

MOTIVATIONAL MEMORANDUM: IN SUPPORT OF AN APPLICATION FOR THE SUBDIVISION OF ERF 23743 DIEPKLOOF

DIEPKLOOF HOSTEL REDEVELOPMENT PROJECT Site 1

MOTIVATIONAL MEMORANDUM:

Subdivision of Erf 24743

Diepkloof

On behalf of the City of Johannesburg Metropolitan Municipality and the Gauteng Departments of Human Settlements

Compiled by:

Title	Position	Date
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1 INTRODUCTION

The purpose of this memorandum is to introduce, elaborate upon and motivate the application for the subdivision of Erf 23743 Diepkloof into ten (10) portions..

The full extent of the application is set out in this memorandum, which comprises of the following:

- ❖ Chapter 1: General Information
- ❖ Chapter 2: The Application
- ❖ Chapter 3: Policy Environment
- ❖ Chapter 4: Motivation
- ❖ Chapter 5: Conclusion

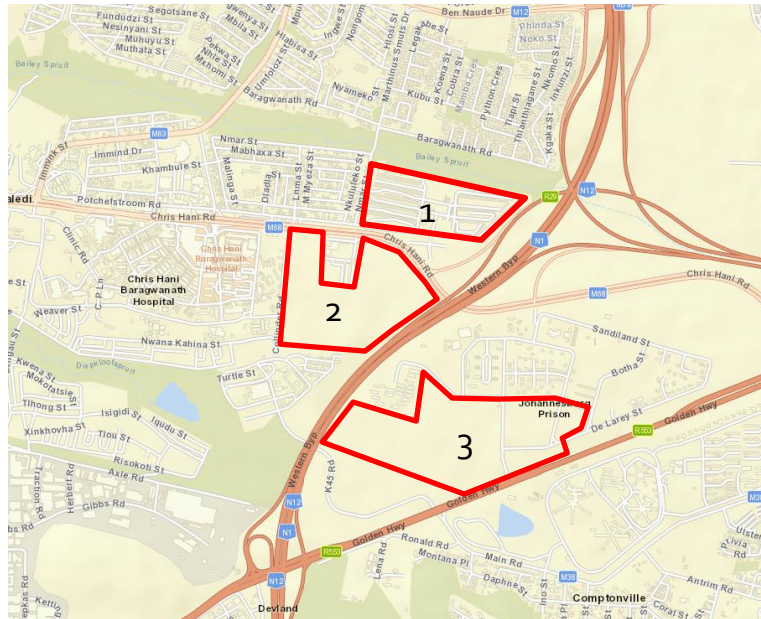
1. THE DIEPKLOOF HOSTEL REDEVELOPMENT PROJECT

The City of Johannesburg Metropolitan Municipality and the Gauteng Department of Human Settlements have identified the Diepkloof Hostel for redevelopment.

The professional team, being MSBR, has been appointed by the Gauteng Department of Human Settlements to redevelop the hostel with new units and to increase the density as well as develop two other green field sites with further housing opportunities.

The project consists of three land parcels namely :

1. Site 1 - Erf 23743 Diepkloof;
2. Site 2 - Portion 159 of the Farm Diepkloof 319-IQ ; and
3. Site 3 - A portion of the Remainder of Portion 1 of the Farm Diepkloof 319-IQ



Simultaneous applications are being made for township establishment on Portion 159 of the Farm Diepkloof 319-IQ as well as on a portion of the Remainder of Portion 1 of the Farm Diepkloof 319-IQ (Site 3) and for the rezoning of Erf 23743 Diepkloof. These applications should be assessed together as many of the specialist reports submitted with this application cover more than one property.

Hostels originated in the labour compound system as a result of the need to house labourers. A demand for great numbers of labourers in Johannesburg came from the discovery of gold which moved from open cast to underground mining, which was labour intensive. The compound system allowed for strict control of labourers and although the hostels were initially meant to accommodate males only, women were also forced into these living arrangements. As far back as 1986, it has been the intention of the Government to improve living conditions in the hostels and upgrade the hostels to family units. In 2007, Gauteng Provincial Housing launched the Gauteng Hostel Eradication Programme in line with the Community Residential Units Programme which aimed at fast tracking the upgrading of hostels within Gauteng Province. Various projects have been completed within the City of Johannesburg over the years as part of the now Hostel Redevelopment Programme.

The aim in Diepkloof is to demolish the old Hostel buildings and replace them with family units of various typologies. There are currently approximately 1000 dwelling units on Erf 23743 Diepkloof.

2. GENERAL INFORMATION

MSBR has been appointed by the Gauteng Department of Human Settlements, as mandated by City of Johannesburg Metropolitan Municipality, the registered owner of Erf 23743 Diepkloof, to lodge an application for the subdivision into ten (10) portions. The property will be referred to as “the site”, “the subject properties” and/or “the proposed development” in this memorandum.

2.1. THE APPLICATION

Application is hereby made in terms of the Spatial Planning and Land Use Management Act (Act 16 of 2013), read together with section 33 of the City of Johannesburg Municipal Planning By-Law, 2016 for the subdivision of Erf 23743 Diepkloof.

2.2. PROPOSED SUBDIVISION

Annexure A – Proposed subdivision plan

It is proposed that the property be subdivided into ten (10) portions. The rezoning application submitted simultaneously to this application will seek to obtain the necessary land use rights for the subdivided portions.

These applications must be assessed together.

2.3. LAND DEVELOPMENT AREA

2.3.1. Site Locality

(Annexure B: Plan 1 and 2)

Diepkloof is located on the eastern edge of Soweto, west of the N1 / N12 interchange. Erf 23743 Diepkloof is located adjacent north of the Diepkloofspruit, north of Chris Hani Road at number 228 Ncube Street, Diepkloof on the corner of Marthinus Smuts Street.

2.4. AGENT AND CLIENT

2.4.1. Agent

The authorised agent acting on behalf of the client is:

Name	MSBR Consulting Engineers
Responsible Persons	Takudzwa Dodzo
Contact Number	076 773 1684
Email	taku@msbr.co.za

2.4.2. Town Planner

The project town planner is:

Name	Saskia Cole (A/1554/2012)
Contact Number	082 574 9318
Email	saskia@kipd.co.za

2.4.3. Client

The client's details are as follows:

Name	Gauteng Department of Human Settlements
Responsible Persons	Sthenjwa Ngcobo
Contact Number	082 453 6320
Email	sthenjwa.ngcobo@gauteng.gov.za

2.5. LEGAL ASPECTS

2.5.1. Ownership

In terms of Title Deed T3368/2009, the farm portion is registered to the City of Johannesburg Metropolitan Municipality and measures 21,3920 hectares.

(Annexure C : Windeed report and Title Deed)

2.5.2. Surveyor General diagrams

The Surveyor General approved the general plan for Diepkloof township being SG diagram SG 458/1985. Sheet 12 indicates Erf 23743 Diepkloof.

The property is affected by a servitude as indicated on SG 13415/1998 as well as SG A 2177/1993.

(Annexure D – General plan and SG Diagrams)

2.5.3. Authorisation to apply

The City of Johannesburg Metropolitan Municipality has signed a memorandum of agreement with the Gauteng Department of Human Settlements with regards to the upgrade of hostels. The Gauteng Department of Human Settlements have in turn appointed and authorised MSBR Consulting Engineers to apply for the town planning approvals.

(Annexure E – Memorandum of agreement and Power of Attorney)

2.5.4. Registered Mortgage Bonds

The farm portion is not subject to a mortgage bond.

2.6. EXISTING LAND USE

The Diepkloof hostel is currently located on the property with various residential dwelling units and a community hall.

(Annexure F – Land use aerial photograph)

2.7. SURROUNDING LAND USE

The property is boarded to the north and west by Diepkloof residential township. To the east is the N1/N12 interchange and the Chris Hani Road on ramp to the N12 highway. To the south west of the property is the Chris Hani Baragwanath provincial hospital and the Saint John Eye hospital and associated facilities. North of the hospital is the Baragwanath taxi rank, or more formally the Baragwanath Transport Interchange and Trader Market, ± 500m west of the site, which accommodates some five hundred (500) street traders with associated amenities, which include storage facilities, management offices and support infrastructure. Adjacent north of the rank is also the Blackchain shopping centre and other stores such as Cambridge Foods. The Bara Mall is located ± 1,7km west of the site.

The City of Johannesburg Atlehang Opportunity Centre (Soweto Empowerment Zone) is located on Portion 42 of the Farm Diepkloof 319-IQ, on the southern side of Chris Hani Road.

(Annexure G: Land Use Plan).

2.8. EXISTING ZONING AND DEVELOPMENT CONTROLS

In terms of the City of Johannesburg Land Use Scheme, 2018 the farm portion is currently zoned "Residential 3" with land use controls as per the Scheme which allows for 3 storeys, with 50% coverage for 1 and 2 storeys and 40% coverage for 3 storeys and a floor area ratio of 1.2

(Annexure H: Zoning certificate)

3. THE PROPOSED DEVELOPMENT

3.1. REZONING APPLICATION

Application has been made for the simultaneous rezoning of the ten (10) subdivided portions to be zoned as follows :

Erven	Use
1, 2, 4, 5, 6 and 9	Residential 3
3	Public Open Space
7	Educational
8	Municipal including a social hall
9	Public Road

(Annexure J – proposed zoning schedule and Map 2)

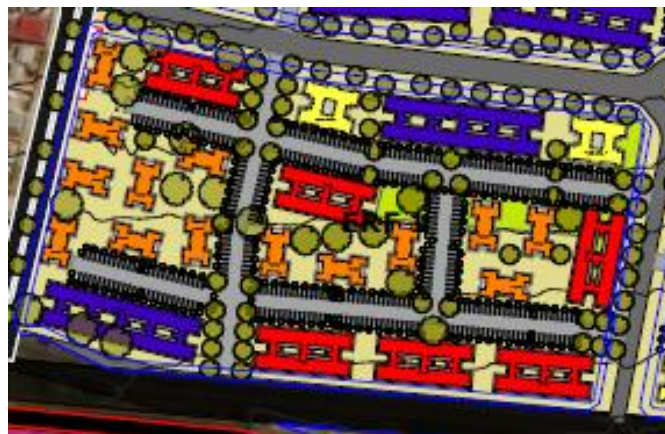
In terms of the draft concept site development plan attached hereto in Annexure J, approximately 2300 dwelling units are proposed for the site. Application has been made for a density of 160 dwelling units per hectare.

3.2. PROPOSED DEVELOPMENT DESIGN

It is proposed that larger erven are created to accommodate higher density apartment blocks. There are currently three types of blocks of walk-ups proposed:

- Type A: 16 x 2 bed units across four floors, with four units per floor
- Type B: 32 x 2 bed units across four floors, with eight units per floor
- Type C: 16 x 2 bed units across four floors, with four units per floor

The residential zoning will be standardised for all the residential erven and the diversity will be created with the design of the various blocks. (Annexure K – Architectural design of buildings)



The different housing typologies will be mixed per site with open space and parking around and in between the units as illustrated below. The concept site development plan has also been attached in Annexure L. The newer existing dwelling units will be retained and incorporated into the design.

The location of the buildings is important in creating a neighbourhood with a strong identity. Street layout and the interaction between buildings and open space play a role in creating a well-functioning neighbourhood with an interesting, pleasant or aesthetically pleasing character.

3.3. PROPOSED OPEN SPACE

Erf 3, measuring $\pm 1,02$ ha, has been created to enable the development of a formal sporting facility with a field. Open space includes community spaces such as play grounds, green corridors and squares. The coverage has been proposed at 30% of each residential site to encourage large spaces between the buildings to enable visual open space as well play and landscaped areas. The idea is to create a network of hard open spaces being roads and parking, linking various soft open spaces with landscaping and pathways for pedestrian or cycle movement.

The intension is not to fence each individual site but for the township to function as a whole. Twenty (20) meter wide roads have been included to add to the visual open space and to ensure pedestrian and vehicle

connectivity across the township and to the surround areas and facilities. The wide reserve will provide pedestrians with a safe and convenient space to walk as well as to provide space for cycle lanes.

3.4. TRANSPORT ORIENTATED DEVELOPMENT

The subdivision has been designed as a Transport-orientated Development (TOD) due to its location. A TOD refers to the concentration of housing opportunities around or near to a public transport station or interchange or along a transport or activity corridor. From a transport perspective, the intention is to improve access to public transport, reduce travel time and promote the use of non-motorised transport to ultimately reduce the reliance on private cars. A TOD is dependent on the proximity and nature of public transport stops and stations.

This development is located within 500m of the Baragwanath taxi rank or more formally the Baragwanath Transport Interchange and Trader Market. The taxi rank is one of the busiest transport nodes in South Africa and accommodates the mentioned street traders, bus ranking facilities which to serve the needs of both long and short distance bus operators as well as taxi operators, which have a combined requirement for approximately 800 ranking and holding bays.

3.5. HOUSING BENEFICIARIES

It is the aim of the project to accommodate the residents of the hostel in new dwelling units to be developed in the proposed township to be established on Portion 159 of the Farm Diepkloof 316-IQ, thus allowing for the hostel to be demolished and land to be made available for Phase 2 of the project. The project is for the development of social housing, being affordable rental housing or government subsidized housing, and also FLISP housing, being the Financed Linked Individual Subsidy Program across the three proposed sites.

3.6. PROPOSED PARKING

Application is made for a parking ratio of 0,4 parking bays per unit which equates to six (6) parking bays for every fifteen (15) dwelling units.

The development is located within a public transport priority area being located adjacent to Chris Hani Road and within walking distance from the Baragwanath Transport Interchange (bus/taxi rank). Also due to the

low income levels of the beneficiaries of the housing in the development, private vehicle ownership is expected to be very low.

3.7. EDUCATION

The following is a list of schools in Diepkloof, Diepkloof Extension and Diepkloof zone 2 which are run by the Gauteng Department of Education:

Bopanang Primary	Diepkloof	Primary School
Diepdale Secondary	Diepkloof	Secondary School
Elitheni Primary	Diepkloof	Primary School
Fidelitas Comprehensive S	Diepkloof	Secondary School
Giyani Primary	Diepkloof	Primary School
Ikaneng Primary	Diepkloof	Combined School
Immaculata Secondary	Diepkloof	Secondary School
Qhobosheane Primary	Diepkloof	Primary School
Tiyani Primary	Diepkloof	Intermediate School
Boepakitso Primary	Diepkloof Extension	Primary School
Nandi Primary	Diepkloof Extension	Primary School
Vulamazibuko Primary	Diepkloof Zone 2	Primary School

There are seven (7) primary schools, three (3) secondary schools, one (1) combined school and one (1) intermediate school. There is also a private primary school being Lourdes Primary school.

Erf 7 of the subdivision, measuring $\pm 5339\text{m}^2$ has been designated for a school for a nursery school.

4. CONDITIONS OF TITLE

Erf 23743 Diepkloof is registered in terms of Title Deed T3368/2009 at the Deeds Office.

The following title conditions are applicable :

1.(a) to (f)	Relates to mineral rights and Crown Mines Limited and undermining.
2.	A lease which lapsed on 30 November 2009.
3.	Relates to mineral rights and Crown Mines Limited.
4.	Randwater servitude which affects proposed Erven 4 and 5

None of the above conditions restrict development on the property and there is no need to remove any conditions.

5. ENGINEERING SERVICE INFRASTRUCTURE

5.1. ELECTRICAL

(Annexure M – Electrical outline scheme report)

An electrical outline scheme report has been prepared by MSBR Consulting dated 2 November 2020. The report covers both Site 1 and 2 of this project.

The report states that the supplier of electricity is Eskom. There is an existing 132/11kV Diepkloof station approximately 2km west of Site 1 which supplies the property. The demand calculation is based on each unit designed with 2,4kVA ADMD's with the provision of a 60A supply circuit breaker in each unit. Solar geysers and Led public lighting will alleviate the strain on the grid.

The total estimated load for the proposed Site 1 subdivision is approximately 6,1MVA.

It is recommended that:

- Operation and maintenance of the MV and LV distribution network be taken over by Eskom;
- Operation and maintenance of the street lighting infrastructure be taken over by City Power; and
- Energy efficiency and alternative energy initiatives to be implemented within the development.

5.2. WATER AND SEWER

(Annexure N – Sewer & water report)

A water and sewer outline scheme report was compiled by MSBR Consulting Engineers and is dated March 2021. The report covers all three sites for the proposed development.

5.2.1. Water

The development will be fed by the existing Diepkloof Reservoir (30ML) which is situated north of the development. The connection will be through a DN700 mm diameter pipe that runs from the reservoir through Marthinus Smuts Drive. The development is designed for 60 litre per capita per day (l/c/d).

5.2.2. Sewer

The subject site falls under the Bushkoppies Consolidation drainage area, therefore the sewerage will drain to the Bushkoppies Waste Water Treatment Works located south of Johannesburg and south east of Eldorado Park.

It is proposed that flow from this development be routed via a DN350 uPVC Class 34 pipe to the DN450 bulk sewerage line running north of the development along the Diepkloofspruit.

5.3. ROADS AND STORMWATER

5.3.1. Roads

The proposed erven in the township are large and measure between 1,6 ha and 4,7 ha. The percentage road in the subdivision is very low at approximately 10%.

Access will be gained off Marthinus Smuts Road in the west as well as Ncube Street to the south with 20m road reserves.

The splays are 5m and 5m for the 20m road intersections, in terms of the Johannesburg Roads Agency Roads and Stormwater manual (June 2015).

5.3.2. Stormwater

(Annexure P – Stormwater plan)

Topographically the site is divided into three (3) drainage areas, each of which requires stormwater attenuation ponds. The drainage areas and location of attenuation ponds is indicated on the attached plan.

6. TRAFFIC

(Annexure Q – Traffic Impact Assessment)

A traffic impact assessment was completed by Techno Design Solutions and is dated 21 May 2021. The report covers both Site 1 and 2 of the development. The report states that :

- Smael Road is a Class 4 road
- Marthinus Smuts Drive is a single carriageway Class 3 minor arterial.
- The N1 national highway is located adjacent east of the site.

- As discussed and agreed with JRA, a trip generation rate of 0.65 trips per unit has been applied which has been adjusted by 30% due to a low vehicle ownership. A further 15% reduction has been applied due to the close location adjacent to a major transport corridor.
- No road upgrades are required for the development.

7. SPATIAL PLANNING ENVIRONMENT

In terms of Section 5(2) of the City of Johannesburg Municipal Planning By-Law, 2016 – “any land development application in terms of said By-Law shall be guided and informed by the City’s Integrated Development Plan and Municipal Spatial Development Framework as adopted and approved in terms of Section 20 of SPLUMA and Section 10 of said By-Law.”

This section therefore reviews all relevant spatial planning documents and plans, to determine the suitability and compliance to the spatial plans of the City.

The following spatial planning documents have been reviewed :

- City of Johannesburg Spatial Development Plan, 2040 (2016); and
- The Nodal Review, 2020.

7.1. SPATIAL DEVELOPMENT FRAMEWORK 2040

The Spatial Development Framework 2040 (SDF) is a city wide spatial policy document that identifies the main challenges and opportunities for the City, sets a spatial vision for the future city and outlines a set of strategies to achieve that vision.

Along with providing a spatial vision, the SDF defines the strategic spatial areas to be used in the City’s capital investment prioritisation model. This will ensure that infrastructure investment is directed to areas with the highest potential to positively impact on the development trajectory of the City as defined in the SDF.

In terms of the SDF, the subject property falls within the “Transformation Zone”. Within this zone, Soweto has been specifically identified as an opportunity to be ‘unlocked into a True City District’ – Diversifying and intensifying Soweto to address its largely residential nature by developing mixed land uses (particularly economically productive, job creating ones) and social services, making use of its good street pattern and public transport network.

The strategy is to develop Soweto into a series of self-sufficient mixed-use nodes (starting around public transit stations and nodes) as drivers of economic growth and job creation, allowing Soweto to function as a liveable city district in its own right with access to jobs and the full array of urban amenities.

The SDF specifically addresses the need for the provision of Inclusionary, affordable and low cost housing – ensuring the provision of affordable, low cost and social housing within all new housing developments. Affordable low cost housing should ultimately make up 20-50% of residential floor area in all neighbourhoods. The bulk of provision of low income, affordable housing (both by the private sector and the state) should shift from peripheral greenfield developments, to high density, mixed use brown field development near to jobs, economic activity, public transport and services (hard and soft), with a focus on Transformation Zones such as the Corridors of Freedom, the Inner City and mixed use nodes.

The subject properties, located along Chris Hani Road is the ideal location to develop high density, low income and affordable housing. It is located in close proximity to places of work within the node as well as the major routes connecting nodes and places of employment (N1).

The application conforms to the vision of the SDF. It is important for the SDF to be read in conjunction with the Nodal Review, 2019.

7.2. NODAL REVIEW 2020

Annexure R – Density and Nodal Review plans

In terms of the Nodal Review, 2019, the site is located within a “Regional Node” and has been earmarked for a density of a minimum 80 units per hectare and no maximum restriction. The proposed use is a medium density residential development with a density of 100 dwelling units per hectare, which will consist of various typologies of “walk-up” style units. This type of development will more effectively use infrastructure and space, as well as offer a high-quality living environment.

In terms of the Nodal Review, 2020 the development controls which will be supported are as follows:

	Nodal Review	Development
Density	Minimum 80 dwelling units per hectare (No maximum)	160 units per hectare
Height	Minimum 3 – 5 Storeys along activity / high streets and surrounding public open spaces.	4 storeys
Coverage	Coverage up to up to 80%.	30%
Building Lines	Zero to 3 m building lines supported along high and active streets and around transit stations.	5m building lines on all street frontages.

The application supports this policy and does not initiate any contradictions to the vision for the City.

7.3. SOWETO STRATEGIC AREA FRAMEWORK

The City Transformation and Spatial Planning department are currently formulating the Soweto Strategic Area Framework. The Department has advised that they are still in the process of developing the Framework and have recently completed the status quo section of the first draft. They are currently soliciting comments on this draft with various stakeholders. They are anticipating on having a final draft by the end of 2021 and will take it through the Council approval process in 2022.

The subject site however does not fall within the study area of the Soweto Strategic Area Framework, which only includes the suburbs of Meadowlands East and West, Mofolo North and South, Orlando East, Moroka and Jabulani.

8. MOTIVATION

8.1. NEED AND DESIRIBILITY

This development aims at redeveloping the Diepkloof Hostel precinct to enable a larger, more efficient development that will not only provide a substantially larger number of dwelling units, but also provide a sustainable living environment for the residents.

It can be seen as somewhat of a mega project as its impact will be far-reaching. Soweto is a previously disadvantaged community that experiences high levels of poverty. There is a massive demand for formalised housing to be provided in order to reduce the housing backlog, reduce the level of poverty, reduce the need for informal housing and improve the quality of life for the community. This project will directly address these issues on a massive scale.

On properties such as the subject properties, the current use does not maximise the potential of the sites. The existing hostel buildings do not create a family living environment. The quality of life offered in the existing development is severely underwhelming. This is therefore an excellent opportunity to accommodate more people and create sustainable human settlements with improved quality of life.

The subject properties are ideally located along Chris Hani Road, adjacent to the N1 highway and Chris Hani Baragwanath Hospital. Access to further economic nodes and places of employment is high. Moreover, the

properties are located with the Diepkloof Regional Node, making it an absolute necessity to be developed to the maximum potential so as to be as efficient as possible.

8.2. SPLUMA DEVELOPMENT PRINCIPLES

In terms of the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA), the following principals apply to spatial planning, land development and land use management and are hereby applied to this application:

SPLUMA Referral		Proposed Development Compliance
7(a)	Spatial Justice	The development addresses the principle of spatial justice as it answers to the rectification of previous injustices by improving access to residential spaces within previously disadvantaged areas.
7(b)	Spatial Sustainability	The principle of spatial sustainability is addressed in the fact that the development is being implemented in an area that is considered viable for the development to occur within and addresses the immediate need to the amenity.
7(c)	Efficiency	The land development optimises the use of existing engineering infrastructure.
7(d)	Spatial Resilience	By providing more residential opportunities, the principle of spatial resilience applies in that the Spatial Development framework supports the type of development that's been instituted in the area, therefore adhering to the vision of the City.
7(e)	Good Administration	The development answers to the broader scope and the microscope of all spheres of government, in that it answers the need of the intention to increase accessibility to necessary social needs within South Africa.

9. RECOMMENDATION

The application is in line with City of Johannesburg's vision for this area and supports the policy. The upgrade of the Diepkloof hostel has been a long time coming and there is a dire need for the old buildings to be replaced. This application aims at addressing this need and more efficiently utilising well located space within the municipality. We therefore recommend that the application be approved.