

Strategic Area Framework

To attain this overall vision of a restructured urban space, the City is committed to concentrating capital funding and a range of interventions over the medium to long term in the Corridors of Freedom. The detailed planning for this has been captured in Strategic Area Frameworks for Louis Botha, Empire-Perth and Turffontein Corridors as well as precinct plans for Jabulani, Nancefield Station, Kliptown, Orlando Ekhaya and Orlando East within the Soweto Corridor. Planning for the Mining Belt is currently underway.

The Strategic Area Framework provides 1) the desired spatial response to the intent of the Corridors of Freedom vision by providing development guidelines and parameters such as housing typologies, development controls, densities and land use mix and 2) the projects and programs required to realise this spatial vision. In short, the Strategic Area Frameworks:

- Provide spatial context for future development
- Guide investment decisions
- Identify requirements and opportunities for transformation.

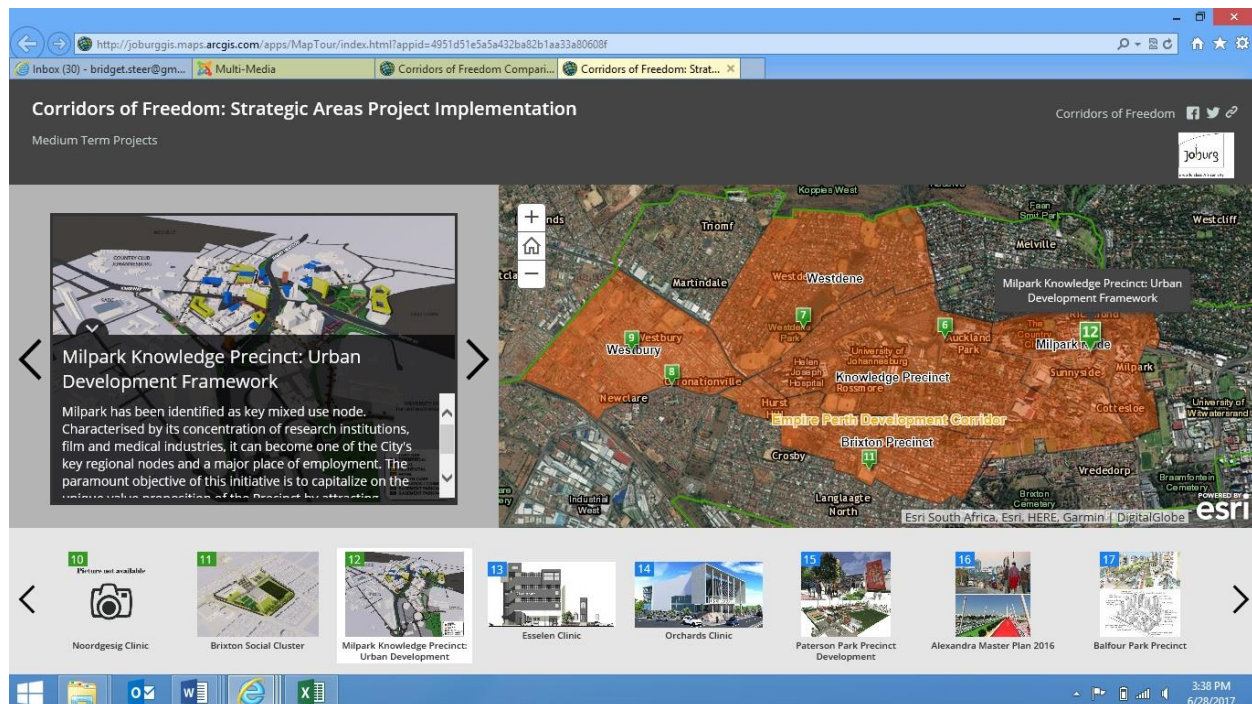
The Corridors of Freedom represent a significant key opportunity to address and successfully implement the developmental goals of the City as outlined in the Joburg Growth and Development Strategy 2040. The approach outlined in the Strategic Area Framework therefore recognises the potential of the Corridors to realise a number of high level outcomes and long-term benefits:

- Improved urban efficiencies
- Viable public transport service
- Reduced car dependency and shorter trip lengths
- More people closer to work, shopping and leisure opportunities
- Lower per capita infrastructure cost
- Efficient service provision
- Accessibility to economic and social opportunities
- Economic, social and environmental sustainability
- Reduced energy consumption and carbon emissions – environmental benefit and improved health and quality of life
- Neighbourhoods supported with full range of social amenities
- Higher land productivity
- Residents will have a wider range of choices of housing – more rental in well located areas
- Residential and economic activities in areas where public transport is present
- Solid basis and support for long-term investment
- Increased land value and social value in critical areas of the city
- Enhanced liveability of neighbourhoods with improved public spaces
- Spatial and social transformation
- Housing options for range of income group
- Connected neighbourhoods

- Curtailed urban sprawl, with densification and infill-development overcoming the burden of fragmentation of urban areas
- Restructuring (Spatially and economically) the apartheid city toward a more integrated city form, which seeks to make the city more accessible to disadvantaged groups
- More efficient relationship between low-income housing, informal economies and public transport
- Integrative development that can benefit areas beyond the limit of the study area

Corridors of Freedom

Website: <http://www.corridorsoffreedom.co.za/>



Implementation of the Corridors of Freedom is a long-term developmental programme that will require significant capital outlay by the City and other spheres of government together with a range of private sector responses and community involvement. The story maps visually show the progress the City is making on implementing various plans, projects and other initiatives in the Corridors.

The City's implementation is focused on:

- Infrastructure:

In order to facilitate more development along the corridors in the form of a more compact and dense urban form and a greater mix of land uses, bulk infrastructure (storm water, water and electricity) must be of the highest quality and have the capacity to sustain this development. The various Municipal Owned Entities are implementing a range of projects to support the envisaged development.

- Safe neighbourhoods designed for cycling and walking:

A key component in realising the Corridors of Freedom is the construction of a quality public transport system and associated cycling/ pedestrian infrastructure. To this end the City is implementing the Rea Vaya Bus Rapid System and an extensive network of non-motorised transport to facilitate cycling and walking. Significant walk and cycle ways construction are undertaken within the Corridors to link areas to the transit system and to promote healthy lifestyles; thereby contributing to the reduction of carbon emissions. A number of pedestrian bridges and upgraded pedestrian crossings are constructed to improve safety of pedestrians, including access for people with disabilities.

- Mixed use developments that will stimulate economic activity and create opportunities for emerging entrepreneurs:

Diverse accommodation types and tenure options:

On average, the population in the 3 corridors will increase from 7 436 people per square kilometre to 41 632 people per square kilometre. High density residential developments within the corridors need to support a range of typologies, densities and incomes. The City is investing in a range of housing developments to realise the envisioned social inclusivity within the Corridors.

- Integrated access to a range of social amenities

The vision for the provision of social amenities is linked to the creation of spaces that will unite residents. The strategy is to cluster a number of varied facilities together in an integrated environment that discourages fences and pockets of isolated public facilities and encourages multi-use facilities in multi-storey buildings in character with high rise environments envisaged along the BRT and around transit stations. The social facility clusters are spaces to implement innovative solutions on green buildings and the use of public places.

In order to construct a sustainable urban community the necessary social facilities need to be provided to the Corridors to support the increase in population. The City is investing extensively in social facilities that fall under its jurisdiction within the Corridors within the next three years. This includes new and upgraded libraries, clinics, sports and recreational facilities and social support facilities.

Inter-governmental cooperation is required to align provincial and national budgets to this initiative in order to ensure that their services such as schools, healthcare, social welfare grants and policing, are provided to serve the increased population demands.

Ensuring a quality urban environment also requires quality public spaces. Creating great places is a key focus of the implementation programme.

The Knowledge Precinct

<http://joburggis.maps.arcgis.com/apps/MapTour/index.html?appid=4951d51e5a5a432ba82b1aa33a80608f>

SDZ – documents attached

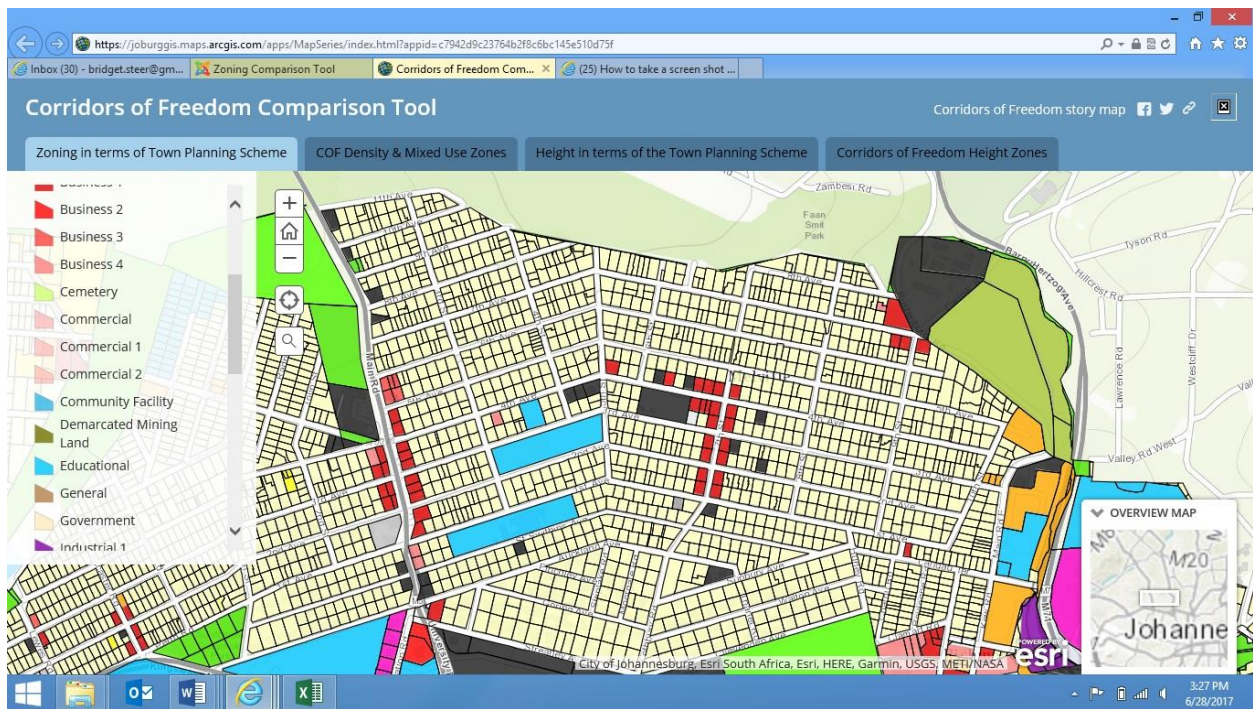
Comments:

<http://www.corridorsoffreedom.co.za/attachments/article/21/SDZ%20Comments%20BRIXTON%20+%20EMPIRE%20PERTH.pdf>

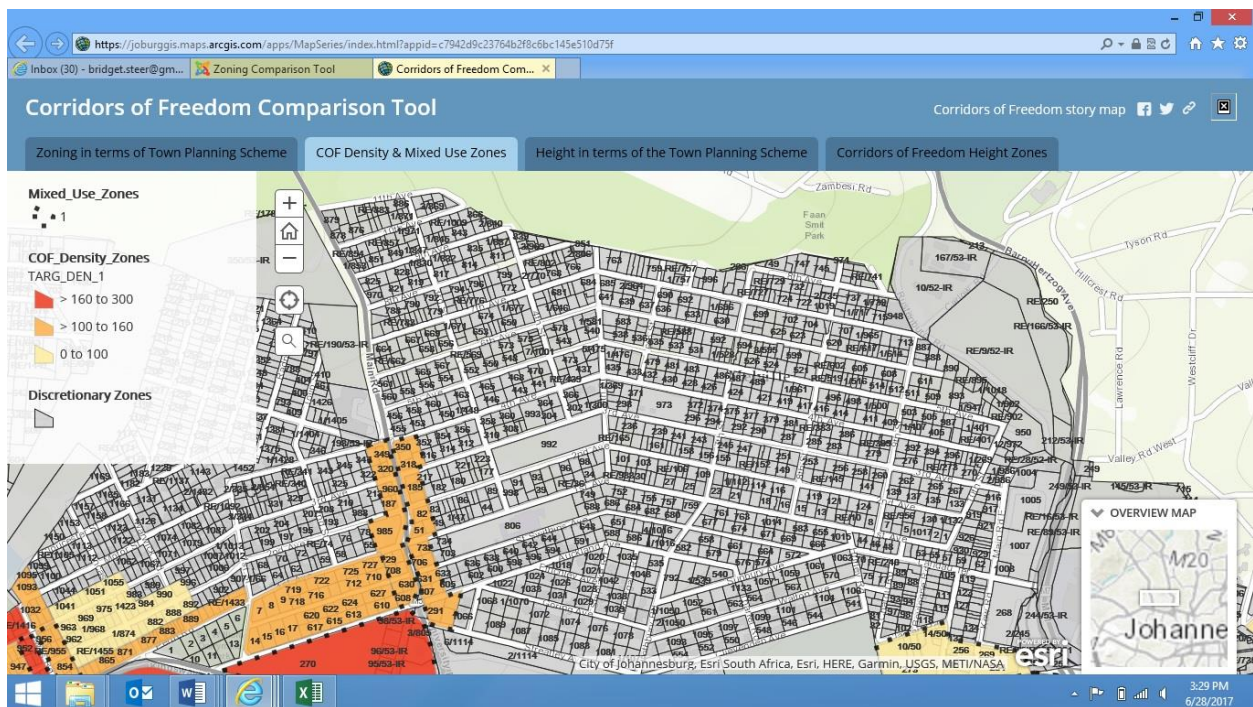
<http://www.corridorsoffreedom.co.za/index.php/zoning-comparison-tool>

Zoning and height link -

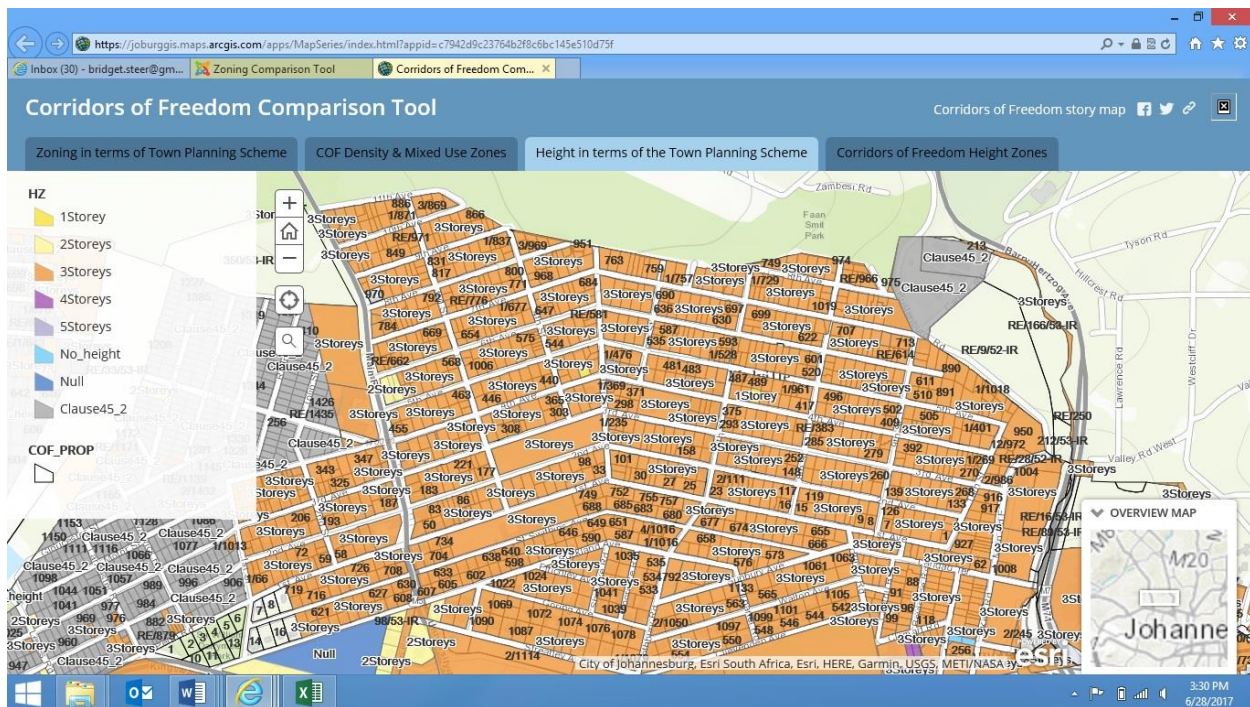
<https://joburggis.maps.arcgis.com/apps/MapSeries/index.html?appid=c7942d9c23764b2f8c6bc145e510d75f>



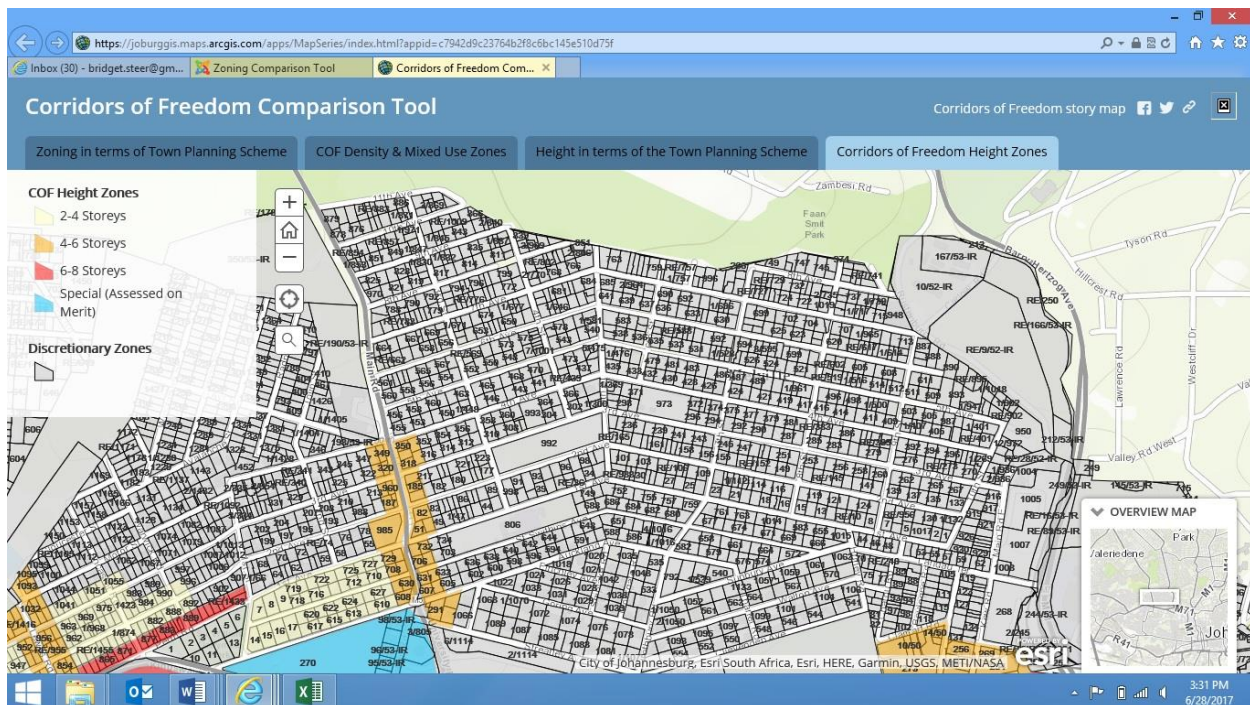
CURRENT / EXSISTING ZONING



COF PROPOSED ZONING & DENSIFICATION



CURRENT / EXSISTING HEIGHT ALLOWANCES – TOWN PLANNING SCHEME 1976



COF HEIGHT ALLOWANCES

Precinct Plans

Precinct planning is undertaken for identified sites where there are particular state planning interests or development matters that need to be resolved. Precinct planning typically involves the preparation of a blueprint for the area and often includes investigations into appropriate land use options, physical environment constraints, infrastructure requirements, community values and expectations and tenure arrangements

Examples of Precinct Plans

Parkview - <http://www.parkview.org.za/?q=content/town-planning>

Precinct document <http://www.parkview.org.za/?q=content/parkview-precinct-plan>

Parktown / Westcliff - <http://www.westcliffassociation.co.za/documents/RSDF.pdf>

PRECINCT PLANS

A Precinct Plan is a town planning tool that provides the most detailed level of planning which a Suburb can undertake. It is used to provide a fairly predictable environment in terms of land use changes that can be expected within a demarcated area. In the precinct plan, residents and other stakeholders are afforded an opportunity to provide input in so far as stand size, density, erf coverage and height are concerned for the differing zones in our area. Residents can also seek to delineate where the boundaries of the zones are to be.

A precinct plan should be:

Flexible – it should be clear in its objectives and principles, while allowing for changes in circumstances, such as market, economy or any other unforeseen circumstances.

Clear and certain – there should be certainty for the community and investors about how the precinct will be broadly developed and what it is set out to deliver. In doing so it should identify complying development in the area.

Contextual – Planning for a precinct should respond to the surrounding context, including the relationship to areas outside the precinct, and the views and aspirations of existing communities.

Participatory – the plan should be the result of a participatory process, providing stakeholders with the means to express their needs and priorities for the precinct.

A catalyst for change – identification and resolution of issues through a precinct plan should unlock the potential of the precinct and allow for growth and change.

What should a precinct plan include?

It should include the following elements:

Vision – a clear vision of what should be achieved in the precinct

Strategic Framework – Aims and objectives sought for the precinct that functions as the basis of the spatial plan.

Spatial Structure – a three dimensional spatial proposal illustrating how the precinct will be structured, taking into account key opportunities and constraints. It should be based upon the appraisal of the site and its surrounding context, including technical documentation.

Design principals – a set of high level design principals and outcomes for the precinct addressing matters such as grain and character, form and scale, connectivity and legibility, and public realm.

Land use guidelines – description of the classes of development that are envisaged (complying development) within the precinct and how they will be arranged, including general location, type and density of activities that takes into account the spatial context of the broader area and the design principals.

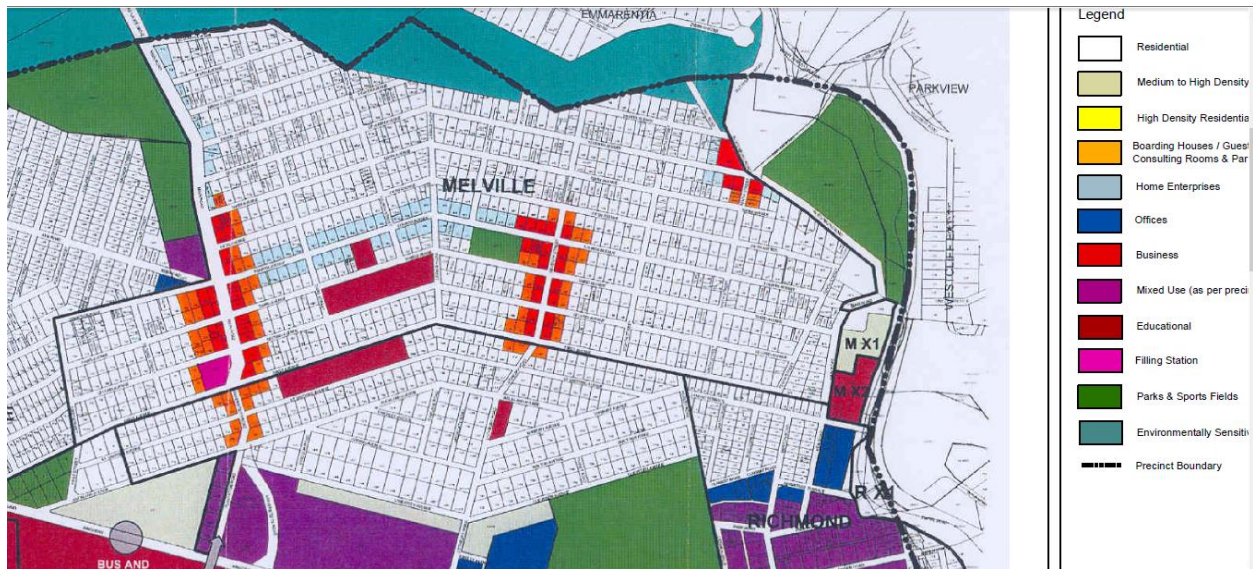
Framework for infrastructure delivery – should be specific about what infrastructure is required, thresholds for delivery and how it may be delivered.

Although not cast in stone, it provides residents with a negotiating tool should plans be submitted to council for development. It will be a tool that is used to monitor land use changes in the area and equip residents to decide whether to oppose requests for development as and when they arise. Currently, without a plan in place, it is a “free for all” in terms of development.

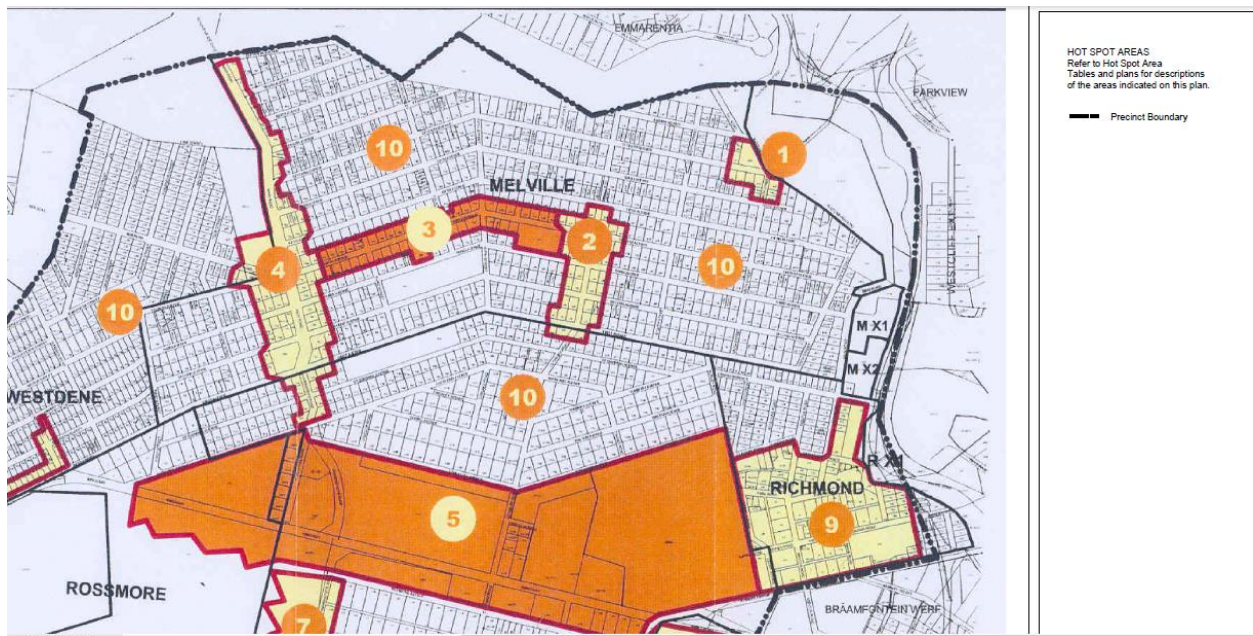
RSDF Region B

<https://joburg.org.za/2010/pdfs/sdf/regionalsdf/regionb/contentsa.pdf>

https://joburg.org.za/2010/pdfs/sdf/regionalsdf/regionb/section42_sub9a.pdf



RSDF MAP OF MELVILLE LAND USES ALLOWED



Precinct Plan Workshop links:

<http://tinyurl.com/ya4ogc7m>