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RESEARCH COMMITTEE ON MINIMUM STANDARDS OF ACCOMMODATIONSub-Committee 4. (Estate Planning).

Minutes of the Fourth Meeting of the above sub-committee, held in the Board Room of the Council for Scientific and Industrial Research on Monday 15th March at 9 a.m.

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Present:

Mr. P.H. Connell - Acting Chairman.  
 Miss P. Evans - Association of Housing Manageresses.  
 Mr. M.J. Mitchell - National Housing and Planning Commission.  
 Mr. N.T. Cooper - Town Planning Institute.  
 Mr. de Waal - City Engineer, Pretoria.  
 Mr. G. McIntosh - Institute of S.A. Architects.

In Attendance:

Miss S. de Beer.

Apology:

Major Collings - Chairman.

1. Confirmation of Minutes.

The Minutes of the previous meeting were confirmed.

2. Matters Arising out of Minutes.

- (a) The Acting Chairman said that there was only one paper still to come in, that on Non-Residential Buildings, on which Mr. McIntosh reported that the work was progressing.
- (b) Regarding a meeting with the Chairmen of the Townships Boards, the Chairmen's agreement had been obtained for a meeting on or about the 21st April. This date had still to be confirmed.

3. Progress Report.

It was agreed that the Organising Secretary be responsible for drawing up the draft of the Sub-Committee's interim report which should be condensed as much as possible.

The Acting Chairman suggested as a method of approaching the task of drawing up the interim report that the Sub-committee should go through the papers of the various study groups, together with the comments on them, and after discussion this scheme was agreed upon.

- (a) Township Development in Relation to Town Planning, by Mr. Mitchell and Mr. Cooper.

Mr. Cooper had written an extra paragraph to this paper, dealing with the Green Belt Town, as suggested in Mr. Kantorowich's comments.



He read this to the meeting, and it was agreed that it be inserted on page 2.

(b) Building Sites, by Mr. Cooper and Mr. Mitchell.

It was agreed that discussion on this paper should be held over pending the receipt of corresponding members' comments. A reminder would be sent to the corresponding members on this study group, requesting the submission of comments by the end of the month. Mr. Connell, Mr. Cooper and Mr. Mitchell would then meet and go through the paper.

(c) Services, by M.J. Mitchell.

It was agreed, in the discussion on this paper, that City Engineers in particular should be asked for their comments and replies.

Regarding the section on Street Furniture, Mr. Connell referred to a thesis written on this subject and published in the R.I.B.A. Journal. He said he would look up this thesis for Mr. Mitchell.

(d) Open Spaces.

In the discussion on this paper the importance of Maintenance was stressed.

(e) Architectural Aspects of Town Planning, by P.H. Connell.

(f) Streets and Access Ways by M.J. Mitchell and N.T. Cooper.

Discussion on this paper, which was a long one, took considerable time. Mr. Sholto Douglas suggested that instead of the quotation "Replanning is the only cure", it might be said "Prevention is better than cure". This was agreed.

It was agreed that the quotation of safety should be stressed. Street lighting, it was felt, should be dealt with by the Sub-Committee on lighting, and something should be inserted on the control of advertisement signs.

Mr. Scott had a useful criticism to offer on paragraph 2, p. (3), as follows:

"Paragraph II, (page 3). It is suggested that the subparagraph "A level site is usually ... footpath" is one that demands illustration by sketches of various types of layout. I think that the statement "a generally rectangular pattern (on a level site) is likely to give the best results" is questionable. Would it not be better to say that "a generally rectangular layout, with loopways, squares, closes etc. introduced to provide interest and diversity, properly designed within the framework of the surrounding main traffic routes and in proper relation to the neighbourhood unit centre gives a satisfactory and practical result".

It was agreed to insert this addition.

Combined garages, separate from the dwellings were not favoured by the sub-committee, largely for climatic reasons. It was agreed however that circumstances might arise which would necessitate combined garages, but it was thought that these should not be encouraged except where unavoidable.



There was much discussion on the width of pavements and width of roads, the sub-committee finally agreeing on the dimensions to be recommended in its Interim Report.

Regarding the layout of shopping streets, it was agreed to insert at the bottom of page 4, the following comment by Mr. Thorrington-Smith:

"There is a growing consensus of opinion which considers it undesirable to have vehicular access of any sort between shopwindows in a shopping centre. For this reason a number of shopping centres have been designed with all vehicular access from the rear (e.g. those designed by Thomas Sharp at Durham and Exeter). It remains to be seen in practice how successful the system is, but I think it might be referred to under the heading "Layout of Shopping Streets". If, however, shops are fronted on to streets, many customers will probably drive up to the front of the shop and park their cars outside, even though loading accommodation is provided at the rear of the shops. This appears a proper case for the use of a service road to prevent obstruction on the main carriageway".

In the discussion on the width of carriageways, it was again agreed to insert Mr. Thorrington-Smith's comment, as follows:

"Page 6. After stating that the width of carriageway recommended in the Housing Manual should be adopted (i.e. 16 ft.) the example quoted incorporates 18 ft. carriageways. While agreeing that 16 or 18 ft. carriageways are normally quite sufficient for residential roads, particularly in large areas of close development there are likely to be "back bone" roads which require slightly wider carriageways of 20 to 22 ft. I therefore think there should be a proviso to this effect as there is some danger in suggesting a rule of thumb irrespective of circumstances."

The sub-committee worked to the end of paragraph XII, p. 7, and then as it was time to close the meeting it was agreed that Mr. Connell and Mr. Mitchell should meet to finish off the last two pages and submit their conclusions to the sub-committee at its next meeting.

It was decided that the next meeting be held on Friday 9th April at 9.30 a.m. and the meeting closed at 12.45 p.m.

Confirmed,

C H A I R M A N.



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