

KASANE - KAZUNGULA REDEVELOPMENT PLAN



MINISTRY OF LANDS & HOUSING
DEPARTMENT OF TOWN & REGIONAL PLANNING



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LIST OF ABBREVIATIONS

E.I.A	– Environmental Impact Assessment
F.I.T	- Foreign Independent Traveller
C.F.	– Conceptual Framework
K.A.Z.A	- Kavango–Zambezi Transfrontier Conservation Area
B.T.O	– Botswana Tourism Organisation
N.S.O	– National Strategy Office
D.T.R.P	– Department Of Town and Regional Planning
B.E.A.C	– Botswana Economic Advisory Council
M.L.H	– Ministry Of Lands and Housing
C.D.C	– Chobe District Council

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01 INTRODUCTION

INTRODUCTION
PROJECT AREA
BACKGROUND INFORMATION
KEY PRINCIPLES

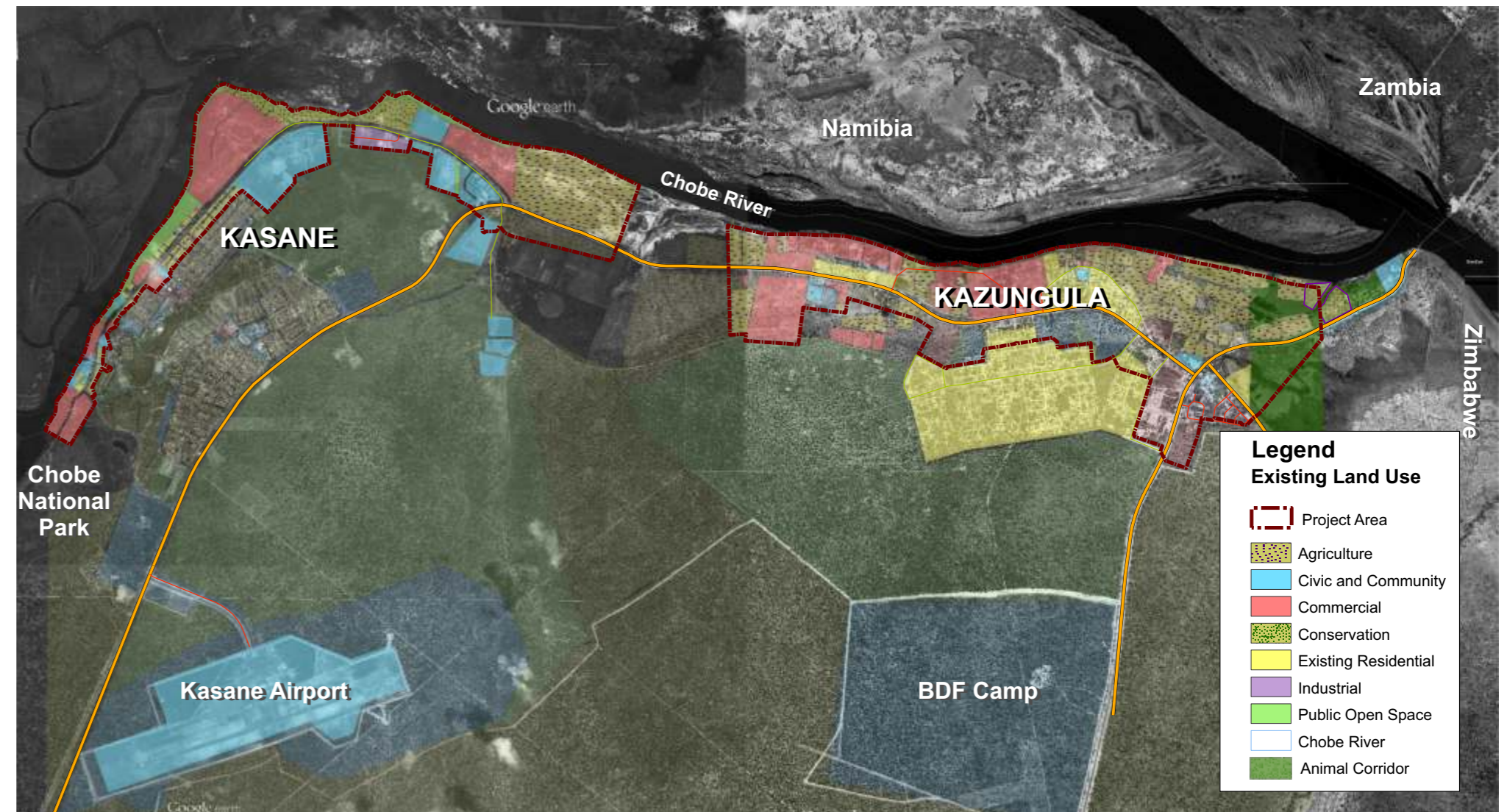
2.0 KEY DEVELOPMENTAL ISSUES

NATURAL SYSTEM
URBAN STRUCTURE
CONNECTIVITY
LAND USE
BUILDING FORM
INFRASTRUCTURE
PUBLIC SPACES
GENERAL AESTHETICS
TOURISM BUSINESS

1.1 INTRODUCTION

1.1.1 This plan serves as revision of part of the Kasane Kazungula Development Plan (2000- 2024). It presents the Conceptual and Development Frameworks for the redevelopment of the Kasane-Kazungula area into a renowned Tourism Hub. The plan follows the Kasane Kazungula Redevelopment Tourism Strategy which was prepared by Botswana Tourism Organisation (BTO) which provided the research necessary from a tourism perspective. It is also based on research and analysis documented in the Kasane-Kazungula Development Plan (2000-2024); and the project team's Report on the Benchmarking Trip to the KAZA Towns Report (December 2012). The framework is an area specific land use concept which will complement the already existing Development Plan and the Integrated Tourism Strategy for Kasane/Kazungula Area .It will also be a consideration in informing the revision of the Development Plan for the entire Settlement area.

1.1.2 For presentation purposes the report has been structured into four sections as follows; **Section One** serves an introductory role describing the location of the project area, background information and the key principles guiding the exercise. **Section Two** presents the Key Developmental Challenges and Opportunities from the situational analysis and is comprised of two Chapters (2 & 3). Chapter 2 discusses the Natural Environment of the Project Area. The next chapter of Section Two describes the key developmental challenges/opportunities of the existing Urban Structure. **Section Three** is made up of Chapter 4 which lays out the Conceptual Framework. Finally, **Section Four** is the Development Framework which applies the



Map 1: Map of Project Area (Kasane- Kazungula)

interventions and shows how they are envisioned to uplift the Project Area. This is covered under Chapter 5.

1.2 PROJECT AREA

1.2.1 The Kasane-Kazungula Planning Area falls within the Chobe District of Botswana's Northern Planning Region of the North West District Council area . The Chobe District, situated in the north-eastern corner of the country and

comprised of 22,559 km², is one of the smallest districts in Botswana. It lies within the lines of longitude of 24° and 26° East, and between the latitude of 17°45' and 19° South. The District shares borders with Zimbabwe in the east and the Namibian Caprivi Strip in the north. Zambia is located to the north, across the Zambezi River. In the west the District borders the Ngamiland District, and in the south, the Ngamiland and Central Districts.

1.2.2 Kasane lies some 15km upstream of the confluence of the Chobe and Zambezi Rivers and apart from Lesoma, south of Kazungula, there are few significant settlements neighbouring the Planning Area. Pandamatenga is 100km to the south, and the Chobe "Enclave" where much of the District population lives, is over 60km to the west beyond the National Park. Therefore, although Kasane-Kazungula is the administrative and commercial centre of the District, it is fairly remote from the bulk of the District's population, and the District itself is considered to be fairly remote within Botswana.

1.2.3 Kasane, like other settlements designated as secondary centres by Botswana's National Settlement Policy, has a population that is substantially smaller than urban villages such as Maun and Mahalapye. Indeed, its current population, estimated at approximately 7,000 people is still smaller than the 10,000-19,999 specified for secondary settlements under the National Settlement Policy. Kazungula is classified as a Tertiary II Centre and has an estimated current population of just over 1,000 people.

1.3 BACKGROUND INFORMATION

1.3.1 The Botswana Economic Advisory Council (BEAC) at its 8th meeting of the 11th May 2012 held in Kasane conducted a field reconnaissance excursion of the Kasane Kazungula resolved that Botswana Tourism Organisation (BTO) should develop an Integrated Tourism Strategy for the area.

1.3.2 The BEAC also specifically resolved as follows:

- i. That the Strategy should position the area in readiness for the Kavango, Zambezi

Transfrontier park initiative;

- ii. That the strategy should inform effective and efficient land use to support and encourage tourism related initiatives;
- iii. That subsequent to the finalisation of the strategy the Ministry of Lands and Housing (MLH) and Chobe District Council (CDC) should develop an aligned land use plan to facilitate growth of the tourism sector, and thus minimise land use related conflicts in the area.

1.3.3 In improving the general outlook of the Kasane/Kazungula area the National Strategy Office, led by the Deputy Director General, put together the Kasane Face Lift Project team which was tasked with improving the look and appeal of the Kasane/ Kazungula Township as a national and regional tourist hub. The scope of project covers but is not limited to the following:

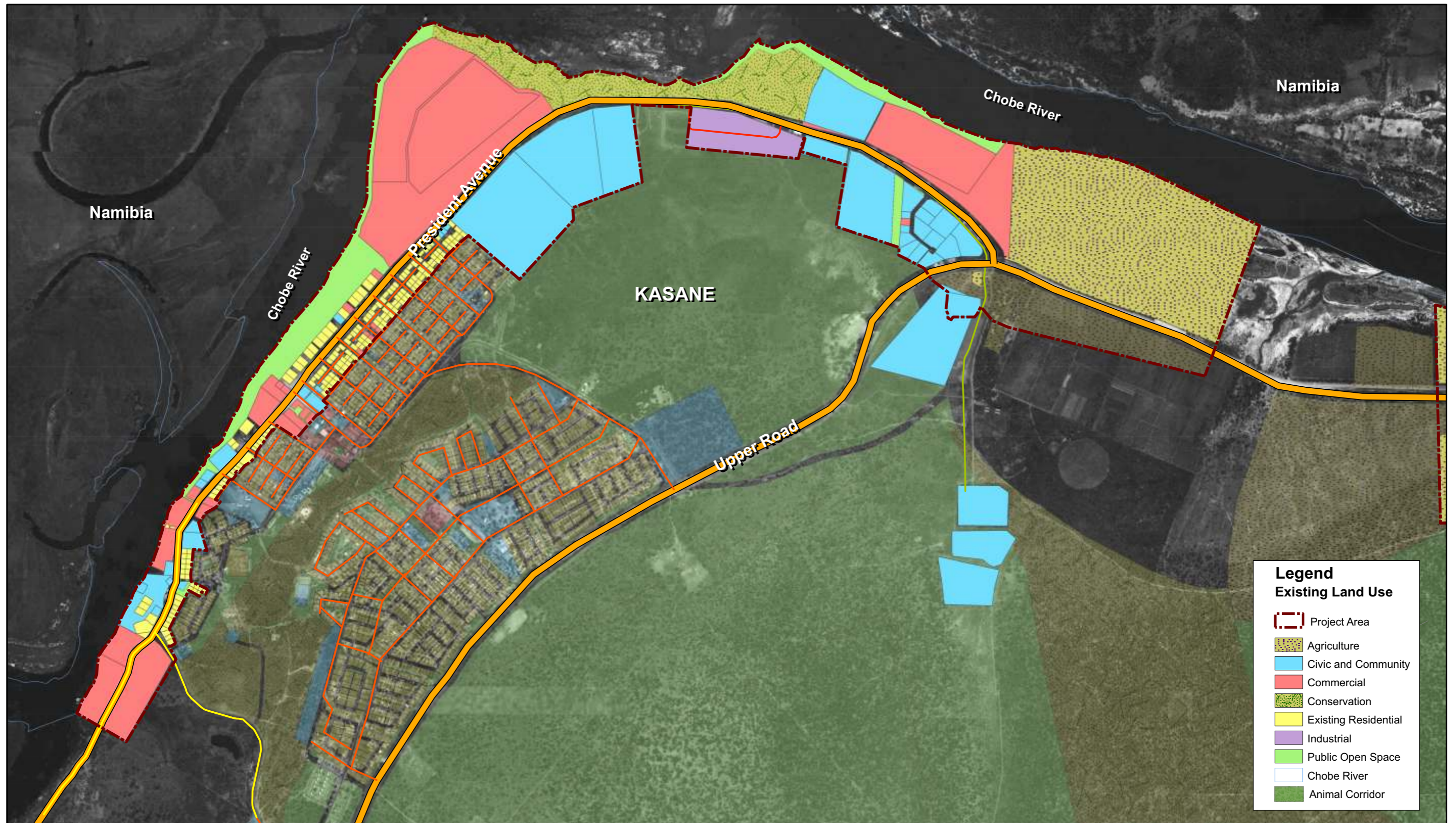
- i. Improving the road connectivity and streetscape;
- ii. Sanitation within the township and along river banks;
- iii. Review of the current development plan to make it more tourism-oriented;
- iv. Relocate public institutions/ offices occupying prime land (between Choppies Shopping Complex and Chobe Land Board Offices);
- v. Improve signage and replace aged sign boards, to guide visitors/ tourists;
- vi. Improve and facilitate public transport locally;

- vii. Diversify the tourism product in Kasane

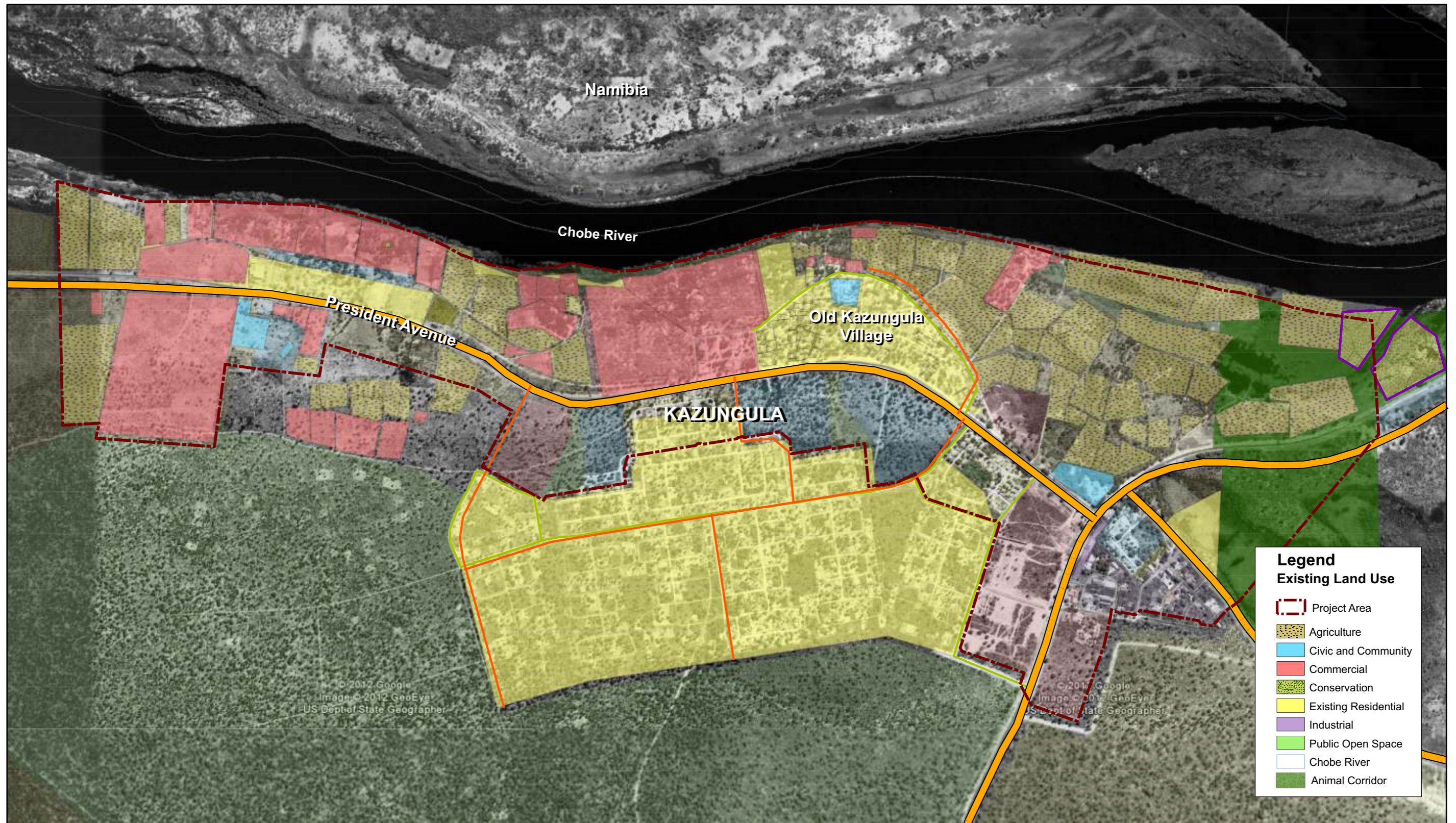
- viii. Increase the number of tourist beds and night stays.

1.3.4 In facilitating the creation of the tourism hub, BTO was tasked by NSO to develop an integrated tourism strategy which will guide the preparation of a land use plan. It is for this reason that DTRP assembled a design team to prepare the land use plan.

1.3.5 Following site reconnaissance and appreciation of relevant documents DTRP explored preliminary concepts that could enhance the project area as a tourism hub. It was found necessary for the team to go on a benchmarking trip to competing KAZA towns namely Katima Mulilo-Namibia, Livingstone-Zambia and Victoria Falls-Zimbabwe. These towns were chosen for the reasons that they fall within the same region and tourism forms an integral part of their economic base. The benchmarking exercise was seen as an opportunity to learn best practices from other KAZA towns.



Map 2: Project Extent- Kasane



Map 3: Project Extent- Kazungula

1.4 KEY PRINCIPLES

1.4.1 There are a number of generic land management and spatial planning principles which guided the performance assessment of the Project Area's built and natural system elements. These performance qualities and values are as follows;

1.4.2 Sustainability

i. The sustainable management of and the use of the built and natural resources in a manner that ensures that the needs of the present generation are met without compromising the ability of future generations to meet their own needs. Overall sustainability is based on three pillars;

Economic Sustainability: economic sustainability is twofold; firstly development must be accessible and affordable to the intended beneficiaries and the local authority responsible for maintenance of services. Secondly development must aim to broaden the economic base through diversification linked to the local resource base.

Environmental Sustainability: damage to the natural environment must be avoided. Development must conserve resources, particularly water and minimize waste and pollution production.

Social Sustainability: development that promotes a sense of identity and safety. Development should contribute to the physical and psychological well-being of people through among other things access to opportunities, facilities and services.

1.4.3 Opportunity Generation

i. An important quality of settlements made within the context of high levels of unemployment is the

need to create economic opportunities that are inherent in large agglomerations of people by creating the necessary spatial preconditions for viable small commercial enterprises and informal street trading. These spatial preconditions can be created in a number of ways: the first is intensification. This requires the promotion of higher unit densities than is the norm under the current model of settlement development. Higher densities create more opportunities for interaction, a climate in which economic activities especially smaller scale economic activity can thrive. Such densities provide the necessary support for public transport increasing its viability. In addition to these, higher densities can lead to increased local demand for goods and services, promoting increased specialization and diversification in the small business sector.

1.4.4 Convenience

- i. Settlements which perform positively are by definition, convenient. They allow inhabitants to conduct daily activities quickly and easily. Inconvenient environments on the other hand, impose on lifestyles, reduce choices and increase costs. To be convenient, places have to be accessible. In this regard, access needs to be conceived of in terms of movement modes. At the most basic level is people on foot. The second is motorized movement in the form of public and private transport. Not all human activities and interaction opportunities exist within walking range. When this occurs, motorized transport becomes the more convenient movement mode.
- ii. The promotion of convenient settlements is centred on two forms of access: the first form is access to the economic, social, cultural and recreational benefits which result from agglomeration of people. This requires the intensification of settlements, the generation of

opportunities for a greater range of activities and choices promoting more complex levels of spatial order and encouraging a greater range of development processes. Movement is the integrating structural element underpinning the above. The second is access to nature. Since settlements are places of intense human activity, the opportunity to escape from this intensity and to experience nature is of great importance to people, it is therefore necessary to provide a certain level of access to green spaces within easy reach of the inhabitants of the settlement.

1.4.5 Choice

- i. The third quality of positive settlements relates to the maximization of choices available to the users. Settlements that perform well offer a diversity and thus choice, of places, lifestyles, activities and interaction opportunities. Such settlements also provide people with choices regarding the extent to which they wish to engage in social activity. The degree, to which people wish to live in intensive and vibrant environments or quieter, more private places, varies from person to person over the life cycle of households. The challenge therefore is to promote environments which provide a diversity of choices so that people do not have "either-or" choices, but rather choices which relate to relative degrees of privacy or exposure. The key to this lies in hierarchies of movement, public spaces and social institutions, and the design of living areas.

1.4.6 Integration

- i. Positive urban environments are integrated and interdependent in the sense that there is a mix and overlap of activities (living, working, and shopping as well as public, spiritual and recreational activities). The mixture responds to the values of publicness and diversity that encourage local

community identity. Excitement, spirit, sense, stimulation, and exchange are more likely when there is a mixture of activities than when there is not. Thus the functional interrelationships between facilities and amenities and between facilities and services should be recognized so that facilities, amenities and services are planned in an integrated and systemic way.

- ii. The means by which these qualities are achieved lies in the way the settlement is organized or structured. The concept of structure is therefore central to settlement making. The structure of a settlement as used here refers to the making of that part of the settlement which is shared by all inhabitants as opposed to the private realms of individual households and businesses. In investment terms, this usually equates with public investment in the spatial structure, to which private investment and decision making responds.

1.4.7 **Efficient Use of Resources**

- i. The making and operation of settlements requires the utilization of a wide range of resources; land, water, building materials, money, energy and so on. These resources should therefore be used efficiently in order to create balance between settlement and nature.

2.1 INTRODUCTION

2.1.1 *This section presents the key development issues based on the research and conclusions outlined in the Integrated Tourism Strategy for Kasane-Kazungula Area; Kasane-Kazungula Development Plan (2000-2024) and the Report on the Benchmarking Trip to the KAZA Towns Report (December 2012). Only issues outlined as vital to the improvement of the performance of the project area as a Tourism Hub; and those particularly related to the performance of land uses have been discussed in this section.*

2.0 KEY DEVELOPMENTAL ISSUES

NATURAL SYSTEM
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PUBLIC SPACES
GENERAL AESTHETICS
TOURISM BUSINESS

03 CONCEPTUAL FRAMEWORK

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FRAMEWORK
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3D ILLUSTRATIONS

2.1 NATURAL SYSTEM

- 2.1.1 The Kasane Kazungula area is characterised by a general lack of alternative water resources other than the Chobe River. Future tourism, commercial, and other developments will place increased pressures on the river particularly in terms of water supply and the river sanitation. Measures against the contamination of groundwater sources (particularly the Chobe River) need to be put in place, given the importance of the resources.
- 2.1.2 The soils in the planning area are generally sandy and unsuitable for arable agriculture which threatens food security. Arable farming is at present also unable to provide sufficient income which highlights the importance strengthening of extension and training of promoting large scale and intensive horticulture. Wildlife also threatens agricultural production and necessitates expenditure on costly fencing infrastructure.
- 2.1.3 Physically the Kasane-Kazungula area's topography is subject to patches of flooding in lower areas of the escarpment along the Chobe River bank.



Map 4: Natural System - Kasane

3.1 URBAN STRUCTURE

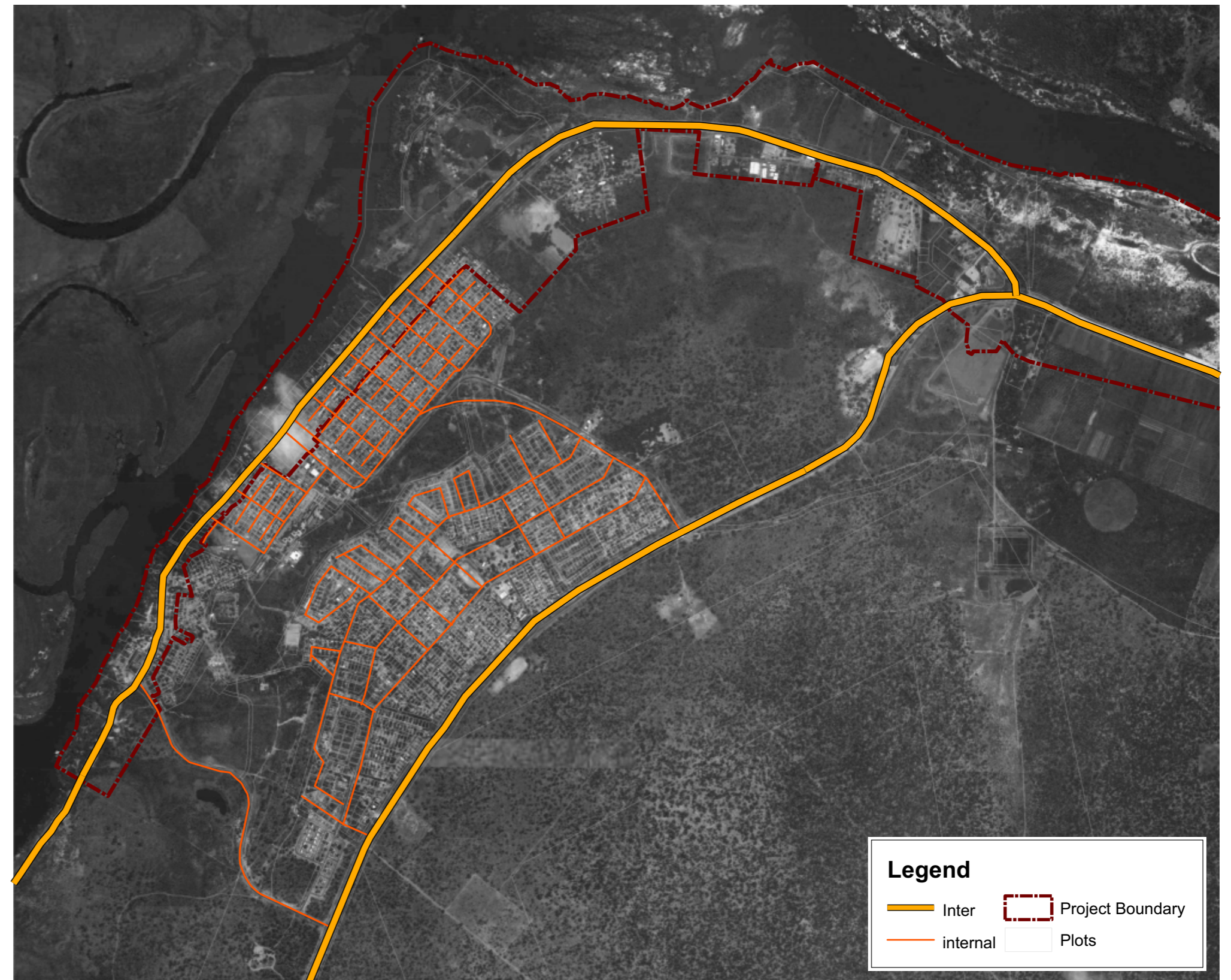
3.1.1 Urban Structure is a concept used to interpret the interplay between the formally planned and the spontaneous dimensions of a settlement and its influence on the site.

3.1.2 CONNECTIVITY

3.1.2.1 Connectivity assesses the performance of spaces dedicated to facilitating movement. In simpler terms, it is a measure of how well streets are linked with each other.

National/Regional Connectivity

3.1.2.2 Kasane-Kazungula is well connected to other regional centres and KAZA towns mainly through the Ngoma road (A33). The Road A33 is aligned South-Northerly; from Francistown in the south through to Kazungula in the north, past Kasane and on to Ngoma at the Namibian border to the northwest of Kasane.



Map 5: Connectivity within the Project Area - Kasane

Local Network

3.1.2.3 Most of the Kasane-Kazungula area is well planned with clear demarcated local street network hierarchy. Poor roads beyond the inner Kazungula village area within the planning area are restricting the access of public transport to planned residential areas. The current network configuration does not afford public opportunity to access the river.

Pedestrian Network

3.1.2.4 The Kasane-Kazungula area is generally a small place with well connected pedestrian network which includes both planned and non-formal spaces. Most of the pedestrian spaces within the area are not well maintained thus restricting safe public usage.



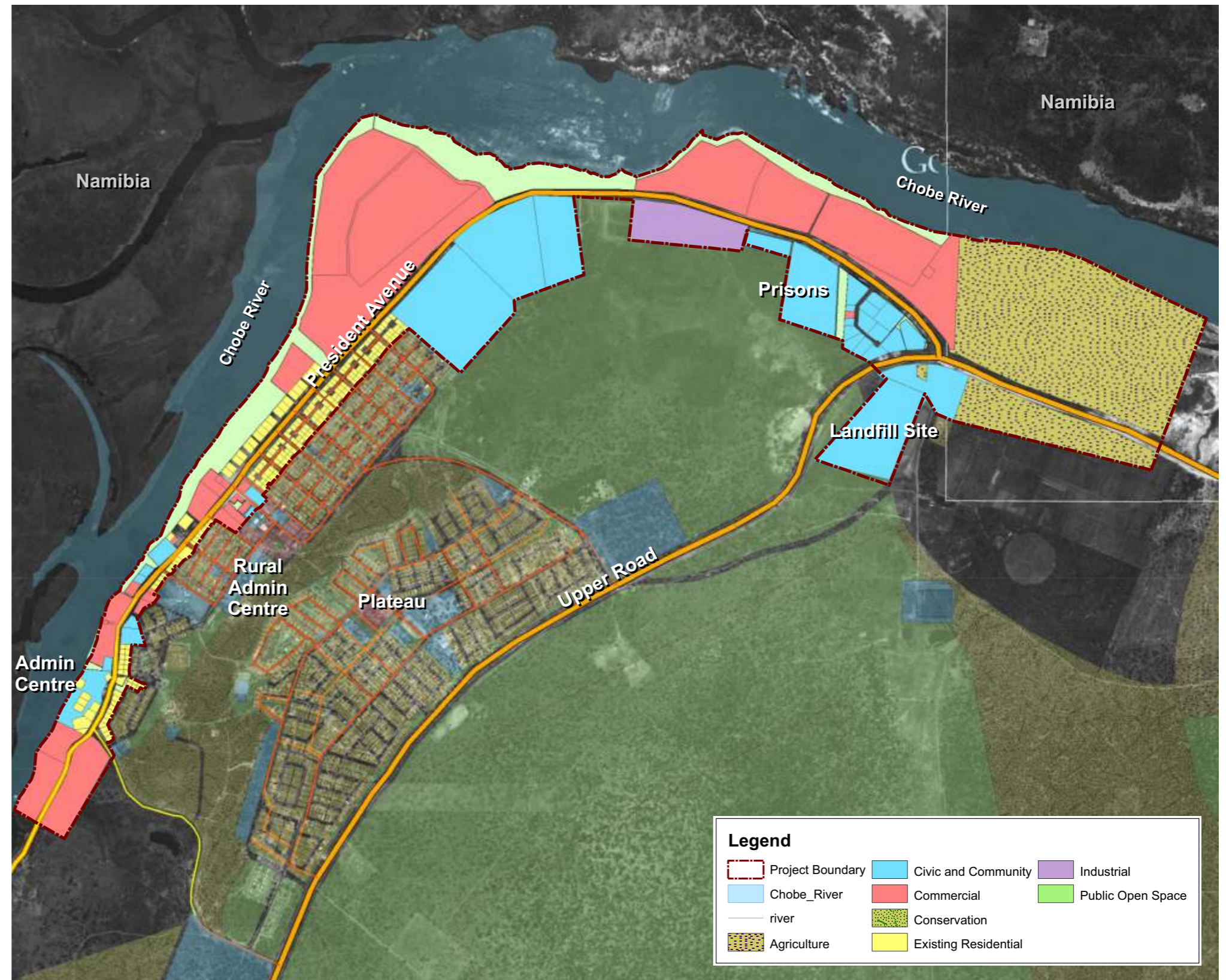
Map 6: Connectivity within the Project Area - Kazungula

3.1.3 LAND USE

3.1.3.1 Continued physical expansion of both settlements creates conflicts between competing land uses, such as arable land and wildlife corridors. Low densities pose a threat to the performance of this area. It limits accessibility to facilities and commercial centres; increases the costs of installing and maintaining of infrastructure; therefore reducing the possibility of creating a sustainable urban environment. In terms of residential uses, the housing backlog is exacerbated by the low density layout of both towns. Strategic densification will be able to provide more housing within the same area and increase the viability of supporting land uses due to concentrated thresholds.

3.1.3.2 Commercial areas are not optimally located to realise their potential within a tourism hub. There is need to reconfigure certain land uses that are conflicting as well as locating tourist related uses in areas where they would benefit most from tourist trade, the Chobe River and scenic views. A poorly connected public realm creates solitary and self contained land use entities which pose a threat to the performance of the area as a Tourism Hub. The commercial and market area is under developed and needs special attention.

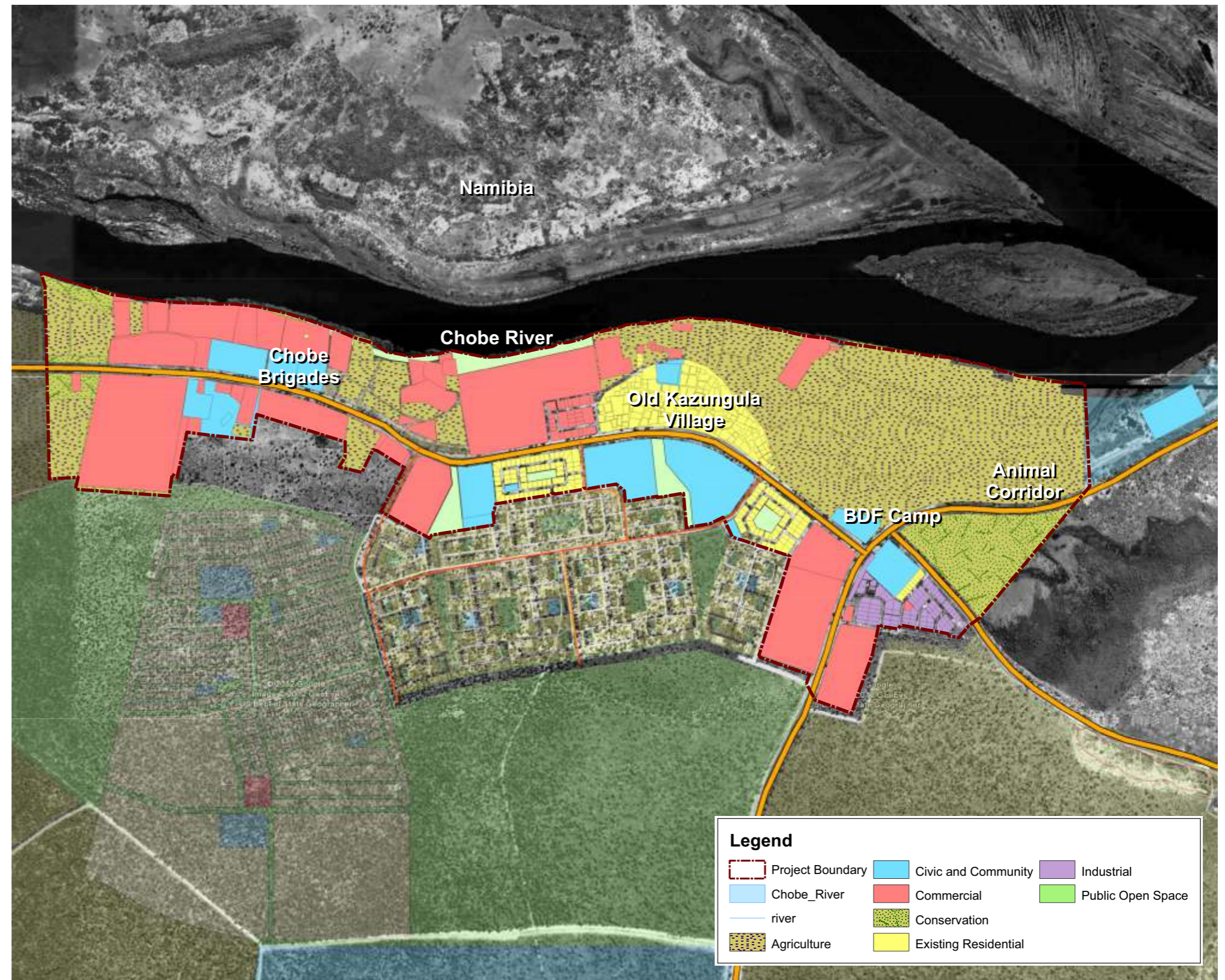
3.1.3.3 There is also need to diversify both the commercial portfolio of the project area. Secondary tourism activities need to be introduced to diversify the tourism activities from wildlife and tourist accommodation. This would be beneficial in an environment characterised by a decline in subsistence agriculture as it would vary the local economy and encourage local entrepreneurship.



Map 7: Map of Kasane - Existing Land Use

3.1.3.4 The project area does not have world-class health facilities that may be used to attend to tourists in the region. At the moment the current hospital has limited equipment and services. Specific community facilities such as community halls and village markets, a sports stadium and library require upgrading to adequately serve community needs.

3.1.3.5 Land use conflict areas that have been identified include the location of government offices in potential prime tourism land. Jetty areas also require upgrading to take advantage of the Chobe River as a tourism natural feature. Tourist related accommodation requires the best views in the project area, away from the landfill. Land uses along president avenue need facelifting as this is the main corridor of the project area.



Map 8: Map of Kazungula – Existing Land Use

3.1.4 BUILT FORM

3.1.4.1 The built form of the project area is characterised by single storey and low density structures. As already mentioned, densification in strategic areas of the project area should be the future trajectory of development within the area.



Figure 1: Built Form of Kasane-Kazungula

3.1.5 LINE INFRASTRUCTURE

- 3.1.5.1 Special attention needs to be given to overall line infrastructure with regards to stormwater drainage, water and electricity. Certain areas of the Project Area are subject to flooding during heavy rainfall seasons. Frequent electricity supply failures are a concern as well as the limited water connections to individual plots.
- 3.1.5.2 Infrastructure provision on the whole requires attention especially with regards to stormwater drainage, water and electricity supply. Some areas of the Kasane-Kazungula Planning Area are subject to flooding during heavy rains. There are few water connections to individual plots in the planning area and there are relatively frequent electricity supply failures. Another concern is the waste dumps which are not adequately managed which poses a potential pollution threat. Their location at the gateways of the towns is an eyesore and threatens 'first impressions' of the project area.

3.1.6 PUBLIC SPACES

- 3.1.6.1 There are limited vibrant public spaces particularly open spaces and linkages. The project area has unique areas with potential for the location of vibrant public spaces particularly along the river. The river provides pleasant views and potential public/tourist linkage between the Kasane and Kazungula. The development of streets only supports movement and does not afford enjoyment for those who wish to stop. There are limited sitting areas; undulated or non existing pedestrian walkways; limited protection from the elements; and the dark streets at night deter movement particularly in the more urban areas of the towns eg President Avenue in the middle of Kasane.

3.1.7 GENERAL AESTHETICS

- 3.1.7.1 Integrated Tourism Strategy for Kasane-Kazungula Area has identified general aesthetic challenges which include the following;
- The architecture of the township is un-cohesive and does not blend in with the environment;
 - The state of the President Avenue road with its associated components like stormwater drainages, pedestrian walkways, street lighting, signage and direct access points has deteriorated considerably, riverfront trees that support the banks of the river are being cut to create views to the water.

3.1.8 TOURISM BUSINESS

- 3.1.8.1 Self contained tourism accommodation erodes linkages between these facilities and other land uses within the town. This threatens competitiveness and reduces the need for tourists to tour the town thereby limiting the performance of public spaces.
- 3.1.8.2 Of all the towns in the KAZA region Kasane-Kazungula has the least number of beds, 376 rooms of the total 6600 available. The area also experiences the shortest stay of tourists which indicates the need for a diversified tourism product portfolio.

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05 _____ RECOMMENDATIONS &
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4.0 CONCEPTUAL FRAMEWORK

4.1 INTRODUCTION

- 4.1.1 This section presents the proposed Conceptual Framework (CF) for the Kasane Kazungula Project Area. The framework sets the overall strategic direction for the redevelopment of the Project Area by articulating the key interventions necessary for the improvement of the area as a Tourism Hub. It comes from an understanding of the area and its context, and is based on the urban design analysis which reveals opportunities.
- 4.1.2 The previous section of Key Development Issues outlined the following development concerns as limiting towards the achievement of a positively performing Tourist destination;
- i. Low building densities;
 - ii. Unlimited settlement expansion;
 - iii. Underexploited potential of commercial and tourism portfolio;
 - iv. Land Use conflict within certain areas;
 - v. Lack of vibrant public areas;
 - vi. And a generally low appeal in terms of architectural aesthetics.
- 4.1.3 The proposed conceptual framework does not represent significant change, but focuses on protecting and enhancing the small scale 'village' atmosphere of the existing Kazungula residential component while enabling greater height and density in identified locations. For Kasane, the CF focuses on reconfiguring incompatible land uses and enabling strategic densification along the President Avenue. Face-lifting is a significant part of the framework. This is a conservative approach to the likely future urban form as the strategy envisages the maintenance of the existing conservation and sensitive areas within the Project Area.

4.2 FRAMEWORK

- 4.2.1 The strategies that underpin the CF are described below;

A compact and contained settlement

- 4.2.2 The CF envisages a Compact settlement where developments do not encroach into the sensitive areas mostly located on the edges of the Project Area; particularly the river, forest reserve and animal corridors. The value of 'compacting' the settlement will preserve the main attraction of tourism in the area which is the natural habitat as well as containing population thresholds enabling commercial and tourist facilities to thrive. This allows for the provision of diversified residential and tourism accommodation typologies (Premium self catering apartments and campsite facilities etc). The proposal on ground is for a Strategic increase in built densities as well as restricting lateral growth by limiting allocations further than the current built up edge. This can be achieved through policy change which acknowledges the uniqueness of the Kasane - Kazungula Area and the need for an equally different policy treatment.

Improving the general Architectural Character of the Project Area

- 4.2.3 President Avenue is an essential spine for the project area for reasons of connectivity. However there is belief that it can provide more opportunity than mere linkage by advancing the user through the architectural character of the town. Its current streetscape leaves much to be desired in terms of architectural character which prompts the need for 'face-lifting.' This means improving the building facades along the Avenue, as well as the Avenue itself (streetscape) to be more aesthetically appealing. It involves redevelopment of some structures, uplifting the building fronts, signage, and improved upkeep. This strategy is illustrated on page 25.

- 4.2.4 The CF also proposes architectural design and building materials that blend with the environment. This can be achieved through development guidelines and bye laws.

Provision of public access to the river and improvement of internal pedestrian linkages

- 4.2.5 From the analysis, there has been a realisation that Kasane-Kazungula does not utilise the Chobe River to its full tourism potential and that there are limited vibrant public areas within the project area. The CF proposes two waterfront developments (one for each town) and riverline walkways that would facilitate access and enjoyment of the natural feature (page 27, 28 & 31). The proposal creates an attractive space for a variety of uses by bringing together a mix of activities. The waterfronts will act as nodes of vibrancy that bring together entertainment, relaxation, transport and tourism business. Each will be developed to contain a public square, jetty area, restaurants, and other related tourist attraction. They will also host landmarks that would give identity to the project area. The CF also provides opportunity to visually appreciate the river from a distance through the proposed route.
- 4.2.6 The River line walk and footpaths will provide connectivity to the nodes and link the areas within each town. This will improve convenience and reduce the need for regular vehicular travel which is in line with maintaining a sustainable and green settlement.
- ### Rationalising land uses for optimum performance
- 4.2.7 The CF proposes a reconfiguration of land uses for optimal performance. It acknowledges that some land uses (particularly civic uses) occupy land which would better benefit the tourism industry. Some of the land uses of concern are the land board and water affairs offices situated by the Chobe riverside in Kasane. These will be relocated

to the proposed commercial mixed use strip along President Avenue. The proposed waterfront developments will provide greater benefit to majority of the land use activities as it creates a vibrant environment. As part of the rationalisation of land uses, the prison will be relocated to Lesoma while the Prison farm will be changed to a commercial tourism plot. The current prison plot will be changed to commercial land use. This is because of their prime location along President Avenue and the river as well as their potential to facelift the major travel spine.

- 4.2.8 Part of the facelift strategy is the rezoning and densification of the existing strip of single family residential plots along President Avenue in Kasane. These will now function as mixed use development of primarily residential type, allowing provision of a wide typology of domestic and tourist stay. This strip is across the road from the proposed commercial mixed use strip which will house the land board and other displaced civic uses. This configuration allows for convenience and vibrancy through the concentration of a wide variety of uses within a residential area.
- 4.2.9 The reclamation of the riverfront is also a defining feature of the framework. This intervention stems from the realisation that there currently is limited opportunity to enjoy the Chobe River. The reclaimed 50m buffer will allow for riveline walkways to be developed and encourage developments to utilise the riverfront. The walkways will be created using sustainable materials and that blend with the environment.

Creation of a vibrant tourism environment

- 4.2.10 The creation of a vibrant tourism environment will be achieved through the introduction of diversified activities which may or may not mutually exclusive from accommodation facilities or wildlife. Area specific bye laws will protect the environment while promoting vibrancy.

Branding of Settlement

- 4.2.11 Assessment revealed that there is a need for branding of the towns within the project area. For the area to thrive as a tourism hub it has to be memorable, unique and easily identifiable; qualities which the current state fails to exhibit. The framework therefore proposes the introduction of landmarks strategically within the area to address this lack. There are four landmarks proposed; three in Kazungula and one in Kasane. The first two are statue/structures to be hosted within the waterfront public squares which may double as viewing towers or Cable car stations depending on detailed design. The other two animal bridges proposed to facilitate animal movement across the road at the two animal corridors. The bridge east of the will have animals passing under the president avenue to access the river while the western bridge will facilitate animal movement above the road. This will require structures of landmark stature which is an opportunity to brand the towns as these structures will be located at gateways to the towns.
- 4.2.12 Branding will also be achieved through unique street art and furniture for the project area.

Creation of Activity Nodes

- 4.2.13 There are various activity nodes proposed throughout the Project Area. These strategic points are the focus or epitome of the Project Area, over which their influence radiates and they stand as a symbol. They will serve as places of unique physical character and activity. The nodes are strategically placed to thrive from the unique natural environment and the condensation of movement along routes. These nodes are the Kazungula Junction Commercial Development (page 29 & 30), and the already mentioned Waterfront Developments.
- 4.2.14 The Kazungula Junction is a mixed use commercial development which will tap onto the gateway

to/from Kazungula and introduce the traveller to the town. Its strategic location also enhances the already present market presented by queuing trucks waiting to cross the border. There will be shopping and supporting facility to serve the truckers and the village. This proposal is merely support for the existing filling station.

- 4.2.15 Curio markets will be small scale nodes located nearby/at the Waterfront Developments. The proposal is to engage the local market acknowledging the need for small scale traders to be located in vibrant spaces enabling sustainable business transactions.

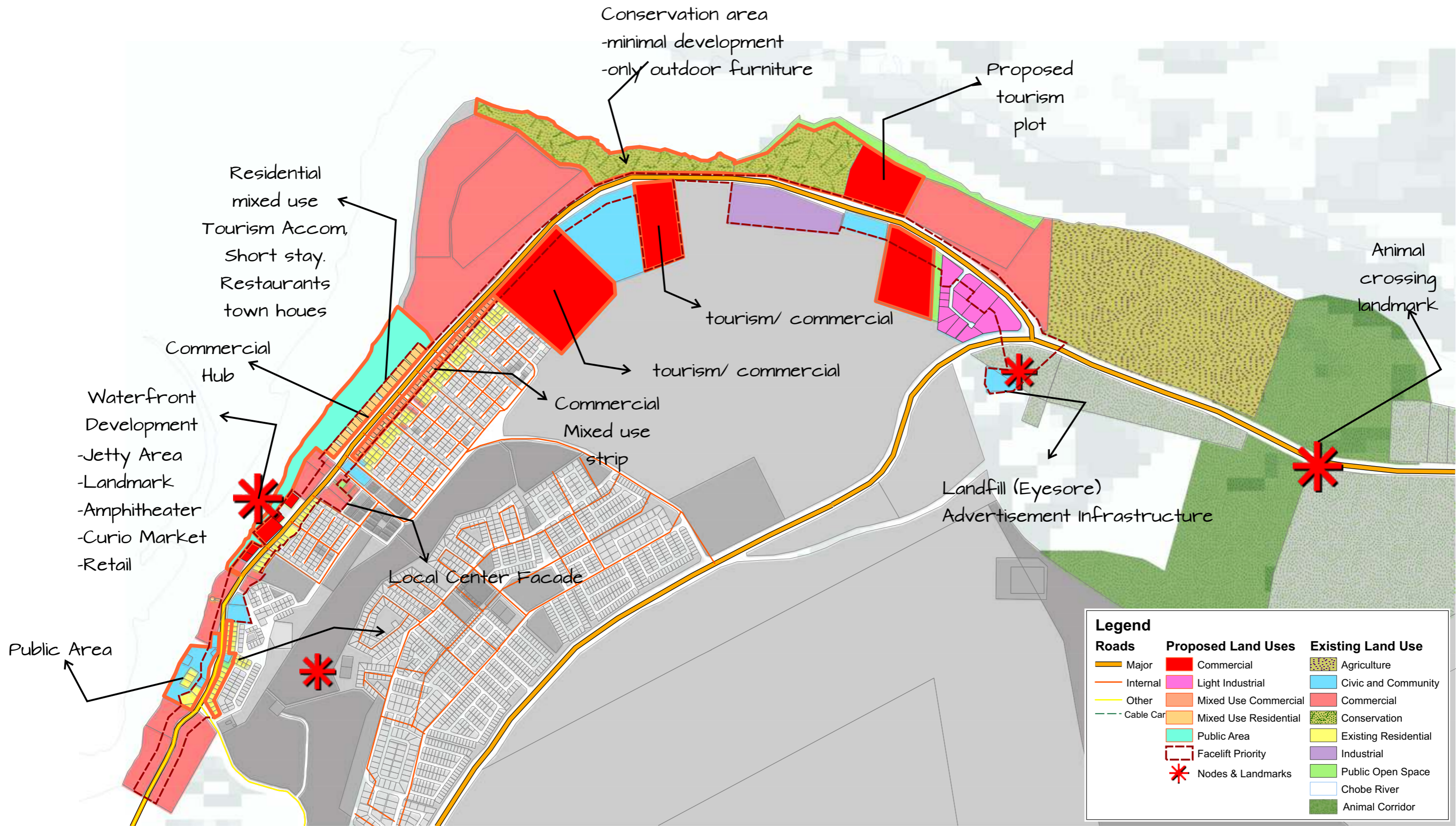
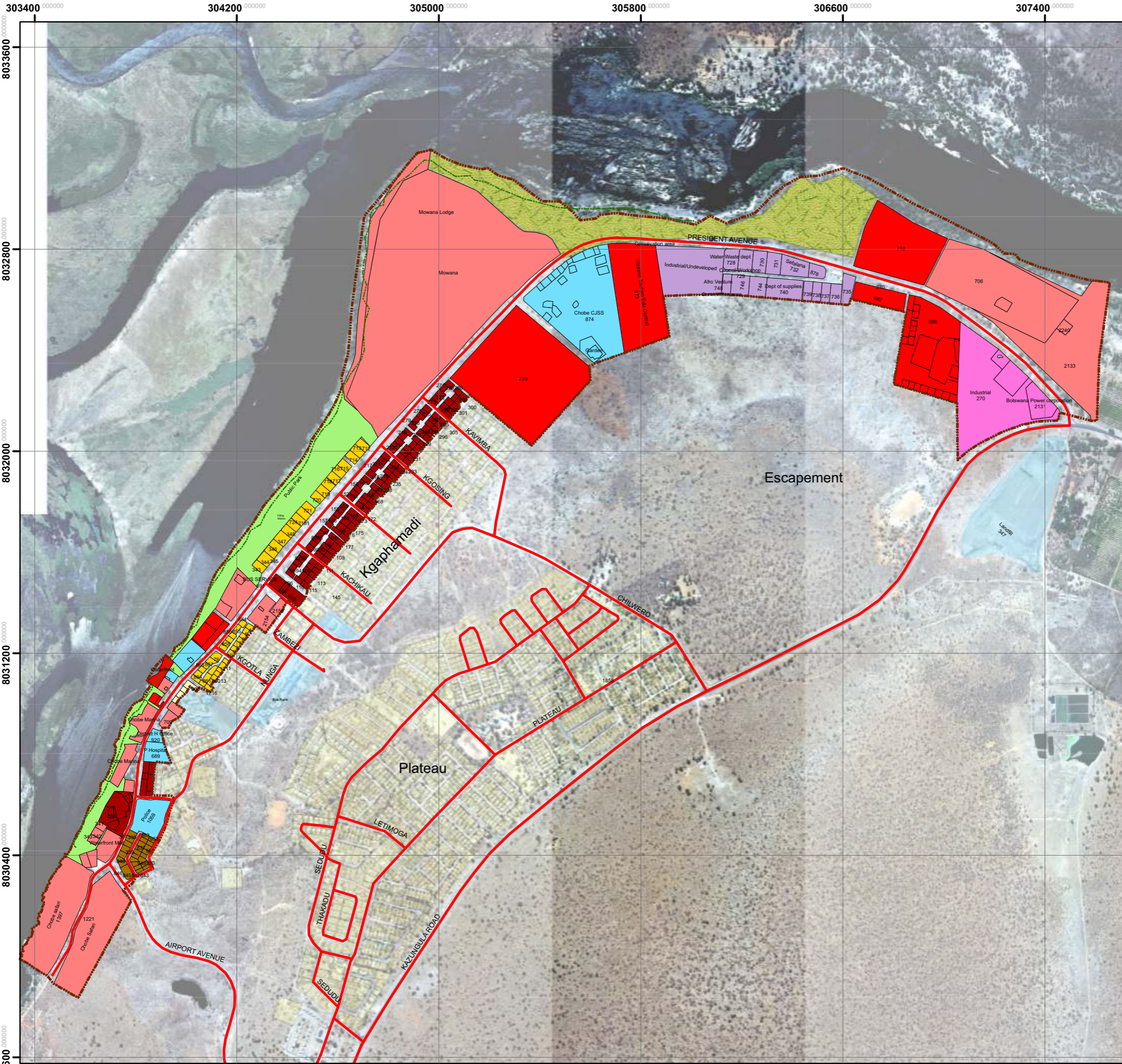


Figure 2: Kasane Conceptual Framework










KASANE REDEVELOPMENT PLAN

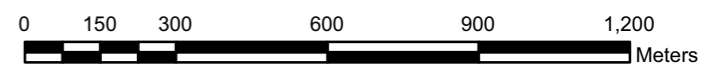
Legend

Existing LandUse

-  Major Road
-  Other Roads
-  Riverline Walk
-  Residential
-  Commercial
-  Civic and Community
-  Industrial
-  Light Industrial


Proposed LandUse

-  Project Boundary
-  Mixed Use Residential
-  Mixed Use- Institutional
-  Commercial
-  Mixed Use Commercial
-  Open Space
-  Recreational



COORDINATES SYSTEM: WGS 84 UTM 35S

REVISION	DATE	DESCRIPTION

MAP COMPLETION DATE: 02/05/2014	APPROVED DATE:
SCALE: 1:15,000	
MAP NO: 1	

**DEPARTMENT OF TOWN AND REGIONAL PLANNING
PRIVATE BAG 0042, GABORONE**

Map 10: Proposed Kasane Land Use Concept

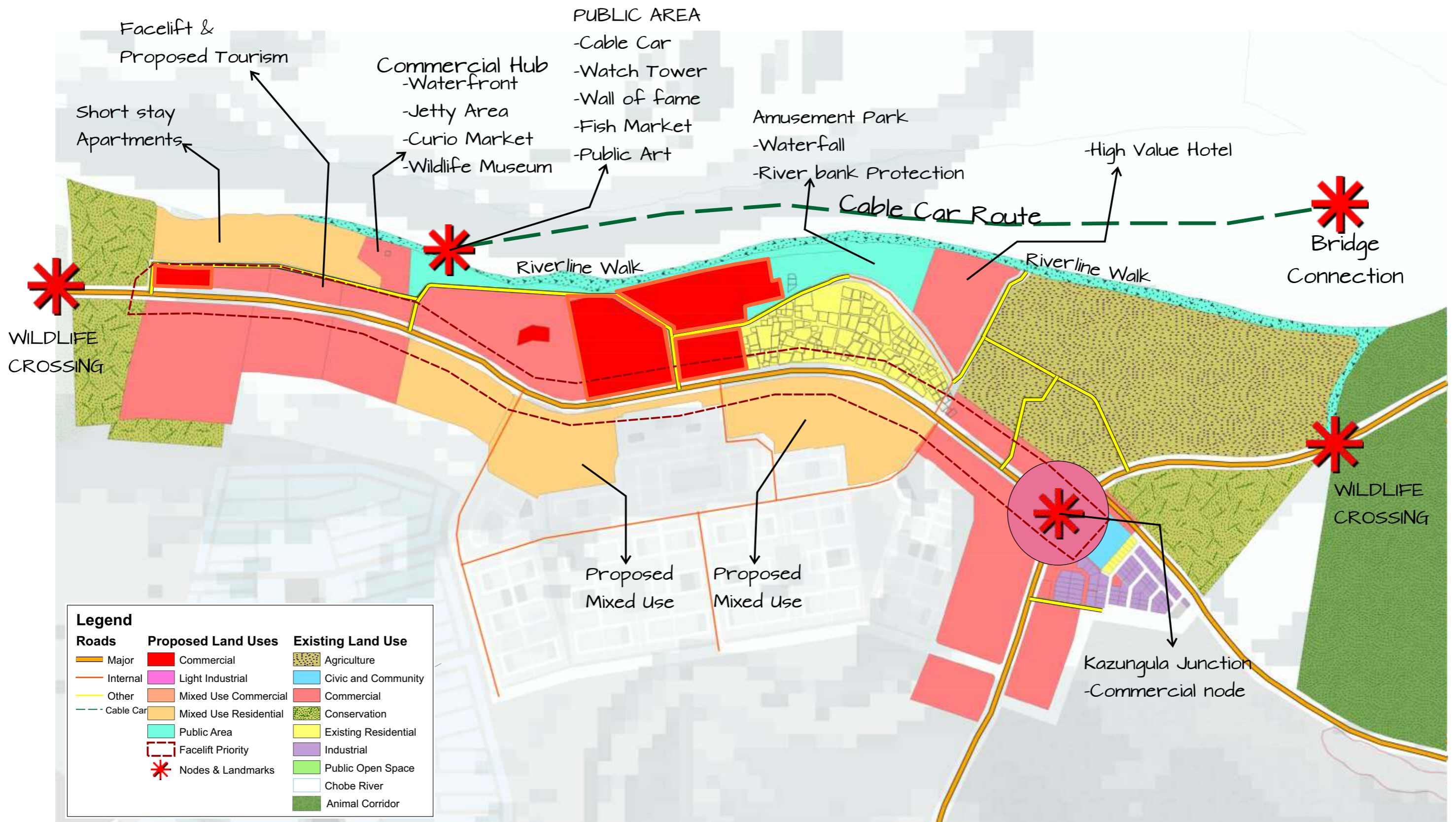
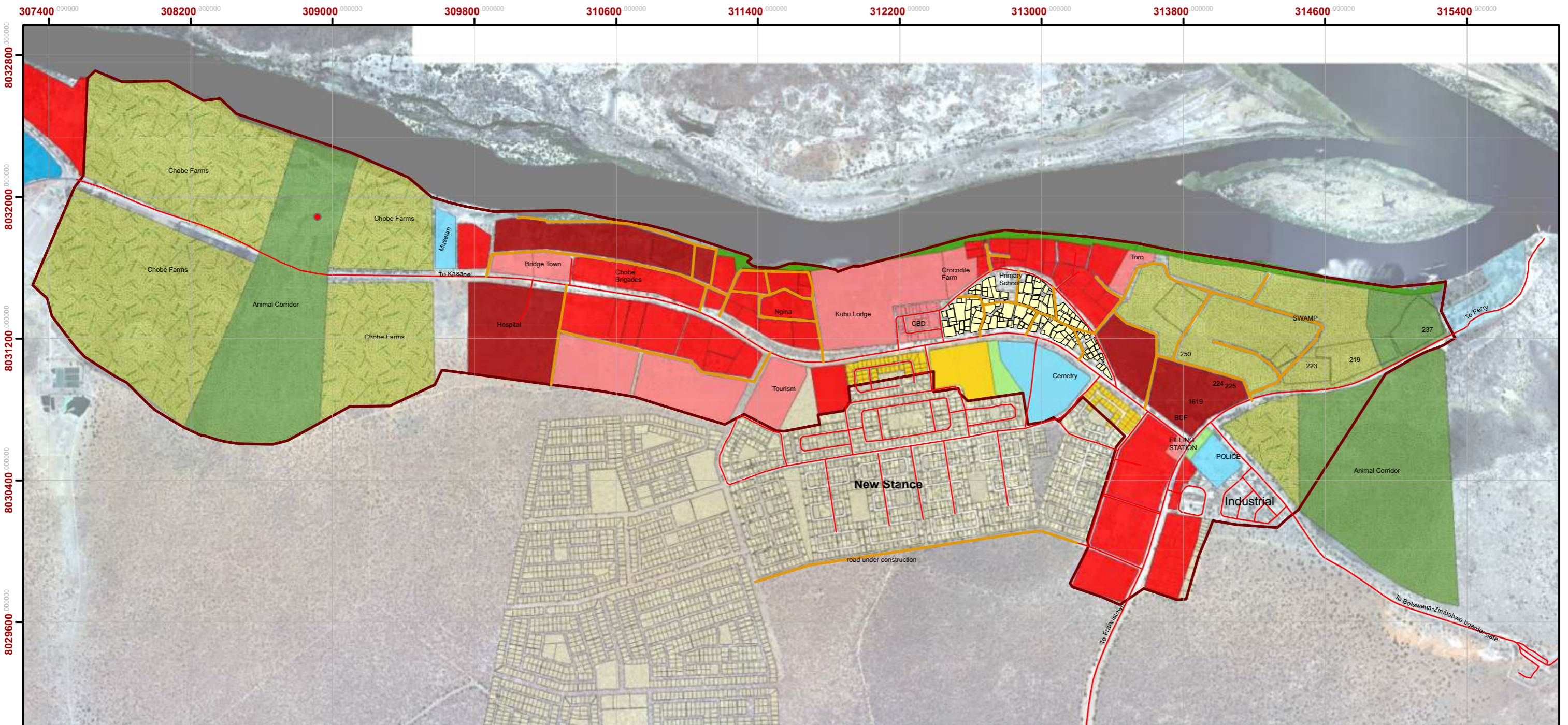


Figure 3: Kazungula Conceptual Framework



KAZUNGULA REDEVELOPMENT PLAN

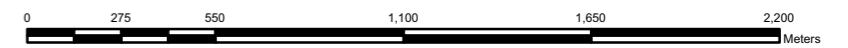
Legend

Existing Landuse

- Main Road
- Residential
- Commercial
- Civic & Community
- Animal Corridor
- Agriculture

Proposed Landuse

- Road
- Mixed Use Residential
- Commercial
- Mixed Use Commercial
- Civic & Community
- Open Space
- Conservation Area
- Project Boundary



COORDINATES SYSTEM: WGS 84 UTM 35S

REVISION	DATE	DESCRIPTION

MAP COMPLETION
DATE: 02/05/2014

Scale : 1:22,100

Map No: 1.2

APPROVED
DATE :



DEPARTMENT OF TOWN AND REGIONAL PLANNING
PRIVATE BAG 0042, GABORONE



Figure 4a: Proposed President Avenue Facelift



26 | Figure 4b: Proposed President Avenue Facelift



Figure 5a: Proposed Kasane Waterfront



2B | Figure 5a: Proposed Kasane Waterfront



Figure 6a: Proposed Kazungula Junction Commercial Node



30 | Figure 6b: Proposed Kazungula Junction Commercial Node



Figure 7: Proposed Kazungula Waterfront



32 | Figure 8: Proposed Kazungula Waterfront Square

4.3 RECOMMENDATION & CONCLUSION

'High Value Low Volume' Policy

- 4.3.1 The proposed conceptual framework complements the 'High Value Low Volume' concept for Chobe. It acknowledges the sensitive nature of wildlife and their movements therefore the policy is essential to preserve our main attraction. In addition to the animal attraction, Kasane hosts the River confluence where four countries meet. This has potential to be a major tourist attraction as this is the only town in the world where this occurs.

Sustainable Approach to Development

- 4.3.2 The expectation of rezoning (including commercial) recognises that development needs to be of the highest quality and entirely sympathetic to the special character of the area. In order to achieve this there is a need for area specific development control codes. Precincts should additionally have management plans which would regulate the quality of developments. Environmental Impact Assessment (EIA) will also be a requirement for such developments. This would not only enhance the quality of developments but would reassure investors that their investments are protected.

5.1 INTRODUCTION

5.1.1 *This section presents the proposed Development Framework for Kasane-Kazungula Area. It is a collective of the proposals outlined by the Conceptual Framework. It's purpose is to articulate, in detail, the outlined proposals and set general intents for each proposal as a guide for development and the preparation of Development Guidelines*

04 _____ DEVELOPMENT FRAMEWORK
05 _____ IMPLEMENTATION FRAMEWORK

1. MIXED USE-RESIDENTIAL(Institutional Housing)
2. PUBLIC OPEN SPACE (Recreational)
3. MIXED USE PRECINCT
4. MIXED USE DEVELOPMENT
5. PUBLIC SECURE PARKING
6. KASANE WATERFRONT (Special Zone)
7. WATERFRONT COMPONENTS (Immigration, jetty,)
8. FACADE IMPROVEMENT
9. COMMERCIAL OFFICE BLOCK
10. APARTMENTS (high cost)
11. COMMERCIAL TOURISM
12. TRADERS MARKET
13. PUBLIC PARK (Recreational)
14. COMMERCIAL TOURISM
15. RESORT AND CONFERENCING
16. MIXED USE PRECINCT
17. COMMERCIAL TOURISM (Tourism School)

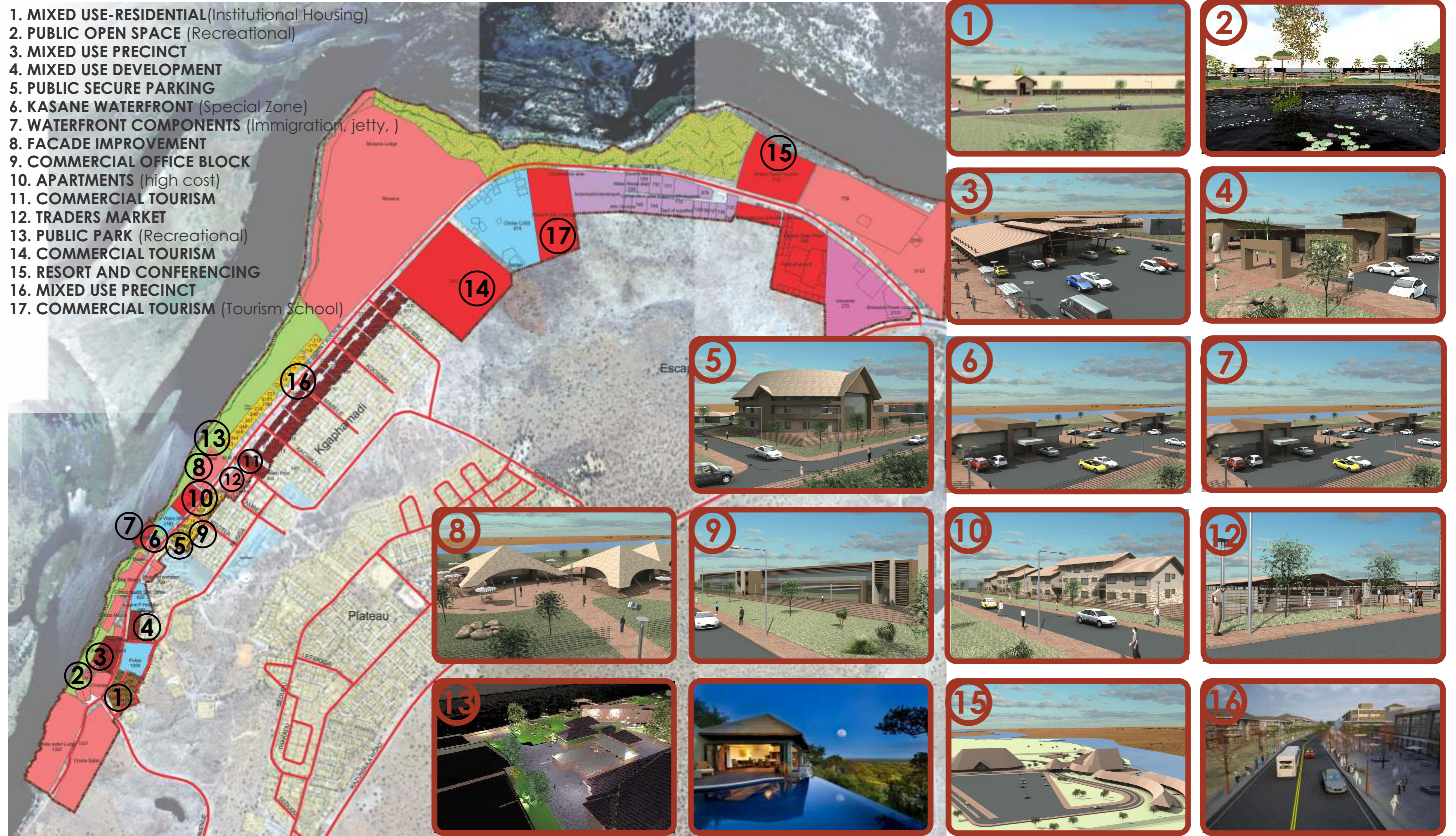


Figure 9: Proposed Kasane Development Framework

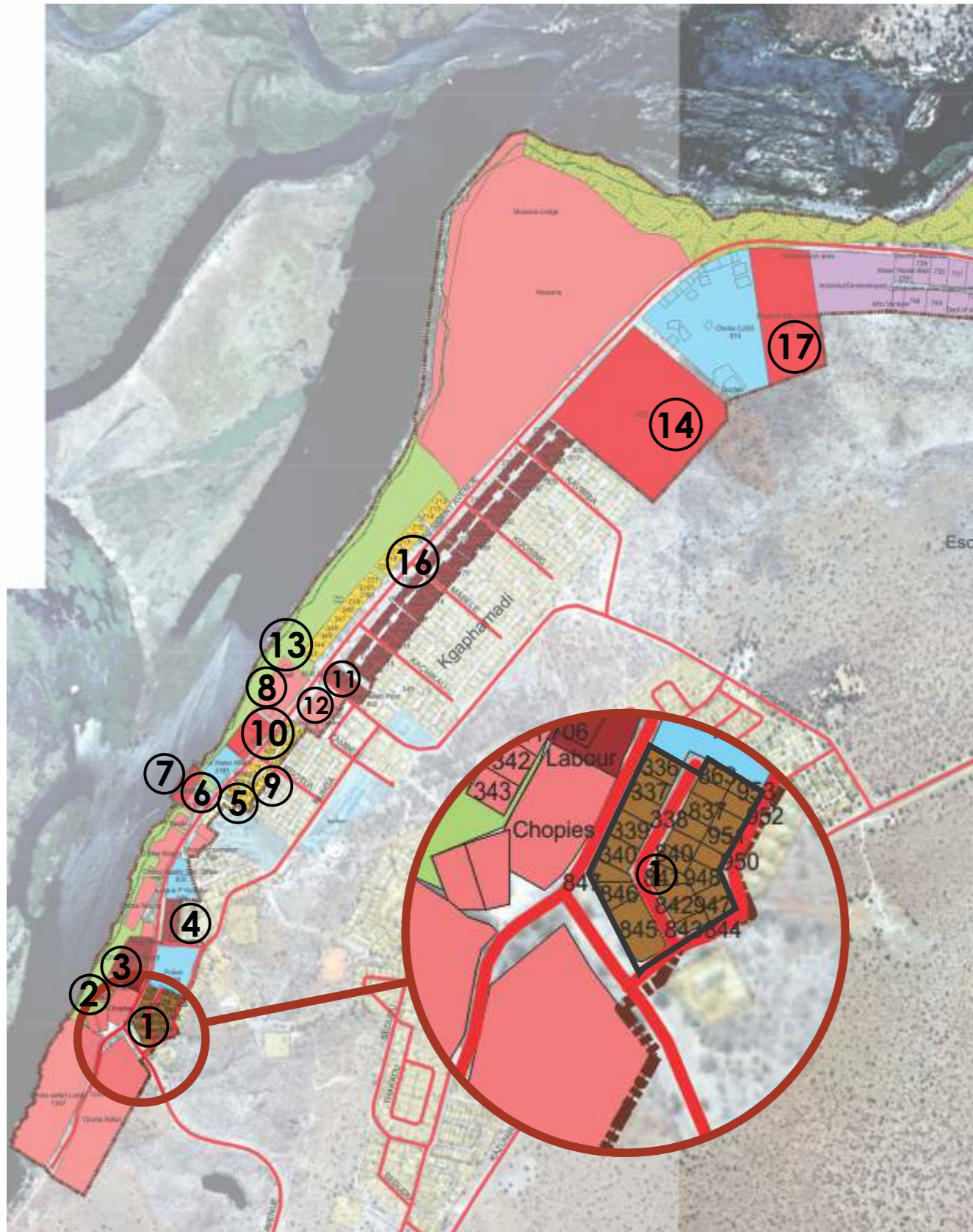


Figure 10: Proposed High Density Institutional Housing

1. MIXED USE- RESIDENTIAL (Institutional)

GENERAL INTENTS

To be developed as part of the facelift and densification strategy of President Avenue. This proposal affects the row of 27 single family residential plots abutting the avenue. They shall be consolidated to be developed into minimum of 3 storey buildings. As a mixed use development, the larger composition of the development should comprise of institutional housing.

-The structures should add aesthetically to the character of the street. A combination of colours and materials should be used in a manner which complements the natural feel of the area.

-The streetscape should include amenities such as a paved walkway, lighting, trees and street furniture.

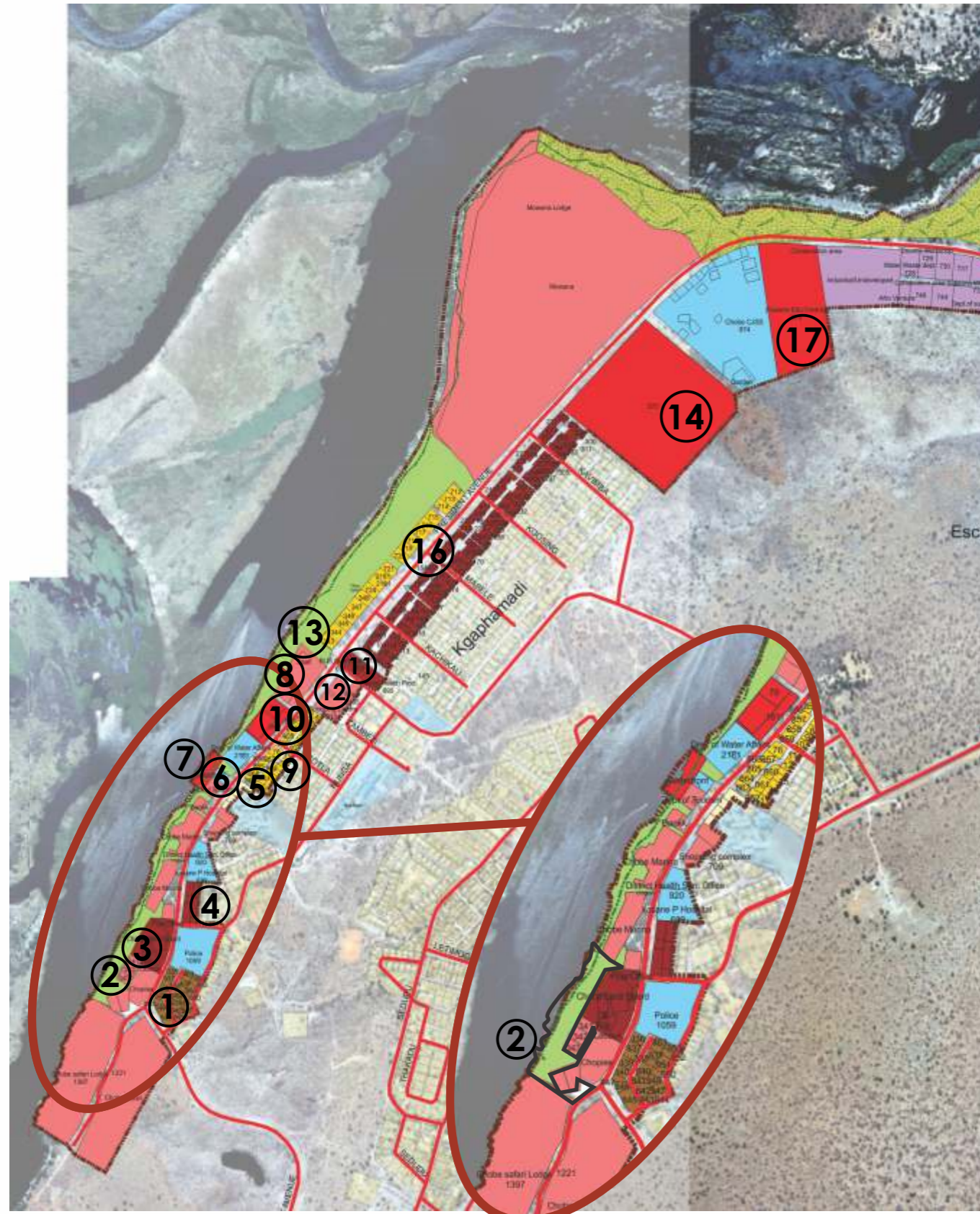


Figure 11: Proposed Public Open Space

2. PUBLIC OPEN SPACE (Recreational)

The open space is currently unkept with developments (Waterfront Mall) facing away from the open space. The space offers scenic views of the Chobe River, with vegetation which adds to the leisurely enjoyment of the space. The local authority should oversee the development of the open space ensuring it remains public.

GENERAL INTENTS

The open space should be developed to take advantage of its opportunities. There should be amenities that foster relaxation. It should be a space that allows for multiple uses; from passive (sitting) to active (performances) recreation. Hence it should be developed to be malleable to cater for the different activities at different times.

A landscape plan should be prepared to properly locate activities and enhance the scenic and environmental quality of the area. Developments around the open space should allow access to the open space as well as provide visual permeability from the bounding edges for surveillance purposes. Adequate lighting should also be provided. Security of the developments should not be compromised by design of the public space.

The development of the open space should be alive to the environmental sensitivity of the river and should therefore take as much care as not to disturb the river ecology. A management plan should be provided for which should state the accessibility, litter control and general upkeep of the area.

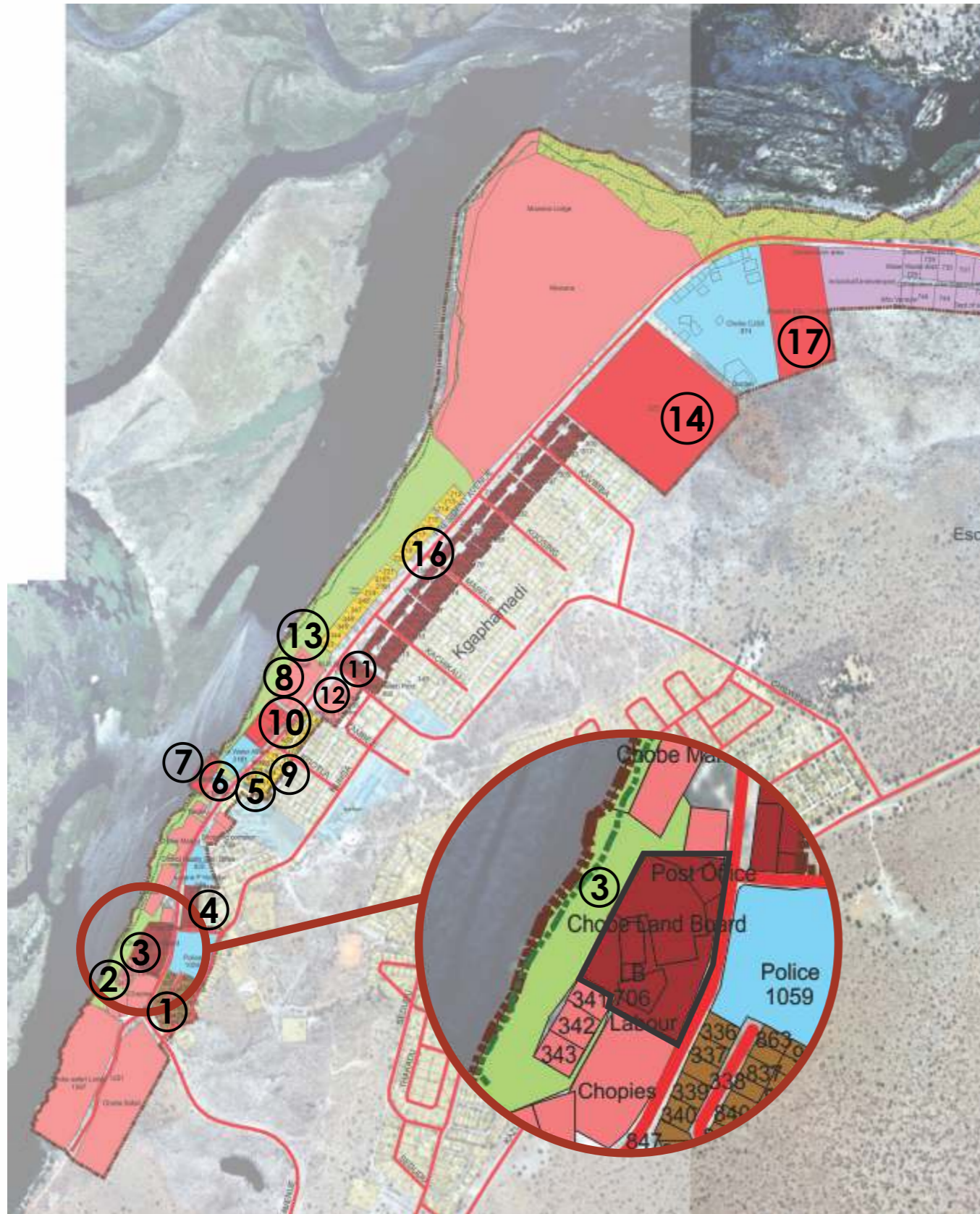


Figure 12: Proposed Government Precinct

3. MIXED USE PRECINCT

A meeting place for tourists and public for outdoor, away from hotel for specialty restaurants, coffee shops, health spas, gyms, flower shops.

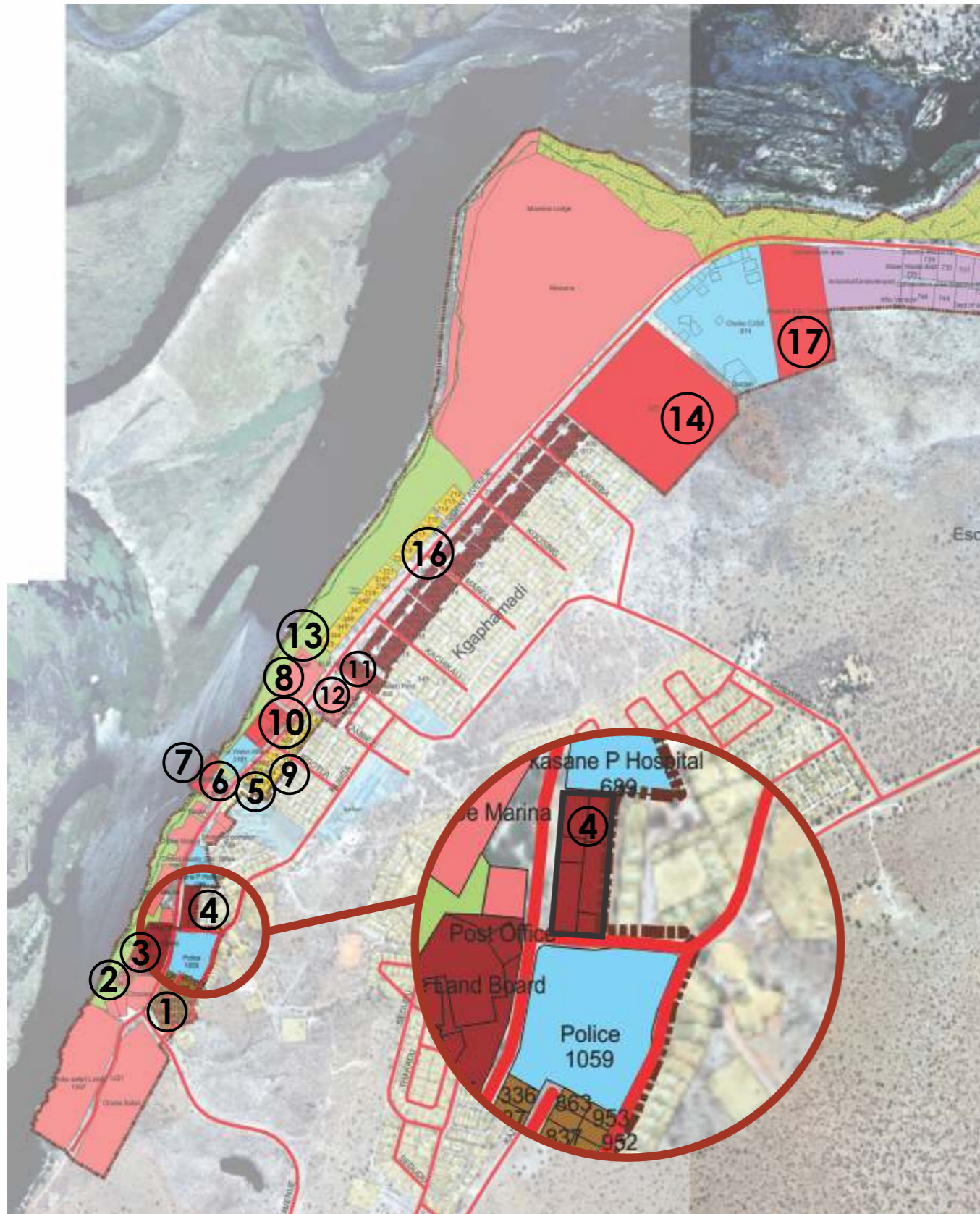
GENERAL INTENTS

The land board and other uses in the plot to be relocated to the mixed use area in the redeveloped Kgaphamadi area.

The development should have at least two frontages; one on the side of President Avenue and the other overlooking the Chobe River and the public area behind current 'Waterfront Mall.' It should be built to a maximum of three storeys to avoid obscuring other developments from viewing the river.

-The structures should add aesthetically to the character of the street. A combination of colours and materials should be used in a manner which complements the environment

-The street amenities should be provided for; paved and sheltered walkway, lighting, trees and street furniture.



4. MIXED USE PRECINCT (interpretation centre and museum)

An Interpretation centre and museum are recommended in the area.

GENERAL INTENTS

The plots within this mixed use zone should be consolidated and re-planned to produce sizeable plots which will be suited to accommodate the envisaged mixed use developments. The activities to be introduced in this area are a museum and an interpretation centre. The envisaged developments of the zone shall face President Avenue and should blend in with the abutting land uses. The heights of the developments should be controlled in a manner which does not obscure views towards the river. The structure(s) should add to the architectural character of the avenue in terms of aesthetics. Materials and colours used for the buildings should complement the environment. Public art is encouraged in the area with a cultural or historical theme relevant to the town.

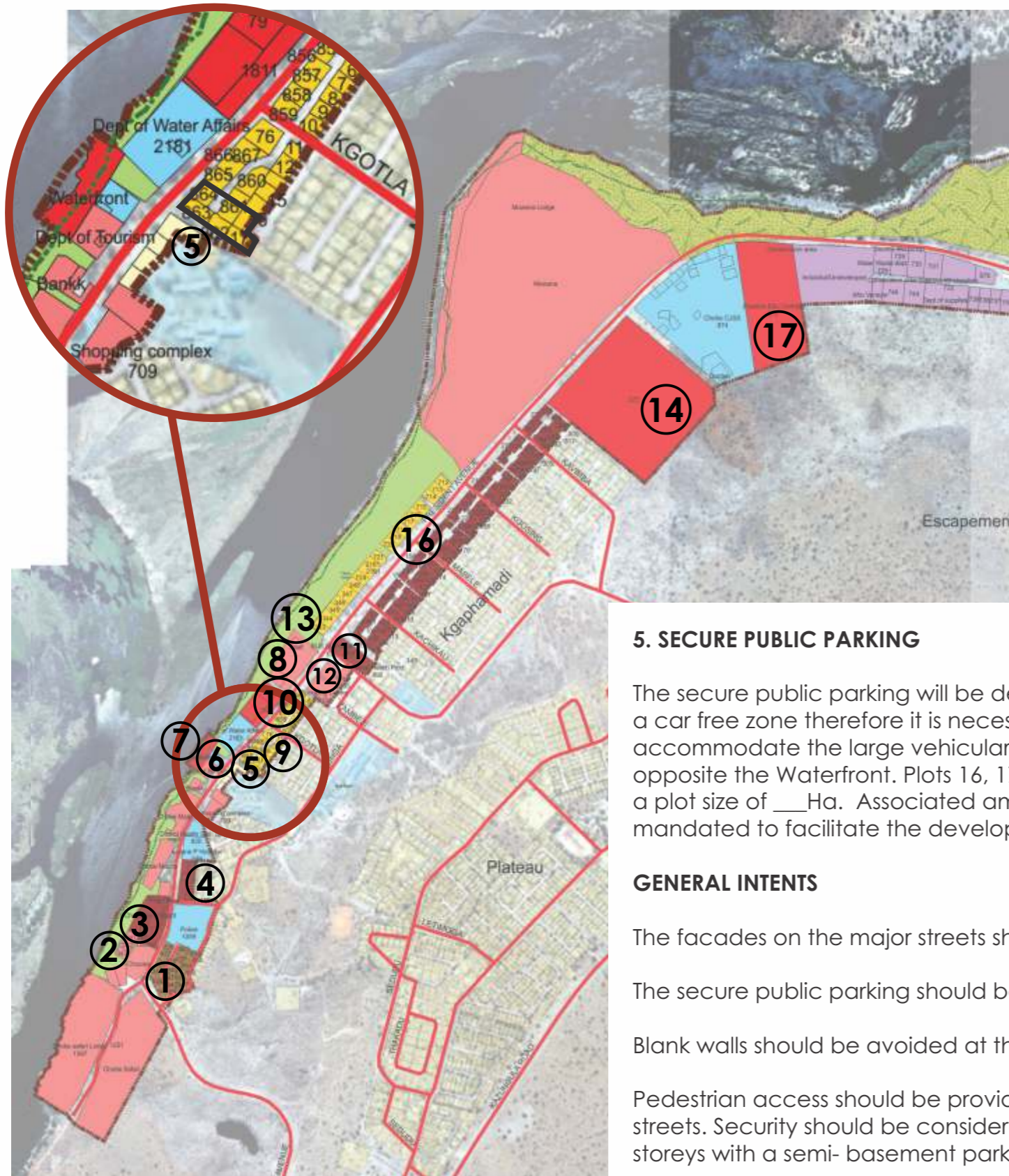


Figure 14: Proposed Secure Public Parking

5. SECURE PUBLIC PARKING

The secure public parking will be developed to provide parking for the Kasane Waterfront Development. The waterfront will be a car free zone therefore it is necessary to provide a convenient & secure area for vehicles, which is also large enough to accommodate the large vehicular volumes attracted by the special zone. The parking has therefore been provided directly opposite the Waterfront. Plots 16, 17, 861, 862, 863 & 864 will be consolidated for the development of the public parking to yield a plot size of ___Ha. Associated amenities such as ablutions should be provided for on this site. The local authority will be mandated to facilitate the development, maintenance and management of the parking.

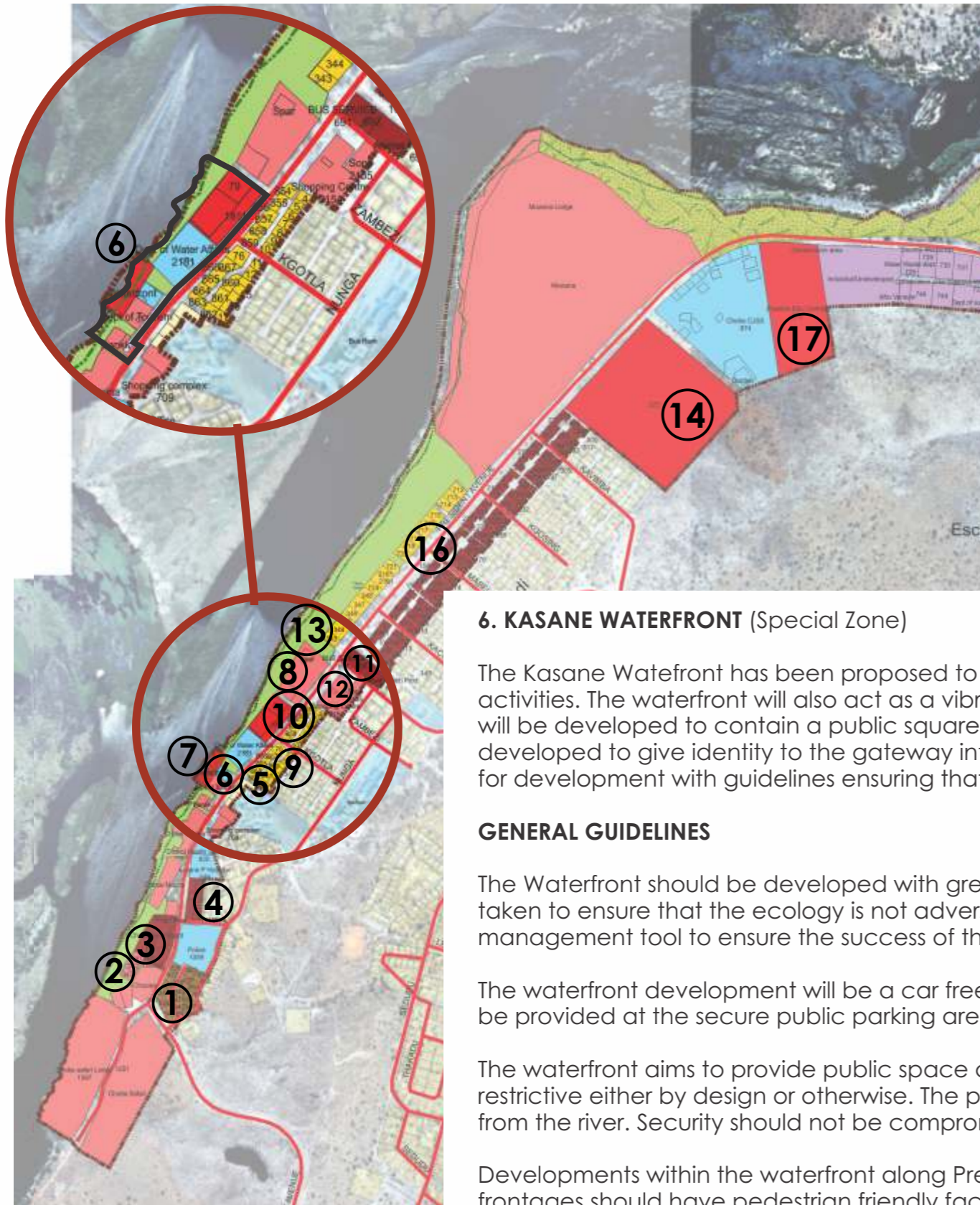
GENERAL INTENTS

The facades on the major streets should be developed to add to the architectural character of President Avenue.

The secure public parking should be designed to accommodate tourist buses and tourist carrier modified trucks.

Blank walls should be avoided at the ground floor level to encourage a pedestrian friendly edge.

Pedestrian access should be provided on the edge of President Avenue while vehicular access should be from the access streets. Security should be considered in the design and management of the parking. The parking should be a maximum of two storeys with a semi- basement parking.



6. KASANE WATERFRONT (Special Zone)

The Kasane Waterfront has been proposed to provide an attractive public space to foster tourism business by bringing together a mix of activities. The waterfront will also act as a vibrant public space that brings together entertainment, relaxation, transport and tourism business. It will be developed to contain a public square, jetty area, restaurants, amphitheatre and other related tourist attractions. A landmark shall be developed to give identity to the gateway into Kasane as this is the location of the immigration border gate facility. Plots will be demarcated for development with guidelines ensuring that developments comply with the greater vision of the precinct.

GENERAL GUIDELINES

The Waterfront should be developed with great consideration for its location within the sensitive region of Chobe River. Great care should be taken to ensure that the ecology is not adversely affected by development. An Environmental impact Assessment is necessary, as well as a management tool to ensure the success of the proposal.

The waterfront development will be a car free zone with limited access to delivery and emergency vehicles. Parking for the development will be provided at the secure public parking area (see proposal no. 5).

The waterfront aims to provide public space and access to the river for residents and other users hence access to the river should not be restrictive either by design or otherwise. The proposed river line walkway should not be impeded yet protected from potential wildlife threats from the river. Security should not be compromised by accessibility as the area will comprise an international border gate facility.

Developments within the waterfront along President Avenue should have two frontages; one along the avenue and the riverside. These frontages should have pedestrian friendly facades especially at the ground level. These developments add to the facelift of President Avenue so they should improve the architectural character of the area.



Figure 15: Proposed Kasane Waterfront

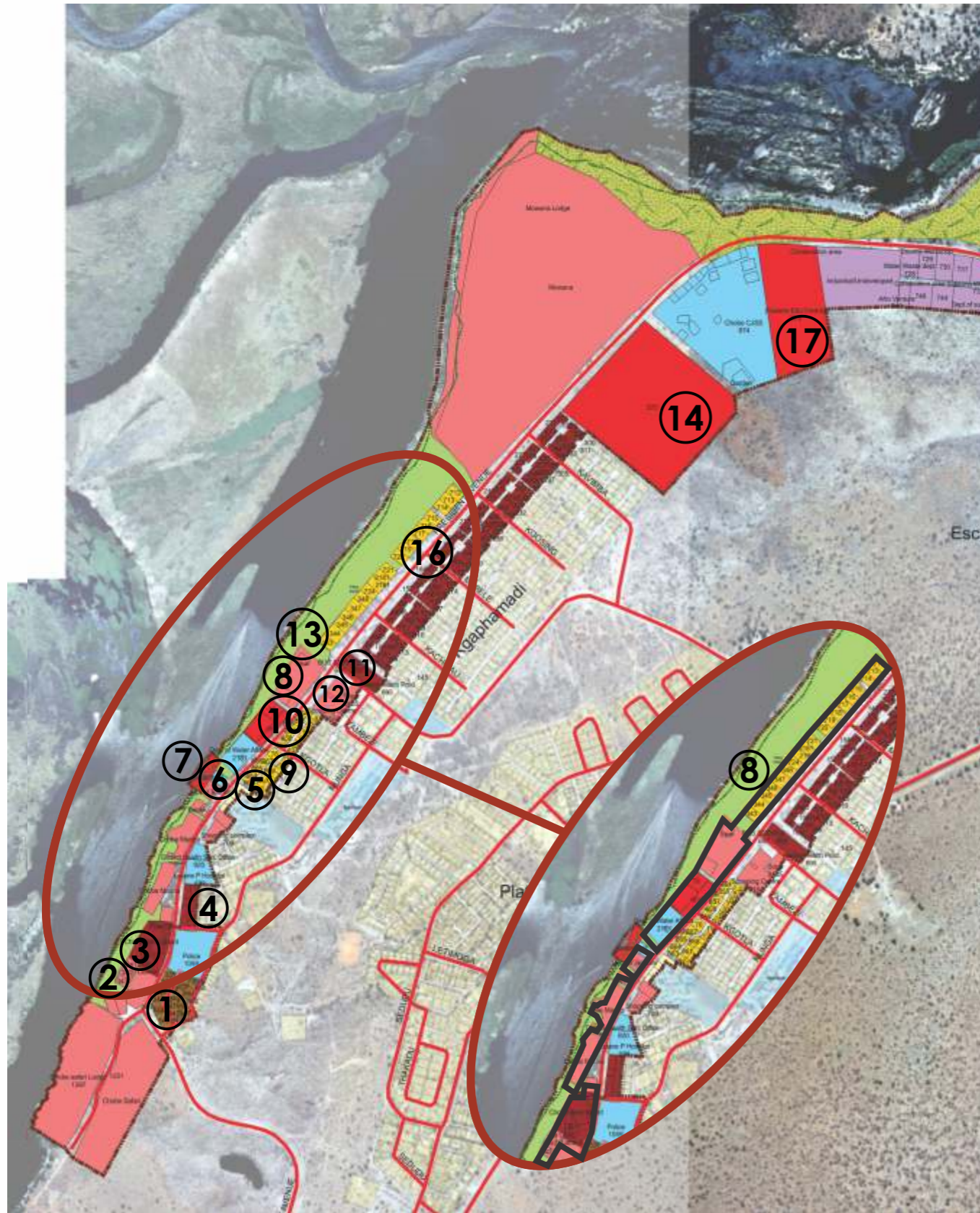


Figure 17: Proposed Façade Improvements

8. FACADE IMPROVEMENT

Currently the structures situated along the river back away from the river. The proposal is for the buildings in this area to be redeveloped to face the riverside facade to take advantage of the scenic views and to be more accommodating to pedestrians (using the walkway). This will allow the development to take advantage of the link between the park and the Waterfront and tap onto the pedestrian traffic generated by these two public spaces.

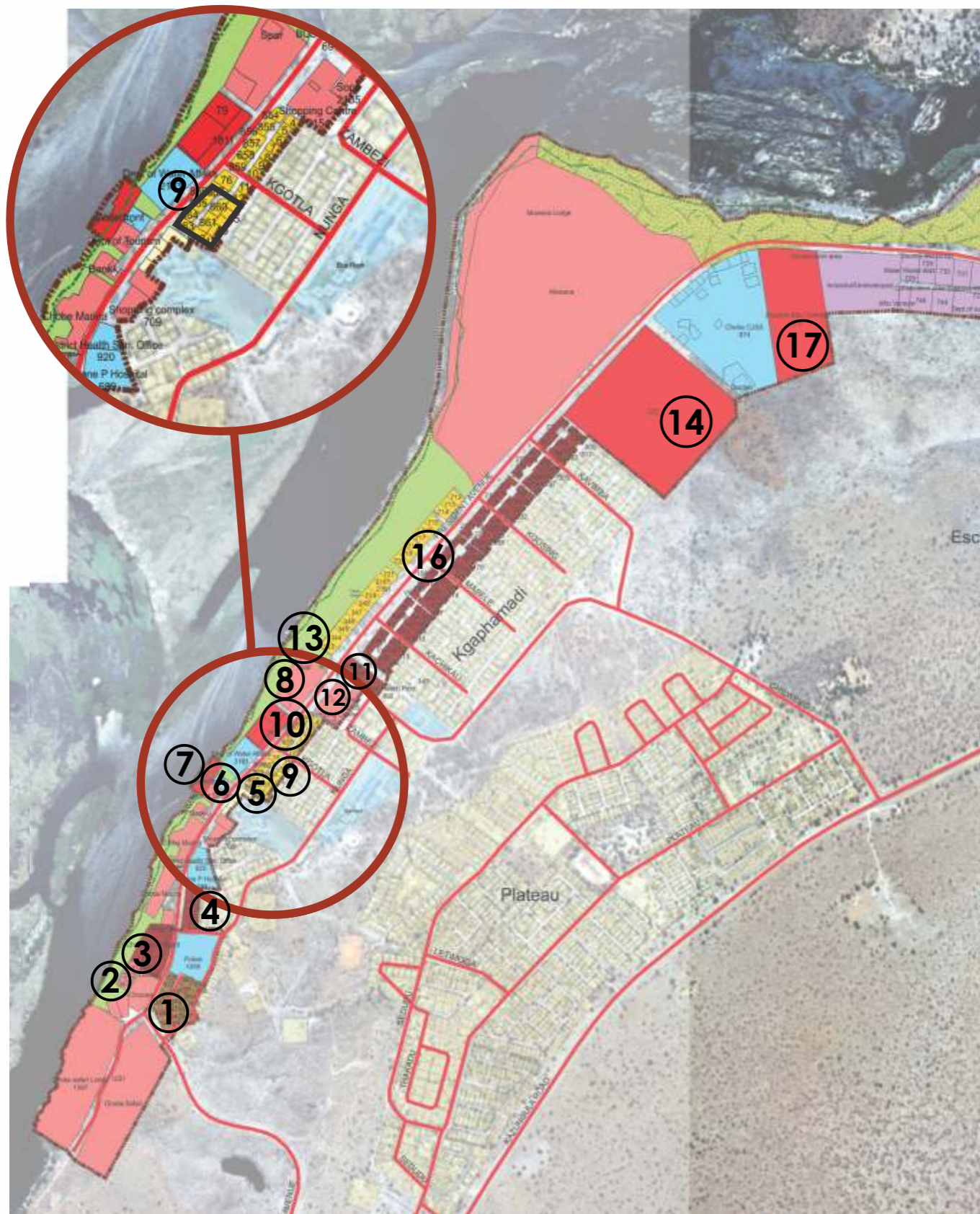


Figure 18: Proposed Commercial Office Block

9. COMMERCIAL OFFICE BLOCK

This proposal is for a commercial office block to cater for general office space for all. Plots 865, 866, 867, 860, 76 and 11- 16 will be affected by the proposal for offices. A portion of plot 861 should be utilized to add to the development of offices.

GENERAL INTENTS

The office block should be developed to contribute to the face-lifting strategy of President Avenue. Hence it should be developed to have an architectural character which enhances the streetscape. It should be accessible by foot from the avenue and ground floor level should avoid having blank walls. The building should be a maximum of three storeys.

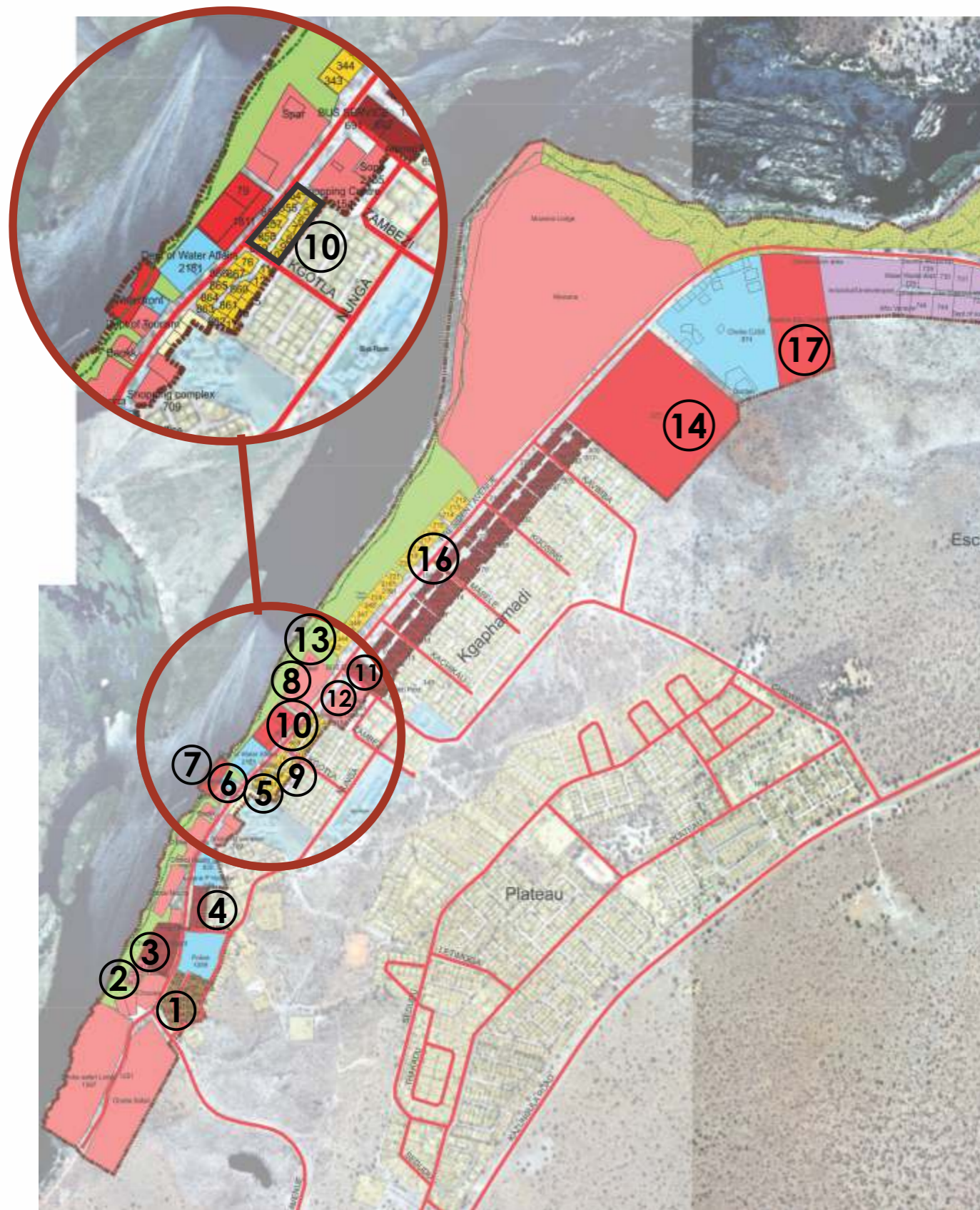


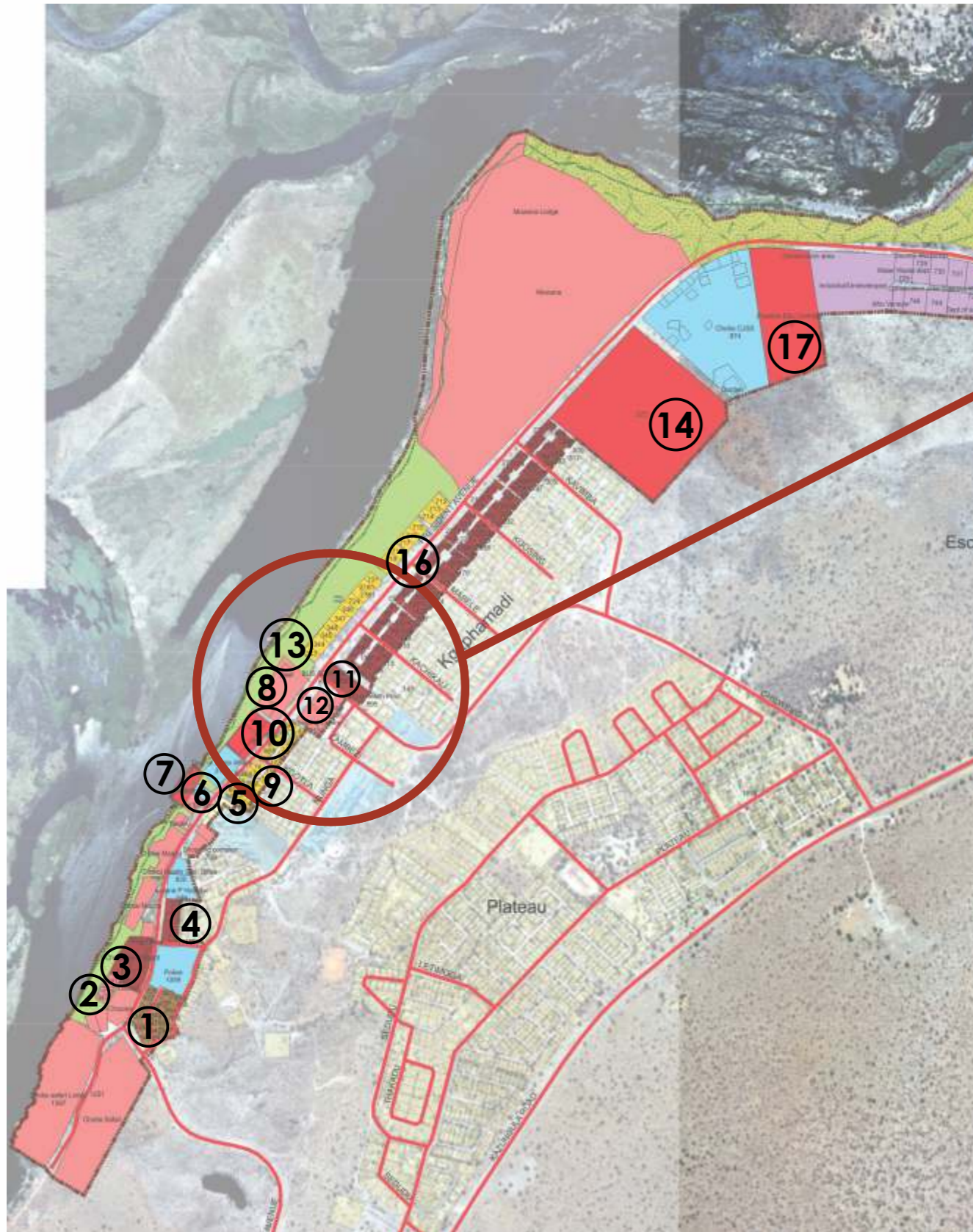
Figure 19: Proposed Apartments

10. APARTMENTS

The general intent is to raise residential land use densities (dwelling units/hectare) to more than the current state. Densification will be implemented in order to create the necessary thresholds to support business in the area. It also creates a compact environment in order to avoid sprawl. Two story/duplex high cost apartments should be a component of the developments to cater for acute shortage of this type of accommodation in Kasane.

GENERAL INTENTS

These should be designed in a manner which enhances the architectural character of the street. The maximum heights of the apartment buildings will be outlined by specific guidelines.



11. COMMERCIAL TOURISM

The land use of the plots will be changed to commercial with the primary focus being to accommodate tourism facilities. This will aid in locating more tourist related uses along President Avenue which has the potential of being a major economic spine of the town. Plots 4, 5, 6, 7, 8, 9, 10, 854, 855, 856, 857, 858, 859 & 864 will all be affected by the change of use.

GENERAL INTENTS

The buildings along President Avenue should add to the general character of the corridor. The building frontages should mostly transparent with minimal blank walls. The frontages should also contribute to a vibrant streetscape with pedestrian friendly space; a space where street furniture is available, and pedestrians are shielded from weather elements and paved walkways.

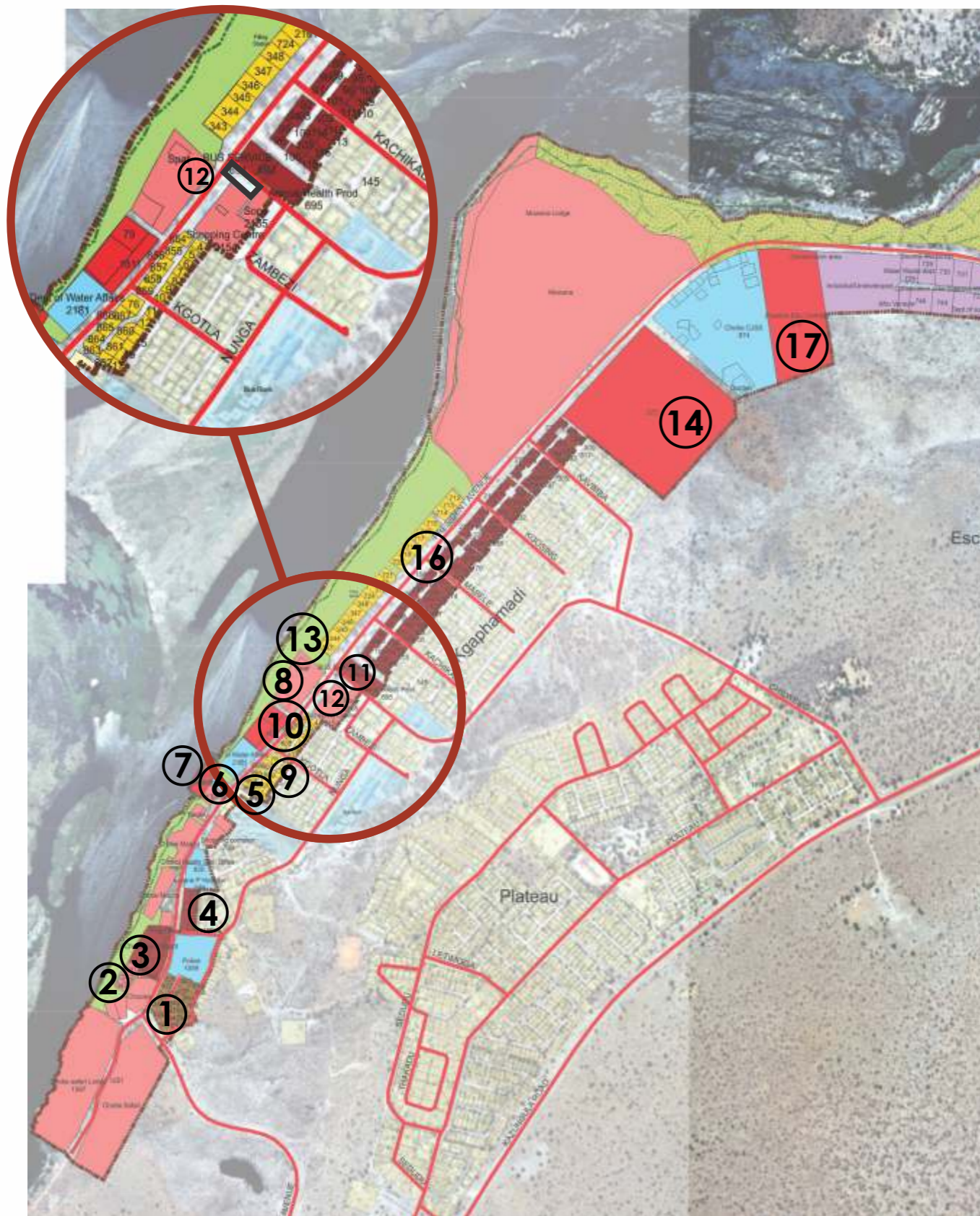


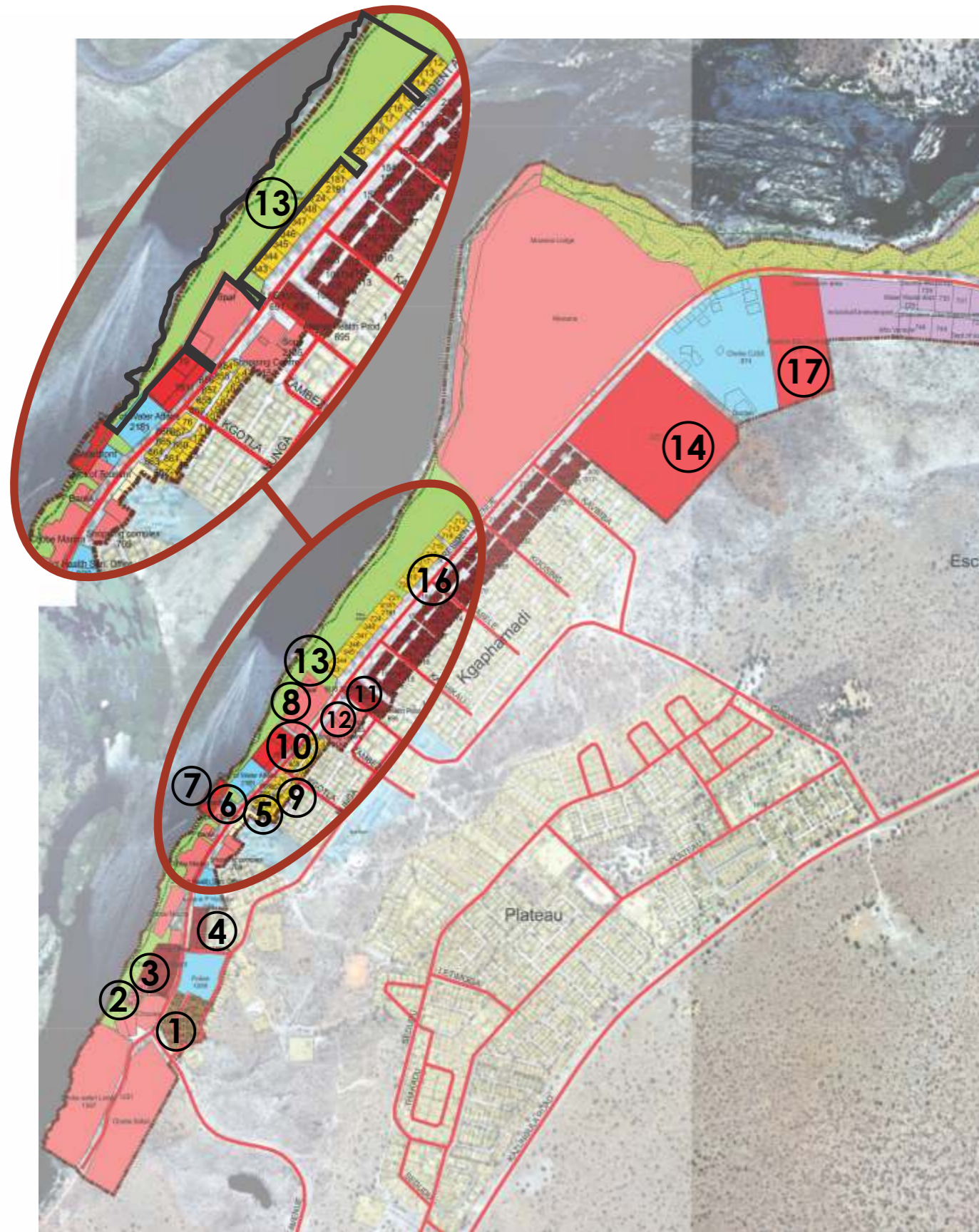
Figure 20: Proposed Traders Market

12. TRADERS MARKET

The redevelopment plan recommends that this area be utilized as a market for small traders. Stalls will be available for traders and the local authority will be responsible for facilitating its development and management.

GENERAL INTENTS

The market should be developed with the trader and pedestrian in mind, as the primary users. Structures should be designed to withstand all weather conditions while more importantly should minimize the effect of the hot climate of Kasane.

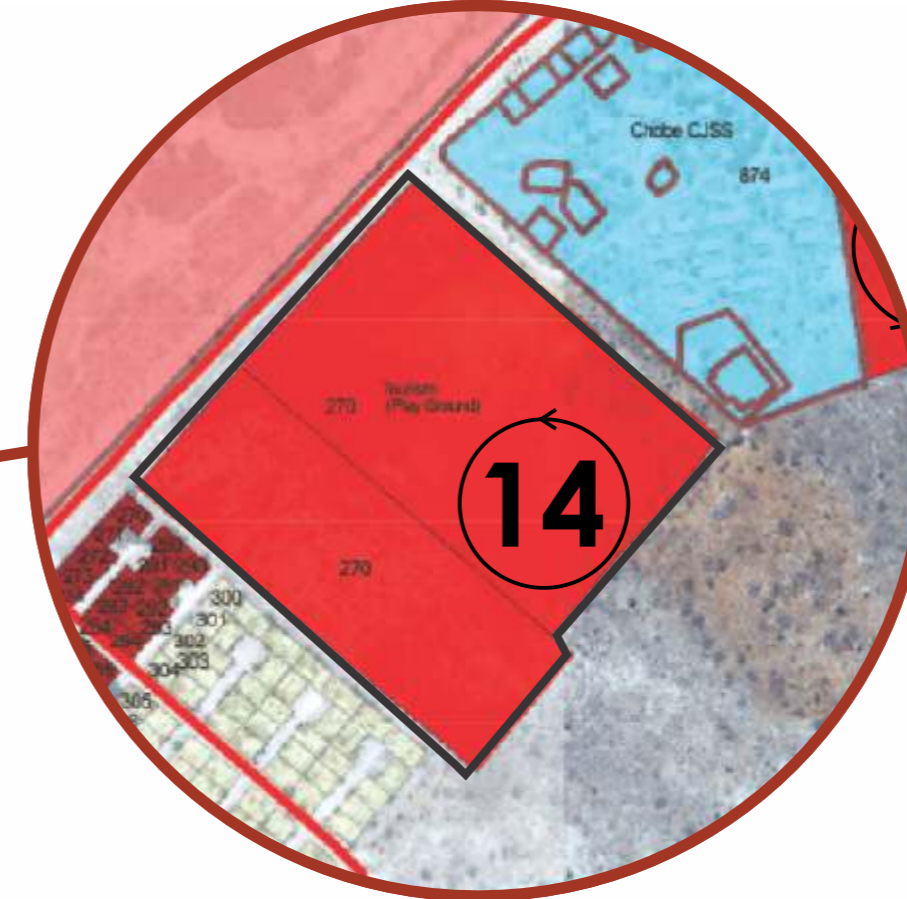
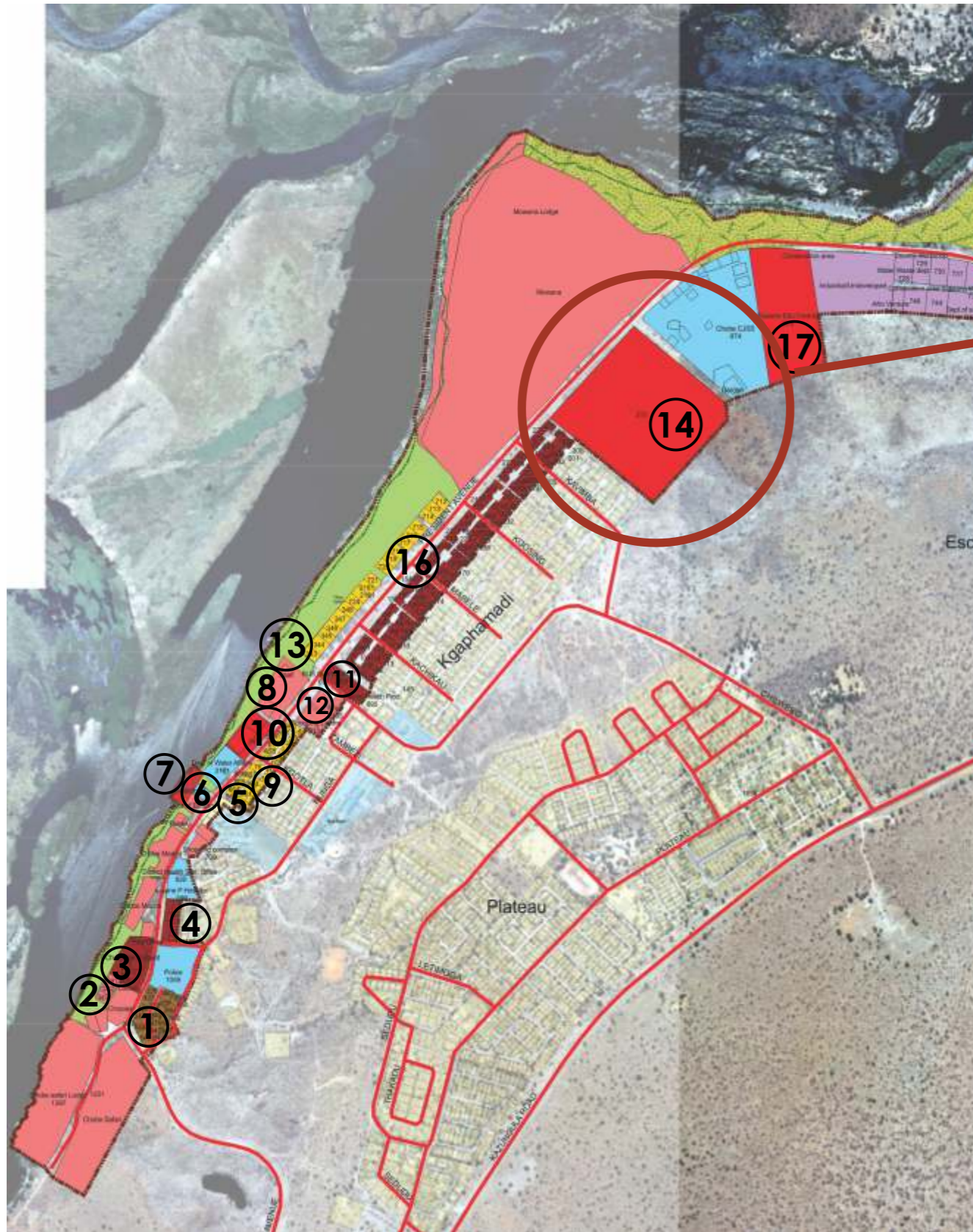


13. PUBLIC PARK

The park should be developed to add diversity and vitality to the public realm of the town. The park is envisaged to be used for both passive and active recreation and offer

GENERAL INTENTS

Its situation along the Chobe River and the Kasane Waterfront is of great significance, hence the design and management of the park should ensure harmony of these three zones. A comprehensive master plan for the park should be developed outlining how the park will be developed. The park should be available for use by the general public but in a manner which does not disadvantage the river. Waste should be controlled and well managed as the northern edge of the park is the Chobe River which is of national interest. Security will also be of concern as the park borders Namibia. Regarding security, the potential conflict between wildlife and the public in the area should be addressed. The park should also be developed with minimal developments (only those necessary for the improvement of the space) so that it stays as natural as possible. Developments abutting the public park on the south should be developed to take advantage and add to the character and vitality of the park.

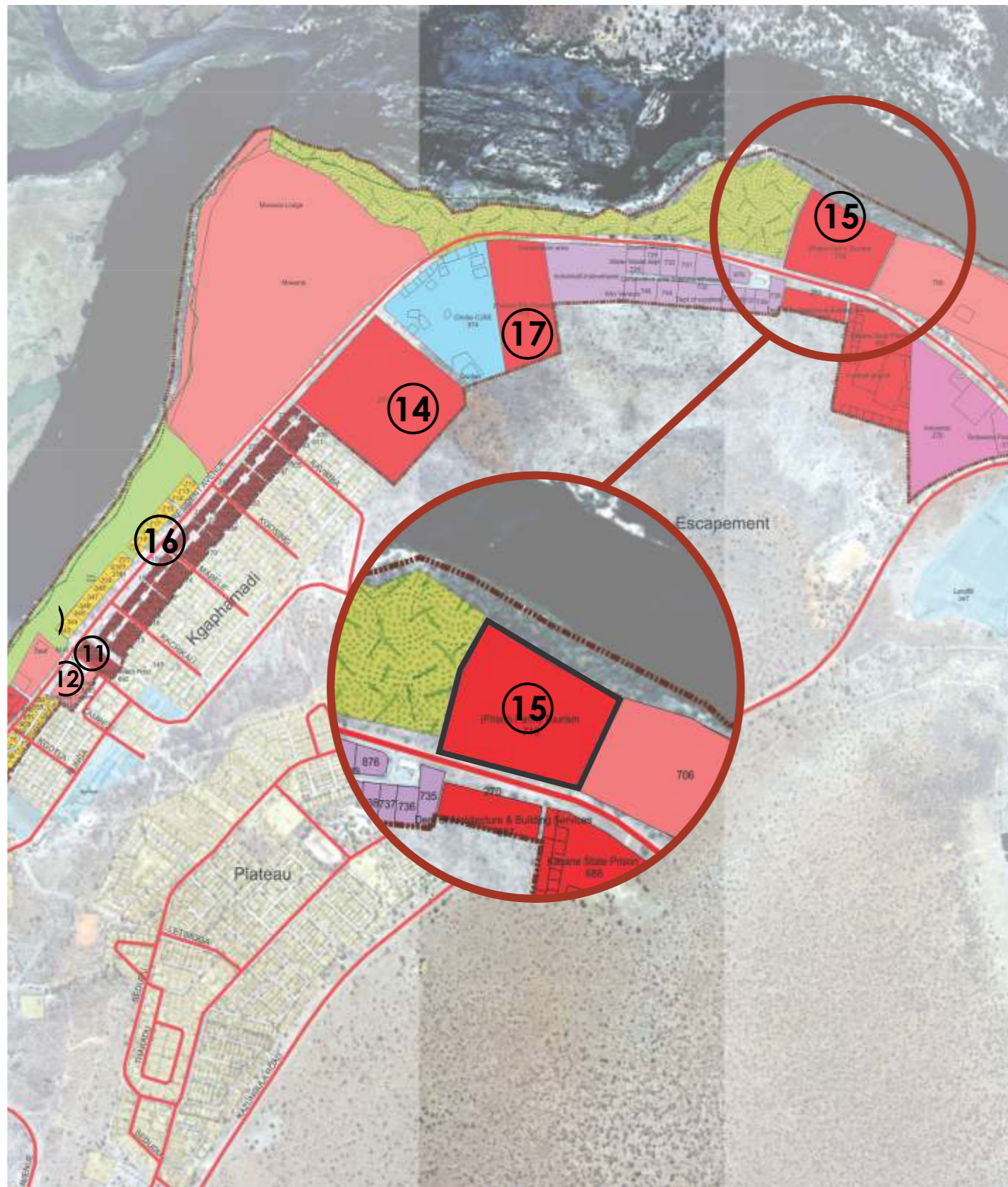


14. COMMERCIAL TOURISM

The playground will be changed to a commercial plot which will be tourism oriented. This is a prime area for the situation of tourist activities.

GENERAL INTENTS

This plot should be developed to add character to President Avenue due to its location. The redevelopment plan is not restrictive on the type of tourist-related developments to be proposed on the plot but they should be compatible with the overall vision of the facelift of President Avenue. The local authority will be responsible to advise and approve the development if suitable based on already existing principles, standards and guidelines.



15. RESORT AND CONFERENCING

Top of the range fully serviced tourism resort with large conference facilities (1000 seated with smaller separate boutique board rooms for business meetings. Conference facilities to self-catering i.e. not interfere with normal Foreign Independent Traveler (FIT) guests in the hotel.

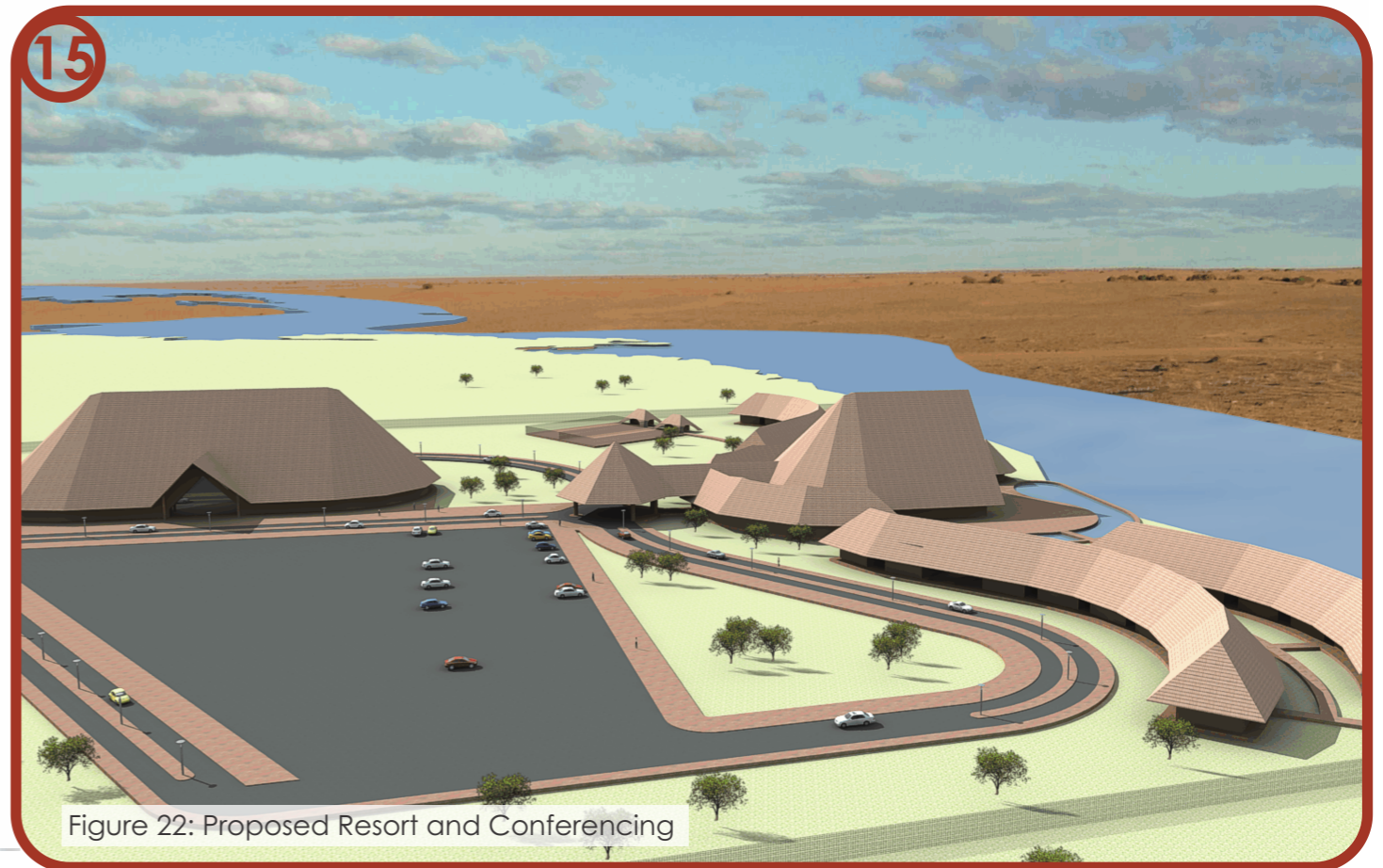
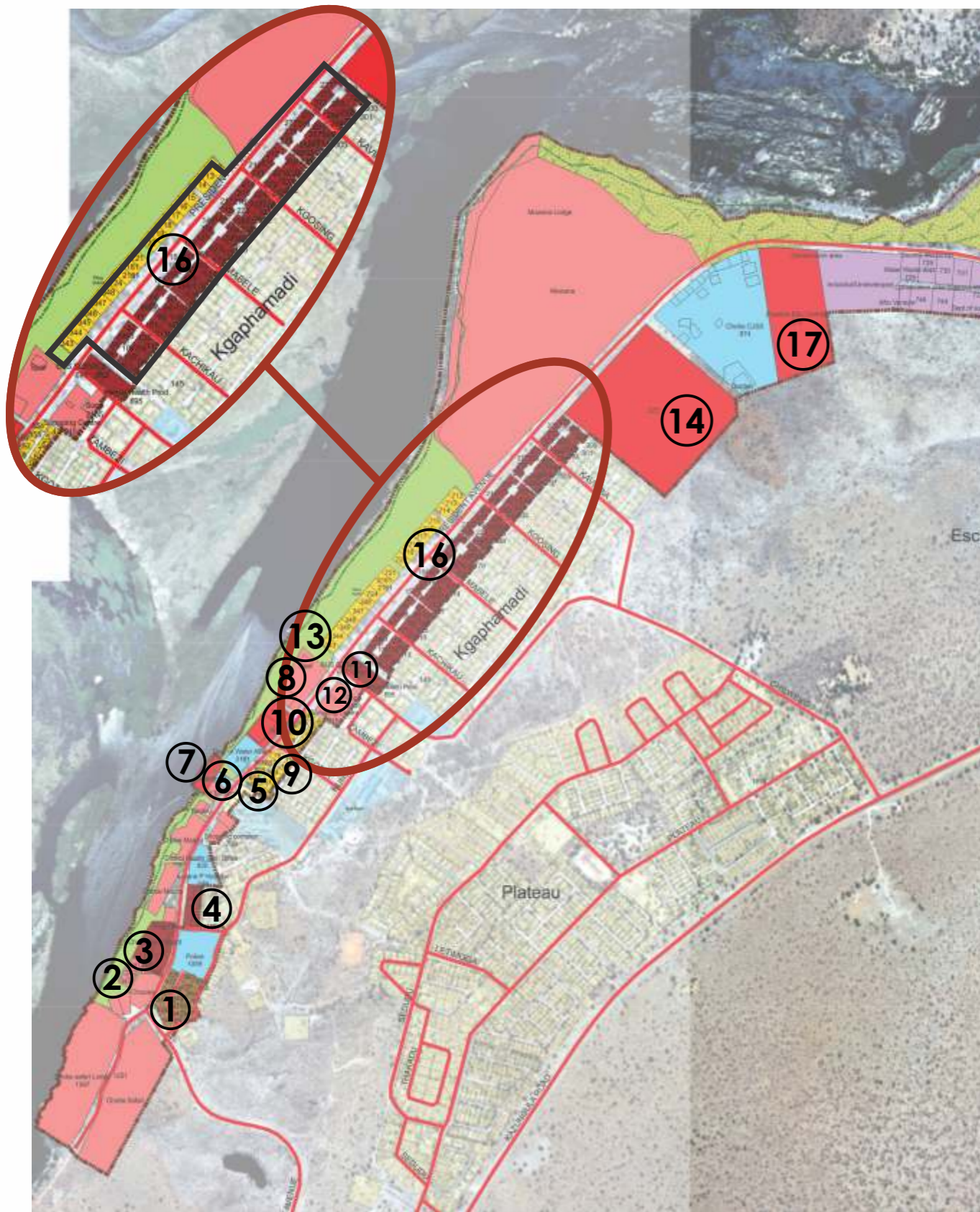


Figure 22: Proposed Resort and Conferencing

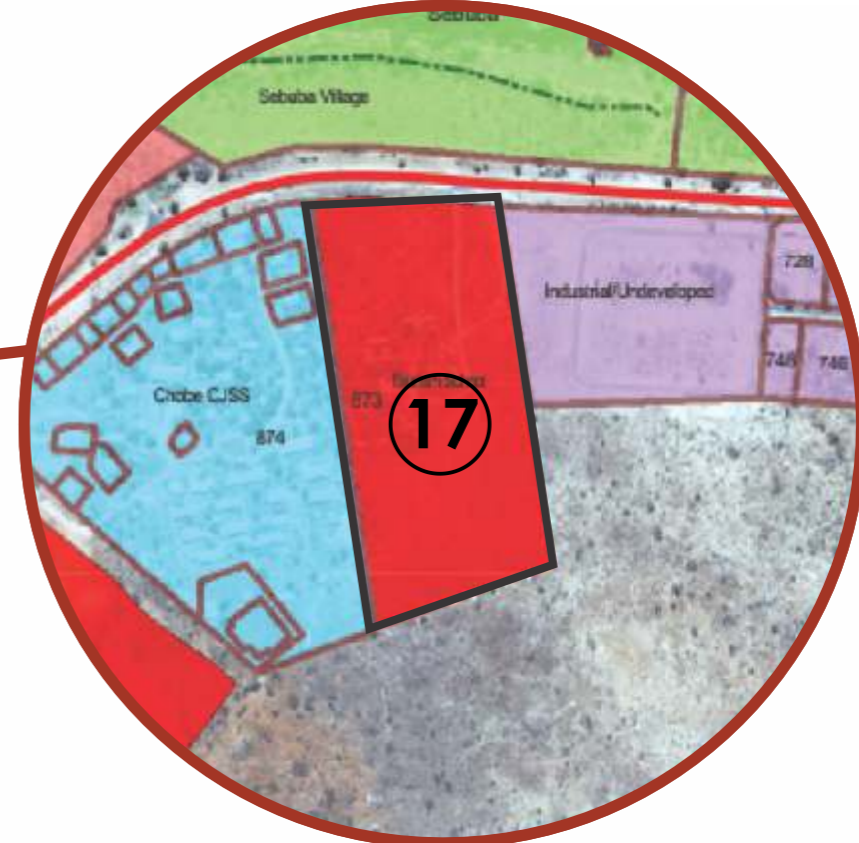
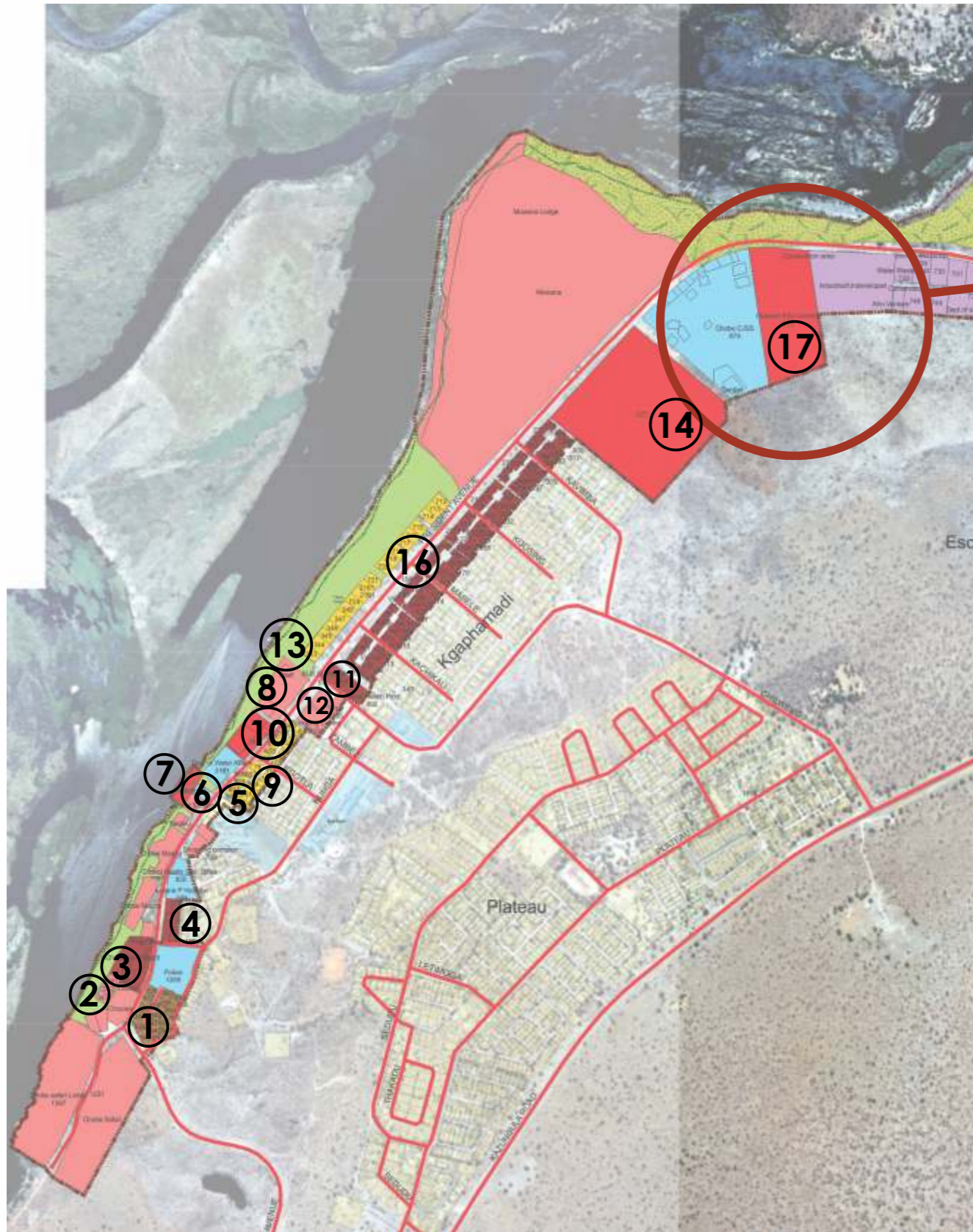


16. MIXED USE PRECINCT

This is a major component of the redevelopment and facelift of President Avenue. The residential areas abutting the avenue will be converted to commercial and residential mixed use to allow for more developments within this prime strip and enhance the vibrancy of the street scene. Plots that will be converted commercial use with the primary purpose being tourism facility include plots 87-116, 148-177, 209 -238 and 270 -299. Plots 712- 721, 2181,724, 1505 and 343-348 will be allowed to be redeveloped as mixed use plots with residential being the primary use.

GENERAL INTENTS

Guidelines for the mixed use zone should be prepared to guide development along the President Avenue spine. The envisaged developments of the zone shall face President Avenue and should blend in with the abutting land uses. The heights of the developments should be controlled in a manner which does not obscure views towards the river. The structures should add to the architectural character of the avenue in terms of aesthetics. Materials and colors' used for the buildings should complement the environment. Public art is encouraged in the area with a cultural or historical theme relevant to the town. Signage should be used in a controlled and aesthetically appealing manner as determined by the local authority.



17. COMMERCIAL TOURISM (Tourism School)

A tourism school was proposed to take advantage of the gap in hospitality training and education locally. The proposal in Kasane is ideal as students can study in an environment where tourism is prime which is a model for the best performing tertiary institutions. It should be a world class training facility that rivals regional institutions practicing the same. It should offer a wide spectrum of tourism specialties from hospitality to wildlife management.

GENERAL INTENTS

The school's frontage onto President Avenue should be scenic to add character and difference along the avenue. The frontage should be pedestrian friendly with all the necessary street amenities that improve the outdoor experience. The design of the institution should be guided by a master plan which has guidelines for the development. The plan envisages that the building structures be iconic but relevant in terms of blending in with the environment and promoting as well as branding Kasane as a Tourism Hub.



- 1. ACCOMMODATION ORIENTED MIXED USE (high cost, short stay apartments)
- 2. COMMERCIAL TOURISM
- 3. KAZUNGULA WATERFRONT (Recreation, Health and Leisure)
- 4. KAZUNGULA PUBLIC SQUARE (recreational square, landmark and commercial tourism activity)
- 5. COMMERCIAL TOURISM
- 6. HIGH VALUE HOTEL
- 7. KAZUNGULA JUNCTION (commercial centre)
- 8. WILDLIFE CROSSING (landmark)
- 9. MIXED USE TOURISM PRECINCT
- 10. TRUCK INN
- 11. CEMETRY FACADE IMPROVEMENT
- 12. ROAD UPGRAPDE
- 13. RIVERLINE WALK

Figure 24: Proposed Kazungula Development Framework

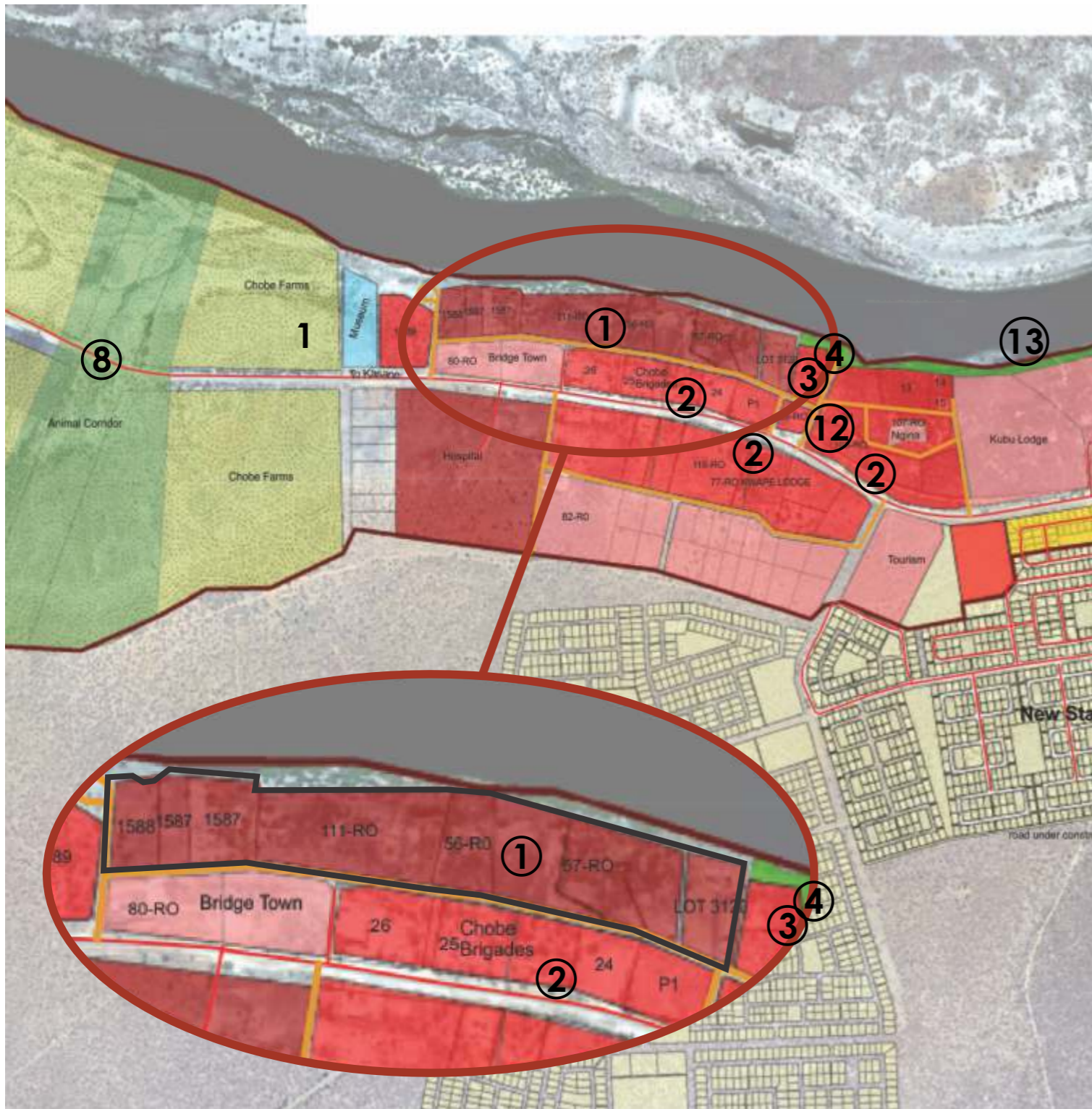


Figure 25: Proposed Mixed Use (Accommodation Oriented)

1. MIXED USE (ACCOMMODATION ORIENTED)

This zone is intended to provide for a variety of housing and tourist accommodation types at intensities compatible with surrounding land uses. Plots 1589, 1588, 1587, 111-RO, 56-RO and 3120 will be consolidated for the development of the accommodation oriented mixed use to yield a plot size of _Ha.

It should be developed with the intent of promoting a greater mix of land uses with the exclusion of industrial uses. Primarily introducing residential component types and developing support for the tourist attractions.

GENERAL INTENTS

The development should have at least two frontages; one overlooking the Chobe River and the other directly opposite the commercial tourism development. Height limits should be imposed to avoid obscuring the view of the river from further beyond. The environmental sensitivity of the area should be acknowledged by design and management of the developments which necessitates developers to outline how they will mitigate negative impacts.

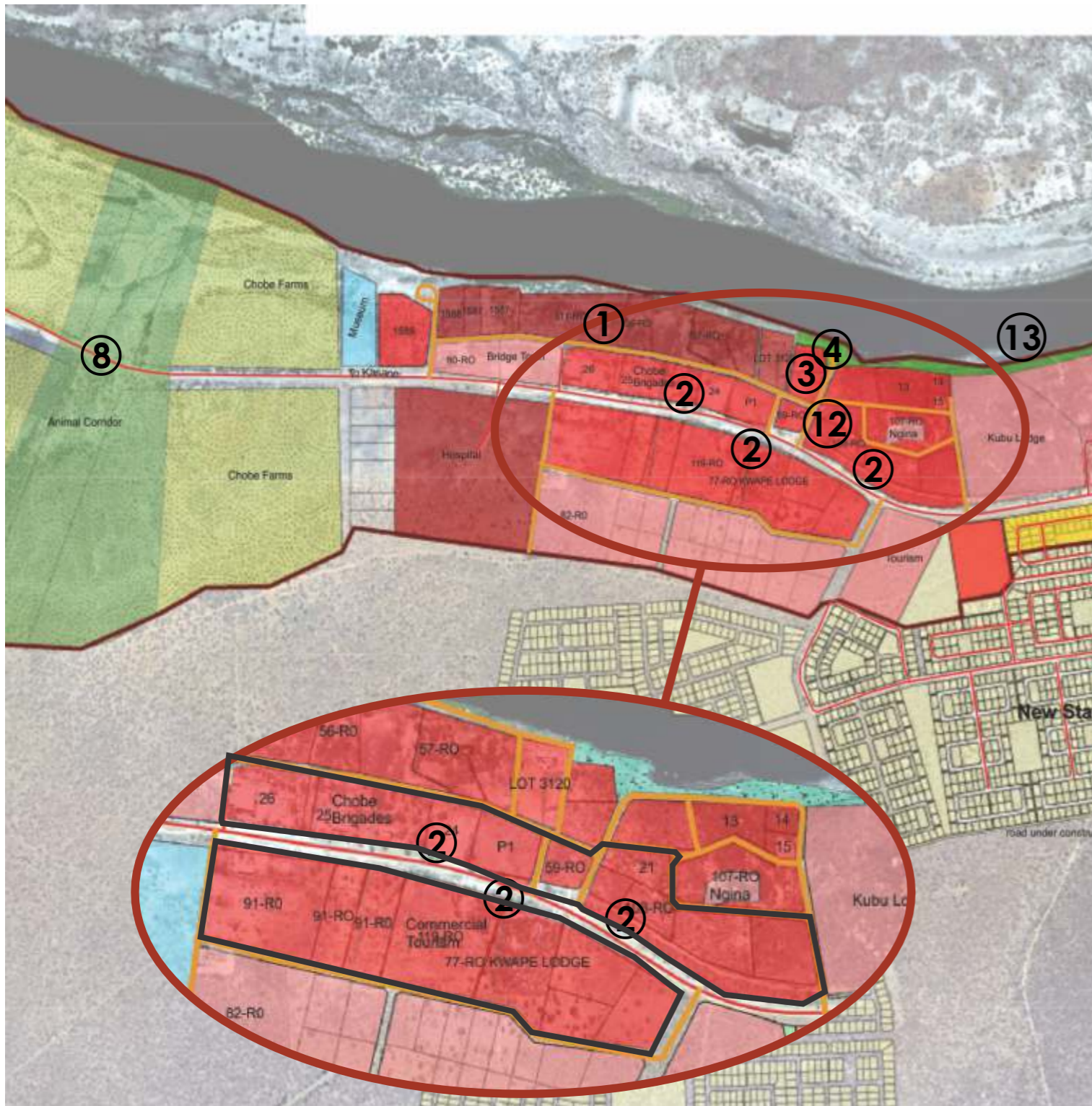


Figure 26: Proposed Commercial Tourism

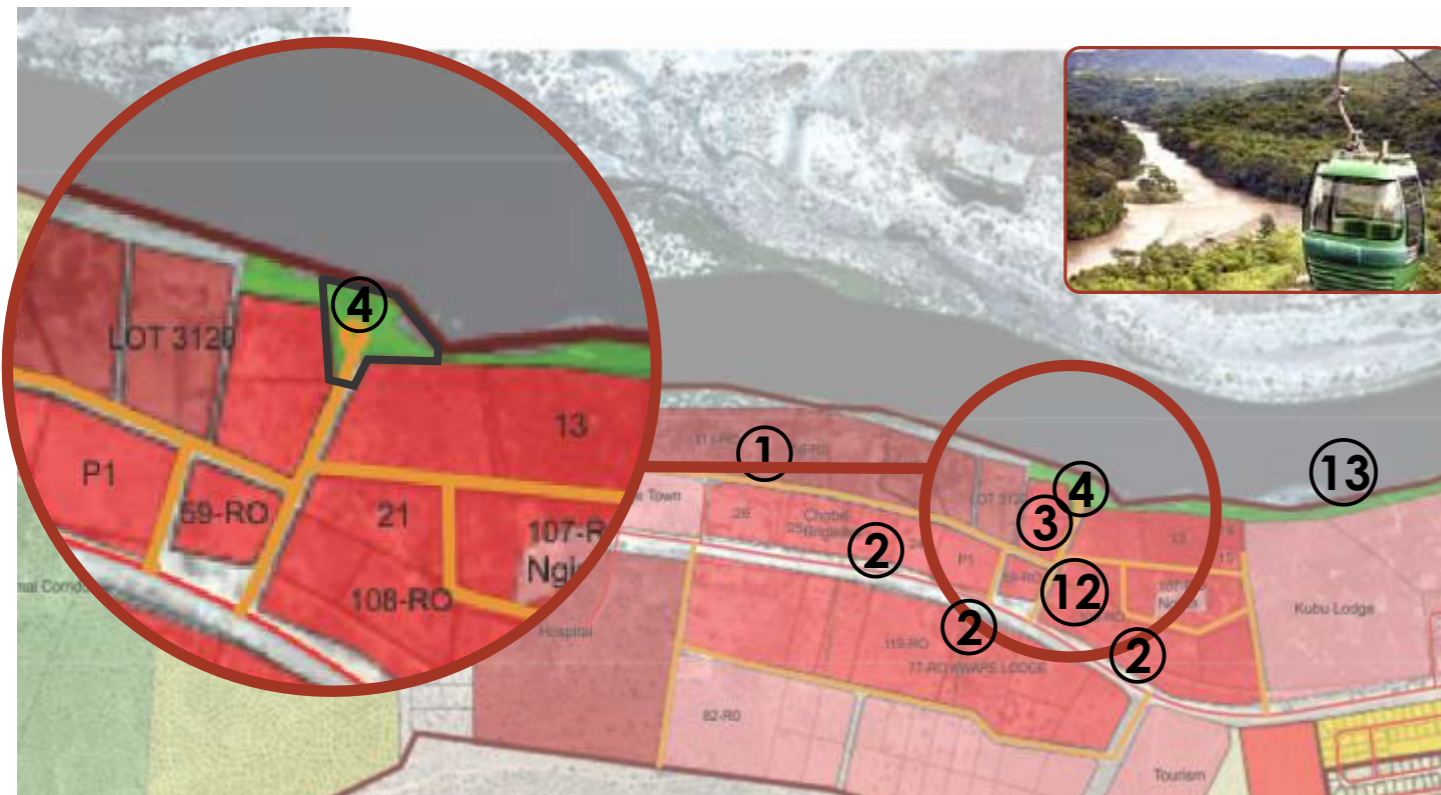
2. COMMERCIAL TOURISM

This commercial precinct contributes to the facelift of the major spine and encourages a vibrant street space. Recommended for the area are various tourism related activities that add to a vibrant public realm such as restaurants, coffee shops, health spas, gyms, flower shops. The activities are not restricted to the ones mentioned; the local authority should advise on the proposals brought forward by developers. Plots 26, 25, 24, P1, 59-RO, 21, 13, 14, 15, 107-RO, 108-RO, 91-RO, 119-RO and 77-RO will be affected by the proposal.

GENERAL INTENTS

The development should have at least three frontages; one overlooking the Chobe River, the other directly opposite the accommodation oriented mixed use development, one on the side of the President avenue. It should be built to have a view of the Chobe River from the accommodation oriented mixed use development.

The structures should add aesthetically to the character of the street. A combination of colors and materials should be used in a manner which complements the environment. The street amenities should be provided for; paved and sheltered walkway, lighting, trees and street



4. KAZUNGULA PUBLIC SQUARE

The public square has been proposed to provide an attractive public space that can foster tourism business by providing space for vibrant outdoor activity which complements Waterfront activities. It will also act as a vibrant public space that offers scenic views of the Chobe River, bringing together entertainment, relaxation, transport, and tourism business. It will be developed to contain a public square, jetty area, restaurants, amphitheater, cable car and other related tourist attractions. A landmark giving identity to the Kazungula Waterfront shall be developed. The local authority should oversee the development of the open space ensuring it remains public.

GENERAL INTENTS

The open space should be developed to take advantage of its opportunities. There should be amenities that nurture relaxation. It should be a space that allows for multiple uses; from passive (sitting) to active (performances) recreation. Hence it should be developed to be malleable to cater for the different events at different times.

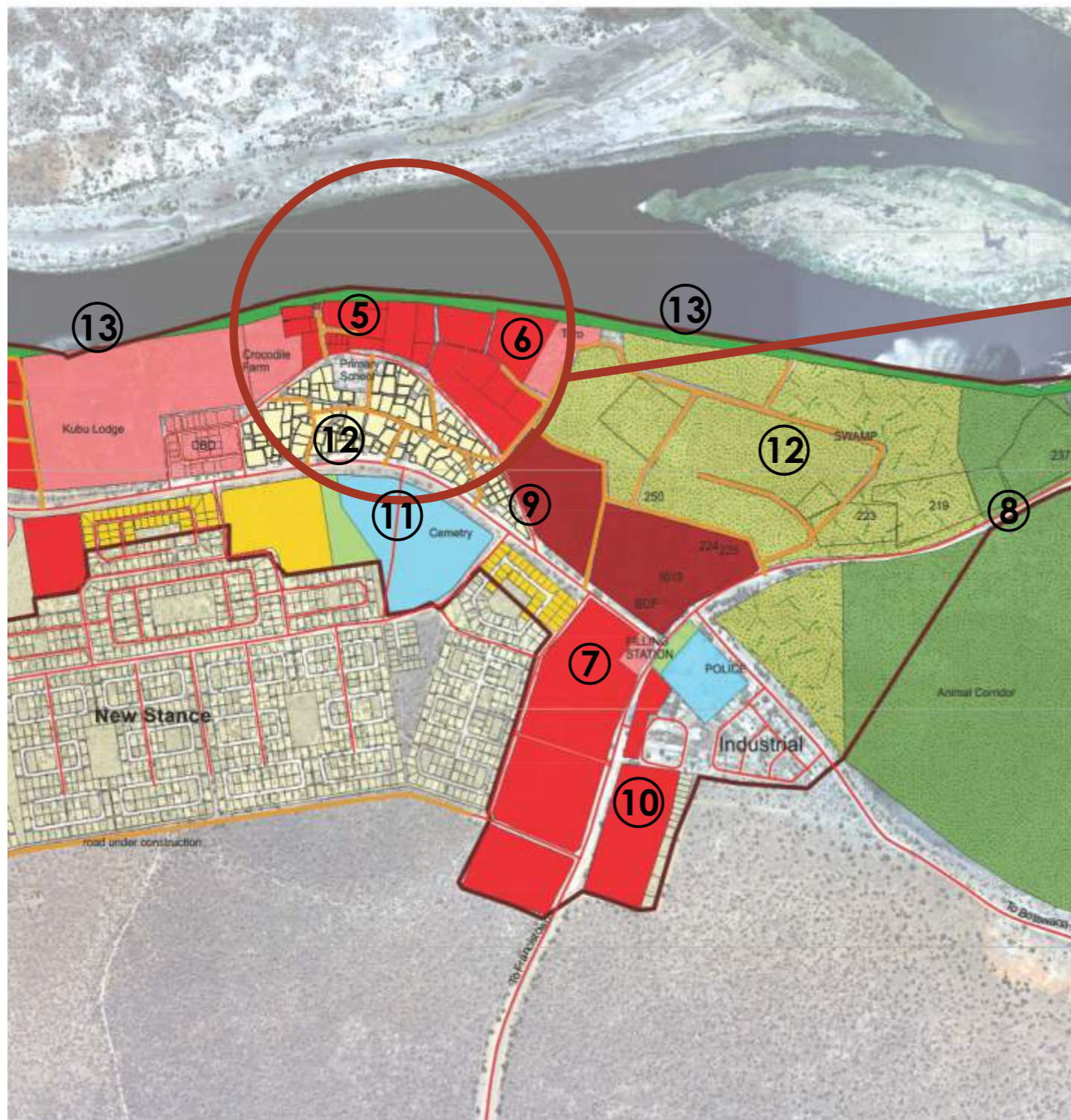
A landscape plan should be prepared to properly locate activities and augment the scenic and environmental quality of the area. Developments around the open space should allow access to the open space as well as provide visual permeability from the bounding edges for



Figure 28: Proposed Kazungula Public Square

surveillance purposes. Acceptable lighting should also be provided. Security of the developments should not be compromised by design of the public space.

The development of the open space should be alive to the environmental sensitivity of the river and should therefore take as much care as not to disturb the river ecology. A management plan should be provided to state the accessibility, waste control and general upkeep of the area.



5.COMMERCIAL TOURISM

Plots 3, 5, 10, 89-RO, 15, 63, 87-RO, 18, 19, 20 and 21 will have their land use activities changed to commercial with tourism related activities.

GENERAL INTENTS

The are three major frontages for the precinct; one overlooking the Chobe River, the other directly opposite the accommodation oriented mixed use development, one on the side of the Kasane road. Developments should be alive to these frontages. Developments should not obscure view of the river from the areas beyond the precinct. Structures within the precinct should add aesthetically to the character of the street. A combination of colours and materials should be used in a manner which complements the environment. Street amenities should be provide; paved and sheltered walkway, lighting, trees and street furniture.



Figure 29: Proposed High Value Hotel

6. HIGH VALUE HOTEL

A 5 star hotel has been proposed to provide facilities of exceptional standard to foster tourism business by attracting both locals and tourists. The Hotel should be developed with great consideration for its location within the sensitive region of Chobe River. Great care should be adhered to ensure that the ecology is not adversely affected by the development. An Environmental Impact Assessment is necessary, as well as a management tool to ensure the success of the proposal. Plot 22 will be consolidated for the development of the Hotel.

GENERAL INTENTS

-The hotel should take advantage of the scenic view to the Chobe River. The structure should add aesthetically to the character of the surroundings. A combination of colours and materials should be used in a manner which complements the environment.



Figure 30: Proposed Kazungula Junction

7. KAZUNGULA JUNCTION

The Kazungula Junction is a mixed-use commercial development which will tap onto the gateway to/from Kazungula and present the traveler to the town. With its strategic location, there will be great augmentation to the available market presented by queuing trucks waiting to cross the border.

There will be shopping and supporting facility to serve the truckers and the village at large. The proposal is merely a support for the existing shopping facility and filling station.

GENERAL INTENTS

The development should have at least two frontages; one overlooking the Truck Inn development, the other looking onto the road.

The structures should add aesthetically to the character of the street. A combination of colours and materials should be used in a manner which complements the environment.





Figure 31: Proposed Wildlife Crossing

8. WILDLIFE CROSSING

The animal bridge is an animal corridor that links wildlife movement from one side of the village to the other without compromising traffic movement along the Francistown/Ferry road. It will be developed away from residential precinct and plots 105-RO and 237 will give way for this development.

GENERAL INTENTS

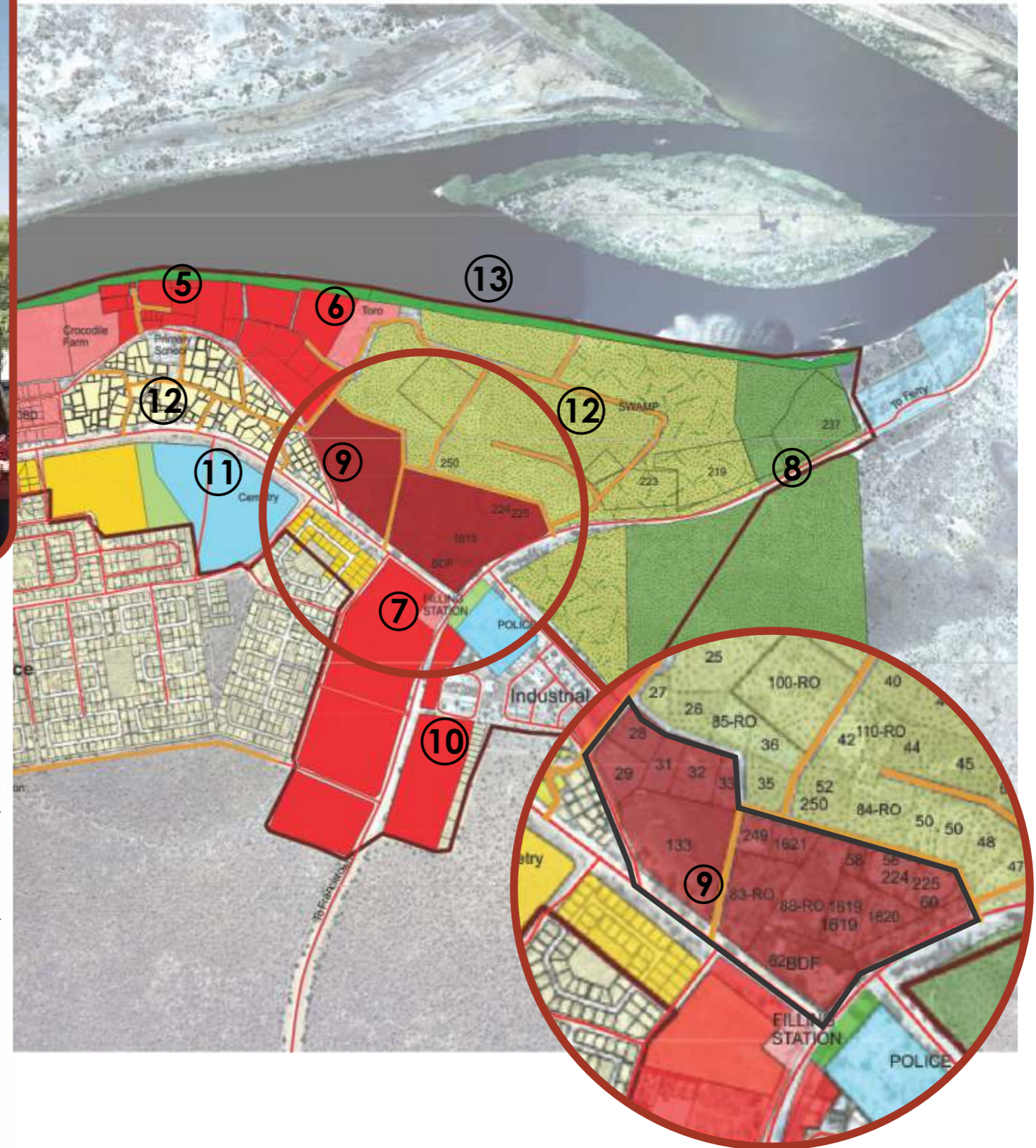
The development of the animal bridge should be alive to the environmental sensitivity of the area and should therefore take as much care as not to disturb the natural habitat of the wild animals.

-Adequate headroom should be constructed for the roof of the bridge for large automobiles to easily pass through

- The structure should be iconic; adding aesthetically to the character of Kazungula. A combination of colours and materials should be used in a manner which complements the environment.



Figure 32: Proposed Mixed Use Tourism Precinct



9. MIXED USE TOURISM PRECINCT

A convention place that will be the hub of the tourism industry with facilities and related amenities to the field. It should foster tourism business by bringing together a mix of activities.

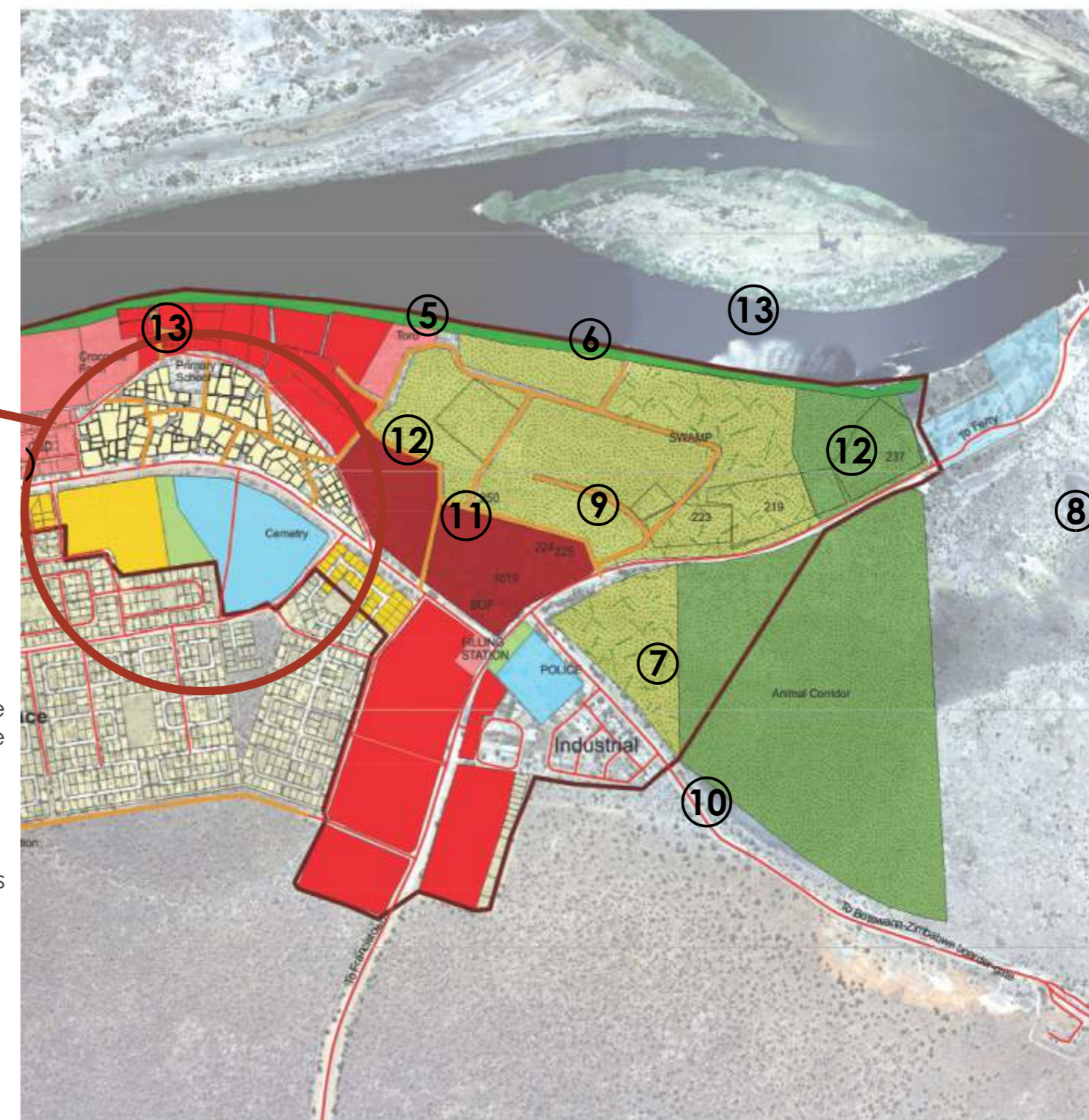
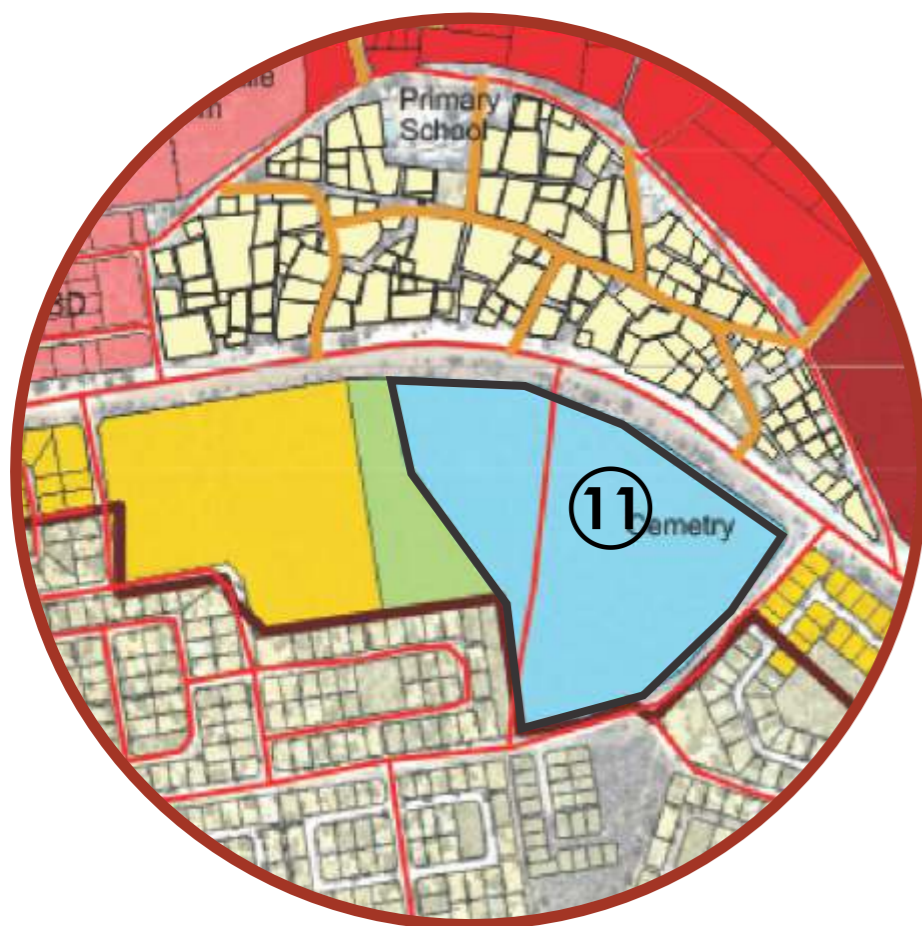
GENERAL INTENTS

The developments on the edges of the precinct should address the frontages. The precinct currently has two major frontages; one overlooking the President Avenue and the other looking onto the Francistown/Ferry road. Plots 28, 29, 31, 32, 33, 133, 249, 1621, 58, 56, 60, 224, 225, 83-RO, 88-RO, 1618, 1619, 1620 and 62 will be consolidated for the development of a Mixed use tourism precinct to yield a plot size of 1Ha. The structures should add aesthetically to the character of the street. A combination of colours and materials should be used in a manner which complements the environment.



10. TRUCK INN

Currently trucks park for weeks waiting to cross border. The kazungula junction development has been proposed to take advantage of the delays. The truck inn upgrade will support the junction and create a truck friendly environment with parking, ablutions, etc

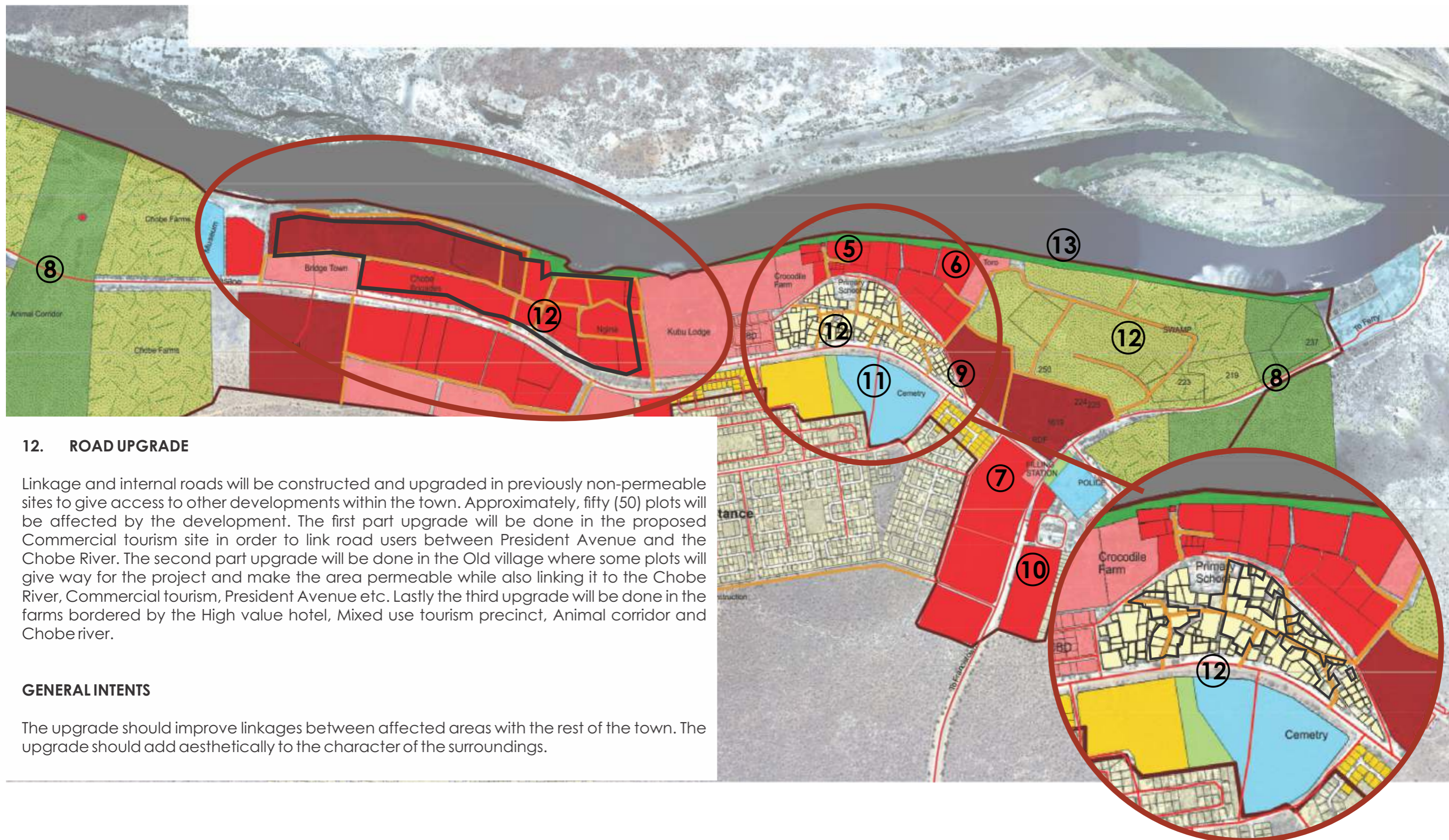


11. CEMETERY UPGRADE

The Cemetery will be closed and its aesthetic character will be upgraded. Future burials will be relocated to a new site. The façade onto President Avenue will be face lifted to improve the character from the street.

GENERAL INTENTS

The upgrade should add aesthetically to the character of the street. A combination of colours and materials should be used in a manner which complements the environment.

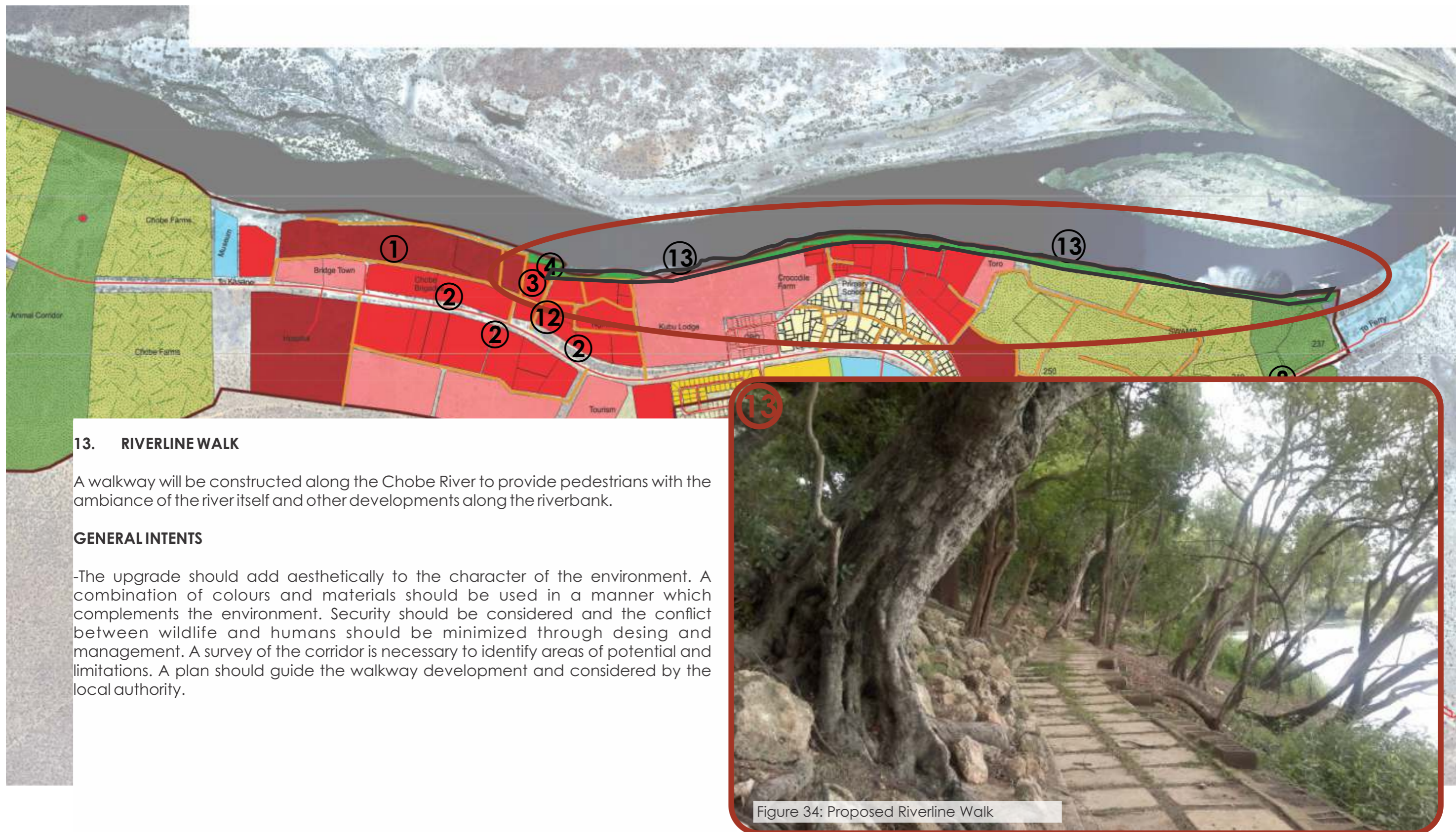


12. ROAD UPGRADE

Linkage and internal roads will be constructed and upgraded in previously non-permeable sites to give access to other developments within the town. Approximately, fifty (50) plots will be affected by the development. The first part upgrade will be done in the proposed Commercial tourism site in order to link road users between President Avenue and the Chobe River. The second part upgrade will be done in the Old village where some plots will give way for the project and make the area permeable while also linking it to the Chobe River, Commercial tourism, President Avenue etc. Lastly the third upgrade will be done in the farms bordered by the High value hotel, Mixed use tourism precinct, Animal corridor and Chobe river.

GENERAL INTENTS

The upgrade should improve linkages between affected areas with the rest of the town. The upgrade should add aesthetically to the character of the surroundings.



13. RIVERLINE WALK

A walkway will be constructed along the Chobe River to provide pedestrians with the ambiance of the river itself and other developments along the riverbank.

GENERAL INTENTS

-The upgrade should add aesthetically to the character of the environment. A combination of colours and materials should be used in a manner which complements the environment. Security should be considered and the conflict between wildlife and humans should be minimized through desing and management. A survey of the corridor is necessary to identify areas of potential and limitations. A plan should guide the walkway development and considered by the local authority.

Figure 34: Proposed Riverline Walk

5.0 IMPLEMENTATION FRAMEWORK

5.1 INTRODUCTION

5.1.1 The purpose of this chapter is to outline the roles and responsibilities of the different stakeholders who will take part in the implementation of the proposals contained in this plan. This is important for the success of the plan as it depends on the different sectors playing their part in its implementation. The chapter will help in informing the Council and other role players' budgetary plans.

5.1.2 If the spatial outcomes desired by this plan are to be realized, they must be matched by financial commitments to such desires. The plan will remain at document level if it is not made part of mainstream resource planning of all the stakeholders involved in plan implementation. It is this alignment with sectoral budgetary plans which will make or break the aspirations contained in this plan.

4.4 IMPLEMENTATION

5.1.3 Based on the preceding; the implementation of this plan hinges on three critical aspects;

Stakeholder Ownership of the plan

5.1.4 The development plan has fundamental implications for the location, nature and form of public and private sector development initiatives in the planning area. For this reason, where the initiatives contained in this plan are making a difference in people's lives, it is imperative that the argument and proposals of this development plan are owned by Senior Management of the District together with the political representatives.

Public Dissemination and Participation

5.1.5 The Redevelopment Plan outlines the Project Area's

preferred spatial organization, the envisaged relationship between different spatial elements and where and how public spending should occur. It also outlines the nature of the private sector response that should be supported by the planning authorities. It follows therefore that the plan has implications for the lives of every citizen and visitor to the project area. The preferred spatial organization cannot therefore be achieved by the Council on its own. The different daily locational and investment decisions of many other service delivery agencies and ordinary citizens contribute to the spatial organization of the planning area. Also it cannot be achieved through regulation alone. A great deal will depend on the extent to which other public and private initiatives respond to the Council's direction and related programmes and projects. A positive response will depend on the extent to which the plan is known to other agencies and the general public.

Coordination between Sectors in their Capital Spending

5.1.6 The development plan is not an isolated initiative. To have meaning, it has to be part of budgetary planning at the sectoral level. As such effort should be made to align sectoral plans with spatial outcomes desired in this plan. It is therefore proposed that this document should be part of all committees that are charged with coordinating Kasane-Kazunugula's development efforts.

PHASING PROGRAMME

3.1.1 The development plan being a long term planning document; its implementation has been divided into phases. The phases have been made to coincide with the six year time frame of National Development Plans (NDPs) and District Development Plans (DDPs). The plan has therefore been phased to be implemented as follows;

- i. Phase I (2014–2016) - NDP 10 and DDP 7
- ii. Phase II (2016–2022) - NDP 11 and DDP 8
- iii. Phase III (2022–2024) - NDP 12 and DDP 9

3.1.2 It should be noted that those programmes and projects considered for inclusion in Phase I are those that are considered to be of high priority. The Table below shows the list of programmes and projects together with the role players.

Table 5.1: Proposed Phasing Programme and Implementing Agencies

Strategic Objective	Initiative	Deliverables	Responsibility	Source of Funding	Phase	Cost Estimate (BWP)
To protect and enhance the Project Area's natural and built environment;	Prepare Development Guidelines for all proposed developments of the Plan	Development Guidelines	ChDC/MLH	MLH	I	
	Undertake a Strategic Environmental Assessment for the Plan	SEA Report	ChDC/MLH	MLH	I	
To promote the development of sustainable and accessible economic opportunities which will help to diversify the tourism portfolio of the Planning Area;	Rezoning of land board area to mixed use	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Rezoning of residential area adjacent to Police to mixed use	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Zoning of Kazungula waterfront	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Zoning of Kasane Waterfront	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Zoning of Public Area	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Rezoning of Residential Area to mixed use – residential	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Zoning of Public Park	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Rezoning of Kgaphamadi Residential area to mixed use	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Rezoning of school grounds to Commercial (tourism)	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Rezoning of prison farm to Commercial (tourism)	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Rezoning of civic plot to Commercial (tourism)	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Prepare Development Guidelines for all proposed developments of the Plan	Development Guidelines	ChDC/MLH	ChDC/MLH	I	
	Relocation of Government offices were planned to start in 2013/14 financial year,	Government offices relocated	ChDC/MLH/DoL	ChDC/ DoL	I	

Table 5.1: Proposed Phasing Programme and Implementing Agencies (continued)

	e.g. compensation. While the actual relocations will be done after the plan has identified land where the institutions will be relocated.					
	Plot allocations/advertisement of realigned plots	Plots allocated	DoL	DoL	II,III	
To improve the general architectural character of the Project Area;	Prepare Development Guidelines for proposed developments along President Avenue	Development Guidelines	ChDC/MLH	MLH		
To provide public access to the river and improve internal pedestrian linkages;	Enforce/Reclaim the river buffer	Reclaimed land	ChDC/MLH	ChDC/MLH	I	
	Prepare Development Guidelines for proposed developments Riverline Walkway	Development Guidelines	ChDC/MLH	MLH	I	
	Develop the Riverline Walkway	Pedestrian walkway	ChDC	ChDC/MLH	I,II	
	Zoning of Kazungula waterfront	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Zoning of Kasane Waterfront	Map	ChDC	ChDC/MLH	I	Part of the Redevelopment Plan
	Prepare Development Guidelines for proposed Waterfronts	Development Guidelines	ChDC/MLH	ChDC/MLH	I	
	Infrastructure provision for the Waterfront and riverline walkway		MLH	MLH	I,II,III	
To promote the development of a vibrant tourism environment	Prepare Development Guidelines for all proposed developments of the Plan	Development Guidelines	ChDC/MLH	ChDC/MLH	I	
To promote the identity of Project Area	Prepare Development Guidelines for the animal bridges, public square and other proposed landmarks as well as building facades.	Development Guidelines	ChDC/MLH	ChDC/MLH	I	