

South Africa

Spatial planning - Apartheid (pre-1965 to early 1990s)

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- ❑ Spatial planning used for political and economic agendas left deep scars on the spatial landscape
- ❑ Spatial interventions included creation of 10 “homelands”; resettlements; group areas; townships at some distance from cities/towns
- ❑ Examples:
 - ❑ Atlantis and Delft - apartheid settlements in Western Cape
 - ❑ Ulundi, Giyani, Bisho, Mmabatho, Thoyandou - new towns in or adjacent to homelands
 - ❑ Richards Bay, Saldhana - linked to industrial decentralisation policy
 - ❑ Botshabelo >50 kms from Bloemfontein and Tshiame (near Harrismith) in Free State. Neither settlement has any economic base → residents forced to a life of expensive commuting.

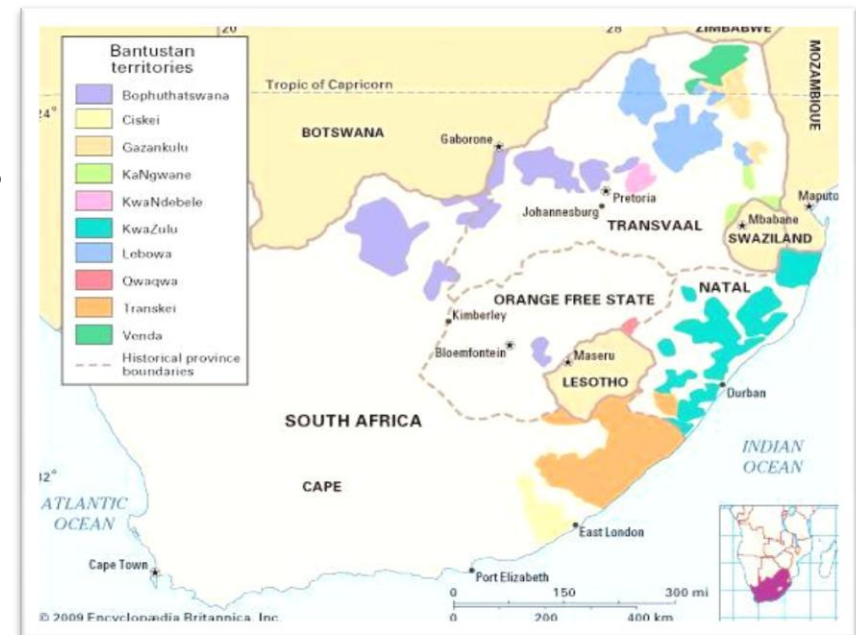


Image: Bantustan. 2015. *Encyclopaedia Britannica Online*. Retrieved 28 March, 2015, from <http://www.britannica.com/EBchecked/topic/68315/Bantustan>

Post-apartheid spatial restructuring (early 1990s)

- Attempts at spatial restructuring to mitigate the effects of spatial fragmentation and sprawl
- Examples include:
 - National spatial development perspective
 - Spatial development frameworks as integral parts of integrated development plans (IDPs) e.g Cape Metro Region
 - New approaches to spatial planning – nodes, corridors, edges, MOSS
 - Associated principles of equity, integration, sustainability, mixed-use, densification, concentration
 - Spatial planning of mixed use activity corridors along transport routes and integrated development nodes.
- 13.6 % of households still live in informal settlements and backyard shacks in 2 700 informal settlements



Image: Alexandra, Johannesburg. 2013. Mail and Guardian. Retrieved 28 March 2015, from <http://mg.co.za/article/2013-08-02-where-the-heart-is-south-africas-post-apartheid-housing-failure>

Midrand mixed use, high technology corridor

Deliberate spatial policy by Midrand planners since late-1980s to create a high technology cluster between Johannesburg & Pretoria

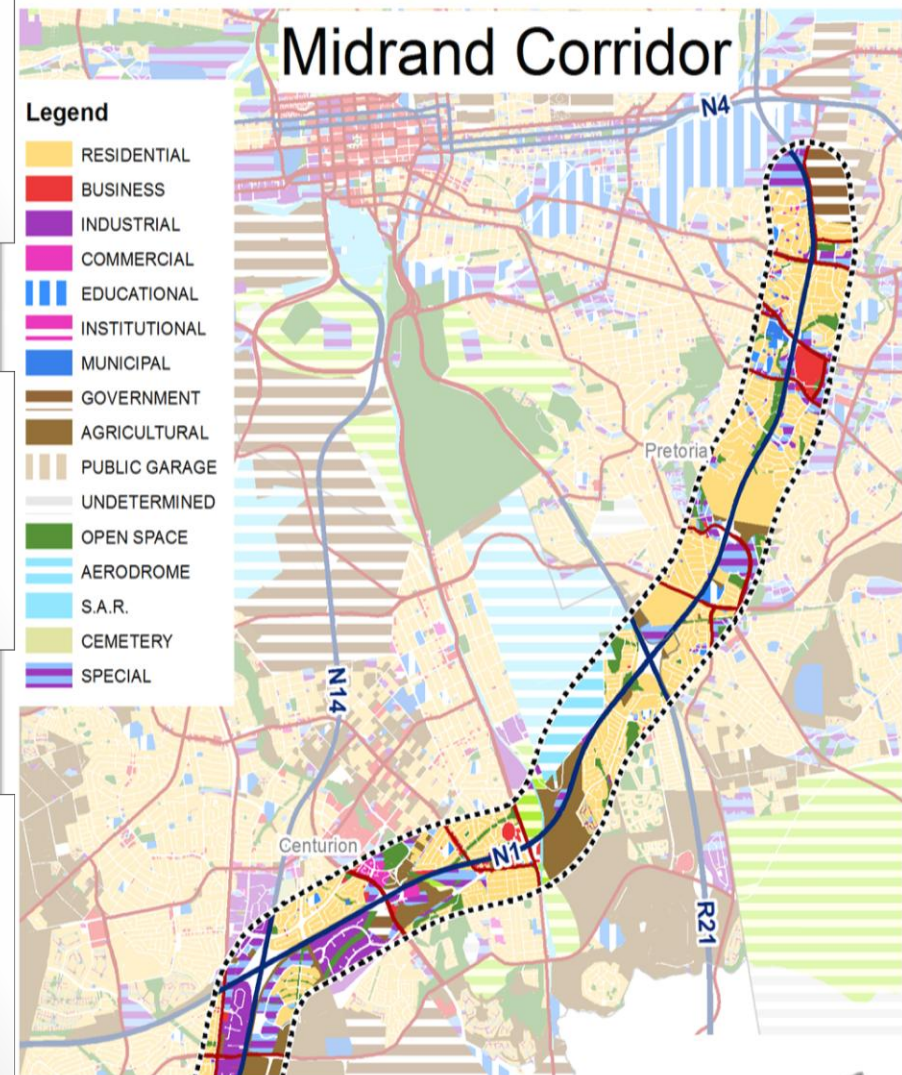
Astride N1 freeway; on route of Gautrain rapid rail system

Transformed farmland, smallholdings & a tiny “Halfway House” village into almost continuous, mixed use urban development of high quality

Based on head offices, warehousing, distribution, manufacturing, shopping centres, education facilities, sports centres and residential estates

Current uses include high-tech multi-nationals, local corporations, business parks, Grand Central airport and the SA Mint

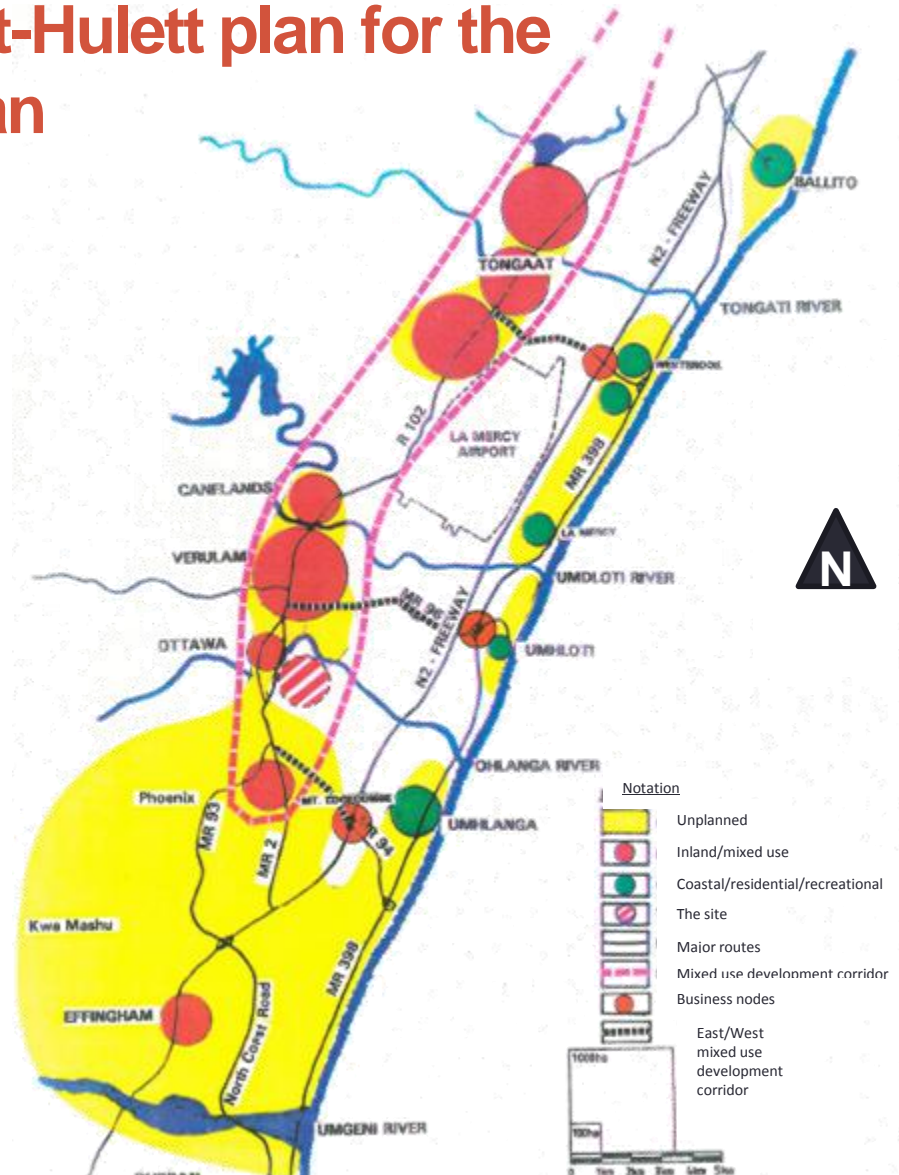
Success built on location at economic centre of Gauteng region, high visibility, positive high tech image, good quality of life, visionary local authority, good investment returns, low operating costs & lack of local competition.



Source: Map created by Darren Nel, with land use data from Johannesburg & Tshwane municipalities

Spatial planning of mixed use activity corridors along transport routes - Tongaat-Hulett plan for the northern corridor of Durban

- ❑ Tongaat-Hulett plan for the northern corridor of Durban - hugely influential shaping mixed use development in that area
- ❑ Spatial growth along parallel M4 coastal route (tourism and residential, linking coastal towns Umhlanga, Umhloti, Ballito, Zinkwazi) and inland R102/railway route, linking small towns north of Durban (Mt Edgecombe, Verulam, Tongaat, Darnall)



North Coast – Spatial Framework Plan

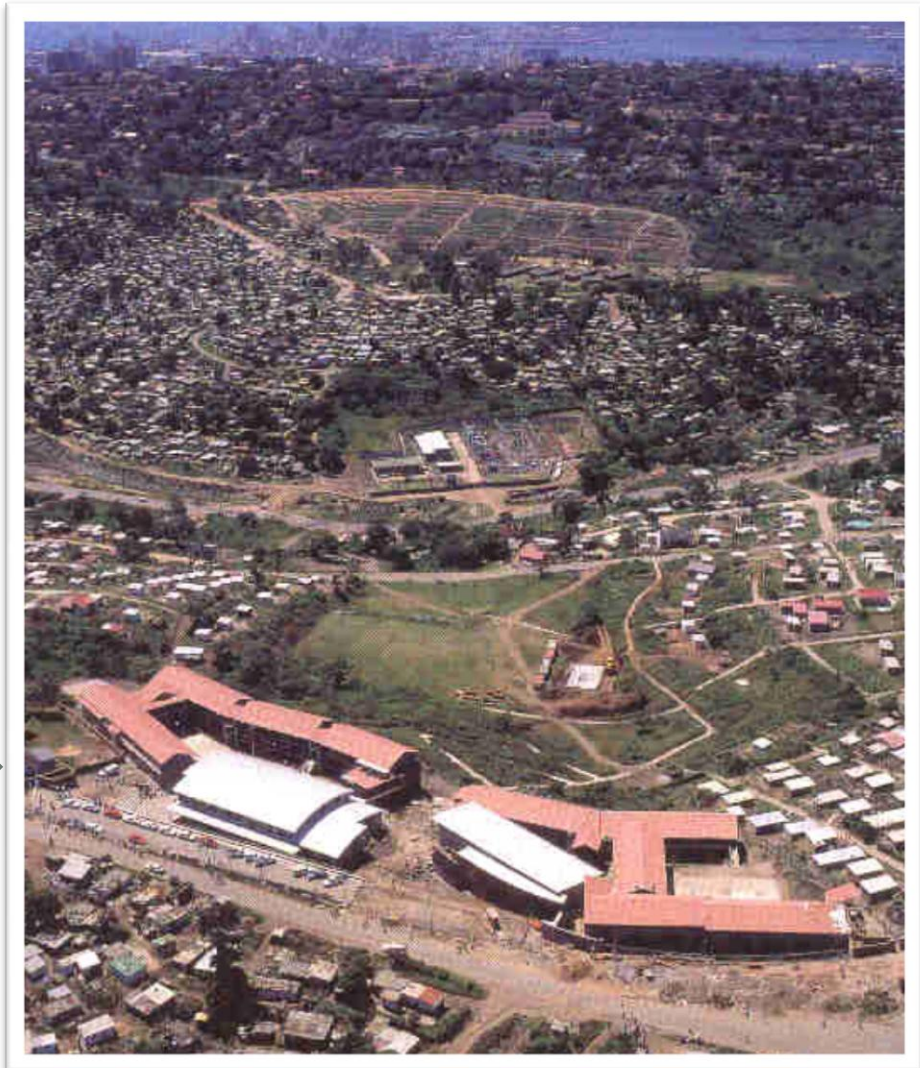
Evolution of part of Northern Durban Corridor

- ❑ Nodal, leapfrogging form of development: Mt Edgecombe – Umhlanga/Gateway – Zimbali – Ballito – King Shaka International Airport (KSIA)/Dube tradeport - Conurbia + residential, commercial/business, tourism infill
- ❑ Decision to construct King Shaka International Airport (KSIA) (completed in 2010) was the catalyst for current growth surge of this corridor in the form of an aerotropolis



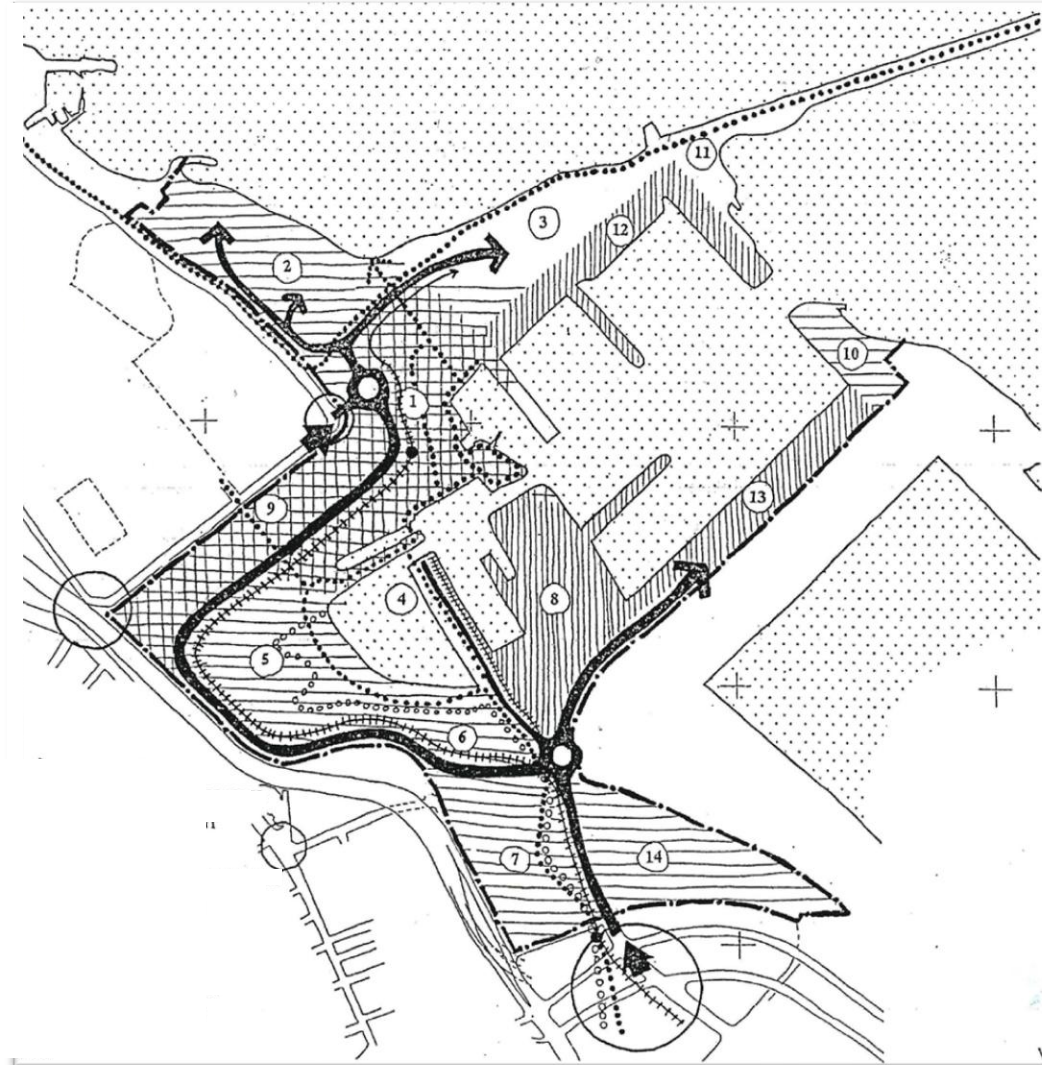
Spatial planning to achieve integrated nodal development in flagship projects – Cato Manor

- ❑ Spatial planning was used to achieve integration, coordination and harmonisation of spatial, social, environmental and economic planning and budgeting for Cato Manor reconstruction
- ❑ On a 2000 ha site, 7 km from city centre, from which over 100 000 people had been forcibly removed by the apartheid government in 1960s
- ❑ Reconstruction initiative started in early 1990s to create an efficient “city within a city” for 150 000 residents and 25 000 jobs
- ❑ Wiggins multi-purpose centre, comprising primary and secondary schools, sports field, library and community hall on a 2.1 ha site, surrounded by formal and informal housing



Victoria & Albert Waterfront in Cape Town – integrated, mixed use development node

- ❑ Revitalized a disused 123 ha site in harbour
- ❑ Restored historic link between city & working harbour
- ❑ “Package of Plans” directed spatial planning (Contextual & Development Framework → Precinct Plans → Site Development Plans → Building Plans)



V&A Waterfront Development Framework, adopted by Cape Town City Council in 1991

Victoria & Albert Waterfront in Cape Town – integrated, mixed use development node

- ❑ Financial self-sufficiency & flexibility to adapt to market trends
- ❑ Tourism, recreation, residential, business & retail
- ❑ Rich diverse environment of public places
- ❑ Major tourist attraction



Source: Cape Town City Council

50 year evolution of spatial planning instruments

1980s planning widely viewed as a technical activity concerned mainly with township layout, infrastructure design and control of land use and built form

- Master plans, township layouts and schemes the primary instruments
- Structure Plans provided the strategic spatial guidelines

By the 1990s, planners needed new conceptual and technical skills to operate effectively in an increasingly complex world

- Change is less predictable than in the past → IDPs & SDFs
- Innovative approaches and pilots

21st century, Land Use Management Systems introduced → shift from “control” to “management” of changes in land use

- Increased attention to climate change, conservation & environmental planning.