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Integrated Living in A Post-Apartheid State

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Abstract

The objective to investigate how post-apartheid spaces in South Africa can accommodate the under-privileged to access information and opportunity through integrated infrastructure, via inclusive housing systems? Additionally, how development concepts can be shared with township communities without destroying the nuances that make townships the authentic spaces they are.

To have a more well-rounded context I shall be referencing previous writing on what was the state of South Africa like. How the country was structured to prevent co-habitation and development during the apartheid era. Conducting an interview with some young people who live and in the township but work within the city to get more insight of how are their daily lives, whilst looking at urban dwellers like myself and the opportunities available to them.

Considering the above we shall be looking at infrastructure development as it is one of the keys to unlocking majority of the problems that we are facing as a country to date, also this is what I'm most knowledgeable of. This is not to disregarding issues surrounding the political and socio-economic challenges that impact on how the country has developed and how opportunities are distributed to the disadvantaged in the country.

Keywords: Access, Opportunity, Integration, Colonia

1. Introduction

The South African infrastructure is as layered just as its people with a deep history that has morphed over time to create different spatial environments. One thing has remained consistent though throughout its development it's the fact that urban spaces are inaccessible to the marginalized community. In the case of South Africa this is the majority of the population in the country. Contrary to this though the lack of development in the spaces where the black people reside leaves much to be desired. We shall have an overview of the South African spatial context looking at how township and urban areas are unrelated in terms of planning but are connected when it comes economic development.

The South African urban planning system has crippled the country by not being able to offer its citizens a decent urban life. Part of the main reason for this is to overcome the burgeoning legacy of the apartheid urban planning system. When we take a closer look at how the South African urban context has evolved over time by looking at some key periods at pre- apartheid time that set the pace for what was to come. We look at the First world war, the depression in the 1930's and during the second world war. We continuous reconstruction and development which arose in 1943 to evolve what we have known now as the apartheid city.

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Post this period apartheid became sustained involving some form of urban planning. This created a harsh urban environment of socio-economic, racial and classist divisions. An environment that deprived opportunity for growth and development to the majority of black people in the country leading to unsustainable environments to live in. This system of planning did not consider context as it was mainly aimed at segregation. Brutal as this system was neither clever nor unique as it was borrowed from many foreign planning models.

Apartheid borrowed extensively from the modernist rhetoric of urban planning as it strove to create new (segregated) neighborhood units and encourage urban renewal in (mixed) inner city areas. Apartheid used the images of modernism to enormous effect. The apartheid government employed the planning institutions created by the modernist reconstructionist of the forties to achieve its extraordinary reshaping of the urban space in the 1950's and 1960's.

Some of the Acts that insured lack of development for the black people in South Africa*:*
The Native (Urban Areas) Act No 21 of 1923
Black Land Act No 27 of June 1913
The Class Areas Bill of 1925
Group Areas Act 1950
The Native Trust and Land Act of 1936



Fig 1. Picture of residents in Soweto South Africa playing dice.

2. Urban Opportunity

Cape Town is one of the key players in the development of the South African tourism industry as it holds many key places that are attractive to outsiders like Table Mountain and Robben island. It also hosts many key events that are milestone in people's calendars, Cape Town Jazz festival, Design Indaba, The Cape Argus and many other key events that take place at the Cape Town Convention Centre. Cape Town contributes 71% to the GDP of the Western Cape economy making it largest contributor in the western capes metropoles. The largest contributors in the Cape Town economy are the manufacturing sector, the wholesale and retail trade, catering and accommodation sector and the finance, insurance, real estate and business service sector. This simply shows the scope of work opportunities that reside in the Cape Town city. This gives chance to other business people to access the market and create more employment.

Considering this massive economic pie that the city holds you still cannot find businesses that are owned by black people participating in this mainstream sector apart from informal craft shops that are scattered around the city streets. This is due to socio-economic barriers that people face in the city of Cape Town which make it hard for them to access this market and develop themselves in it. One of the bigger problems is access to affordable accommodation in the city as the city over time has become elitist leading to economic exclusion. A city with inclusive spaces would allow people to spend more time in it and tap into the opportunities available.

However, the city has at one point made a theoretical exercise of thinking about this problem with what they call the “Central City Development Strategy”. The animation vision of the CCDS is that the city will grow and greatly enhance its reputation as a dynamic business and people centered city. A number of interrelated development values will be at work here: distinctiveness and being open and inclusive, compact, connected, sustainable, people centered, business-friendly all of this premised on the quality of the built environment. Despite this plan being existence since 2010 not much has changed in the cape town landscape to adhere to the “Central City Development strategy”. This might also be due to the fact the city does not have incentives that are good enough to attract developers to create affordable housing schemes with in the CBD area. Additionally, the city itself has not taken the first stab at creating social or mixed income housing as proof of concept to encourage other property stakeholders to participate.
This would be helpful as majority of the work force that make the city what it is move in and out the city by public transport because they stay in periphery making it hard for them to live sustainable lives. The effect of the CCDS would show the city considers their needs. Having spoken to people who commute between the city and townships everyday here is a brief example of how an individual would conduct their day in such an environment. This is not a unique case as it is a common situation in most homes around the country.



Fig 2 .Lungelwa Holland intern at PJCarew Consulting

5:30am	leaves home	5:45am	bus leaves	7:30am	arrives at work
4:30 pm	leaves work	6:30pm	arrives		

Fig 3. Lungelwa’s Travel schedule

Lungi is a new born mother who spends quite a lot of her time commuting between work and home this does not afford her enough time to spend with her daughter.

Based on the above the Broad-Based living concept challenges the Central development strategy we are proposing the following concept in the following manner.

One of the objective of Broad Based Living is to create a hybrid residential unit that intends to intergrade majority of the property needs within the CBD and create a well-rounded rental model. (socially and economically integrated residential unit) To ensure sustainable inclusive growth, Cape Town’s greater central city and surrounds needs to work towards a mixed-income residential strategy that offers a range of housing options – different tenure options, different sizes and different affordability levels. Such a residential market in turn impacts the types of formal and informal trades and retail in the area, which increases and diversifies employment options.

Affordable housing in the CBD has significant economic benefits as well. People want to live closer to the places that they work. This has fuelled the growth of other commercial centres around the Cape Town metro-region, such as Century City and Bellville. One of the most strategic and straightforward ways to maintain the CBD's economic draw would be the addition of affordable housing. This would not only bring in more people, but it would also help to enhance the local economy by offering more opportunities for more people.

This can be done by converting office buildings within the CBD, According to the South African Property Owner's Association's latest Office Vacancy Report, published in July 2014: Cape Town's CBD had 1,012,642 square metres of total rentable office space. This is split across different property grades (Premium, A, B, and C grades). Premium is the highest quality property and price. C-grade is the lowest,9% of offices overall are vacant or empty.

Additionally the city can give discounted prices on land purchase on condition that the developer will allocate a certain percentage of the development for affordable housing making it a mixed income scheme in turn they will be given sky rights to building higher to make up the difference.

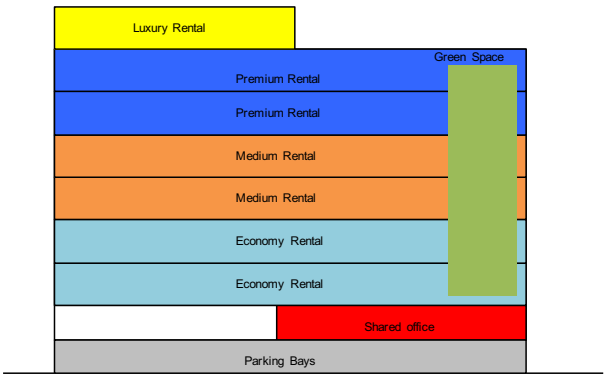

Fig 4.Case study: Mixed income scheme from an existing building with in the Cape Town CBD



Fig 5. Case study: Render concept, existing office building converted into mixed income unit building, the building was vacant for 12 months without a tenant.

Other available incentives to assist in building affordable housing within the city*:*

Urban Development Zones

A tax incentive called the Urban Development Zone (UDZ) rewards property owners and developers if they upgrade or build properties in some urban areas around the country, such as Cape Town's CBD. This is a very good incentive to encourage developers to retrofit office into affordable units in the CBD. This benefits both residential and business tenants because the building is being used and improved. (The New Port Side Building in the Cape Town CBD is a good example of how this strategy was used)

Strategic Zoning

Another strategy is to have zoning requirements and incentives that require developers to include a percentage of affordable housing in their developments. In exchange they get some privileges. Cities like Toronto, Amsterdam and, more recently, New York have all implemented creative zoning policies to encourage affordable and lower-income housing in central urban spaces.

Social Housing Movement

The social housing movement is an example of a successful affordable development. Social housing provides well-managed and privately developed rental housing for people and families who earn between R3 500 and R8 000 per month. It is funded through government grants and incentives. The private sectors invests and managed the housing. Social housing could be built in Cape Town's CBD on land currently owned by the government and in various privately-owned buildings throughout the area. It would provide homes for nurses, police officers, and other public and private employees who earn regular salaries and want to live in the CBD.

3 Opportunity in Townships

As it stands part of the major consumers in South Africa are in the black community meaning they provide much of the finance needed to support urban economies as they hold much of the buying power. However, none of this economy is being cycled back into black township areas, people in the Township must travel to the city to spend their money and they still travel to the city to make it.

Bearing this in mind how can we innovate solutions to that can assist in developing a strong township economy by keeping the revenue within the township for longer periods of time through supporting local businesses and other revenue generating entities? How do we entice government and business to invest into more constructive township development with a clear directive and economic sustainability?

One solution if for us to start exploring is the concept of a "Township CBD". In most townships, the taxi rank and the adjacent informal trading is where most of the money moves around. We should start investigating unique planning and design strategies for more sustainable township economies within this context. Identify economic structures that utilize the residents in Townships as major stakeholders, have integrated business development zones within these newly formalized hubs and look to partner with government and private sector.

I have chosen to look at Khaylitsha in particular for this as it presents some unique opportunities and is the biggest township in Cape Town with a population of 2,4 million inhabitants. The areas of interest for me are Site C and Endlovini. Firstly Endlovini, the unrecognized Khayelitsha waterfront at the back of Khayelitsha. This could form an interesting economic hub and add to the tourist phenomena in the area just like the V&A waterfront does for the main city of Cape Town. It possesses a road that connects this area to other beachfronts like Strandfontein and Muizenberg which are major attractions. An economic and feasibility study should be done to explore the possibility of this happening as it will unlock unknown opportunity. Reviling the famous V&A waterfront perhaps.

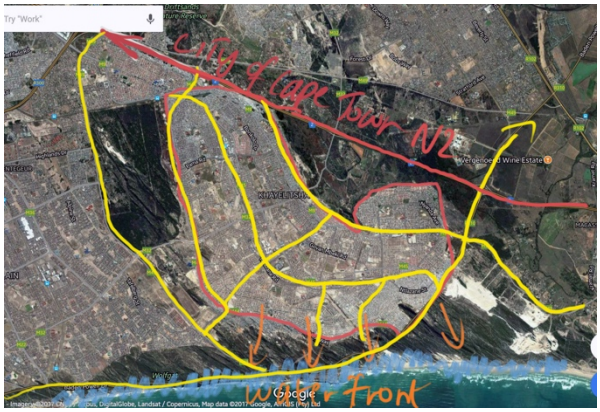

Fig 6. Aerial view of Khayelitsha showing proximity to water front and connecting roads in yellow.

At the Site C taxi rank, there is an ever-busy sense where people trade from sunrise to sunset. Local folks trading in their shipping containers, makeshift shops and street corners. Trading food, furniture, hair products and even have makeshift hardware stores for the new arrivals to build their shanties. This could easily be interpreted as a CBD for the area where all the people who can't afford to go to town everyday can go get what they need in their day to day. So, opportunity lies within this place for business development. So how can this be facilitated? by providing physical infrastructure to accommodate what is taking place here. This is where skills interchange between the developed city come in, where successful methods of infrastructure can be borrowed and used in these spaces to create more open trade and business development can be taught to the locals to create more skilled entrepreneurs.



Fig 7. Arial view showing view of Site C the "CBD" area and the area it services

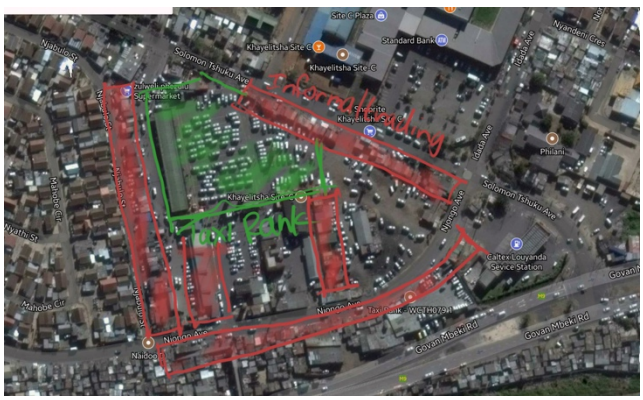

Fig 8. Arial view of taxi rank and surrounding informal trading

Opportunities like these will present interesting solutions to various problems that the local people are dealing with and the general city itself e.g. Traffic jams at peak hour going to the city will reduce as many people will work within their communities saving money on transport. Economic development and employment creation for the individuals of the area and potentially leading to a reduction in crime. Most importantly more township residents being stake holders and business owners in their area. Instead of the current scenario where big business comes in to build malls and exclude locals from their economy.

4 Conclusion

We must look at how we develop future cities into more inclusive places focusing on more diverse models of development in order to have more holistic and sustainable economic growth. Also, the Architectural profession should acknowledge its role in future planning for better socio-economic living. Most importantly black young professionals like myself must always look back and identify ways to better the environments where we come from and environments we live in. Making them inclusive to create better and brighter futures leading to soulful cities that are people conscious.

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