accommodated below Anchor Place through off-set arrangements.

47

SCENIC VIEWS

The urban structure of new buildings would preserve and enhance scenic views of the Ocean through lanes and over

SHEET 8

MAIN STREET & ANCHOR PLACE CONCEPTUAL 3-D

URBAN RENEWAL OF PLETTENBERG BAY CBD: CONCEPTUAL DESIGN FRAMEWORK FOR THE BITOU MUNICIPALITY

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December 2004



STUDIES
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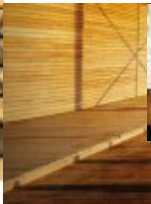
urbanism architecture design



TIMBER elements recall both the local forests and the connection of timber to the sea and maritime methods of fabrication. The boardwalk establishes a connection with the informality of seaside holidays. Screens elements evoking pre-colonial building techniques can be manufactured by local crafters from renewable resources.



3-D STUDY OF TYPICAL BOARDWALK CONSTRUCTION



TYPICAL CROSS SECTION THROUGH MAIN STREET

48

SPACES OF INTERACTION & DELAY

Main Street provides opportunities for chance meetings, casual contacts as well as interaction between relative strangers. This is enhanced by consciously seeking to create spaces that offer points to delay along pedestrian and vehicular movement zones. Promenading also provides opportunities to seek out encounters. Thus public space helps to weave together people in the broader social fabric through unplanned face-to-face contact. This also increases the ability of people to recognise the faces of fellow citizens and thus to form bonds of common identity. Main Street should contribute to overcoming the fractured social existence inherited from the past.

49

SITES TELL STORIES

As a site Main Street tells stories that carry messages about culture, ecology, people and places. The use of indigenous building and plant materials, as well as the participation of local labour in the production of the spaces, will help to narrate the site.

50

MATERIALITY & NATURE

The materials used seek to evoke a reading of indigenous nature, and to re-propose it symbolically. The urban surface is striated with elements that echo the structure of the coastline.

51

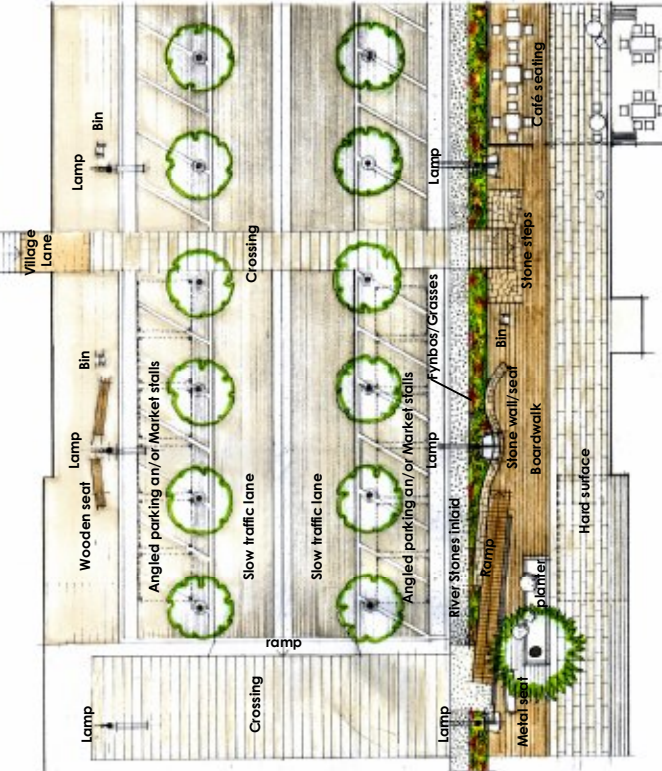
EQUIPMENT

The spaces are equipped with new light standards that serve to: signal the renewal process; provide appropriate low-level 'romantic' lighting for human street activities in the evenings; and for attaching banners and signs. The careful consideration of other elements of street furniture, signs, bins, bollards, etc can help to give the CBD and 'new look' with relatively light footprint.

52

LAND ART

An attitude that regards intervention on the urban surface as a form of land art can be useful in guiding the contributions of various participants to the detail implementation of the renewal process. This is a collective creative adventure in interpreting, appropriating and transforming the local urban landscape.



TYPICAL PLAN FOR A SECTION OF MAIN STREET

SHEET 9 TYPICAL MAIN STREET PROMENADE DESIGN STUDY: PHASE 1

URBAN RENEWAL OF PLETTENBERG BAY CBD: CONCEPTUAL DESIGN FRAMEWORK FOR THE BITOU MUNICIPALITY

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TEXTURES and plant life are to echo indigenous ecosystems. The paving can provide opportunities for emerging contractors to participate in labour intensive stone cutting, cobble- and paving slab manufacturing and laying.



STONE STEPS lead from the promenade deck, out across the newly paved Main Street towards the stone drinking fountains and across to the major steps that lead to Anchor Place below. The ocean is visible in the distance. The trees, plants and grasses are to be indigenous to the greater Bitou area.

PROMENADE deck showing the view out across Main Street. Elements of urban furniture and textured surface treatments are shown. The street will be configured in such a way that will allow a multiplicity of uses according to the times of day, week, month or season. (The major trees are here omitted for the sake of legibility.)



PROCESS & ACKNOWLEDGEMENTS

The status of these proposals is that of a guiding conceptual framework and the purpose is to invite comments and suggestions, to be incorporated during early 2005 in an ongoing process.

The project process has been informed by briefing sessions, information from, and consultations with the following key participants:

- The Honourable Mayor, Alderman Euan Wildeman;
- The Deputy Mayor, Mr John Truter;
- Town Councillor, Mr Len Levendal;
- The Municipal Manager, Mr George Setlsho;
- The Director of Corporate Services, Mr Carl Mattheus;
- The Director of Public Works, Mr David Friedman;
- The Chief Town Planner, Mr Ludolf Gericke;
- The Town Engineer, Mr Henry Geldenhuys;
- The Project Leader, Mr Paul Scheepers;
- The Urban Design Group, Mr Willy Meyer, Mr Paul Scheepers, Mr Angus Greig, and Mr Roberto Boni
- IDP Representative and Ward Committee Member, Mrs Nokuzola Kotlwapi;

Valuable insights have been gained from the following professional team members:

- Mr Jacques van der Merwe of: Visi Africa Strategic Planners
- Mr Roy Bowman of: Stewart & Scott (Traffic Engineering);

Comments have also been contributed by other Ward Councillors and Bitou Officials at Public Participation and Presentation Meetings at held at Kwanokuthula during November 2004.

Many of the ideas contained in these proposals are adapted from a summarisation of current thinking collated by: the Director of Corporate Services Mr. Mattheus on behalf of the Mayor's Office; and the Project Leader Mr. Scheepers on behalf of the Urban Design Group. Final responsibility for any opinions expressed, however, rests with CONCEPTWORKS.

PROJECT TEAM

Mario Bonadell – Concepts & Design
Assisted by:
Joeke Monteiro – Creative imaging
Andrew Savage – CAD & rendering
Gaelen Pinnock – CAD & 3D graphics
Vic Lass (Reality Zone)
– CAD, 3D modeling & 3D rendering

SHEET 10

VIEWS OF PROPOSED MAIN STREET

URBAN RENEWAL OF PLETTERBAY CBD: CONCEPTUAL DESIGN FRAMEWORK FOR THE BITOU MUNICIPALITY

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December 2004



GRADING
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PART III: URBAN RENEWAL FRAMEWORK

URBAN RENEWAL OF PLETTENBERG BAY CBD
&
UPGRADE OF MAIN STREET:

URBAN RENEWAL FRAMEWORK

PREPARED FOR THE BITOU LOCAL MUNICIPALITY

By

CONCEPTWORKS

31 August 2005



FIGURE 1. OVERALL URBAN RENEWAL PLAN



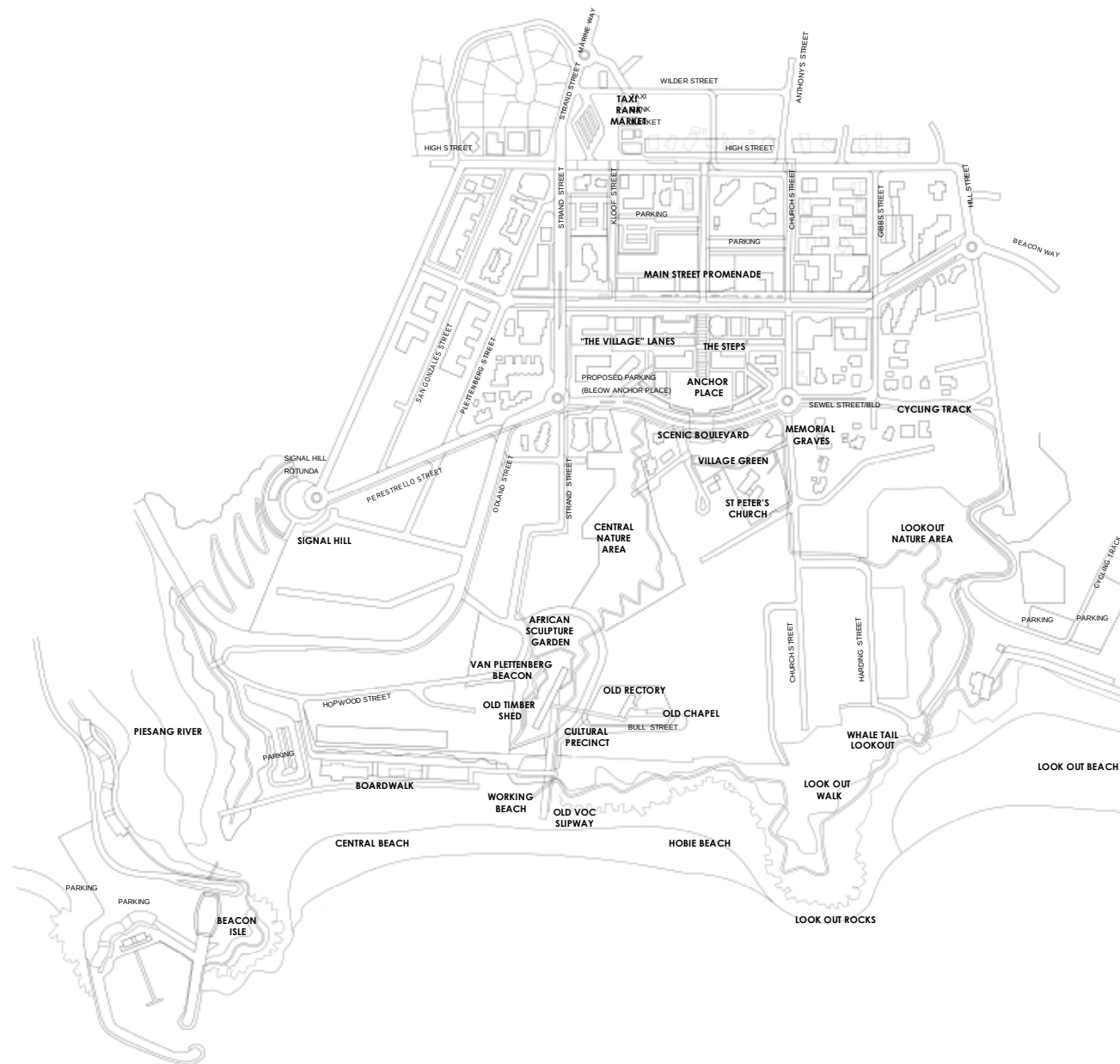


FIGURE 2. BASE PLAN OF URBAN STRUCTURE



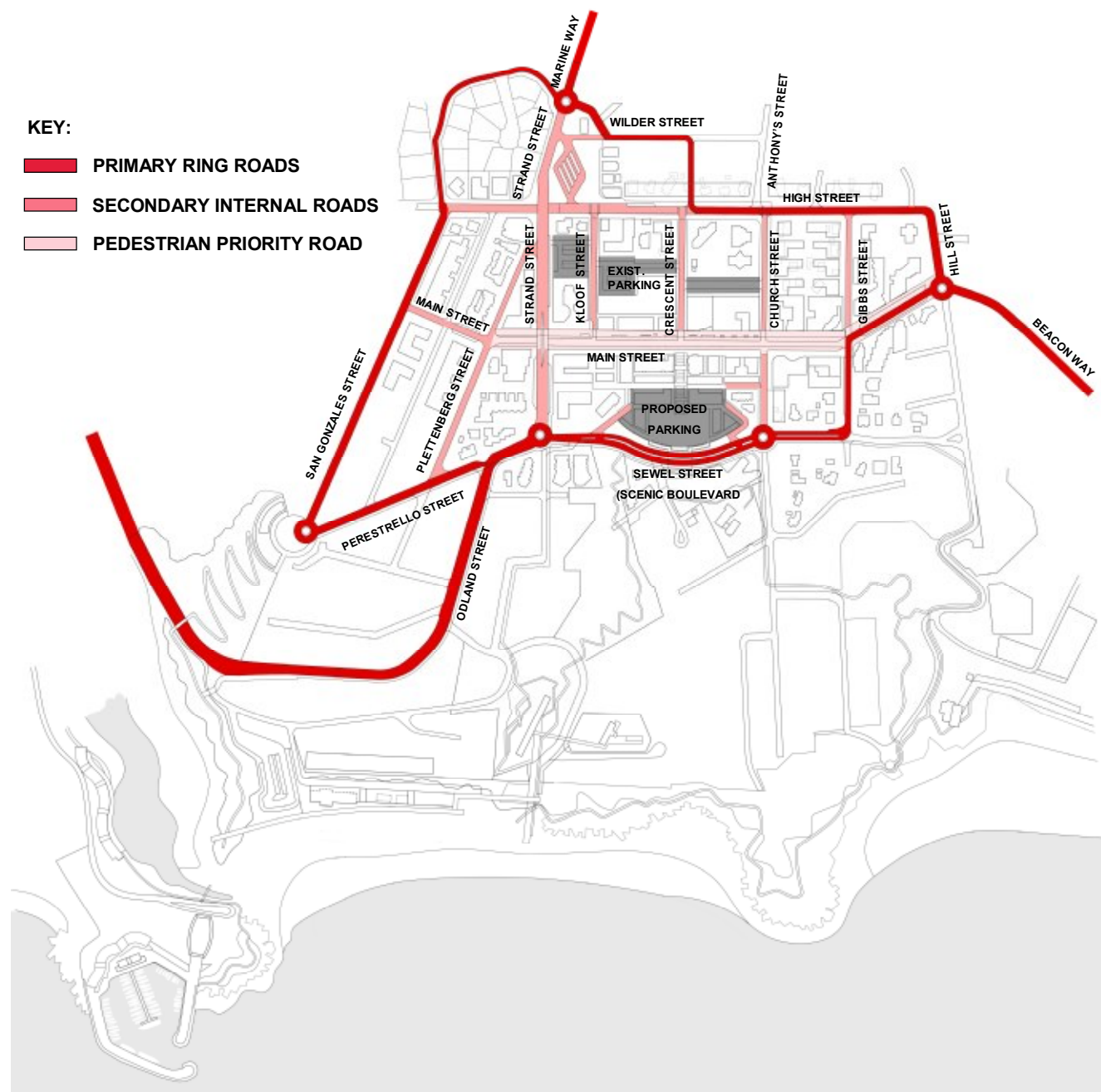


FIGURE 3. TRAFFIC RING ROAD SYSTEM

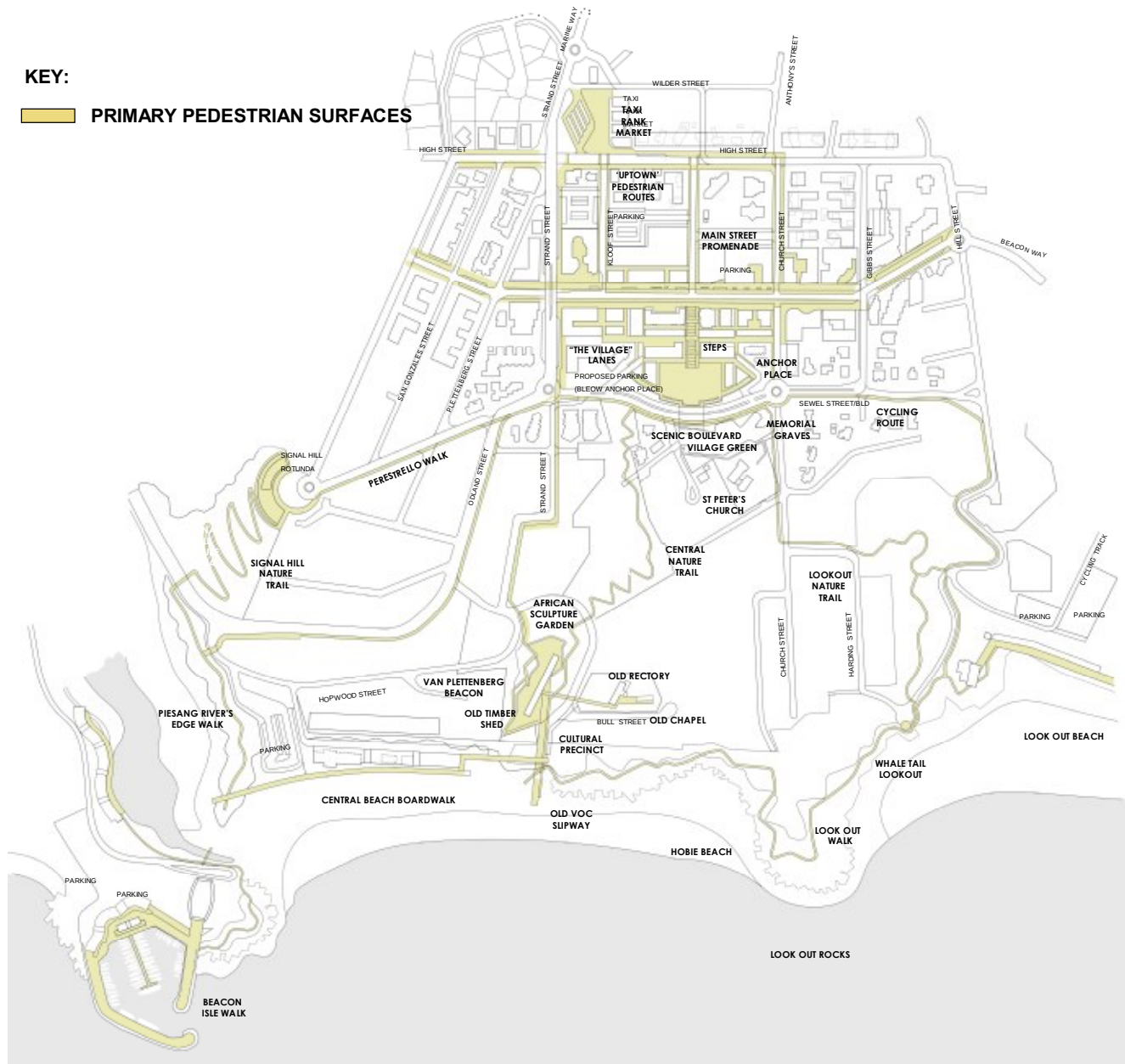


FIGURE 4. PUBLIC SPACE SYSTEM OVER BASE PLAN



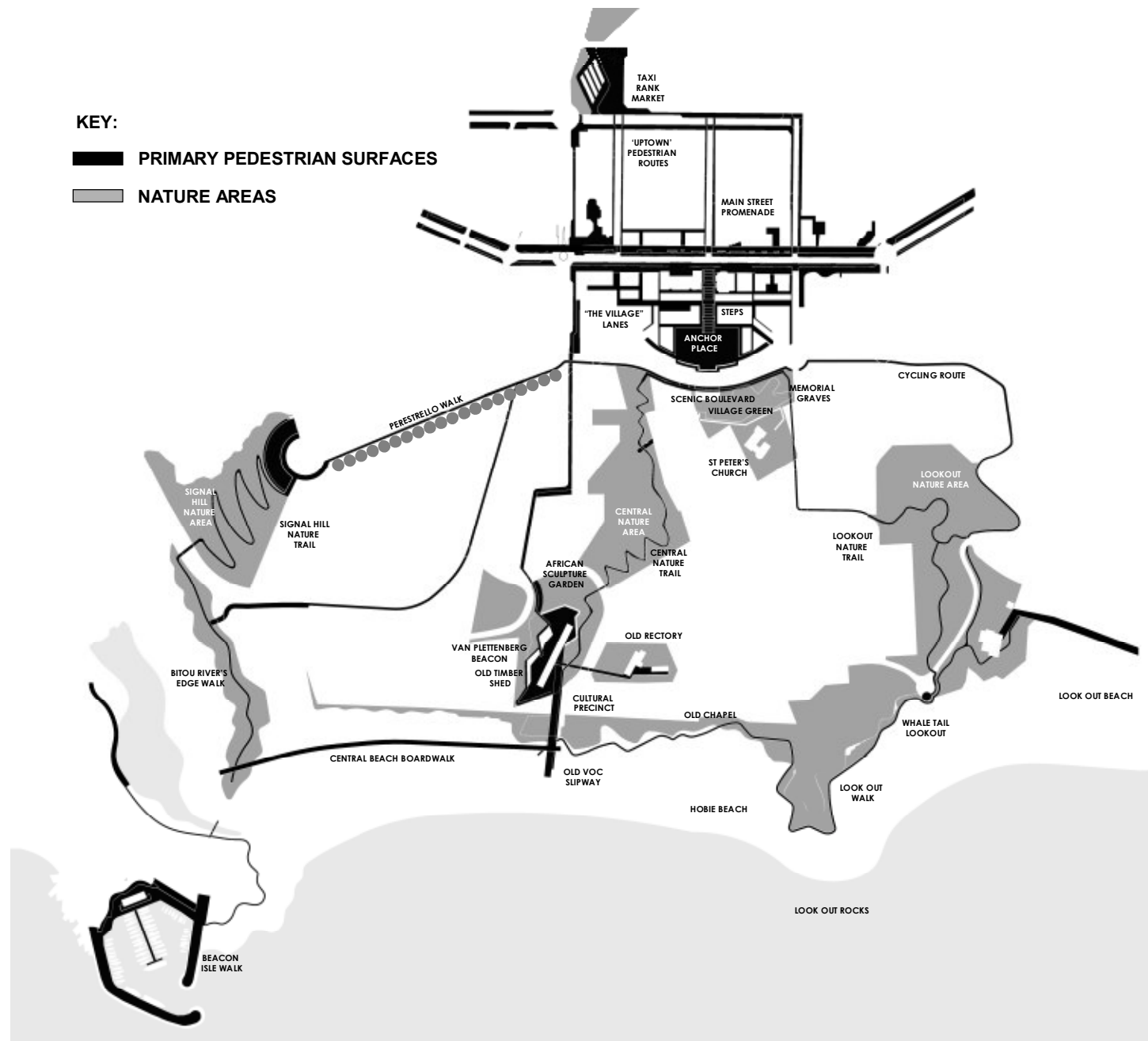


FIGURE 5. PUBLIC SPACE SYSTEM SHOWING NATURE AREAS

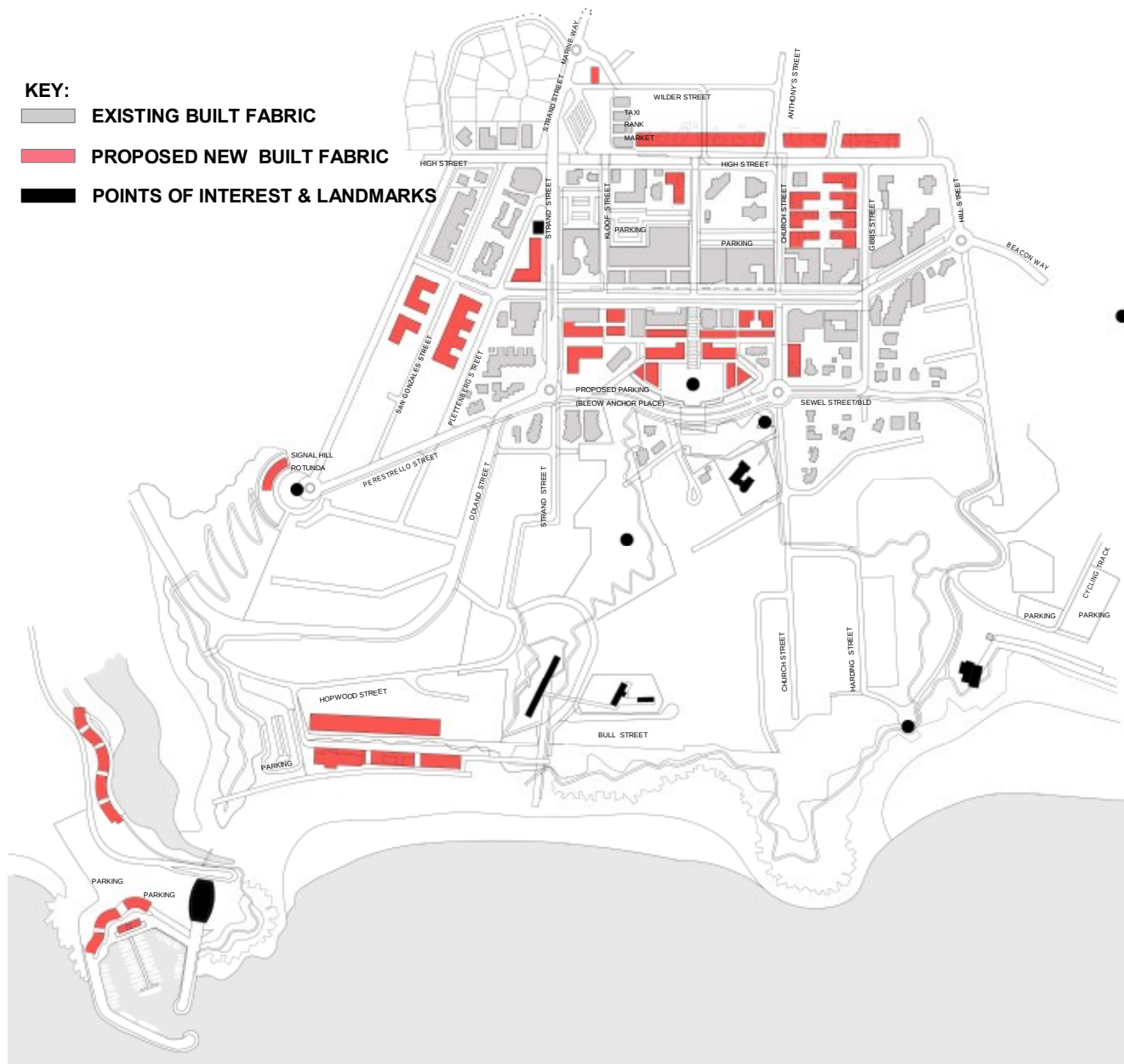


FIGURE 6. BUILT FABRIC & LANDMARKS



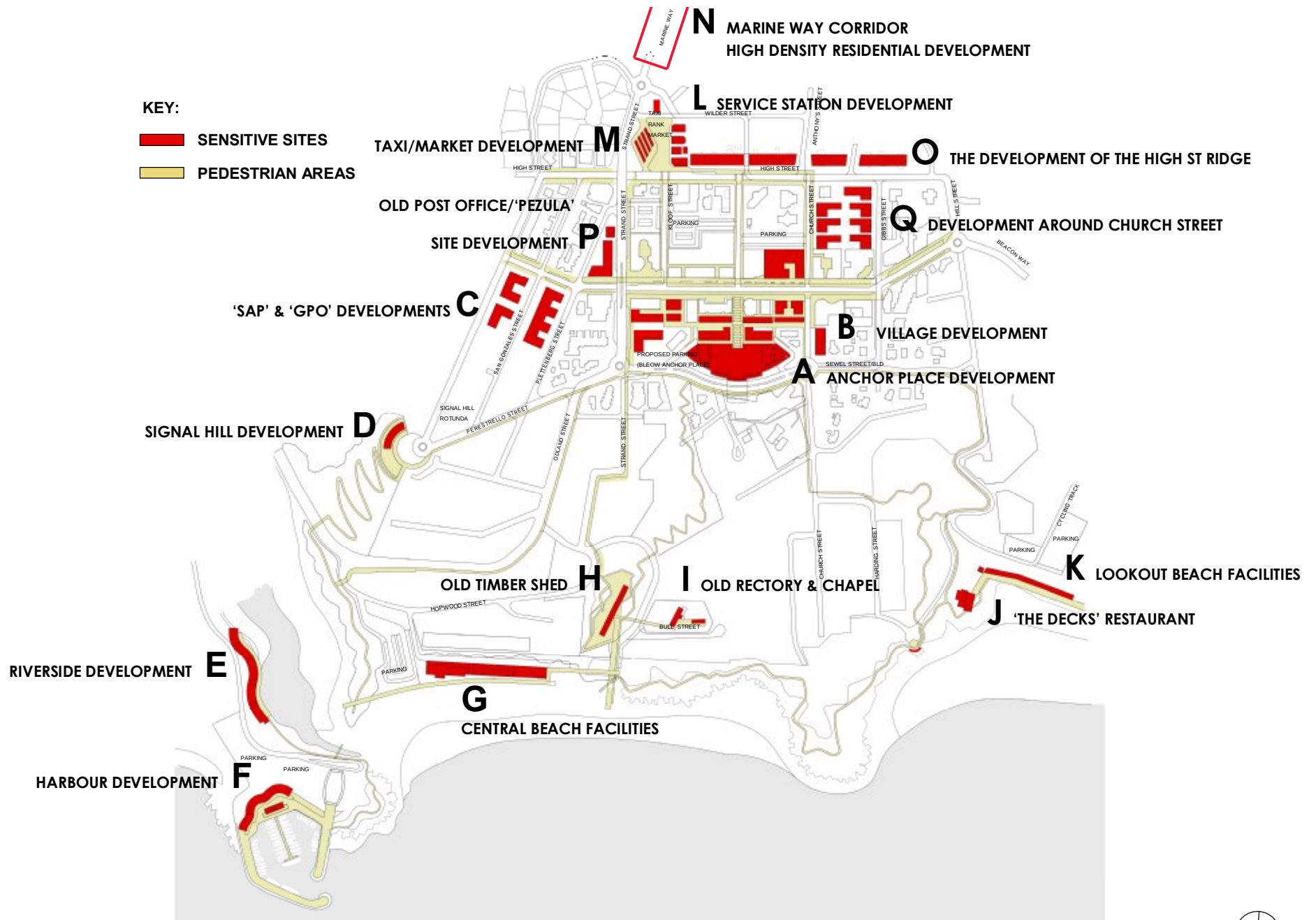


FIGURE 7. SENSITIVE AND CONTROLLED DEVELOPMENT SITES



FIGURE 8. PRECINCT LOCATION PLAN

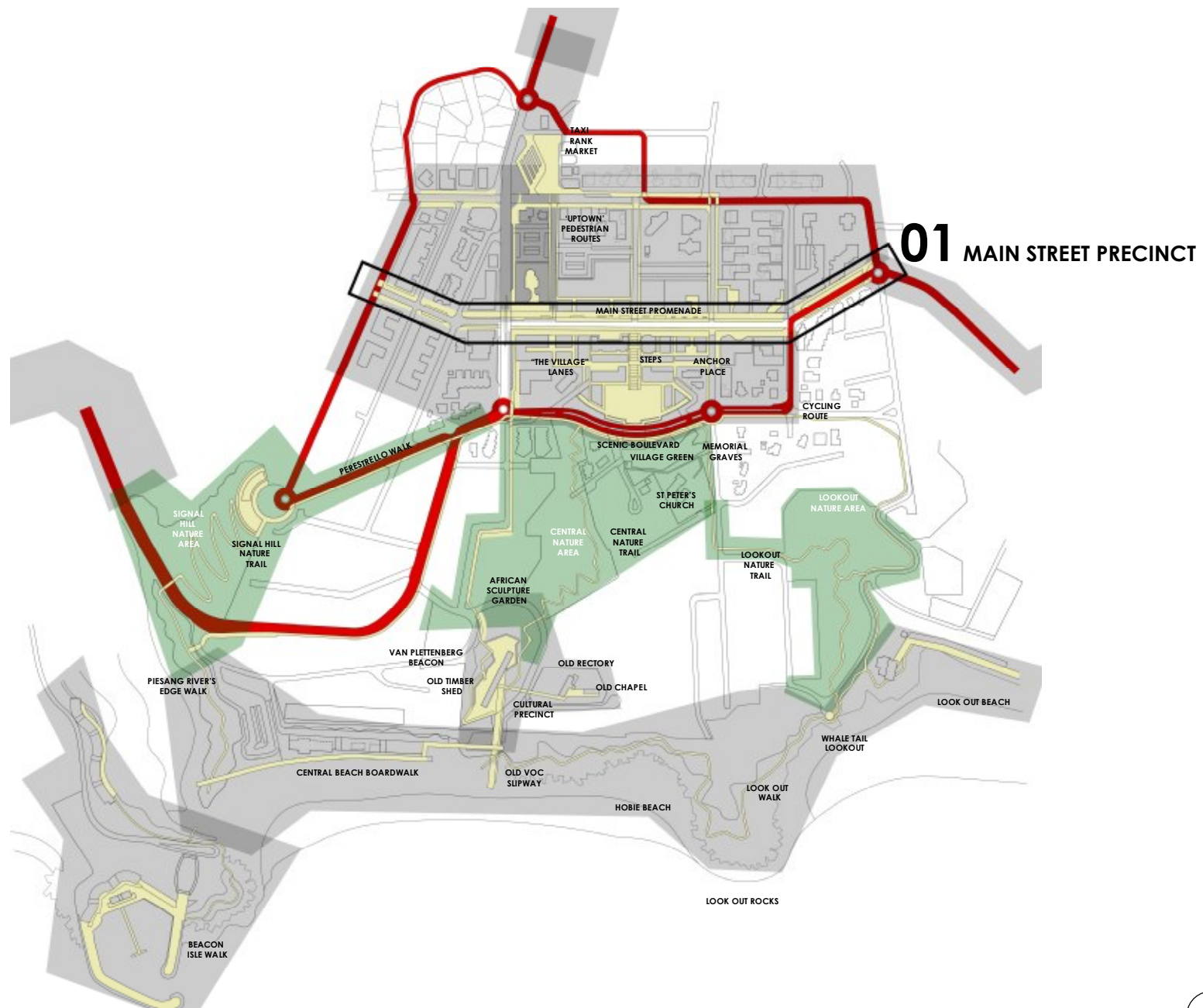


FIGURE 9. MAIN STREET PRECINCT – 01 LOCATION PLAN

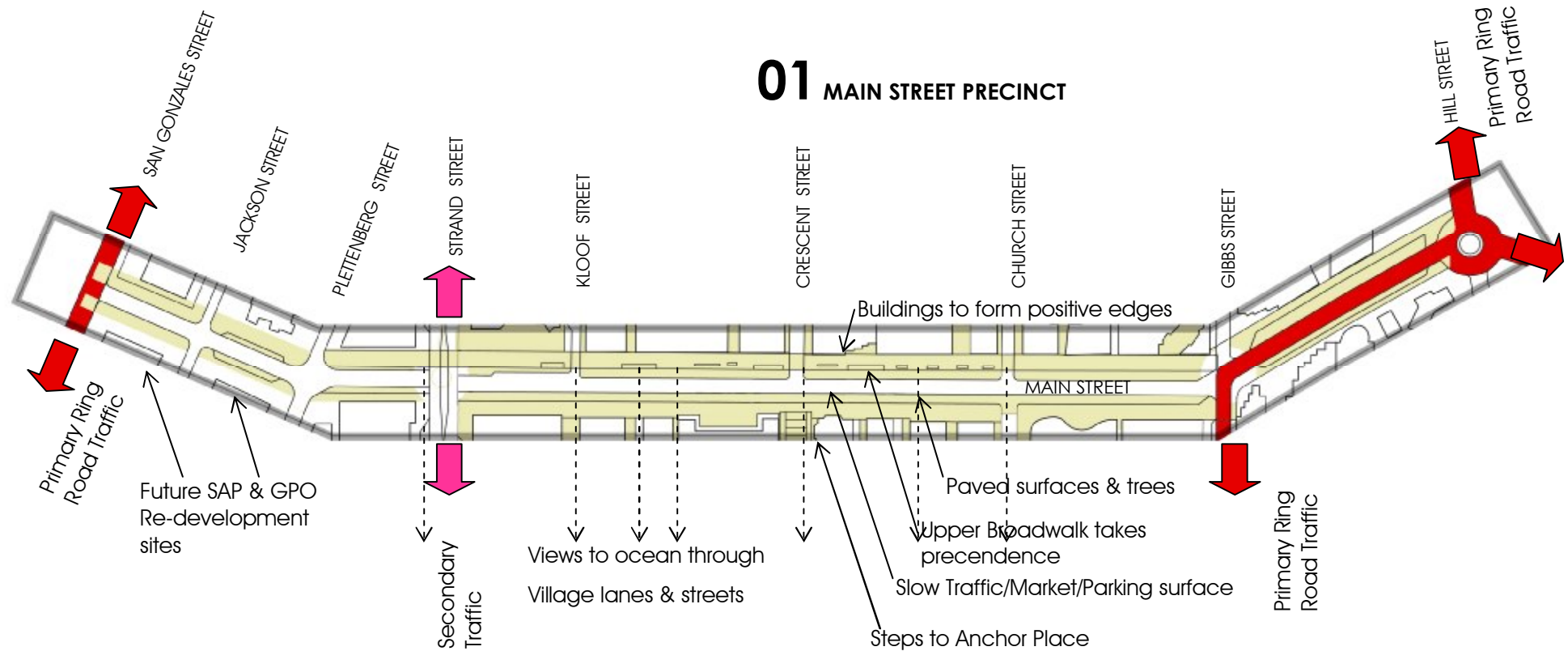


FIGURE 10. MAIN STREET PRECINCT – 01 PRECINCT PLAN

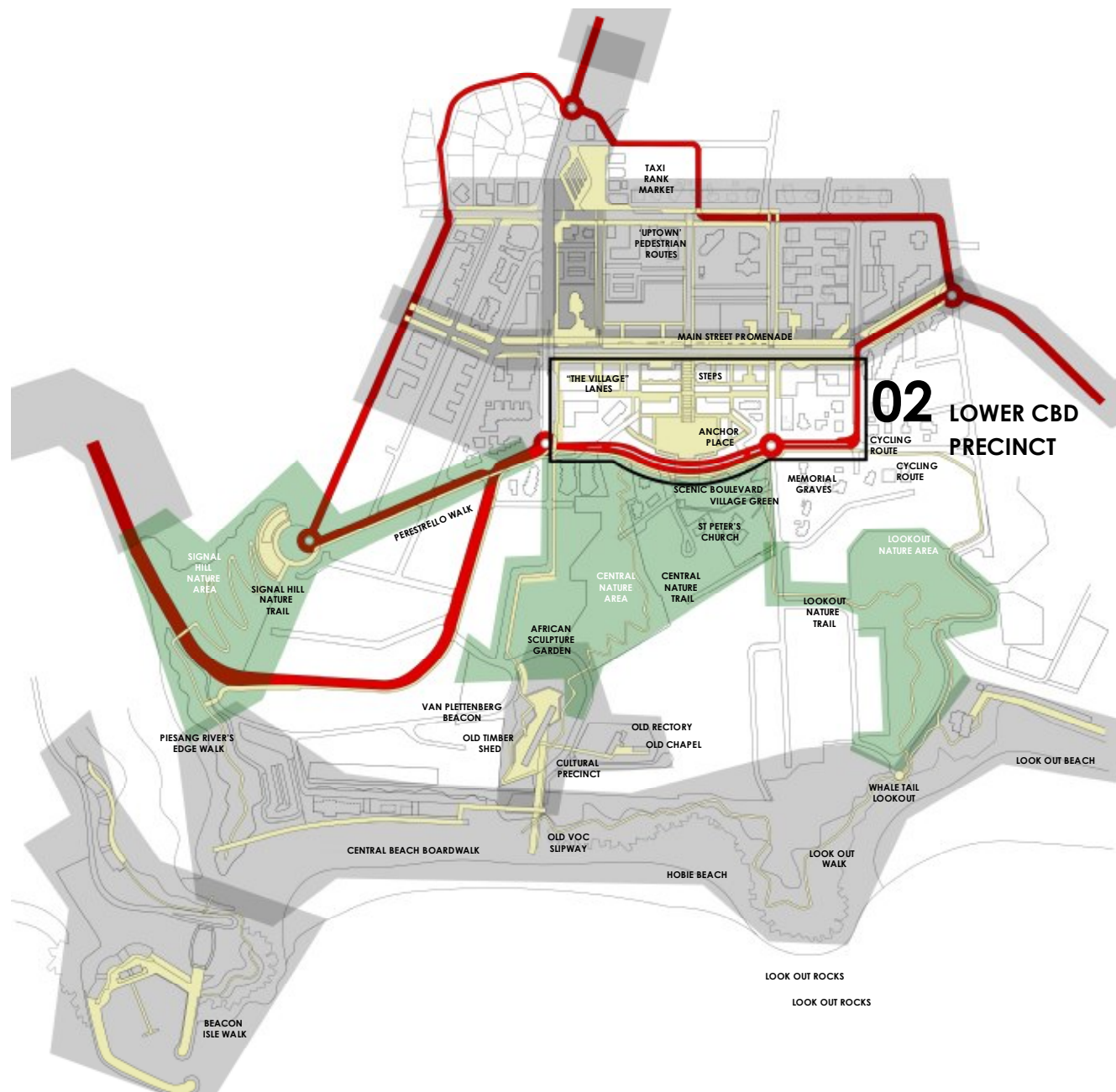


FIGURE 11. LOWER CBD 'VILLAGE' PRECINCT – **02** LOCATION PLAN

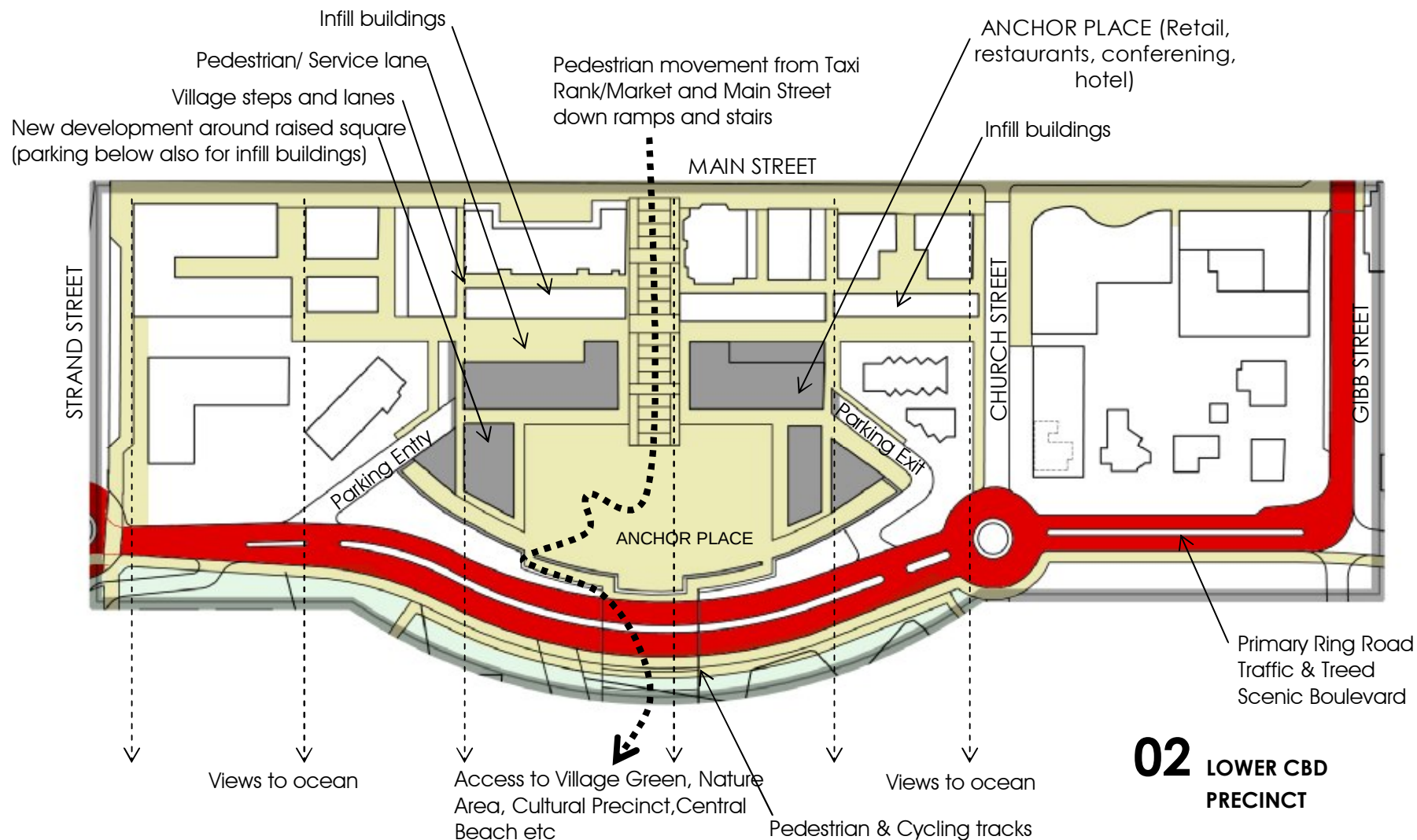


FIGURE 12. LOWER CBD 'VILLAGE' PRECINCT – **02** PRECINCT PLAN

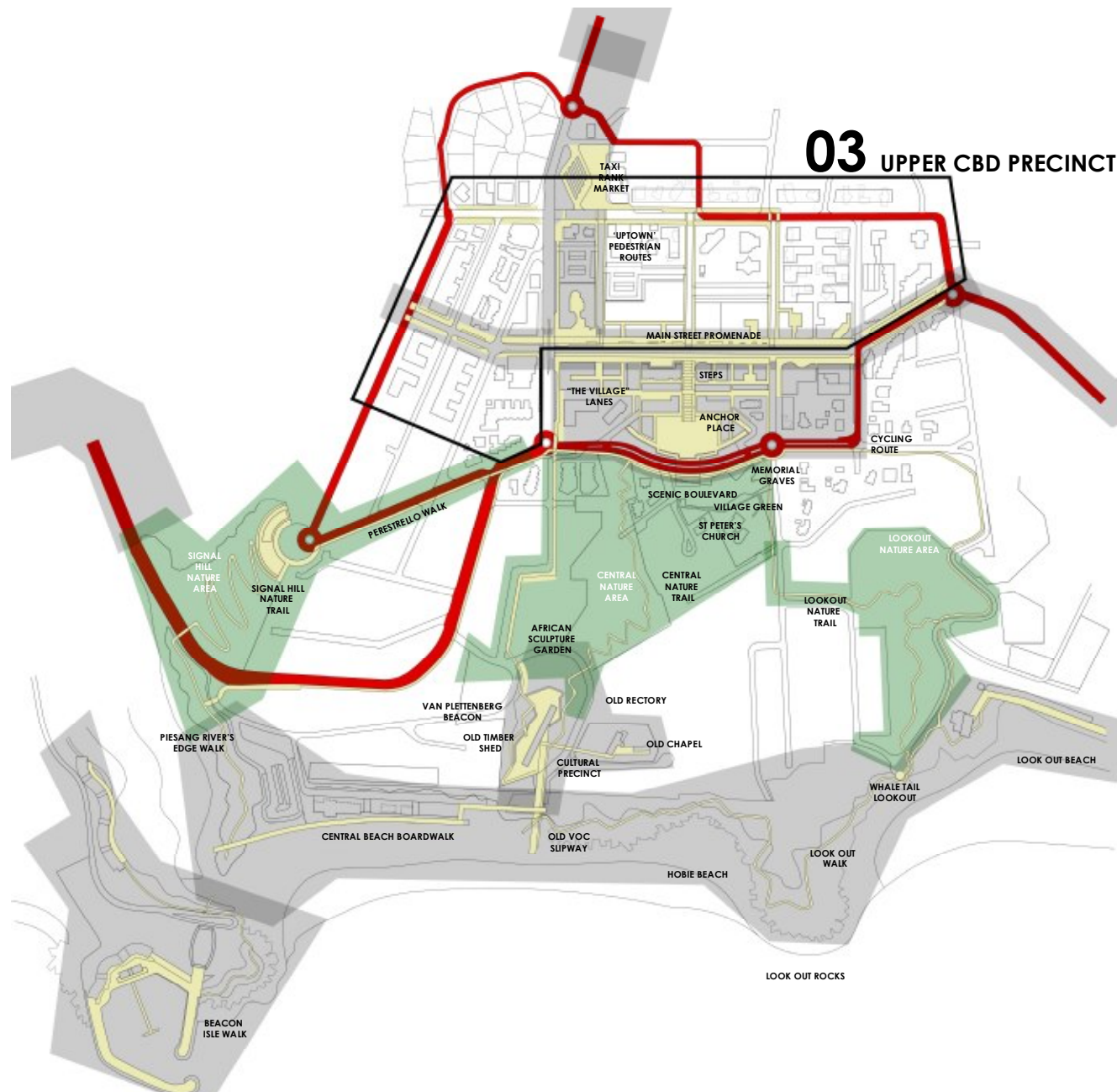


FIGURE 13. UPPER CBD 'UPTOWN' PRECINCT – **03** LOCATION PLAN



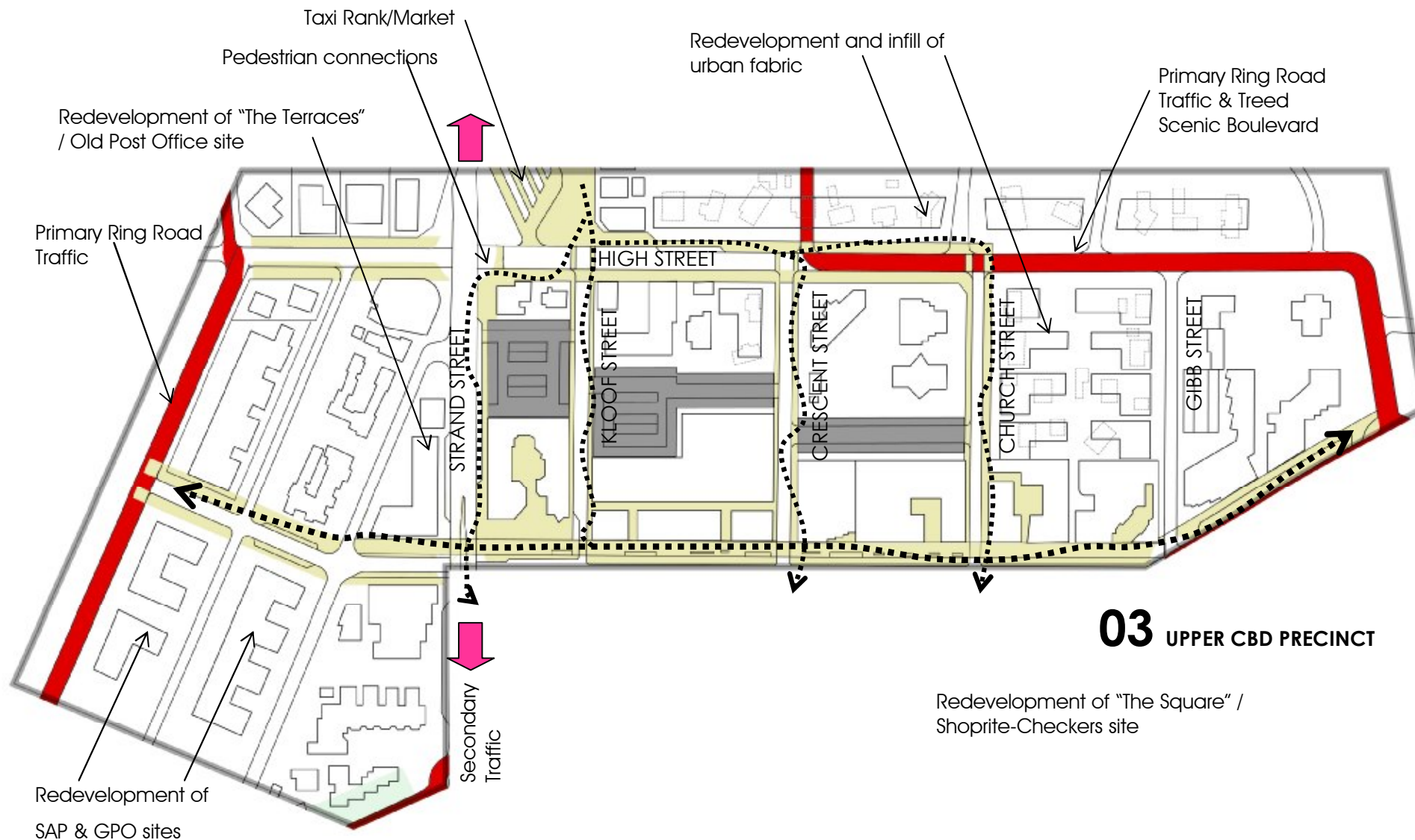


FIGURE 14. UPPER CBD 'UPTOWN' PLAN – **03** PRECINCT PLAN



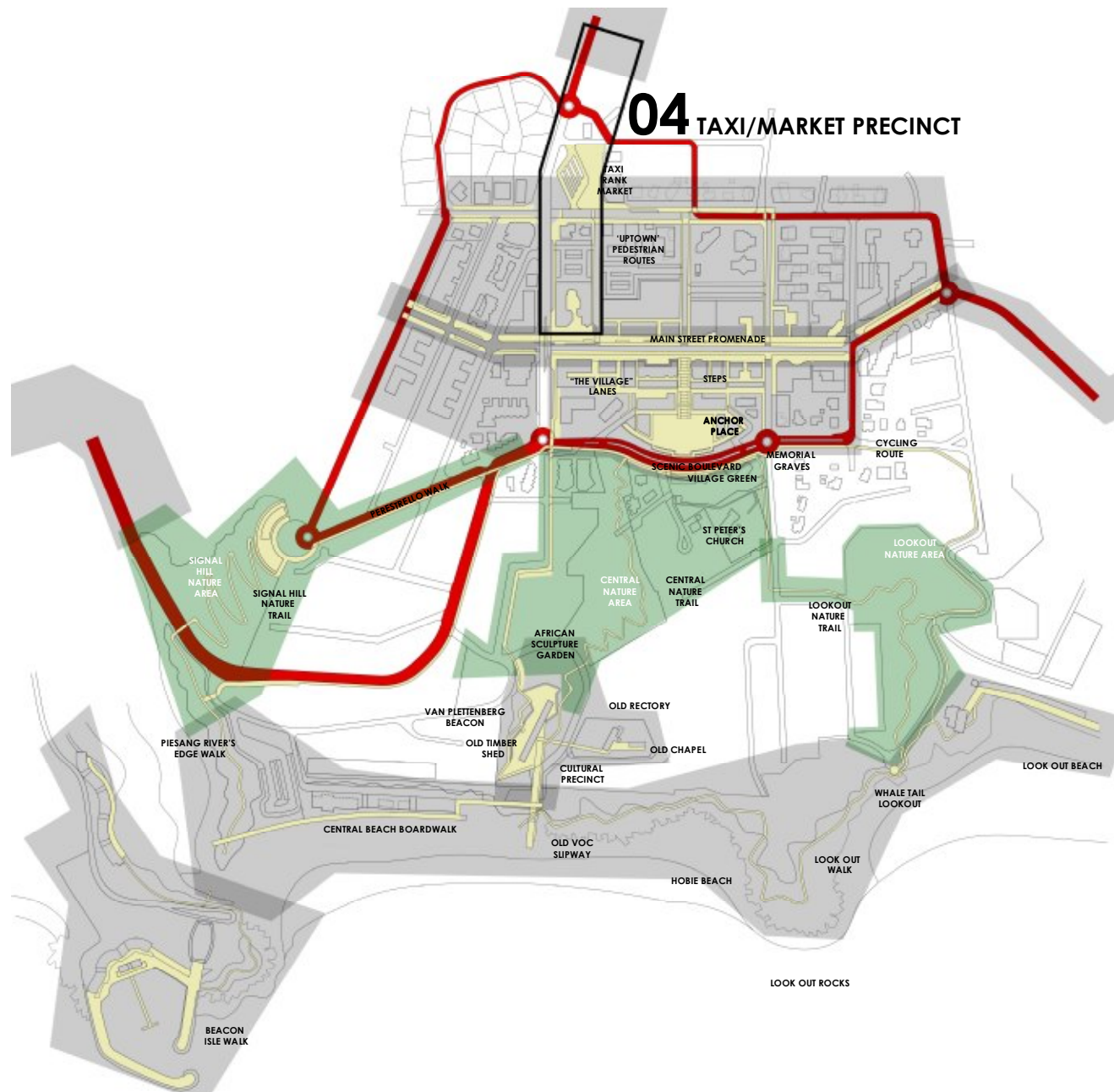


FIGURE 15. TAXI/MARKET PRECINCT – 04 LOCATION PLAN



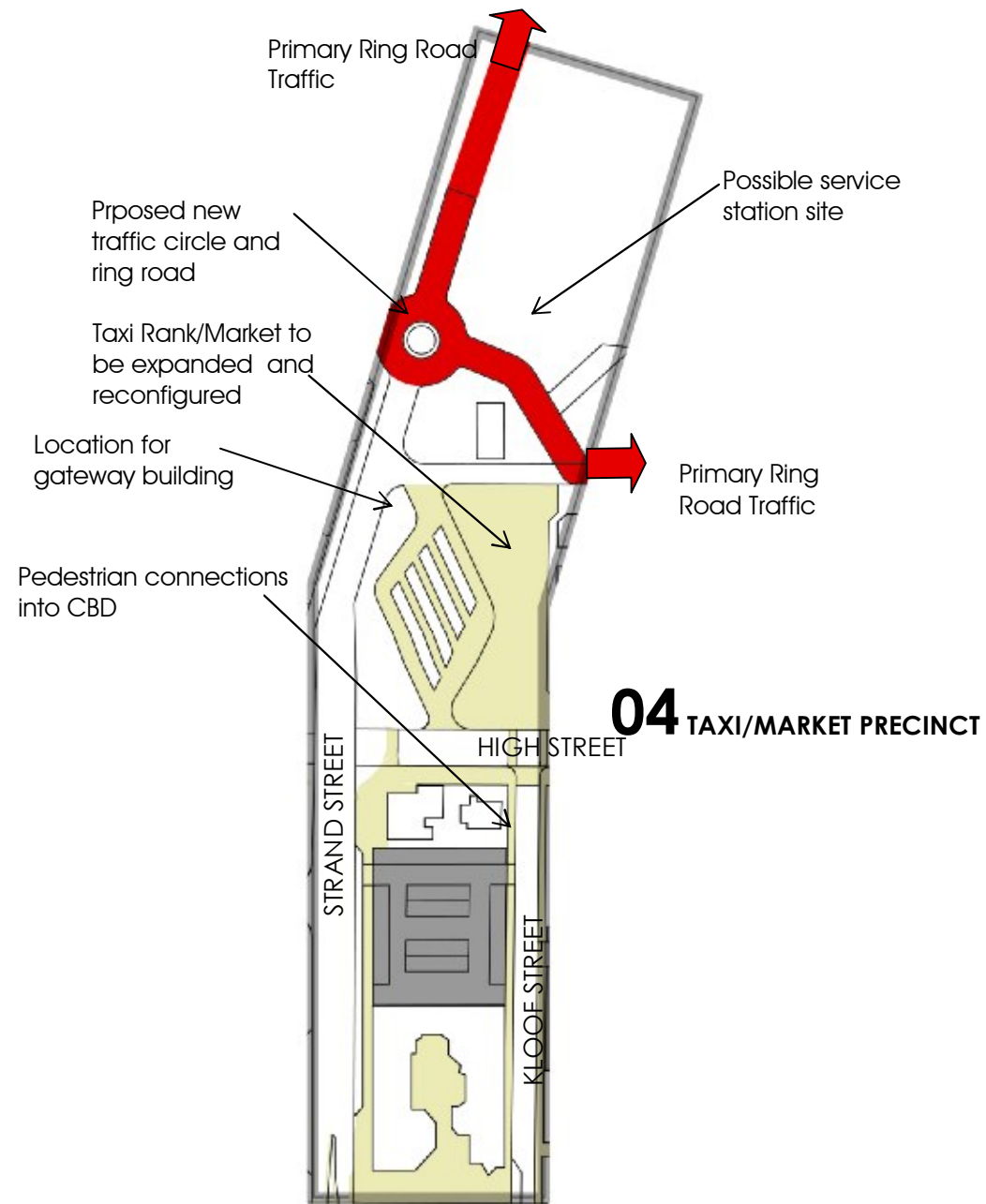


FIGURE 16. TAXI/MARKET PRECINCT – **04** PRECINCT PLAN



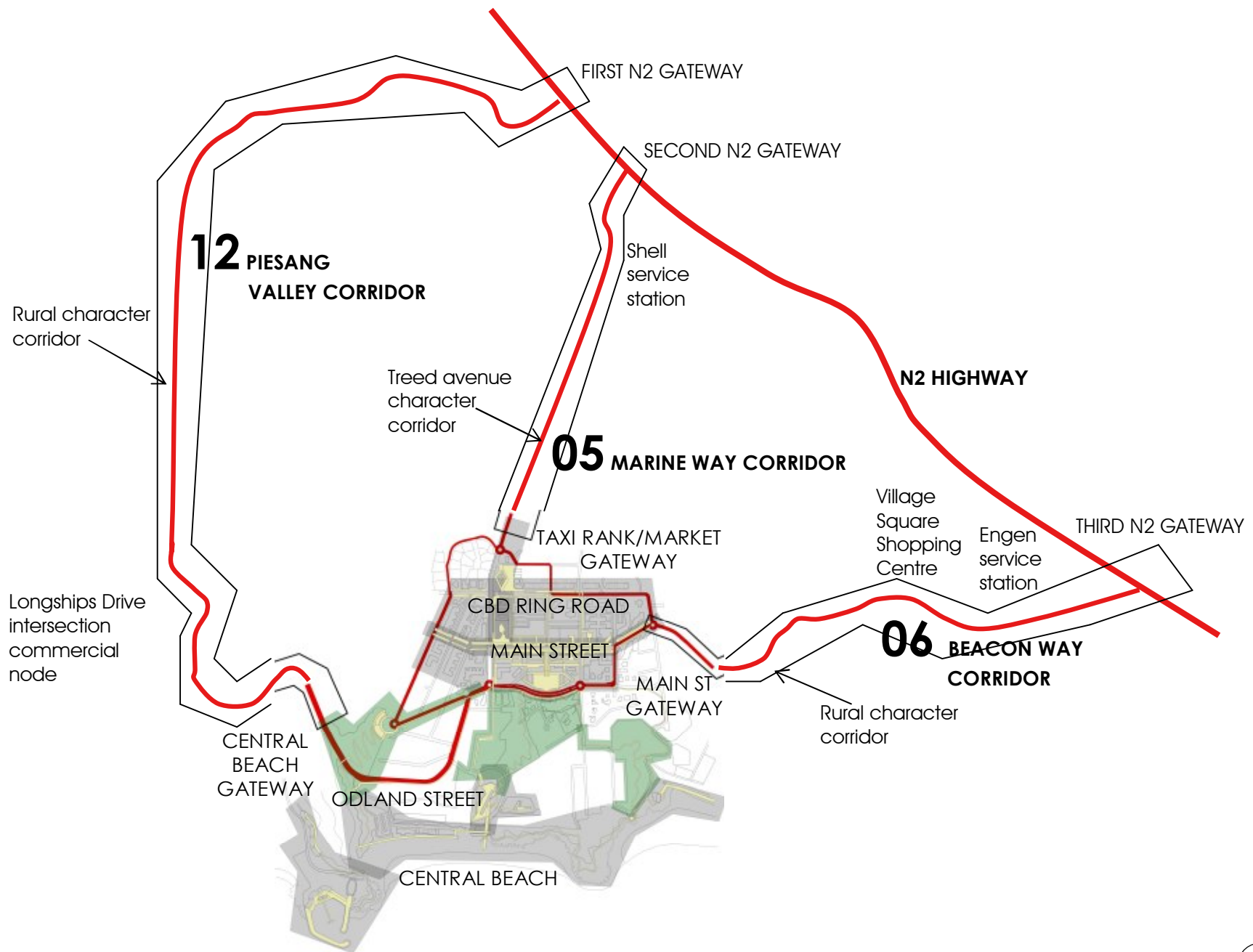


FIGURE 17a. MARINE/BEACON/PIESANG CORRIDORS – 05, 06, 12



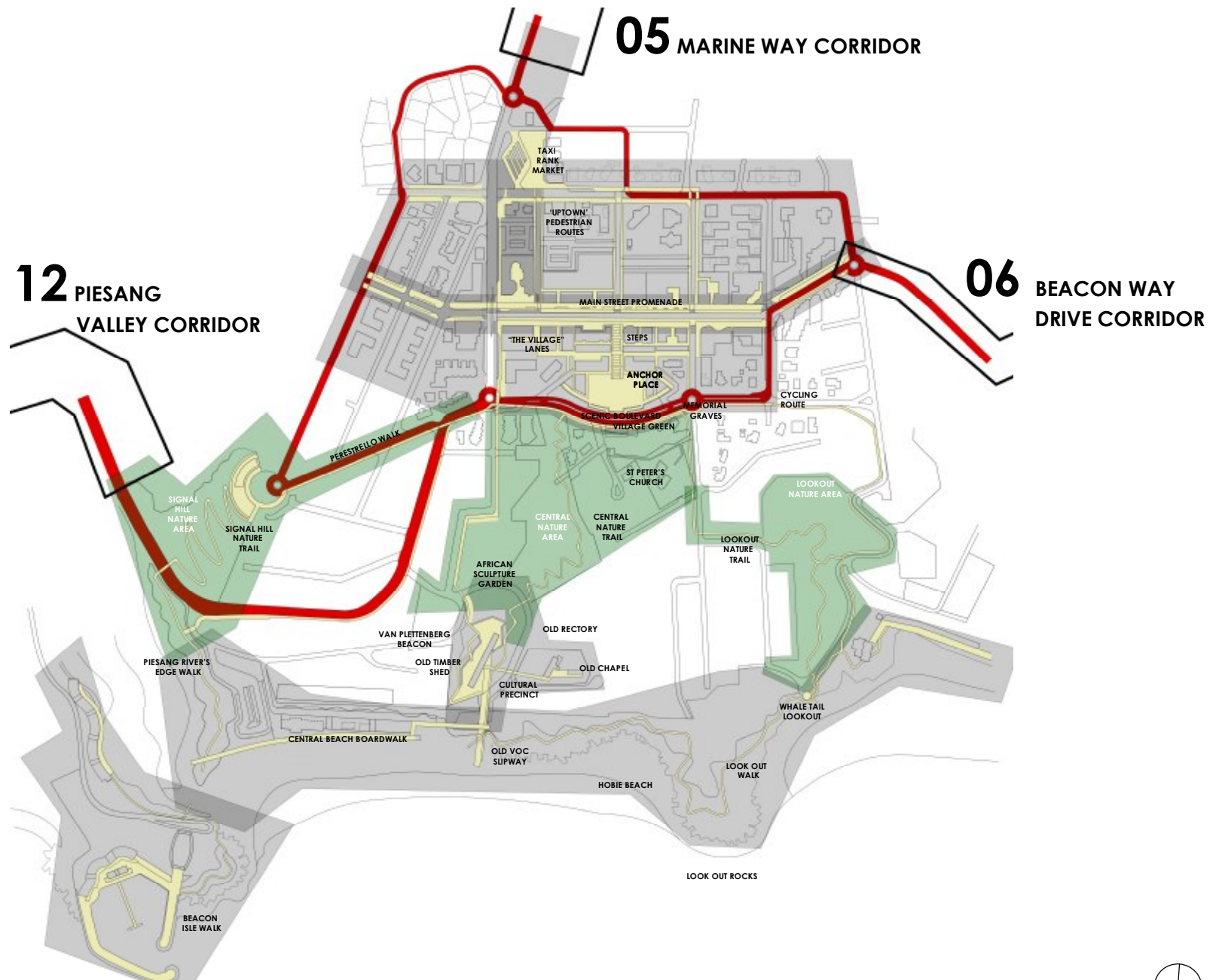


FIGURE 17b. MARINE/BEACON/PIESANG CORRIDORS – 05, 06, 12



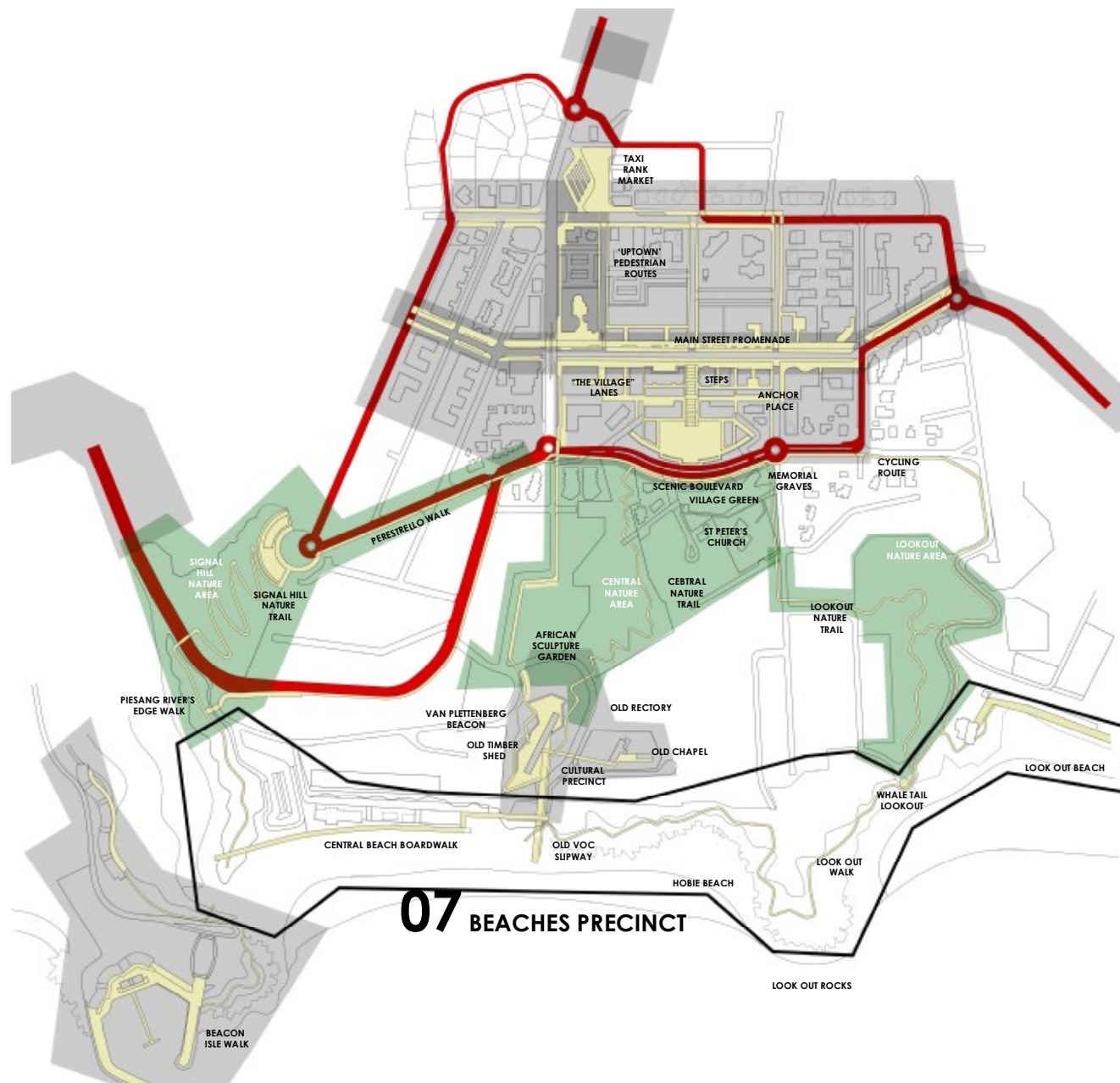


FIGURE 18. BEACHES PRECINCT – **07** LOCATION PLAN



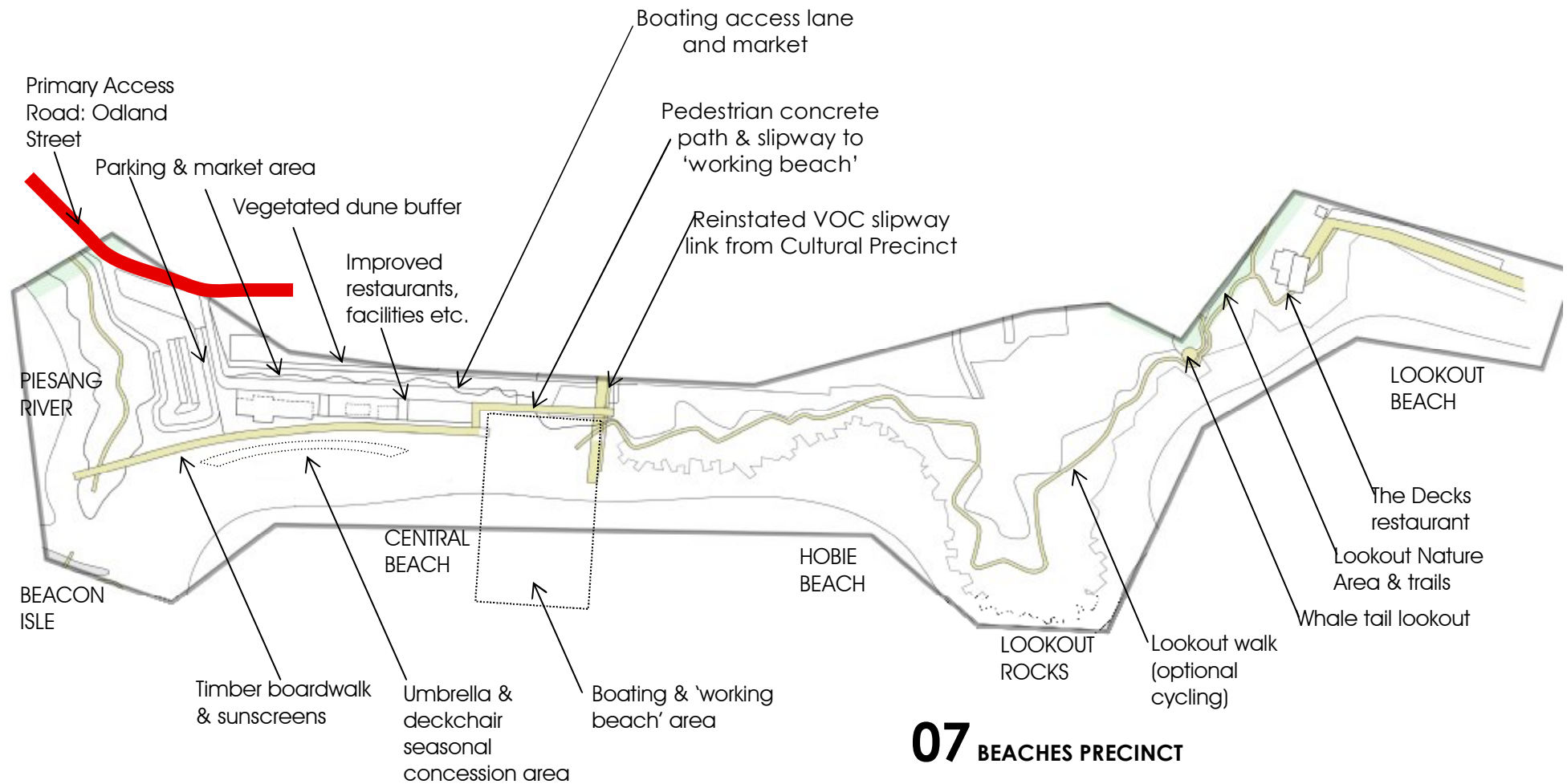


FIGURE 19. BEACHES PRECINCT – **07** PRECINCT PLAN



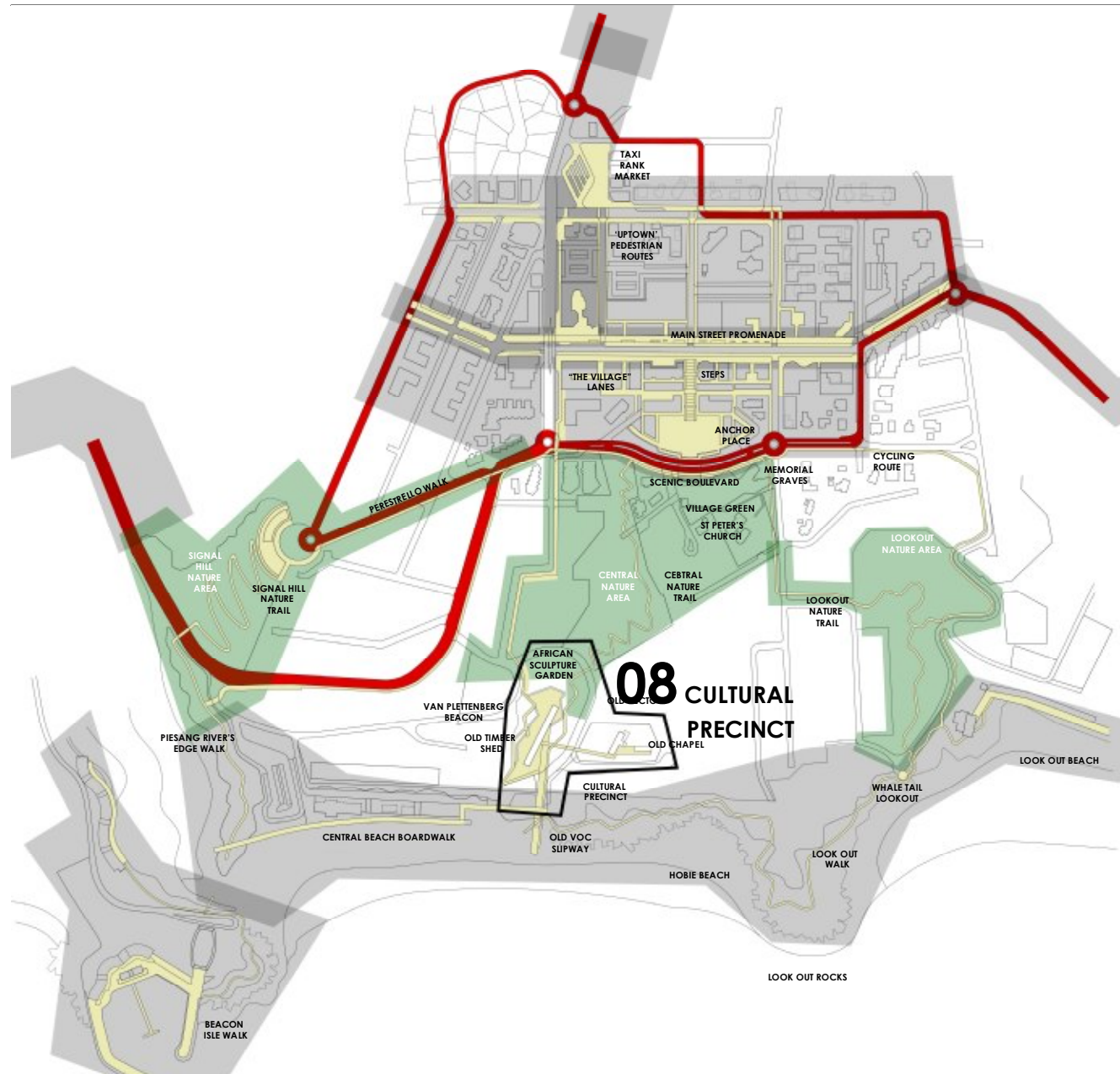


FIGURE 20. CULTURAL PRECINCT – **08** LOCATION PLAN

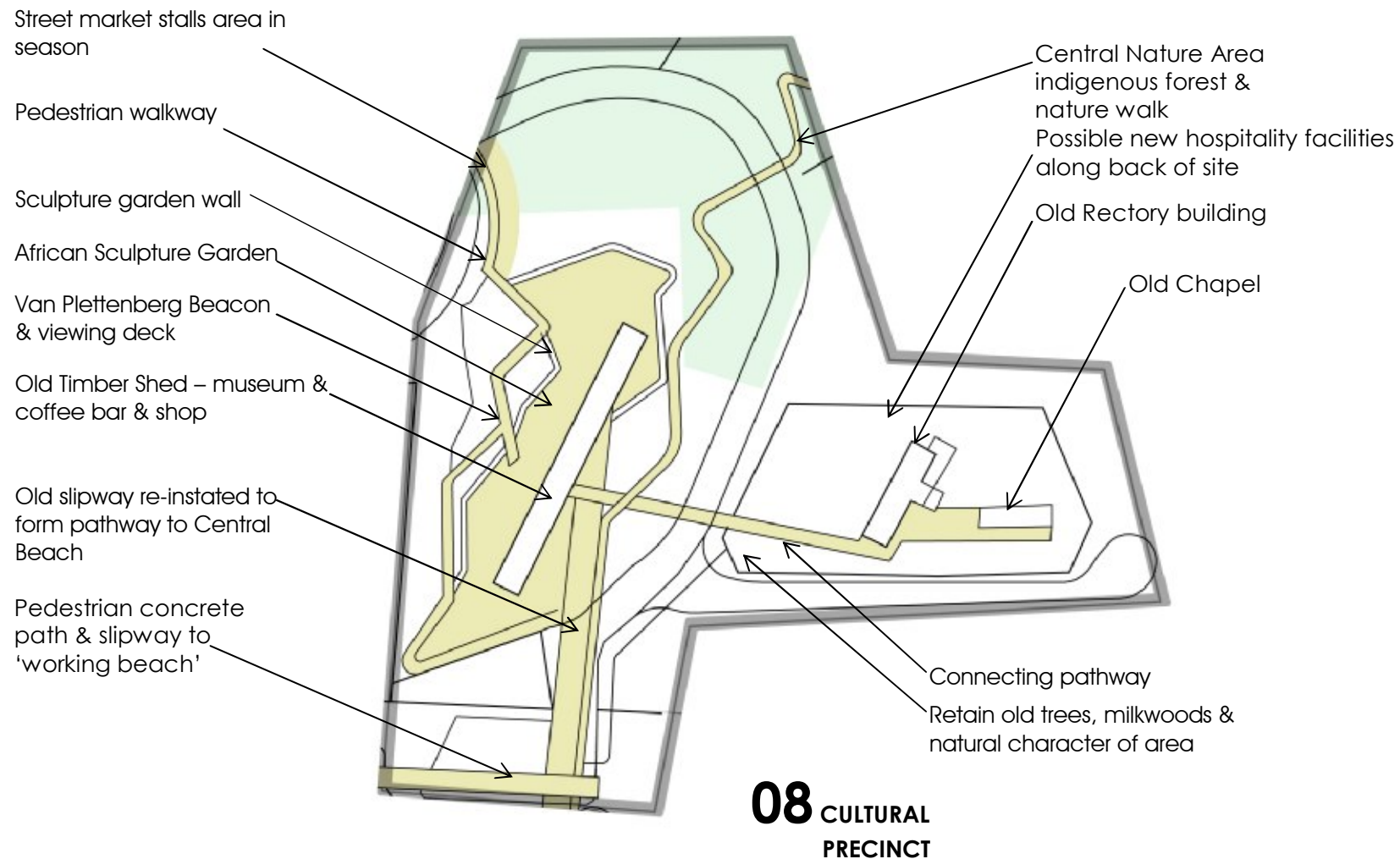


FIGURE 21. CULTURAL PRECINCT – **08** PRECINCT PLAN



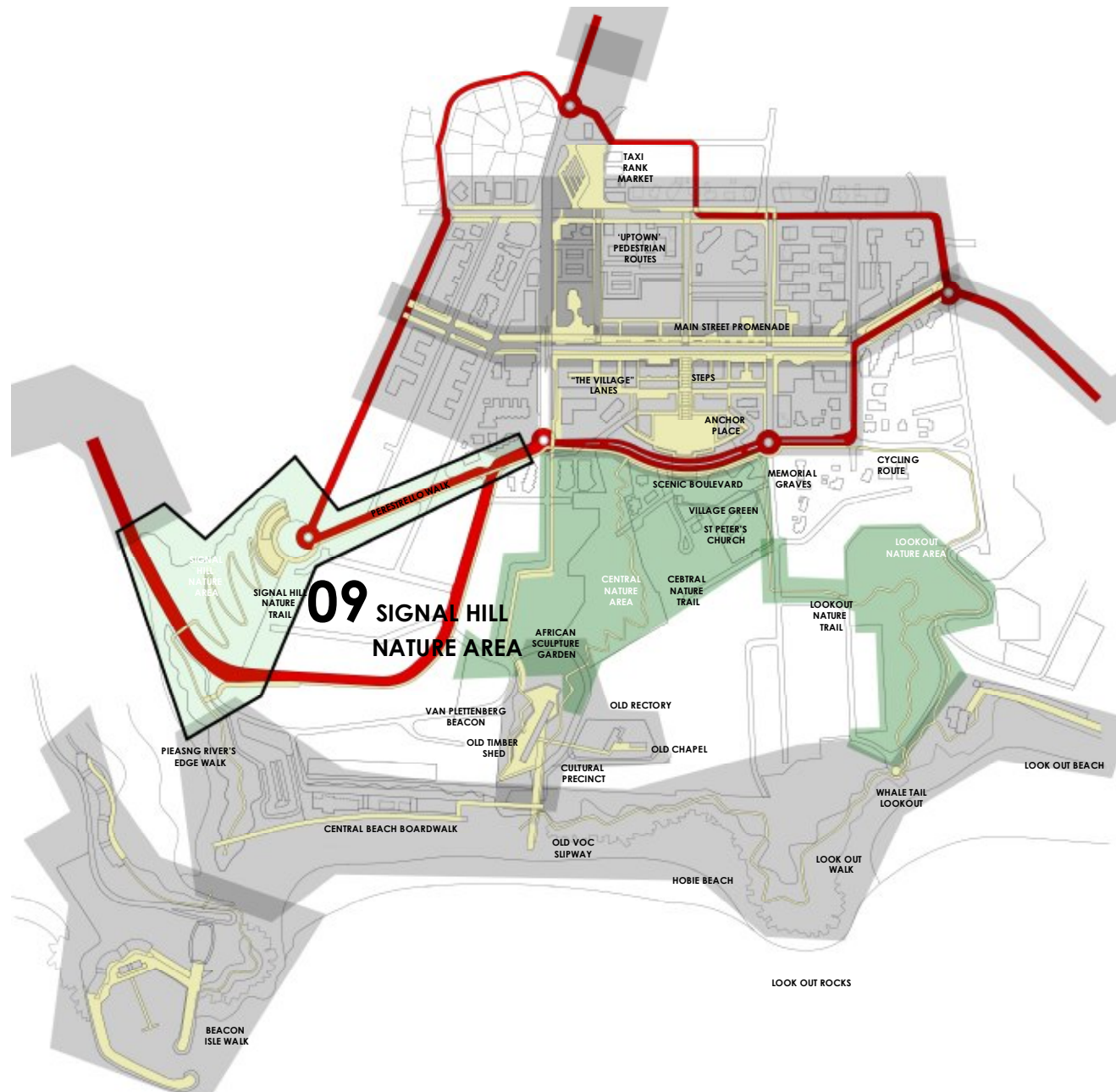


FIGURE 22. SIGNAL HILL NATURE AREA – 09 LOCATION PLAN

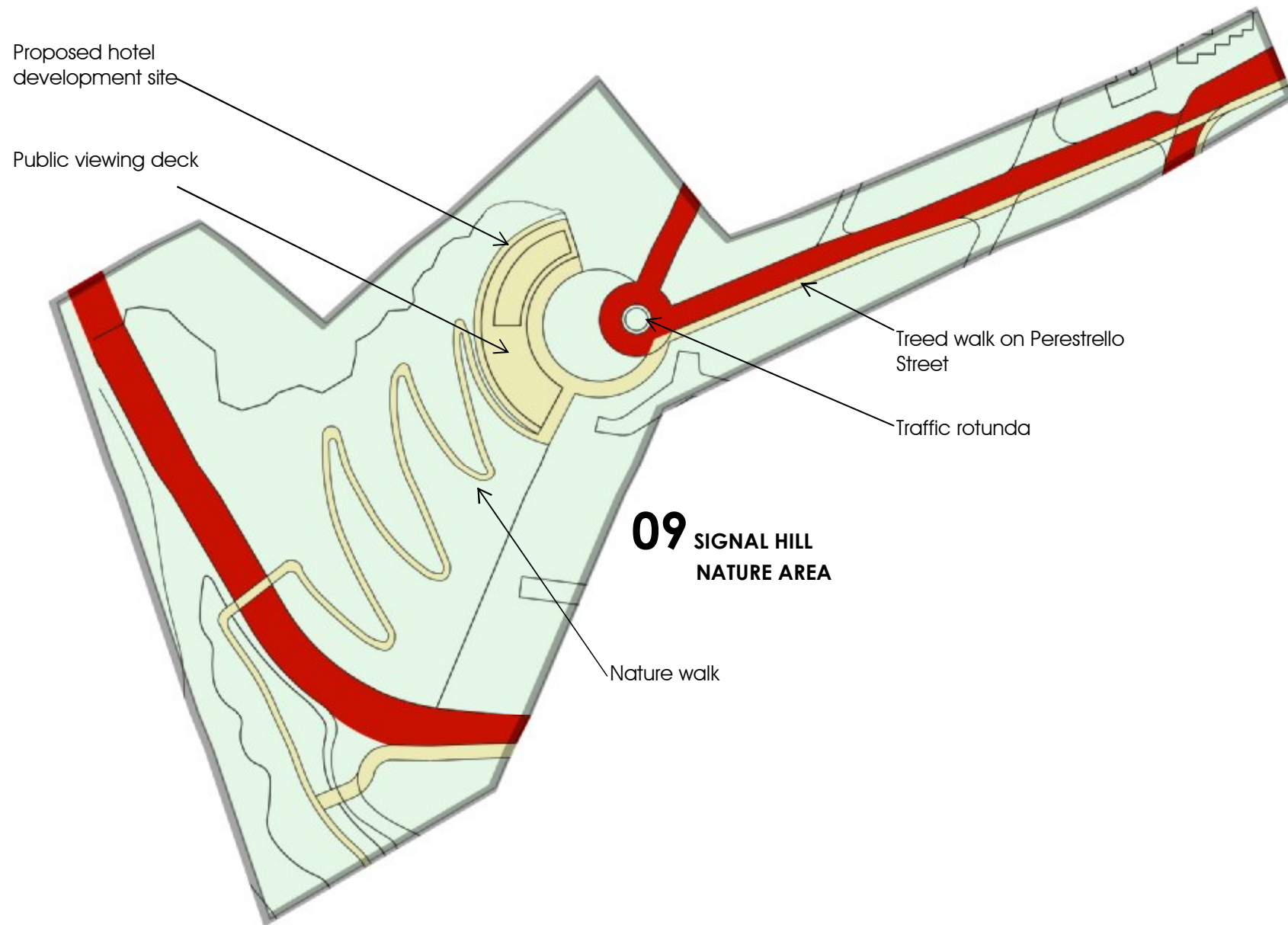


FIGURE 23. SIGNAL HILL NATURE AREA – **09** PRECINCT PLAN



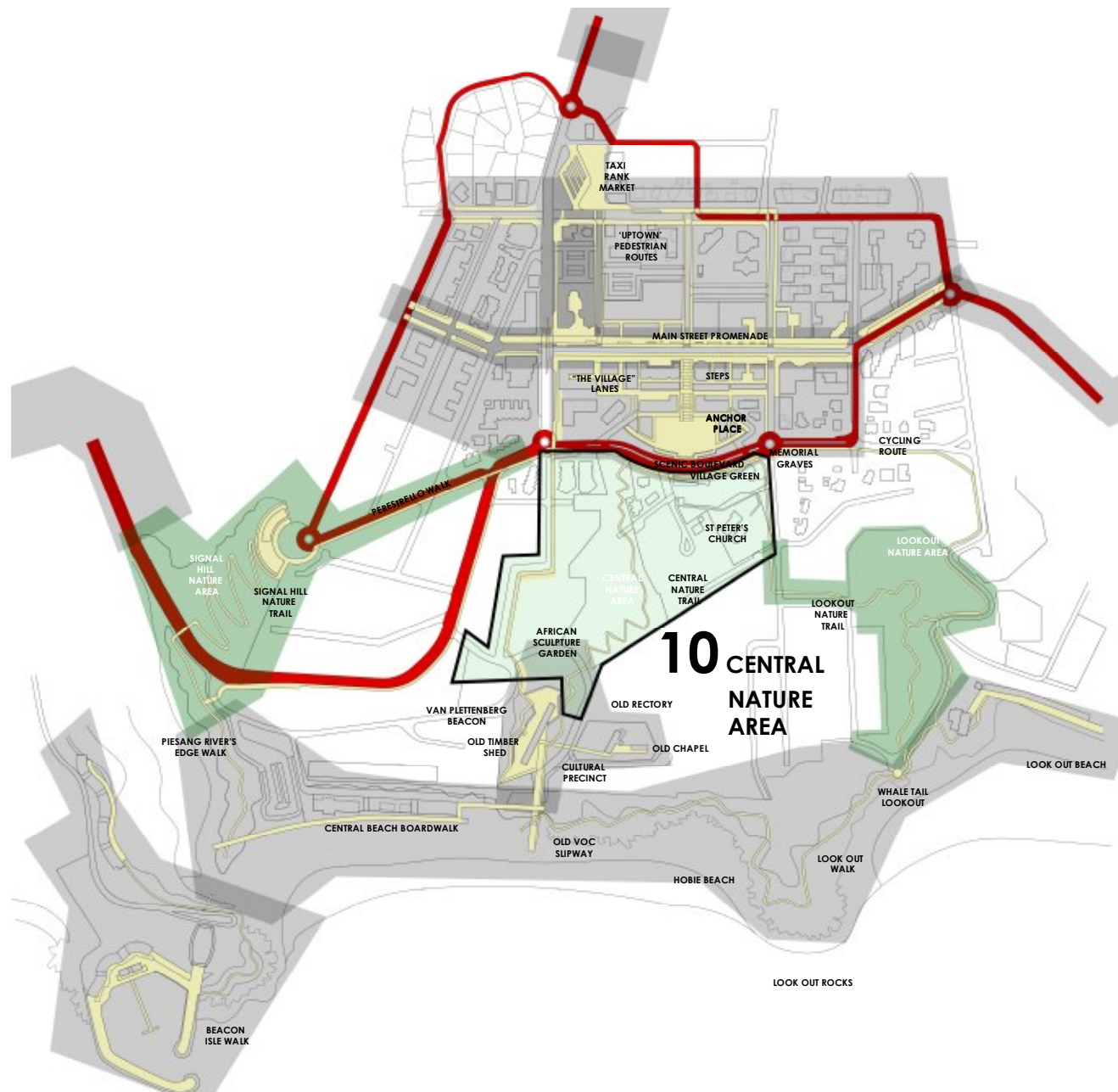


FIGURE 24. CENTRAL NATURE AREA – 10 LOCATION PLAN



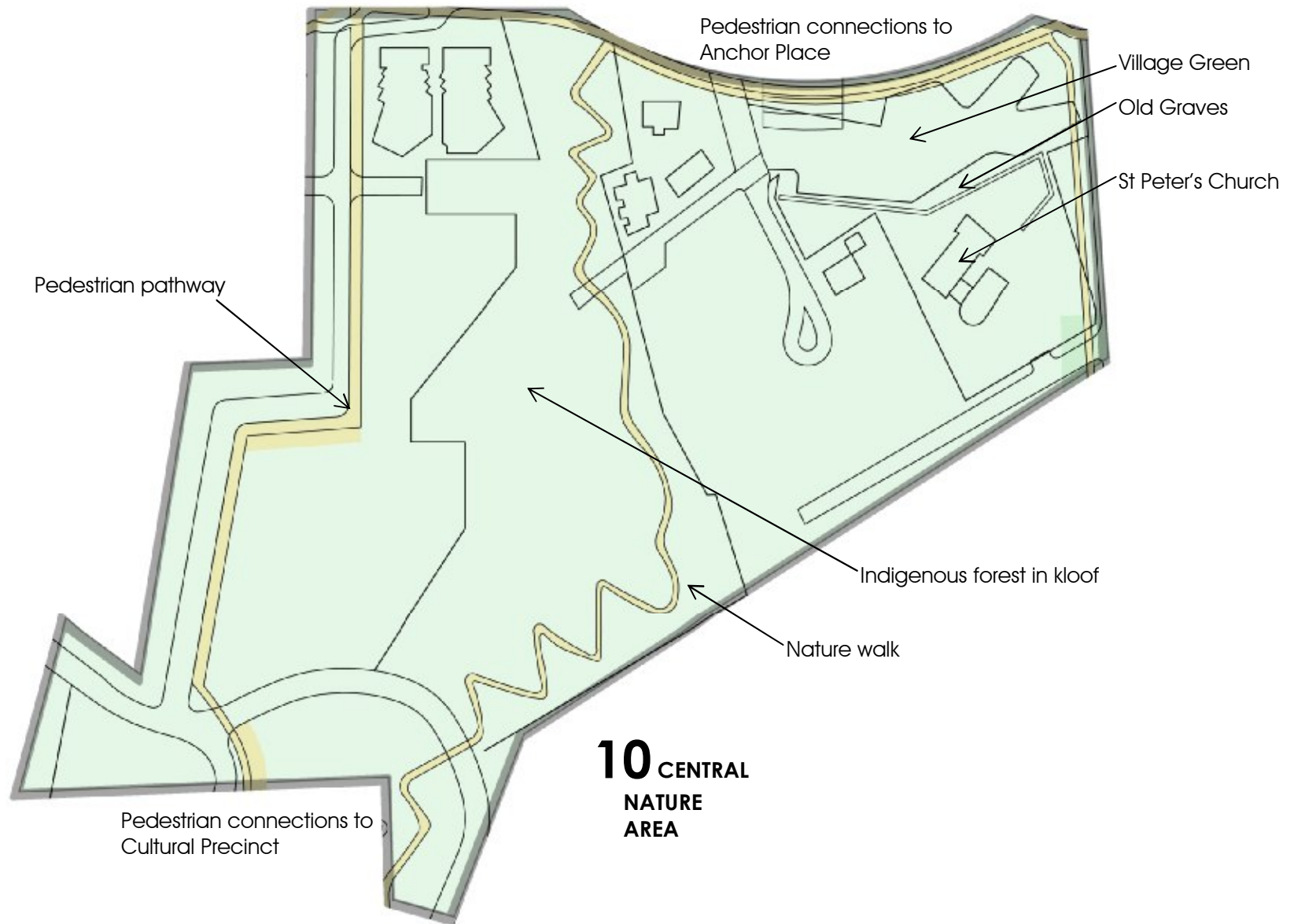


FIGURE 25. CENTRAL NATURE AREA – 10 PRECINCT PLAN

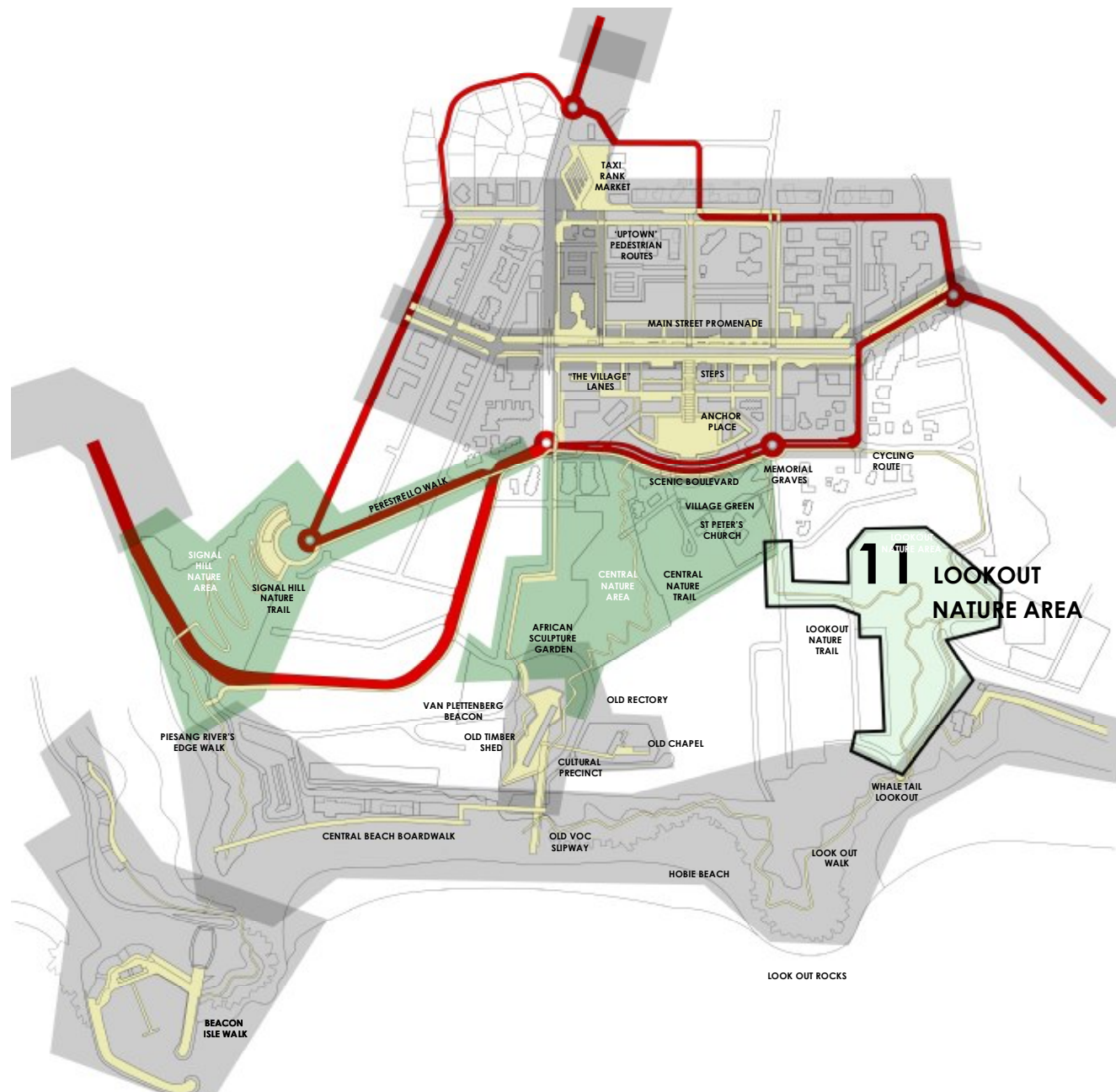


FIGURE 26. LOOKOUT NATURE AREA – 11 LOCATION PLAN

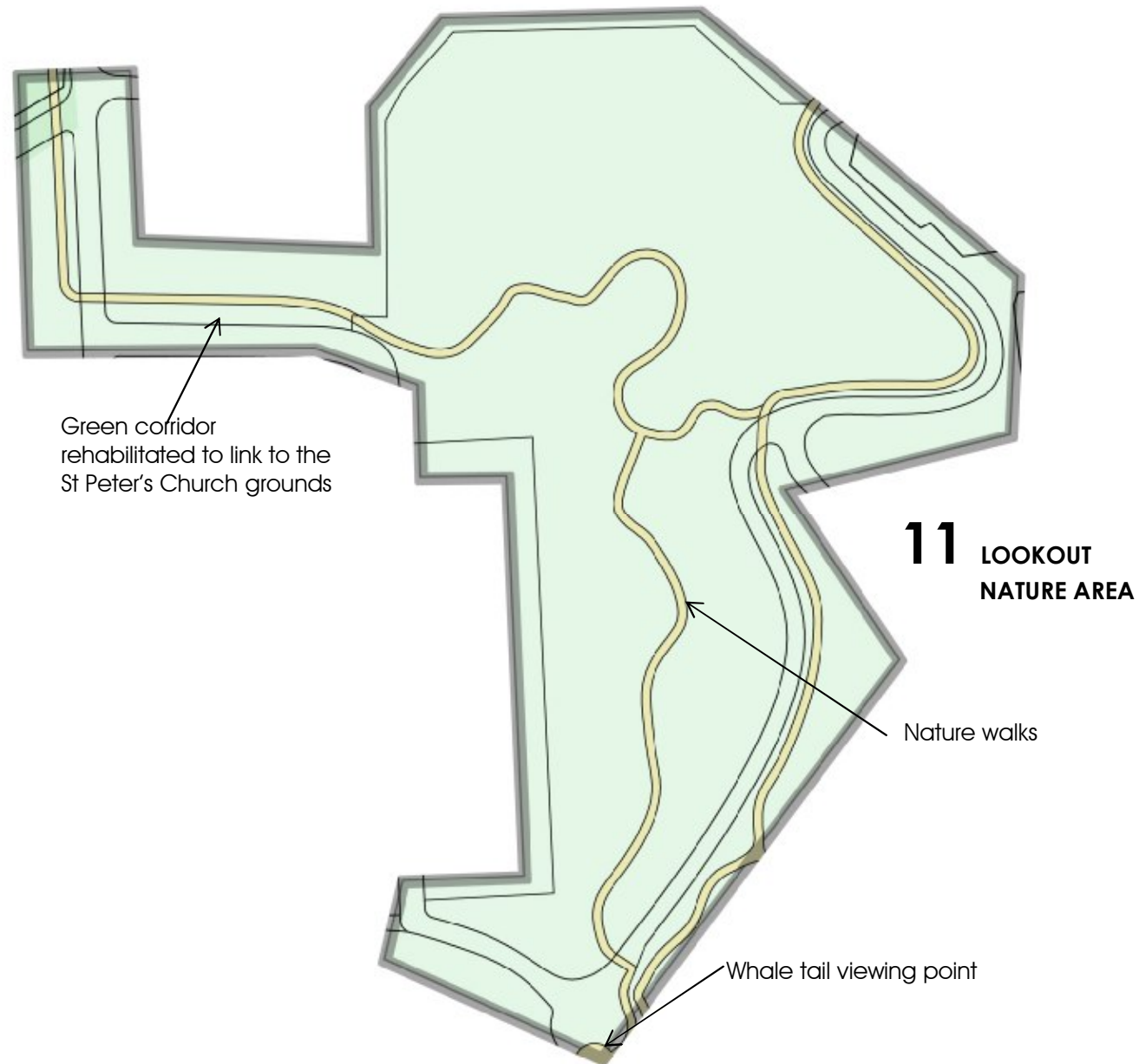


FIGURE 27. LOOKOUT NATURE AREA – 11 PRECINCT PLAN

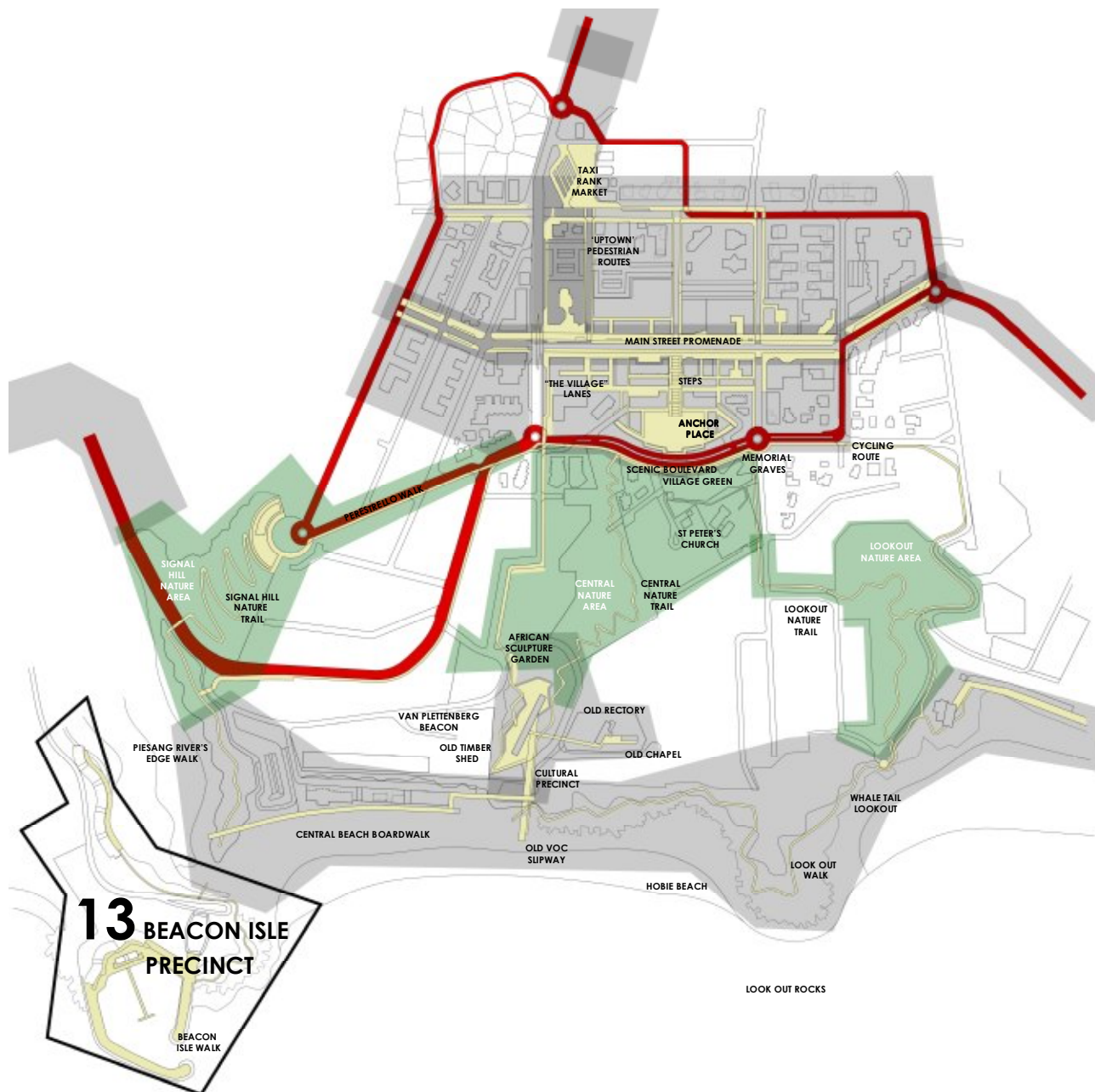


FIGURE 28. BEACON ILSE PRECINCT – 13 LOCATION PLAN

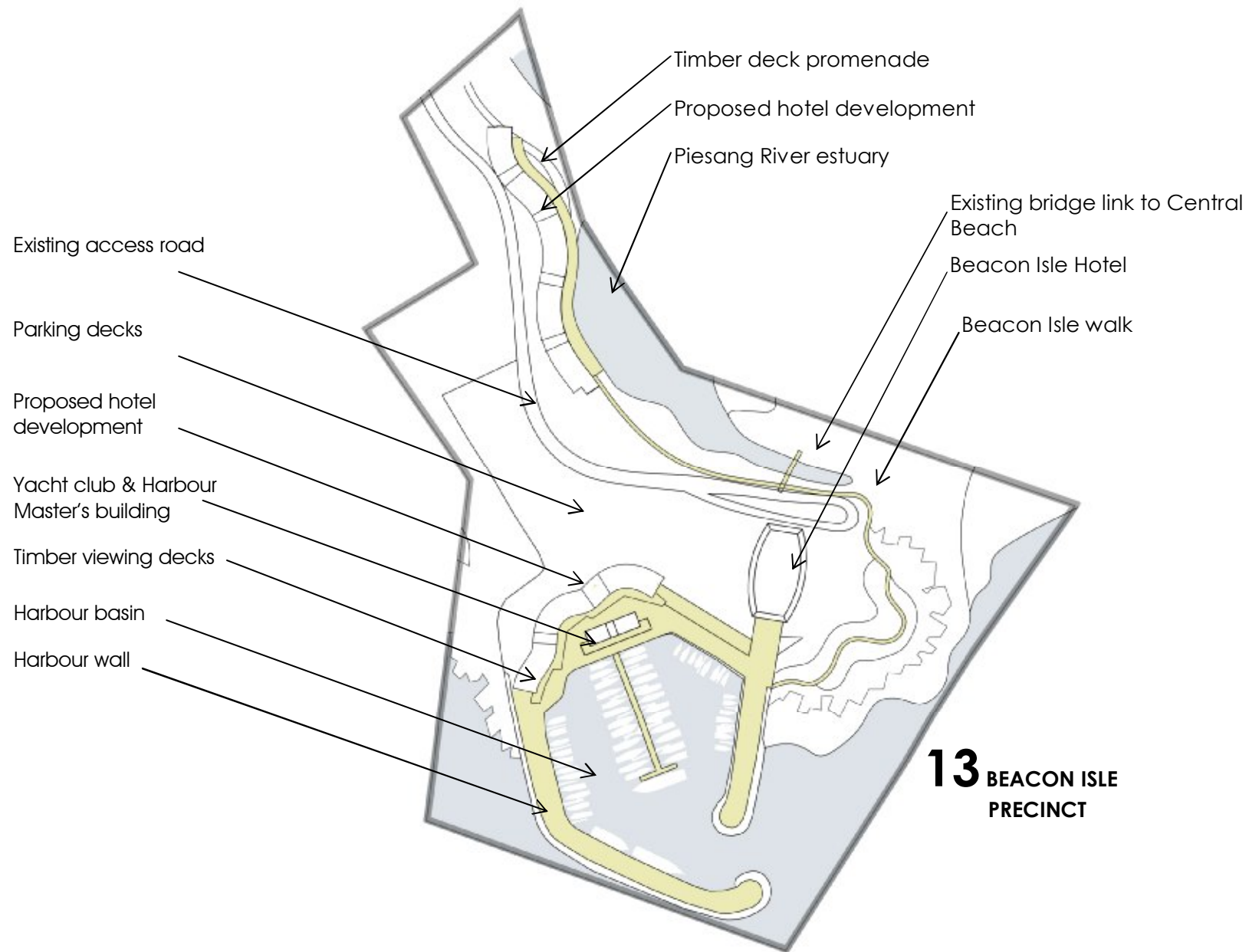


FIGURE 29. BEACON ILSE PRECINCT – **13** PRECINCT PLAN



PART IV: PROGRAMME OF ACTION

URBAN RENEWAL OF PLETTENBERG BAY CBD
&
UPGRADE OF MAIN STREET:

PROGRAMME OF ACTION

PRESENTED TO THE BITOU MAYORAL COMMITTEE

By
Mario Bonadei of CONCEPTWORKS

14 September 2005

PRESENTATION:

1. SUMMARY OF URBAN RENEWAL PROVISIONS
2. CONCEPT IMPLEMENTATION PROCESS
3. MAIN STREET DESIGN INTERVENTION
4. MAIN STREET IMPLEMENTATION PROGRAMME

URBAN RENEWAL OF PLETTENBERG BAY CBD & UPGRADE OF MAIN STREET:

PART I: URBAN REVITALISATION STRATEGY

Overlay Conditions; Criteria for Development Applications

PART II: CONCEPTUAL DESIGN FRAMEWORK

Visualization of Outcomes; Public display Dec 2004

PART III: URBAN RENEWAL FRAMEWORK

Precinct Strategies;

Site Development Guidelines – public space interface;

Precinct guidelines: Main Street

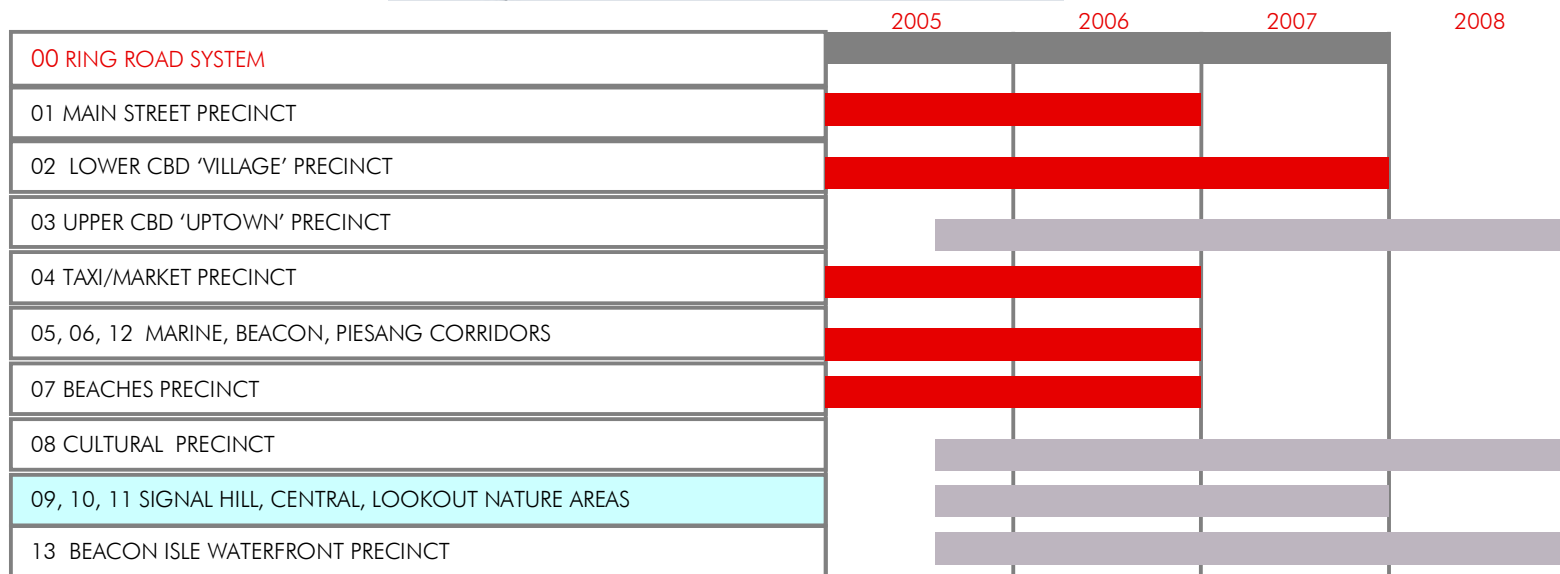
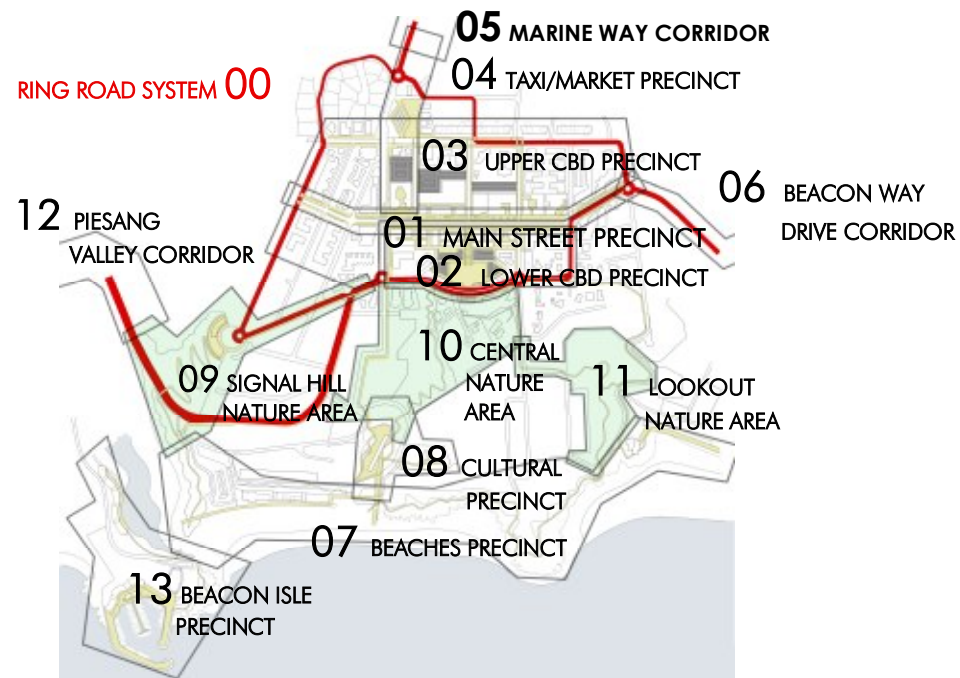


FIGURE 01. CONCEPT OVERALL PROGRAMME AND PHASING



FIGURE 02. PRECINCT LOCATION PLAN



FIGURE 03. 'VALLEY SECTION' THROUGH PROJECT AREA & AERIAL VIEW

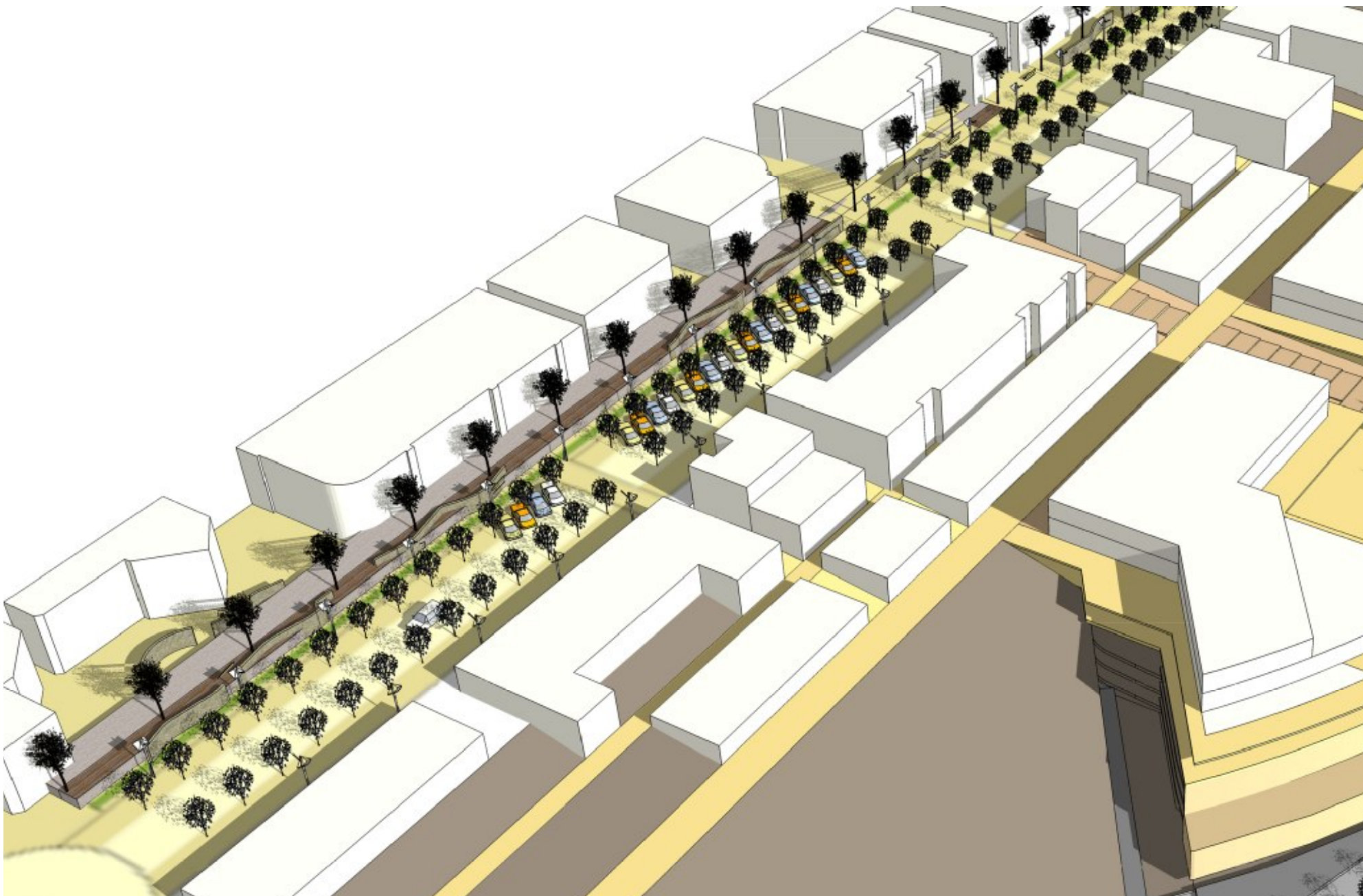


FIGURE 04. AERIAL VIEW OF MAIN STREET

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Urban Renewal of Plettenberg Bay CBD: Urban Revitalisation Strategy
Bitou Mayoral Committee
September 2005

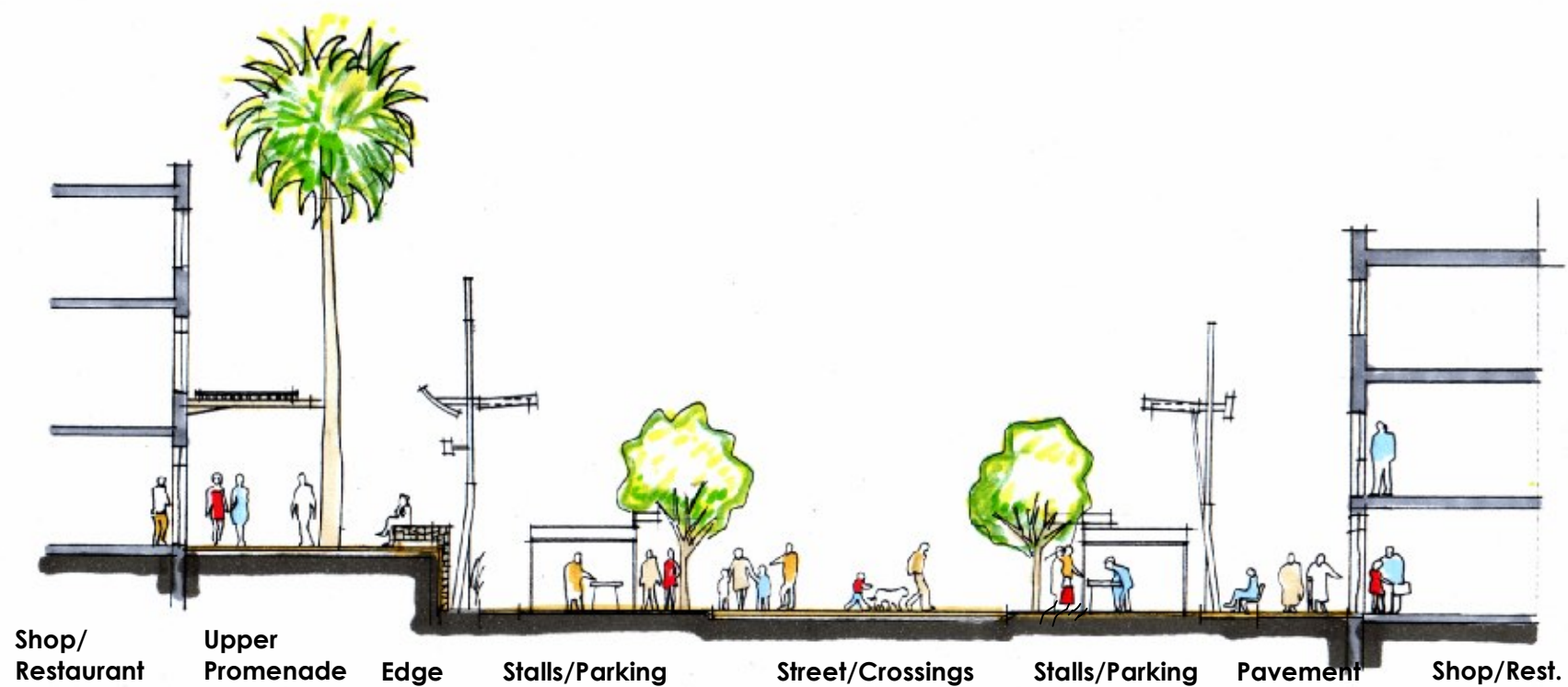


FIGURE 05. TYPICAL CROSS SECTION THROUGH MAIN STREET

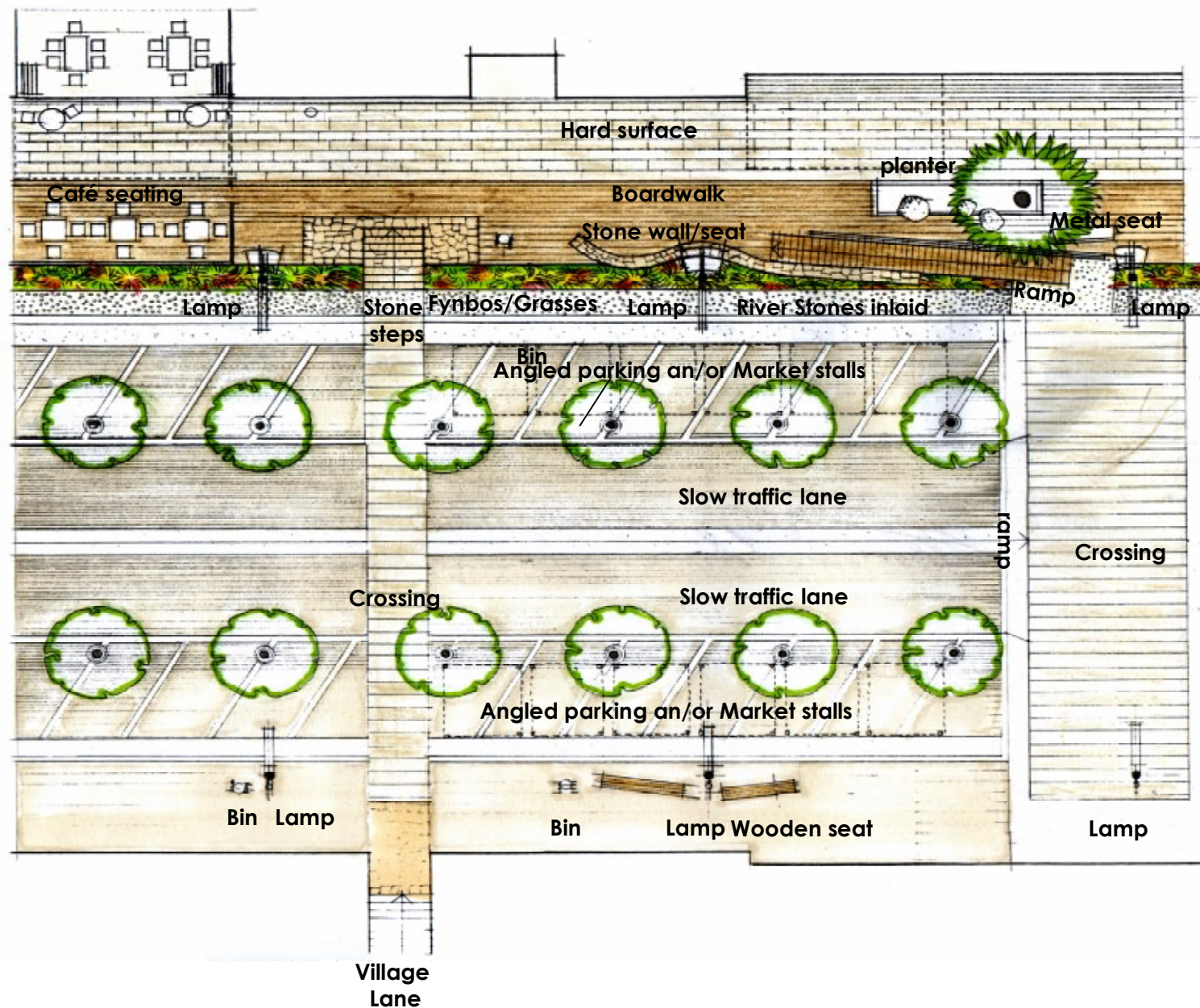


FIGURE 06. TYPICAL LANDSCAPING PLAN OF MAIN STREET

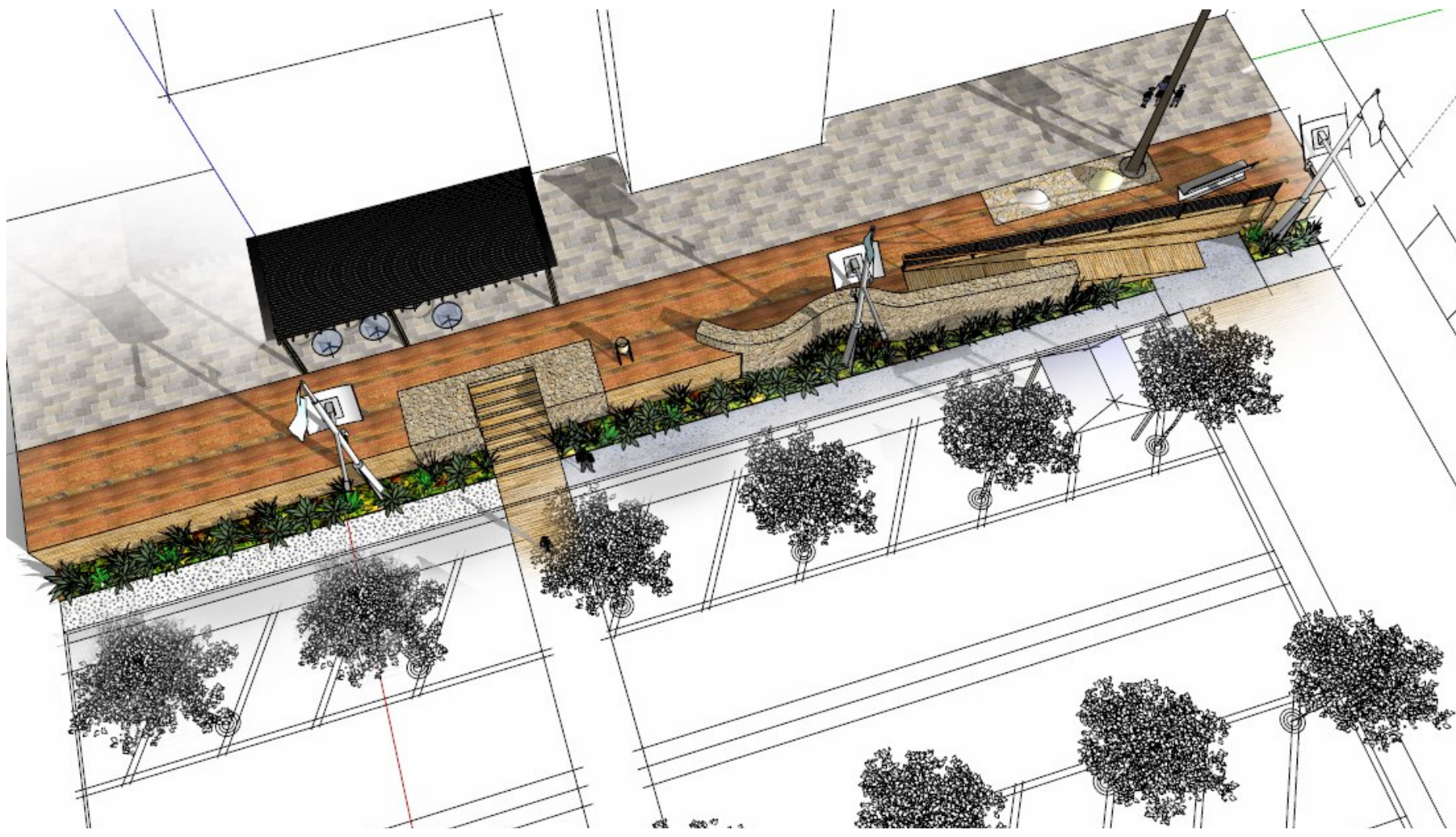


FIGURE 07. TYPICAL LANDSCAPING MODEL OF MAIN STREET



FIGURE 08. TYPICAL LANDSCAPING MODEL OF MAIN STREET



FIGURE 09. VIEW OF PROPOSED MAIN STREET UPGRADE DESIGN

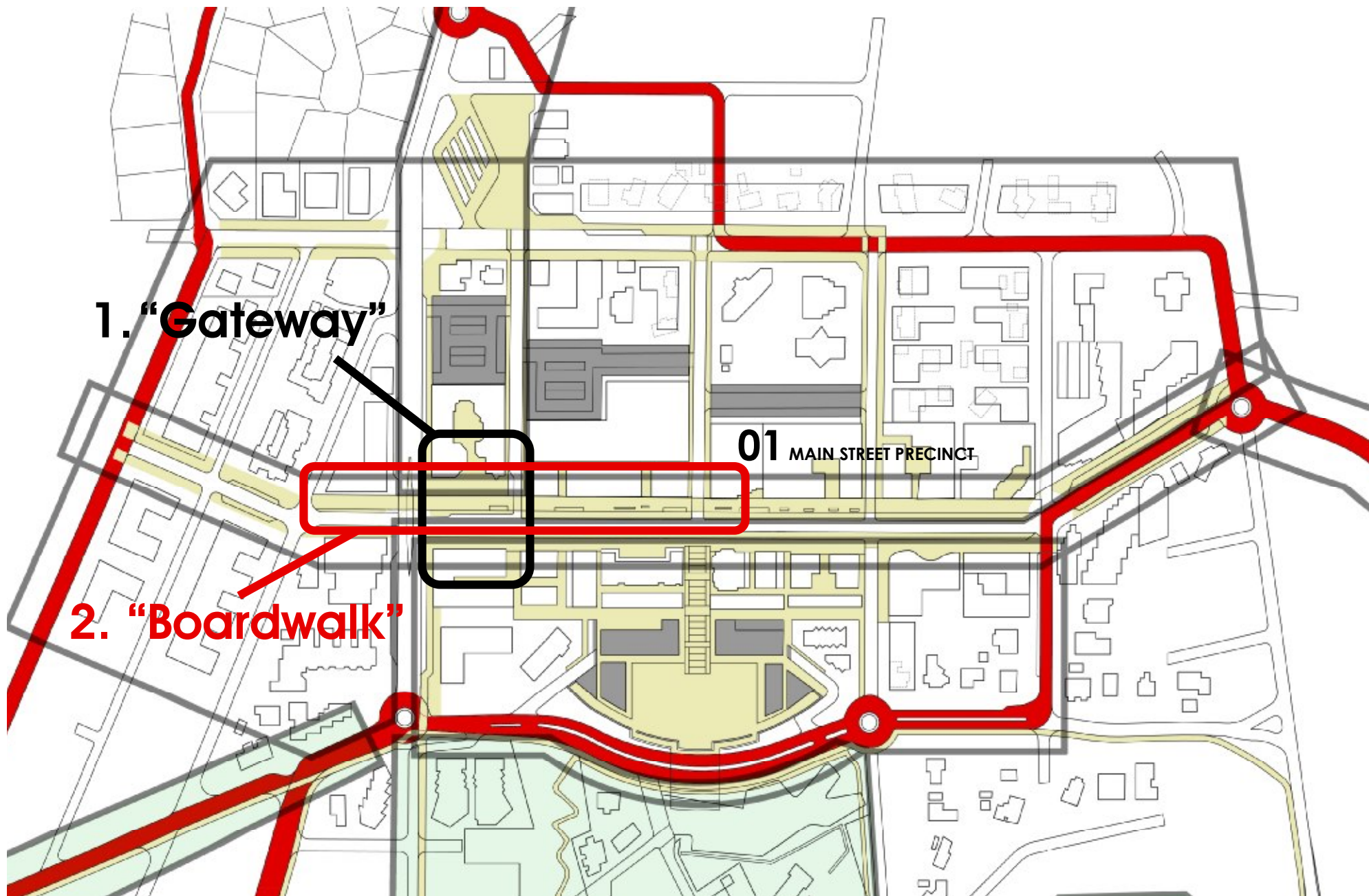


FIGURE 10. FIRST PHASE OF PROJECT: "GATEWAY" AND/OR "BOARDWALK"

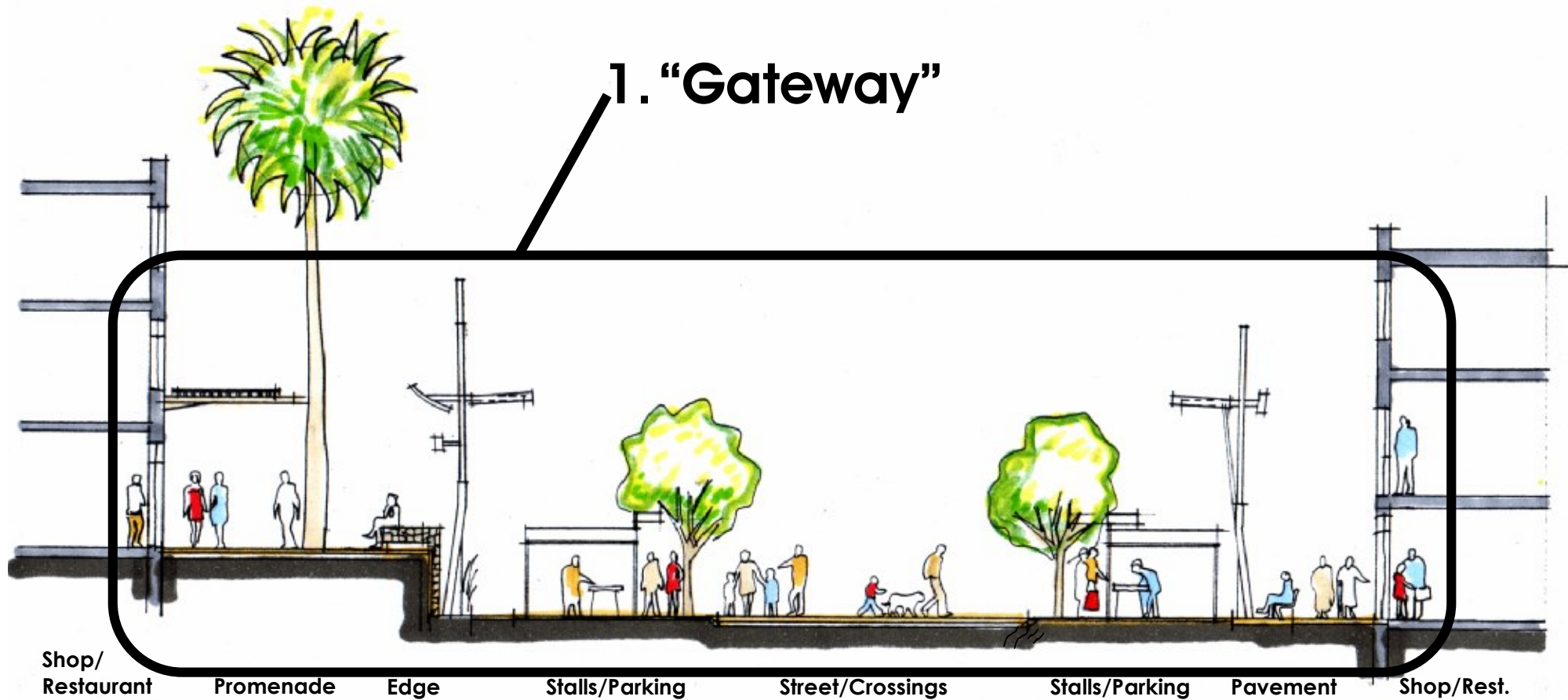


FIGURE 11. "GATEWAY" TYPICAL CROSS SECTION THROUGH MAIN STREET

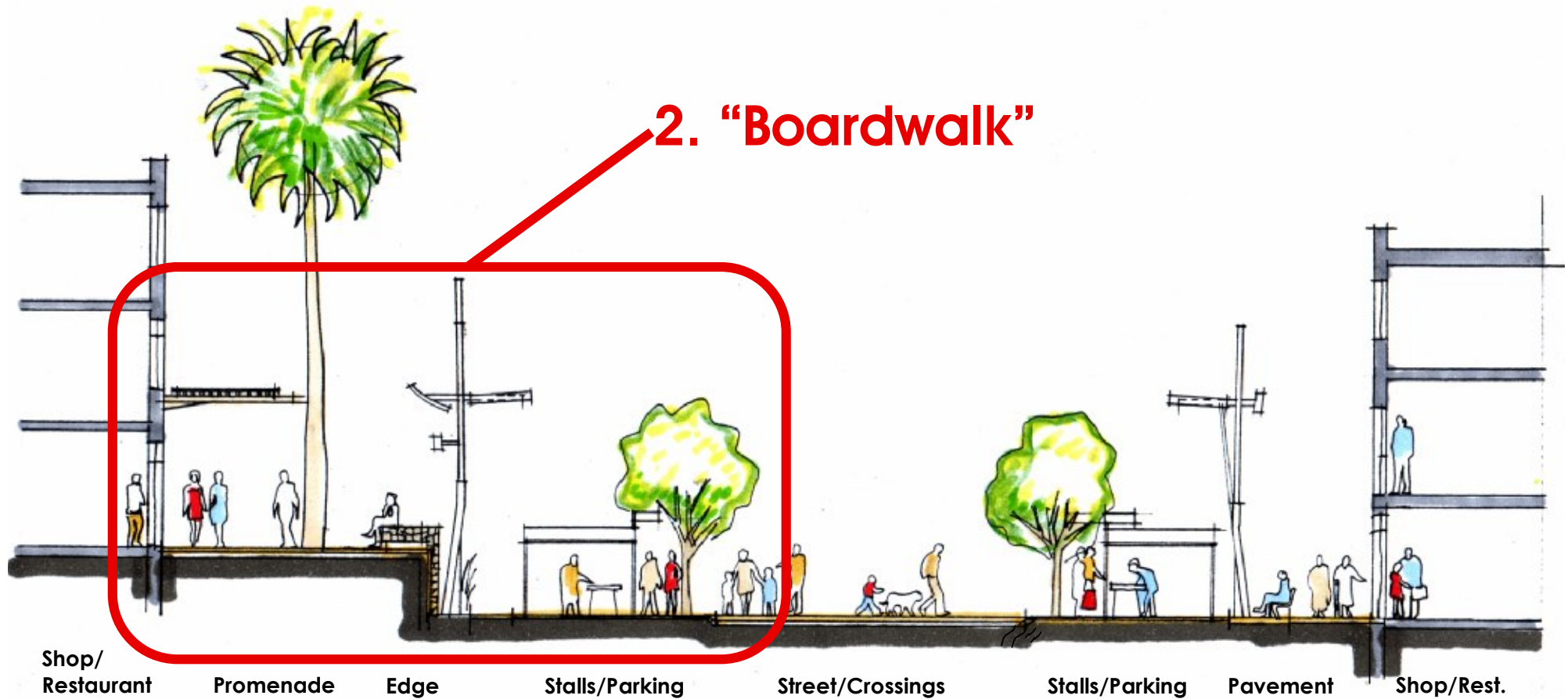
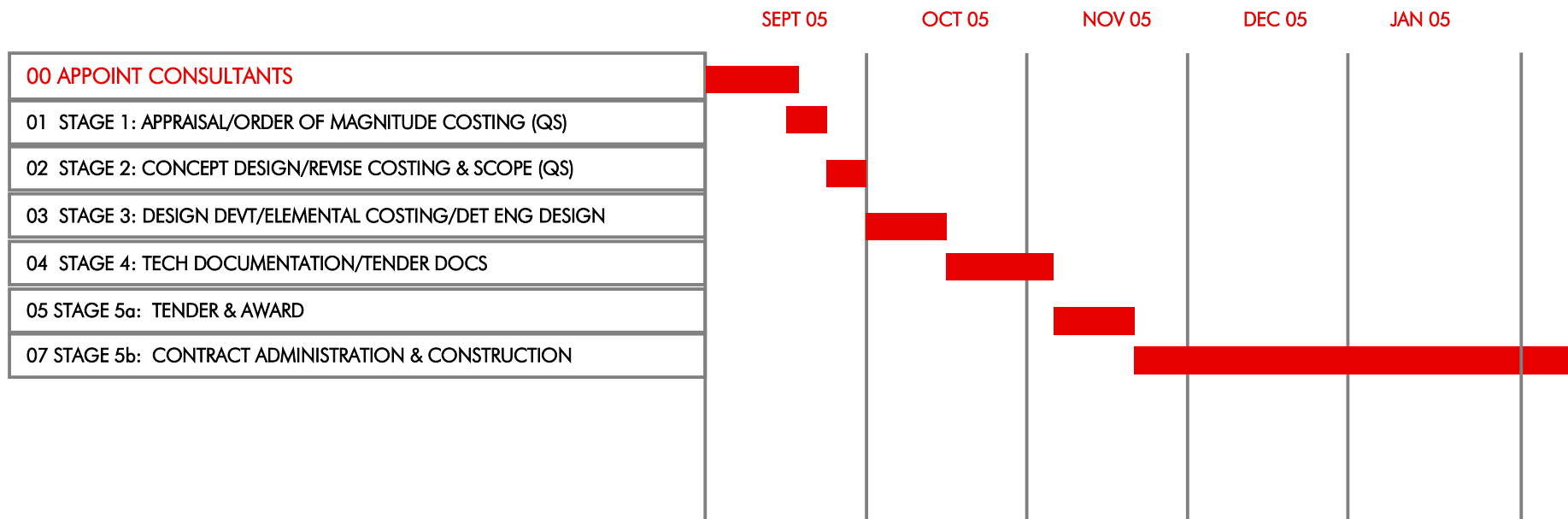


FIGURE 12. "BOARDWALK" TYPICAL CROSS SECTION THROUGH MAIN STREET



NOTES

PROFESSIONAL FEES FOR THE RESPECTIVE ASPECTS OF THE WORKS TO BE IN ACCORDANCE WITH RECOMMENDED TARIFFS OF:

1. SA INSTITUTE OF ARCHITECTS
2. SA INSTITUTE OF LAND SURVEYORS
3. SA INSTITUTE OF QUANTITY SURVEYORS
4. SA INSTITUTE OF CIVIL ENGINEERS

BUDGET ALLOWANCE OF **APPROX. 10-12.5 % OF CONSTRUCTION COST** SHOULD BE MADE FOR ALL PROFESSIONAL FEES.

MAIN STREET UPGRADE INVOLVES ADDITIONS AND ALTERATIONS AND THEREFORE IS MORE TIME-INTENSIVE FOR CONSULTANTS, HENCE THE ABOVE ESTIMATED FEES

EXISTING UNDERGROUND SERVICES NEED TO BE IDENTIFIED; IF NOT POSSIBLE BEFORE COMMENCEMENT OF WORKS, THESE HAVE TO BE CAREFULLY EXPOSED & PROTECTED DURING WORKS

BASE COURSES UNDER PROPOSED NEW ROADWAY WILL BE REQUIRED, WHICH HAS SIGNIFICANT COST IMPLICATIONS

FIGURE 13. MAIN STREET DRAFT PROGRAMME (PHASE 1)