



Town Planning Consultants

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Craig Pretorius Nd(Trp) BTech(Trp)

Tuesday, April 30, 2019

The City Manager
City of Johannesburg

By Hand

Dear Sir,

ERVEN 530 AND 531 PARKWOOD - APPEAL

An appeal is herewith lodged in terms of Section 49 of the City of Johannesburg Municipal Planning By-Law, 2016 against the decision of the local authority to approve a rezoning application (LA Ref: 01-18990).

My client, the Saxonwold and Parkwood Residents' Association is an objector to the application.

Herewith please find our grounds of appeal including all supporting documentation.

The appeal fee of R1 958-00 has been paid at the cashier and I enclose the receipt herewith.

I trust this meets with your approval and should you require any additional information, please do not hesitate to contact me.

Yours faithfully,

Craig Pretorius
URBAN TERRAIN



APPEAL

ERVEN 530 & 531 PARKWOOD

30 April 2019
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1. Mandate

I act for the Saxonwold and Parkwood Residents' Association (SAPRA) who objected to the application in its original form in May 2017 and also to the subsequent amendment a year later during May 2018. Comprehensive representations were made at the Municipal Planning Tribunal(MPT) on 21 November 2018.

My client is not satisfied with certain elements pertaining to the approval of the rezoning application and has subsequently instructed me to appeal against the decision of the local authority to approve the matter.

An appeal is therefore brought in terms of Section 49 of City of Johannesburg: Municipal Planning By-Law 2016.

Notification of the approval was received via registered mail on 10 April 2019, granting SAPRA, 28 days to appeal the matter until 8 May 2019 – refer Annexure D.

2. Information Enclosed

We enclose the following for your information and reference:

- Annexure A : SAPRA's initial objection dated 10 May 2017.
- Annexure B : SAPRA's objection to the amended application dated 23 May 2018.
- Annexure C : SAPRA's submission for the Municipal Planning Tribunal of 21 November 2018.
- Annexure D : Local Authority letter of approval dated 20 March 2019, together with the registered mail envelope and proof of receipt from the post office.
- Annexure E : Letter from the Department City Transformation dated 7 April 2017 advising on the original proposal.
- Annexure F : Policy Reference – SDF 2040 – Section 8.2.1 & 8.2.2 Form Based Codes and Urban Design Concepts

Annexure G : Policy Reference – Draft Nodal Review – Section 3.1.4 Urban Design Considerations for all nodes and zones & Section 3.1 Development Guidelines for Regional Nodes.

3. Grounds of Appeal

We refer to Annexures A, C and E.

We acknowledge that the MPT considered and addressed certain of the planning concerns raised in our objections and representation made at the hearing which will lead to a better planned development.

These include:

- Limiting certain of the uses to an appropriate range of Transit Oriented Development (TOD) type uses.
- Specifying the amount of floor area per use and limiting it to the traffic impact study and engineering services studies provided.
- Referring the Site Development Plan to UDAC for comment.

However we are of opinion that the conditions imposed are not as comprehensive as they should have been.

Saxonwold and Parkwood are highly sought after areas due to various factors which include their location in relation to amenities, character and quality of existing urban fabric, high quality streetscape including trees, sidewalks and lighting and high number of intersections or small city blocks, making the area highly walkable.

The growth of the Rosebank Node will inevitably change the existing low density urban fabric to one which will facilitate a robust urban environment. This however needs to be introduced responsibly and with great attention to detail to ensure the retention of this different but also high quality environment.

This development is the first of its kind within Parkwood i.e. across Bolton Road from the existing high intensity section of the Rosebank Node. It represents a transition from this high intensity into the current low density residential environment.

This approval will set the trend for future developments, hence the request for a greater level of detail to ensure responsible redevelopment.

It must be noted and acknowledged by the local authority that similar low detail approvals result in undesirable developments discouraging street interaction, robust vibrant mixed use environments and small scale economic opportunity at street level as is evident in the Sandton CBD.

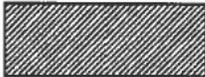
The Rosebank Node has grown organically and has, through the years, maintained a high level of walkability and street life. Recent approvals within the Sandton Node and even within the Rosebank Node show buildings designed for mono-use purposes with an emphasis on private vehicular access. These uses distance themselves from the street environment and lead to the creation of “ghost” nodes during non-business hours. This appeal therefore requests the local authority, amongst others, to introduce zoning controls to ensure sound urban design in this strategic location.

The grounds of appeal include:

3.1 Further Use Exclusions Required

The approved zoning category is “Business 1” which will effectively be interpreted under the City of Johannesburg Land Use Scheme, 2018.

Primary rights under “Business 1 include:

6	BUSINESS 1		<p>Business purposes, shops, residential buildings, place of instruction, social halls, restaurant, car sales lot, motor showrooms, showrooms, offices, public or private parking area, institutions, religious purposes, dwelling units, warehouse</p>
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(Extract from the COJ: Land Use Scheme, 2018)

The MPT approved the following:

Use Zone: "Business 1"

Primary Rights: Dwelling Units, Hotel, Places of Instruction, Shops, Business purposes (excluding showrooms and warehouse places of public worship, canteen, dry cleaners and laundrette).

(Extract from the rezoning letter of approval)

Business purposes are defined as per the below:

"business purposes"	Means the use of a building/s and/or land from which business is conducted and the related use of buildings including offices, restaurants, motor showrooms, showrooms, medical consulting rooms, domestic service industries, self-storage; funeral parlours, call centers, financial institutions, dry cleaners, launderettes and buildings for similar uses not elsewhere defined as well as uses which are ancillary, directly related to and subservient to the main use such as caretakers accommodation, but does not include uses such as places of assembly, institutions, public garages, industries, noxious trades or places of amusement.
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(Extract from the COJ: Land Use Scheme 2018)

We request additional exclusions which include:

- Car Sales Lots, Motor Showrooms, Public or Private Parking Area (excluding parking required in terms of the land use scheme), Self-Storage and Funeral Parlours.

We seek clarity on these uses due to the approval of the new COJ: Land Use Scheme, 2018. The exclusion thereof was motivated in our submission to the MPT as follows:

“They are counter productive to the desired walkable, TOD environment sought in this strategic location and should be excluded. They can be considered “dead space” in an area where the local authority have invested heavily to provide public transport.”

(Extract from Annexure C: SAPRA’s submission for the Municipal Planning Tribunal of 21 November 2018.)

3.2 Height

The MPT approved a height of 10 Storeys, which was contested at the hearing and substantially motivated in the enclosed submission to the MPT, “Annexure C”. Kindly refer to this motivation.

The MPT did not introduce a “Transect approach”, which is a local authority policy directive.

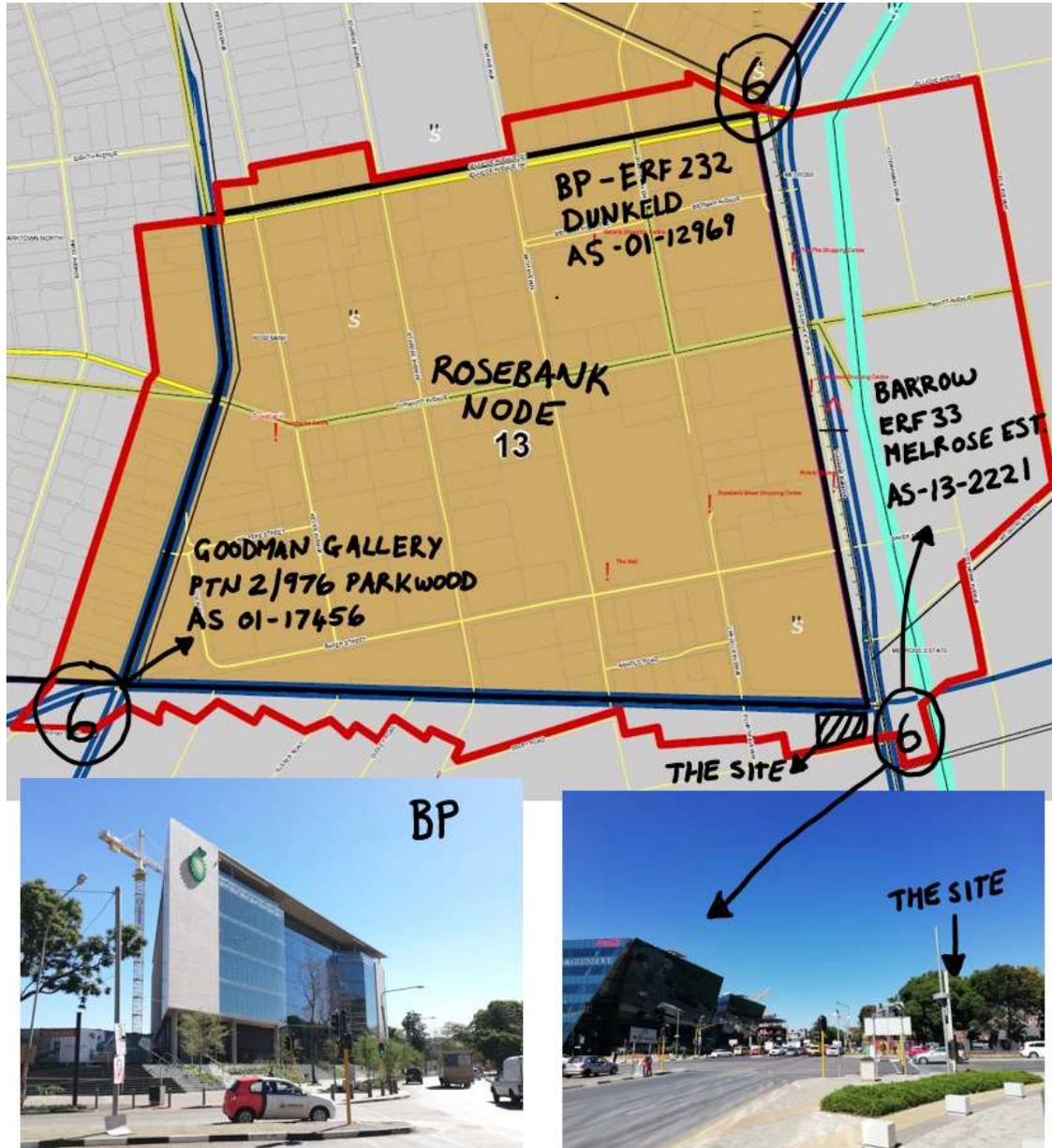
The transition of the node into the current low density residential environment was not taken into account. A situation will therefore exist where 1 and 2 storey residential homes will be adjoined by a 10 storey structure.

Below was the image used to illustrate this transition.



(Extract from Annexure C : SAPRA’s submission for the Municipal Planning Tribunal of 21 November 2018 – Kindly refer to the full document for the motivation provided.)

We acknowledge the growth of the node, but request that appropriate downscaling be introduced. Such transitional heights have already been approved by the local authority in similar strategic gateway positions indicated below. A transitional height of 6 Storeys is therefore requested.



The draft Nodal Review is also specific in this regard with 3-10 Storeys suggested in Regional Nodes.

Appropriate form based codes, urban design and in this case scaling is extensively explained in this policy document under Section 3.1.4 as per the enclosed Annexure G and diagram reflected below. It would therefore not make sense to approve a 10 Storey structure towards the periphery of this node when the policy explains a downscaling and consideration of the surrounding urban fabric.



(Extract from the Draft Nodal Review depicting challenges of scaling in development zones. An identical scenario has been created in the approval of this application where the scaling should be better managed by considering the low density residential environment which currently exists. Refer Annexure G for the complete extract of the policy. Even though not an approved policy, the planning principles remain sound and applicable regardless.)

3.3 Urban Design Conditions

Refer to the enclosed Annexure C – SAPRA’s submission at the MPT.

The submission extensively details urban design errors made in new structures within the city and specifically the Sandton and Rosebank Nodes.

It is highly unlikely that the desired urban form detailed in the SDF and draft Nodal Review will be achieved, should specific attention not be paid to this element of planning moving forward.

To address this the Department City Transformation and Spatial Planning specifically detailed conditions to be included in the future zoning of the site:

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- In addition to the development parameters, the following design conditions should be applicable:
 - Activated, public ground floor edge on the corners of Ashford / Oxford, Oxford / Bolton. No solid walls permissible around these edges. Visually permeable fencing where required. Public space (i.e. seating, pedestrian movement etc.) provision.
 - Where edge activation is unfeasible elsewhere, façade treatment to enhance surveillance. Facades also to be animated, i.e. no blank walls.
 - Where basement parking protrudes ground floor level, edge design detailing to be to the satisfaction of council.
 - Scaling down of height from Bolton towards Ashford with the bulk of the massing towards the edge of Bolton.
 - Structure to serve as landmark and hence architectural significance is essential.
 - Ground floor at minimum of 4.5m in height.

 - Pedestrian movement priority around entire site where site abuts streets. Principles of micro climate management shall also apply (i.e. shaded seating and paths etc.)
 - A set of conditions would need to be included in the approval of the application in order to ensure that the applicant complies with all the requirements as per the aforementioned remarks.

(Extract from Annexure E : Letter from the Department City Transformation dated 7 April 2017 advising on the original proposal.)

The last remark is of particular relevance. Following discussions at the hearing the MPT Committee was of the opinion that interpreting and enforcing such conditions would be too difficult and merely included reference to UDAC as a requirement to deal with these inadequacies.

The examples provided represent clear evidence that both the private sector and city officials have not prioritised these policy objectives to date. Errors continue to be made, which will affect these nodes and the use thereof moving forward.

Conditions to be included were suggested in addition to the letter from the department City Transformation and Spatial Planning to achieve such in SAPRA's submission to the MPT.

It remains essential that the overwhelming majority of the basement levels be located below ground and that the streetscape be activated and treated to promote the enhancement and use thereof.



The city should introduce site specific conditions as suggested by their strategic planning section and as proposed in Annexure C.

The SDP should be approved by UDAC not just referred to for comment.

For a policy perspective please refer to the enclosed Annexures F & G. Both the SDF 2040 and the Draft Nodal Review extensively explain the importance of Form Based Codes and Urban Design as an essential addition to traditional zoning controls. The site is located within an identified Regional Node which adjoins a low density residential environment. It is imperative that this transition be managed and that the city's objectives be applied in this instance as suggested and proved in our various submissions.



Town Planning Consultants

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Craig Pretorius Nd(Trp) BTech(Trp)

Wednesday, 10 May 2017

The Director
Development Planning & Urban Management
City of Johannesburg

By e-mail: benp@joburg.org.za

Dear Sir,

OBJECTION TO THE REZONING OF ERVEN 530 AND 531 PARKWOOD

I refer to the abovementioned application submitted to the City of Johannesburg Metropolitan Municipality of which notice was given in the Gauteng Provincial Gazette on 12 April 2017.

I act on behalf of the Saxonwold and Parkwood Residents' Association(SAPRA), who object to the application in its current form.

Local Authority Policy

Current local authority policy, which includes the BRT Land Use Guidelines, The Rosebank Urban Development Framework and the applicable Regional Spatial Development Framework all refer to the Saxonwold and Parkwood Precinct Plan for guidance.

The Saxonwold and Parkwood Precinct Plan currently permits increased residential density on this site at 80du/ha(3 Storeys) or Offices and Medical Consulting Rooms at an FAR of 0.3(2 Storeys).

Subsequent to the above policies the local authority amended the Spatial Development Framework(SDF 2040) in 2016. The SDF 2040, broadly applies a minimum residential density of 80du/ha within Regional Nodes such as Rosebank and a similar minimum residential density of 60du/ha within 500m of the Gautrain Station in Rosebank, which are both applicable to this site.

Given this policy context, SAPRA as far back as early 2016 obtained permission from the department City Transformation and Spatial Planning to review the existing precinct plan as they were seeking to plan and accommodate for any possible growth within the area. This precinct planning process was put on hold by the aforementioned department in July 2016, with no further indication of how to proceed.

Submissions have been made by SAPRA relating to the SDF and Nodal reviews.

This application now seeks to apply SDF 2040 guidelines relating to residential density including a full set of "Business 1" rights, which is not catered for in any policy guideline at this stage.

Page 2 / The relevance...

The relevance of the above is that the Saxonwold and Parkwood Community is a pro-active, positive community seeking to accommodate constructive growth within the area in view of its unique character, heritage and status within the context of the broader city.

They, through SAPRA, have been seeking to introduce constructive policy guidelines (through a revised precinct plan) for the application site itself and the surrounding affected area for more than a year and a half without any feedback or guidance from the department City Transformation and Spatial Planning.

The application on Erven 530 and 531 Parkwood is the first in this quadrant of the area and is seeking rights, which have not been considered in the context of the existing or future planning of the surrounding area. Detailed guidance is required in terms of a review of the precinct plan and most probably an urban design framework similar to the work completed by the local authority in Dunkeld, to the north of the Rosebank Node.

The application should not be considered by the local authority, until such detail has been determined.

Consultation Process

Given the confusion relating to the above policy framework, the applicant conducted a brief public participation/consultation process, prior to submitting the application in order to gauge appropriate rights.

SAPRA formed part of this process and appreciates the ongoing communication by the applicant. SAPRA will continue to seek a positive solution to the development of the site, but remains committed to policy process rather than speculative development.

In essence a planning solution for the entire quadrant bordering the site needs to be determined through appropriate planning mechanisms in order to understand the rights which should be granted on the site itself.

Application Detail

In addition to the above the following are specific concerns relating to the application at hand:

1. The zoning category "Business 1" caters for a wide variety of uses, which may not be appropriate for the site and the surrounding residential area. The uses applied for should be specified, for instance a car sales lot would not be appropriate in this location, with residential, offices and limited retail being more appropriate.
2. The mixture of uses should be specified - the predominant use should be residential, with a limit placed on the size and location of the non-residential uses.
3. The height of the building at 10 Storeys remains excessive. A building scaling down from the Standard Bank Building, considering the surrounding urban form, may be more appropriate, similar to the height obtained in the Barrow development across Oxford Road at 6 Storeys in height.
4. Rooftop uses are proposed in the application. These uses should be limited to residential only as non residential uses such as restaurants and function venues could have a substantial negative affect on the surrounding residential environment.
5. During the abovementioned consultation emphasis was placed on the actual design and response of a proposed building on the site in relation to the surrounding erven and the streetscape, which is not reflected in the application. Zoning parameters could be established to ensure the application thereof.

Page 3 / No detailed...

6. No detailed engineering services or traffic impact information has been provided.

Kindly consider the above objection/representation. SAPRA reserves the right to expand upon the above, particularly once the relevant studies are available and at a possible future hearing.

SAPRA remains open to further consultation and will continue to proactively seek a solution for the development of the site.

I trust this meets with your approval and should you require any additional information, please do not hesitate to contact me.

Yours faithfully,



Craig Pretorius
URBAN TERRAIN

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Town Planning Consultants

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Craig Pretorius Nd(Trp) BTech(Trp)

Wednesday, 23 May 2018

The Director
Development Planning & Urban Management
City of Johannesburg

By e-mail: benp@joburg.org.za

Dear Sir,

OBJECTION TO THE REZONING OF ERVEN 530 AND 531 PARKWOOD

I refer to our original objection of 10 May 2017 as well as the subsequent amendment and re-advertising of the application on 25 April 2018.

Once again, I act for the Saxonwold and Parkwood Residents' Association(SAPRA) in this matter, whom have instructed me to object to the application in its amended form.

I refer to our ongoing discussions with the applicant as well as the local authority relating to the refinement of the development.

The following remains a concern for SAPRA:

- The height of the building at 10 Storeys.
- The uses sought. Certain uses such as warehouses should be excluded.
- The balance of the uses sought. An indication of the balance of the uses would be ideal as well as their location on the site.
- An indication of how the building would comply with the urban design principles contained in the Spatial Development Framework.

Kindly consider the above objection/representation. SAPRA reserves the right to expand upon the above.

SAPRA remains open to further consultation and will continue to proactively seek a solution for the development of the site.

Yours faithfully,

Craig Pretorius
URBAN TERRAIN

cc. Gavin Edwards - gedwards01@telkomsa.net



MUNICIPAL PLANNING TRIBUNAL

ERVEN 530 & 531 PARKWOOD

21 November 2018
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1. Mandate & SAPRA Intent

I act for the Saxonwold and Parkwood Residents' Association (SAPRA) who objected to the application in its original form in May 2017 and also to the subsequent amendment a year later during May 2018.

The following must be noted from my experience in representing SAPRA over the past 14 years:

- SAPRA is not an obstructive residents' association seeking to protect self-interest only by attempting to retain the status quo of the area.
- They have not only embraced the spirit of community participation but are actively involved in various initiatives in partnership and consultation with the City of Johannesburg incl. Formulating and maintaining precinct planning for the area, providing ongoing planning advice to their members, participating in strategic planning formulation via COJ and maintaining the public realm (Zoo Lake, outdoor advertising) to mention a few.
- SAPRA undertook and financed the Saxonwold and Parkwood Precinct Plan of 2007 and have since 2015 shown the intent to review the plan to align with current local authority planning objectives. Precinct Plan reviews have been delayed by the local authority due to the formulation of the Spatial Development Framework, 2040 (SDF) and the now Draft Nodal Review (DNR). SAPRA has now formally initiated the review of the precinct plan, which will run its course during 2019.
- In this review SAPRA will be seeking to implement and comply with city wide policy initiatives in view of facilitating a responsibly planned transition of the area from a low density residential environment to what they believe, into a vibrant and sought after urban city form.
- This however, will take time and it is up to the city to manage this transition from one of the most sought after residential environments in the country to a successful urban environment without creating investor panic and decay.
- From the above it is clear that SAPRA's intent with objecting to the application was not and is not to deny the land owner rights, but to rather facilitate responsible and appropriate development rights, considering this transitional period as well as the eventual desired city form.

- SAPRA’s requests this tribunal to consider and implement appropriate planning tools contained and specified in the SDF and DNR.

2. Matters of Concern & Suggestions

The following matters of concern were raised in SAPRA’s original objection to the local authority. These concerns should be addressed by reflecting their intent in the development controls attached to the land. The local authority has a responsibility to oversee the implementation of desired built form discussed extensively in its own SDF.

2.1 Inappropriate Zoning Category

- The original application sought the full range of uses contained under “Business 1” in the Johannesburg Town Planning Scheme, 1979.
- SAPRA’s raised a concern with this category as certain of the uses contained therein would be inappropriate to the location of the site.
- The amended application intended to address this concern by redefining the zoning category as “Special” and permitting certain of the uses as primary rights and others with the consent of the local authority.
- The report from Development Planning ignores this clearly agreed principle by recommending the zoning Category as “Business 1”.
- “Business 1” contains the following uses as defined in the Johannesburg Town Planning Scheme, 1979:

Use Zones	Notation on map	Purposes for which buildings may be erected and used or purposes for which land may be used
(1)	(2)	(3)
Business 1 V		Shops, dwelling units, residential building, business purposes, car sales lots, places of public worship, places of instruction, social halls, canteen, dry cleaners and laundrettes, warehouses.

- Most of the uses are appropriate in a future mixed use, transit oriented environment(TOD), but for “car sales lots, warehouses and showrooms”. They are counter productive to the desired walkable, TOD environment sought in this strategic location and should be excluded. They can be considered “dead space” in an area where the local authority have invested heavily to provide public transport.
- For record purposes, “showrooms” are included under “business purposes” as per below and should be excluded.

(xii) "business purposes" means the use of a building for offices, a showroom, warehouse, restaurant and for other business purposes which are not elsewhere defined in this clause as well as all uses which are ancillary, directly related to and subservient to the main use and includes the use of land for business purposes.

- We have included the desired uses in our development controls under Section 2.5.
- It is furthermore our opinion that the application has formally been amended and the local authority may not approve a zoning category or uses, which have not been advertised or sought. The “Business 1” zoning category may not be approved in the interest of correct procedure and transparency.

2.2 Mixture of Uses

- It is clear that from the original application, meetings with the applicant and the local authority as well as the amended application a mixed-use building is proposed.
- For the purposes of the “Traffic Impact Study” and “Technical Comments” (refer page 1.54 of the Agenda) the same applies. Calculations on trip generation and roadway improvements were made considering the following development controls:

- Zoning	:	Business 1
- FAR	:	5.0 (2729m ² X 5 = 13 645m ²)
- Extent of each use	:	Residential – 150 units
	:	Offices - 5000m ²
	:	Restaurants – 825m ²
	:	Retail – 825m ²

- Unfortunately the development controls proposed by both the applicant and the local authority do not reflect or quantify the extent of this mixture of uses.
- A scenario therefore exists where a mixed use development was described but may not be constructed as the eventual zoning rights are not specific in this regard.
- With the current configuration of the development controls, 13 645m² of any of the specified uses could be constructed. Calculations, comments and objections would be far different should the application have been described in this manner. 13 645m² of purely shops and restaurants for example represents a substantial shopping centre, which is not required in this location and would have different technical requirements.
- The mixture of uses should be specified - the predominant use should preferably be residential, with a limit placed on the size and location of the non-residential uses.
- The SDF promotes Transit Oriented Development which in turn requires a mixture of uses within a node. If a node is merely left to economic forces alone, it will favor one use above another during key development phases and will be at risk of becoming a destination for employment, rather than a sustainable hub, which is the general intent of the SDF.
- In larger developments, such as this, I believe it is the responsibility of the local authority to specify this mix to ensure it occurs. The SDF sets guidelines for the city to achieve in the Transformation Zone relating to Urban Performance Measures for New Developments.
- Below is an extract from the SDF table relating to Urban Performance Measures and the percentages which are sought to be achieved within the Transformation Zone.

Formula	Unit/Targets
Street Area including sidewalks (Public Realm) as a percentage of Total neighbourhood/township Area	(30 – 45%)
Population Density	(15 000 – 60 000 people/km ²)
Economic Floor Area as a percentage of Total Floor Area	(40% - 60%)
Residential Floor Area as a percentage of Total Floor Area	(30% - 50%)



- Even though Rosebank is set outside of the Transformation Zone it is a Regional Node with key economic importance and most probably the most complete node from a sustainability point of view within the city (excluding the JHB CBD).
- It is not unrealistic to expect the local authority to request a mixture of land use within the above parameters to ensure long term sustainability over short term gain for land developers.
- The land uses sought by the applicant and specified in the TIA could and should be described in the zoning conditions.
- Given the above guidelines it is not unrealistic to expect a 50/50 split in economic floor area vs residential.
- The actual wording of this split is described in our proposed development controls and the location of the uses within the building addressed the following sections relating to urban design guidelines.

2.3 Height of the Building

- The applicant is seeking a height of 10 storeys (excluding private parking and basement structures). In other words allowing for the basement levels and parking to be located above ground level, which also effectively will increase the height.
- The local authority supports this height, without considering its own policy directives.
- There are two elements to this height requirement. The first being the actual height and the affect thereof and the second the location and design of the basement and parking levels.
- The physical height is discussed in this section and the affect of the basement and parking levels under the Urban Design Guidelines section below.
- The site at present is located on the very edge of the Rosebank Node. Refer below aerial view.

Transect approach to height within and adjoining Rosebank Node



- To the north of the site is the Standard Bank building (8-9 Storeys).
To the east, an entire block developed by Barrow Properties (4-6 Storeys).
To the south, residential Parkwood (mostly 1-2 Storeys).
- In planning the interface between nodal Rosebank and the current residential low density Parkwood the city adopts a transect approach or downscaling principle contained in both the SDF and Draft Nodal Review.
- Although heights of 15-20 Storeys are achievable within the Rosebank Node the reality of the existing uses cannot be ignored and should be taken into account.
- The Standard Bank building is located closer towards the core of the node and should be higher than the rights applicable to the application site.
- Downscaling from this building into current residential Parkwood and Houghton Estate should occur as per the entire block of offices developed by Barrow Properties to the east of the site.
- The site is located on the very edge of the Rosebank Node and should be dealt with accordingly.
- We suggest a height of 6 Storeys, similar to the Barrow development and in line with the transect approach recommended by the local authority.
- This will even allow for the surrounding low density Parkwood to develop at 4-5 Storeys, should the Nodal Review be adopted, without a severe impact and disinvestment from current land owners.

2.4 Urban Design Guidelines

- During the abovementioned consultation with the applicant and the local authority (Department City Transformation and Spatial Planning) emphasis was placed on the actual design and response of a proposed building on the site in relation to the surrounding erven and the streetscape.
- These parameters have not been included in the development controls suggested by either the applicant or the Department Development Planning.
- Urban Design Principles are contained in the Spatial Development Framework for developers, planning officials and the planning profession to adhere to as sound town planning. However, applications continue to be approved on a traditional zoning basis, without form based consideration. World-wide it accepted that more attention should be given to form based planning(urban design principles) to create sustainable, non-motorised transport, TOD environments.

- The Urban Design Guidelines contained in the SDF include:
 - Enhanced pedestrian movement
 - Buildings to face streets and open spaces
 - Mixing of land use to support public activity
 - Parking below or behind buildings
 - Addressing the human scale
 - Provide unobstructed pedestrian access
 - Create complete streets
 - Higher residential densities around transit nodes
 - Quality community facilities and open spaces

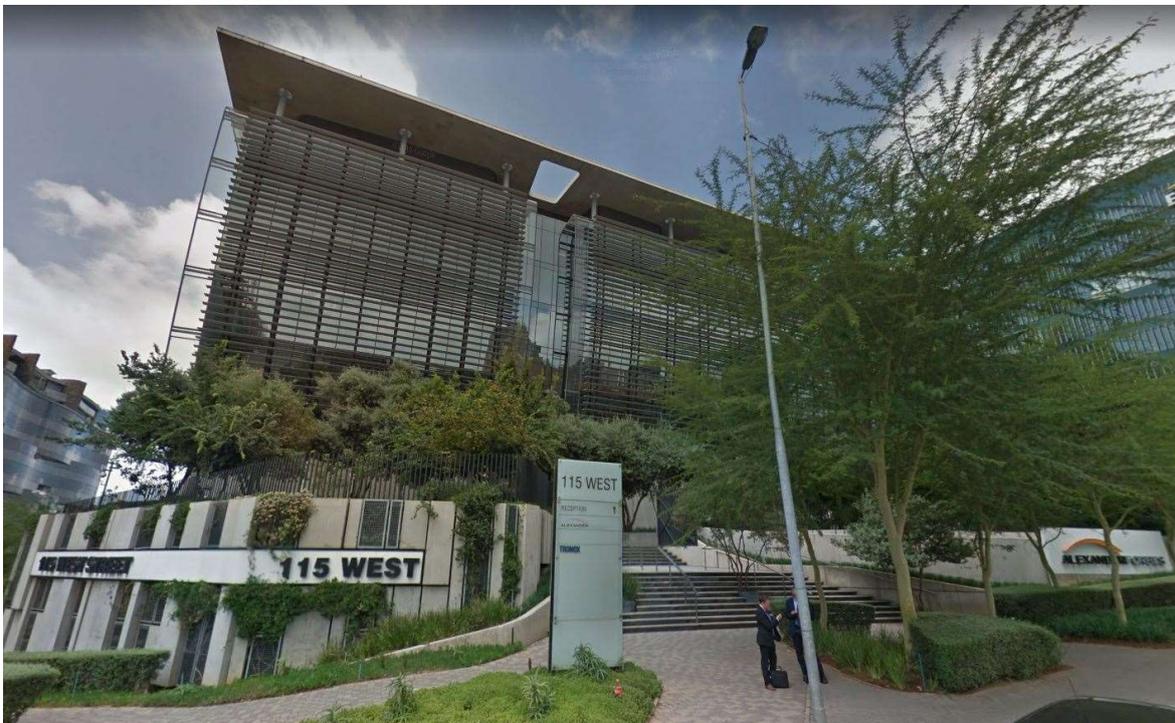
- Below are examples of newly approved and built structures in both Sandton and Rosebank, which completely ignore the Urban Design Guidelines contained in the SDF, resulting in:
 - No interface with the public realm on street level.
 - Mono-use office buildings, which become destinations for work only leaving the area deserted and non-functional during non-office hours and weekends.
 - Mono-use office buildings contribute to traffic flow rather than the creation of sustainable, vibrant living environments.
 - No street level uses, shops, restaurants etc.
 - No increased economic opportunity for small business.
 - No shade or rain protection (basement interface).
 - Overall undesirable, cold, private motor vehicle, island type destination buildings.

BAD URBAN DESIGN EXAMPLES

Webber Wentzel – Sandton



Alexander Forbes - Sandton



BAD URBAN DESIGN EXAMPLES

Werksmans - Sandton

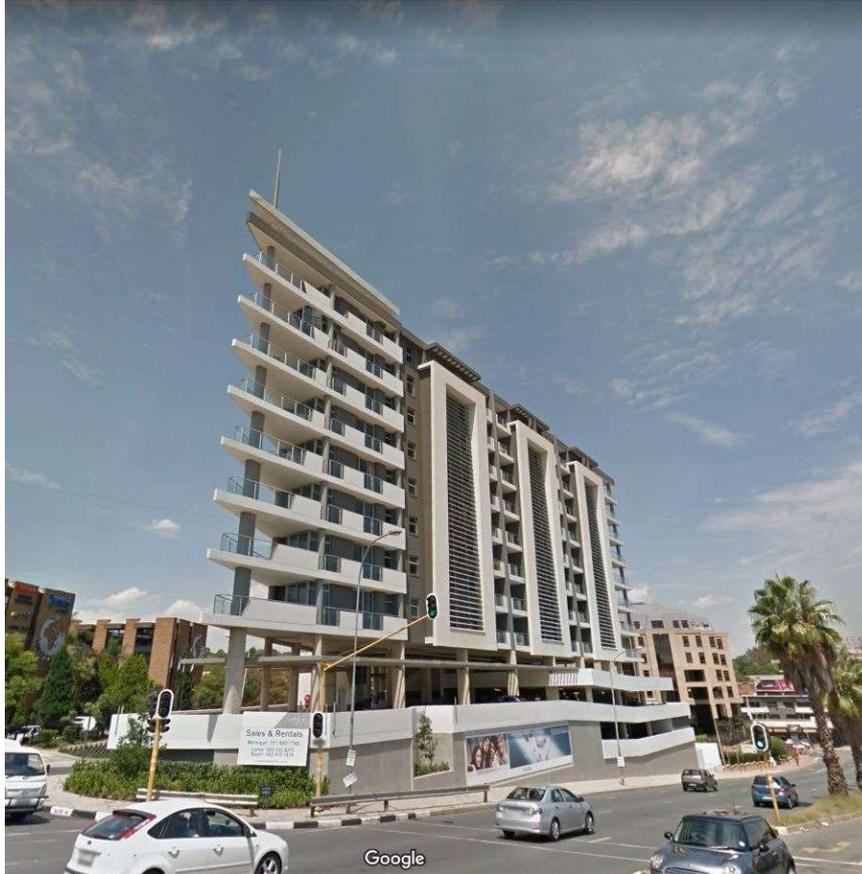


Fluxmans - Rosebank

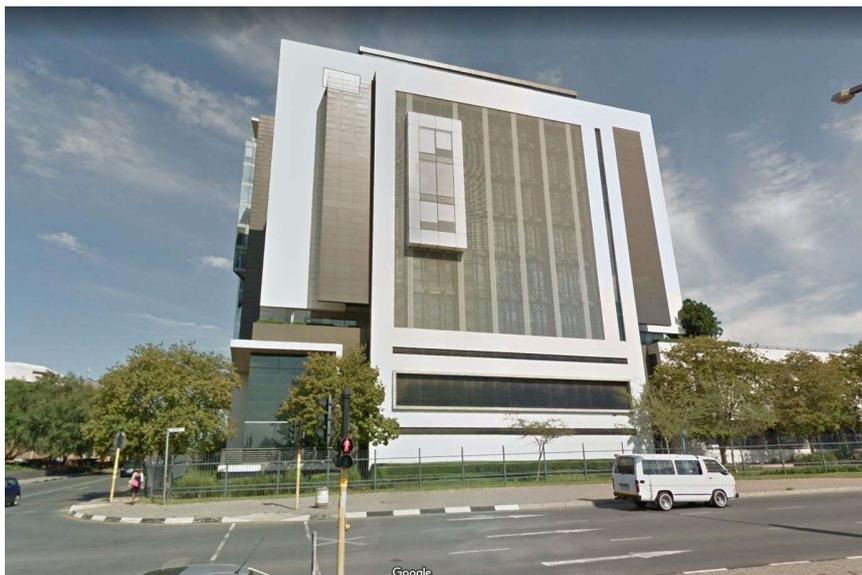


BAD URBAN DESIGN EXAMPLES

Jan Smuts Avenue - Rosebank



Redefine - Rosebank

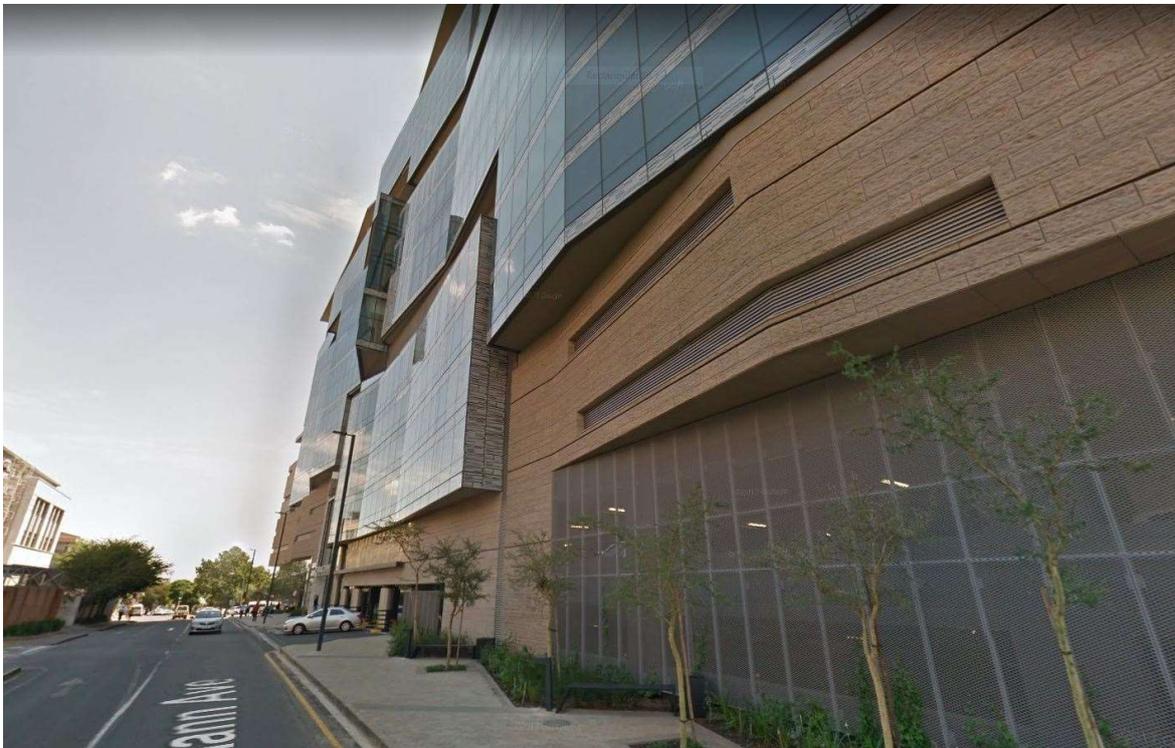


BAD URBAN DESIGN EXAMPLES

Rosebank Towers - Rosebank



Rosebank Towers - Rosebank



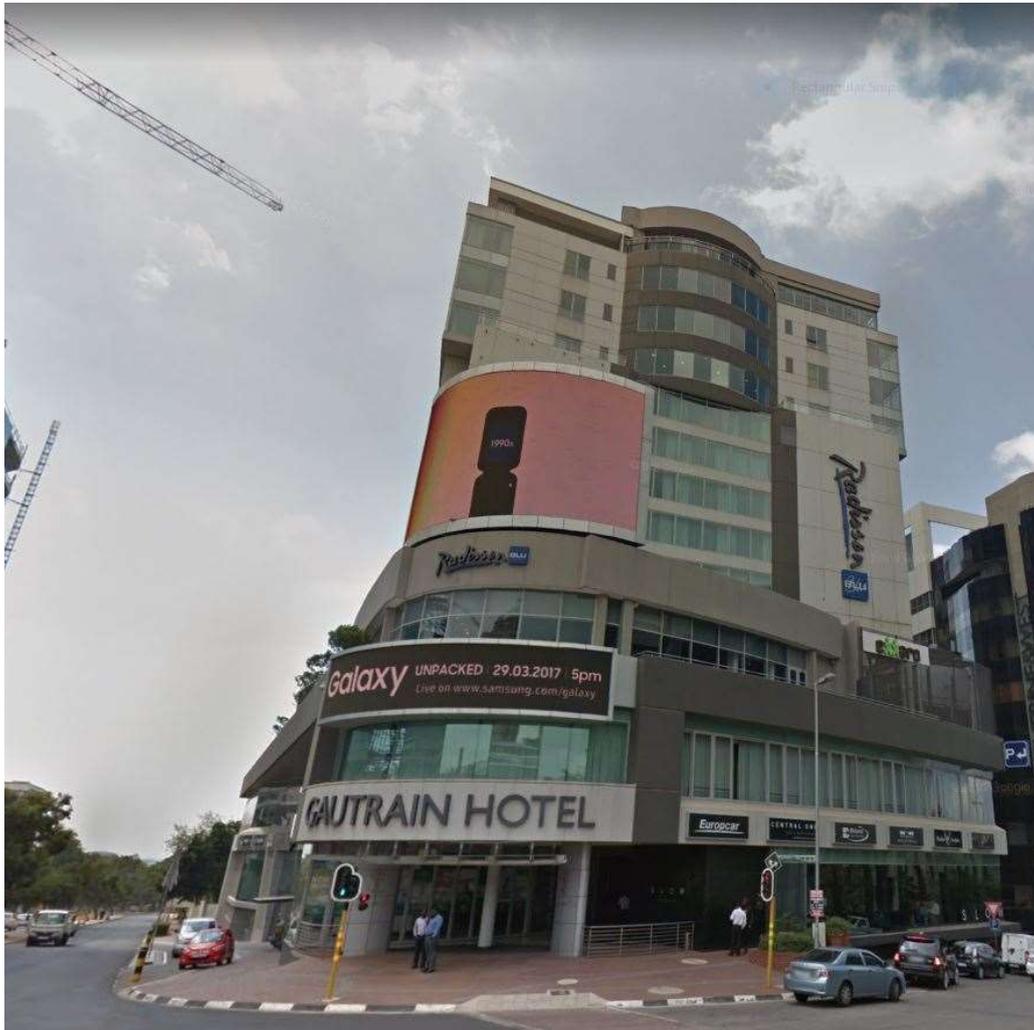
- Searching for good examples is slightly more difficult as the Urban Design Principles contained in the SDF are simply not applied. Some of the examples are older mixed use buildings, which have experienced renewal and continue to stand the test of time due to their design and functionality.

These buildings have:

- A mixture of uses – Offices, Residential, Retail etc.
- Direct access and interaction with the street.
- Provide economic opportunity and promote growth of small business.
- Create walking sustainable environments with both night and weekend activity.
- Overall, vibrant, living, working and playing environments.

GOOD / BETTER URBAN DESIGN EXAMPLES

Gautrain Hotel - Sandton



GOOD / BETTER URBAN DESIGN EXAMPLES

Keys Avenue - Rosebank



Seventh Avenue – Parktown North



GOOD / BETTER URBAN DESIGN EXAMPLES

Park Corner - Parkwood



Internet Example of Mixed Use Building



- Attached is the letter from the Department City Transformation and Spatial Planning which laid the foundation for this application and which formed part of the aforementioned discussions between the local authority, the applicant and SAPRA.
- The report written by the Department Development Planning uses this letter as motivation for the approval of the application and quotes large sections thereof directly. However no attempt is made to include or address the urban design parameters referred to in the letter even though it is a specific requirement of the Department City Transformation and Spatial Planning. Below is an extract from the letter:
 - In addition to the development parameters, the following design conditions should be applicable:
 - Activated, public ground floor edge on the corners of Ashford / Oxford, Oxford / Bolton. No solid walls permissible around these edges. Visually permeable fencing where required. Public space (I.e. seating, pedestrian movement etc.) provision.
 - Where edge activation is unfeasible elsewhere, façade treatment to enhance surveillance. Facades also to be animated, i.e. no blank walls.
 - Where basement parking protrudes ground floor level, edge design detailing to be to the satisfaction of council.
 - Scaling down of height from Bolton towards Ashford with the bulk of the massing towards the edge of Bolton.
 - Structure to serve as landmark and hence architectural significance is essential.
 - Ground floor at minimum of 4.5m in height.

Memo: Application for rezoning – Proposed Ashford House Development (ERVEN 530 and 531 PARKWOOD)

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- Pedestrian movement priority around entire site where site abuts streets. Principles of micro climate management shall also apply (I.e. shaded seating and paths etc.)
- A set of conditions would need to be included in the approval of the application in order to ensure that the applicant complies with all the requirements as per the aforementioned remarks.

Overall, the proposed development will contribute towards achieving the development objectives of the SDF 2040 for the Rosebank regional node.

Yours Faithfully,

Monyake Moteane
Senior Specialist

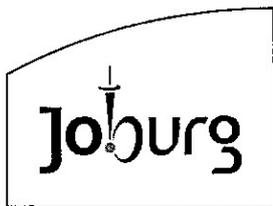
- In addition to the above it is clear that in order to achieve a walkable, non-motorised, sustainable environment the following needs to be addressed:
 - Allow for and specify the location of the mixture of uses.
 - Locate all basements below ground level to avoid a stale street environment.
 - Locate shops, restaurants and other day to day uses along the ground floor level with access to the sidewalk. These uses may extend above the ground floor levels as well.
 - Allow for at least 50% of the floor area to accommodate residential accommodation to contribute to the sustainability of the node.
 - Non-residential uses shall be limited to 50% of the approved floor area.

- The following development controls are suggested in comparison to those applied for in order to achieve the above principles.

2.5 Proposed Development Controls

Development Control	Applicant	Proposed
Use Zone	Special	Special
Primary Rights	As per Scheme, Dwelling Units, Hotel, Places of Instruction, Shops and Business Purposes	Dwelling Units, Hotel, Places of Instruction, Shops, Business Purposes (excluding showrooms and warehouses), Places of Public Worship, Canteen, Dry Cleaners and Laundrettes
Consent Rights	As per Scheme, Car Sales Lots, Places of Public Worship, Social Halls, Canteen, Dry Cleaners and Laundrettes and Warehouses	-
No Rights	As Per Scheme	-
Servitude	N/A	-
Height	As per Scheme, 10 Storeys (excluding basements and private parking structures)	6 Storeys (all basement levels and parking to be located below ground) The ground floor level shall be activated by shops, restaurants, business purposes and other non-residential uses.
Coverage	As per Scheme, 80% provided that the Coverage may be increased to 100% for basements and parking structures only	As per Scheme, 80% provided that the Coverage may be increased to 100% for basements and parking structures only

FAR	As per Scheme, 5.0, provided that the permissible floor area may be increased with the special consent of the council	5.0 At least 50% of the floor area shall be used for residential purposes. A maximum of 50% of the floor area shall be used for non-residential purposes.
Parking	As per Scheme, provided that parking may be relaxed in terms of an approved Site Development Plan (SDP)	As per Scheme
Density	A maximum of 150 dwelling units shall be permitted on the site	A maximum of 150 dwelling units shall be permitted on the site
Building lines	As per Scheme, 0m along all boundaries	As per Scheme, 0m along all boundaries
General	Access to and egress from the erf to public street shall be provided to the satisfaction of the local authority.	Access to and egress from the erf to public street shall be provided to the satisfaction of the local authority.
	The erf shall be landscaped to the satisfaction of the local authority.	The erf shall be landscaped to the satisfaction of the local authority.
	Site Development Plan...	Site Development Plan...
		<p>The following urban design principles shall be adhered to:</p> <ul style="list-style-type: none"> • Activated, public ground floor edges shall be provided. • No solid/blank walls facing the sidewalk shall be permitted along these edges. • Visually permeable fencing may be provided, if required. • The public space along and including the sidewalk shall enhance pedestrian movement and include elements of seating, lighting, shade & rain protection. Pedestrian movement shall be possible along all street edges. • Where edge activation is unfeasible elsewhere, façade treatment to enhance surveillance shall be provided. Facades shall be animated i.e. no blank walls are permitted. • Where basement parking protrudes ground floor level, edge design detailing to be to the satisfaction of council.



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Department of Development Planning

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REGISTERED POST

20 March 2019

OBJECTOR'S COPY - FOR INFORMATION PURPOSES ONLY

Craig Pretorius – Urban Terren
P O Box 413704
CRAIGHALL
2024

**REZONING: ERF 530 & 531 PARKWOOD
AMENDMENT SCHEME: 01-18990**

The above application was considered by the City of Johannesburg Municipal Planning Tribunal on 21 November 2018 when the following was resolved.

“That notwithstanding the provisions of any other law, the City of Johannesburg, in terms of Section 22 of the City of Johannesburg Municipal Planning By-Law, 2016 in respect of Erven 530 and 531 Parkwood, supports, the rezoning from “Residential 1” to “Business 1”, being Amendment Scheme 01-18990 of the Johannesburg Town Planning Scheme, 1979, subject, without prejudice to the general conditions of the scheme and to the following conditions:

Use Zone: “Business 1”

Primary Rights: Dwelling Units, Hotel, Places of Instruction, Shops, Business purposes (excluding showrooms and warehouse places of public worship, canteen, dry cleaners and laundrette).

Consent Rights: As per Scheme

No Rights: -

Servitude: -

Height Zone: As per Scheme. Height Zone 0 (10 storeys)

Coverage: As per Scheme - 80%, with 100% for basements mainly below natural ground level.

Floor Area Ratio As per Scheme. The floor area ratio shall not exceed 5.0.
Save and except with the written consent from the Local Authority (JRA).

- the retail shall not exceed: 150 units,
- Offices: 5 000m²
- Restaurant: 825m²

REGISTRATION LETTERS
B PRETORIUS
01-18990

- Retail: 825m².

Parking Provision: As per Scheme

Density: As per Scheme. The density shall not exceed 150 dwelling units on the site

Building Lines: 0m along all boundaries.

Specific Conditions:

1. A Site Development Plan shall be submitted to the local authority for approval prior to the approval of any building plans, provided that it is circulated to the UDAC prior to approval.
2. Access and egress shall be to the satisfaction of the Local Authority.
3. Roof gardens may be permitted on the roof of the development. Recreational structures, such as gazebos may be constructed on the street frontage of such roof gardens.
4. Erven 530 and 531 be consolidated to the satisfaction of the Local Authority.
5. A 7.0m x7.0m splay is to be provided at the following intersections:

Oxford Road and Bolton Road, and
Oxford Road and Ashford Road.

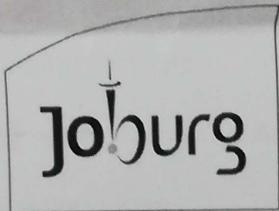
Should an appeal be submitted from the applicant or any formal objector, it must be submitted within 28 days from the date of receipt of the notification of the decision letter.

Yours faithfully



for: DEVELOPMENT PLANNING

Contact Person: B A Pretorius
Tel No: 407-6136
Fax No: 339-4000
/jl



City of Johannesburg
Department of Development Planning

Land Use Management
Metropolitan Centre
158 Civic Boulevard
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CRAIGHALL
2024

**REZONING: ERF 530 & 531 PARKWOOD
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MEMO

Date : 07 April 2017
To : Patrick Hope-Bailie
StudioMas
From : Monyake Moteane
City Transformation

Subject: Proposed Ashford House Development (ERVEN 530 and 531 PARKWOOD)

The subject above captioned erven fall within Management District 3 of the Rosebank Urban Development Framework (RUDF). They fall within the Saxonwold and Parkwood Precinct Plan 2007 that is earmarked for the following rights:

- Density: 40- 80 du/h (Residential)
- Land use: Residential or Offices at 0.3 FAR
- Height: 2 (Offices) or 2 or 3 (Residential)
- Coverage: 50% for Residential and 70% for Commercial or office development

The City has approved the new Spatial Development Framework 2040. The SDF 2040 overrides the Saxonworld and Parkwood Precinct Plan of 2006.

In terms of the Spatial Development Framework (SDF) 2040, the erven are located in the Rosebank Regional Node where a minimum of 80 du/ha is supported in Regional Nodes.

These economic nodes are catalytic areas for growth in the city. These will be supported as focal points for growth in the city through extended development rights (in terms of density and land use mix) and through significant infrastructure investment by the city. Nodes should develop into compact, walkable, liveable, mixed use and mixed income areas.

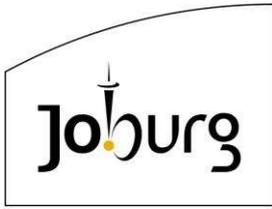
The site is within 500m walking distance of the Gautrain station where a minimum of 60 du/ha is supported.

The SDF promotes transit oriented, mixed use development around public transit stations (including PRASA, Gautrain and BRT stations). As a matter of principle, low density, single-storey, single use developments are not acceptable within TOD nodes.

An inquiry has been lodged for the subject erven with the following proposed development controls:

- Use zone: Business 1
- Primary rights: As per Scheme
- Height: 10
- Coverage: 80%, with 100% for basements

Memo: Application for rezoning – Proposed Ashford House Development (ERVEN 530 and 531 PARKWOOD)



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- FAR: 5
- Parking: As per Scheme
- Density: As per Scheme
- Building Lines: 0m along all boundaries

The City Transformation Directorate is in support of the above-mentioned inquiry for erven. The support is based on the following:

- Land use: The development satisfies the aspirations of the precinct plan in that there will be offices and residential. There will be further intensification because of its location within a regional node and proximity to the Gautrain station as per the provisions of the SDF. The following mix of uses namely residential, business/offices, social/community and residential uses will be supported with residential serving as the dominant component of the mix (Please see the Urban Performance Measures and guidelines for new developments, pg. 165 of the SDF 2040).
- Height: The proposed height of 10 storeys is an appropriate scale down in order to provide an acceptable interface between the supported height on the northern side of Bolton and the Parkwood residential and low key office environment south of the subject erven. This height will ensure that there is an appropriate mix of uses.
- Coverage: In order to be able to exercise the rights that can in principle be supported, coverage of 80%, with 100% for basements can be supported. The proposed coverage will give allowance for the ground level to interface with the street.
- FAR: An FAR of 5 can be supported and will allow for the appropriate intensification and diversification of land use rights.
- In principle, all other development controls can be supported.
- In addition to the development parameters, the following design conditions should be applicable:
 - Activated, public ground floor edge on the corners of Ashford / Oxford, Oxford / Bolton. No solid walls permissible around these edges. Visually permeable fencing where required. Public space (i.e. seating, pedestrian movement etc.) provision.
 - Where edge activation is unfeasible elsewhere, façade treatment to enhance surveillance. Facades also to be animated, i.e. no blank walls.
 - Where basement parking protrudes ground floor level, edge design detailing to be to the satisfaction of council.
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- Pedestrian movement priority around entire site where site abuts streets. Principles of micro climate management shall also apply (I.e. shaded seating and paths etc.)
- A set of conditions would need to be included in the approval of the application in order to ensure that the applicant complies with all the requirements as per the aforementioned remarks.

Overall, the proposed development will contribute towards achieving the development objectives of the SDF 2040 for the Rosebank regional node.

Yours Faithfully,

Monyake Moteane
Senior Specialist

It must be stated that the views/ opinions and information herewith contained are provided without prejudice to whatever information may in future be provided to or attained by Council, and Council would be at liberty to later amend or review its stance related hereto.

Flexibility in zoning, density, height, footprint, parking and other design requirements should be allowed to accommodate affordable housing.

8.2. City- Wide Spatial Policy Regulations and Guidelines

A series of Policy Regulations are suggested in the SDF as a means of supporting the Spatial Framework and the broader transformation vision. The intention of the Policy Guidelines is to provide implementation mechanisms for meeting the vision of the SDF.

8.2.1. Form-Based Codes to supplement zoning in Transformation Zones⁶⁴

In meeting the vision of the SDF, the supplementation of traditional zoning with form based zoning, or codes, is proposed. The aim is to pilot this approach in select transformation areas to create design guidelines that will supplement current zoning controls, intended to create the type of urban forms proposed by this SDF. Form-based codes are not necessarily new in the City of Johannesburg; with policies such as the Corridors of Freedom already having introduced aspects of form-based coding. The SDF does not define these codes in detail for each priority area, noting rather that they should be developed for each area in consultation with the principles laid out in this SDF, and stakeholders in each priority area. It is also proposed that, in reviewing the Consolidated Town-Planning Scheme for the City, a level of form-based coding should be incorporated in consultation with various city departments, stakeholders and the public. These codes should be fairly broad in city-wide documents such as the Consolidated Town-Planning Scheme, and more detailed in area specific spatial policies.

Traditional zoning was designed to separate land uses, in response to inappropriate land use mixes, for example having high density residential areas in close proximity to heavy, high polluting industry. What it has often resulted in is the separation of land uses that complement one another, such as retail, accommodation, social services, public space and business. It has also resulted in car oriented urban form, as well as sprawl, as large single use areas exist, that are not accessible to complementary land uses on foot.

Traditional zoning, which defines the use of land and the development requirements of that land (density, floor area ratio, etc.) allows for myriad combinations, that can meet the technical requirements without benefitting the character of the built environment that various stakeholders (from communities to planning authorities) would like to achieve. For example, a townhouse complex may have the correct land use, coverage and density, but not interact with the street nor contribute positively to the public realm, nor create walkability. Another example may be a mall, which, while it may meet requirements, does not necessarily interact positively with the public realm in which it finds itself. These are general examples, and not a consideration of all malls or townhouse developments.

⁶⁴ This section is based on information from <http://formbasedcodes.org/>

The Form Based Codes Institute defines form-based codes as:

“...a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organising principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.”⁶⁵

Form-based codes are thus usually developed for a specific context, and a smaller area – a neighbourhood or a district. Certain form-based codes may apply at a City scale, such as parking requirements. A form-based approach may also look at ‘retrofitting’ existing built form that does not meet the needs of the collective built environment vision, to better meet those needs.

Introducing Form-Based Codes as spatial policy on a local or regional scale in Johannesburg has the following goals:

- To supplement, not replace, traditional zoning tools to allow for a more desirable built form.
- To define what form the built environment should take, and what land uses should be in place.
- To offer design requirements (not only guidelines) to be applied in specific areas.
- To deal with context-specific aspects such as interaction with the street (shops and commercial activities, and permeability on the ground floor), height, interaction of building facades, parking location (on street, underground, or in a manner that does not create a parking ‘buffer’ between the street and the building), pedestrian accessibility and contribution to shared visions for the built environment.

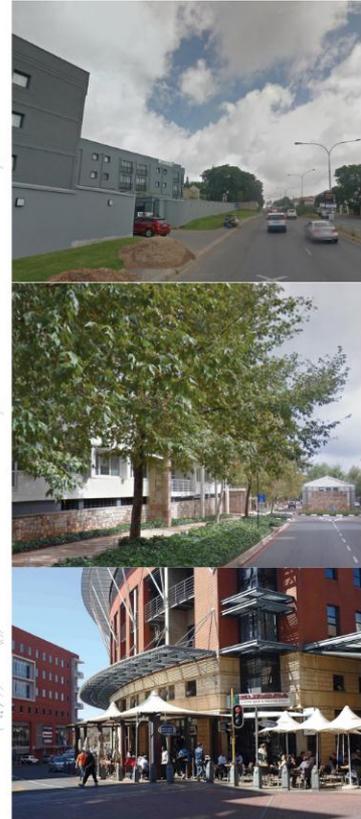
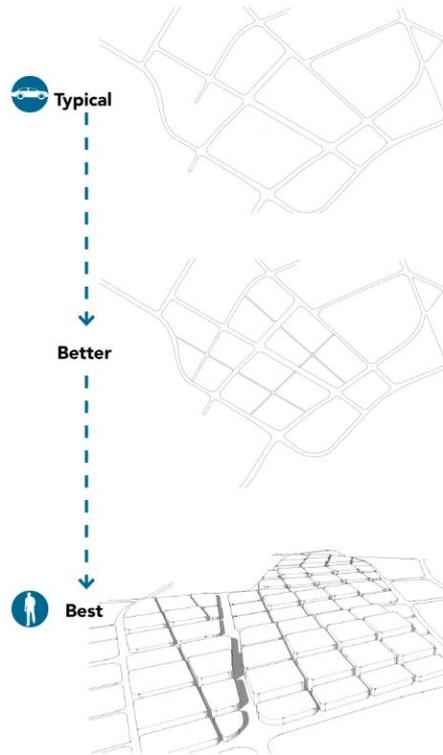
8.2.2. Urban design concepts

The following sections illustrate some of the key urban design concepts that will improve good built form and enhance urban quality to be applied in this SDF. They relate to the spatial policies and guidelines set out in this chapter.

⁶⁵ <http://formbasedcodes.org/definition>

1. ENHANCED PEDESTRIAN MOVEMENT

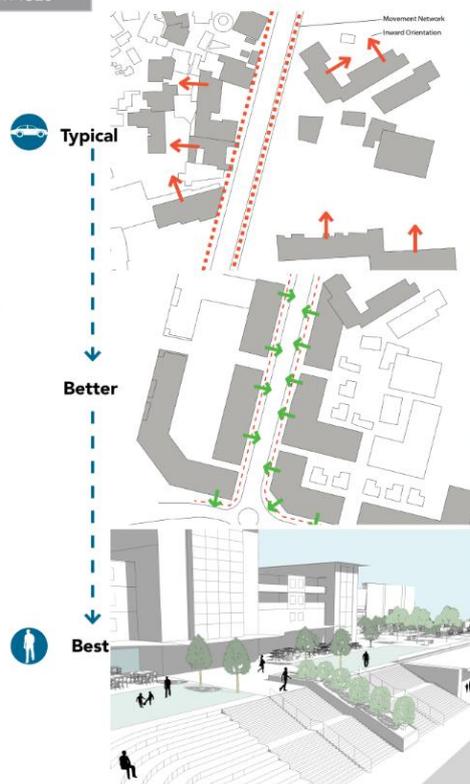
The 'walkability' of a city refers to extent to which people can access places and parts of the city using alternative forms of movement and transit other than motor vehicles. Therefore the objective is to create a city that constitute of various networks of movement hierarchies that allows for dedicated walking and cycling. To achieve enhanced pedestrian movement, the lengths of paths and number of openings need to be considered. Such a consideration will result in shorter street blocks, more pedestrian crossings and connections, and, integration with other uses and forms of transit.



2. BUILDINGS TO FACE STREETS + OPEN SPACES

In order to enhance the overall sense of safety + security along pedestrian routes and public spaces, buildings ought to be oriented towards these movement networks and open spaces to increase surveillance. Whereas some building edges can be activated and animated to enhance use during specific periods - public entrances, balconies and side windows ought to open up onto the spaces to create additional access and surveillance points. This together with land use mix is known as 'passive surveillance' and is an important principle for transit oriented development.

In addition to this, buildings ought to be placed on property corners without large parking areas separating the pedestrian path from the building itself. This reduces pedestrian exposure and enhances access, linkage and connectivity.



3. MIXING OF LAND USES TO SUPPORT PUBLIC ACTIVITY

Mixing of land uses refers to the degree to which facilities, amenities and different 'purpose' areas are placed within a reasonable walking and/ or cycling distance from one another and the public transit station and / or node. Apart from horizontal land use mix, buildings should also be designed to house a variety of uses and functions on various floors. Here ground floors could typically include retail, urban manufacturing and other public uses. Middle floors could include offices and institutions, and, top floor residential. Open spaces in between buildings should become public spaces such as parks and squares and parking should be limited in these areas.



4. PARKING BEHIND OR BELOW BUILDINGS

By placing parking spaces behind or below buildings significant additional pedestrian and other public spaces are created, thereby ensuring greater connectivity and ease of movement. Therefore parking should be provided off-street, behind buildings or in basement structures. However, in the case where these two options are not obtainable, urban features such as trees, bollards and other demarcations ought to be used to restrict and control on-street parking. Here it is essential that parking do not encroach onto sidewalks or obstruct pedestrian or other public transit points.



5. ADDRESSING THE HUMAN SCALE

The principle of Human Scale relates to the scalar and functional relationship between the city and people. Where large buildings are clustered closely to one another the degree of place attachment and legibility becomes somewhat lost. However, where buildings are placed too far from one another the space in between creates a feeling of greater exposure and vulnerability. Therefore this principle seeks to arrive at a more spatially balanced approach to dealing with the built form and emphasizes the importance of the on-foot movement experience of people when designing cities.

Some implications entail height transition zones, building set-backs, ground floor activation, views and essential vistas. The consideration of what becomes 'built areas' and what remain 'open spaces' are therefore the resulting spatial and structural outcomes.



Typical



Better



Best



6. PROVIDE UNOBSTRUCTED PEDESTRIAN ACCESS

Unobstructed pedestrian access and movement is a critical component of transit oriented development and relates to how safely and efficiently pedestrians can gain access to buildings. Wide sidewalks, sufficient street crossings, signalized intersections and speed reduction mechanisms are all elements that contribute towards the creation of unobstructed pedestrian movement and access. These elements also facilitate linkages and direct door-to-door access across streets. Other elements such as street and pedestrian path lighting, seating, landscaping and trees add to the quality of these networks.



Typical



Better



Best



7. CREATE COMPLETE STREETS

Streets are an essential component of the public realm and play a vital economic as well as social function in cities. To this extent it is therefore necessary to plan and design streets to facilitate this role.

Smaller streets can achieve slower vehicular speeds that in turn creates safer non-transit networks. In addition several traffic management features should be considered that will contribute to and facilitate the desired non-motorized transit networks. However, complete streets need to offer dedicated lanes and networks for all forms of transit including: public buses, cycling, walking, and, private vehicular movement. The transition between these modes are also critical and therefore features such as planters, bollards and curbs can be useful to delineate uses.



Typical

Better



Best



8. HIGHER RESIDENTIAL DENSITIES AROUND PUBLIC TRANSIT NODES

In order for transit oriented development to be effective and feasible, a denser population is required around the focal transit points. Therefore a more compact city could be achieved by significantly increasing densities in areas to obtain the critical mass. Strategies include infill development, redevelopment and even conversion of buildings.

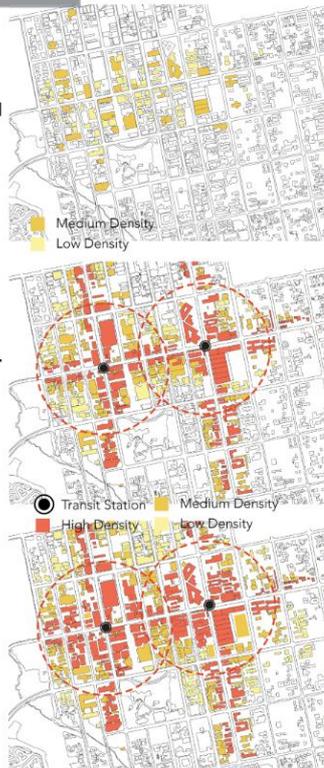


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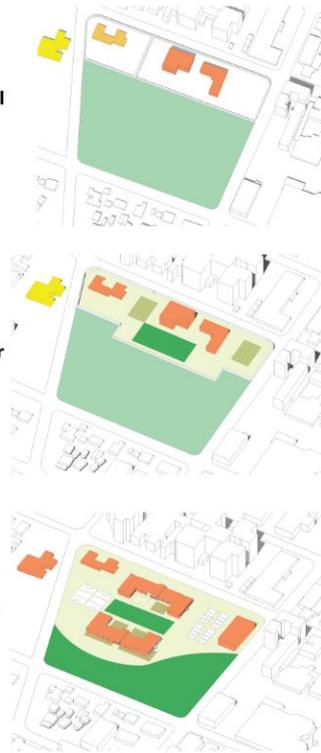
9. QUALITY COMMUNITY FACILITIES + PUBLIC OPEN SPACES

Quality multi-purpose community facilities and public open spaces can significantly contribute towards more vibrant communities. Therefore such facilities need to be included within the movement network and should be accessible by pedestrians. Facilities can include recreational uses, educational and training facilities, childcare, civic services, health care, informal trading, and, public open spaces.

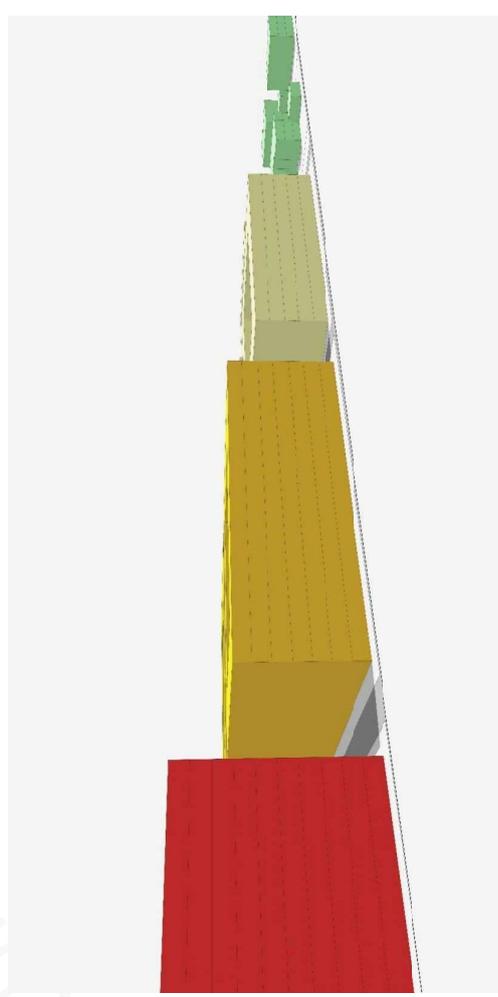
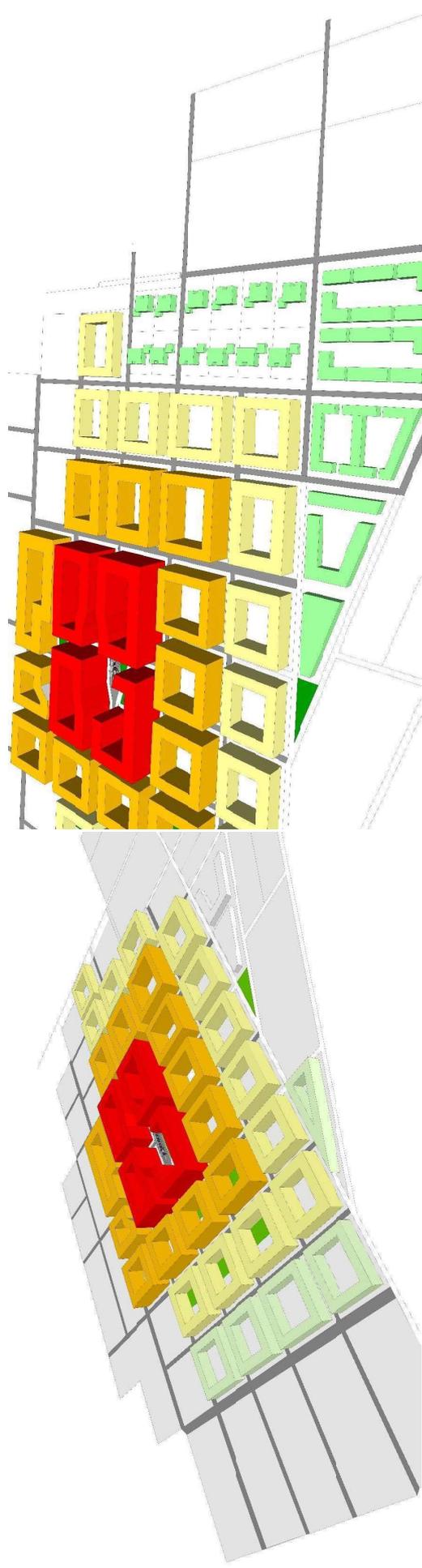
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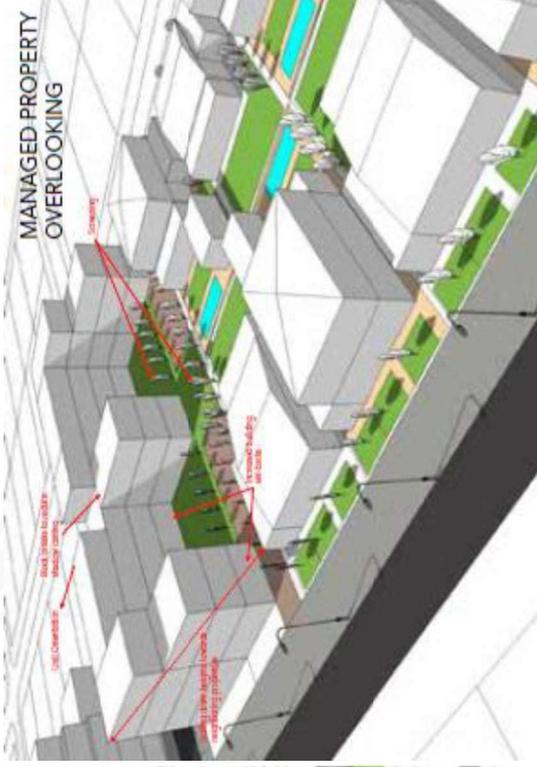
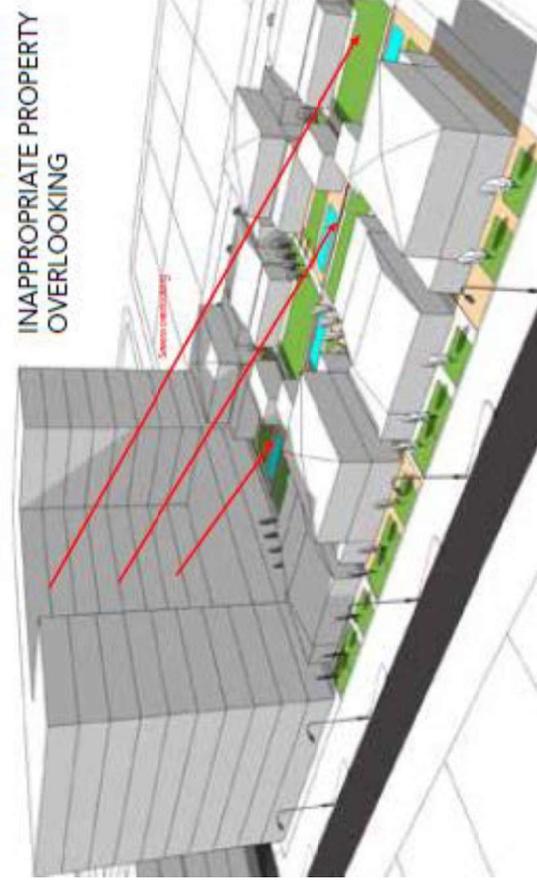
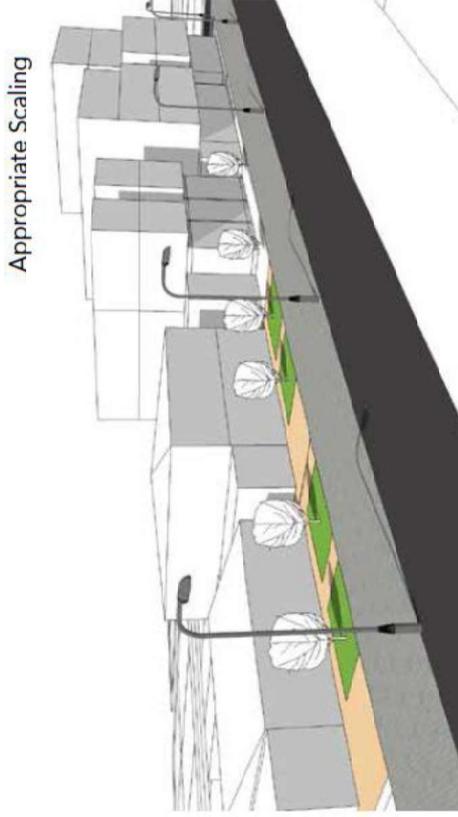
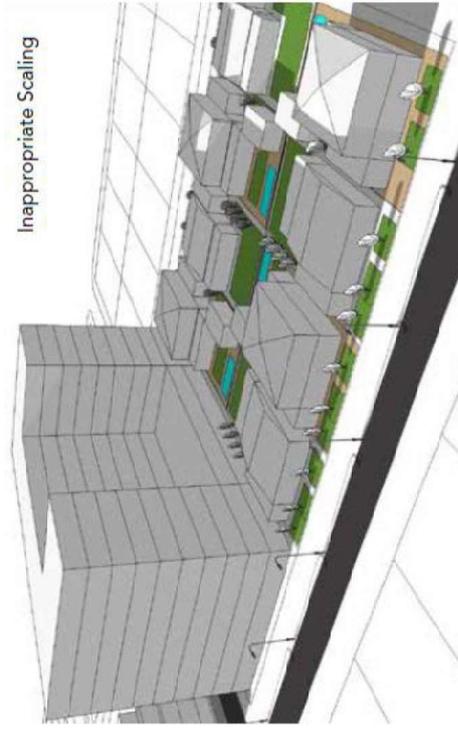


ANNEXURE G



Site Implications

Considerations for height and scale are of particular importance at a precinct and site specific scale, as it has an immediate impact on the quality of the urban environment in terms of safety and security, privacy and micro climate (natural light). The following images illustrates potential height and scale challenges and proposes basic mitigation strategies.

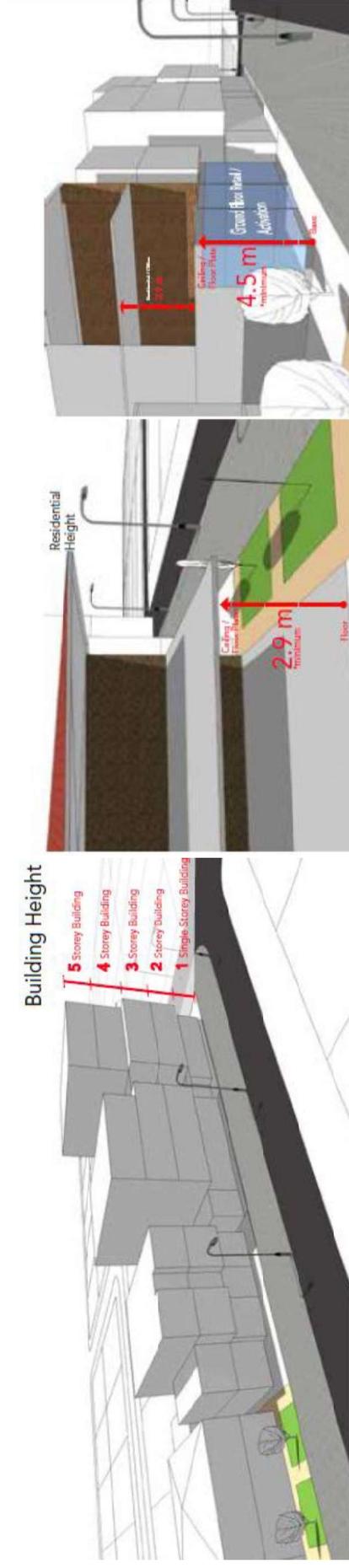


The images above are depictions of possible scenarios where there the permissible maximum height rights in a higher order node may impose negative effects onto a neighbouring, or yet developed, neighbouring area. Excessive overlooking and constant shadow casting occurs due to significant differences in height as well as the solid, continuous nature of the larger building. The images on the right (top and below) illustrates however how this could be resolved by means of:

- Vertical set-backs;

- Building line increases;
- Natural screening;
- Building block breaks to allow sun penetration;
- Orientation.

These considerations ought to be applied to upon detailed site design and Spatial Development Plan approval.



As previously alluded to, another factor impacting on physical height and scale is the floor-to-ceiling/ floor heights. This should also entail a balanced approach taking into consideration:

- Intended use and function of each building / storey vs. minimum required and appropriate heights;
- Locality in terms of the node itself, i.e. buildings towards the core of the node should ideally have higher floor-to-ceiling / floor heights to ensure maximum flexibility and street / public space opportunities;
- Level of street interaction required / associated with the particular use.

Typical floor to ceiling heights are:

- Residential: 3 – 4m
- Retail & Office: 4.5 – 6m
- Larger Retail & Commercial (including showrooms, non-polluting (including noise) urban manufacturing, galleries & public buildings): 6m +

These heights are however not restrictive and should therefore be allocated according to site & precinct specific context.

Another important consideration is the fact the primary zoning for the majority of Inner City properties (which falls within the highest order Node) height is restricted to the 59° rule. In terms of this restriction the maximum height of a building is not restricted to the maximum attainable number of storeys per se, but rather the height in metres that is formed by a 59° angle from the end of the street servitude across from the property in question. Therefore height is a factor of road width as opposed to a predetermined height as per other Town Planning Schemes. The images below illustrates this principle based on three road categories.

3: Regional Nodes

Table 3: Regional Nodes Development Guidelines

3: Regional Nodes								
Character of the Node/Zone	Development Guidelines (general Principles)							
	Land use Mix Guidelines	Residential Density	Building Placement and Orientation	Coverage	Edge Treatment, Street Frontage, Pedestrian Access	Height	Parking Location and Vehicle Access	Functional Open Space: Recreational Facilities and Greening
<p>CHARACTER & DEVELOPMENT INTENT:</p> <p>Tertiary Mixed use/commercial nodes of the City. High intensity and Mix of Land Use.</p> <p>Active, diverse ground floors (shops, restaurants, offices, services) with minimal setbacks. Of a similar quality, but lower intensity to Metropolitan Nodes.</p> <p>SPATIAL FORM:</p> <p>Accessible and permeable structure. Intersection spacing at 100 – 200m intervals. Intersection density up to 80 intersections per km².</p>	<p>DESIRED / ENCOURAGED:</p> <p>Highest Mix of Land Uses (up to 100%* of floor area per building may be for non-residential, but internal mix per building promoted).</p> <p>Example Uses Supported: Commercial, residential, offices, retail, public open space, recreation, community services, childcare, health care, and small scale non-polluting (including noise) urban manufacturing</p> <p>*Subject to a contextual assessment of the area.</p>	<p>DESIRED / ENCOURAGED:</p> <p>Zero to 3 m building lines supported along high and active streets and around transit stations. Building oriented toward the street.</p> <p>MAXIMUM: 2 - 4 Metre building line along ground floor with 1 - 2m vertical building line. Around transit stations and along active streets 1m building lines.</p>	<p>Coverage should be high, up to 80%.</p>	<p>ACTIVATION</p> <p>DESIRED / ENCOURAGED</p> <p>100 % Active Street Frontages around public transit and along high/ activity streets. Non-residential uses on ground floor.</p> <p>MINIMUM</p> <p>80% Street front activation along activity / high streets and surrounding public transit facilities.</p> <p>FRONTAGE</p> <p>DESIRED / ENCOURAGED</p> <p>No solid perimeter wall along street edges, particularly surrounding public transit stations & high/ activity streets. Where physical enforcement is necessitated, visually permeable material for 100% of the street edge.</p> <p>Balconies, shop fronts, activity areas to be oriented towards the street for increased surveillance.</p> <p>MINIMUM</p> <p>Where physical enforcement is necessitated, no less than 60% of the frontage to be visually permeable.</p> <p>Windows towards streets for enhanced surveillance.</p> <p>PEDESTRIAN ACCESS</p>	<p>DESIRED / ENCOURAGED:</p> <p>3 to 10 with surrounding built form, area character, physical and geographic considerations and motivation.</p> <p>Scaling down from higher (central) to lower (peripheral) intensity areas of the node is encouraged.</p> <p>MINIMUM:</p> <p>3 – 5 Storeys along activity / high streets and surrounding public open spaces.</p> <p>As a guide, not more than 2 storeys higher than highest neighbouring erf's rights or use (whichever is higher).</p> <p>Note: Building base, including sub-surface parking to not protrude 1.5m above lowest level of natural ground level, particularly around public transit areas and activity/high streets.</p>	<p>DESIRED / ENCOURAGED</p> <p>Fully submerged underground or at back of building (not forming a buffer between the street and the building) or screened by activated ground floor and located on upper levels of the building</p> <p>MINIMUM:</p> <p>Where parking is placed along a street frontage, it may not exceed 30% of the total street front. For open parking lots, permeable paving should be used and one tree per 3 parking spaces should be provided.</p> <p>See greening and open space guidelines.</p> <p>Parking on upper floors should be visually screened through the use of architectural elements and should maintain the same vertical and horizontal articulation or</p>	<p>DESIRED / ENCOURAGED</p> <p>10% Functional open space located on site for residential buildings.</p> <p>Properties immediately surround public transit facilities to provide the required 10% functional open space for public benefit and use, i.e. in front of building or (controlled) access to internal open space.</p> <p>MINIMUM</p> <p>Internal recreational facilities for residential uses where open space cannot be provided and to the satisfaction of Council.</p> <p>Motivation for accessible off site open space within walking distance to be considered.</p> <p>Where parking is provided in open lots, 1 tree per three parking bays to be provided as well as the use of a</p>	<p>DESIRED / ENCOURAGED</p> <p>Utility / Curb zone (infrastructure, trees, bins etc.) 1.2 - 1.5 m (max)</p> <p>Pedestrian zone: 3 – 4m</p> <p>Spill Over Zone: Balance of sidewalk walk space after min width of pedestrian and utility zone. Where space is not available within the road reserve, it should be provided by means of building setbacks (1 – 3m) with 0 – 2m vertical building lines to allow for buildings to cantilever, particularly surrounding public transit, and along Activity / High Streets.</p> <p>MINIMUM</p> <p>Utility Zone: 1m</p> <p>Pedestrian Zone: 3m</p> <p>Spill Over Zone: 1.5m</p>

3: Regional Nodes

Development Guidelines (general Principles)									
Character of the Node/Zone	Land use Mix Guidelines	Residential Density	Building Placement and Orientation	Coverage	Edge Treatment, Street Frontage, Pedestrian Access	Height	Parking Location and Vehicle Access	Functional Open Space; Recreational Facilities and Greening	Sidewalk Treatment
					<p>Direct pedestrian access to building from the street, especially surrounding public transit and along Activity / High streets. Separate pedestrian entrance(s) from vehicular and pedestrian access require to be placed abutting one another, sidewalk treatment to be incorporated to ensure safety and pedestrian priority.</p>		<p>rhythm and appearance of the façade of the building.</p> <p>VEHICULAR ACCESS DESIRED / ENCOURAGED</p> <p>No vehicular access from streets that are regarded as public transit routes, activity streets or primary streets (where properties are located at intersections). Side streets to be utilised for vehicular access.</p> <p>MINIMUM</p> <p>Where side street access is not possible, vehicular access not to exceed 10 - 20% of the total frontage.</p>	<p>permeable surface treatment.</p>	