

INNER CITY **EASTERN GATEWAY**

URBAN DEVELOPMENT FRAMEWORK & IMPLEMENTATION PLAN REPORT | 2016





Prepared for:



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1.0. EXECUTIVE SUMMARY

With its strategic and convenient location on the eastern fringe of Johannesburg's Central Business District, proximity to nearby economic opportunities and social amenities and excellent public transport links, the Inner City Eastern Gateway (ICEG) has the potential to perform a central role in relation to the City's transformed spatial vision and focus on bringing "housing opportunities to job centres". However, if the area is to fulfill its full potential a number of key challenges need to be addressed:

1. Residential Densification is occurring informally & horizontally;
2. A chronic Housing shortage is evident, particularly for low income groups;
3. Insufficient Social Infrastructure exists to meet growing demand;
4. The Streetscape is car dominated and non-supportive of walkability and Non-Motorised Transport;
5. Insufficient usable Green Space exists, much of the existing open space system being inaccessible and residual in character;
6. Numerous Urban Management failures are apparent, with crime, litter, and lack of infrastructure maintenance and by-law enforcement frequently highlighted by stakeholders.

This Urban Development Framework (UDF) sets out the following vision for the Eastern Gateway:

The ICEG must become an inclusive series of inter-connected neighbourhoods accommodating an economically and demographically diverse resident profile within a well-integrated, liveable, high-density urban environment within easy reach of nearby job centres and social amenities.

The three main strategic thrusts of the UDF in support of this vision are:

1. Densification of the C.B.D. Interface, principally in New Doornfontein and City & Suburban;

2. Corridor Development along major movement routes, including Albertina Sisulu, Commissioner/Roberts, Main and Jules Streets;

3. Transit-Oriented Development around PRASA and BRT Stations.

The following core interventions are proposed:

1. Formalise residential densification;
2. Broaden the housing offering in the area to cater to all needs;
3. Improve accessibility and connectivity;
4. Expand the area's economic base;
5. Repurpose the urban environment to its transformed context and new role;
6. Maximise and improve the existing extensive open space system.

A total of **18 276** new residential units are proposed for development by the City of Johannesburg over the next 20 years, located within a series of medium to high density housing precincts within the study area. 6577 units are envisaged in Phase 1 (2017-22) and 11 699 units in Phase 2 (2022-37). These new units will notionally accommodate 18 276 new households / 48 652 new residents, representing a growth in the current population of 112%. The total estimated cost for these housing projects is approximately R6.2 billion.

In support of the housing projects rollout, a series of supporting social and engineering infrastructure projects are proposed during the period 2017 to 2037:

- Public Environment Upgrade projects totaling approximately R331 million;
- Parks projects totaling approximately R103 million;
- New Social Amenities, including Clinics, Libraries, Community Centres and Schools, totaling approximately R430 million;

2.0. INTRODUCTION

Underpinned by its Growth and Development Strategy 2040 and Spatial Development Framework, the City of Johannesburg envisages a new transformed spatial vision for the city, built around a compact city model, and more equitable and efficient urban form. The central tenets of this vision are a densified urban core and a focus upon bringing "housing opportunities to job centres".

- Local residents;
- People working and studying in the precinct;
- Visitors to the area;
- Local businesses;
- Major institutions located in and around the precinct;
- Land Owners and Property developers;
- Entrepreneurs and job creators;
- Local, provincial and national government.

The Inner City Eastern Gateway (ICEG) Study Area is strategically positioned in relation to this transformed spatial vision, located as it is on the eastern fringe of Johannesburg's Central Business District (CBD), and acting as an interface between the Inner City and the eastern suburbs. With its strategic and convenient location and excellent public transport links, the Eastern Gateway has the potential to perform a central role in relation to the City's vision, in particular in the provision of accommodation to a dynamic and demographically diverse community that requires housing in close proximity to the economic opportunities and social amenities available nearby within the Inner City.

The fulfillment of this role will necessitate an increased residential density on key city and state owned sites. The key purpose of this Urban Development Framework (UDF) is to provide a template for this process of further residential development, including how and where densities can be increased, what supporting infrastructure needs to be put in place to facilitate it, and what improvements to the public environment and social amenities need to be implemented to ensure the creation of a well integrated, livable urban area. It is intended that this framework will become a reference guide against which all new development proposals can be evaluated in terms of their suitability, and remoulded to better suit the needs of the greater community. It is also intended that it will become a guideline for the actions of various implementing agents of government active in producing plans and policies for the area, and budget allocations for city-led interventions.

The framework seeks to set out a consensus position on a common vision for the area, striking a balance between the interests of various stakeholders:

A three-stage methodology was followed in the preparation of the ICEG UDF:

1. An Information Gathering stage, encompassing a Status Quo assessment, a Desktop Study exercise and a Stakeholder Participation process;
2. A Synthesis stage, during which a series of key findings was surmised, drawing upon the earlier Stage 1 research work, and a Vision Statement and Development Rationale drafted;
3. A Framework and Vision stage, encompassing the main body of the UDF in which its essence is described in detail, various planning tools and guidelines are outlined and a series of priority projects are proposed.

The structure of the UDF document broadly follows this methodology, with subsequent sections as follows:

- 3.0. Status Quo – An assessment of the Status Quo situation within the study area;
- 4.0. Existing Plans, Proposals & Studies – A Desktop Study of all available relevant documentation;
- 5.0. Stakeholder Participation Process – A summary of the consultation process followed, geared to elicit input from various interested and affected individuals and organisations, and its outcomes;
- 6.0. Findings – Summary and synthesis of the all data gathered during the Information Gathering stage;
- 7.0. Urban Development Vision – The Vision Statement and Development Rationale that define the strategic direction of the UDF;
- 8.0. Urban Development Framework – A detailed description of all planning proposals and a series of land use guidelines and development controls in support of their implementation;
- 9.0. Implementation Strategy – A Schedule of priority projects, with high level costs, timelines and responsibility allocations.

3.0. STATUS QUO

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- 3.2.4 INSTITUTIONAL ENVIRONMENT

3.1. REGIONAL PERSPECTIVE

3.1.1. Locality



Figure 1 : Ward Map

The identified Inner City Eastern Gateway (ICEG) study area is bounded by the Yeoville/ Observatory ridge to the north, by 2nd Street (Bezuidenhout Valley), Juno Street and Katoomba Street to the east, by the Germiston railway line and Wolhuter Street to the south, and by Joe Slovo Drive to the west. The study area includes the following municipal wards and suburbs:

- Ward 61: Troyeville, Jeppestown and Fairview
- Ward 65: Reynolds View;
- Ward 66: Bertrams, Lorentzville, Judith's Paarl, Bezuidenhout Valley and Kensington;
- Ward 123: Doornfontein and New Doornfontein.

The total land area of the study area measures 658 hectares, 495 hectares of which fall within the UDZ study area.



Figure 2 : Bordering the Eastern Gateway Study Area

Bordering the ICEG study area are:

- The green space along the ridge system and the medium density residential areas of Yeoville and Observatory to the north;
- The lower density residential suburbs of Bezuidenhout Valley and Kensington to the east;
- The Droste park/Benrose/Denver Industrial belt to the south;
- Johannesburg's Central Business District and the high density residential areas of Joubert Park, Hillbrow and Berea to the west.

3.1.2. Gauteng City Region Context

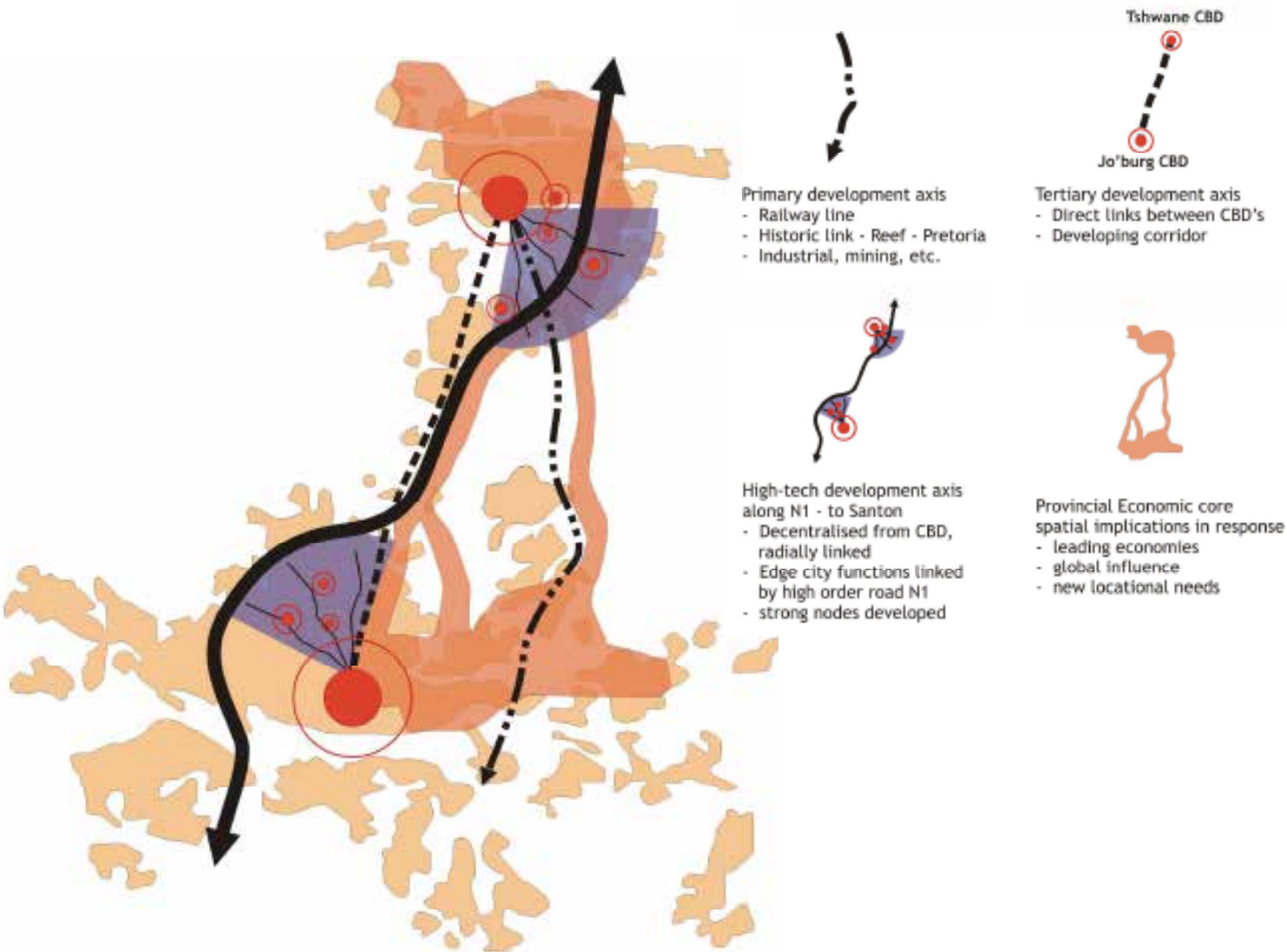


Figure 3 : Gauteng City-Region administrative and functional boundaries

The Gauteng City Region is defined as an integrated cluster of cities, towns and urban nodes which reach beyond the Gauteng borders and together form the economic heartland of South Africa.

The significance of the study area within the context of the Gauteng City region is that it is strategically located with respect to the CBD of Johannesburg, the Ellis Park Sports complex and the O. R. Tambo International Airport.

The convenience of being close to the major regional highway system of Gauteng as well as the rail network of the province further contributes to the strategic nature of the study area.

The above mentioned City Region context clearly indicates the study area to be protected from future decay and should play a supportive role as regards the important City Region elements as mentioned.

3.1.3. Metropolitan Context

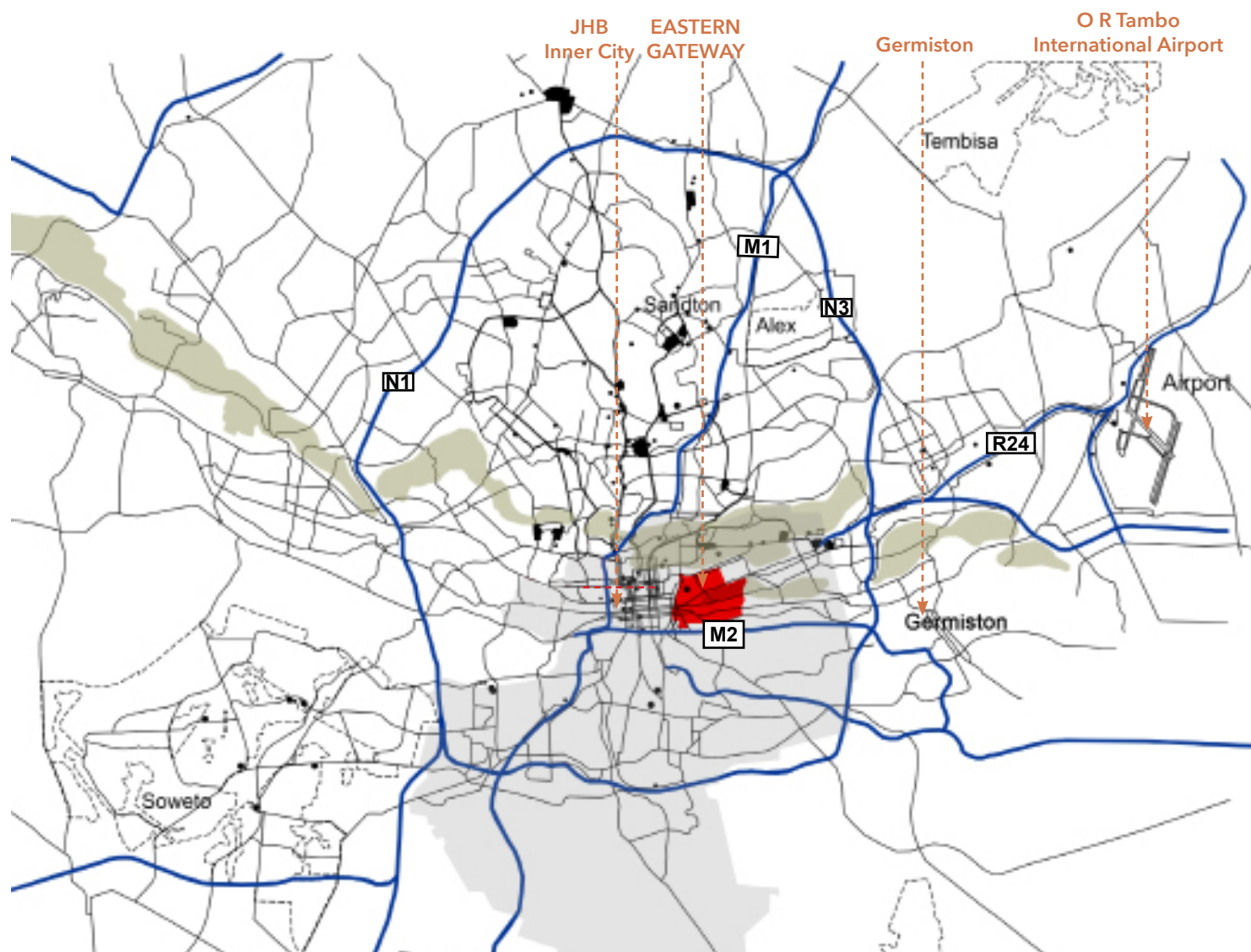


Figure 4 : Metropolitan Context

The ICEG falls within Region F of the City of Johannesburg, on the eastern edge of the Inner City Central Business District.

The study area is located in the southern part of the City of Johannesburg which is physically divided by the Witwatersrand Ridge that runs east-west through the greater city.

Nestled between the Johannesburg CBD, Germiston and O R Tambo International Airport the ICEG area has good regional connections, being in close proximity to the M1, N3 and M2 motorways.

The area fulfills an important role as a residential area in close proximity to the inner city and places of employment in the Johannesburg CBD. Several areas within the ICEG are among the older suburbs in Johannesburg and are currently under increasing pressure for transformation and urbanisation, displaying typical characteristics of 'zones of transition', wedged between the inner city and its outlying suburbs.

The Inner City remains a key economic node of the City of Johannesburg, as indicated in the Socio- Economic Rights Institute's research on Spatial Mismatch and Spatial Justice.

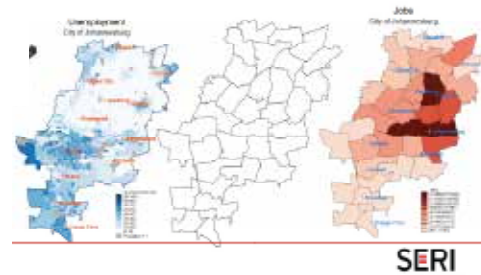


Figure 5 : (Budlender J, *Spatial Mismatch and Spatial Justice in South Africa's Main Urban Areas*; Socio-economic Rights Institute, 2016)

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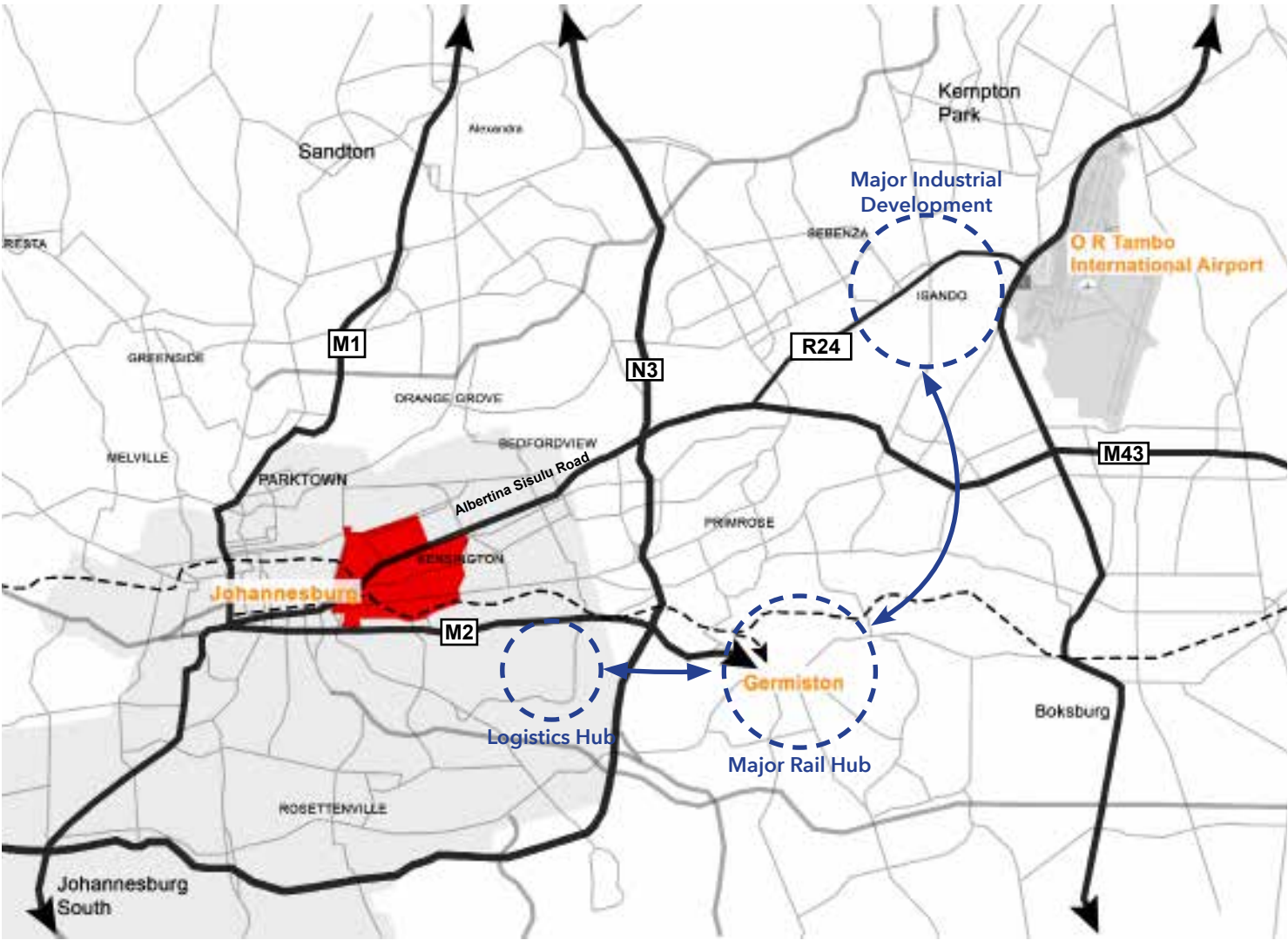


Figure 6 : Regional Context

With its central location adjacent to the CBD, the Eastern Gateway enjoys excellent regional transport connectivity, via the city's motorway system and radial road system linking outwards in all directions, placing the area at the center of a movement system for freight and people which has historically made it an attractive location for businesses seeking to benefit from proximity to the CBD, the nearby City Deep Logistics Hub, as well as good regional connectivity to the East Rand industrial areas.

One of the area's key accessibility advantages is the short travel time (15-20 minutes) to O. R. Tambo International Airport. The area is served by multiple modes of public transport, including the Johannesburg-Germiston PRASA line, the Rea Vaya BRT service, numerous bus and taxi routes linking eastwards from the CBD towards the eastern suburbs and onwards to Ekurhuleni.

3.1.4. The Role of Johannesburg Inner City

Johannesburg's Inner City adjoins the study area on its western boundary. Despite its twenty-year period of decline during the latter part of the apartheid era and early democratic era, and the departure of many commercial office tenants and retailers to the northern suburbs, the Inner City remains the largest and most significant Central Business District in the country. It serves as a regional, national, continental and international node, is a thriving centre of trade and commerce, and increasingly also a living environment that is home to a dynamic and demographically diverse community. Amongst others, the Inner City performs the following important social, economic and cultural roles for the city, province, nation and region:

- A seat of Provincial and Local Government as well as the Judiciary - Gauteng Provincial Government and Legislature are accommodated in the Kopanong Precinct straddling Albertina Sisulu and Market Street; the City of Johannesburg's Metro Centre is located in Braamfontein along with several other city departments and agencies, with others located nearby in Newtown, Doornfontein and the CBD; the Inner City is home to the Johannesburg Magistrates Court, South Gauteng High Court and Constitutional Court;
- South Africa's largest Commercial Office node with more than 1.5 million m² of office floor space (Viruly, 2009) - home to headquarters of several banks and financial sector institutions, mining houses, State-Owned Enterprises (SOEs), and an increasing number of Small, Medium and Micro Enterprises (SMMEs);
- A major retail node - The Retail Improvement District centred around Joubert, Eloff and Kerk Streets is home to flagship stores of several national chains including Woolworths and Edgars; the Carlton Centre regional mall on Commissioner Street has over 180 shops; the Inner City is also the largest concentration of informal traders in South Africa, clustered mainly around the Metro Market (Bree) and Jack Mincer (Noord) taxi facilities and Park Station;
- The largest and busiest intermodal public transport interchange in Sub-Saharan Africa - a terminal and interchange for local and long distance taxis, buses, BRT and trains;
- A Place of Learning - home to several higher education institutions including the University of the Witwatersrand, the University of Johannesburg and Johannesburg Technical College;
- A Residential node, home to a transient population, and a reception point for newly arriving residents - concentrated mainly in the flatlands of Joubert Park, Hillbrow and Berea, but increasingly also within CBD itself, particularly along its eastern periphery bordering and intersecting the study area;
- A Centre of Arts, Culture and Creative Industries - home to Joburg Theatre, the Newtown Cultural Precinct and Fashion District;
- An international Sports hub - home to Ellis Park Stadium, Johannesburg Athletics Stadium, Standard Bank Arena, the SA Tennis Centre, and Ellis Park Swimming Pool;
- A place of gathering - the location of several major metropolitan scale public spaces and places of assembly and protest, including Mary Fitzgerald Square, Library Gardens, Joubert Park and the Ellis Park Forecourt.

3.1.5. Aerotropolis Context

The City of Ekurhuleni, adjoining Johannesburg along its eastern boundary, has adopted “Aerotropolis” as a conceptual anchor for it’s spatial and economic planning processes. An Aerotropolis is a city or region developed around an airport, capitalising on the accessibility advantages offered by proximity to the airport and offering businesses speedy connectivity to their suppliers, customers and enterprise partners nationally and worldwide. These businesses, many in the high-tech and high-value service sectors, are often more dependent on relationships with distant suppliers and customers than those located in their own metropolitan region.

The U.S. Federal Aviation Administration defines an Aerotropolis as a ‘planned and coordinated multimodal freight and passenger transportation complex which provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.’ In essence, an Aerotropolis is a globalised Transit-Oriented Development (TOD), which functions at a regional and international rather than local scale.

- The Aerotropolis assumes multiple forms:
- A Functional Form that is non-spatial, comprising the interdependent relationship between Airlines, Airport and Region;
 - A Physical Form that manifests a spatially observable development;
 - A series of Connections/Linkages - Air Routes, Highways, Rail Networks and Links to Ports.

Straddling one of the mobility routes which connect directly to O. R. Tambo International Airport, namely the R24 Albertina Sisulu corridor, it is this third form that is of most relevance to the Inner City Eastern Gateway.

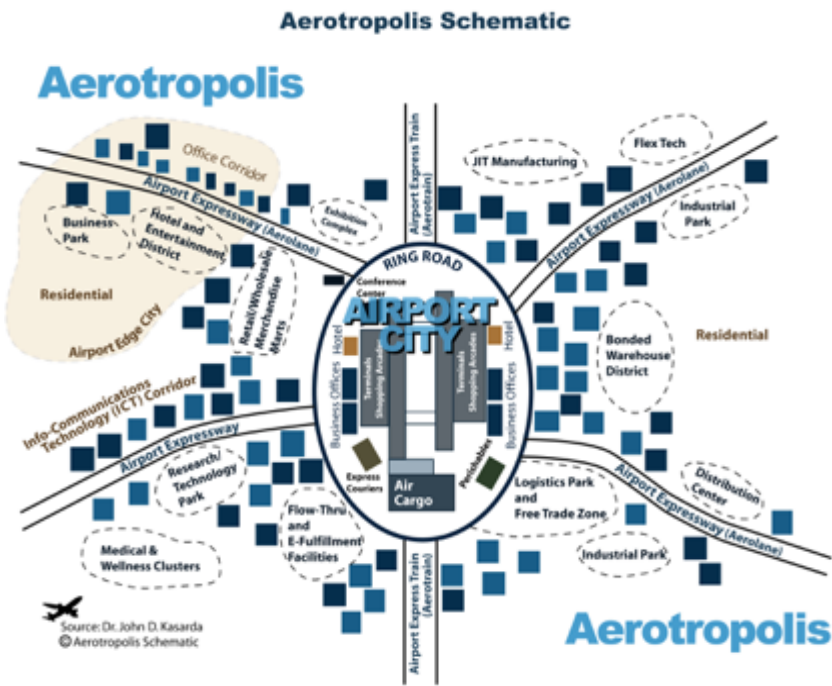


Figure 7 : Aerotropolis Schematic (Source Dr. John D. Kasarda)

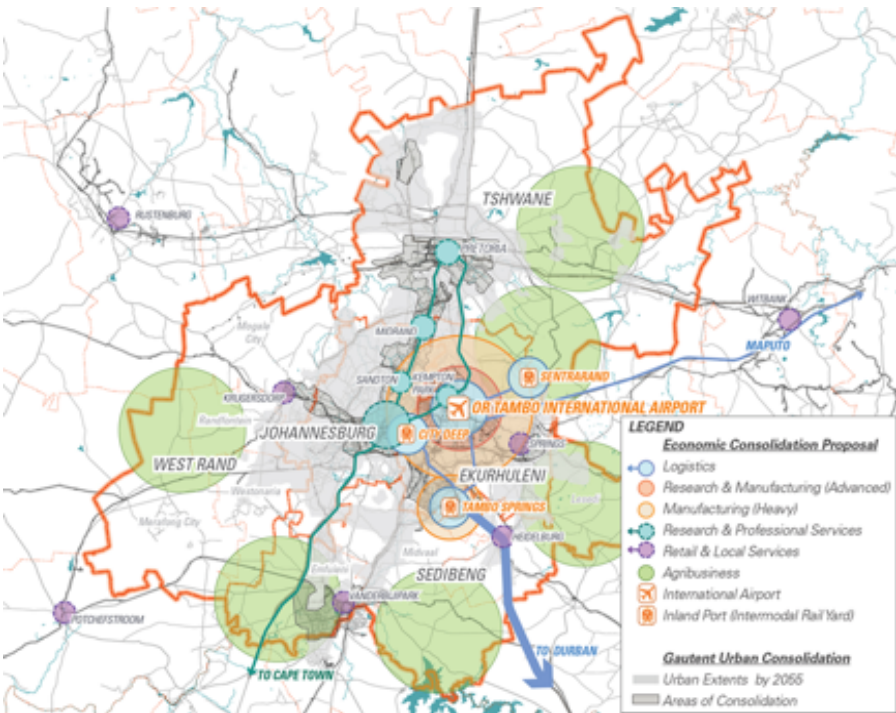


Figure 8 : Ekurhuleni Aerotropolis (Source: City of Ekurhuleni)

The physical form of the Aerotropolis typically manifests itself via one of three spatial patterns (see Figures 9-11).

Typical Aerotropolis land uses include:

- Office buildings and technology parks
- Logistics and distribution centers
- Industrial estates and light manufacturing
- Retail centers and wholesale merchandise marts
- Information and communications technology complexes
- Bioscience and medical facilities
- Higher education campuses
- Hotel, convention, tourism and entertainment complexes
- Large mixed-use residential developments
- Airport “Edge Cities” (e.g., Amsterdam, Zuidas; Las Colinas, Texas; New Songdo IDB)

Spatial Development Patterns of the Aerotropolis (Source Dr. John D. Kasarda)

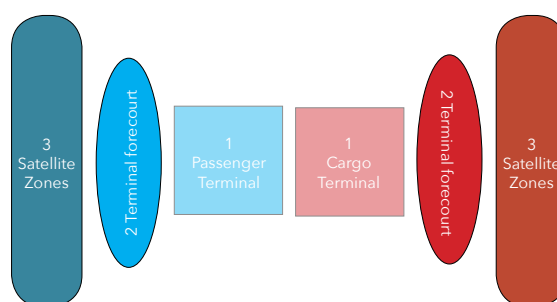


Figure 9 : From the airport out

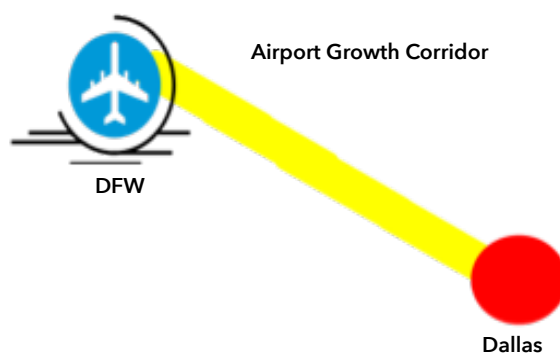


Figure 10 : From the city out

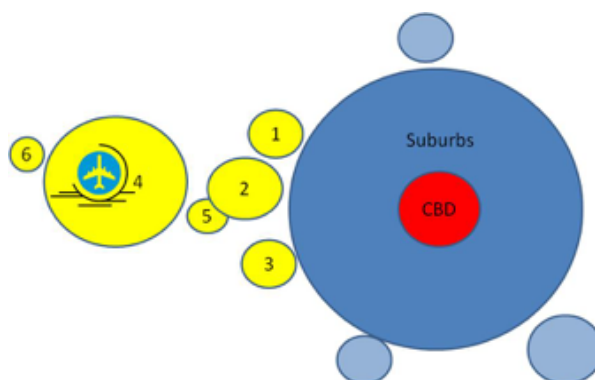


Figure 11 : From the city out Along the main access corridor

3.0. STATUS QUO

Within the context of globalising economies, the key competitive advantage of location within less than 30 minutes travel time from Africa’s busiest (19 million annual passengers) and best connected hub airport is an important potential driver for development of the Eastern Gateway. The benchmark typically applied to the definition of an Aerotropolis is a 30-minute travel time radius from the airport. In this context, the entire study area as well as much of the Johannesburg Inner City falls within the Aerotropolis Area of Influence (see Figure 13).

The Albertina Sisulu corridor in particular, with its rapid connectivity to O. R. Tambo International Airport via the R24 highway, offers considerable potential for Aerotropolis related business activity, specifically in relation to passenger-focused sectors such as tourism, cross-border retail and services sector with a strong travel focus.

To capitalise on these opportunities, the corridor will need to be planned in an integrated way, to achieve the highest and best use of available land, to create economies of scale, to build synergies between interlinked land uses and businesses, and to eliminate transport and movement inefficiencies. The proposed Bus Rapid Transit link to the airport will help activate this potential.

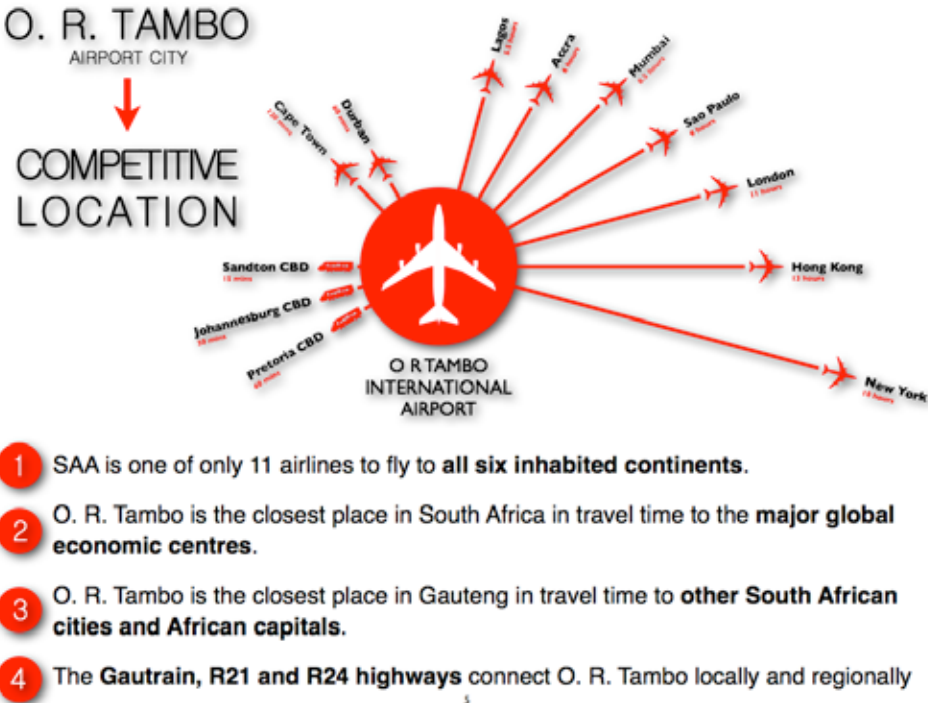


Figure 12 : O. R. Tambo International Airport Competitive Advantage

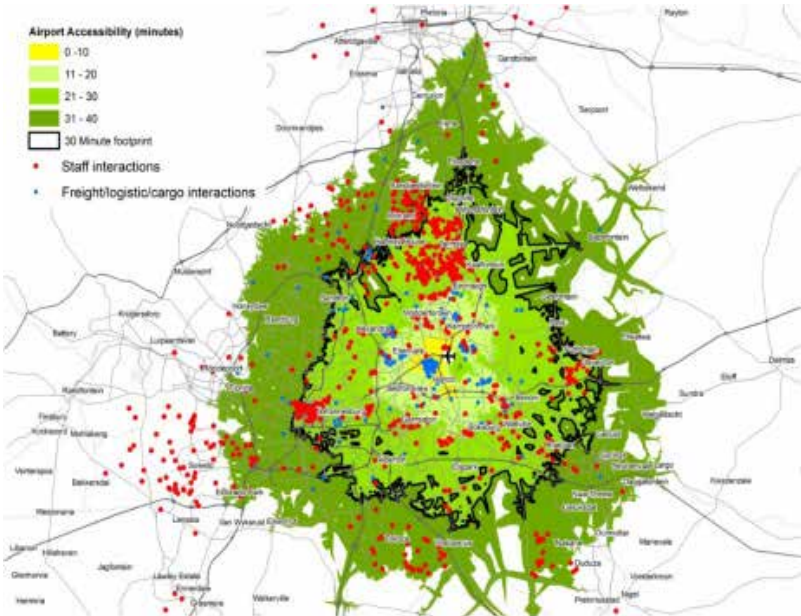


Figure 13 : Ekurhuleni Aerotropolis Area of Influence (Source i@Consulting)

3.2 STUDY AREA ANALYSIS

3.2.1. Natural Environment

i. TOPOGRAPHY



Figure 15 : Topography Map (Source: Google Earth)

In terms of topography, the study area is bisected by two ridge systems running east-west, namely the aforementioned Yeoville/Observatory ridge system along the area's northern boundary and the Troyeville/Kensington ridge (Langermanskop) system through the centre of the study area, branching off into the Reynolds View/Highlands Road sub-ridge.

The high points of these two respective ridge systems are Observatory at an elevation of 1808m above Mean Sea Level (MSL) and Langermanskop at 1789m above MSL. At an elevation approximately 100m below these peaks, between the two ridge systems, lies a valley, along which the upper reaches of the Jukskei River flow eastwards, from Ellis Park through Bertrams and Judiths Paarl towards Bruma.



Figure 14 : Yeoville/Observatory Ridge

ii. OPEN SPACE SYSTEM



Figure 16 : Open Space Network

The study area is blessed with a generous open space provision, comprising approximately 18% of the total land area. The open space system is concentrated in three four main clusters or bands:

- The Yeoville/ Observatory ridge system, including Mackie Niven and Observatory Ridge Parks;
- The Jukskei River corridor, including Ellis Park Sports Precinct, Fuller and Hofland Parks;
- The Troyeville/Kensington ridge system, including David Webster Park and the Kensington Koppie/Langermans Kop.

•The Reynolds View/Highlands Road sub-ridge, including the Jeppe High School Sports Field.

Other notable parks and green spaces located within the study area include Jeppe Oval, Murray Park, Abe Bailey Park and the sports fields of Jules High School and John Mitchell School.

Despite the ample green spaces, which are spread evenly throughout the study area, there is a lack of safe, accessible and usable open space. Much of the ridge systems are relatively undeveloped and residual in nature, rendering them unsafe particularly during quieter periods of the day and after

dark. Access to most of the sports fields is restricted with public access being the exception rather than the norm.

3.2.2. Built Environment

ii. ZONING

Zoning	
Business 1	Industrial
Business 2	Institutional
Business 3	Municipal
Commercial 1	Parking
Commercial 2	Public Garage
Educational	Residential 1
General	Residential 2
Government	Residential 3
	Special

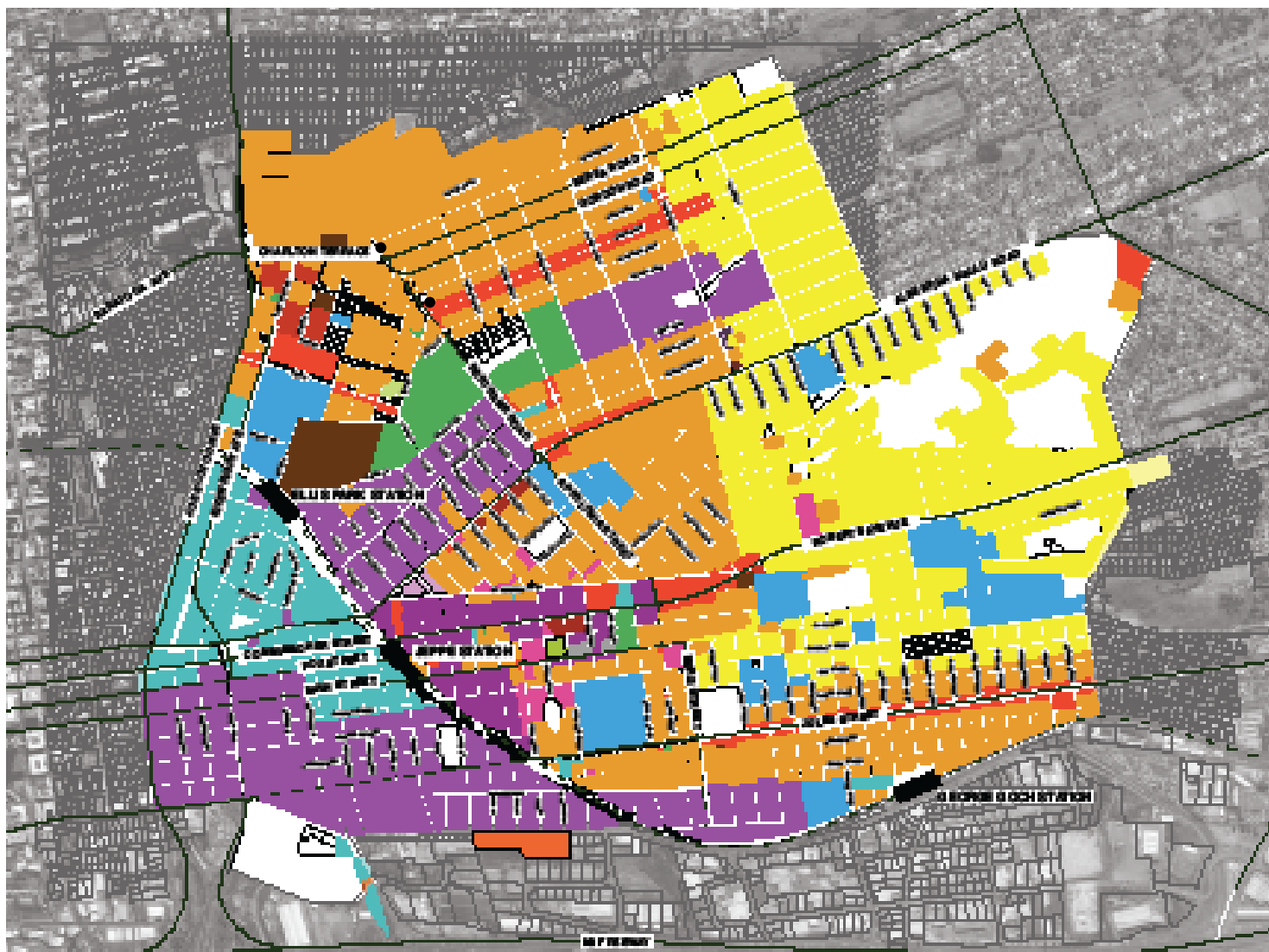


Figure 17 : Existing Zoning

The zoning of the study area indicates four main areas, these being:

- The central core area which is zoned "Special" for single residential purposes.
- The southern, central and northern areas flanking the central core with zoning "Residential 4".
- The main link into the CBD which is zoned "Commercial 2".
- The areas bordering the railway line south of the Ellis Park sport precinct and the central area of Bertrams with zoning "Industrial 1".
- The areas south of the railway line in New Doornfontein are zoned "General".

There are some "Business 1" strips along Derby Road, Albertina Sisulu Road, Roberts Avenue and Jules Street.

From the above one can conclude that the area is primarily aimed at providing job opportunities with the suggestion of increased residential densities in the area zoned "Residential 4" (when the primary land use is to be dwelling units and residential buildings).

The "Commercial 2" and "Industrial 1" zonings allow an extensive range of non-residential uses while the business requirements for the area are well catered for along the major spines.

In all cases mentioned above a mix of land use can be achieved through "Consent Use" procedures. These should be optimised to achieve the land use mixes which might serve the study area and its' unique circumstances better.

The present land use in the area might appear to be matching the zoning but in reality the horizontal residential densities in the areas described earlier reflect a different "typology" as envisaged on "Residential 4" zoned land.

i. LAND USE

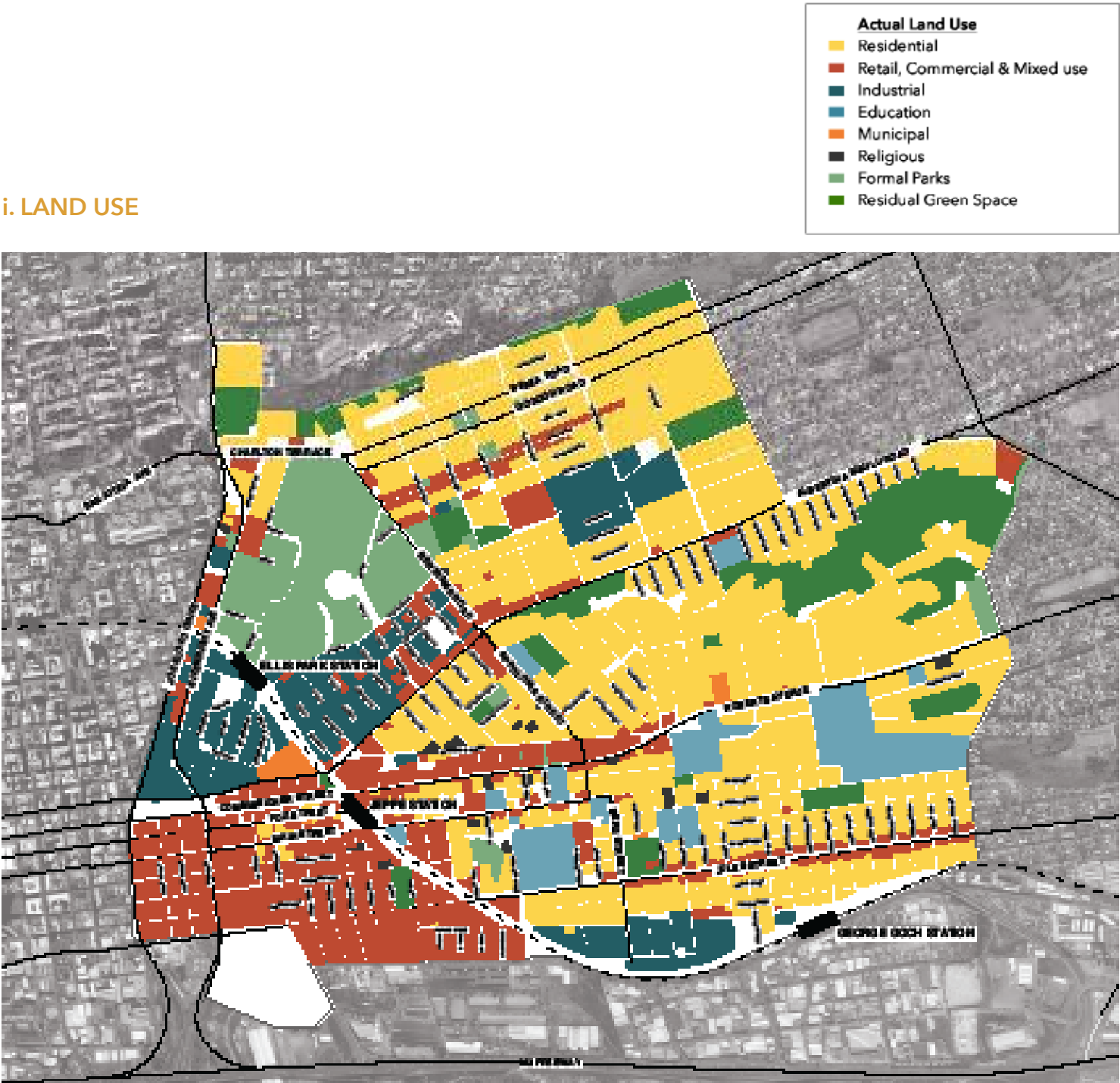


Figure 18 : Actual Land Use

Patterns of existing land use within the ICEG study area are influenced by its proximity to the Johannesburg CBD to the west and the series of movement corridors extending eastwards towards Ekurhuleni.

The following section provides an overview of the locality and character of the predominant land uses found within the study area.

The study area is dominated by residential uses across most of its area, with a mix of commercial and industrial uses concentrated mainly within its western portion along its interface with Johannesburg C.B.D.

Commercial

Commercial uses are concentrated south of Albertina Sisulu Road and west of the railway line, with notable corridor development penetrating eastwards into the residential areas along the following streets:

- Derby Road, Bertrams;
- Albertina Sisulu Road, Troyeville;
- Commissioner Street, Troyeville and Kensington;
- Jules Street, Jeppestown and Reynolds View.
- The Maboneng precinct, located along Fox and Commissioner Streets in City and Suburban includes a number of mixed use buildings redeveloped from former light industrial buildings.

Industrial

Industrial uses are concentrated within three clusters:

- The New Doornfontein Area located south of the Ellis Park Sports Precinct and north of Albertina Sisulu Road;
- A small light industrial precinct in Lorentzville between Victoria and Frere Roads, including Nandos Central Kitchen;
- An industrial quarter in Spes Bona located along the railway line west of George Goch Station.

Recreation

Located in the north-west corner of the study area, the Ellis Park Sports Precinct is Johannesburg's major sporting cluster, including a 62,567 seat rugby and soccer stadium, a 37,500 seat athletics stadium and practice track, a 6,300 seat indoor arena, an Olympic size swimming pool and a 17 court tennis centre. Other smaller recreational facilities are located at Maurice Freeman Recreation Centre, Hofland Park and Jeppe Oval.

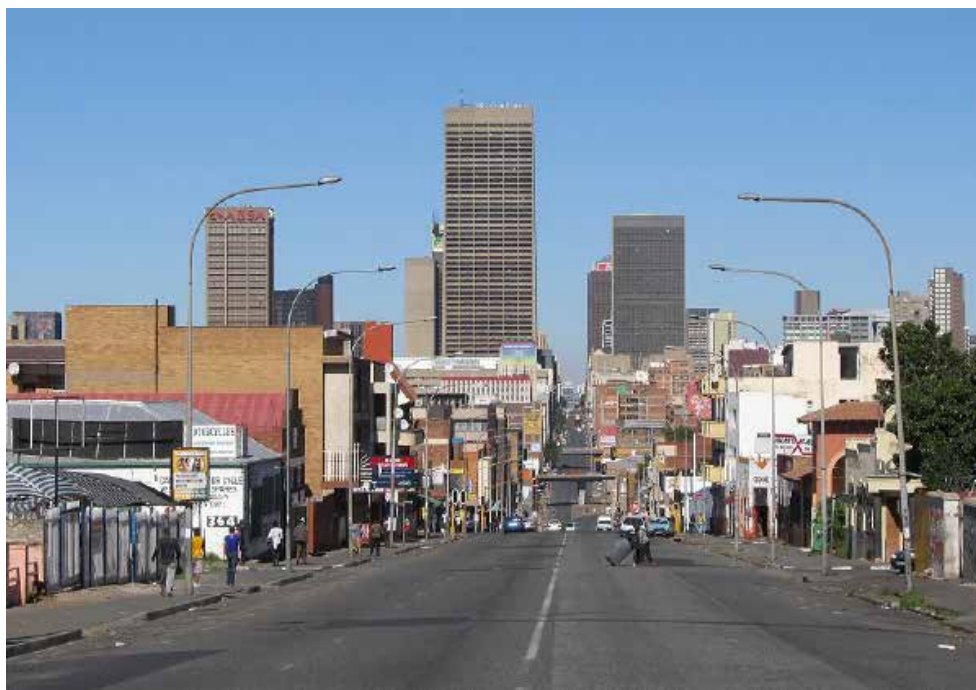


Figure 19 : Commissioner Street, Troyeville



Figure 20 : The roofscape of the Lorentzville Industrial Zone between Victoria and Frere Roads

3.0. STATUS QUO

Education

Schools located within the study area include Jules High School, John Mitchell School, St James Preparatory School, Jeppe High School, Glen Oaks School, Doug Whitehead School and Troyeville Primary School. Tertiary Institutions include the Central Johannesburg College, as well as the University of Johannesburg’s Doornfontein Campus located just beyond the western study area boundary.

Residential

The portion of the study area located east of Bertrams Road and John Page Street is predominantly characterised by single storey detached and semi-detached residential dwellings, interspersed by isolated walk up apartment buildings, many of which are poorly managed and maintained. The CBD Fringe areas of New Doornfontein and City and Suburban, although primarily Commercial and Industrial in character, are also home to an increasing number of residential buildings that have been redeveloped and re-purposed from previous commercial uses. A number of walk-up residential apartment estates are located along Jules Street in the south of the study area, including the JHC development at Jeppe Oval Gardens. Wolhunter Men’s Hostel is located at the corner of Margaret Mccingana and Ford Streets, while the George Goch Hostel is located just beyond the southern boundary of the study area in Benrose.



Figure 21 : View across the Ellis Park Sports Precinct from the East



Figure 22 : St James Preparatory School



Figure 23 : Jeppe Boys High School



Figure 24 : The Maurice Freeman Housing Estate viewed from the North



Figure 25 : Walk up apartment building



Figure 26 : Typical house in Bertrams

iii. BUILT FORM

The character and grain of the townscape within the study area is manifested as follows:

- A rectangular street grid with east-west oriented blocks of small back to back residential stands in Bertrams and Judiths Paarl, giving rise to a fine grained street focused townscape;

- A similar rectangular street grid, but disrupted by topographical features and with north-south oriented blocks in Troyeville

and Kensington. A similarly fine grained street focused townscape, albeit fractured by the open space system along the ridges;

- An eastward extension of the C.B.D. 60x60m street grid into Jeppestown and City and Suburban, yielding a townscape of more varied grain and diverse character;

- Larger scale development and a more coarse-grained townscape in the Ellis park and New Doornfontein areas.



Figure 28 : View looking westwards from Kensington ridge towards city (Photo Credit: Kevin Naidoo)



Figure 27 : View looking westwards from Kensington ridge towards the Ellis Park Sports Precinct and Hillbrow (Source: <http://www.joburg.org.za>)



Figure 29 : View looking southwards from Kensington ridge (Photo Credit: Kevin Naidoo)

Street Edge Interfaces

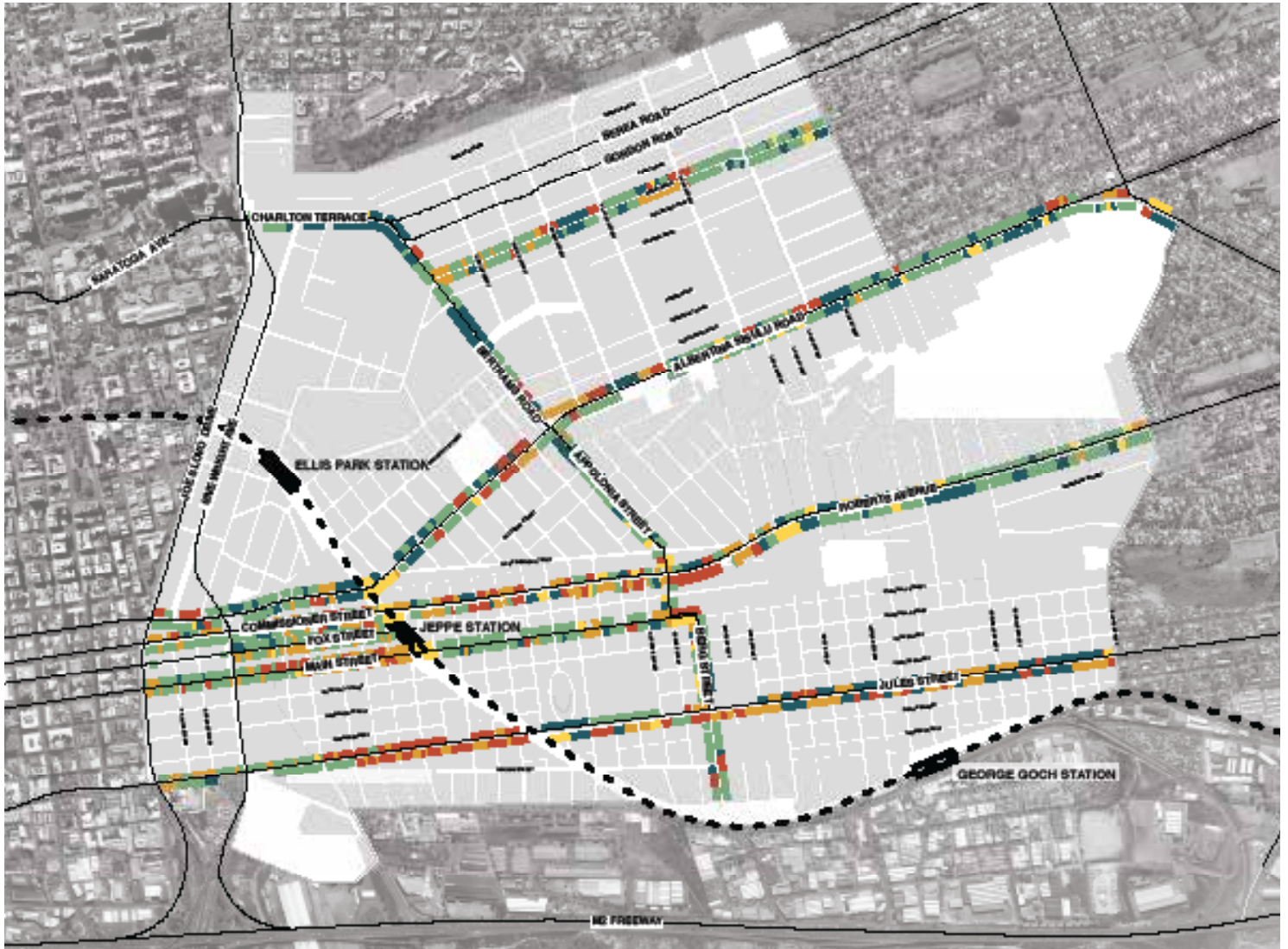
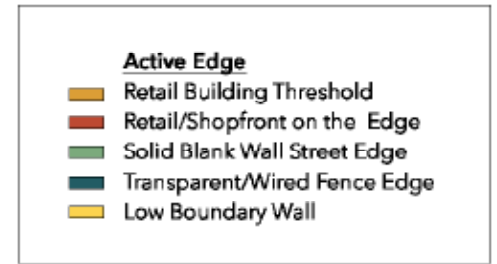


Figure 30 : Street Edge Interfaces

Analysis of the street edge interfaces along major mobility routes and activity streets typically reveals the level of integration between the public realm and land uses located on adjoining properties, as well as the degree of activation of public spaces. Six main streets within the study area were analysed:

- **Derby Road (Bertrams)** – mainly fenced and walled interfaces with short sections of shopfront and retail threshold, particularly at street corners;
- **Albertina Sisulu Road (Troyeville and Kensington)** – a mix of fenced and blank wall interfaces, interspersed by occasional active shopfront edges around commercial nodes;

- **Commissioner Street (Troyeville and Kensington)** – a mix mainly of shopfront interfaces and retail thresholds along the section of the street west of the Appolonia Street intersection, giving way to fences and walls along the more residential eastern section;
- **Marshall Street (City and Suburban and Jeppestown)** – mainly shopfront interfaces and retail thresholds along the section of the street west of the railway, with blank walls along the section located east of the railway, offering little activation or passive surveillance of the street;
- **Jules Street (City and Suburban, Jeppestown and Reynolds View)** – the

section west of the railway is well activated by ground floor street edge shopfronts, while the section east of the railway is dominated by car dealerships operating from open stands under carports typically enclosed by steel palisade fencing;

- **Bertrams Road (New Doornfontein, Bertrams and Troyeville)** – mainly characterised by fenced interfaces and blank walls offering little activation or passive surveillance of the street.

The City should support better street interface, through analysis of Site Development Plans- in particular where active pedestrian movement is encouraged in the study area.

Bad Buildings



Figure 31 : Bad Buildings (The map represents data held by the Department of Development Planning in May 2016.)

The City of Johannesburg has compiled a database of bad buildings located within the Inner City. As defined in the Draft Strategy for addressing blighted medium and high density residential "bad buildings" in Johannesburg (Zack, Bertholdi, Charlton, Kihato & Silverman, 2009), bad buildings are "buildings which were once sound in physical structure, management, use and occupancy, but have become dysfunctional in one or more ways. They are buildings which fail to meet the requirements of municipal, provincial or national legislation and by-law in ways that threaten the health and safety of occupants, neighbouring buildings and the environment."

Further typical characteristics of bad buildings are identified in the Draft Strategy as follows:

- Compromised ownership or management arrangements;
 - Management arrangements often exploitative of tenants;
 - Poor physical condition;
 - May or may not be occupied;
 - Inadequate or dysfunctional service provision;
 - Outstanding municipal service payments;
 - Non-compliance with municipal by-laws.
- Analysis of the distribution of bad buildings located within the study area listed on the

City of Johannesburg's database reveals a reasonably even spread across the inner city portion of the study area, excluding Kensington and Reynolds View. Significant concentrations occur:

- Within a two block radius of Bertrams Road as it passes through Bertrams and Ellis Park;
- Within the southern portion of Troyeville close to Commissioner Street;
- Within a six block radius of Jeppe Station.

Building Heights

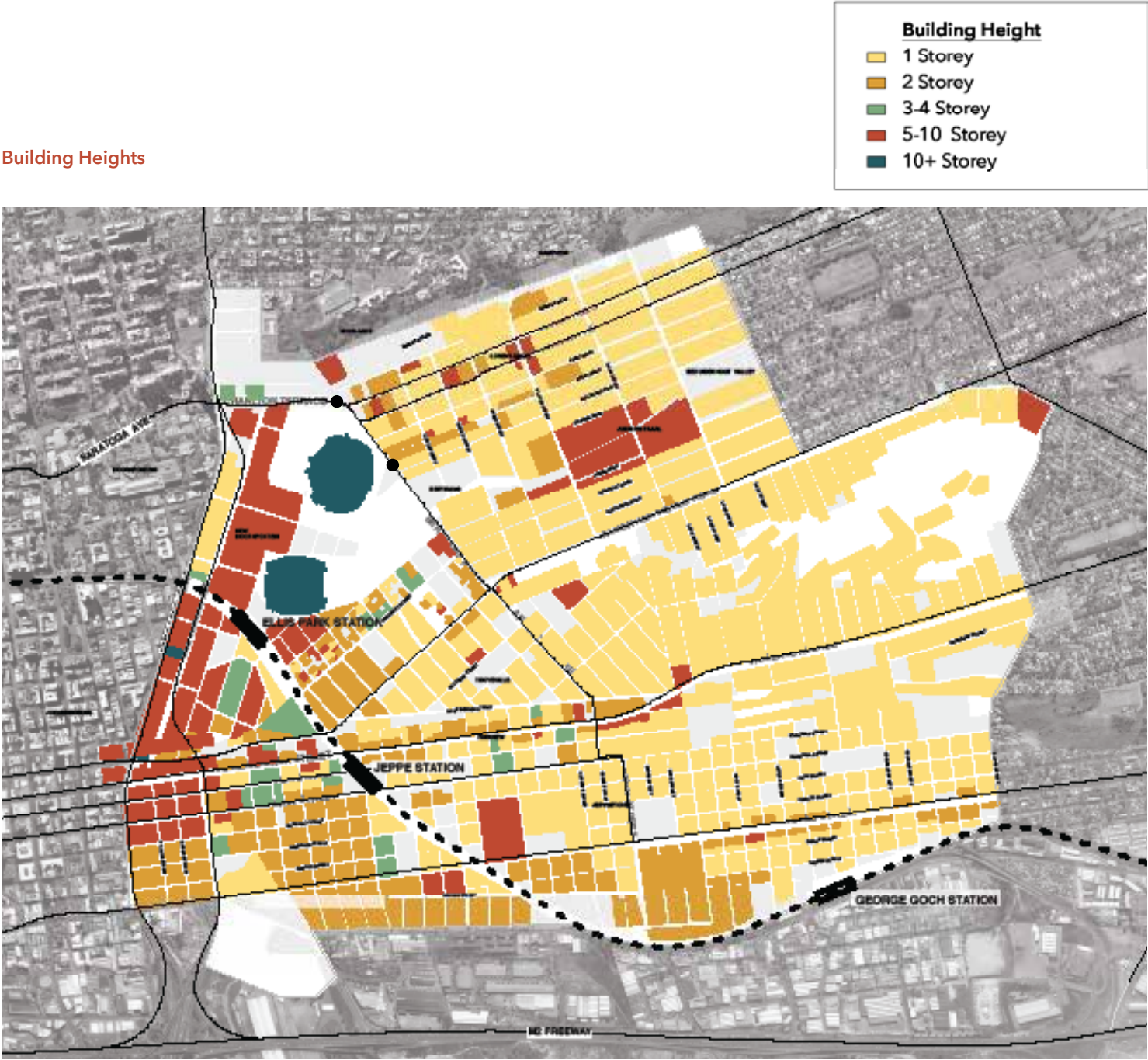


Figure 32 : Building Heights

Analysis of the height of buildings across the study area reveals the following patterns: Kensington) and Jules Street (Jeppestown and Reynolds View)

- The study area is predominantly characterised by low-rise single or double storey building stock;
- The residential building stock in the neighbourhoods of Troyeville, Kensington and Reynolds View comprises almost exclusively single storey detached or semi-detached dwellings;
- Multi-storey development is located along the commercial corridors of Derby Road (Bertrams), Albertina Sisulu Road (Troyeville), Commissioner Street (Troyeville and
- Clusters of 5-10 storey buildings are located along the Joe Slovo Drive/Siverwright Avenue one-way pair, in the Lorentzville light industrial area and surrounding the Jeppe Oval;
- Notable isolated buildings of ten storeys or more located within the study area include the Ellis Park and Johannesburg Athletics Stadiums, 28 Madison Street, Du Barry Building, the Twelve Decades Hotel and Hallmark House in Maboneng Precinct.

Informal Structures



Figure 33 : Informal Structures

A survey was undertaken of the study area, via analysis of aerial photography, to map the locations of informal structures as well as formal backyard structures. It should be noted that this survey did not map sites where squatting or erection of informal structures within buildings has occurred, hence the lack of documented distribution in the area west of Bertrams Road and the railway line where the townscape is coarser grained and denser. Analysis of the distribution of informal structures across the study area reveals that outside of this denser zone on the eastern fringe of the CBD, a dense distribution of informal backyard structures is found across the study area, dissipating in an eastward direction towards

Kensington and Reynolds View. Particular concentrations occur in the northern section of Bertrams and in Jeppetown south of Jules Street close to George Goch Station. A total of **3949** informal structures were mapped, located both within backyards of formal dwellings and within informal settlement pockets such as the so-called Platform 5 settlement close to George Goch Station. A further 1370 formalised backroom structures were identified.



Figure 34 : An example of backyard informal structures in Lorentzville

iv. HERITAGE

The ICEG study area has a rich and diverse built heritage, including numerous buildings and sites of heritage significance. This section provides a historical overview of the study area and summarises its heritage significance

Heritage

Heritage Buildings

Key Buildings

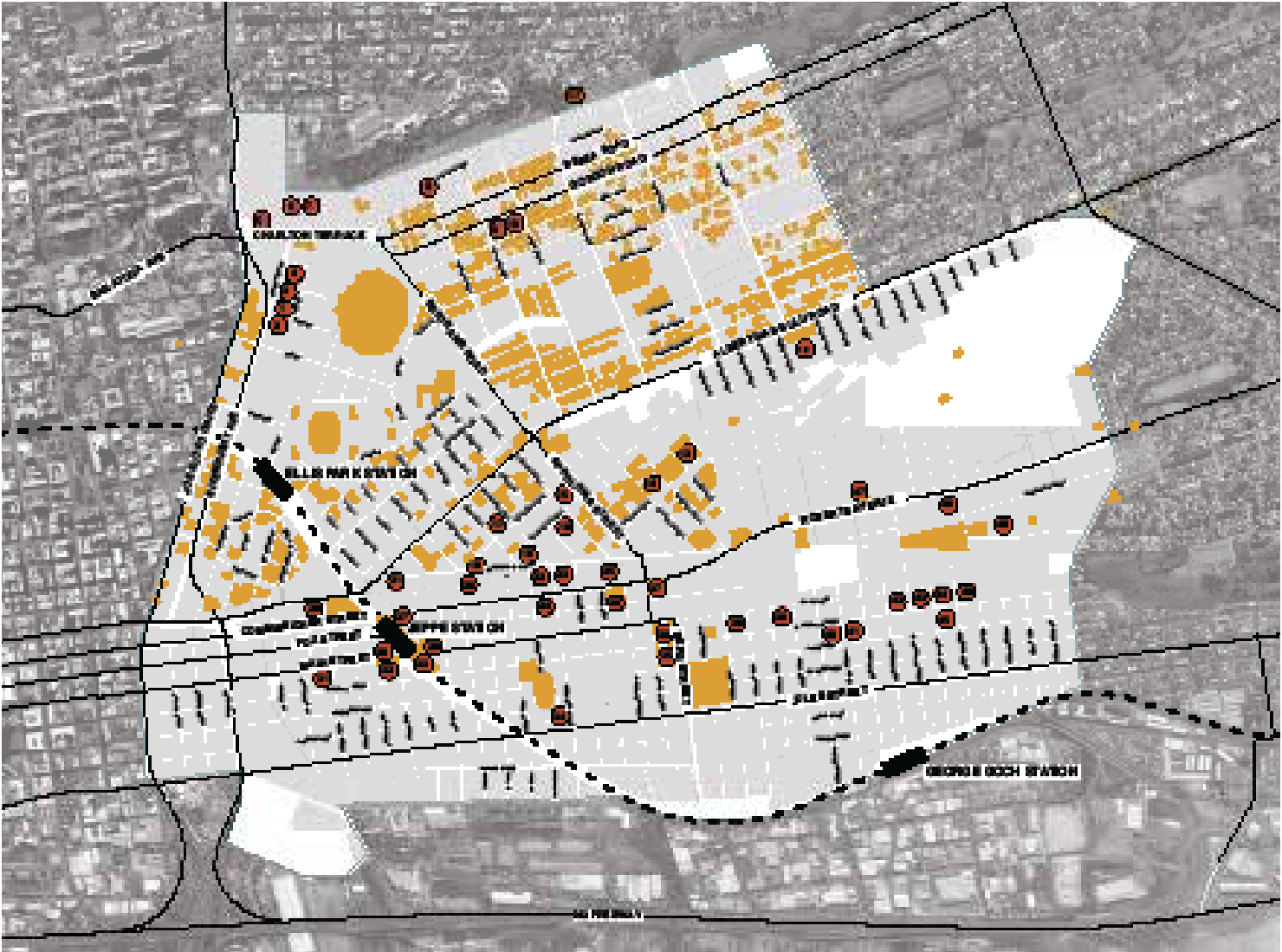


Figure 35 : Heritage Buildings

KEY HERITAGE BUILDINGS:

1. Anton Van Wouws House

2. Alhambra Theatre

3. The Lions Schul

4. Row House Edwardian

5. Shelly House

6. Rabbi Landau House

7. Henry Lindsay House

8. Cullinan House

9. Cornershop 1910

10. Chapmans Houses

11. Site Of Klooflands And Stewarts

12. St Angelas Ursuline Covent

13. Hillier House

14. Victorian House

15. Salvation Army Officers Training Centre

16. Edwardian House

17. Edwardian House

18. Reformed Church

19. Baptist Church
20. Op De Bergen Street

21. Maddison Street

22. Dutch Reformed Church

23. House 1915

24. St Andrews Presbyterian Church

25. Fairview School

26. Fairview Fire Station

27. Jeppe Train Station

28. Jeppes town Post Office

29. Cosmopolitan Hotel

30. Main, Betty And Marshall Streets
Old Shopping Precinct

31. Jooste And Bryant Building

32. Grand Station Hotel

33. Osborne Pharmacy

34. The Oval

35. Salisbury House

36. St Marys College

37. Don Building

38. Father Soye Memorial Hall
39. 467 Tilehurst

40. Edwardian House

41. 484 Marshall Street Edwardian

42. Ladylands

43. Victorian House

44. Thabana House

45. Sir Bailey Park

46. Gates Of Friedenheim

47. Duthie House And Lion House

48. Jeppe Boys High School

49. Caledonia Hill

Historical Overview & Heritage Significance

New Doornfontein

The township of New Doornfontein – the extent of which forms a large triangular wedge – is bounded by the townships of Doornfontein to the west, City & Suburban to the south, Troyeville and Bertrams to the east and Charlton Terrace to the north. In September 1887, the underlying property owner, F. J. Bezuidenhout, leased out this portion of the farm Doornfontein, and two years later the Johannesburg Estate Company laid out the erven for sale to the public. At this time the location of the township was considered by many inhabitants of Johannesburg to be unacceptably far from the town centre. The name of the township was clearly derived from the name of the original farm and the prefix of “New” was added to distinguish it from the earlier township of Doornfontein, in which the first leases had already been granted in January 1887. The township of New Doornfontein was incorporated into the municipal area of Johannesburg in May 1898 – following a court case between the Doornfontein Sanitary Board and the Johannesburg Town Council.

The township of New Doornfontein was an early, upper middle-class residential suburb of Johannesburg, laid out in reasonable proximity to the east-west outcrop of the main gold bearing reef. Reflecting the transition from the early mining camp environs of Johannesburg into a major metropolis founded on the wealth created by gold, this – and other – townships confirmed a sense of permanence and social cohesion. The Ellis Park sporting precinct, transformed from a quarry and dumpsite in the late 1920’s, is a significant feature of New Doornfontein township.

City And Suburban

The township of City and Suburban – the extent of which forms a roughly rectangular suburb – is bounded by Marshalltown to the west, City and Suburban Ext. 1 and Ext. 2 to the south, Jeppestown to the east and Johannesburg and New Doornfontein



Figure 36 : Alhambra Theatre, one of the buildings of heritage significance located in New Doornfontein (Source: Johannesburg 1912 - Suburb by suburb research; <https://johannesburg1912.wordpress.com>)

to the north. The Executive Council of the Transvaal Republic agreed in March 1889 to a request by John Charlton (one of the founders of the nearby Meyer and Charlton Gold Mine) to establish a township on the mining ground of the City & Suburban Gold Mining Estate Company. Objections and legal difficulties would however delay the process. Development of the township was finally commenced in 1894, with the total area of the township being 78,28 hectares. Many of the streets were continuations of those in the suburbs adjacent. In 1906, the township comprised 873 stands with the northern portion allocated for residential use and the remaining land of the township earmarked for industrial activity. Over the years City and Suburban lost most of its residential component. City & Suburban Industrial was finally declared an approved township on 13 November 1929. Although not much is known about the formative years of this area of Johannesburg, it is assumed that the area was developed much along the same lines as nearby New Doornfontein, with a wide range of commercial concerns and light-industrial activities, intermingled with private residences, hotels, and boarding houses.

The heritage significance of City and Suburban Township is probably largely defined by its layered social history and the remaining built fabric.

Bertrams

Bertrams township is bounded by the townships of New Doornfontein to the west, Troyeville to the south, Lorentzville and Bellevue Central to the east and by the township of Highlands to the north. The township records the name of Robertson Fuller Bertrams (born in Queenstown) who had arrived on the Witwatersrand in 1886. A total of 350 stands of varying size were laid out on a portion of the farm Doornfontein No. 323. Some of the individual properties were auctioned in August 1889, only three short years after Johannesburg’s start as a mining town. Various alternative township names were used initially including Bertram Township, Bertram’s Town, Bertrams Township and even Bertramsville. In 1897 an application was submitted to the Sanitary Board to include the township within the jurisdiction of Johannesburg.

The township of Bertrams was an early middle-class residential suburb of Johannesburg,

3.0. STATUS QUO

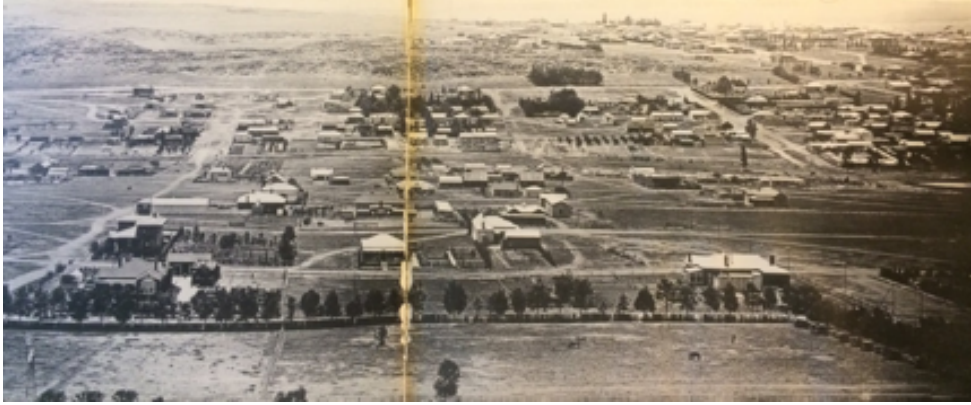


Figure 37 : Bertrams & Lorentzville general view late 1890s looking south toward Kensington & Troyeville (Source: *Johannesburg 1912 - Suburb* by suburb research; <https://johannesburg1912.wordpress.com>)

laid out on the south facing slopes of the second parallel ridge to the north of the linear outcrop of the main gold bearing reef. Reflecting the transition from the chaotic mining camp environs of Johannesburg into a major metropolis founded on the wealth created by gold, this - and other - townships confirmed a sense of permanence and social cohesion.

Judith's Paarl

Judith's Paarl Township is bounded by the townships of Lorentzville to the west, Kensington to the south, Bez Valley to the east and by Rand View to the north. The township apparently commemorates the name of Judith, a member of the Bezuidenhout family who were (then) the owners of this portion of the Farm Doornfontein. It was apparently the 'pearl' (Afr: 'paarl') of the whole farm and therefore attracted a great price. The name Judith's Paarl was therefore chosen. A total of 377 stands were advertised and sold on auction in August 1896 by the Judith's Paarl Syndicate - a mere ten years after Johannesburg had been founded.

The township of Judith's Paarl was one of the early middle-class residential suburbs of Johannesburg, laid out on the south facing slopes of the second parallel ridge to the north of the linear outcrop of the main gold bearing reef. Reinforcing the transition from the chaotic mining camp environs of Johannesburg into a major metropolis founded on the wealth created by gold, the creation of this - and other similar townships - confirmed a sense of permanence and social cohesion.

Troyeville

The township of Troyeville - the extent

of which forms an approximately linear rectangular area - is bounded by New Doornfontein to the west, Fairview to the south, Kensington to the east and Bertrams and Lorentzville to the north. The sale of 612 stands in Troyeville was advertised in 1889 and these stands were each to be sold subject to a 60-year lease with the township owner. The prime virtue of the new suburb - extolled by the sellers - was that the township would be 'free of the insalubrious atmosphere of the town'. An abundant supply of water for domestic and irrigation purposes was guaranteed. The township was named after the surveyor Gustav Arthur Troye, first employed by the Surveyor-General's office and subsequently in private practice.

The township of Troyeville was an early middle-class residential suburb of Johannesburg, to the north of the linear outcrop of the main gold bearing reef. Reinforcing the transition from the chaotic mining camp environs of Johannesburg into a major metropolis founded on the wealth created by gold, the creation of this - and the adjacent townships - confirmed a sense of permanence and social cohesion.

Kensington

The township of Kensington is bounded by Troyeville to the West, Reynold's View and Malvern to the south, Bedfordview to the east and Bezuidenhout Valley to the south. Max Langermann obtained a lease from the owners of the farm Doornfontein for the site of the township by April 1897. The Kensington Estate Co., Ltd. then purchased Langermann's rights in 1902, and in the same year James B. Tucker and W. H. A. Pritchard surveyed the township. It was described in the sales advertisement as 'most conveniently situated for the professional and businessmen of Johannesburg, as the Eastern Extension of Commissioner Street enters the Property about Two Miles from Market Square'. The description continued with: 'the grandeur of the Mountainous Kopjes on the one side, and the Open Rolling Veld, gently sloping towards the Bezuidenhout Valley on the other, together with the miles of Picturesque Avenues and Roads reveal a park-like prospect'.



Figure 38 : Postcard picture taken from the Fairview Fire Tower c1910 (Source: *Johannesburg 1912 - Suburb* by suburb research; <https://johannesburg1912.wordpress.com>)

The township of Kensington was an early upper middle-class residential suburb of Johannesburg, laid out on the north facing slopes of the ridge to the north of the linear outcrop of the main gold bearing reef. Reinforcing the transition from the chaotic mining camp environs of Johannesburg into a major metropolis founded on the wealth created by gold, the creation of this - and the adjacent townships - confirmed a sense of permanence and social cohesion.

Jeppestown

Jeppestown township is bounded by City and Suburban to the west, by Wolhuter and Spes Bona to the south, Belgravia to the east and Fairview to the north. Named after Julius Jeppe, the township was developed by Lewis Peter Ford, Julius Jeppe and his son Carl Jeppe on a portion of Doornfontein farm (leased from F. J. Bezuidenhout). It was duly proclaimed in 1889, shortly after the township of Doornfontein. The Ford and Jeppe Estate Company was formed to manage Jeppestown. A significant urban intervention in the street planning was the creation of an attractive public park within a large oval space surrounded by compact detached houses. The development company also provided a large public square. The suburb primarily served the large number of artisans employed on the gold mines. Over time numerous schools; places of worship and public amenities were constructed and it became an attractive self-contained suburb.

The township of Jeppestown was an early working-class residential suburb of Johannesburg, laid out just to the north of the linear outcrop of the main gold bearing Witwatersrand reef. Reinforcing the transition from the chaotic mining camp environs of Johannesburg into a major metropolis founded on the wealth created by gold, the creation of this - and other similar townships - confirmed a sense of permanence and social cohesion.

Reynolds View

The proclamation of Reynolds View township apparently dates from 1930. The township comprises a small urban area, between Kensington and



Figure 39 : The Scottish Horse War Memorial on Kensington Ridge (Source: <http://ward66jhb.co.za/history/>)

Jeppestown, a short distance to the west of Jeppe Boys' High.

The suburb forms an integral part of the layered historical development of the eastern suburbs of Johannesburg.

Proposed Conservation Approach

Where existing defined areas within the township capture the original historic scale and grain, and are reasonably intact, and the associated building stock constitutes a significant layer in the social history and architectural development of the township and most importantly the buildings are also deemed conservation worthy, then the following outline approach to heritage conservation could be adopted:

- Existing conservation worthy heritage buildings, spaces, parks, streets, streetscapes, vistas and defined areas to be identified, described, conserved and respected;
- Sensitive proposals for the adaptive re-use of conservation worthy heritage buildings

and heritage areas to be prioritised;

- Scale and grain of infill development to be compatible with the existing - albeit not a direct imitation;
- Incentives to be formalized to reward property owners, where appropriate and sustainable conservation of the existing building stock has been achieved.
- Suitable ongoing oversight of defined heritage areas need to be established and maintained;

[References: (Holmdens:1940) ; (Leyds:1964) ; (Norwich:1986) ; (Smith:1972)]

v. TRANSPORT & TRAFFIC

Introduction

The purpose of this section is to document the Transport Network Status Quo analysis undertaken in this first phase of the Urban Development Framework for the Eastern Gateway Areas of the Inner City of Johannesburg. The status quo assessment documents the existing usage and capacity of the transport infrastructure specifically within the study area.

This section will also examine the transport infrastructure provision within the study area in order to identify possible infrastructure shortfalls which may inhibit the success of this initiative. Particular attention will be given to the assessment of the non-motorised transport and public transport as this framework aims to prioritise pedestrian movement over vehicular movement.

Background

Johannesburg is the largest city in South Africa, it is a major economic hub for South Africa and the African continent.

The following are key focus areas for the City of Johannesburg for building a sustainable and resilient city:

- Increase productive output through efficiencies - Improve transport efficiency by investing in mass transit services and streamlining mobility.
- Reduce waste output - Invest in clean fuels for public transit, improve non-motorised transit infrastructure and build parks and green the city.
- Reduce natural resource inputs - Reduce energy and land-use consumption through compact city development strategies.

The key transport initiatives coming from these strategies are mass transit service provision and streamlining mobility and the improvement of non-motorised transit infrastructure (walkways, cycle paths, end-of-trip facilities etc.). It is the vision of the City of Johannesburg to emphasise transit-oriented area based development through the Corridors of Freedom to make the city more efficient and accessible and less reliant on consumption-led economic growth.

Public transport in Johannesburg consists out of the following:

- Commuter Rail services;
- Urban Bus services;
- Minibus taxi services;
- Rea Vaya BRT;
- Express Urban Rail (Gautrain) .

Total daily movements are approximately 3.5 million trips, with about 47% of these trips made by public transport and 53% by private.

The public transport modal split is estimated as:

- 72% Minibus-taxi;
- 14% Rail;
- 9% Bus.

The City of Johannesburg is the principal authority for public transport in Johannesburg. The Transportation Department oversees all public transport infrastructure and facilities, as well as general traffic management and enforcement. The City of Johannesburg is the owner of Metrobus and Rea Vaya. Metrobus is the main urban bus operator, with Putco being a privately owned enterprise.

Transport Network



Figure 40 : Transport Network Overview

Transport Network Overview

The image above indicates the road network for the study area, along with the road system according to its classification. It is important to note that a large portion of traffic that travels through the study area is to and from the adjacent areas that fall within the Ekurhuleni Municipality.

The major routes that provide both mobility and accessibility into and through the study area and specifically into the CBD are:

- Jules Street which travels west east from CBD to the east rand. This arterial is a Class 3 district distributor road and provides mobility and access for areas in the west namely Jeppestown, Kensington and Johannesburg CBD.
- Commissioner Street which is a Class 3 district distributor road.

- Albertina Sisulu Road is a major road link within the study area that provides mobility for traffic to and from the eastern areas in Ekurhuleni Municipality into the study area and through to Johannesburg CBD. This road is a Class 2 regional distributor.
- Berea Road; this is a Class 3 district distributor road. This road provides access for the northern areas within the study area.

Main movements within the Study Area

The main nodal destinations for the AM trip origins, associated primarily with employment opportunities, include:

- Johannesburg CBD - access via the Albertina Sisulu Road, Berea Road,
- Commissioner Street and associated cross-links;

- George Goch and Park Station - access via rail;
- Eastgate Mall - access via Commissioner Street and associated cross-links;
- Ekurhuleni Municipality - access via Albertina Sisulu Road and associated cross-links.

The road and rail links mentioned provide both mobility and accessibility for commuters travelling to and from these destinations.

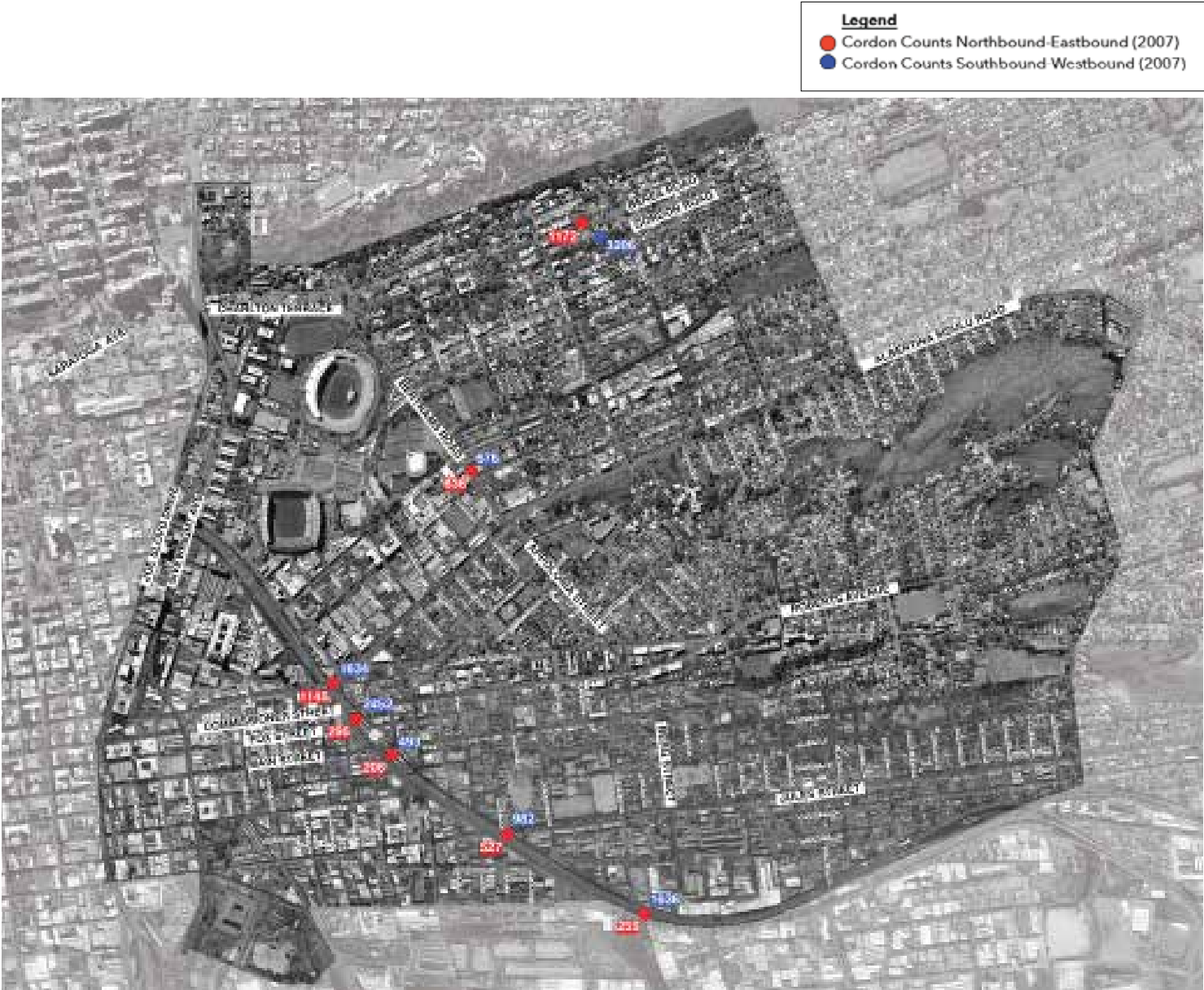


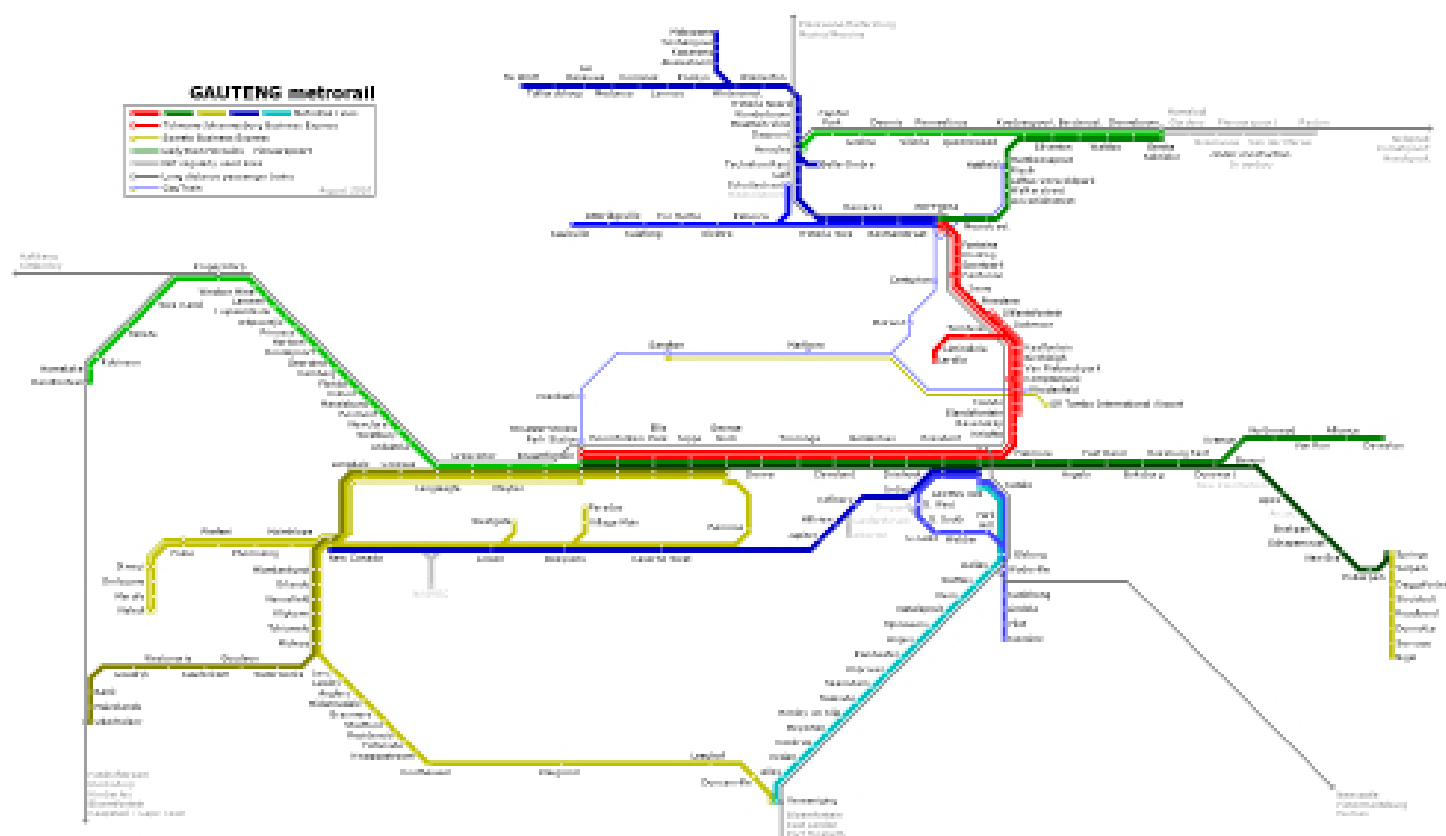
Figure 41 : Cordon Counts

2007 Cordon Counts

The image above shows the peak hour cordon counts that were collected in 2007 at strategic rail crossing points along some major arterials within the study area. The counts show that there is a high volume of traffic travelling towards the west and south of the study area. This is due to most people travelling to Johannesburg CBD and other business and educational facilities bordering the CBD.

South West movement = 14 806
North East movement = 11 275

It should be noted that these counts are almost 10 years old and a lot of development has occurred and hence traffic growth. The values however do give an indication of the dominant traffic volume movement, the amount of vehicles travelling within the study area and the important role that the road system plays in providing access into the CBD. It is recommended that in line with new developments proposed in the Urban development Framework that a traffic and transport study be conducted.



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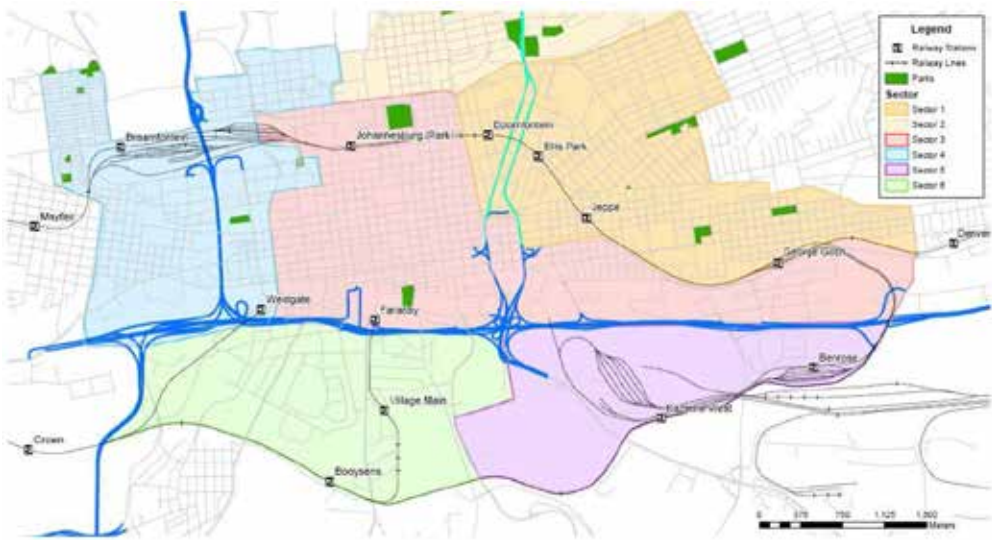


Figure 43 : Johannesburg Railway Overview

Figure 43 and Figure 44 shows rail capacity and utilisation for the stations within the study area and UDZ area as taken from the JICTTS Report. The table shows the status quo of the daily capacity/utilisation from the year 2007 rail passenger census.

Station (East- West)	06:00 – 08:30		16:00 – 18:30		Total for Day	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Ellis Park	878	1836	2528	885	4422	4381
Jeppe	1885	3206	4106	2176	7993	7812
George Goch	3002	4021	8056	4785	14160	12586

Figure 44 : Rail capacity/ utilisation figures for stations with UDZ areas



Figure 45 : Metro stations within study area

The three rail stations within the UDF handle a combined approx. 51,354 passengers on a typical weekday with some 26,575 passengers boarding and 24,779 passengers alighting. During the morning peak period (06h30 - 08h00) 15,528 passengers are handled, with 6,465 boarding and 9,063 alighting. During the afternoon peak period (16h00 - 18h30) 21,416 passengers are handled with 13,590 boarding and 7,826 alighting.

The passenger numbers above show that railway plays an important part in providing mobility for a large number of people that travel in and out of the study area. George Goch station is reported to be one of the busiest stations within the municipality and

is the second busiest transfer station within the UDF areas following Park Station.

Passenger Rail Agency of South Africa (PRASA) is currently underway in an overhaul process of modernising their railway network and fleet. This is due to the railway infrastructure and technology reaching the end of its design lifespan and resulting in poor levels of reliability and predictability and high costs of maintenance. The rail section within the study area is ranked as a priority corridor as outlined in the National Rail Plan. PRASA also aims to improve intermodal integration along the rail corridor. George Goch and Jeppe stations are good potential nodes for public transport integration within the study area.



Figure 46 : Minibus taxis within study area

Minibus Taxis

Minibus taxis are the most widely used form of public transport in South Africa and this also stands true for the City of Johannesburg too. As the dominant public transport mode is minibus taxi. The commuter taxi routes, stops and ranks within the study area is shown in the adjacent image.

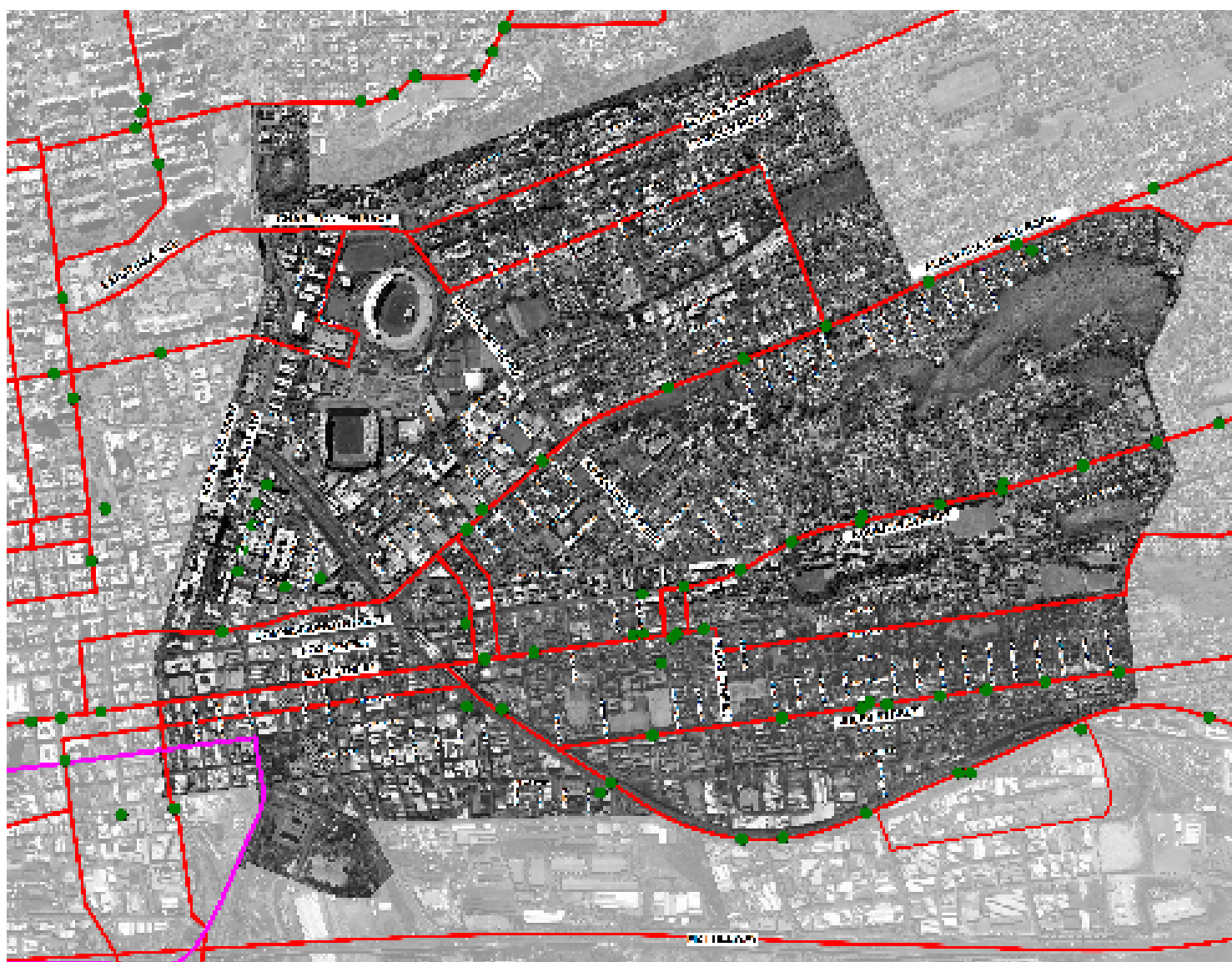
There are substantial long-distance taxi operations to and from the City, mainly from the Joubert Park area (80% of the operations), particularly the formal Park City facility at Park Station, but also from other inner city ranks, Randburg, Alexandra and Baragwanath. They operate to about 100 different destinations, including

international. Figure 46 above shows the minibus taxi routes, stops and ranks within the study area.

The taxi route system within the City of Johannesburg is primarily focused on the CBD. Since the study area forms part of the CBD, there are numerous taxi routes that travel within the study area which belong to different taxi associations.

Most taxi passengers within the city are able to make their trips using one taxi all the way (about 65%) but 24% require a taxi-taxi combination and 11% involve transfers to trains or buses. Since there are a number

of taxi ranks within the study area, some located at train stations, it is assumed that a lot of transfers from one public transport mode to another occur within the study area.



Johannesburg has a widespread network of bus services. The commuter bus routes and stops, Metrobus and Putco, within the study area is shown in the image above. The regular commuter bus services are all subsidised and are provided by the City's own Metrobus company, and through services contracted and subsidised by the Gauteng Department of Roads and Transport; these are the Putco services. Figure 47 shows the urban bus services routes and stops within the study area.

these services also operate within the study area. These unscheduled operators provide a variety of services, including private hire services for specific events, learner transport, inter-city coach services and cross-border (international) services.

Some of the bus stops shown in Figure 47 are located along roads that do not have any Metrobus and Putco routes travelling through. It is assumed that the above mentioned unscheduled services could be the ones using these stops.

Apart from the subsidised bus services, there are numerous other unscheduled bus operators providing services within, to or from Johannesburg and it is assumed that

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Bus Rapid Transit(BRT) Services

Rea Vaya is the name of the BRT network operating in the City of Johannesburg. Phase 1A links the township of Soweto to the CBD. The Rea Vaya network consists of trunk routes, complementary routes and feeder routes, their description is as follow:

- Trunk routes - Operates exclusively on the BRT running way;
- Complementary routes - Operates both on and off the BRT running way;
- Feeder routes - Bring passengers to the BRT stations for transfer.

Figure 48 outlines the complete Rea Vaya BRT System as planned by CoJ.

Trunk line 1 (T1), Thokoza Park to Ellis Park East, and the Complementary Line 1 (C1) from Dobsonville to Ellis Park East, falls within the study area.

Figure 49 shows the layout for the above mentioned routes and Figure 50 indicates the service hours and frequencies for these two routes. The Ellis Park North monthly trunk route ticket sales amount to 7,378 and the Ellis Park East monthly trunk route ticket sales amount to 15,557. (JICTTS, 2010)

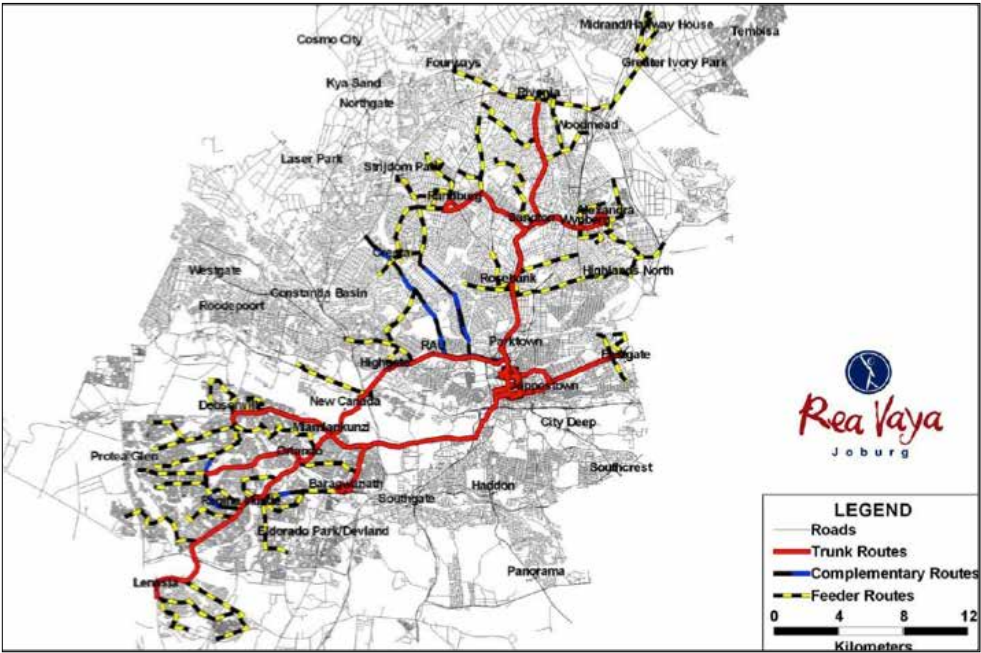


Figure 48 : Rea Vaya Routes Overview



Figure 49 : Rea Vaya Routes Johannesburg

Route	First bus	Last bus	Peak interval (mins)	Off-peak interval (mins)	Sunday intervals (mins)
T1	04:50	21:00	5	18	20-30
C1	05:00	21:00	5	18	5-15

Figure 50 : Service hours and frequencies of T1 and C1 Routes (The World Bank)

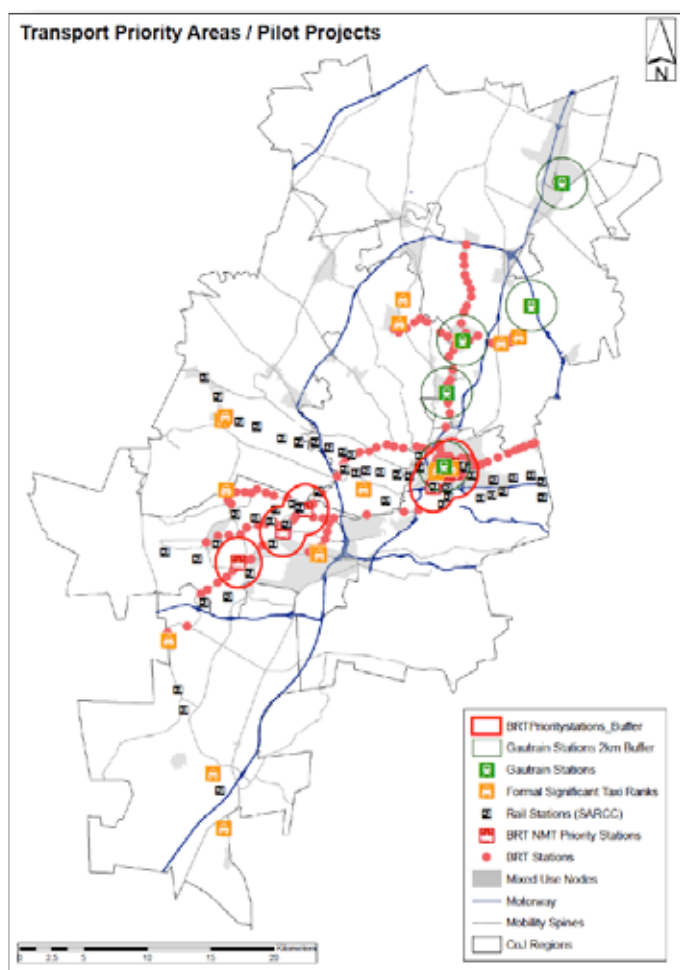


Figure 51 : Transport Priority Areas

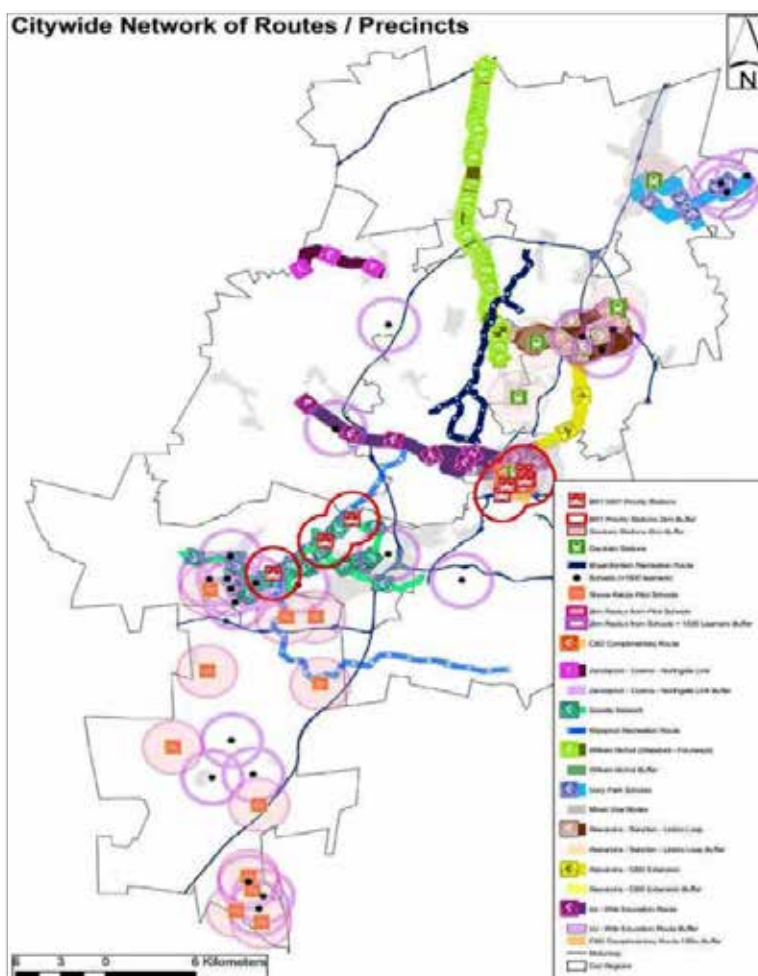


Figure 52 : Citywide Network of Routes/Precinct

Non- Motorised Transport

The Integrated Transport Plan (2002) estimates a total proportion of commuter trips by public transport (rail, bus and mini-bus) at 47% during weekday morning commuter peak periods. Cars and vehicles have been prioritized in the streetscape environment even though 37.7% of trips are walking trips. Whilst a number of strategic transportation initiatives within the City will make a significant contribution to altering the way in which commuters move around the city in the future, the current streetscape and environment does not prioritize cycle or pedestrian movement.

The following issues were identified as obstacles for non motorised transport:

- Road Safety
- Security
- Distance and Topography
- Climate
- Supporting Infrastructure and Facilities
- Status and Convenience
- Competition for Space

According to the City of Johannesburg's presentation to IDTP in June 2009, a city-

wide network of routes and precincts is planned. Some of the main objectives for the network is:

- Implement a dedicated network of foot and cycle paths
- NMT as preference for short distance trips
- Increase NMT use for work and school trips
- Facilitate access for low income communities
- Integrate NMT modes with public transportation
- Increased access to educational institutions by NMT

Figures 51 and 52 show Transport Priority Areas and the Planned Citywide Routes and Precincts for CoJ respectively. Some of the inner city routes travel through the study area, however the planned NMT routes do not sufficient cover the study area. High level plan for new NMT routes may need to be considered for this project.

Good conditions of roads and NMT facilities are important for the proposed developments as this will improve accessibility to the precincts and encourage walking and cycling around these areas.

Therefore a serious look at the provision for NMT facilities within the study area is important especially for the implementation of the proposed projects. It is vital that provision for NMT must be prioritised over vehicular traffic.

Conclusion

The Johannesburg Road Agency (JRA) is currently underway with the new Metrobus Operational Plan for the city and the first phase of the plan is due to be implemented in July 2016. It is the vision of JRA that the completed citywide Operational Plan will be in effect by year 2018.

The public transport layout figures and tables that have been presented above show that there is good public transport provision within the study area. The quality of rail and taxi services should be improved to achieve the Transit Oriented objectives highlighted in the interventions below. The existence of a good quality public transport service like the BRT within the study area encourages the use of non vehicular modes; this creates a huge potential for transit oriented developments and the integration of the different public transport services.

3.2.3. Socio-Economic Environment

The purpose of the following socio-economic baseline is to visualise and understand the data that has been collected through different angles to conceptualise the socio-economic characteristics of the impacted communities.

The following sub-section provides a brief outline of the socio-economic aspects of South Africa and the defined study areas, i.e. City of Johannesburg, the Johannesburg Inner City and where information is accessible the following sub-wards are incorporated to provide more detail into the primary study area of the Eastern Gateway.



Figure 53 : Racial self-identification in Johannesburg Map

The map above highlights the residential densities of the study area and part of the Inner City. It is interesting to note the decrease in densities in the Western most part of the study area. The map also highlights racial self- classification, with the study area being relatively diverse.

Each Dot represents 50 people

- Black African
- Coloured
- Indian or Asian
- White
- Other

i. POPULATION

	2005	2010	2015	CAGR
Western Cape	5 450 445	6 055 740	6 716 201	2.12%
Eastern Cape	6 834 612	7 203 296	7 718 144	1.22%
Northern Cape	1 146 788	1 220 867	1 286 952	1.14%
Free State	3 019 723	3 077 731	3 187 198	0.53%
KwaZulu-Natal	10 857 356	11 709 546	12 753 895	1.62%
North West	3 606 631	3 896 106	4 267 010	1.68%
Gauteng	12 435 524	13 548 471	14 840 291	1.78%
Mpumalanga	4 122 979	4 488 717	4 922 570	1.79%
Limpopo	5 266 356	5 705 286	6 208 543	1.65%
South Africa	52 742 413	56 907 762	61 896 686	1.61%

Figure 54 : Provincial Population Comparison and CAGR, 2015

A population can be defined as the summation of the total number of persons inhabiting a country, city, or district or area. Reviewing population dynamics of the country is critical when it comes to development, to gain an accurate understanding of the impact the new economic activity might have on the surrounding social environment. Population figures at national and provincial level can be found in Figure 54 above.

It was estimated that the South African population increased from 47.6 million people in 2005 to 61.8 million people in 2015. The population grew at a rate of 1.61%, the increase resulting mainly from Gauteng, Western Cape and Mpumalanga. The most inhabited provinces as of 2015 are

Gauteng (14.8million), KwaZulu-Natal (12.7 million) and the Eastern Cape (7.7 million). Gauteng and KwaZulu-Natal account for approximately 44% of the total South African populace. The least populated provinces are the Northern Cape (1.28 million) and the Free State (3.1 million), which grew moderately in recent years.

South Africa's population increased at an average rate of 1.61% for the 10 year period. Gauteng's population growth accelerated rapidly, increasing roughly 1.78% between 2005 and 2015. The provinces to record the slowest growth rates were the Free State (0.53%) and the Eastern Cape (1.22%). Further national and provincial population dynamics with regard to densities and proportion shares can be found in Figure 55.

	2015	Percentage	People per km2	Area Km2
Western Cape	6 716 201	10.86%	47.54	12 9462.2
Eastern Cape	7 718 144	12.47%	40.18	168 966
Northern Cape	1 286 952	2.08%	3.16	372 889.4
Free State	3 187 198	5.15%	21.50	129 825.2
KwaZulu-Natal	12 753 895	20.61%	113.86	94 361.32
North West	4 267 010	6.89%	36.21	104 881.7
Gauteng	14 840 291	23.98%	710.61	18 178.31
Mpumalanga	4 922 570	7.95%	56.46	76 494.69
Limpopo	6 208 543	10.03%	44.88	125 753.9
South Africa	61 896 686	100.00%	44.36	1220813

Figure 55 : Population Total Proportions and Population Densities, 2015 (Quantec Resource Database, 2015)

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Once more, Gauteng and KwaZulu-Natal represent the majority of the population for the current year, as they share 23.9% and 20.6% of the total respectively. These two provinces along with the Eastern Cape consist of more than 56% of the whole populace.

The Country is populated with roughly 44 people/km2. The most densely populated provinces are Gauteng with 711 people/km2 and KwaZulu-Natal with 114 people/km2. The other provinces are less densely populated with less than 56 people/km2 respectively.

Gauteng is particularly populated when comparing provinces in terms of area scale. As seen above the province has a region covering approximately 18 178 km2 of land, much smaller than the other provincial areas.

Just as Gauteng shows a higher population figure and density than the rest of South Africa, so the COJ and Inner City have higher population density than the rest of Gauteng, as detailed in Figure 55.

Figure 56 provides a graphical representation of the population growth rate trends over a 10 year period.

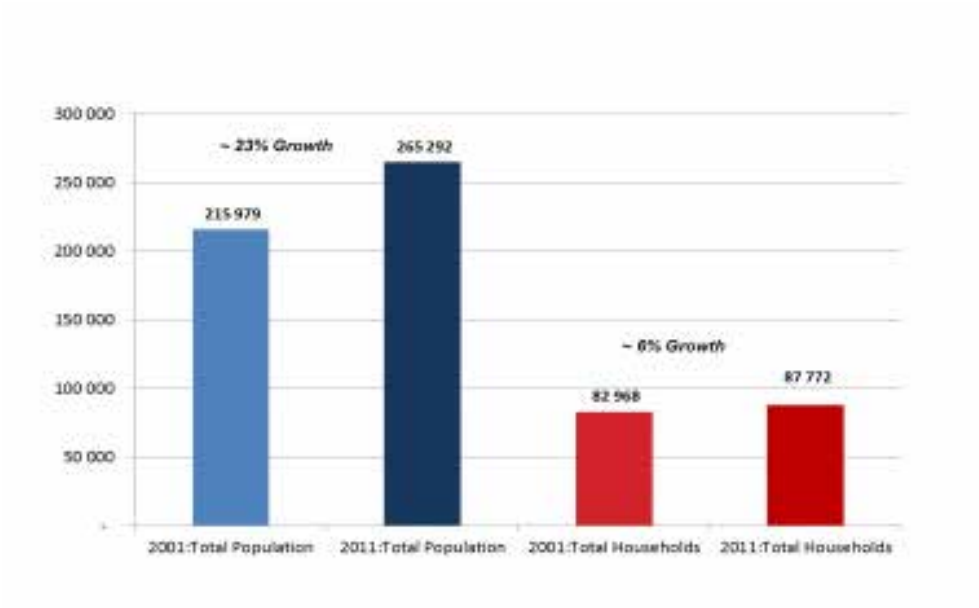


Figure 56 : Population Growth percentage change, 2001-2011. (Census South African, 2011)

As indicated in the Inner City Housing Implementation Plan (ICHIP), "The inner city has been defined by a rapid growth in population and households. The available data (Census 2001 and 2011) indicates a total population growth of some 23% (compared to the national growth rate of 16%) over the 10 years (just over 2% per annum), while households have grown by some 6% over this same period." (Rebel, 2015)

Series	Population	Area (Km ²)	People per Km ²
Gateway	14 840 291	18 178.31	710.6
City of Johannesburg (JHB)	5 460 130	1 644.98	3319
Inner JHB	802 555	234.06	2 825

Total Site Analysis	Bertram s	Doornfontein	Jeppetown	Judith's Pearl	Malvern	New Doornfontein	Troyeville	Total
Population 2011	3 906	4 483	14 794	2 452	10 524	2 022	4 165	42 335
Population (2015 estimated)	4 170	5 138	18 011	2 806	12 024	2 060	4 422	48 652
Area (Sq Km)	0.39	0.46	1.83	0.30	1.62	0.39	0.61	6.12
Household total (2015 estimated)	1 160	1 473	6 548	1 017	3 998	974	1 239	16 410
Household total (2011)	1 127	1 380	5 470	866	3 522	991	1 269	14 625

Figure 58 : Suburb Specific Population and household numbers of Study Area, 2015 (Quantec Resource Database, 2015)

The table above provides a good perspective on the varying densities of the different identified study areas. The Eastern Gateway region indicated an estimated 7 900 people per Km².

The Spatial Development Framework targets 15 000- 60 000 people per km². The densification proposals put forward in the UDF work towards achieving these targets in parts of the study area.

The total estimated population for the primary study area in 2011 was 42 335. The estimated growth of an addition 4 200 people to a total of 48 652 by 2015.

The highest populated suburbs being Jeppetown and Malvern with a population of 18 011 and 12 024 respectively. Total Households estimated in 2015 within the study region is 16 410 with the study area covering roughly 6.12 km².

An increased population density has implications on various fronts. Firstly, in terms of housing, it means that there will be high demand for housing, assuming the pricing is reasonable. Secondly, it means that for any firm intending to open a branch in the area, there is an existing pool of available labour. Thirdly, once this labour has been employed, it will in turn become a new, and very large, customer base for the businesses in the area.

3.0. STATUS QUO

Figures 59 and 60 to the right indicate the population age group distribution per major region and sub-wards of the Inner City Eastern Gateway (ICEG) region.

Age can often be used as a good indicator that can be related to housing choice. A housing study done by ECO Northwest in Anchorage USA (2012) found that households with a head of household younger than 34 years and older than 64 years were more likely to live in rental, multifamily units. Head of households between 35 and 64 years old were more likely to live in owner-occupied single-family detached housing.

Comparing both Figures 59 and 60, it is clear to see the primary study area has a younger population distribution compared to that of the greater Johannesburg region. An estimated 50% of the population within the specified Inner ICEG boundary is between 15 and 34 years old. This indicates that the ICEG will have an abundant human resource base, as the labour force population is large, therefore there will be people seeking employment opportunities, which will contribute to the ICEG production. Furthermore, roughly 25% of the population is between 35 and 64 years old indicating that a smaller portion of the population is within the age of assumed property ownership. An additional 21% fall below 15 years of age, leaving less than 5% of the primary study areas population over the age of 65. This substantial share of adolescent individuals requires social amenities such as skill development institutions (e.g. schools) and recreational centres, indicating the possible higher demand for these services as the child population is so large.

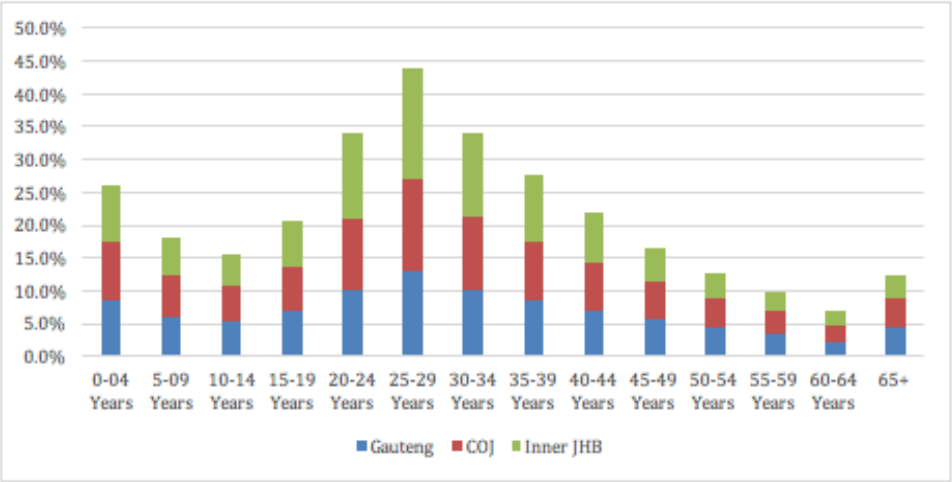


Figure 59 : Population age groups comparison per indicated study area, 2015 (Quantec Resource Database, 2015)

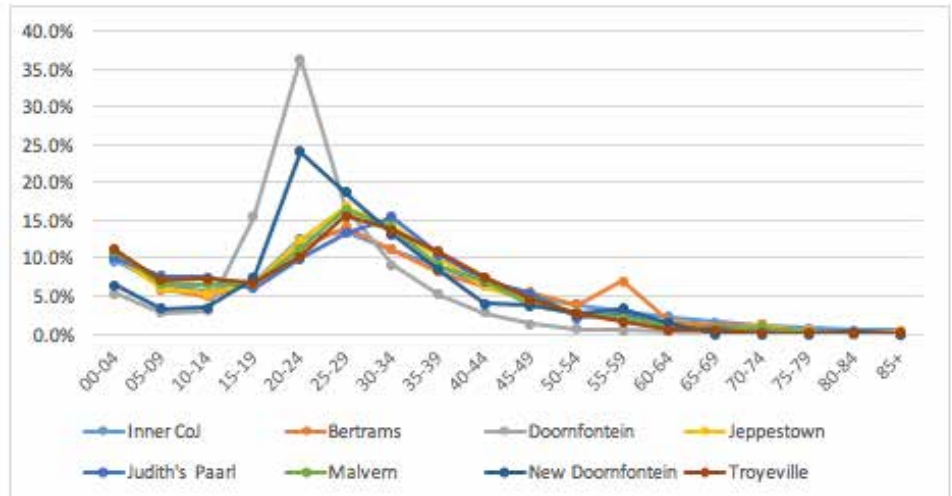


Figure 60 : Population age groups comparison per indicated study area, 2015, 2015 (Quantec Resource Database, 2015)

Household Numbers and Size

A household contains one or more individuals who live in the same residence, it may consist of a single family or some other grouping of people. Households have a direct bearing on the production of the economy as their disposable income helps to determine the level of

	2005	2013	2015	Average Growth Rate
Geography	Individuals			%
Western Cape	1,415,109	1,694,742	1,480,363	2.28%
Eastern Cape	1,580,258	1,703,482	1,610,202	0.94%
Northern Cape	280,144	306,599	287,002	1.22%
Free State	787,436	824,210	796,473	0.67%
KwaZulu-Natal	2,284,144	2,590,558	2,357,170	1.69%
North West	908,604	1,089,486	960,794	2.30%
Gauteng	3,447,839	4,059,241	3,591,463	2.06%
Mpumalanga	960,372	1,102,206	986,248	1.87%
Limpopo	1,244,703	1,449,784	1,293,079	1.92%
South Africa	12,898,609	14,822,308	13,354,761	1.75%

Figure 61 : National and provincial household figures, 2005 - 2015 (Quantec Resource Database, 2015)

In 2005, South Africa had a total household population of 12.8 million. The number of households in South Africa has increased by roughly 3.54% since then, growing at an average annual rate of 1.75%. In all areas the absolute number of households has increased since 2005, suggesting a growing population. The household growth rate in many of the provinces is higher than the national average, which may indicate a growing demand for goods and services by households in those areas. The table below provides a more detailed look at the household figures of both the primary and secondary study areas.

	Households total	AVG HH Size
Gauteng	4 129 410	3.4
City of Johannesburg (JHB)	1 534 915	3.3
Inner JHB	220 355	3.6
Eastern Gateway Region	22 615	3.7

Figure 62 : Household figure for the secondary and primary study area, 2015 (Quantec Resource Database, 2015)

The primary study area comprises of roughly 22 615 households in total, this makes up around 10% of the total estimated households within the whole inner city of JHB. The average person living in each house in the ICEG is calculated at 3.7 persons per house, higher than the averages of both the inner city of JHB and the greater region of Johannesburg.

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Labour Profile

The automotive industry has grown over the years in magnitude and importance, this can be seen by the larger employment sector of the industry and a greater number of exports to other countries. It is important to understand the various terms regarding the employment status of individuals or groups of people. These terms are defined as the following:

- Working Age Population: Includes all individuals aged between 15 and 64.
- Labour Force: Those in the working age population who are employed or unemployed.
- Unemployed: People who did not work prior to an interview; want to work and are available to start working in the reference week; and who have taken steps to look for work or to start some form of self-employment.
- Unemployment Rate: The percentage of the labour force that is unemployed but actively seeking employment and willing to work.
- Labour Force Participation Rate: The number of people who are either employed or are actively looking for work. The number of people who are no longer actively searching for work would not be included in the participation rate.

Employment status has a direct bearing on income, which subsequently effects how efficiently people meet their basic needs. It is thus important to analyse the employment and unemployment statuses in an area and what possible development impact they could have. It is also important to keep in mind the population age, as there are many young people who will need to be absorbed into the labour force. Figure 63 presents the employment status for the outlined study areas.

Region	Total Employed		
	2010	2015	CAGR
South Africa	13 785 021	15 090 124	1.52%
Western Cape	1 832 472	1 869 920	0.34%
Eastern Cape	1 396 094	1 509 836	1.31%
Northern Cape	296 281	318 362	1.21%
Free State	858 756	831 766	-0.53%
KwaZulu-Natal	2 550 473	2 745 067	1.23%
North West	867 046	849 299	-0.34%
Gauteng	3 874 087	4 386 090	2.09%
Mpumalanga	1 013 250	1 193 503	2.77%
Limpopo	1 096 564	1 392 510	4.06%

Figure 63 : National and provincial Employment trends between 2010 and 2015 (Quantec Resource Database, 2015)

Analysing the trends of employment growth over the past five years for each province, provides insight into the growth of economic activity within the province and the estimated potential for labour absorption. Gauteng has the largest contribution to the total national employment. Despite this, the CAGR over the 5 years for Limpopo was double that of Gauteng at 4.06%. Gauteng represented the third highest CAGR over the represented five years with just over 2% growth in employment and Mpumalanga with the second highest at 2.77% compounded annual growth.

Region	Total employed	Unemployed	Rate (%)	Labour force participation rate (%)	Absorption Rate (%)
South Africa	15 304 583	4 953 064	24.71	59.53	44.82
Gauteng	4 470 344	1 487 535	25.33	72.76	54.35
CEJ	1 749 467	569 719	26.00	75.02	56.28
Inner JHB	701 838	119 342	14.83	80.13	68.27

Figure 64 : Employment figures for primary, secondary and tertiary study regions, 2015 (Quantec Resource Database, 2015)

South Africa has 15.3 million employed persons with 4.5 million in Gauteng and 1.7 million in the City. The Inner City of Johannesburg accounted for roughly 40% of the total employment of the whole city. The absorption rate for the nation is 44.82%, meaning that almost 45% of the working age populace were actively working. The city had a higher absorption rate of 68.27%, indicating that the City was more productive, in terms of labour.

Additional developments in the region would further increase employment and the

absorption rate, alleviating to a great extent the unemployment problem.

The Country's unemployment rate was estimated at 24.71% for 2015, lower than Gauteng's percentage but higher than the City's. South Africa's unemployment rate is commonly high, revealing that unemployment is a continuous problem, as there are not enough jobs being generated to absorb the growing labour market. However, this means that the labour market has enough supply capacity to absorb any extra demand.

Labour force participation rate measures the active portion of an economy's labour force. The national rate is 59.53%, which means that over half of the Country is employed or looking for work. COJ has a high participation rate nearing 75.02% with the inner city increasing to just over 80%.

The table below provides more detail into the employment figures specific to the ICEG region.

Study Area Specific employment figures			
Area	Employed	Unemployed	Unemployment Rate (%)
Dorvaland	1 723	302	17.6
Jeppestad	7 276	2 572	32.6
Kensington	7 326	812	11.1
Troyville	2 273	446	19.6
Yonville	8 276	1 866	22.6
Orlando	1461	47	3.1
Midrand	6 361	1 642	22.3
Total	33 696	7 387	17.9

Figure 65 : Estimated number of employees with the Eastern Gateway boundaries, 2015 estimates (Quantec Resource Database, 2015)

According to the 2011 Census provided by Quantec Resource Database, the ICEG region has approximately 33 696 employed persons and 7 387 unemployed persons. Using this information it was estimated that the accumulation of this various sub-wards have an unemployment rate of 17.9%, which is high in comparison to the total estimated unemployment rate of the inner JHB city region. The information indicate discrepancies regard to the various sub-wards within the Eastern Gateway region. Some areas indicate low incomes and less job opportunities whilst others have a more stable and constant employment statistics. This information will prove vital in depicting economic strengths and determine nodes of opportunity.

The table below differentiates the skill level of those employed both nationally and on a local scale.

Region	Employed Formal (2015)			Informal
	Highly Skilled	Skilled	Semi- and unskilled	
South Africa	1 880 133	4 436 429	4 206 191	4 574 748
Gauteng	602 793	1 462 542	1 077 987	1 246 182
COJ	229 095	579 476	405 605	496 434
Inner JHB	93 906	240 726	166 398	196 250

Figure 66 : Employment skills per region, 2015 (Quantec Resource Database, 2015)

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Evidently the formal sector dominates employment throughout all study areas, with the total inner city region of Johannesburg region reflecting a 71.54% percentage share in the formal sector. This represents a slightly higher percentage than the national figure which sits at a 70% split between formal employment and 30% informal. With regards to the inner JHB area, the higher level of semi and unskilled people (156 398 people) will require light industry to absorb jobs in areas such as trade, personal services, accommodation, etc. National employment numbers according to industry are shown below in Figure 67.

	2005	2013	2015	Average Growth Rate
Industry	Individuals			%
Agriculture, forestry and fishing	1,235,782	863,783	789,806	-4.38%
Mining and quarrying	446,443	512,367	530,317	1.74%
Manufacturing	1,575,706	1,367,400	1,319,777	-1.76%
Electricity, gas and water	62,133	65,762	69,680	2.94%
Construction	856,891	1,081,756	1,146,649	2.96%
Wholesale and retail trade, catering and accommodation	3,004,223	3,683,044	3,876,481	2.68%
Transport, storage and communication	552,252	806,627	886,761	4.85%
Finance, insurance, real estate and business services	1,748,468	2,145,476	2,258,084	2.69%
Community, social and personal services	1,851,262	2,367,196	2,517,246	3.12%
General government	1,622,740	1,970,938	2,102,252	3.28%

Figure 67 : Total Employment by Industry at National Level, 2015(Quantec Resource Database, 2015)

The agriculture and manufacturing sectors showed a contraction in total employment since 2005, decreasing at an average annual rate of -4.38% and -1.76% respectively. The Manufacturing sector currently employs 1.31 million people which lost 255 929 labourers since 2005. Manufacturing includes transport manufacturing and manufacturing of its components.

The Transport and General Government sectors were the divisions to experience the quickest employment growth, with 4.85% and 3.28% expansion rates respectively. Figure 68 represents each sector's employment number as a percentage of the total employment figure.

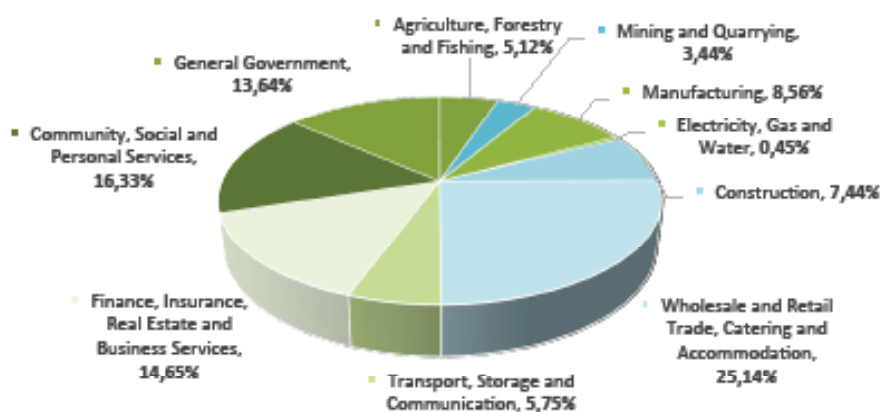


Figure 68 : Sector's employment number as a percentage, 2015 (Quantec Resource Database, 2015)

Both the City as a whole and the inner city have similar contributions to the employment composition, however a few sectors stand out within the city as stronger contributors to employment. Sectors that contribute larger percentages yields within the City than the greater COJ region include the Manufacturing sector at 8.4%, the Construction sector at approximately 5.9% and community, social and personal services comprise of 11.2% of total employment in the inner city.

Figure 70 follows employment trends over ten years (2005-2015) per identified sector of the Inner City of Johannesburg.

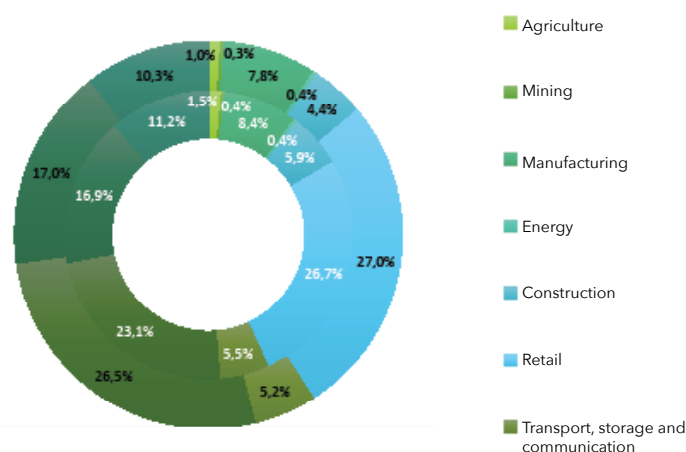


Figure 69 : COJ and Inner JHB employment composition, 2015(Quantec Resource Database, 2015)

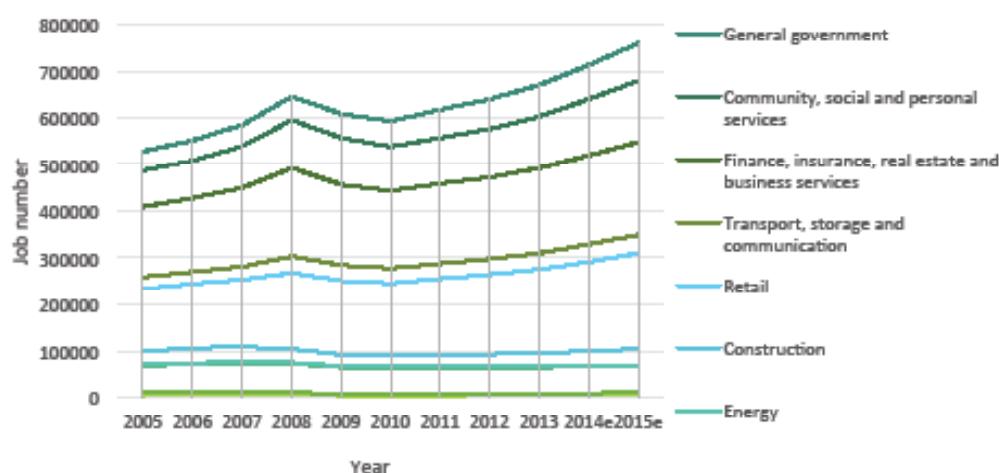


Figure 70 : Employment Trends for Inner City of JHB ,2005-2015 (Quantec Resource Database, 2015)

Figure 68 identifies sectors that are most favourable to employment. Percentages help visualise the impact each sector has on the national employment sector, for example the Wholesale and retail trade sector constitutes roughly 25% of the total national employment. On the other hand, the energy sector (electricity, gas and water) contributes the least to the country's employment figures.

Figure 69 represents the same with reference to COJ and the inner city's employment composition.

Trends for each sector help identify the performance or lack thereof for each major sector in a specific region. Over the ten years represented, certain trends stand out over the period, for example the 2008 global financial crisis clearly causing a substantial decrease in jobs in all or most sectors for at least two years. As from 2010, most sectors saw a strong and gradual recovery in terms of employment numbers increasing, however some sectors show very low growth or almost no recovery. Mining and agriculture have very little influence on employment within centre of Johannesburg. Manufacturing and construction sectors show small signs of recovery after 2008, however stronger sectors such as general government and business services show strong growth in employment numbers, recovering well after the 2008 financial crisis.

ii. SOCIAL FACILITIES



Figure 71 : Social Services Map

KEY SOCIAL FACILITIES:

- | | |
|---------------------------------------|--|
| 1. University of Johannesburg | 23. John Mitchell School |
| 2. Central Johannesburg College | 24. Murray Park |
| 3. Ellis Park Stadium | 25. Murray Park Library |
| 4. Joburg Cricket Club | 26. Dominican Convent School |
| 5. Jeppe SAPS | 27. Bertrams Park |
| 6. Fuller Park | 28. Doug Whitehead School |
| 7. Maurice Freeman Recreation Centre | 29. Life New Kensington Clinic |
| 8. Health Care at Maurice Freeman | 30. Jeppe Preparatory School |
| 9. Post Office | 31. Park Street Community Centre |
| 10. Central Johannesburg TVET Collage | 32. M Piti House - Jeppe High Preparatory School |
| 11. Troyeville Primary | 33. Jeppe High School for Boys |
| 12. Standard bank Arena | 34. Abe Bailey Park |
| 13. Jeppe Clinic | 35. St James Preparatory School |
| 14. David Webster Park | 36. Athlone Boys High School |
| 15. Troyeville Baptist Church | 37. Hofland Park _ Community Centre |
| 16. Fairview Junior School | 38. Bez Valley Clinic |
| 17. Fairview Fire Station | 39. School of Practical Philosophy |
| 18. Jepestown Post Office | 40. Sir Edmund Hillary Primary School |
| 19. Bertha Solomon Recreation Centre | 41. Jeppe High School for Girls |
| 20. Portuguese Community Church | |
| 21. Jeppe Oval | |
| 22. Jules High School | |

Social facilities within the study area comprise the following:

- Health Facilities including Jeppe Clinic, the private New Kensington Clinic;
- Bertha Solomon (Jeppestown) and Maurice Freeman (Bertrams) Recreation Centres, and Troyville Multi-purpose Centre;
- Sports Facilities, including playing fields at various schools, the Jeppe Oval, Maurice Freeman Park, Fuller Park, as well as the world class Stadia, Indoor Arena, Athletics Track and Swimming Pool located in the Ellis Park Sports Precinct;
- Murray Park Library, the only library within the study area which is heavily utilised;
- Schools including Jules High School, John Mitchell School, St James Preparatory School, Jeppe High School, Glen Oaks School, Doug Whitehead School and Troyeville Primary School;
- Tertiary Educational Institutions including the Central Johannesburg College, as well as the University of Johannesburg's Doornfontein Campus;
- Other social infrastructure including Jeppe Police Station and Magistrates Court.

Social infrastructure provision within the study area has for the most part not kept pace with increasing residential densification within the area and a changing user profile. Facilities are also not evenly provided across the study area, with City and Suburban and the area west of the railway in particular not well geared to social service provision to the growing residential population.

Increased development of social services in these areas would have a long term upliftment effect, particularly if the development includes schools and other educational facilities. Much of the labour force in the region is unskilled, and uneducated. Therefore increasing education levels would allow the labour force to secure more jobs in the local employment market, as well as contribute to the creation of new business and therefore economic growth.

iii. HOUSING

CURRENT HOUSING CONDITIONS

The figure below indicates the estimated tenure types within the study area based on Census 2011 data gathered per suburban node.

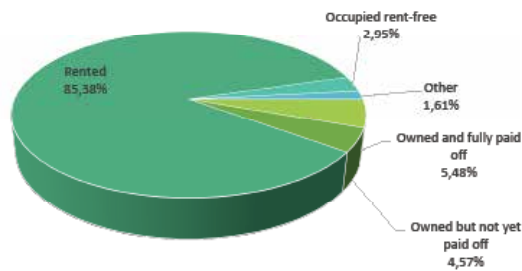


Figure 72 : Attributes of Housing Market in Study Area (2011), Source: Urban Econ’s calculations based on Census 2011 data

The 2011 Census indicated that roughly 85% of the population of the study area are renting the current residence that they stay in. Only around 5.4% own and simultaneously paid off the property they stay on. Similarly, 4.5% own but have not yet paid off the property they live on. Figure 72 indicates the housing types that can be found within each indicated suburb within the study area.

The combination of low income and high population density seen in the area means that low-density, detached housing is inefficient and expensive. It would be of far greater benefit for the population of the region to have access to higher density housing at a lower cost. In addition to the benefit to the population, this would benefit developments in the area, as potential employees would be housed very nearby. More areas of high density housing would also help spread the burden on social services and transport services, instead of concentrating them all in one or two suburbs. A second benefit to businesses would be that there would always be customers within a nearby radius.

It must therefore be ensured that the distribution of housing is addressed somehow through the development, which will also support the economic inclusion of surrounding low income communities.

Figure 73 indicates the general income distribution of each suburban node in the study area.

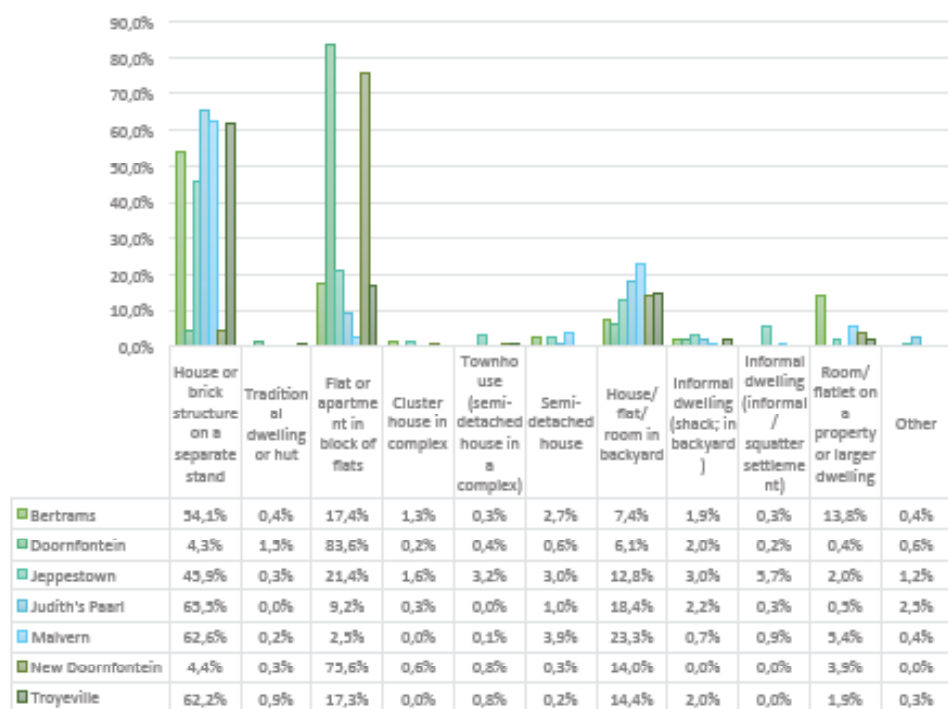


Figure 73 : Housing Types per Study Area Indicated ,2011 (Source: Quantec, 2015)

Housing types can indicate the type of density each area can cater for as well as the caliber of development relevant to the income and tenure type. Noticeably the majority of the suburbs cater primarily to lower density type developments such as a single brick house structure on a separate stand. New Doornfontein and Doornfontein seemingly comprise mostly medium to higher density type developments such as apartments/flats. An estimate of 3.1% of the total study area comprises of identified informal dwellings.

Combined with the earlier age profiling, population density, and household size information, the conclusion can be drawn that more high-density accommodation should be provided, and would make a good inclusion into any future projects.

Households in this area are living in a range of housing circumstances that are linked to their affordability (income).

- Formal accommodation which includes:
 - o Freestanding houses – privately owned
 - o Semi-detached housing – privately owned
 - o Apartments – Rental accommodation owned by private landlords
- Two storeyed small blocks of flats
- Larger blocks of flats, 3-4 storeys
- Apartments above shops/businesses in mixed use buildings
 - o Apartments – Rental accommodation owned by social housing institutions, in
- Large blocks
- Estates of apartments
 - o Freestanding houses, semi-detached houses and apartments owned by the City (council housing schemes)
 - o Student accommodation in communal or single rooms or apartments
 - o Hostels
 - o State provided shelters for indigent persons
- Semi-formal accommodation which comprises renting a portion of a formal unit and could include a:
 - o Sub-let room in a flat or house
 - o Sub-let shared room in a flat or house
 - o Sub-let bed space in a flat or house
 - o Formal backyard rooms

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- Informal accommodation which comprises:
 - o Informal/illegal occupation of buildings including shops, warehouses, office blocks and apartments
 - o Free standing shack settlements
 - o Informal backyard rooms and shacks
 - o Homeless/rough sleepers

INFORMAL AND BACKYARD ACCOMMODATION

The Johannesburg Inner City Housing Strategy & Implementation Plan (ICHIP) indicates that many poor households live in backyards, in overcrowded buildings in the Inner City. Housing is being provided informally, through the re-purposing of residential and other spaces in ways that they were not designed for, and for varying periods of stay.

ICHIP further notes that this informal market is sensitive, intelligent and responsive. There is high churn in the informal market as it is highly price sensitive. Subletting of space is common and extremely limited space is rented out at significant costs, for example a doorway space or simple bed space is the most limited accommodation available and rents at minimum of R500 per month (ICHIP, 2016). The upshot of this is that developing and providing lower cost housing will result in immediate gains in consumption expenditure for households.

In the Eastern quadrant of the inner city large numbers of people are accommodated informally in the full range of informal living circumstances. Indications are that the official statistics on the numbers of households accommodated in this way are underestimated.

The analysis of aerial photography by the ICEG UDF team has found a substantially higher number of backyard structures than is indicated by the Census 2011 figures of households living in backyards. The analysis reveals that as many as 3949 households are being catered to in informal circumstances.

HOUSEHOLD CIRCUMSTANCES

The Stats-SA Census 2011 indicates the following household circumstances for the suburbs in the Eastern Gateway, comprising Bezuidenhout Valley, Kensington, Judith's Paarl, Lorentzville, Bertrams, New Doornfontein, Doornfontein, Troyeville, Fairview, North Doornfontein, Wolhuter, Droste Park, Jeppestown, Denver:

- 4 869 Households comprising 19% of the population live in formal owned accommodation
- 17 594 Households comprising 70% of the population live in formal owned accommodation
- 1 444 Households comprising 6% of the population live in informal settlements
- 3 949 Households comprising 2% of the population live in backyard structures
- 148 Households comprising 1% of the population live in traditional dwellings
- 593 Households comprising 2% of the population live in other accommodation, including hostels

These figures indicate a higher number of owned homes than in the body of the Inner City (where 6% of households own their homes)

It also indicates a higher than average number of people in this area living in informal circumstances- the average for the Inner City is 2%

ICHIP notes that what the data does not and cannot show is the overall level of overcrowding and substandard accommodation being occupied. However based on an analysis of selected precincts, ICHIP highlights conditions in Bertrams / Jeppestown: where 94 apartments accommodate 194 households; 94 Res A units accommodate 1,174 households and some 5,442 household live in commercial / industrial properties (some of which may have been formally converted to residential).

iv. INCOME LEVELS

Income is the means by which people are able to meet their basic needs. It is important to have an understanding of income trends within an area since it impacts the living standards of individuals, households and communities, and it provides a more comprehensive depiction on the population's purchasing power. Income in this case is the aggregate incomes earned in an economy (Eastern Gateway Region) which excludes inflation, or taxation, and includes employee compensation, rental income, corporate income, etc. The income distribution for South Africa and Gauteng is presented below in Figures 74 and 75.

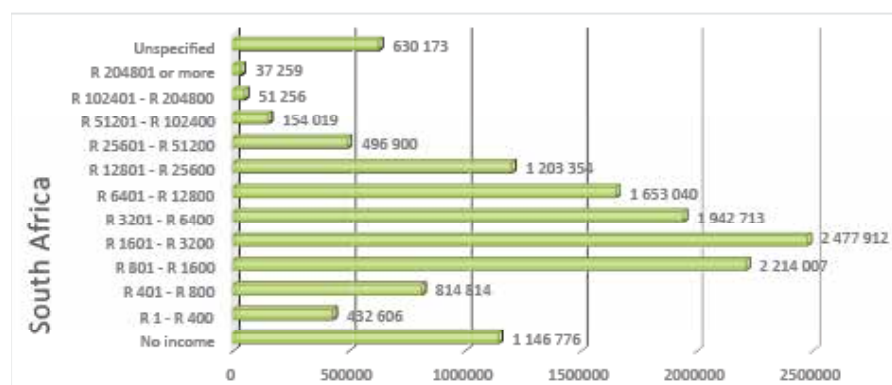


Figure 74 : Income Distribution for South Africa, 2011

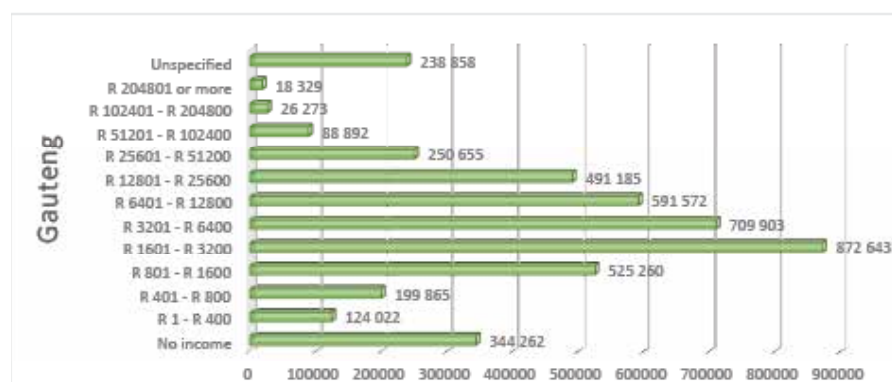


Figure 75 : Income Distribution for Gauteng, 2011

The distribution of income in the nation and Gauteng for 2011 shared similar trends, the majority of the areas' population earned little to no income, i.e. R0 to R6 400. Around 9.02 million people (17.42% of the 2011 population) in South Africa received remunerations ranging from no income to R6 400. Furthermore 2.77 million Gauteng residents, which was 22.56% of the provincial population, earned between R0 and R6 400.

A minority of the areas' populace earned high incomes (over R25 000) summing up to 739 434 people, which represented less than 1.5% of the total population. Gauteng residents that earned incomes higher than R25 000 amounted to 384 149 people. This implied that only 3% of the province's populace earned high levels of income.

The average monthly incomes of the specific study area (according to the below figure) reflect a low to lower-middle income range, which is in contrast to the national case as South Africa is considered as an upper-middle income economy. The mean average income for all seven indicated areas is between R1 601 and R3 200, indicating that an average person in the region works a low-paying job. Troyeville indicated the highest percentage of individuals with little to no income at roughly 13%. Areas that indicated a more diverse range of monthly incomes were Doornfontein, New Doornfontein and Judith's Paarl.

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In summation, the total areas monthly incomes are reflective of the business and economic activity in the region which is dominated by small retail activity (car dealers, local convenience stores and related businesses) and light industrial activity which rely predominantly on semi or unskilled employees. Income in the area is also often subject to volatile changes as many people engage in piecework, which means that income is unpredictable. The unpredictability of service charges worsens this uncertainty. The lower level of income will affect initial consumption levels, however, through balanced GDP growth, and economic inclusion of these communities, overall income levels should improve with the growth of the economy.

The table below provides an indication of the monthly income levels of various suburban sectors within the Eastern Gateway Region.

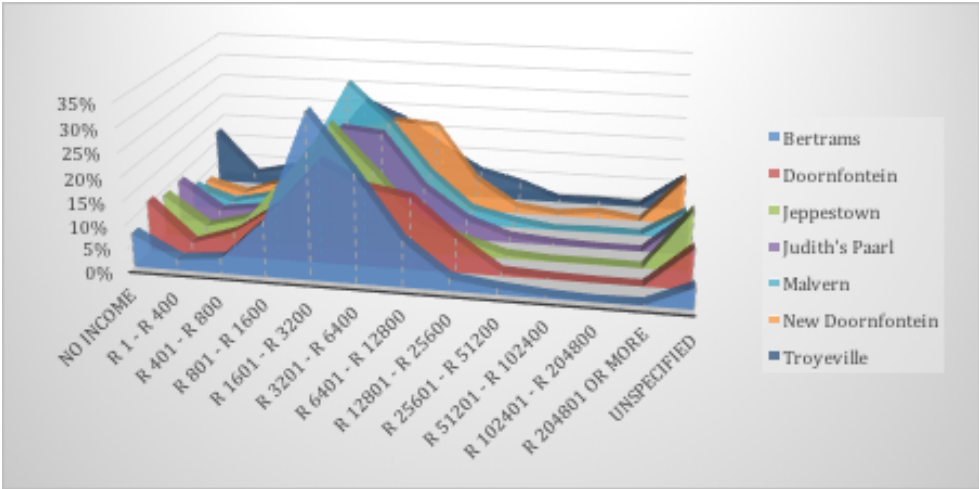


Figure 77 : Monthly Income per indicated study area ,2011 (Census 2011)

It is expected that the low to lower-middle income communities in the surrounding region will benefit from the economic activities and services that the ICEG can provide. This will be accomplished through broad based job creation, improved entrepreneurship, access to markets and more available goods and services from the mixed-use corridor, which will increase local productivity and GDP (through the productions of new businesses in the corridor), and therefore lead to economic growth. Overall, the development can support national and provincial priorities of addressing issues in the economic advancement of these communities, which will further improve the standards of living for those in the area.

Information on disposable income and expenditure patterns of households could identify the sectors most affected by household cash flow fluctuations and determine the extent of the impact. The corresponding Figure 76 below illustrates household disposable income growth rates per study area.

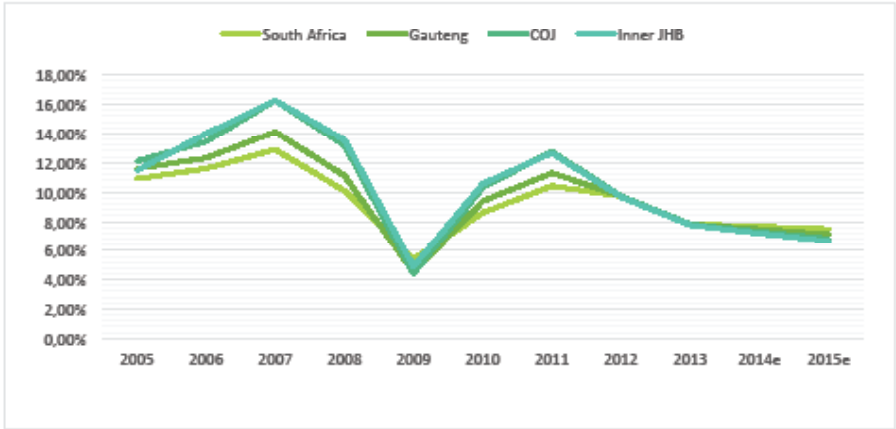


Figure 76 : household disposable income growth rates per study area, 2005-2015

The four study areas represented above show similar growth patterns for the 10 year period of study. From 2005 to 2007 household income levels increased, then declined from 2007 to 2009 where all the areas experienced the lowest rates of income growth. Gauteng household's income levels increased by 4.5% in 2009, slower than national household income growths. As from 2012, income level growth rates for the study areas converged to the same rate, which amounted to approximately 9.7% for 2012 and 7.8% for 2013. The Inner City of Johannesburg has maintained relatively stronger growth rates in terms of disposable income over the 10 years, although estimated figures in 2014 and 2015 show a sharper decrease in the growth rates when compared to the other depicted study areas. The expected improved income levels of the region will further improve household disposable income, which will naturally lead to growth in consumption as households will have more to spend or save

In order to get a more detailed look into the expenditure of the designated ICEG region, Figure 78 provides the annual household income distribution figures of Johannesburg Central and sub-wards within the primary study area.

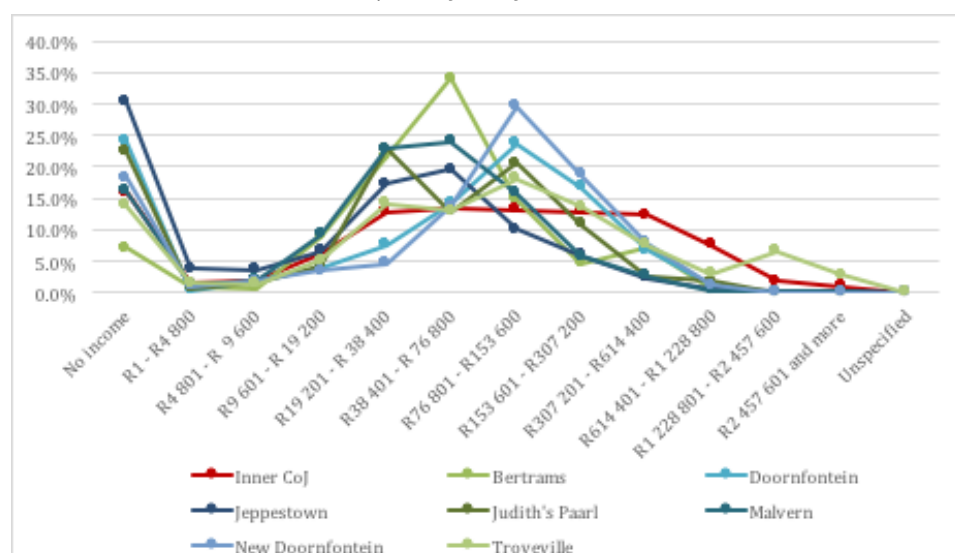


Figure 78 : Annual Household Income Distribution per Sub-wards within the Eastern Gateway Region, 2011

Annual income figures help build a picture of the social structure of various areas. Noticeably the eight suburban regions depicted in the illustration above show relatively similar income stature per household. Analysing the data closer reveals that Bertrams has the lowest average income with the roughly 34% of the areas annual household income falling between R38 401 and R76 800. Judith's Paarl has the highest percentage of households with little to no income with just over 85% of households earning an annual income of below a maximum of R153 600. Suburbs with the highest average annual household income include New Doornfontein, Doornfontien and Troyeville.

With lower incomes this prevalent, it is important that the population is provided with amenities, such as healthcare services and schooling (particularly given the large percentage of young people) that they would not ordinarily be able to afford on their own. In terms of housing, this also means that most of the young populace would be only be able to afford low-cost housing. As per the previous deductions in this sub-section, the household income of the sub-wards will be expected to improve through the new mixed-use development corridors.

Household spending is the most important part of aggregate demand, it can be broken down into a number of categories, covering major spending items like food, electricity, holidays, and clothing. It can be seen that there a direct link between household expenditure and economic growth, as greater demand for goods and services results in enlarged production and later a change in the economy's magnitude. The figure that follows, Figure 79 displays household consumption growth trends by study area.

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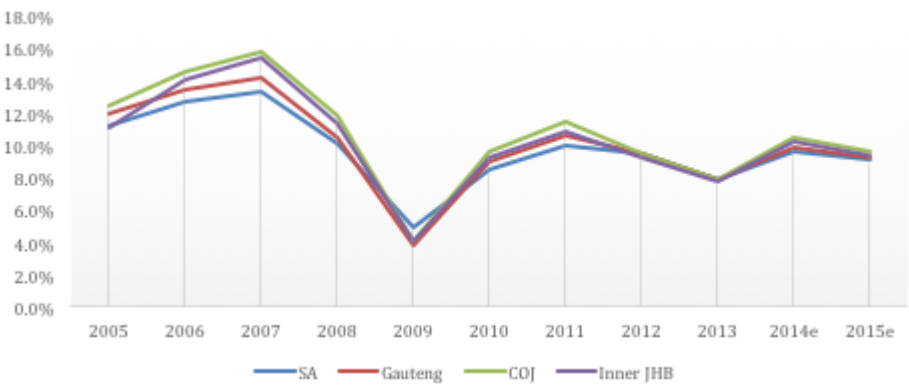


Figure 79 : Total Household Consumption Growth Trends, 2005-2015

The proposals put forward in the UDF should expand local demand of goods and services through the increase in individual and household income that should result from a higher production level.

v. ECONOMIC BASE

An economic profile studies an economy’s progression with regard to the growth and structure of the economy. Economic growth results from increasing economic activity, which can come about through a number of changes in other factors, such as labour productivity which consume goods and services. GDP in this case is one variable used to determine the economic growth in an area.

Economic Growth

Economic growth refers to the increase in the market value of goods and services produced by a particular economy over time. It could further be defined as an increase in the production and consumption of goods and services. Economic growth is measured as the percentage increase in the real gross domestic product, or real GDP. An increase in the GDP growth is driven by a range of factors some of which include technology change, more efficient use of inputs, growth in the capital stock, and improvements in the quality and level of education of the workforce. Economic growth has been a primary perennial goal of many societies and most governments since it affects an economy’s welfare. Production and nominal GDP statistics per study area can be found below in Figure 80.

Geography	Production (R'millions)		Nominal GDP (R'millions)	
	2015 Current Prices	AVG	2015 CP	AVG
South Africa	8 548 241.73	10.16%	3 674 816.56	10.12%
Gauteng	3 027 784.15	10.21%	1 264 599.26	10.09%
City of Johannesburg	1 124 786.29	10.58%	491 908.42	10.55%
Central JHB	457 208.87	10.66%	206 680.60	10.68%

Figure 80 : Production and nominal GDP statistics per study area, 2015

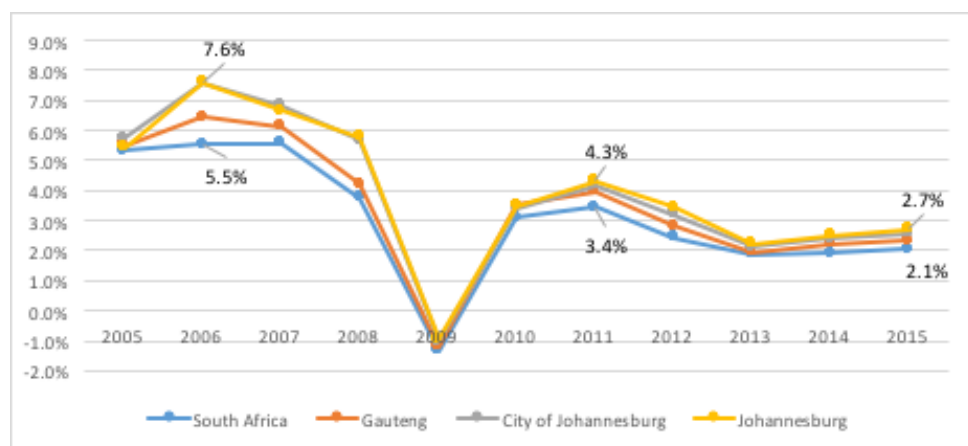


Figure 81 : GVA trends from 2005 to 2015

The GVA growth rate for South Africa and Gauteng follow similar trends, with current growth percentages near 2% for both areas. In 2007 total national GVA growth rates drastically plunged to negative values, persisting until 2009 where the Country and Province reported rates around -1%.

This substantial decrease could be explained by the provincial economies sector shrinkages for the year. COJ and central Johannesburg's GVA trends follow the national and provincial trends, however they retain a stronger year-on-year GVA percentage. In 2011, all four represented study areas peaked after the 2008 financial crises, with the national GVA peaking at 3.4%, central Johannesburg peaked almost a percentage higher at 4.3%.

GVA essentially represents the economic activity of the supply side of the economy. While Johannesburg (and to some extent, the Eastern Gateway region) follows national and provincial trends, the development of the Eastern Gateway is expected to increase local GVA growth significantly in the short-term, and stabilize in the longer term. The expanded level of GVA will be from the direct total changes in production resulting from the businesses' operations taking place in the corridors, which will be supplied to the region and to the greater area (Johannesburg, Gauteng and possibly even South Africa) in the form of final goods and services and intermediate products.

3.0. STATUS QUO

Economic Structure

In order to identify areas of strength and weakness in an economy, it is essential to understand the economic structure of the economy. This knowledge assists investors in making informed decisions about which sectors to invest in as well as empowering policy makers to decide on which sectors are best to target for interventions. GVA measures the contribution to the economy of each individual producer, industry or sector. Figure 82 below shows National GVA sectoral contributions.

Industry	South Africa		Gauteng	
	GVA	% of Total	GVA	% of Total
	Constant R Millions	%	Constant R Millions	%
Agriculture, forestry and fishing	45,062	2.39%	2,196	0.33%
Mining and quarrying	97,419	5.16%	10,558	1.57%
Manufacturing	311,261	16.49%	124,653	18.48%
Electricity, gas and water	34,672	1.84%	11,885	1.76%
Construction	68,243	3.62%	29,661	4.40%
Wholesale and retail trade, catering and accommodation	266,496	14.07%	97,855	14.51%
Transport, storage and communication	191,998	10.17%	63,422	9.40%
Finance, insurance, real estate and business services	473,096	25.07%	190,613	28.26%
Community, social and personal services	113,586	6.02%	26,977	4.00%
General government	290,463	15.39%	118,441	17.56%
Total	1,887,861	100%	674,422	100%

Figure 82 : National GVA sectoral contributions, 2015

The Manufacturing sector contributed 16.49% to the national GVA, roughly equating to R311.2 billion for 2015. The largest contributing sectors are Manufacturing and Finance Services with the Finance Services sector sharing 25.07% (R473 billion) of the national GVA. The sectors that represent the smallest portion of the national GVA are Agriculture and Construction, with less than 6% combined of GVA contributions.

Gauteng's GVA total is estimated to be R674.4 billion, corresponding to 35.74% of the Country's GVA. The Manufacturing and Finance Services sectors in Gauteng performed the best in 2015 by contributing 18.48% and 28.26% respectively to the total provincial GVA. The Agriculture and Mining sectors performed the worst since together they contributed less than 2% to the total GVA. Figure 83 below, gives an illustration of the GVA sectoral composition for South Africa and Johannesburg Central.

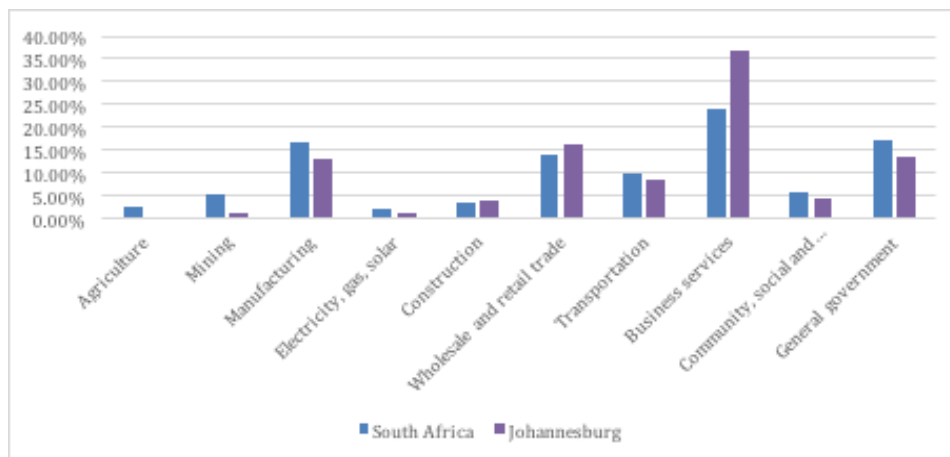


Figure 83 : South African and Johannesburg Central GVA Sectoral Contribution (Constant 2005 Prices), 2015

The GVA sectoral composition for both South African and Johannesburg Central follows a very similar pattern. At a quick glance the Manufacturing, Wholesale and retail trade, Business Services and General government sectors are the most significant contributors. However further analysis reveals stark differences. South Africa's primary sector which is composed of the Agricultural and Mining industries is roughly 7.54% of its total GVA contribution, while Johannesburg's primary sector GVA contribution is an insignificant 1.57%. The secondary sector which is comprised of the Manufacturing, Energy and Construction industries, continues to display this trend. Hence South Africa's total secondary GVA contribution is 22.01% which is contrasting to Johannesburg's 18.47% secondary sector GVA contribution.

The reason for this mismatch is that an impressive 79.97% of Johannesburg's total GVA is concentrated in the Tertiary sectors industries of Wholesale and retail trade, Transportation, Business services, Community social and personal services and General government. Johannesburg's heavily weighting in the Tertiary sector is synonymous with developed economies and implies a high degree of urbanised property and businesses. While South Africa's lower Tertiary sector GVA contribution of 70.46% can be likened to a more underdeveloped and rural economy.

Overall, the implications of the above analysis on the development indicates that the Gateway should include products/services from high-demand sectors. Nationally and provincially, the Manufacturing and Finance Services sectors are clearly significant contributors to GVA, which means that there will be a sufficient demand for the goods and services of the sectors in the Eastern Gateway region as well as in the greater provincial and national region. Locally, the Business Services, Trade, and Manufacturing sectors contribute the most to the GVA, therefore the Gateway should host and provide these types of services and products as there will be an immediate demand for them.

vi. GROWTH POTENTIAL

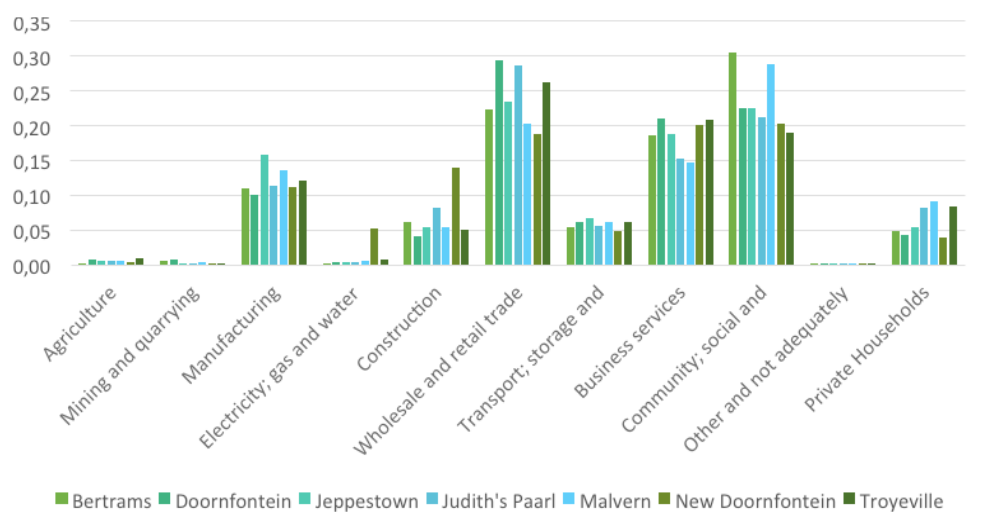


Figure 84 : Industry of Employment within the Study area, 2011

The depiction of the industries in which employment is supplied in the study area is important both for analysing the level of income, based on level of skill of employment, and when considering the type of economic activity within each suburb. The four most influential sectors of employment culminating from the residents in the area are:

1. Wholesale and retail sector;
2. Business Services;
3. Community and Social Services;
4. Manufacturing.

3.0. STATUS QUO

In terms of employment, a large percentage of the labour force in the inner city area is employed in un or semi-skilled labour, such as retail. These levels of skilled employment generally do not pay very high wages, contributing to the low income problems in these areas. Again it must be noted that the ICEG should provide jobs in these types of areas to absorb the large number of semi and unskilled labour.

Economic growth potential of the area is hindered by:

- the lack of economic activity;
- dominant low income patterns;
- high occupancy of semi to unskilled labour;
- high unemployment rates, and;
- a noticeable deterioration of the urban fabric.

On the west side, the precinct includes badly neglected residential and commercial buildings, industrial buildings occupied by informal settlements, interspersed with well-maintained buildings from which successful manufacturing and light industrial businesses operate. The other side (Eastern side predominantly) of the precinct is predominantly residential in nature (single dwelling units interspersed with three to four-floor walk-up apartment buildings), with sparse retail use. A number of buildings in the neighbourhood have architectural heritage value. The precinct has location to its advantage, being close enough to the Inner City for people to walk or take public transport (BRT, metro bus and railway line) to work and school, it may also have locational advantages to consider towards the north east with OR Tambo International Airport, offering growth potential in Aerotropolis related business sectors, as previously suggested specifically in relation to passenger-focused sectors such as tourism, cross-border retail and services sector with a strong travel focus.

Good infrastructure is the backbone of healthy, growing city economy. It ranges from the pipelines and cables that deliver basic necessities such as water, sanitation and electricity to the transport and ICT infrastructure that is essential for connecting people with opportunities and enhancing competitiveness and productivity. Thus it is important to note that the relationship between economic growth and infrastructure is interrelated and interdependent: infrastructure development is itself an economic sector. This precinct faces noticeable infrastructural challenges along with a under supply of affordable housing. Increasing parcels of land being affected by illegal and informal backyard shacks and squatters puts increased pressure on the current infrastructure. Future growth will be determined by these two factors. Potential growth can be focused on supplying housing by considering various parameters or methods e.g.:

- Affordable, safe and clean accommodation
- Temporary housing facilities that can reduce illegal and informal accommodation
- Densification and mixed use developments
- Diversification of tenure types and income groups
- Subsidised Private Rental Rooms Accommodation
- Social Rental Housing
- Private Sector Rental Delivery

Enhancement

The business environment is focused along light industrial/manufacturing and small retail stores which have varying levels of success throughout the precinct. These business provide a large portion of the jobs in the region where majority of the labour force is semi to unskilled labour. This is a key indication to the low income levels throughout the study area. Priority should be focused on advancing these industries currently located in the area as to support growing levels of employees as well as increased levels of skills. Ensuring infrastructure that can support integration, technological advancements and accessibility will promote the success of various businesses.

3.2.4. Institutional Environment

From the above it would appear that the main issues of concern, from a management perspective, would be the increased densities in the areas mentioned, the fact that the essential services of water, sanitation and electricity have not been increased to meet the demand, the social services in the area are under pressure and the fact that residential buildings don't meet the standard for health and safety in the affected areas.

The above conditions would therefore suggest that any planning proposals for the area be supported by an integrated approach (by virtually all directorates) to the management of the study area, with specific reference to the western and southern fringes of the area.

Consultation with study area stakeholders has revealed substantial dissatisfaction with the Departments and Agencies of the City of Johannesburg, in particular around issues of urban management and the lack of management of city-owned buildings and vacant properties. Particular concerns were raised in relation to:

- Lack of by-law enforcement, particularly around backyard shack dwellings and land use zoning;
- Lack of crime prevention, specifically in relation to the drugs trade;
- Lack of maintenance of the public environment, open spaces and associated infrastructure, including street lighting, paving, bins, bollards, street furniture and grass cutting;
- Infrequent collection of refuse and street cleaning, and fly-tipping on vacant sites;
- Poor management of city-owned properties, particularly Residential Apartment Complexes in Bertrams, Bez Valley and Jeppestown, some of which have gained notoriety as drug dens and venues for illegal dog-fighting;
- Failure to develop or release to the private sector, vacant undeveloped sites, many of which have become home to squatters and vagrants, or informal rubbish dumps.

The impression is gained upon interaction with stakeholders that far from leading the regeneration process in the Eastern Gateway, the lack of capacity within and delivery by many City Departments and Agencies is actually a major contributor to urban decay within the area.

4.0. EXISTING PLANS, PROPOSALS AND STUDIES

4.1. EXISTING PROPOSALS

- 4.1.1. SPATIAL DEVELOPMENT FRAMEWORK REVIEW DRAFT 2015/16
- 4.1.2. JOHANNESBURG INNER CITY HOUSING STRATEGY & IMPLEMENTATION PLAN 2014-2021
- 4.1.3 JOHANNESBURG INNER CITY URBAN DESIGN IMPLEMENTATION PLAN (ICUDIP)
- 4.1.4. GREATER ELLIS PARK DEVELOPMENT - SPORTS PRECINCT
- 4.1.5. GREATER ELLIS PARK DEVELOPMENT- BEZUIDENHOUT MIX USE PRECINCT
- 4.1.6. GREATER ELLIS PARK DEVELOPMENT- BERTRAMS DERBY ROAD PRECINCT
- 4.1.7. GREATER ELLIS PARK DEVELOPMENT- EDUCATION PRECINCT
- 4.1.8. GREATER ELLIS PARK DEVELOPMENT - BERTRAMS COMMUNITY CLUSTER
- 4.1.9. GREATER ELLIS PARK DEVELOPMENT - JUKSKEI RIVER PARK
- 4.1.10. JEPPESTOWN/TROYEVILLE URBAN DEVELOPMENT FRAMEWORK
- 4.1.11. MABONENG NEIGHBOURHOOD URBAN DEVELOPMENT FRAMEWORK
- 4.1.12 JOHANNESBURG INNER CITY TRANSFORMATION & INVESTMENT TRENDS
- 4.1.13 EASTERN SECTOR DEVELOPMENT STRATEGY
 - 4.1.13.1. BOOK 5: A REVITALISATION STRATEGY FOR BERTRAMS
 - 4.1.13.2. BOOK 6: A REVITALISATION STRATEGY FOR TROYEVILLE & FAIRVIEW
 - 4.1.13.3. BOOK 7: A REVITALISATION STRATEGY FOR JEPPESTOWN

4.2. PRECINCT PLANS INTERVENTION MATRIX

4. EXISTING PLANS, PROPOSALS AND STUDIES

4.1. Planning Context - Precinct Plans

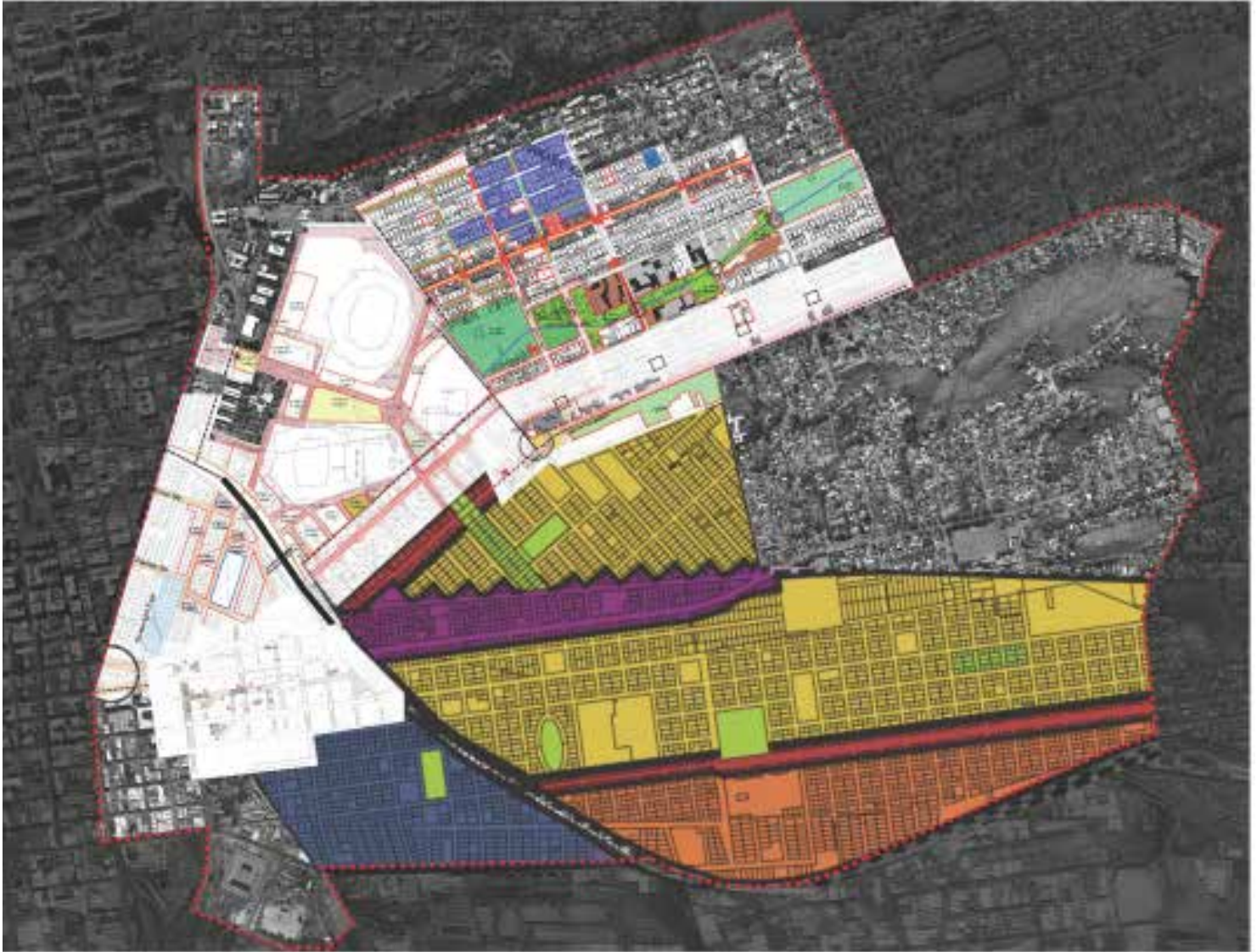


Figure 85 : Previously Proposed Precinct Plans

Eight areas of the study area are currently covered by precinct plans, as illustrated in the map above. Each plan is reviewed in order to assess previous and current interventions for the site. From information gathered in the status quo analysis the relevance of these previous plans is explored and key analysis, emphasis and interventions are then taken forward.

Each plan is discussed in detail in the following section:

4.1.1. SPATIAL DEVELOPMENT FRAMEWORK REVIEW DRAFT 2015/16

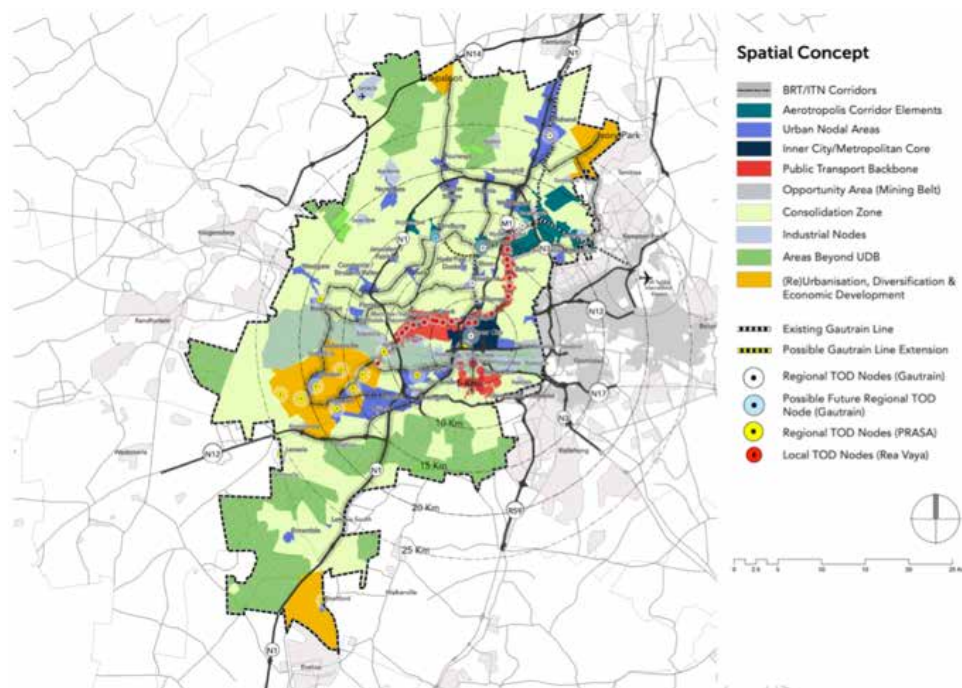


Figure 86 : Spatial Concept

Date: 1/20/2016

Commissioned by:

City of Johannesburg: City Transformation and Spatial Planning

Author: City of Johannesburg Metropolitan Municipality In collaboration with: Iyer Urban Design; UN Habitat; Urban Morphology and Complex Systems Institute and the French Development Agency

Salient Proposals:

The SDF Review highlights five major issues requiring focus and/or redress (p5):

- spatial inequalities and the job-housing mismatch,
- urban sprawl and fragmentation,
- exclusion and disconnection emanating from buffer areas (the mining belt and Modderfontein), securitisation and gated developments, and disconnected street networks (high cul-de-sac ratios and low intersection densities),
- inefficient residential densities and land use diversity,
- increasing pressure on the natural environment and green infrastructure.

Later in the document (p8), a shift in planning focus toward a polycentric city that will “bring jobs to residential areas and housing opportunities to job centres (rather than merely transporting people between the two)” is proposed, anchored by the following concepts:

- Compact city - combining density, diversity, proximity and accessibility, reducing distances, travel times and costs, bringing jobs and social amenities to single use residential areas, reducing energy consumption and infrastructure costs
- Inclusive city - ensuring balanced service provision (hard and soft) and opportunities for all by diversifying land uses, promoting social mixing and bridging social, spatial and economic barriers
- Connected city -enhancing physical and virtual infrastructure at provincial and urban scales to re-connect the city, starting from ‘the corridors of freedom’ to street and neighbourhood- level connectivity
- Resilient city - building a metropolitan open space system as a protection buffer, protecting valuable green infrastructure and areas of high agricultural potential, promoting sustainable energy use, reinforcing the urban development boundary and protecting biodiversity resources
- Generative city - focusing investment in priority transformation areas and nodes with the potential to grow economically and create jobs while enhancing public space and promoting sustainability (social, environmental and economic)

The SDF Review also highlights the need to strengthen the metropolitan core and also

the important role to played by the C.B.D. in “bridging north- south discontinuities” in support of the broader metropolitan spatial vision. Consolidation of the inner city through strengthening its public space/street network, upgrading strategic connector streets, expansion towards the southern industrial areas, redeveloping and intensifying under performing buildings and developing vacant space is mooted.

The document also highlights Transit-Oriented Development in current and future public transport nodes and corridors as an opportunity to consolidate “appropriate growth and development opportunities”.

With regard to informal back yarding, the document comments as follows (p33):

“The aim here should not be to do away with back yarding. The practice of backyard rental housing provides valuable income for home owners, provides affordable shelter for the urban poor, and densifies low density urban areas. The City should see the process of back yarding as a positive one that can be adapted and improved to maintain livelihoods and provide affordable housing in the city in a way that provides an adequate standard of living, access to economic opportunity and improved quality of life for low income urban dwellers.”

Comments:

- The stated focus on bringing “housing opportunities to job centres” reinforces the imperative of taking up the opportunity for residential densification, to a minimum of 100 du/ha as proposed in the SDF for the Inner City and 80 du/ha within 1000m of the Inner City, within the ICEG study area, given its proximity within walking distance to employment opportunities in the C.B.D. and the industrial belt to the south;
- The “Inclusive City” concept supports the provision of housing typologies and tenures that will cater to a diverse array of affordability levels, family structures and circumstances;
- A strong emphasis on public environment, walkability and modal shift away from private motor vehicles is evident throughout the SDF Review;
- The need for a sustainable managed solution to the backyard dwelling issue is evident, including appropriate services upgrades and amendments to by-laws to legalise a permissible level of backyard formalisation.

4.0 EXISTING PLANS, PROPOSALS & STUDIES

4.1.2. JOHANNESBURG INNER CITY HOUSING STRATEGY & IMPLEMENTATION PLAN 2014-2021

Date: June 2015

Commissioned by: Johannesburg

Development Agency / City of Johannesburg Department of Housing

Author: Prepared by RebelGroup Advisory for City of Johannesburg (2015)

Salient Proposals:

The Inner City Housing Implementation Plan (ICHIP) is a proposed housing strategy and implementation plan for the Johannesburg Inner City (2014 -2021) that takes into

account all sectors of the housing market and the needs of all income groups with an emphasis on the poor. The plan proposes strategies that can be applied to extend the reach of commercial landlords and social housing institutions down-market; deliver and operate municipal-owned housing and shelters; and incentivise and fund innovative landlords and facility managers to deliver and operate housing and shelter options in the Inner City.

The following programmes are proposed:

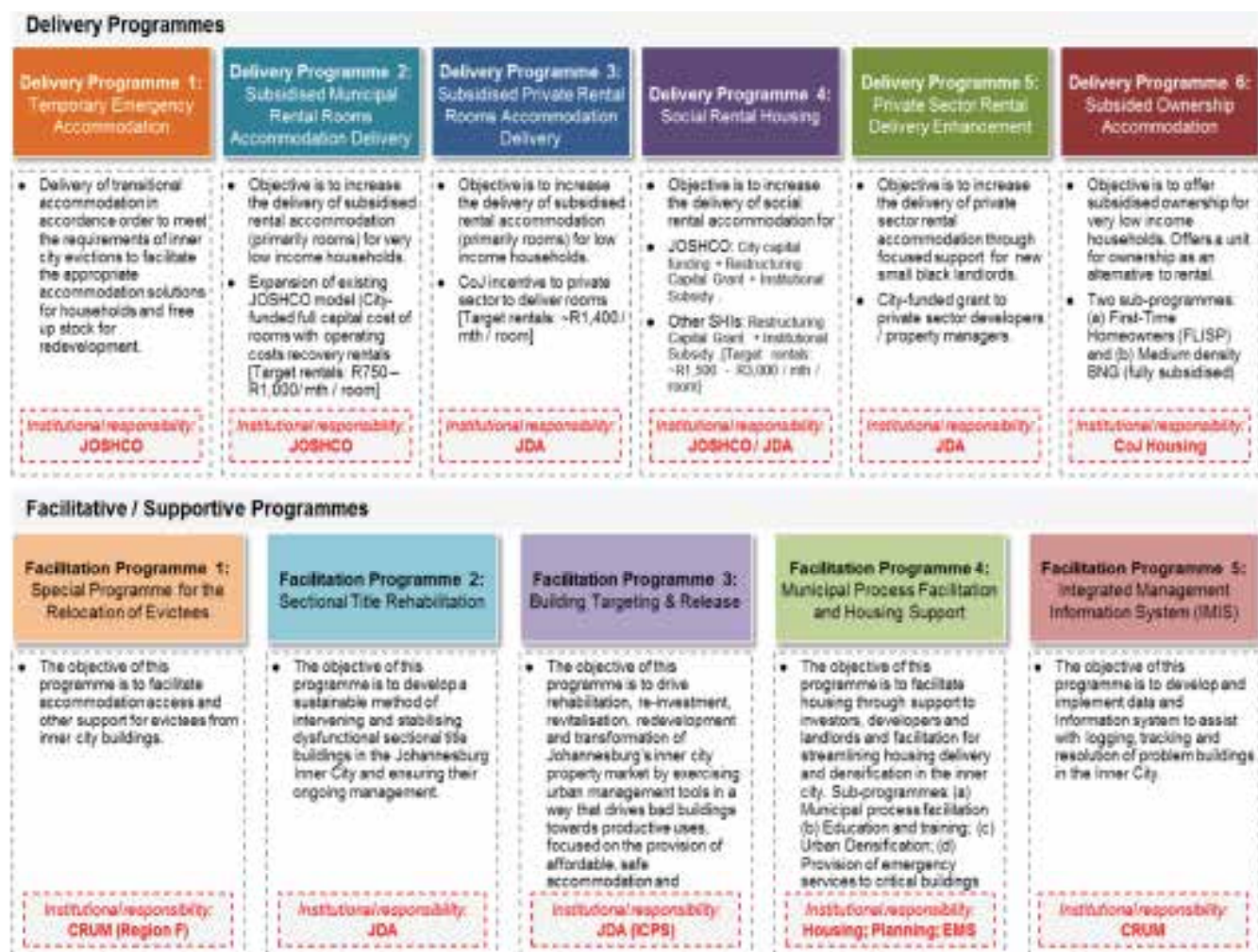


Figure 87 : Overview of the Inner City Housing Programme

The initial ICHIP housing targets for the entire UDZ area are as follows:

Financial Year	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Number of Accommodation Units	2 100	2 100	2 100	1 600	1 600	9 500
Number of People Assisted	8 130	8 130	8 130	5 630	5 630	35 650

Figure 88 : Initial ICHIP Delivery Targets (2016-2021)

The plan includes a priority action plan and precinct plan for first level implementation of the proposed ICHIP programmes. These areas are largely located within the Eastern Sector. The Action Plan proposes three precincts in which to pilot the housing interventions described in the Inner City Housing Strategy. The map below depicts these priority areas.

The ICHIP targets are based on a review of census population numbers versus number of formal units provided in the Inner City. This highlights the extent of overcrowding and estimates that a number of those households are at risk in terms of living in very poor circumstances, so proposes interventions targeted at those households.

Comments:

- The priority precincts are located along a north-eastern corridor that traverses the city from Park Station to Bertrams, a focused precinct around Doornfontein station area; and a focused precinct in Jeppestown. Bertrams, and Jeppestown all fall within the ICEG Study Area;
- Given the strategic location of the ICEG study area and the degree to which it overlaps with the ICHIP priority precincts, a logical assumption would be that a major proportion of the ICHIP delivery targets will need to be met on sites to be identified within the ICEG Study Area;
- The existing residential neighbourhoods of Bertrams and Jeppestown, earmarked as priority precincts, are characterised by a fine

grained townscape with many buildings of heritage significance, a context within which very few opportunities for larger scaled high-density residential developments will exist, consequently precluding the kind of economies of scale that lend themselves well to low-income housing;

- The C.B.D. fringe areas of Doornfontein, City and Suburban, as well as New Doornfontein and Ellis Park are characterised by a coarser townscape grain and interspersed with numerous medium to high rise buildings that are potentially suitable for residential repurposing;
- Interestingly, a portion of Ellis Park, where a major concentration of City-owned properties exists, is excluded from the priority areas.

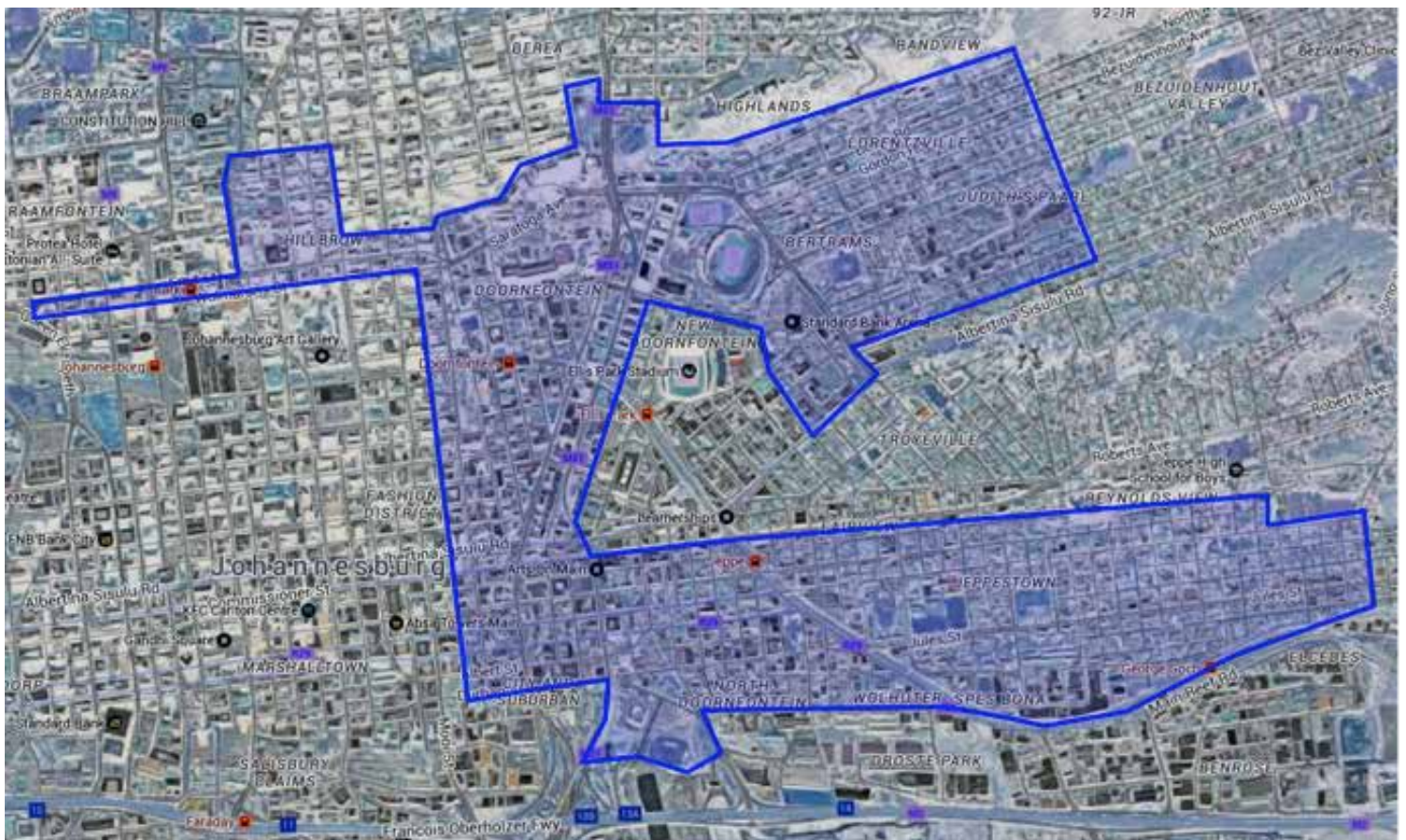


Figure 89 : ICHIP Priority Areas Map

4.1.3 JOHANNESBURG INNER CITY URBAN DESIGN IMPLEMENTATION PLAN (ICUDIP)

Date: June 2009
Commissioned by:
Johannesburg Development Agency
Author: Consultants appointed by the
Johannesburg Development Agency (JDA)

Salient Proposals:
The Inner City Urban Design Implementation Plan (ICUDIP) provides a strategic framework to guide the implementation of public environment upgrade projects across the inner city, in support of a broader vision of “a fine-grained public space network’ and “a walkable city”. A series of public space typologies are proposed, and assigned to various key streets and opens spaces located across nineteen Character Zones, four of which intersect with or fall within the ICEG Study Area, key proposals for which are summarised below.

**Character Zone 8:
Ellis Park Sports Node**

- A central “Civic Square” proposed between the Johannesburg Athletics and Ellis Park Stadiums;
- “Parkways” proposed along Park Road, Erin Street, Dawe Street and Beit Street;
- A “Reception Square” proposed at the northern entrance to Ellis Park PRASA Station on Upper Railway Road;
- “Pocket Spaces” at corner of Beit Street and Sivewright Avenue, as well as the city block enclosed by Miller, Voorhout, 3rd and 4th Streets.

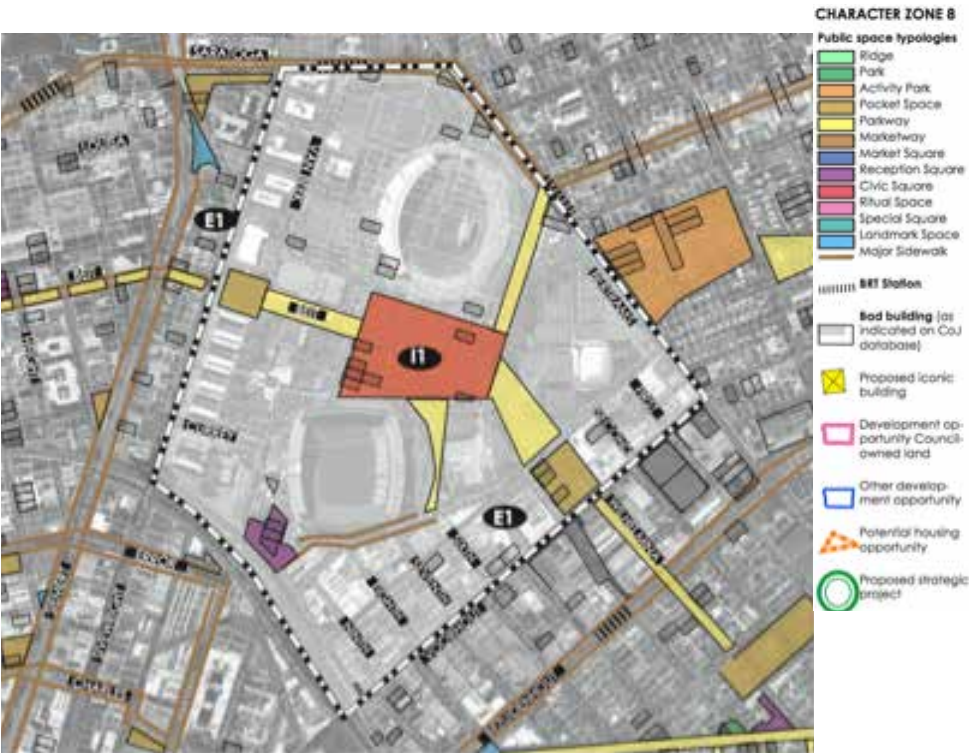


Figure 90 : Character Zone 8

Character Zone 13: Doornfontein

- "Major Sidewalks" proposed on Beacon Road, Staib and Error Streets;
- "Pocket Space" proposed at southern end of Staib Street, connecting onto Albertina Sisulu Road;
- "Landmark Space" proposed on "koeksister" intersection at corner Berea Road and Commissioner/Albertina Sisulu Road.

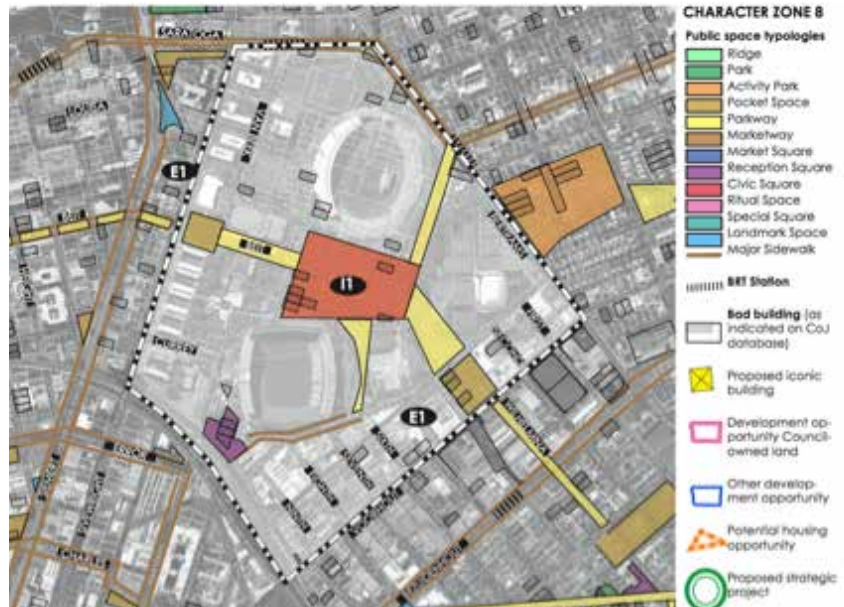


Figure 92 : Character Zone 8

Character Zone 14: Bertrams / Troyeville

- "Major Sidewalks" proposed on Derby Road, Charlton Terrace, Albertina Sisulu Road and Commissioner Street;
- Fuller Park earmarked as an "Activity Park";
- Proposed "Parkways" along the Jukskei River through Bertrams, Lorentzville and Judiths Paarl, and along Wilhelmina and Op De Bergen Streets;
- Residual green space on south side of Albertina Sisulu Road in Troyeville earmarked as a "Park".

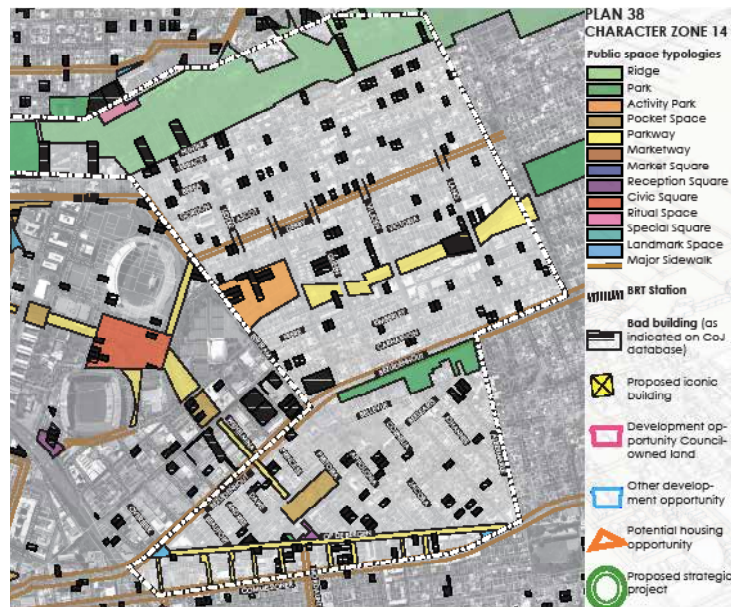


Figure 91 : Character Zone 14

4.0 EXISTING PLANS, PROPOSALS & STUDIES

Character Zone 15: Jeppestown East

- Jules Street earmarked as “main connector to the Inner City” and proposed for “Major Sidewalk” upgrade;
- Proposed further “Major Sidewalk” upgrades on Scott Street and adjoining streets with George Goch Station TOD walking radius, as well as Mordaunt Street, connecting northwards to Troyeville;
- New “Reception Square” proposed in front of George Goch PRASA Station;
- Proposed “Activity Park” at Murray Park;
- Abe Bailey Park and Jeppe Oval earmarked as “Parks”.



Figure 94 : Character Zone 15

Character Zone 16: Jeppestown West

- Jules Street earmarked as “main connector to the Inner City” and proposed for “Major Sidewalk” upgrade;
- Proposed further “Major Sidewalk” upgrades on Commissioner, Betty, Marshall and Janie Streets;
- Proposed “Strategic Project” earmarked for Wolhuter Hostel Precinct.



Figure 93 : Character Zone 16

Comments:

- Most of the proposals for Ellis Park were implemented prior to the 2010 FIFA World Cup;
- The proposed “Pocket Space” enclosed by Miller, Voorhout, 3rd and 4th Streets is likely to be difficult to motivate from a heritage point of view;
- Staib Street upgrade proposal aligns with Ellis Park and Maboneng’s desire for a fan walk linking the two precincts;
- Dawe Street preferable as a north-south Parkway connector rather than Wilhelmina Street due to north-south continuity and connectivity;
- Gilfillan Park earmarked as a “Ritual Space”;
- Empty Kazerne brownfield site not considered as part of Character Zone 16 proposals;

4.1.4. GREATER ELLIS PARK DEVELOPMENT - SPORTS PRECINCT

Date: May 2005

Commissioned by:

Johannesburg Development Agency

Author:

Albonico Sack Mzumara Architects and Urban Designers in association with MMA Architects

Salient Proposals:

- Improve the public environment around the Sports Precinct together with new pedestrian friendly routes to integrate better with the rest of the city and its surrounding educational institutions and residential neighbourhoods.
- Major upgrades to mobility routes in the Greater Ellis Park area to facilitate efficient flow of traffic.
- Central public space- to serve as a public gathering space and facilitate transport route through the precinct.
- Sports Academy- proposed world class performance center with training facilities, internet café and associated retail and office spaces and allocated parking.
- Sports Resource Centre- proposed testing and research center for high performance athletes to serve as an extension of the sports academy.
- Reception Centre- information center that will also serve as a landmark for easy site orientation
- SA Sports Museum- proposed sports museum located near the information center to include retail, café and exhibition space. Museum to be equipped with a multi-purpose hall to accommodate local and international visitors.
- Proposal of the development of the facilities to be used greatly to benefit student population (especially off-peak times) to stimulate local economy and improve the aesthetic quality of the precinct.
- New East West connections along Beit Street Boulevard to connect the Sports Precinct to the CBD and serve as one of the major public transportation and pedestrian movement thoroughfares.
- Heritage cluster along Fitzroy and Bertrams street to be restored and

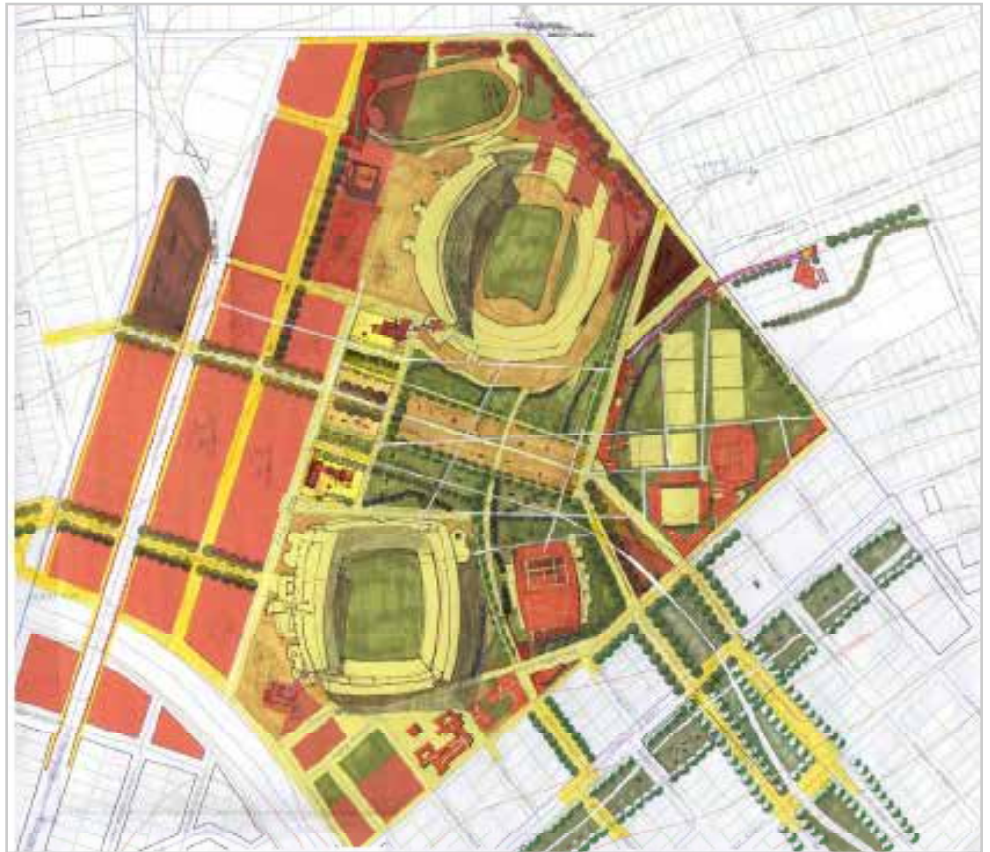


Figure 95 : Proposal for Sports Precinct (Source: GEP Sports Precinct Draft Precinct Plan, Pg 38)

converted into retail spaces to reinforce a historical connection between the sports precinct and the adjacent neighbourhood.

Comments:

- Key challenge is to facilitate activation of precinct during periods in between large events.
- Possible reconfiguration of public spaces to better cater to non-event community uses (Queen Elizabeth Olympic Park in Stratford, London is a good precedent for this).
- Ellis Park Southern Gateway implemented in 2009.

4.1.5. GREATER ELLIS PARK DEVELOPMENT - BEZUIDENHOUT MIX USE PRECINCT

Date: May 2005

Commissioned by:

Johannesburg Development Agency

Author:

Albonico Sack Mzumara Architects and Urban Designers in association with MMA Architects

Salient Proposals:

- Proposed mixed use infill development along Voorhout and Bezuidenhout streets as well as conversion of existing buildings into housing in order to support the density requirements for the GEPD
- Bezuidenhout/ Bertrams gateway-intersection at Bezuidenhout and Bertrams Road acting as a critical point for the GEPD. Proposed landmark building acting as a landmark for the GEPD (possible hotel or office development at this node)
- Upgrade and widening of road and installed traffic lights at Bezuidenhout/ Bertrams intersection need to be considered to allow a 3 lane bypass route.
- Bezuidenhout square- proposed small public square and public information centre plus upgrade of traffic signals, paving, sidewalk reconstruction and urban street furniture need to create an entrance to the Sports Precinct.
- Develop a linear market along Bezuidenhout for informal traders to boost the local economy.
- Conservation of the heritage buildings on Voorhout park along with integration of new recreational and sport facilities and other public amenities as part of a strategy to mark the entrance into the Greater Sports Precinct.
- South park square- proposed as a supplementary public space to be used to support the needs of the sport academies.
- Possible road upgrades and widening of streets at bigger arterial nodes to create a connection to the surrounding areas of Troyeville and New Doornfontein



Figure 96 : Proposal for Bezuidenhout Mix Use Precinct (Source: GGEP Bezuidenhout Mixed Use Precinct Draft Precinct Plan, Pg 43)

establishing a much wider transport network. Road upgrades and pedestrian priority crossings between Dawe Street and Voorhout street.

Comments:

- Good potential for adaptive re-use and reconfiguration of industrial buildings for residential uses.
- Proximity to BRT route along Albertina Sisulu supports medium to high density residential development. .

4.1.6. GREATER ELLIS PARK DEVELOPMENT - BERTRAMS DERBY ROAD PRECINCT



Figure 97 : Proposal for Bertrams Derby road Precinct (Source: GEP Bertrams Derby Road Draft Precinct Plan, Pg 39)

Date: May 2005

Commissioned by:

Johannesburg Development Agency

Author:

Albonico Sack Mzumara Architects and Urban Designers in association with MMA Architects

Salient Proposals:

- Derby Road High street- proposed regeneration and upgrade of Derby Road into community high street providing a mixed use typology featuring retail, commercial and entertainment venues serving inhabitants of the area.
- Further public environment upgrade of sidewalks, street lighting, street furniture and integration into the new development.
- Widen public transport route along Derby Road and improve conditions of the street and pavement to promote pedestrian

friendly environment.

- High quality medium density social housing development along Terrace Road to accommodate alternatives to inner Bertrams' slums.
- Derby community centre- upgrade and new development of existing public facilities.
- Upgrade of existing basketball court and new administrative hub for community-run facilities. Special needs facilities of a nearby old-age home (Pepperpot House) to be allocated in the same facility.

Comments:

- Derby Road has the potential to anchor the Bertrams precinct offering a mix of commercial and community amenities in a similar role to that played by 4th Avenue in Parkhurst.
- Sidewalk upgrades of two blocks at western

end of Derby Road completed in 2010

- Bertrams Park close to corner of Queen Street and Derby Road upgraded in 2010.

The need for quality medium density social housing development along Terrace Rd to accommodate alternatives to Inner Bertram's slums, dates back to 2005 and is ever more relevant for the Bertrams area.

4.0 EXISTING PLANS, PROPOSALS & STUDIES

4.1.7. GREATER ELLIS PARK DEVELOPMENT - EDUCATION PRECINCT

Date: May 2005

Commissioned by:

Johannesburg Development Agency

Author:

Albonico Sack Mzumara Architects and Urban Designers in association with MMA Architects

Salient Proposals:

- Beit Street retail strip regeneration- upgrade and development of Beit street as a commercial high street
- Beit Street square- proposed public open space with retail, restaurant and coffee shop edge to serve as the new University of Johannesburg entrance onto Beit street.
- Proposed upgrade and development of Sherwell and Pearse Street to accommodate new parking bays
- Doornfontein Station node- proposed development and upgrade of Doornfontein Station into a world class public transport node to cater to future large scale sporting events.
- Ellis Park Skywalk- proposed pedestrian walkway running along railway reserve properties linking Doornfontein and Ellis Park stations and the new Miller street underpass.
- Expressway Galleria- large scale commercial intervention providing A-grade office and retail space to act as the primary interface between the sport and education precinct.
- Ellis Park Beacon- proposed waypoint to serve as an information display to advertise events occurring within each of the precincts as well as to demarcate entrance to the GEPD.
- Alhambra heritage cluster- development of existing city blocks to conserve significant architectural heritage value and attract investment into this area.

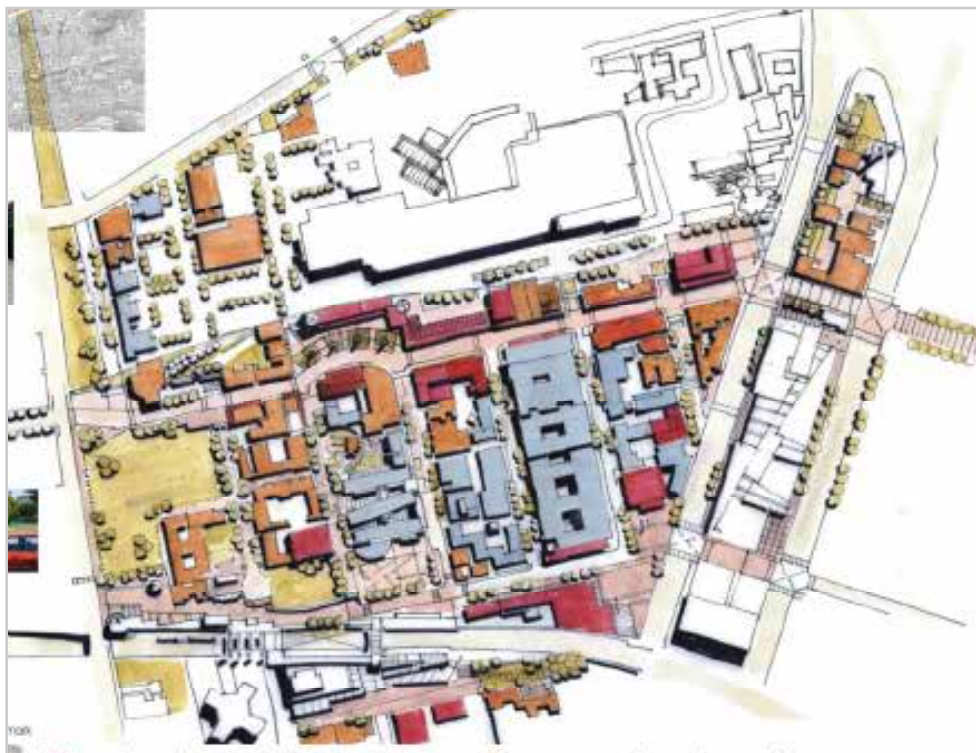


Figure 98 : Proposal for Education Precinct (Source: GEP Education Precinct Draft Precinct Plan, Pg 40)

Comments:

- Located for the most part, beyond the study area boundaries.
- New public transport and NMT links to Bertrams and Troyeville will support feasibility of student housing developments in these areas.

4.1.8. GREATER ELLIS PARK DEVELOPMENT - BERTRAMS COMMUNITY CLUSTER

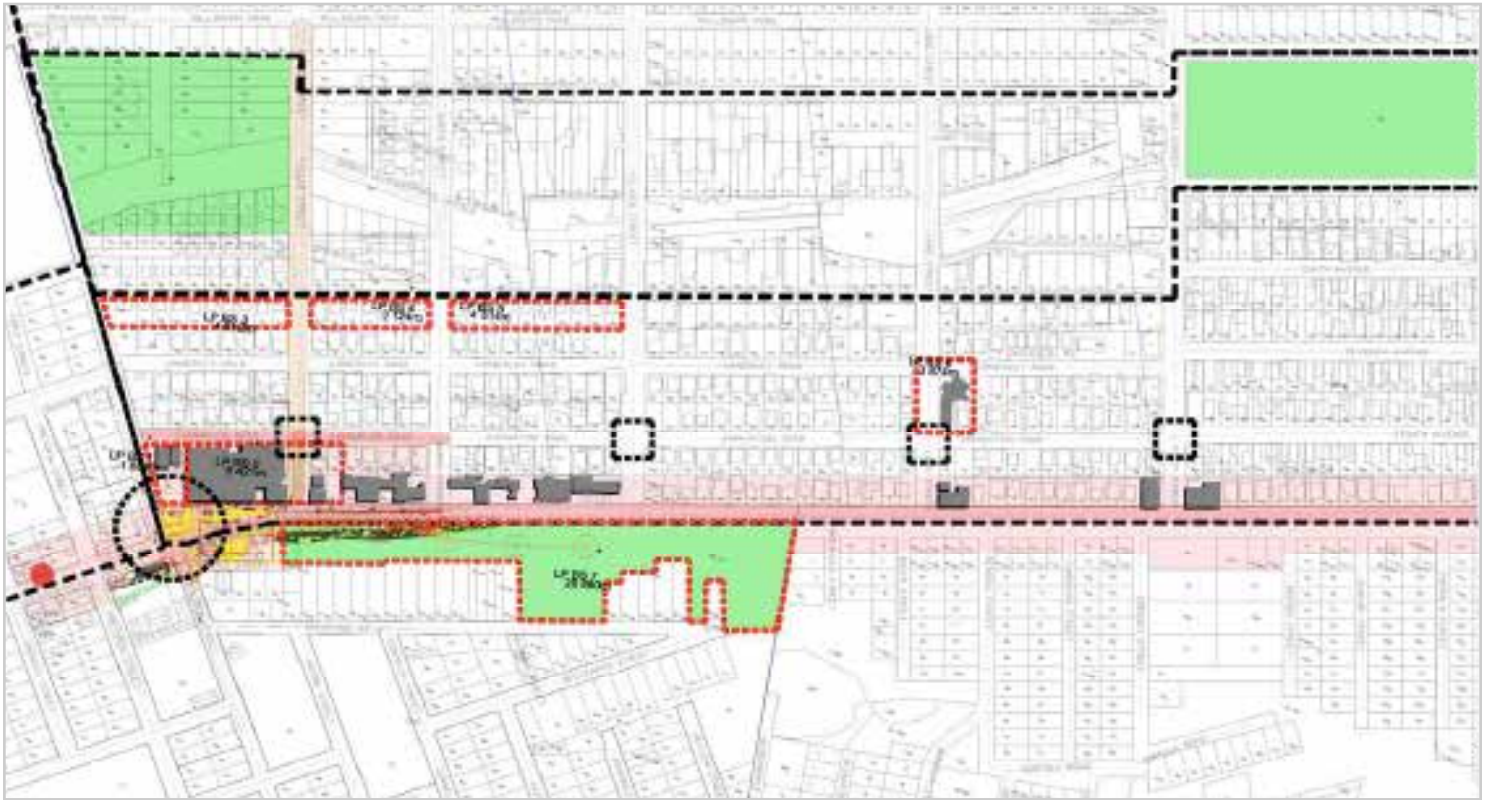


Figure 99 : Proposal for Bertrams Community Cluster (Source: GEP Community Cluster Draft Precinct Plan, Pg 22)

Date: May 2005

Commissioned by:

Johannesburg Development Agency

Author:

Albonico Sack Mzumara Architects and Urban Designers in association with MMA Architects

Salient Proposals:

- Proposed new signalised/pedestrian friendly intersections along Carnavon Road. Possible street and street edge upgrades along Carnavon Road, Bezuidenhout Avenue and Fuller Street.
- Bezuidenhout/Bertrams gateway node-proposed mixed use iconic development serving as a gateway node into the precinct.
- Artist Village- proposed privately owned land of mixed use and affordable accommodation for artists to be used for small business.
- Potential extension and upgrade of the

Bertrams Spar 'strip mall' development to accommodate retail and restaurant activity along Bezuidenhout Street.

- Densification of new housing along Frere Road to accommodate more people and create a vibrant community.
- Upgrade the local environment surrounding the mosque along Kimberly Road by providing pedestrian friendly crossing, disabled access and general environmental improvements.
- Improve and maintain urban spaces around the vicinity especially Panorama Park and The Hope Grows Aid Memorial Garden to contribute to urban management in the area.

Comments:

- Blocks close to Albertina Sisulu offer good potential for medium density residential redevelopment.

4.1.9. GREATER ELLIS PARK DEVELOPMENT - JUKSKEI RIVER PARK

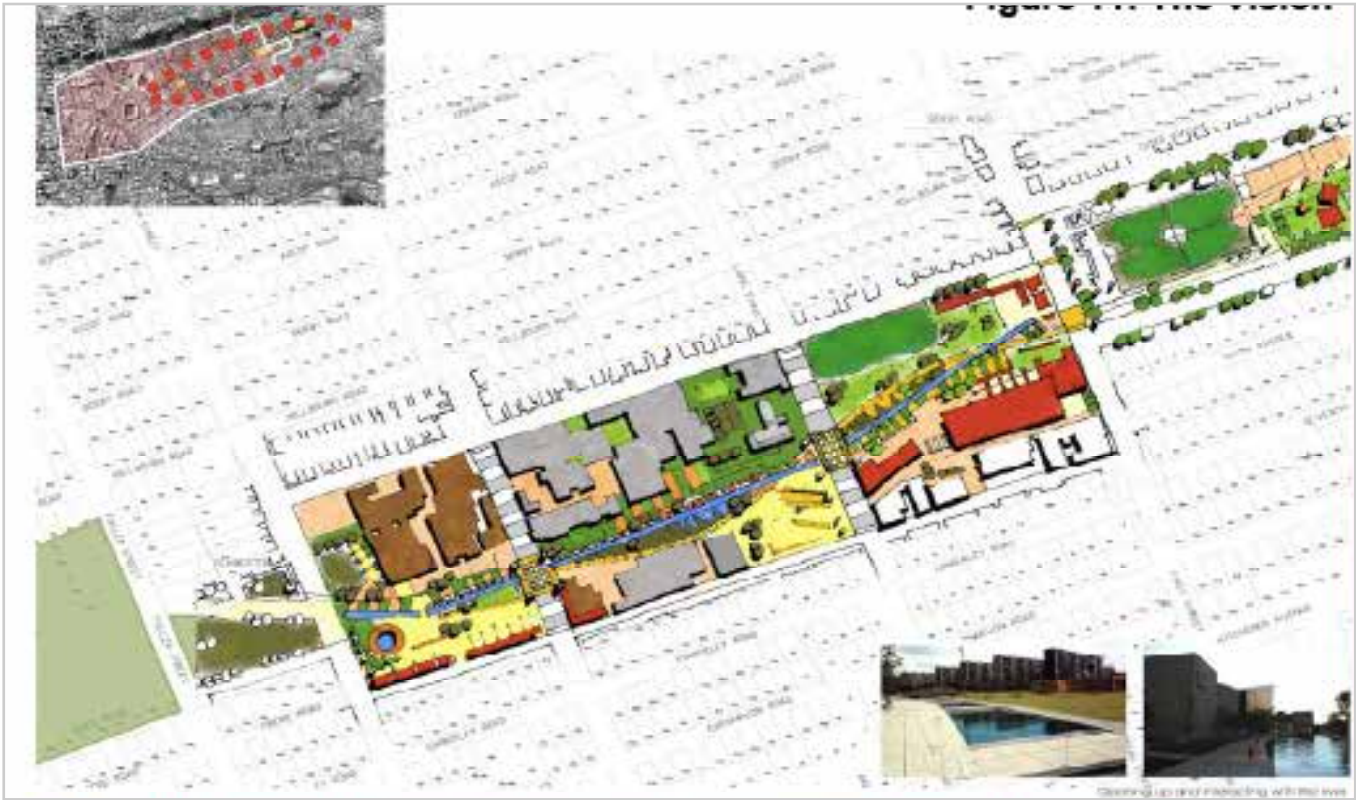


Figure 100 : Proposal for Jukskei River Park (Source: GEP Jukskei River Park Draft Precinct Plan, Pg 34)

Date: May 2005

Commissioned by:
Johannesburg Development Agency

Author:
Albonico Sack Mzumara Architects and Urban Designers in association with MMA Architects

Salient Proposals:

- The River Park- development of the River Park to accommodate active recreation. New scheme to include recreational facilities to accommodate mixed use activity.
- Densification and upgrade of existing housing stock.
- Square of Industries- iconic open space which connects successfully to the river and other developments along the industrial corridor to provide support for existing business activities and enhance linkages to the industrial related activities.

- Extreme Sports and Community Centre- hard surface sports courts to accommodate extreme sports activities and standard secondary facilities.
- Events Industry Hub- proposed conversion of existing industrial building to accommodate facilities to support industrial events located within the area.
- Proposed new development centre to support social development programmes within the industrial hub.
- Multi Purpose Community Centre- proposes conversion of Maurice Freeman Recreation Centre to act as a connection point across the community for skills development and employment services and small businesses organization within the area.

Comments:

- Potential for Jukskei Green Spine to provide much needed soft landscaped shared public open spaces and recreational amenities.
- ICUDIP parkway proposal along Jukskei River aligns well with River Park proposal.

4.1.10. JEPPESTOWN/TROYEVILLE URBAN DEVELOPMENT FRAMEWORK

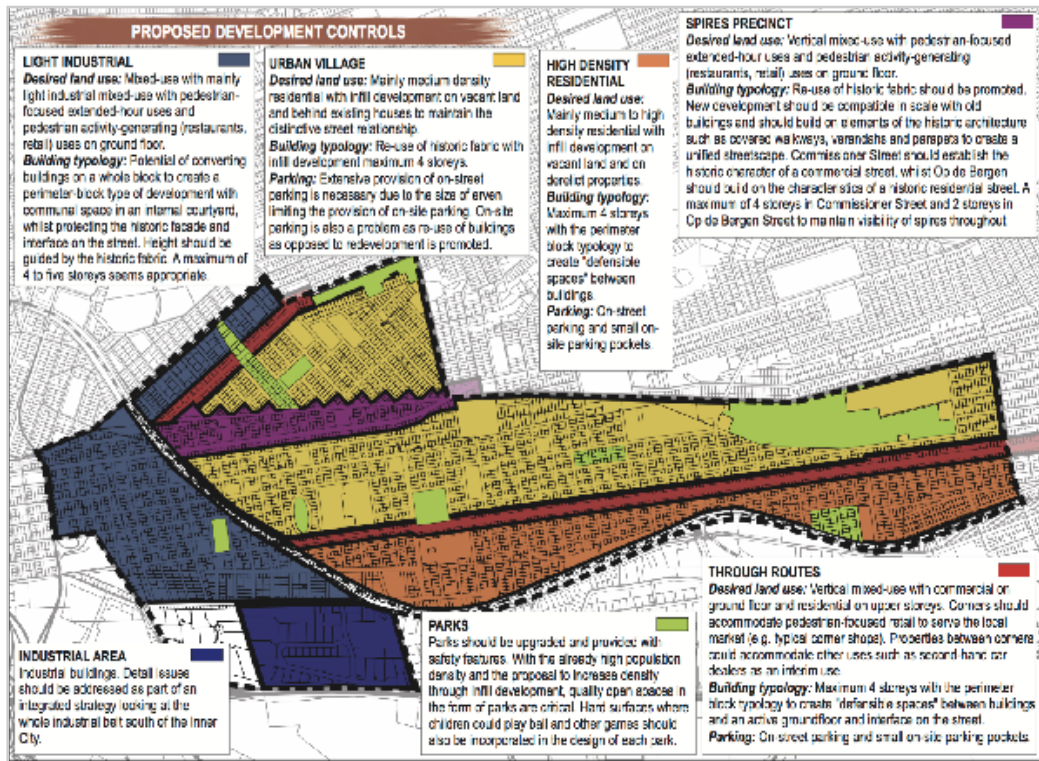


Figure 101 : Proposal for Jeppe/Troyville

Date: July 2008

Commissioned by: CoJ Development Planning and Facilitation

Author: Annemarie Loots

Salient Proposals:

- Bezuidenhout, Commercial and Jules Street as economic anchors to serve as major routes for economic activity. Small localized business to be strategically placed at focal points (esp. corners) to generate pedestrian focused retail to serve the local market- mixed-use typology of commercial shop on ground floor and residential on upper storeys.
- Community facilities (religious and educational) as social anchors to be reinforced and strengthened through the permeability of pavement and landscaping of street space.
- Proposed clusters of densified residential

development, supported by small-scale commercial activities along three major transportation nodes (Jeppe, Denver and George Goch stations) and upgrade of existing pedestrian and vehicular linkages to facilitate movement within the area.

- High Street: proposed development of Spiers Precinct between Op De Bergen Street and Commissioner Street to serve as a unique entertainment and recreational space also serving as an extension to the Ellis Park Precinct.

- Revival of light industrial mixed-use buildings to act as shared commercial facilities to generate pedestrian focused activities in the area.

Comments:

- Wholesale demolition of existing houses south of Jules Street is likely to be in conflict with heritage legislation.

- Architectural heritage in the area should be conserved and promoted through adaptive re-use.

- Religious buildings of heritage significance can possibly be celebrated as key urban landmarks.

- Proposed Spiers Precinct, Jeppestown west of the railway line and Fawcett Street be declared as heritage zones and a Heritage Management Plan to be implemented in the identified zones.

4.1.11. MABONENG NEIGHBOURHOOD URBAN DEVELOPMENT FRAMEWORK

Date: October 2012
Commissioned by: Johannesburg Development Agency
Author: Urban Works Architecture and Urbanism

- Salient Proposals:**
- Proposed upgrade of public environment, including introduction of street elements in the form of trees, signage, vegetation, benches, lighting, colonnades, sidewalks and artworks to be located along various sites of the neighbourhood.
 - Signage- propose a comprehensive and adequate signage strategy located across various areas and buildings in the neighbourhood together with the upgrade of municipal signage.
 - Showcase (Glassbox)- proposed design of a glass and steel box located at the intersection of Kruger and Fox Street to act as a primary notice board for future neighbourhood events and promotions.
 - Spiderweb lighting- proposed zig-zag lighting suspended between building facades along Fox street and between Kruger and Maritzburg Street to act as a security barrier for personal safety of individuals in the neighbourhood.
 - Honesty Library- proposal of urban street furniture in the form of a steel structured library unit fixed against a blank building wall to create a social space along the sidewalk.
 - Junction Nursery and Super-Size Billboard- proposed nursery of trees to be planted on vacant traffic islands to provide shading and vegetation. A large billboard to be installed for media and advertising purposes.
 - Outdoor gym- proposed outdoor gym comprising of a range of exercising equipment on the Jo Slovo bridge to be used by residents from the adjacent buildings. Upgrade to the underside of the bridge to allow signage, lighting and landscaping need to be considered.
 - Pop-up Park- a temporary intervention along a portion of Fox street in the form of a park to provide an end-user experience for recreational purposes.

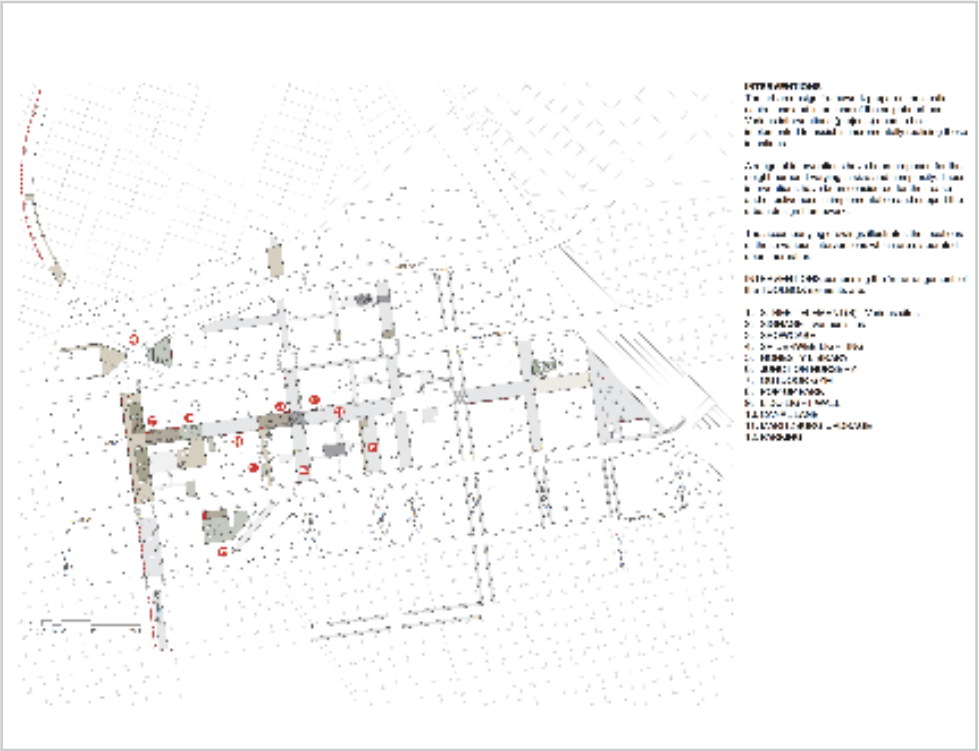


Figure 102 : Proposal for Maboneng Neighbourhood

- Lido wall of Light- a potential hard surface space to be transformed into a recreational space (for skateboarding and basketball) to be used on the weekends. Lido Electrical to propose a lighting design for this space.
- Maboneng Lane- possible upgrade and revitalization of an existing canal servitude between Fox and Main street to provide a semi-public space for the adjacent buildings: proposed landscaping, wooden decks, street furniture and ambient lighting.
- Street Upgrade (Maritzburg)- upgrade of Maritzburg street by providing a mixed-use parking area to relate to an adjacent housing building.
- Parking- optimization of an existing parking to accommodate existing tenants as well as serve as a multipurpose park for recreational purposes. Park to be used by the public at a nominal fee as well serve as a link to 260 Main street in the future.

Comments:

- Potential for economic importance of Maboneng to grow northwards into New Doornfontein and eastwards into Jeppe.
- Walkability and NMT improvements will help this growth.
- Betty Street connects southwards towards Kazerne site.

4.1.12 JOHANNESBURG INNER CITY TRANSFORMATION & INVESTMENT TRENDS

Date: April 2015

Commissioned by:

Johannesburg Development Agency

Author:

Katherine Cox, Prof Francois Viruly, Andreas Bertoldi

Salient Proposals:

Opportunities and challenges for future development include:-

Greater Ellis Park, Doornfontein & New Doornfontein:

- Fragmented land uses
 - Compromised heritage resources
 - Unmanaged small and informal trading
 - Significant safety and security issues
 - Poorly integrated and connected sports facilities
 - High demand for student accommodation
 - Underutilised manufacturing stock
 - Under provision of retail
 - Opportunity for artisan training facilities and SETA programmes
 - Bad buildings and residential overcrowding in some areas suggesting the need for integrated mixed-use housing developments on vacant plots and in low-density areas.
 - A lack of facilities to support residential use, particularly day care, ECD and primary and secondary schools.
- (ICTIT p16)

Bertrams, Jeppeshtown and Troyeville:

- The overcrowded and decayed urban fabric has resulted in declining property values
- Overloaded and un-maintained infrastructure
- Land under threat from property invasions
- Illegal land use and social problems
- Lack of urban management by-law enforcement
- Opportunities for upgrading the high streets
- Opportunities to link creative entrepreneurs by creating a cultural precinct in the area, particularly Troyeville
- Jeppeshtown station precinct development and improvement of Jules Street



Figure 103 : ICTIT Zone

- Upgrading of existing and development of new public open spaces
- Development of residential improvement districts. (ICTIT p22)
- Significant council-owned landparcels located in the Ellis Park area are suitable for residential development, subject to provision of supporting social infrastructure.

Inner City Residential Sector (Slides 35-37):

- Significant demand for rental units in the R1500-R4000 per month price range, but demand drops off rapidly for more expensive properties;
- Rental range for Inner City properties ranges from R1000-R5000/month;
- Residential properties currently trading at R3986/m²;
- Residential vacancies in the Inner City are as low as 0.5%;

Comments:

- The purchase price of R3986/m² is significantly lower than the development cost of new residential bulk (R6000-R7000/m² for construction costs alone);

4.0 EXISTING PLANS, PROPOSALS & STUDIES

4.1.13. EASTERN SECTOR DEVELOPMENT STRATEGY:

4.1.13.1. BOOK 5: A REVITALISATION STRATEGY FOR BERTRAMS

Date: November 1995

Commissioned by:

Greater Johannesburg Transitional
Metropolitan Council

Author: Tanya Zack, Melinda Silverman,
Robin Bloch

Salient Content:

- Proposals for integrated green belts, including the Yeoville/Bellevue/Observatory ridge, the Jukskei Valley, the Kensington ridge and street greening along Viljoer, Berea and Gordon Streets;
- Upgrade of the Maurice Freeman Recreation Centre, to include an adult education centre and a crèche amongst other facilities;
- Upgrades to Fuller Park, to encourage pedestrian movement through the park, intensify and extend its use;
- Traffic calming measures proposed on Berea and Gordon Streets, and 45 degree on-street parking bays on side streets adjoining main arterials in commercial nodes;
- Create an economic development office;
- Increase maintenance capacity.

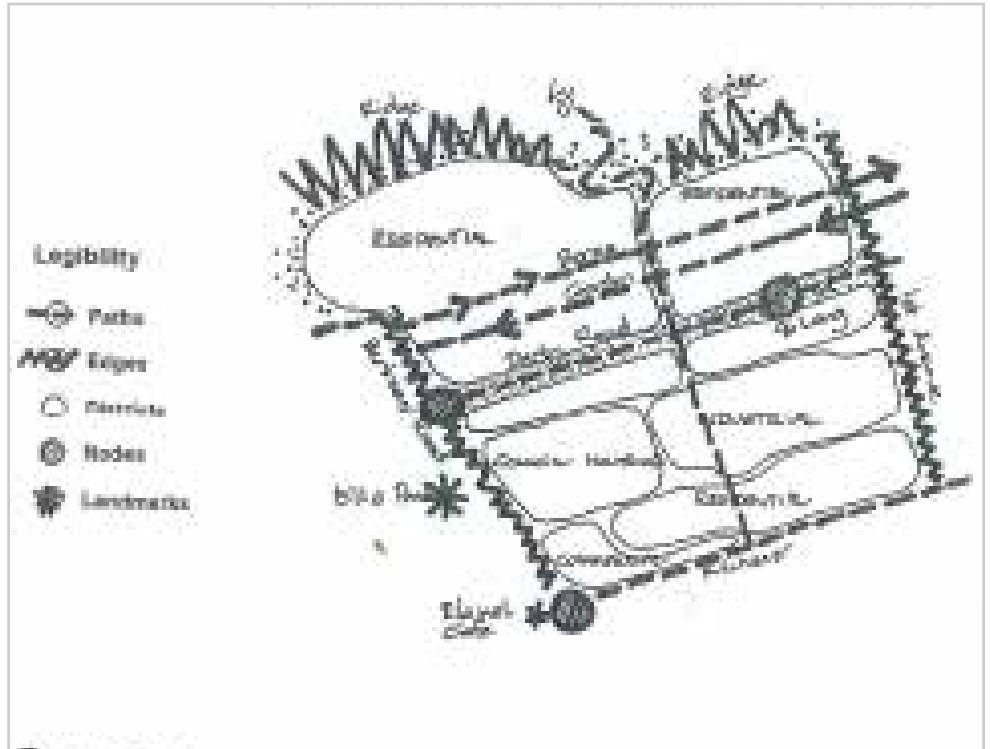


Figure 104 : Revitalisation Strategy for Bertrams

Comments:

- Jukskei Valley green belt proposal re-proposed by both the GEPD Framework and the ICUDIP;
- Given the age of the document, a new social facilities needs assessment will need to be conducted to confirm specific facility types.

4.1.13.2. BOOK 6: A REVITALISATION STRATEGY FOR TROYEVILLE & FAIRVIEW

Date: November 1995

Commissioned by:

Greater Johannesburg Transitional Metropolitan Council

Author: Tanya Zack, Melinda Silverman, Robin Bloch

Salient Content:

- Upgrade of Bloemenhof Park (subsequently renamed David Webster Park);
- Planting of a Green Screen along Op De Bergen Street;
- Tree Planting along Beelaerts, Cornelia, Nourse and Argyle Streets;
- Reopening of road closures on Clarence Street and Op De Bergen Street;
- 45 degree on-street parking bays on side streets adjoining main arterials in commercial nodes;
- Create an economic development office;
- Increase maintenance capacity.

Comments:

- David Webster Park has been upgraded since the document was completed;
- Op De Bergen Street remains closed in the vicinity of Troyeville Baptist Church – reopening a traffic calmed route connecting northwards into Dawe Street may be worth investigating.

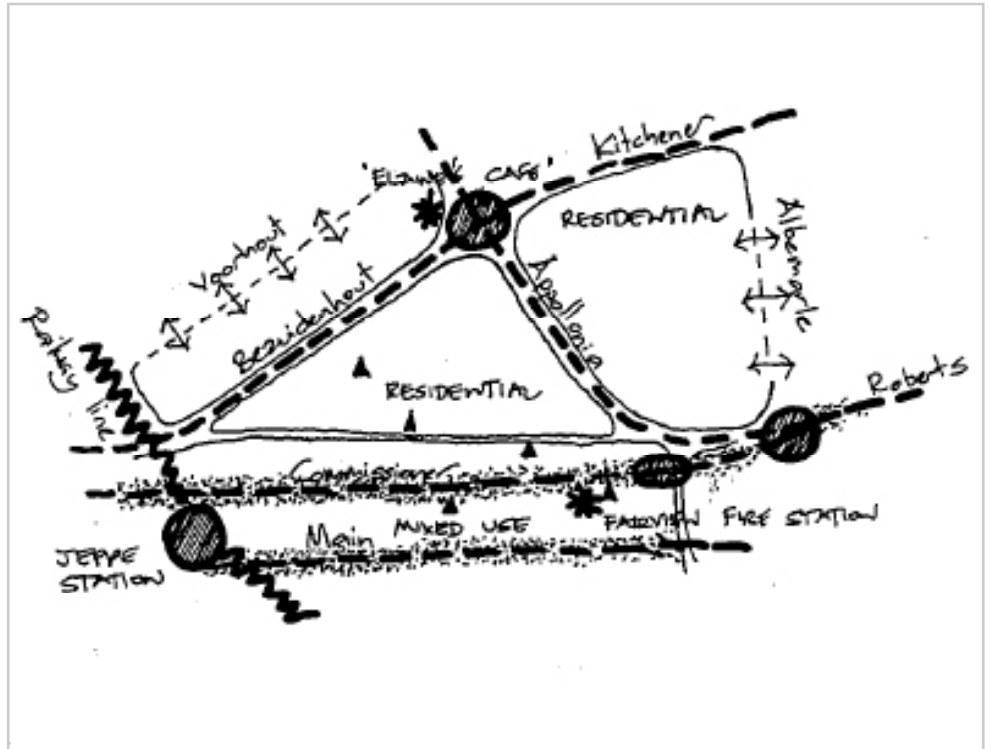


Figure 105 : Revitalisation Strategy for Bertrams

4.1.13.3. BOOK 7: A REVITALISATION STRATEGY FOR JEPPESTOWN

Date: November 1995
Commissioned by:
Greater Johannesburg Transitional
Metropolitan Council
Author: Tanya Zack, Melinda Silverman,
Robin Bloch

- Salient Content:**
- Proposed upgrades to Gilfillan Park, Jeppe Oval, Murray Park and Abe Bailey Park;
 - Proposed conservation zones in Belgravia and in City & Suburban within a four-block radius of Jeppe Station;
 - Relocation of Jeppe Clinic northwards to be shared with Troyeville and Fairview;
 - Integration of Julius Jeppe Housing Estate into the urban fabric through extension of the city grid into the estate;
 - Create an economic development office;
 - Increase maintenance capacity.

- Comments:**
- The proposed conservation zone close to Jeppe Station intersects with the Maboneng Precinct;
 - The proposed residential densification targets create a rationale for retaining the Jeppe Clinic and adding further clinics in other parts of the study area;
 - The need to integrate, upgrade and densify the Julius Jeppe Housing Estate remains, twenty years on from when this proposal was first tabled.

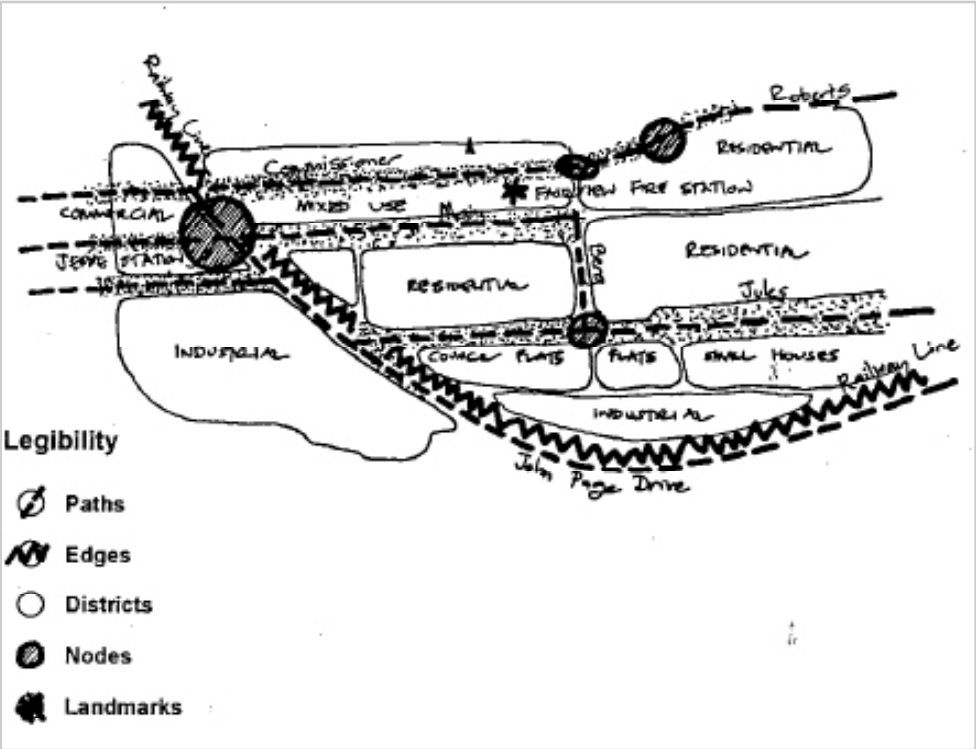


Figure 106 : Proposal for Maboneng Neighbourhood

4.2. Precinct Plans Intervention Matrix

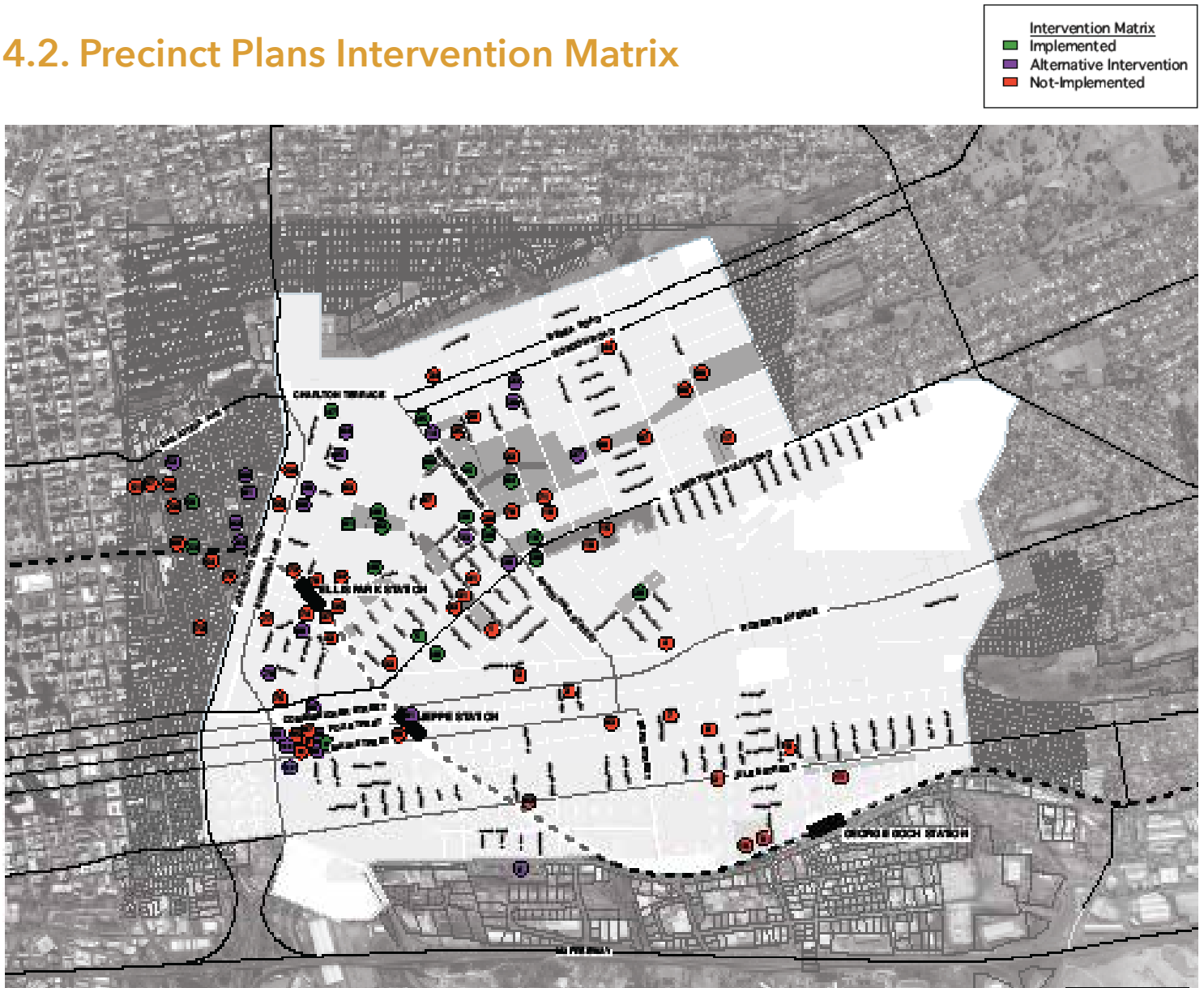


Figure 107 : Precinct Plan Intervention Matrix

4.0 EXISTING PLANS, PROPOSALS & STUDIES

	Implemented
	implemented but different intervention
	Not -Implemented

NO.	Area	Key Intentions	Recommended as per UDF of precinct	Alternative Implementation	Implemented
	Jeppetown				
1		Ellis Park Link	Public Upgrading: Special Paving, Benches, Litter, Public art related to heritage.		
2		Light Industrial Conversion	Prototype Upgrade		
3		Jules Street	Public Upgrading : Sidewalk paving, Interlocking blocks for street parking, Street trees, Lighting, Litter bins, Bus Shelters Trading stalls at nodal points		
4		Comissioner and Op Bergen Street	Heritage Management Plan: Sidewalk paving, Interlocking blocks for street parking, Street trees, Lighting, Litter bins, Bus Shelters Trading stalls at nodal points		
5		Bezuidenhout Street	Public Upgrading : Sidewalk paving, Interlocking blocks for street parking, Street trees, Lighting, Litter bins, Bus Shelters Trading stalls at nodal points		
6		Spiritual cluster St Mary	Public Upgrading : Paving of road around facilities , Landscaping		
7		Spiritual cluster Additional	Public Upgrading : Paving of road around facilities , Landscaping		
8		Wolhunter Hostel upgrade	Residential Upgrade: Engineering services ,repairs and Painting	Proposed but delayed due to Jeppe Hostel unrest	
9		George Goch Housing	Residential Development next to station affordable housing		
10		Infill vacant block housing	Residential Infill		
11		Infill between housing	Residential Infill		
12		Spire Precinct	Heritage Mangment Plan		
13		Fawcus Street	Park Upgrade: Fencing ,Lighting, Landscaping , Trees Paving Benches		
	Bertrams Community Cluster				
14		Bezuidenhout/Betrans Gateway	The site needs to support the development of a gateway node into the GEPD precinct. This gateway locates the entrance to the Precinct. Iconic mixed use building	Demolished	
15		Panorama Park	This park is owned by the City. Several community projects have been initiated and are active in the park. Improvements in urban management of the park .		
16		Spar – Shopping Node	The Spar Shopping Centre is the anchor in the retail node. There is excellent potential to expand the node to accommodate a mixed range of retail activity and restaurants.		
17		The Kimberly Road Mosque	Upgrade the public environment surrounding to the mosque , pedestrian friendly		
18		Housing Upgrade – Densification	The objective of the redevelopment is to densify the area in order to accommodate more people and to contribute to a more vibrant community.	Current council housing not maintained.	
19		The Hope Grows Aid Memorial Garden	The project aims to provide a growing green monument to honour all those who have suffered and died from the epidemic.		
20		Artist Village	They propose to consolidate the lease agreement with privately owned land to develop an artist village which will offer affordable accommodation for artists and other like minded persons.		
21		Upgrade Road: Carnarvon Road	Carnarvon Road needs to be upgraded to support the local Retail/Business node.		
22		Upgrade Road: Fuller Street	Fuller Road needs to be upgraded to support the local Retail/Business node.		
	Bertrams Derby Road				
23		Heritage Cluster	The objective of the redevelopment is to densify the area in order to accommodate more people and to contribute to a more vibrant community.	Buildings Demolished due to poor conditions.	
24		Terrace Road Mansions	High quality, medium density, Social housing developments along Terrace Road with a view to curbing urban decay	Student housing development.	
25		Derby Road High Street	Derby Road into community high street providing nearby quality retail, commercial and entertainment venues		
26		Derby Road Community Centre	New building and upgrade of existing public open space stretching over two stands bridging the block between Derby and Ascot Roads.		
27		CDP –Curriculum Development Project	The CDP is an NGO based initiative which has acquired four stand for the relocating of the organisation from the centre of the City to Bertrams.	Nandoos moved to Bertrams.	
28		Pepperpot House	Special needs housing on the site of demolished Pepperpot house and adjacent to still existing Pepperpot stock.	Housing upgraded, but have degraded due to no maintance.	
29		Environmental Upgrade	Improve the conditions of the streets and pavements to contribute to a more pedestrian and community friendly environment.		

Figure 108 : Precinct Plan Intervention Matrix

	Implemented
	implemented but different intervention
	Not -Implemented

NO.	Area	Key Intentions	Recommended as per UDF of precinct	Alternative Implementation	Implemented
	Bezuidenhout Mixed Use				
30		Bezuidenhout/Betrams Gateway:	The intersection at Bezuidenhout and Betrams Road is a critical point for the GEPD. It locates the entrance to the Precinct.	Buildings demolished, current tender process underway.	
31		Bezuidenhout Square	The corner of Bezuidenhout and Dawe Streets form the entrance to the Sports Precinct. This site should be developed as a small public square.		
32		Bezuidenhout Linear Market	Linear Market along Bezuidenhout Street to accommodate informal traders and to bring dynamism to that end of Bezuidenhout street where it meet the railway line.		
33		Voorhout Park	This site is considered as a central public space to include a central park, recreational and sport facilities, public ablutions, lighting, art work, restaurants, signage, street furniture and paving to accommodate special events parking.	Proposed park, now constructed as parking facility for BRT Bus systems.	
34		South Park Square	The site is considered as a supplementary public space. Some of the buildings on the site can be adapted for reused to support the needs of the Sports Academies.		
35		Railway Square	A new 'entrance' to the Bezuidenhout Mixed Use Precinct at the southern end will benefit from a more generous open space as well as to facilitate the turn from Voorhout to Miller.		
36		Miller Street/Betrams Intersection	A dedicated left turning lane would alleviate congestion. The link with Frere road and the right turn into Betrams would function more smoothly.		
37		Miller Street Underpass	Establish an underpass under the railway line linking Miller Street to connect Troyeville and New Doornfontein.		
38		Bezuidenhout/Betrams Intersection	Bezuidenhout needs to be widening to accommodate three lanes in both directions including unencumbered right hand turns. Traffic intersection signals are to be installed		
39		Voorhout Street Upgrade	Voorhout street is the central spine of the precinct. Upgrading Voorhout Street will contribute to a user-friendly and enabling environment for private developers to contribute to the upgrading of their own properties.		
40		Controlled Gateways	Controlled gateways have to be established in accordance with FIFA's requirements.		
41		Street Upgrade: Wilhelmina Street	Wilhelmina is proposed as the major pedestrian link /access route, parallel to Dawe Street, which is the vehicular access route		
42		Road Upgrade: Miller Street	Extend Miller Street under the Railway line to Angle Street		
43		Road Upgrade: Dawe Street	Provide 2 lanes per direction on Dawe Street		
44		Betrams Junior School Upgrade			
	Greater Ellis Park				
45		Road Upgrade: Betrams Road	Remove all peak hour (AM & PM) stopping and parking from Berea Street to Bezuidenhout Avenue. Close Fitzroy Street vehicular access (pedestrianise). Provide local widening to right turning lanes at Voorhout and Carnarvon. Limit access to Betrams Road. provide a traffic light intersection at Dawe Street.	BRT System implemented.	
46		Road Upgrade: Bezuidenhout Avenue	No stopping on both sides from rail bridge to Betrams Road. Displace Bezuidenhout intersection to the north and create short RT lanes on western approach as well as additional left – turn lane from the south. On Error Street provide the addition of traffic island to force westbound traffic on Error Street to yield and proceed along the Sivewright local access lane.		
47		Road Upgrade: Saratoga/Charlton Terrace	Provide a new fully signalized entrance for the University. Simplify and upgrade Saratoga/Harrow/Charlton intersection. Provide three lanes per direction between Gordon and Nugget Streets. Signalise junctions with Sivewright slip road, Van Beek Street, and new University of Johannesburg entrance.	BRT System implemented.	
48		Road Upgrade: South Park	South Park Road is proposed as a pedestrian route linking the Sports and Bezuidenhout precincts.		

Figure 109 : Precinct Plan Intervention Matrix

4.0 EXISTING PLANS, PROPOSALS & STUDIES

	Implemented
	implemented but different intervention
	Not -Implemented

NO.	Area	Key Intentions	Recommended as per UDF of precinct	Alternative Implementation	Implemented
	Eduation Precinct				
49		Beit Street Retail Strip Regeneration	The upgrade and development of Beit Street into a commercial high street		
50		Heritage Cluster			
51		Beit Street Square	New public open space surrounded by an interactive retail, restaurant and coffee shop edge will become the new UoJ entrance onto Beit Street and a dynamic 24 hour node catering to students and residents.		
52		Parking Courts	Upgrade and development of Sherwell and Pearse streets to accommodate a number of new parking bays.		
53		Doornfontein Station Node	Upgrade and development of Doornfontein Station into a world class public transport		
54		Ellis Park Skywalk	Elevated pedestrian walkway running along railway reserve properties linking Doornfontein and Ellis Park stations		
55		Expressway Galleria	Large scale commercial intervention providing a-grade retail and office space within the heart of the GEPD		
56		Alhambra Heritage Cluster	Development of existing building stock deemed to have significant architectural heritage value.		
57		Heritage Libaray Project			
58		Bettelhiem Bath			
59		The Curve	Retail/Commerical development		
60		Johannesburg Dance Foundation			
61		New Accomidation for Student and Staff			
62		Mixed use Convertion of light industrial Building			
63		Retail Extension Pedestrian Subway			
	Jukskei River Park				
64		Proposal 1	Active sports park, upgrade of exisiting bowls club into community facility, Upgrading of existing Maurice freeman Recreation centre. As well as landscaping.		
65		Proposal 2	The community garden, passive recreation space. Children and toddler play courts, kiosks and minor ablutions		
66		Proposal 3	The food court ,Private sector driven development opening up to the river		
67		Proposal 4	The industrial hive: Manufacturing ,outdoor trading ,consolidation of existing industrial activities into and interactive open node surrounding the Square of industries public open spaces.		
68		Proposal 5	Skills Development centre and open recreational park ,consolidation of existing industrial buildings into workshops and studios for SMME's.		
69		Proposal 6	Extreme sports centre and exhibition park, beginning of cycle , walking and skate tracks, new soccer field with minor stands and ablutuions		
70		Proposal 7	Upgrading and densification of council owned housing.		
71		Proposal 8	Upgrading and densification of council owned housing.		
	Manufacturing Hub				
72		Better Buildings Programme	City-led initiative to identify badly managed, underused or abandoned buildings and package them attractively to potential new investors		
73		The Skywalk raised pedestrian bridge			
74		Ellis Park Hotel			
75		Southern Gateway	Recycled Urbanism		
76		Student Accomidation			
77		Commercial Retail			
78		Ellis Park Station			
79		Recycled Urbanism		Spark School	
80		Ellis Park Station Transport Hub	Upgrade and development of the existing facilities to increase their capacity that will, in conjunction with the rail services and the skywalk, form a regional transport hub meeting day-to-day commute.		

Figure 110 : Precinct Plan Intervention Matrix

	Implemented
	implemented but different intervention
	Not -Implemented

NO.	Area	Key Intentions	Recommended as per UDF of precinct	Alternative Implementation	Implemented
	Sports Precinct Plan				
81		Public environment upgrade	Redefine public environment, open new pedestrian friendly routes		
82		Central public space	The heart of the Greater Ellis Park Development lies in the central space between the two stadiums		
83		Sport Academy	World-class high performance centre including training facilities,		
84		Extreme Sport	Specialised surfaces and equipment		
85		Sports Resource Centre	Specialised testing and research centre for high performance athletes		
86		Reception Centre	This will be the literal front door to the precinct and the development		
87		SA Sports Museum	A world class sports museum strategically located with information, retail, café and exhibition space		
88		Heritage cluster	Cottages of Ellis park		
	JICTTS Report 2				
89		Doornfontein Station Precinct	Extending the connection from Noord Street to Doornfontein station by establishing a direct and accessible route		
90		Jeppe Station Precinct	Jeppe Station Precinct should be developed into a mixed density residential neighbourhood. Key aspects that inhibit and potentially constrain the development, are heritage issues, as well as the inactivity of land-owners		
	Jeppetown Updated				
91		Jeppe Station/ Square Upgrade			
92		Entrance Jules Street			
93		School Square			
	Maboneng Neighbourhood				
94		Signage	Upgrade of Neighbourhood and municipal signage		
95		Glassbox showcase	Glass and steel box to act as a primary notice board for neighbourhood events		
96		Spiderweb lighting	Specialized zig-zag lighting suspended between buildings to increase security.	Implemented in Kruger St as well as on Lower Page St	
97		Honesty library	Steel structured library unit to act as a social space for the community		
98		Junction Nursery and Super-size Billboard	Proposal for planting of nursery trees along traffic islands for shading and vegetation	Implemented in the Open Ground Park	
99		Outdoor gym	Allocation of gym equipment on the Jo Slovo bridge to act as an outdoor social space	Implemented in Beacon St in front of Access City	
100		Pop-up Park	Proposal for a park to use for recreational purposes		
101		Lido wall of Light	Proposal for hard surface space used for recreational purposes.		
102		Maboneng Lane	Upgrade of an existing canal servitude for soft landscaping to be used as a semi- public space		
103		Maritzburg street upgrade	Upgrade of Maritzburg street for mixed-use parking purposes		
104		Parking	Optimization of an existing parking to accommodate existing tenants		

Figure 111 : Precinct Plan Intervention Matrix

5.0. STAKEHOLDER PARTICIPATION PROCESS

5.1. NEEDS ASSESSMENT & ANALYSIS

- 5.1.1 OUTCOMES OF SESSION 1 - WORKSHOP 1
- 5.1.2. OUTCOMES OF SESSION 2 - WORKSHOP 1

5.2. DEVELOPMENT OF STRATEGIES AND PROPOSALS

- 5.2.1. OUTCOMES OF SESSION 1 - WORKSHOP 2
- 5.2.2. OUTCOMES OF SESSION 2 - WORKSHOP 2

5.3 INDIVIDUAL STAKEHOLDER MEETINGS

5.0 STAKEHOLDER PARTICIPATION

Stakeholder Participation Process

The stakeholder consultation process followed by the team working on this project involved three distinct stages:

- 5.1. Needs Assessment & Analysis
- 5.2. Development of Strategies and Proposals
- 5.3. Individual Stakeholder Meetings

Two rounds of public workshops were held during the course of the project. The initial workshops focused around needs assessment & analysis where participants were given a opportunity to discuss and give their views about the status quo and condition of the area. The outcomes of the initial meetings were used to inform the design and development of draft proposals. These draft proposals were later presented to the communities at the second round of workshops. Participants were asked to comment and give their views on the proposed framework.

To manage the large study area, the team divided the study area and held two workshops per round. (Wards 123 and 66 (Session 1) and Wards 61 and 65 (Session 2)).

The team also contacted some of the stakeholders in the study area and arranged bilateral meetings to discuss the needs and objectives for the UDF.

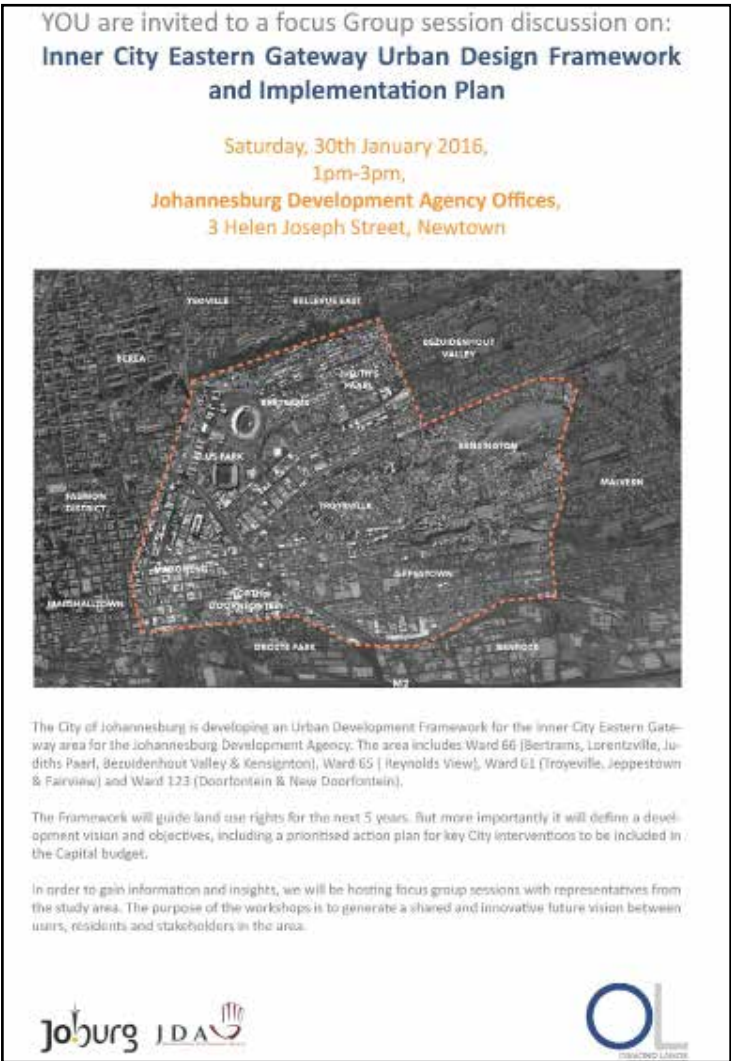


Figure 112 : Public Participation - Workshop 1 Invitation

5.1 Needs Assessment & Analysis

Two public participation meetings were held on Saturday, 30th January 2016 at the Johannesburg Development Agency offices. The workshops were advertised through the local newspaper, the Inner City Eastern Gazette, distribution of flyers and through the fixing of posters in public spaces including community centres, churches, shops, restaurants and bottle stores in the area and the surrounds. Some participants were also personally invited to attend the workshop by email or telephone and were urged to extend the invite to members of the community and people working and living in the main sub wards of the Eastern Gateway region.

The workshop was split into two sessions, with the first session of participants from Ward 123 (Doornfontein, New Doornfontein, Maboneng) and Ward 66 (Bertrams, Lorentzville, Judith's Paarl, Kensington) who attended in the morning and the second session of participants from Ward 61 (Troyeville, Jeppestown, Fairview) and Ward 65 (Reynolds View) who attended in the afternoon. There were a total of 38 participants who participated in the workshops.

The scheduled public participation on the Inner City Eastern Gateway Design Framework focused around community members, commercial stakeholders as well as ward councillors in the area.

The Eastern Gateway Participation Programme:

Order of Events:

1. Meet & Greet [Yasmeen Dinath, Nicollette Pingo (JDA)]
2. Introductions & Icebreaker [Francis Fourie (OLA)]
3. Presentation on the proposed interventions on the specific wards [Francis Fourie]
4. Group discussions
5. Mapping Exercise
6. Likes / Dislikes
7. Close-out

The participants were required to provide insights regarding the following issues:

1. Transport
2. Open Green Space
3. Social Amenities
4. Heritage
5. Densification

These issues were discussed and the stakeholder participants were required to give one or two guidelines on each. These guidelines would be used later to inform the design process and address issues that were previously overlooked. Extensive mapping exercises were also done with the participants.



Figure 113 : Public Participation - Session 1



Figure 114 : Public Participation - Session 1



Figure 115 : Public Participation - Session 1



Figure 116 : Likes/Dislikes Mapping Exercise, Session 1

5.1.1 OUTCOMES OF SESSION 1 - WORKSHOP 1

The first exercise included a mapping exercise where the participants were asked to map out what they liked, disliked and issued to be raised on a provided map. (See Figure 109). The second exercise was a discussion around topics that the team proposed to the participants. Participants were given an opportunity to speak about their views.

Below are the outcomes of the workshop with Ward 123 and Ward 66:

Likes /Dislikes/ Issues to be Raised Exercise - Session 1

LIKES

- City involvement in the future plan of the area.
- The the concept for Lorentzville upgrade is a really good idea especially if it will involve Nandos being part of that process.
- Nandos has positive emphasis on the community (1)
- Beautiful Park opposite from Maurice Freeman Centre. (2)
- Derby Park, beautiful but always locked. (3)
- Cricket field is always maintained and has a positive effect on community. (4)
- BRT is close to community, but no safe routes. (10)
- Spar proximity is ideally positioned at the corner of Bertrams and Albertina Sisulu. (11)
- Heritage contributes the aesthetics of area, previously know as Millionaires acre (13)
- Maboneng Precinct (15/16)
- Ellis Park – World Class Sport Facilities (17/18)
- Effective link from North to South (22)
- Student Accommodation (23)
- Jeppe boys Heritage (24)
- Jeppe Girls (25)
- Higher Density (26)

DISLIKES

- There are “80% foreign nationals” residing in the Inner city and there is no law enforcement to combat the crime in the area.
- Densification will become a problem if proper service infrastructure (water, lights,

refuse and area policing) are not integrated successfully.

- Transport system routes should be revised to consolidate movement around the city better.
- Lack of responsive resources management in the area
- Open spaces are under utilized.
- Business objectives of the plans should not be derailed by political agendas so that the roll out process can be effectively managed.
- Council owned flats in bad condition
- Derby Rd, Park also not utilized. Could potentially be great (Always Locked) (2)
- Murray Park Swimming Pool – People are living in that pool (3)
- Department of Education property always a mess. (5)
- Bertrams & Lorentzville in bad state (6) - Improvement of Service delivery.
- Snake Road – Not safe, home burglaries, hijacking and unmanaged taxi services. (7)
- Rea Vaya not still safe for people to walk towards the Ellis park area. (8)
- Maurice Freeman Hall (9)
- Crime in the area
- Drugs, lack of law or order
- Illegal immigrants who reside there
- Overcrowding
- Ridge Areas: people sit and watch residents to do crime (10)
- Accessibility into town is a problem
- Joe Slovo bridge (Fixing of the storm water drain needs to be urgent) (12)
- Area under the Joe Slovo bridge is quite dangerous (13)
- Jeppes station: Not safe and clean (14)
- Ellis Park Station: Not Operational (15)
- Old Derelict Factories. (17)
- Potential for redevelopment
- Car repairs
- Not Safe Area
- A lot of poor reside at George Goch Station (18)
- Squatters along student accommodation (19)
- City haven’t done anything about it
- Illegal bottle stores (21)
- Kensington secondary school disaster
- Queen Street, heritage hasn’t been looked after. (23)

- Jules street biggest problem, with illegal car dealership. (24)
- Communication issues between Jeppe, Cleveland, Yeoville and Hillbrow Police stations.
- Illegal taxi ranks, using of parking lots (25)
- Bad Buildings (26)

ISSUES TO BE RAISED

- Education village needs to be looked into.
- Provide accommodation for students.
- Talk to businesses in the area to get a sense of what vision they would like to see for the area to be implemented in the future proposal.
- Future proposal main objective should be able to create jobs. Further discussion within the individual communities.
- The heritage stock in the area is very rich, coming from music and arts background in the educational sector, it could be exciting to see what the future of Lorentzville will be like.
- The Green spaces need a management plan which will be community lead. It could also include limited night access.
- High density living along Albertina Sisulu as well housing should be allowed for rezoning to allow for home offices.

Additional points raised:

- Non-motorized transport system should be incorporated.
- BRT effectiveness should be on time.
- Heritage survey should be done to ensure what is vital to be preserved.
- Use of incentives.
- Use general conditions of zoning to influence vision.

5.0 STAKEHOLDER PARTICIPATION PROCESS

Discussion Exercise - Session 1

Transport:

- Joe Slovo is a very critical spine but does not have enough infrastructure. It also is not safe and clean.
- BRT stops are few and far between. Commuters who have to walk to work (particularly round Bertrams) have been mugged on occasional times.
- Allocate street ambassadors on the road in order to make street safer.
- Better structure needs to be implemented for residents residing nearby. A traffic light should be installed at Joe Slovo to Albertina Sisulu.
- Traffic control problems for residents around Ellis Park stadium on event days where parking and driving is a problem.
- Opening up of Ellis Park Station (which is currently closed) has critical impact on the management of the area as well alleviate congested parking and movement in that area.
- Parking Provision in the city can be easier if there are better linkages between the BRT, Gautrain bus/train, Metrobus and taxis. An Oyster card system should be implemented in and around the city.
- Make safety a priority in order to walk in the street especially at area further away from the BRT stations.
- JDA to investigate the possibility of reopening of Ellis Park Station. Non-motorised routes not properly delineated for pedestrians.
- Cycling around the city is also an issue. Maboneng has a good example for bicycle zones but you cannot ride into the surrounding areas.

Social infrastructure

- Community policing as well as collaboration between JDA and the private sector should be better to ensure a much safer environment
- A sustainable urban management plan need to be supported for neighbourhood by neighbourhood

Heritage

- Restoration of heritage stock should be done creatively with incentives. Set rules and implement them.

Green spaces

- Private ownership to control leasing of public spaces. This will give them incentive to properly care for public spaces.

Densification

- Area of Bertrams should be primarily looked at as mixed use - live, work, play. To create jobs and foster investment.
- Will the new development involve demolishing existing houses or the intervention will happen on vacant lands?
- Densification of Doornfontein need to be looked at in the same design concept as Braamfontein -should be seen as a young and hip place.
- How should the local residents deal with abandoned buildings? Incentives should be put forth to accommodate students, elderly people and night scholars.
- Abandoned buildings: how do we deal with bad buildings in the city?
- Abandoned factories should be possibly converted to social housing. Industrial stock should be prioritised to solve the housing issues.
- Make sure that densification of housing should not be gentrified. It should attract a mixed income of households.
- Create investment interests between private and public sectors.
- Create community markets in the city.



Figure 117 : Public Participation - Session 1



Figure 118 : Public Participation - Session 1



Figure 119 : Public Participation- Session 1



Figure 120 : Public Participation - Session 1

5.1.2. OUTCOMES OF SESSION 2 - WORKSHOP 1

Public Participation	
■	Like
■	Dislike



Figure 121 : Likes/Dislikes Mapping Exercise Session 2

5.0 STAKEHOLDER PARTICIPATION PROCESS

Below are the outcomes of the workshop exercises with Ward 61 and Ward 65:

Likes /Dislikes Exercise - Session 2

LIKES

- Transport is accessible to all kinds of people with different income levels. Implementing the idea of green spaces would be a great idea for the local communities.
- Harmonization of different transport modes is very important in the roll out process of this project. Urban planning should be implemented from a perspective of young families.
- What is the cost of affordable housing? This should be clarified to local community members. Along the route from Main street leading to Ghandi Square on Eloff street is a good example of how an open space can be doable and manageable. Supports the idea of a single card transport system.
- Supports the idea of an integrated transport system to support this implementation plan. Edible landscapes i.e. the planting of trees to eat from is a good idea.
- Upgrade of public green space especially Jeppe Park should include upgrade of public elements like toilets, bins and lighting. Provision of more schools should be considered as the population grows.
- Vision for Jeppe is to be seen as a World Class town.
- Supports the removal of scrap dealers and car workshops to a zoned area specifically for light industry
- Church Towers contributing to aesthetic landscape. (1)
- Cultural diversity, Business opportunities (2)
- Enjoy Maboneng, but too exclusive (3)
- Bjala Development (4)
- Jeppe Oval, many opportunities (5)
- St Mary house , open and vibrant (7)
- Traces of History/Village precinct, Between Jules and Marshall streets (8)
- David Webster Park, Amenities at the Park (9)
- Very well connected through rail (11)

DISLIKES

- There should be demarcated zones for residential and industrial sites. That should be included in the implementation plan.
- Privately owned open space should be given attention. Does not believe the government sector should have control of these spaces. Densification needs to be cautious of shack farming and property hijacking.
- Public service upgrade of trash and filth particularly in Jeppetown needs to be resolved before densification. Unregulated panel beating and packing of the roads with vehicles should be looked into as it restricts movement access.
- Exclusiveness of Maboneng precinct in their development within their ward. Further exclusion could possible occur when the roll out process begins. This is a big concern.
- Concerns around the eviction and the displacement of poor people in place of these new public housing. Where will they go?
- Community parks should be fenced and closed of at night to avoid criminal activities.
- The Mai Mai Market not well regulated.
- Rat infestation - Big Problem (7)
- Burning of Rubbish (Detrimental to the environment) (8)
- Need to fix community center which is currently illegally occupied (9)
- Too many open spaces belonging to municipality (Not Zoned) (10)
 - Multiple shacks (Municipality needs to perform an audit)
 - Backyard shacks
 - Neglected open spaces (no public toilets)
 - Evictions is an issue
 - Shortage of food garden (Many open spaces, but lack provision)
 - Looting (Poor workmanship)
 - No Proper check ups about the developments
 - Scrap metal yards are beyond control.

ISSUES TO BE RAISED

- Heritage stock in the area should be properly thought through. The legability in understanding the environment historically including the ancestors, how will it enrich the built environment?
- How much is an affordable house/unit? How are the processes going to be relaxed to allow communication with developers willing to build affordable tenant units within abandoned factories?
- Need to deal with illegal landlords who charge people rent to stay in hijacked buildings. JDA should organize with the municipality to turn these hijacked buildings into RDP houses so that people will pay a municipal bill.

Discussion Exercise - Session 2

Transport:

- Create better bicycle routes along the city
- Safety measures should be placed around bus stops, possibly security guards.
- Introduce Apollo lights in the city to increase security within the inner city.
- Issue of proper taxi management should be implemented. Lawlessness should be stopped.
- Introduction of BRT on Jules Street as a possibility
- Harmonization of different transport modes should be prioritized.
- Jules, Main and Commissioner Street are dominated by the taxi business- this area should be properly formalised and regulated as it is the best mode of service along these routes.
- 60% of people residing in Jeppe are domestic workers. Commuting should better accommodate them. Especially in the evenings and early mornings.

Social infrastructure:

- Lack of community participation from parents to involve themselves with children after-care programs.
- Recommendation: you need a core team of parents who are actively involved in the community facilities.
- Upgrading of public amenities in the community should happen around facilities where active participation already exists.
 - Community facilities are critical- some parents are illiterate so they cannot help their children with homework. Community facilities can help facilitate this process.
 - Network with local centres and schools to properly manage public spaces around Jeppestown.
 - Possibility of using existing facilities (schools, libraries and clinics) after hours to replace community centres.
 - Clean up the streets. Resolve the issue of pick-up. Streets are too dirty. It is attracting rats.

Issues with Green space

- Planting of trees in the area should be able to bear fruit so that we can eat from it ("don't make flowers, make spinach")
- The City should possibly create micro urban farming along the streetscape instead of planting flowers plant food.

Issue with densification:

- Affordable housing is a priority.
- Housing projects should work in collaboration with the community led projects.
- Removal of overcrowded and illegal scrap dealers and car workshops could also solve the housing issue. Car dealerships should be zoned to a specific area.



Figure 122 : Public Participation - Session 2



Figure 123 : Public Participation - Session 2



Figure 124 : Public Participation - Session 2



Figure 125 : Public Participation - Session 2

5.2. Development of Strategies and Proposals

The second round of public participation meetings were held on the 25th April 2016 (Wards 61 and 65) at Bertha Solomon Community Centre and on the 26th April 2016 (Wards 66 and 123) at the Maurice Freeman Community Centre. The workshops were advertised through the distribution of flyers and through the fixing of posters in public spaces including community centres, churches, shops, restaurants and bottle stores in the area and surrounds.

Participants who attended the first workshops were also personally invited to attend the second workshop by email and sms and were urged again to extend the invite to members of the community and people working and living in the main sub wards of the Eastern Gateway region.

There was a total of 106 participants at session 1 and 20 participants at session 2.

Order of Events:

- 17:30 Meet & Greet
[Jonathan Manning, Trisha Naik (OLA) + Nicolette Pingo (JDA)]
- 18:00 Draft Proposal Presentation
[Jonathan Manning, Trisha Naik (OLA)]
- 18:20 Group discussions -
Likes / Dislikes
- 19:00 Feedback and Discussion
- 19:30 Close-out

The participants were presented with the new urban design framework concept for the study area which included a public environment upgrade plan, movement and access strategy and future density strategy.

The framework was based on the comments that came out of the initial stakeholder meetings and the initial workshop. Participants were asked to comment and give their views on the framework.

After the presentation the participants were asked to write down the aspects that they liked, disliked and were concerned about concerning the proposals on cards. The participants were asked to write down what they liked on a green card; disliked on a red card and issued that they felt were missing on a yellow card. The outcomes of the two session are listed on pages 107 and 108.

INVITATION TO A PUBLIC WORKSHOP
Inner City Eastern Gateway Urban Design Framework and Implementation Plan - Draft Proposal

Ward 61 and Ward 65

Monday, 25 April 2016,
5.30pm- 7.30pm,
Bertha Solomon Hall,
Jeppes Oval, Cnr Marshall and Mordaunt Street, Jeppes town



The Johannesburg Development Agency on behalf of the City of Johannesburg is developing an Urban Development Framework for the Inner City Eastern Gateway area. The Urban Development Framework will guide future interventions in the area to the benefit of its residents and users. The area includes Ward 66 (Bertrams, Lorentzville, Judiths Paarl, Bezuidenhout Valley & Kensington), Ward 65 (Reynolds View), Ward 61 (Troyeville, Jeppes town & Fairview) and Ward 123 (Doornfontein & New Doornfontein).

The study will include consultation of all interested and affected people and/or organizations through public workshops. This consultation process will assist in capturing different opinions and ideas about the Eastern Gateway Area.

You are invited to attend the second public workshop to discuss objectives and build consensus around proposals for the future development of the area.

For any queries, please contact Nicolette Pingo (011) 688 7800 or npingo@jda.org.za

Johannesburg JDA

Likes

Dislikes

Things to be added to the plan

Figure 126 : Public Participation Invitation- Workshop 2



Figure 127 : Public Participation Workshop 2 - Proposals Presented

5.2.1. OUTCOMES OF SESSION 1 - WORKSHOP 2

The Participants were given an opportunity to speak about their views. Below are the outcomes of the workshop with Ward 61 and Ward 65:

Likes /Dislikes exercise

LIKES

- Community Development
- Mai Mai Development
- New clinics, schools and creches
- Upgrading of the Jeppe Hostel
- New parks and sidewalks
- New housing (especially affordable housing)
- New library
- Safety and security
- Job opportunities
- Pedestrian areas

DISLIKES

- Rent Increases
- Displacement
- Not enough job opportunities
- Services interruptions

- Timing of project (close to elections)
- Housing allocation (Rental and RDP)
- Jeppe Park and Murray Park Swimming Pool not mentioned
- Where will the Shack dwellers be moved to
- Jeppetown homeowners - repairs required to current housing condition
- How to avoid overcrowding
- Maboneng (especially evictions)
- Crime, corruption, illegal taverns and child abuse
- Hiring people from outside of Jeppetown
- Pollution in the area
- Urban management issues

THINGS TO BE ADDED TO THE PLAN

- Multilingual public schools and crèches (must be located close to the housing developments)
- Security
- Street lights
- Rand Station Hotel
- Pick n Pay, Shoprite, Banks etc

- Landlord offices (close to community)
- Permanent Employment - Community Database
- Vehicle Safety
- Drug dealing - what can be done?
- Shopping malls and commercial areas
- Job opportunities for local residents
- Community Centres, training and skills centres
- Rooms for low income people
- Biko Park (previously named Abe Bailey Park)
- Invaded Buildings
- Informal motor trade - dedicated area on street
- Old Age Home
- Driving School



Figure 128 : Public Participation Workshop 2 - Session 1

5.2.2. OUTCOMES OF SESSION 2 - WORKSHOP 2

Participants were given an opportunity to speak about their views. Below are the outcomes of the workshop with Ward 66 and Ward 123:

Likes /Dislikes exercise

LIKES

- Rea Vaya
- New Parkway in Bertrams
- Formal Residential Proposals
- Upgrading roads and sidewalks
- New parks
- New housing (especially affordable housing)
- New library and social facilities
- Safety and security
- Retaining green spaces
- Providing place for poor people to live

DISLIKES

- Rent Increases
- Displacement
- Not enough job opportunities
- Services interruptions

- Time Frame
- Housing allocation (Rental and RDP)
- Terrible state of COJ owned flats in the area
- Where will the Shack dwellers be moved to
- Crime, corruption, illegal taverns and child abuse
- Pollution in the area
- Urban management issues
- Increasing the capacity on the old age home site

THINGS TO BE ADDED TO THE PLAN

- Police Station
- Affordable Housing - Subsidise
- Street lights
- Need Wifi
- Job opportunities for local residents
- Flat rate for Services
- Parking
- Waste Management
- Maintenance
- Services
- Further development of Joe Slovo Bridge

- Indoor Sports facility
- Mini Industries
- People currently living in the foundations of council owned flats
- Condition of the council owned flats
- Young people living in the old age home
- Pre paid water meters
- Skills development facilities
- Crèches aren't affordable
- Provision for homeless people
- Derby Road traffic calming measures
- Public Ablution Facilities
- CCTV cameras
- Rea Vaya Links into the area



Figure 129 : Public Participation Workshop 2 - Session 2

5.3 Individual Stakeholder Meetings

The team contacted some of the stakeholders in the study area and arranged bilateral meetings to discuss the needs and objectives for the ICEG UDF.

During the meetings, the stakeholders were asked a series of questions which helped the team gain insight about the status quo, issues, concerns and future visions of the area. The stakeholders were contacted via email and telephone.

The team met with Tony de Munnik from the Ellis Park Precinct, JJ Maia from Bjala, Christine Meisner from the Philosophy School, Party Design Representatives, Julia Kunstler from the Ceramic Factory and Mabila Mthanti from Propertuity to discuss and gain insight about the status quo, issues, concerns and their future visions.