

# CITY OF JOHANNESBURG



**DEVELOPMENT PLANNING INPUT- INCLUSIVE ECONOMY PROSPECTUS**

**01 APRIL 2019**



# OVERVIEW

1. WHERE WE ARE SPATIALLY DRIVING THE CITY
2. INCLUSIONARY HOUSING
3. THE COJ LAND USE SCHEME, 2018
3. IMPROVING APPLICATION PROCESS- TOWARDS  
AUTOMATION
4. IMPROVING BUILT ENVIRONMENT LAW  
ENFORCEMENT



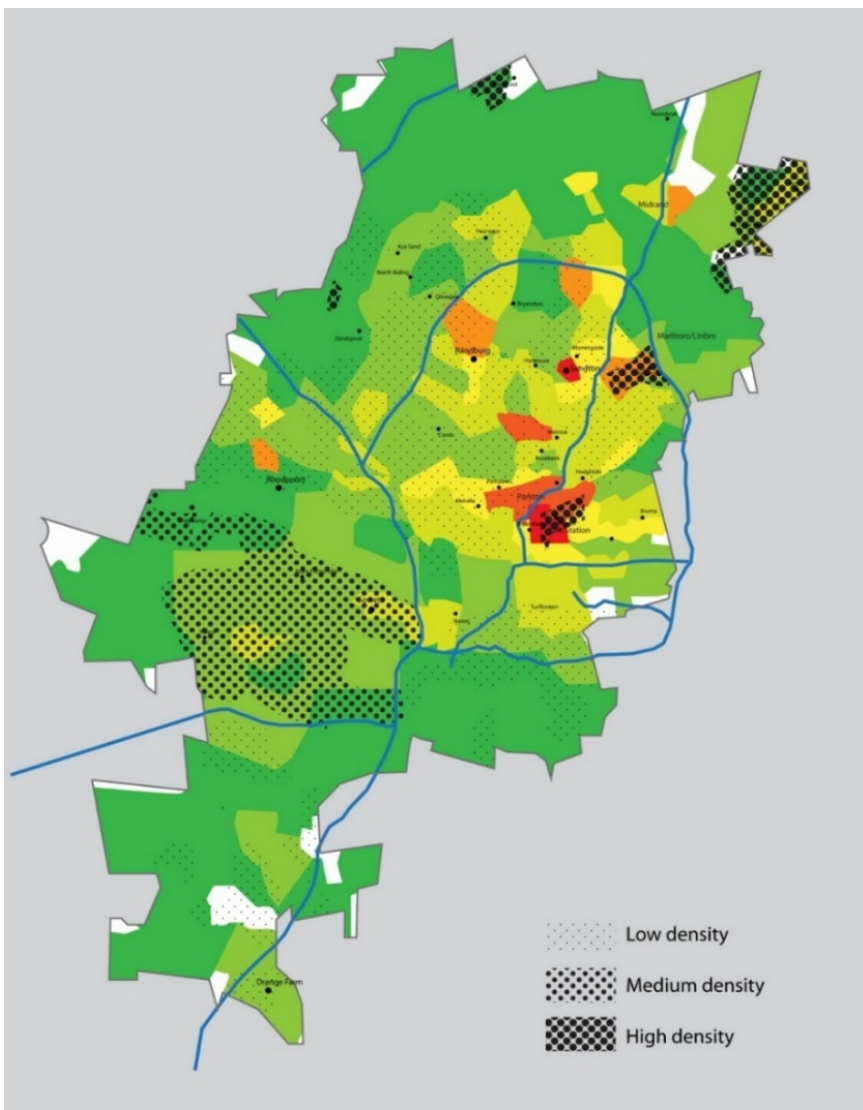
## KEY SPATIAL CHALLENGES

**The SDF seeks to address five major issues in Johannesburg's spatial and social landscape:**

- **Spatial inequalities and the job-housing mismatch,**
- **Increasing pressure on the natural environment**
- **Urban sprawl and fragmentation,**
- **Exclusion and disconnection**
- **Inefficient residential densities and land use patterns**

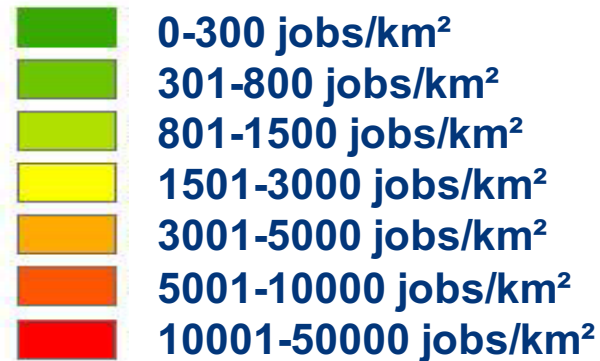


# KEY SPATIAL CHALLENGES: SPATIAL INEQUALITY AND THE JOB HOUSING MISMATCH

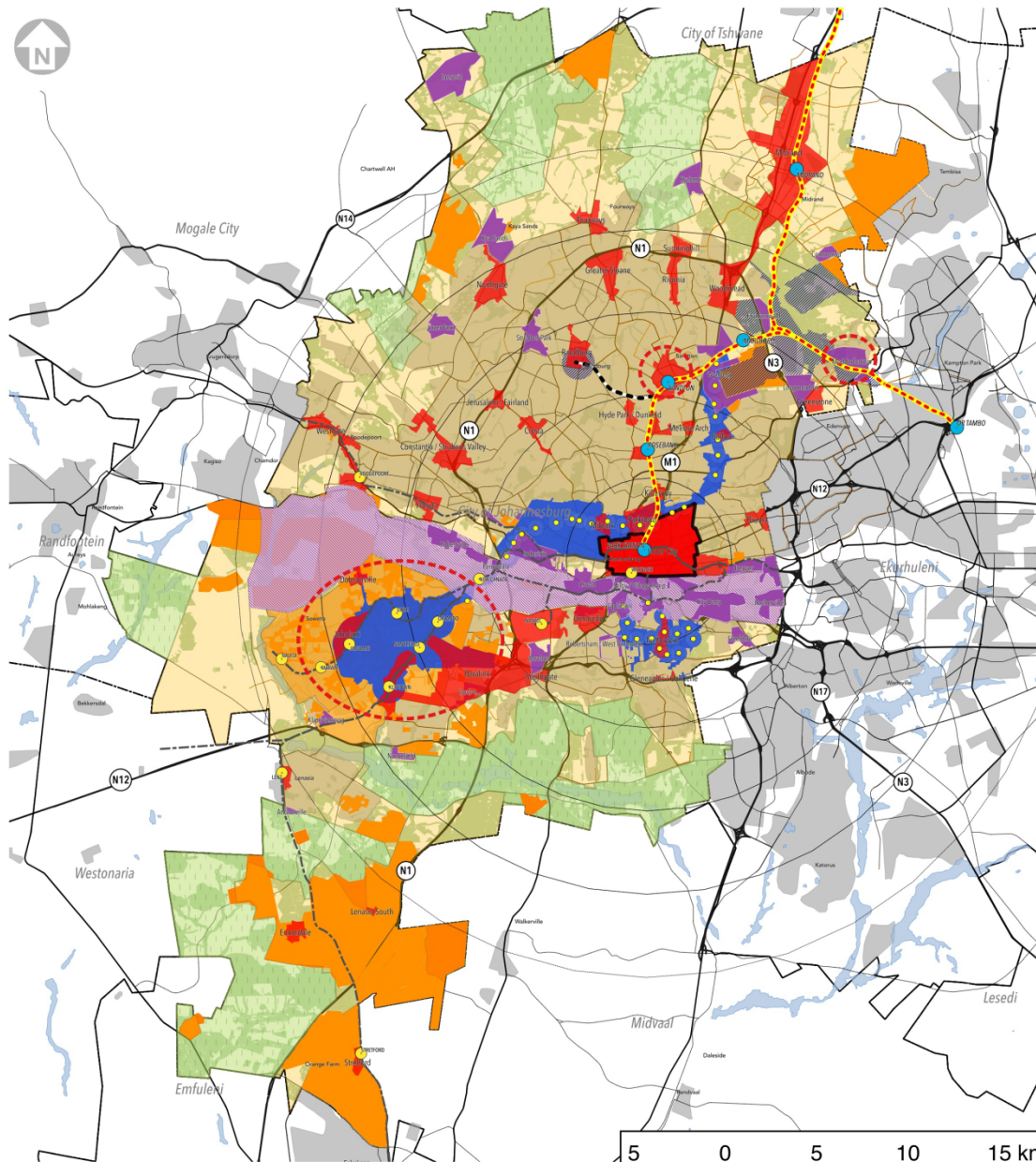


**3%** of the metropolitan area hosts 1/3 of the jobs

**5%** of the metropolitan area hosts 1/3 of the inhabitants
















## Spatial Framework

### INTEGRATED TRANSPORT NETWORK

-  Railway Stations
-  Gautrain Stations (Current Network)
-  BRT Nodes
-  TOD Precincts
-  Gautrain Line (Current Network) copy
-  Gautrain Line (Potential Future Link) copy
-  Railway Lines
-  Gauteng Built-up Areas
-  COJ Boundary




### ECONOMIC BACKBONE

-  Inner City (Metropolitan Core)
-  Principal Metropolitan Sub-centre
-  Urban Nodal Areas
-  Industrial Nodes
-  Mining Belt (Mixed use Area)




### PUBLIC TRANSPORT BACKBONE

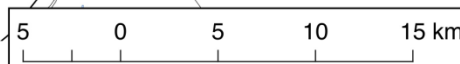
-  Empire Perth / Louis Botha CoF
-  Turffontein CoF
-  Soweto CoF
-  Randburg - OR Tambo Corridor Elements

### CONSOLIDATION ZONE

-  Consolidation Zone
-  Soweto
-  Deprivation Areas

### NATURAL STRUCTURE

-  Areas beyond UDB
-  Wetlands and Waterbodies
-  C-Plan Area Coverage

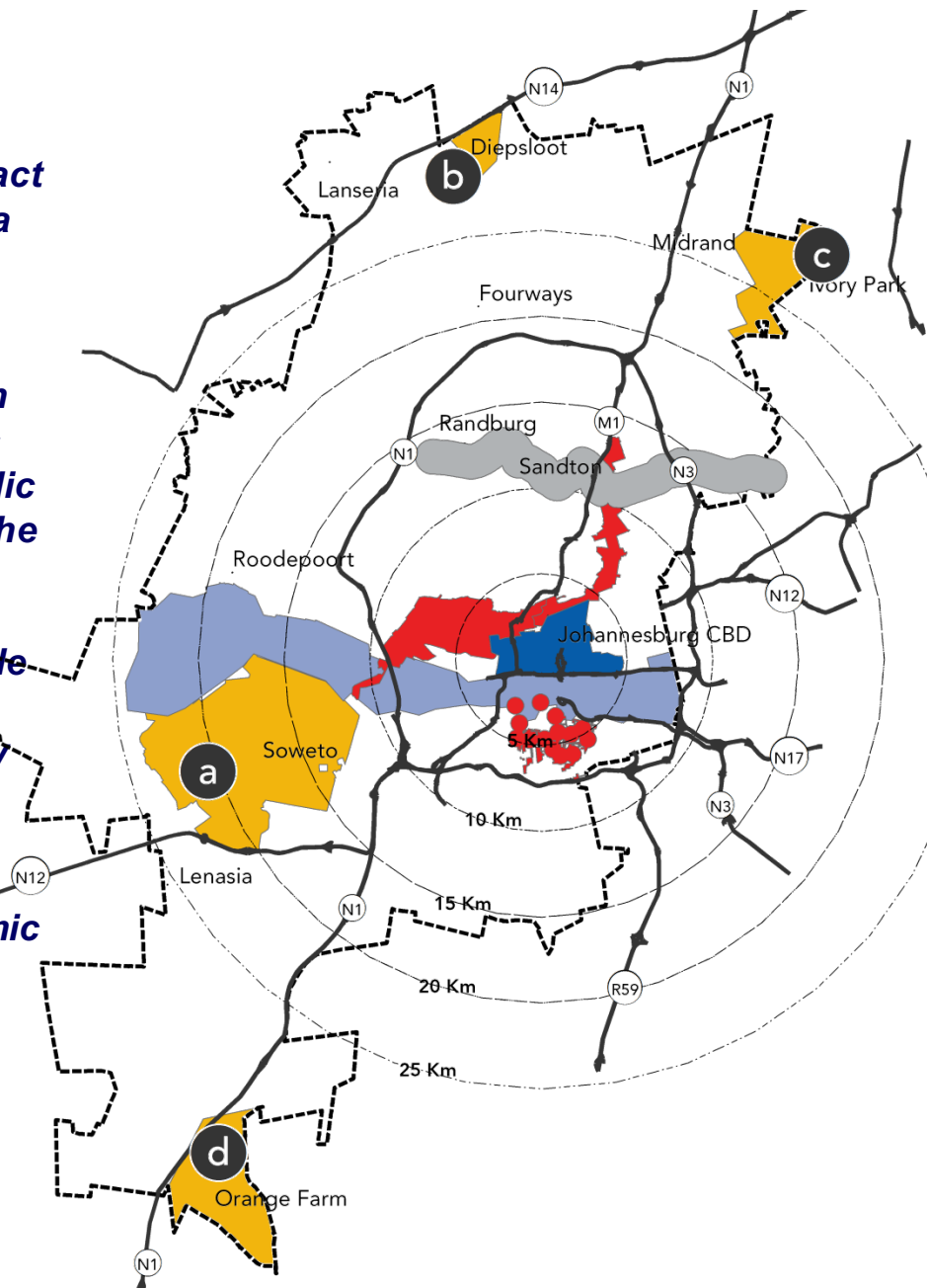




## KEY SPATIAL PRIORITIES

### A strong Metropolitan Core

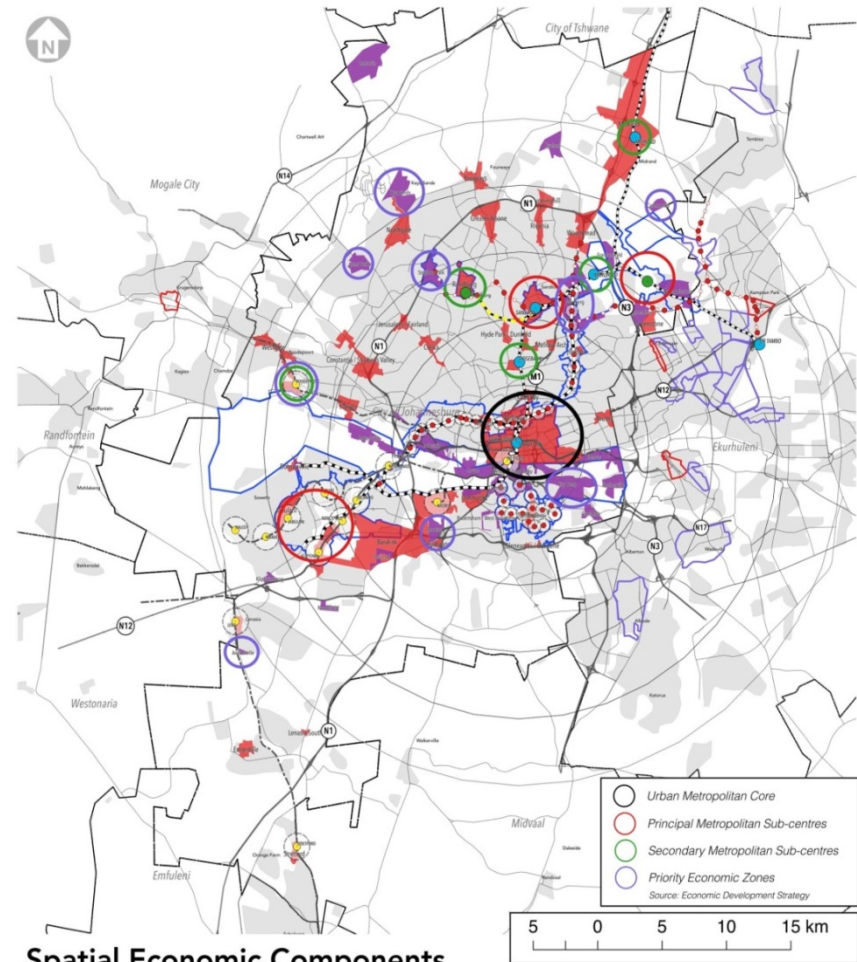
- *At the heart of the future compact polycentric Johannesburg lies a strong metropolitan core, the CBD or Inner City*
- **Transport oriented Development**
  - *Consolidate appropriate growth and development opportunities around existing and future public transport nodes, starting with the Corridors of Freedom.*
- **Soweto as a True City District**
  - *Transform Soweto into a liveable city district in its own right with access to jobs and the full array of urban amenities*
- **Developing a Randburg – OR Tambo Corridor**
  - *This strategy will focus economic investment in well-connected centres and provide adequate space for economic growth.*
- **Unlocking the Mining Belt**
  - *By exploiting its potential, this fragmenting feature could become one of inclusion*





# KEY SPATIAL PRIORITIES: THE SPATIAL ECONOMY

- **Priority Economic Zones**
  - *Intensify growth around existing and future economic zones, in line with the economic development strategy*
- **Nodes as Centres of Growth**
  - *maximise the development and economic growth potential of the existing nodal structure of the city.*
  - *Nodal Review process to be finalised before the end of the current financial year (2018/2019)*



**Spatial Economic Components**

## PUBLIC TRANSPORT NETWORK

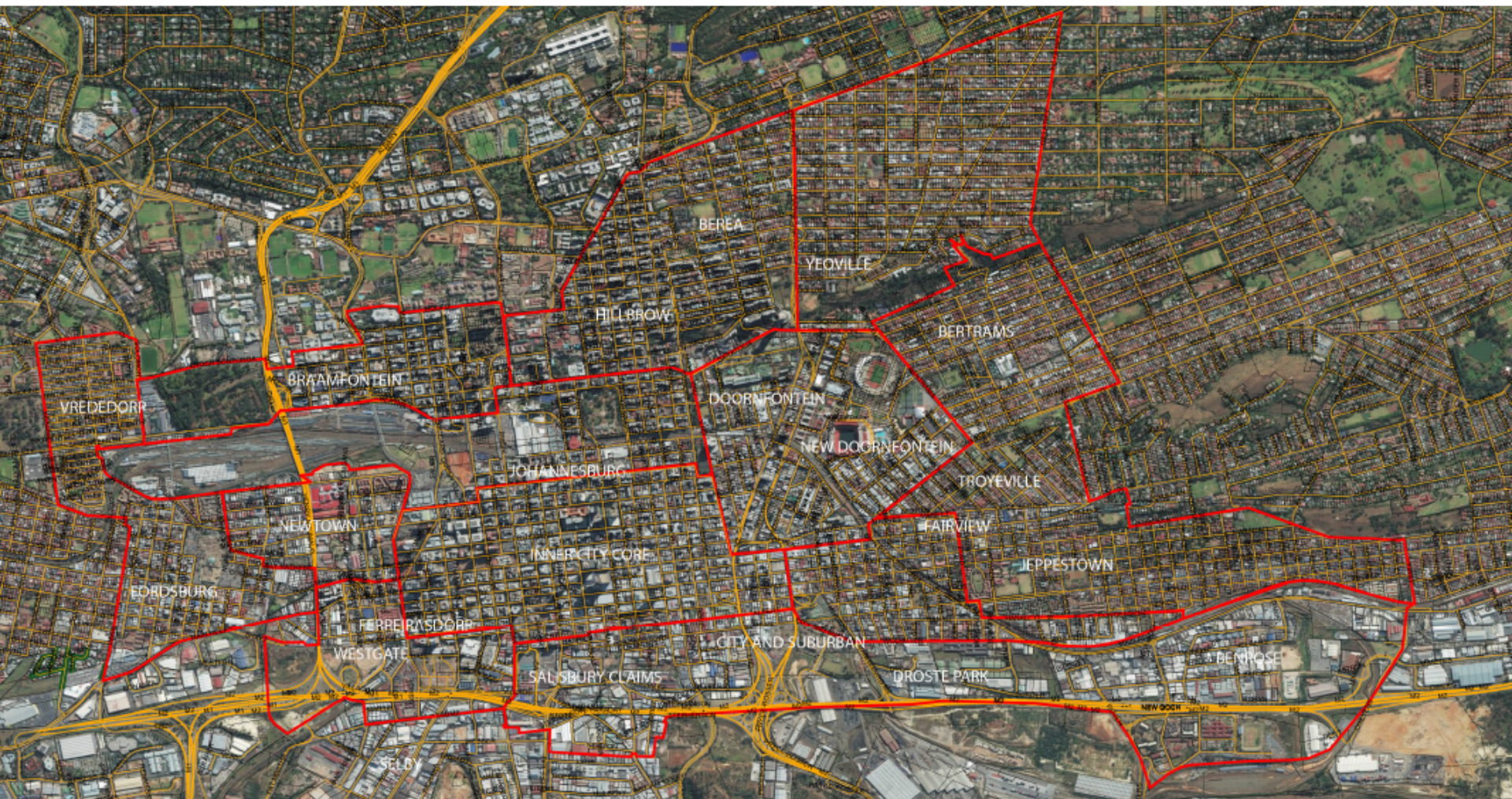
- Gautrain Stations (Existing)
- Gautrain Stations (Proposed)
- Rail Stations
- BRT Stations
- Gautrain Line (Current Network) copy
- Gautrain Line (Potential Future Link) copy
- Railway Lines
- BRT / IRPTN
- BRT / IRPTN (Future)
- Regional TOD Nodes
- Local TOD Nodes
- Transformation Areas

- Economic Nodes
- Industrial Areas
- Peripheral Nodes
- Commercial
- Industrial
- ROAD NETWORK
- Highways

- Highways (Gauteng)
- Arterial Roads
- Main Roads
- BOUNDARIES
- Gauteng Built-up Areas
- Gauteng Municipal Boundaries
- COJ Boundary



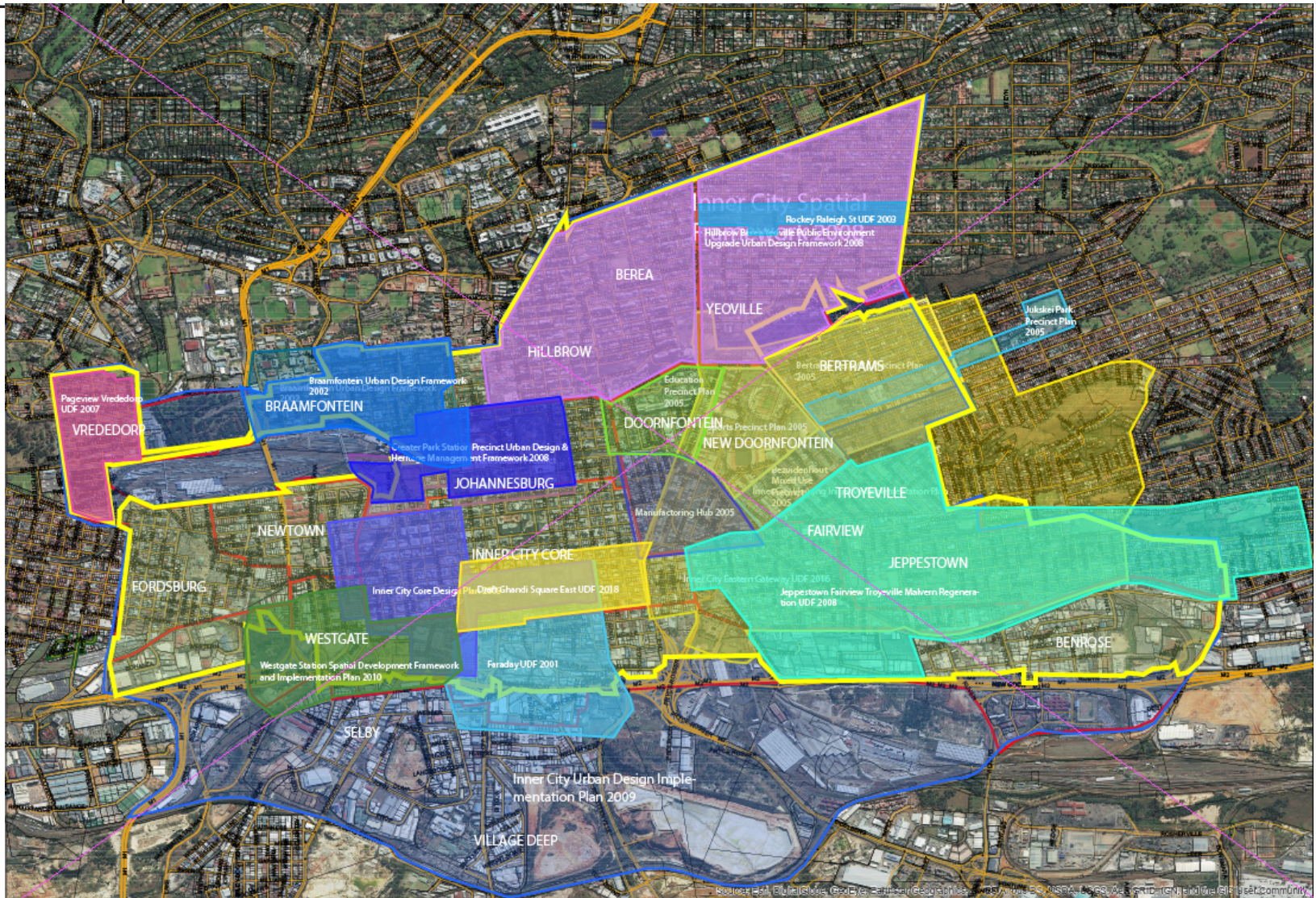
# INNER CITY PRECINCTS





# CURRENT POLICY SITUATION

Many overlapping and somewhat contradictory spatial policies







## CURRENT POLICY SITUATION

**Roughly 46 individual spatial plans / policies for the Inner City**

NO	PLAN / STRATEGY TITLE
1	Bad Buildings Strategy 2009
2	Better Buildings Programme 2003
3	Chinatown Precinct Plan 2009
4	CoJ IC Analysis 2009
5	Denver Hostel 2007
6	Draft Linear Markets Business Plan 2008
7	Ellis Park Precinct Plans 2005 (consisting of 7 individual precinct plans)
8	Faraday Precinct UDF 2001
9	Fordsburg Mayfair UDF 2007
10	Gauteng Provincial Government Precinct
11	Hillbrow Berea Neighbourhood Regeneration Programme 2006

12	Hillbrow Berea Regeneration Initiative 2002
13	Hillbrow Berea Yeoville PEU 2007
14	Hillbrow Health Precinct Plan and UDF 2004
15	ICBRT Station Precinct Analysis 2009
16	IC Charter 2007
17	IC Charter Independent Assessment 2009
18	IC Core 2009
19	IC Distribution System 2004
20	IC Housing Action Plan 2007
21	IC Norms and Standards 2010
22	IC Property Market Strategy 2009
23	IC Property Scheme 2009
24	IC Regeneration Strategy 2004
25	IC Spatial Framework 2008
26	IC Traffic and Transportation Study 2010
27	ICUDIP 2009
28	JDA Analysis of Impact on Regeneration on Investment 2009
29	Jeppeshtown Troyeville UDF 2008
30	Johannesburg City Centre Development Framework 2000
31	Metro Park Competition 2009
32	Pageview Vrededorp UDF 2007
33	Park Station Precinct
34	Park Station Joubert Park Long Distance Public Transport Hub 2006
35	Decking of the Railways 2009
36	SouthPoint Braamfontein
37	Spatial Framework for the IC 2008

# POLICY EVALUATION & RECOMMENDATIONS

*Strategic Inner City Spatial Policy: Review and Consolidation of the Inner City Spatial Framework, 2008, and the Inner City Urban Design Implementation Plan, 2009*

- Primary strategic recommendation is to **fully review** and **consolidate** the Inner City Spatial Framework 2008, and, Inner City Urban Design Implementation Plan 2009 as **the holistic development framework for the entire Inner City**.
- This plan ought to spatially, socially and economically **re-evaluate the entire Inner City as a whole** and prescribe the **overall integrated spatial development plan** that take into cognizance recently approved and currently pending policies and studies for alignment (i.e. IC Investment Strategy, Informal Trade Policy, Housing Implementation Plan, etc.).
- As per the current format of the Inner City Urban Design Implementation Plan 2009, **each identified precinct would be sufficiently detailed in terms of its character and function** with a set of prescribed **form based codes** to assist in the realisation of its individual identity in relation to the larger Inner City.
- To this extent it is also recommended that given the approved development controls in terms of the SDF 2040 and the proposed individual precinct identities and roles, the **framework are to contain less stringent land use controls** (as opposed to conventional Precinct Plans) and instead prescribe the **particular function and objectives** that development should prove to contribute towards.
- This would **enhance flexibility** within the metropolitan core and encourage investment by many different role players to create a vibrant, diverse and economically and socially sustainable Inner City.





## **WAY FORWARD- INNER CITY URBAN DEVELOPMENT FRAMEWORK**

- **The proposed Inner City Policy Review and Consolidation would require extensive professional studies to be carried;**
- **The projected project period is 24<sup>th</sup> months;**
- **Get a team that will that would include:**
  - **Professional Urban Designers;**
  - **Professional Town Planners;**
  - **Traffic & Transport Engineers (traffic and transport studies);**
  - **Civil engineers (service capacity assessments);**
  - **Structural engineers (structural assessments, where required);**
  - **Development Economist (local economic development strategy);**
  - **Community Participation Consultants;**
  - **Further studies and strategies;**
  - **Etc.**
- **The proposed period for implementation: 2019/ 20 – 2020/21, DEPENDENT on budget availability.**





## INCLUSIONARY HOUSING

### **Inclusionary Housing:**

**A housing programme that, through conditions attached to land use rights approvals, requires private developers to dedicate a certain percentage of new housing developments to low income and low middle income households, or to households that may not otherwise afford to live in those developments.**



## **INCLUSIONARY HOUSING**

- **Policy and mechanisms to enable implementation approved early 2019**
- **All residential development comprising 20 or more residential units to incorporate inclusionary units (this includes public sector developments) at 30%**
- **Calculator in place to assist in determining bonus densities**
- **Policy successfully piloted in a few areas**

# NEW CITY OF JOHANNESBURG LAND USE SCHEME, 2018



- The LUS is prepared in terms of the provisions of the Spatial Planning and Land Use Management Act (SPLUMA) (Act 16 of 2013) and CoJ Municipal Planning Bylaw, 2016.
- It came into effect on 01 February 2019
- It is a single land use scheme that incorporates the entire area of CoJ.
- Provides for land use and development rights of the property.
- Give effect to the implementation of SDF and IDP.



**City of Johannesburg**  
Land Use Scheme, 2018



[www.joburg.org.za](http://www.joburg.org.za)



# IMPACT OF NEW LAND USE SCHEME ON DEVELOPMENT APPLICATIONS

- **PREMISED AROUND THE PROMOTION OF LAND DEVELOPMENT**
- **(READ INCONJUNCTION WITH THE BY-LAW AND SDF): CERTAINTY, UNIFORMITY AND CONSISTENCY IN DECISION MAKING WILL BECOME A REALITY**
- **COMPLETE APPLICATIONS WILL BE ASSESSED MORE EXPEDIENTLY**
- **GREATER EMPHASIS ON PUBLIC PARTICIPATION DURING EVALUATION OF DEVELOPMENT APPLICATIONS**
- **ELIMINATION OF UNNECESSARY TIME CONSUMING SECONDARY APPLICATIONS (PROMOTION OF DIRECT SUBDIVISIONS)**
- **OVERALL REDUCTION IN TURN AROUND TIMES**



# CITY OF JOHANNESBURG LAND USE SCHEME, 2018



## ONE OF THE MAJOR CONTRIBUTORS TO OUR CURRENT STATE: 16 DIFFERENT TOWN PLANNING SCHEMES

These Schemes were outdated – some dated back as far as 1963

Although there are similarities in format between schemes the procedures and provisions were not uniform

Each Town Planning Scheme contained its own definitions and descriptions – The definitions differed from one scheme to another

The above was confusing to developers and administratively complex and hampered the smooth operation of our systems

CoJ LUS promotes an equitable ways and introduces a uniform land use management mechanism

Corrects distortions of historical planning systems and their negative effects

Explores different and innovative mechanisms

Takes cognisance of and improves on the problems currently experienced

Exploits the positive and practical components of the “old” town planning schemes



## IMPROVING APPLICATIONS PROCESSES

The City is participating in the World Bank Ease of Doing Business study at a Sub-National level. Through that, the following inefficiencies were revealed:

- Longer, manual and complex processes in issuing a Construction Permit
- Longer time frames in obtaining approvals on permits
- Systems inefficiencies



# IMPROVING APPLICATIONS PROCESSES

- Building Plan processes are fragmented and the customer end up monitoring the application manually with various MOE's and Departments
- Long turn around time and no updated SOP's to ensure standardisation and consistency
- No risk based approach for plan examinations and site inspections.
- Not Customer-centric –customers have to employ runners to go to various departments for approval. An added cost



# IMPROVING APPLICATIONS PROCESSES- AUTOMATION

- Interim – Single point of entry for Building Plans
- Integration of Systems and processes for single-phased value chain process
- Proposed online building plan application system (Phase 1) and land use applications (Phase 2)
- Customer centricity- reduce the need for runners and improving turn around times
- Change Management



# IMPROVING APPLICATIONS PROCESSES- AUTOMATION



- Apart from executing on the Reform Action Plan (SNDB – SubNational Doing Business) which includes process optimisation;
- We need to adopt a system that will provide
  - a transparent,
  - measured, and
  - Efficient process that will reduce
    - ✓ The number of steps
    - ✓ And time taken to execute the steps.
      - Resulting in higher quality building plan examinations and approvals
      - And achieving greater customer satisfaction.
      - Improve our ranking in the World.



*In so doing, we will make City of Joburg a Construction site fostering economic development.*

*PS: A study in the US shows that accelerating permit approvals by 3 months could increase a local Govt's property Tax revenue by 16% and overall construction spending by 5.7% expanding the benefits of increased construction activity to the rest of the economy.*

The World Bank Group (IFC) has a Construction Permitting System that provides all the above.  
The system will serve as the One Stop Shop - online.

# IMPROVED BUILT ENVIRONMENT LAW-ENFORCEMENT



- Currently, Development Planning Law Enforcement function resides in namely Land Use Development Management (LUDM) and Building Development Management (BDM),
- **Combine law enforcement functions into one unit for efficiency, effectiveness and more streamlined efforts. The unit will have qualified law-enforcement officers and be accredited as peace officers; focus on proactive law enforcement and ensure all reactive law enforcement goes through Municipal Courts towards prosecution**
- *Balance law enforcement and education*



THANK YOU