

A. 6/15

SPEECH OF THE MAYOR, COUNCILLOR PATRICK LEWIS, ON THE OCCASION OF THE
OPENING OF THE 1969 CONFERENCE OF THE ASSOCIATION OF TRUST COMPANIES
IN SOUTH AFRICA - LANGHAM HOTEL - THURSDAY, 8th MAY 1969.

Mr. President, Members of this Conference,

I first want to apologise for being late this morning, but I finished working on my address at 1 o'clock this morning and it had to be typed.

Vanmôre is dit vir my 'n groot plesier om u na Johannesburg te verwelkom.

Ek het die lys gelees van die Maatskappye wat hier by hierdie Konferensie verteenwoordig word en ek beseft dat u van die stede en dorpe dwarsdeur die Republiek gekom het.

Soos die President gesê het, ek was nou verbonde aan die Trustmaatskappye-beweging, daar ek, sowat dertig jaar gelede gehelp het om 'n Eksekuteurskamer te vorm en ek was aanhoudend verbonde aan hierdie Eksekuteurskamer, eers as 'n sekretaris en nou as 'n direkteur.

Ek het dus van die moeilikhede geweet wat u van tyd tot tyd afgehandel het. Ek is ook baie bewus van die rol wat Trustmaatskappye speel, en die waardevolle aandeel wat hulle het in die beskerming van die belange van hulle kliënte.

U hoë standaard het 'n vertroue in u beweging geskep wat een van die stewige fondamente van ons land se ekonomie vorm.

Dit is dus 'n groot plesier om met u saam te wees namôre en om Johannesburg se beste wense aan u oor te dra vir 'n suksesvolle Konferensie en ek hoop u sal u verblyf in ons midde geniet.

In being asked to open this Conference I was asked to give an opening address, and I thought it might be fitting if I talked on "Changing Johannesburg" - some of the changes that are taking place today which some of us in Johannesburg may be slightly aware of, but not have realised the full significance of, what is going on. I think for folks from outside Johannesburg, some of this may be of interest to you.

Now Johannesburg until recently, had an area of 90 sq. miles. Recently some additions were made totalling an area of 15 sq. miles. Of that 90 sq. miles some 23 sq. miles has been occupied by mining ground - by proclaimed mining ground, and has, therefore, not been available for ordinary city purposes. The mines which were originally occupying that ground are now coming to the end of their lives, so that ground is now going to be able to ^{be} put to other purposes and will form part of Johannesburg as far as living conditions are concerned.

Johannesburg has developed to a great extent to the north, its then had the city, and then to the south its had this mining ground, and then beyond that what we call the Southern Suburbs, but Johannesburg is lop-sided - most of the development having taken place to the north.

Now that this mining ground is going to become available it is going to knit the centre to the south by the use of this ground and on one mine alone, part of the Crown Mines, it is anticipated that it will be able to house residentially a population equal to that of the town of Springs, some 40,000 to 45,000 people. In addition to

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this a Commission of Enquiry was appointed some time ago to consider incorporation of an area to the south into Johannesburg. The findings of that Commission are not yet known, but the case put by the Johannesburg Council is that an area of some 130 sq. miles should be incorporated into the city. If this is done the imbalance of the city will be rectified and we'll then have the development to the south, which has taken place, at this stage, to the north.

Quite an imaginative scheme was passed by the Council a short time ago to acquire ground on what we hope will be our southern boundary, i.e. the Klip River. A large portion of this ground is already owned by the City Council and, by building a wall at the eastern end of this ground, it is hoped that we will be able to create a lake covering some 200 acres which will provide a recreational area for Johannesburg. In addition to that, if you have read your papers this week, you will see that the Minister of Planning has agreed to an area of some 18,000 acres being reserved (its an area called Suikerbosrand which starts near Heidelberg and continues in a westerly direction towards Johannesburg), and it is planned that this vast area will be an open recreational area for the population of the Reef.

The Municipalities of the Reef have had preliminary discussions and have agreed that they will make contribution to the capital cost and to the financing of such a scheme to give the people of the Witwatersrand a recreational area very near to where they are living. These changes are taking place and are going to make a vast difference to the face of Johannesburg.

I would next like to give a few figures of the anticipated population explosion in Johannesburg to let you have an idea of the people for whom we will have to plan. In 1920 the population of Johannesburg, of all races, was 286,000. In 18 years it was a half a million. In 1967 it was 1,300,000 and by the turn of the century - by 1985 that is, in less than 20 years time, it is anticipated that the population will be 2,000,000. That is the human population.

I would like to now deal with the motor-car population. The motor-car population in 1948 was 71,000, 12 years later by 1960 it had doubled to 158,000, in 8 years there were another 100,000 cars and by 1985 it is anticipated that there will be 400,000. We have more people, we have more cars, the street area remains the same.

Johannesburg has embarked on a very large "freeways" system - portion of this has been opened, the balance should be opened within the next two years. This is to cost some R65,000,000, and I know that very bad comparisons are made between the road system in Johannesburg and that of Capetown, and I want to congratulate Capetown on what they have done. They have had a more sympathetic Provincial Council, which agreed to assist them some three or four years before the Transvaal Province agreed to assist. In addition, the contribution was at a higher percentage of the total cost, and in the total cost the Cape people were allowed to include the cost of the land, whereas in Johannesburg we have had to exclude any costs in the acquisition of land. When we started on this expressway system we were thought to be very lucky that we could take some of these expressways over old mining ground, but what a snare and a delusion that

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was, because a lot of this mining ground was mined in the very early days of Johannesburg, there are no diagrams now of the underground workings and the weight of these expressways is so high that one must be aware of the ground on which you are building. In some cases we have had to ~~XXXXXX~~ ^{sink our} supports 150 feet before we could get solid ground. Another interesting thing is that, into the pillars supporting the roads, we have had to build in "jacks" - equivalent to a motor-car jack on a very much bigger scale, so that, if subsequently there is subsidence, those pillars can be adjusted to height, and this has been a very, very costly part of the roadway scheme. I think I told you that the total cost ~~XXXX~~ ^{will} be something like R64,000,000 of which we are getting a contribution from the Province and the Central Government of only R21,000,000 which was calculated on the original cost, when the costs subsequently increased we were told that the cost to be borne by the Government would have to be based on the original costs.

Another thing which is happening which is changing Johannesburg is the use of light aircraft. We have an airport - the Rand Airport - and I would just like to give you one or two figures as to how ~~the~~ we measure by the number of take-offs and landings. Just going back to 1962 - every year - the total for that year was 28,000 take-offs and landings. By 1965 it had increased to 80,000, and last year for the first time we topped the 100,000 number of planes alighting and taking off. That compares with something like 27,000 from Jan Smuts Airport.

The Jan Smuts Airport is now not just a terminal airport - it used to be the end of the run - but with the opening of the airways to Australia and to South America Jan Smuts airport is now becoming a "through" airport. Tremendous numbers of businessmen visiting Australia, come to South Africa first and then on. And also people in Africa who want to get to South America will now come south instead of going north, and the number of passengers carried on S.A. Airways, (a tremendous number of whom start from Jan Smuts ~~XXXX~~ Airport, in the last ten years has increased fourfold, and the number of passengers carried last year was close on the 1,000,000 mark.

When thinking of the changes that are taking place in Johannesburg one realises that a totally different form of building is being erected. You see these tower blocks going up. Now the reason for that is this. Until some years ago we had Town Planning regulations which had zoned the city as to the ultimate height, but then there was another governing factor - the height of the building could not exceed a line drawn at a 59° angle from the other side of the street, so that the width of the street ~~XXXX~~ was ~~X~~ a determining factor into how high you could build, and ~~XXXXXX~~ as a result most of our buildings were fairly squat. But some years ago that was changed and the 59° factor has now been altered. In order to get people to set their buildings back from the immediate street boundary it was agreed that, if you set your building back by 5 feet, the ground floor area that you sacrificed, could be built at a higher level. Well, naturally, as one gets more rent for a ground floor in a shopping area than up above, one wanted to be compensated to a greater extent than the square footage you had lost on the ground, so this, in certain areas, if you sacrifice one square ft. on the ground, you can build 6 sq. ft. on an upper floor. Developers were encouraged to set back their buildings by a minimum of 5 ft. with a maximum of 10 in

order to get this bonus bulk on upper floors. It is also wish^{ed}/to encourage developers to build residential accommodation in the centre of the city, and there again, if you built residential accommodation instead of offices in an area zoned for offices, you could build three times the sq. footage of residential area for every one sq. ft. of office area you gave up. Now, this has had a fundamental effect on the whole of the building that is taking place to-day, and if you examine a lot of the buildings that are going up you will find that we are now having these prestige blocks where there is ground floor area where there are ~~fountains~~ fountains, and where we are getting these blocks that go up which is having the effect that there is more air and light around the buildings, and the whole pattern is changing.

I will want to deal in some detail with one project - the Carlton Centre - to just let you know what is happening, but on an average between the Carlton Centre, the new Standard Bank Building and the Trust Bank Building only 45% of the ground floor area will be occupied by the buildings - the other will be open space, and you can see what an effect this is having on our city.

Now just let me deal with the Carlton Centre for a few minutes. The Carlton Centre is being built on what previously was four blocks, the streets, intervening streets have had to be closed, and the site is now going to occupy six acres. That has meant a changing in the services which previously went through those streets. The excavations done - the basements go down a total of 95 feet. When it was decided to launch this project the owners realised that there might be claims from the surrounding owners saying that, owing to the excavations the foundations of their buildings would be affected, so that before ~~the~~ a sq. yd. of earth was removed from the site the owners called in a firm of architects and they surveyed all the buildings in the immediate vicinity, they photographed the cracks, they recorded the cracks so that they could get a factual position of the state of all the buildings in the surrounding area before they started on their excavations, and this was a very costly thing, but they wanted to avoid having claims lodged against them for which they were not really responsible. Now when you dig a hole of 95 ft. you draw off the water from the surrounding area and this will affect the soil texture of that earth because with this drainage taking place naturally the Carlton Centre will have to pump the water out that results from digging this huge hole.

On this Carlton Centre they are going to build a huge office block - this office block is going to be 50 storeys in height. If any of you know the Hertzog Tower, the highest point of the Carlton office block will be higher than the Hertzog Tower - quite staggering isn't it? Higher than the Hertzog Tower, although it starts from a lower ground floor area. The Carlton Centre will have provision for parking of 2,000 cars - the office area in the Carlton Centre will be over 1,000,000 sq. ft. It is anticipated that the employees in the Carlton Centre - in the office block - will be between 5,000 and 7,000 persons in that one office block. They are going to have an observation tower on the top of the office block and they anticipate that, whereas the Hertzog Tower has 300,000 visitors a year, this will be a much better vantage point, and they anticipate that there will be a half a million people using that

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observation tower every year.

I have spoken about the office block. In addition there is going to be the shopping centre which will cover the whole area and be on a number of levels, and then there is to be a new hotel of 30 storeys in height, which will have 600 bedrooms. It is anticipated that there will be 900 employees in this hotel, so that approximately, with the guests and the employees, there will be approximately 2,000 people in that building. It is impossible to anticipate the number of employees in the shops and the customers there will be there at any one time, but on this six-acre block will be at any one time approximately 10,000 people. Now that has created very great problems for the city. Just take our sewers for instance~~x~~ - it was never anticipated that there should^{be} such a large congregation of people on one site and we have had to go to tremendous expense to build, supplement and put in additional sewerage facilities. It is anticipated that that site will use some ~~300,000~~ 500,000 gallons of water a day, and over the day we will have to accept a sewer effluent of some 300,000 gallons, but in a building such as this one, one has peak hours and valleys, and we have had to increase our facilities so that at any one time in the peak hours we could accept a sewerage effluent at the rate of 875,000 gallons per day. That is the sort of thing we have had to plan for, which was not anticipated. The total cost of the Carlton Centre will be something like R67,000,000 of which the land was R7.9m, the construction is going to be something like R46,000,000 but you will be interested in a figure which I have been given - for the interest which will have to be paid out during the construction before income starts, and that is just a mere R3.2m., you know, its not money, just R3m.

In addition to the shopping centre, the office block and the hotel, there is going to be a very large exhibition hall which will occupy some 57,000 sq. ft. The speed of the lifts will be from 500 ft. per minute. to ~~XXXX~~ 1,400 ft. per minute. The electricity to be used ~~ix~~ - in the Electricity Department we have to cater for the peak demand - what could the maximum demand be at any one time? Because all these lifts, with the offices, with the air-conditioning plants, the maximum demand for electricity will at any one time exceed the ~~xxxx~~ maximum demand for a city like Kimberley, all concentrated on this 6-acre block. The problem of the rubbish removal - how do you get rid of all the rubbish that you accumulate in a big hotel like this? Our normal^{method}/of rubbish removal is to have bins, but if you were to have as many bins as would be needed to take off the rubbish from the Carlton^{Centre} it would take up very valuable space, so they will have to fit in machinery to enable them to compact rubbish. They have got a machine - and they anticipate that there will be 80 sq. yards of rubbish every day, which they will compact into 20 sq. yards and then we will have special vehicles with special containers, which will be able to pick up that 20 sq. yards and take it out during the night.

I'm talking about the changes that are taking place. Now I would like to deal with the Market. Our market was erected in 1913 and with this parking space around it occupies some 16 acres. The trucks which feed the market come with our main West Rand railway line and the railways some years ago said to us that with the increase in

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passenger traffic"we can no longer undertake to bring the railway trucks to your market. You must find a new site". For a long time it was argued ~~whether~~ whether marketing was the function of the local authority or whether it was a national responsibility, but eventually it was decided that we as a city should build the new market. We have now acquired a site in the old City Deep which will occupy 243 acres, and we are already on the planning and have started on the levelling of the site for a market which will now occupy - the buildings, the sidings and laid out area - 160 acres. 16 acres before - 160 acres now. One of the difficulties on a market is that in the summer one has surplusses of produce, ~~the~~ in the winter there are scarcities. In order to even this out it is planned that in our new market we will eventually have 5 acres of refrigerated space - cool chambers and also spaces for the ripening of fruit, so that in times of surplusses the goods, the surplusses, can be stored in cold storage and then made available in times of scarcity. But a fundamental change has taken place in the method of marketing. Some years ago producers confined their goods to a market, it was then sorted into commodities and municipal auctioneers offered those goods for sale. We had a mission overseas studying markets throughout the Western World - it is found that today that that system is regarded as hopelessly out of date and we have changed. Now what happens is that the producer consigns his goods to a market agent and that market agent then negotiates the sale, and that is what will happen in the new market. We are going to have some 9 halls, most of them will be 1,000 ft. long by 80 ft. wide It is planned that it will be able ~~to~~ at any one time to offload some 300 trucks. Provision is being made for a flower distribution centre. At the moment the flowers are mostly distributed by a firm Multiflora. A thirteen acre site is being reserved in the new market and Multiflora will be establishing their headquarters there.

In Johannesburg for years we have had a separate Indian market, from our normal produce market. The Indian market will be incorporated in the new market area, and people from the country may not know that the Johannesburg produce market is the central market which serves a tremendously wide area. Produce is consigned here, bought by wholesalers and then transferred all over the Transvaal and into the Free State. So this new market is going to be ~~a~~ very different, and on a very much bigger scale, and we feel that with the change in marketing methods that is taking place, the refrigeration area is very, very essential, and will have the effect of helping the producer in that prices will be more evenly spread. As I told you the railways said that we had to move but when it ~~came~~ came to the point of moving the market, although the railways will get all the revenue from the produce put in, we have to pay the bill for building the railway line. We have to pay the bill for marshalling yards and for their railway line to the market, and that will only cost us R1m. of the total R8m. which we will have to spend on the market. In addition it is necessary for us to plan a new ~~Abattoir~~ Abattoir, and that will also be ~~in~~ adjacent to the new produce market and will occupy some 230 acres. It is anticipated that that will cost some R14m.

For some years Johannesburg has acted as a metropolitan area in certain extent in regard to the provision of sewerage services. Johannesburg has built large works and we have accepted the flow from surrounding areas rather than they having to establish their own works. Some of the areas to the north of Johannesburg have grown at a

phenomenal and unanticipated rate and when we built our sewerage pipes, our ~~main~~ mains, the areas to the north anticipated that the flow that we would have to accept by 1985 would be 5,000,000 gallons a day. By 1960 they revised their estimate - this was after we had built the pipes - from 5,000,000 to 8,000,000, that is what they anticipated the flow would be in 1985, but it is already 6.7m. and this is creating very great problems for us because the quantity of water used in sewers doubles every 11 years - it doubles every 11 years. So that at our sewerage farms we have this large quantity of water - now what do you do with water that has come from sewers? Before we can put it back in a stream we have to purify that water, according to standards laid down under the Water Act. The Council is faced with this problem - do you instal very costly machinery to refine the water or do you try to use it? and we have tried to use it. Portion of the water is used in our cooling towers at our Power Stations but we have developed the most intensive cattle breeding scheme in the Republic. That sounds a strong statement. We talk not of how many morgen per animal, but how many animals per morgen, and we have established these farms. The sewage effluent is good for agriculture, the solids are good for manure and we have developed these farms on what was very poor agricultural ground, and ~~the~~ one of the purposes of this was to increase or improve the quality of beef on the J_ohannesburg market, and we now have these two farms, one to the north and one to the south. The total of our farms is nearly 7,000 acres, but only a limited portion of that is used for the cattle. We now talk of four head per morgen. Our slaughter animals we sell at approximately 15 months, ~~and~~ ^{and} at that age they weigh some 800 lbs. Some of you farmers may know whether that is good or bad - I wouldn't. So we have these intensive cattle breeding schemes and the stock used is largely the French Charolais and Herefords. I am telling you what is happening in Johannesburg. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

Some of the oldest suburbs established here were Jeppestown, Fairview and Troyeville. They are now some 80 years old. Some of them had developed into very bad slums, especially a portion of Jeppe. In conjunction with the Department of Community Development, this ground has now been frozen and no further developments can take place there without permission of the Department of Community Development. But it is anticipated that this whole area will be re-built. It occupies some 176 acres. Portion of it will be a municipal housing scheme. But portion, it is anticipated, will want to call in the assistance of private developers, who will have a pre-determined plan of how the development is to take place in general principle, and private developers will be asked to take over portions of that ground and develop it as they feel would be to their advantage. This is an area not far from the city. It will have an effect of bringing the people back to the centre of the city and will be able to house a very much larger population than it has today, and it will be a good development with people living under decent conditions. I am telling you what is happening in our city.

Some of you may know the area which we call Vrededorp and Pageview. That has been declared a White Group Area and this has been an area occupied by Indians from Paul Kruger's day. The Indians residential area is Lenasia which is to the south-west of the city, but we have, in conjunction with the Government, agreed that it would be

grossly unfair to move the Indian traders from Pageview and Vrededorp and send them into the bundu, and we are establishing a large Indian market in the vicinity of the Newtown market. The ground has been expropriated and the city, in conjunction with the Department of Community Development, are going to build this huge Asiatic Bazaar, which we hope will house the traders who will be displaced from the Vrededorp, Newclare and Pageview areas. This is going to be a very ambitious scheme. It will also act as an Urban Renewal Scheme in the Fordsburg area, and there will be a measure of equity for the Indian traders, who would otherwise have ~~been~~ lost their business premises.

Another great problem in cities is getting your ~~buses~~^{buses} to be able to move. They get choked down in the busy period, and we have embarked on an experiment which we believe is unique, in that we are establishing a road which can only be used by buses. Now, our most congested area is Hillbrow. We have started this first bus scheme in the afternoons - one of our streets, Joubert Street, is one-way - it can only be used by buses - and then we have carved a section off one of our Parks so that this is a road where buses only can travel. The distance taken previously to get to Hillbrow was 30 minutes. Since the inauguration of this scheme we have been able to cut down the time by half, and now a bus, which previously was held up by the traffic, by taking this "bus only" road, can do that distance in 15 minutes, and that is proving of very great advantage. We also have introduced buses where there is a driver only and our difficulty in Johannesburg is that we can't get White men to drive buses. We know the solution to our problem is to have more buses but we just can't recruit the crews and that is why we have to have bus cancellations and we can't provide the service, but it is hoped that with this new "bus only" road, with having buses where ~~there is~~ there is no conductor, ~~that~~ that this will help to ease the problem. We have introduced a coupon system whereby, if people buy coupons, they get a very large discount on their fares. This is to encourage them to have the coupons so that, when they enter the bus, they just have to put the ticket in the machine for cancellation, and the driver is not involved in giving change. So far that seems to be working very, very successfully."

In addition in Johannesburg, another change that is taking place, is that we are establishing a new Civic Centre in an area in Braamfontein, where some 25 acres was acquired some time ago for this purpose. ~~Some~~ Some of the office blocks are being put up now, but it is something which is a long-term project depending on capital availability. We are also planning for a large number of additional parking garages to take care of the motor-cars when they come into town.

Johannesburg, as all other cities, and this is cities throughout the world, are finding the financial implications more and more heavy. For instance, this R55m. that will be spent on roads - that money will have to be paid off, interest will have to be paid on it for no revenue coming in at all. I think towns throughout South Africa have been eagerly ^{awaiting} the Government's reaction to the Borgenhagen Committee report. This Committee was appointed some eleven years ago. Its reports are now in the Government's hands, and all cities are wondering what relief to them. We also have a difficulty in that our capital expenditure programmes are controlled by Central Treasury. They advise us how much they will allow us to raise by loans each year, and that is having a crippling effect on the necessary expansions that do have to take place.

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To give you an indication - to provide for all these additional services we are having to instal in order to take care of this complete change in the services that we have to provide.

As far as electricity is concerned, the Electrical Engineer told me this morning that 25 of the new projects that were going up, such as the Carlton Centre, the Standard Bank, the Trust Bank, The S.A.B.C. Headquarters.- these 25 projects will create a demand for electricity which equals ~~almost~~ the total demand for electricity 25 years ago in 1944. 25 projects - the demand they will create for electricity is equal to the total demand of 25 years ago. Quite staggering, isn't it? And these are the sort of thing that we in the city have to deal with.

In giving you these facts - a lot of them may be - I hope a lot of them will be meaningful - I have not tried to do this in a boasting sense of trying to create the atmosphere that Johannesburg is bigger than everybody else - I am just trying to tell you the things that I know that are happening, the problems they are creating and the scale on which this is taking place.

Another matter which will have a fundamental influence on the city is the development of these big property developing companies. They are having the effect of wanting to build, not on a stand or two stands, but on developing a block, and this is going to also change the pattern of the city, for the good I am sure, because the developing blocks giving ^{us} these island sites, giving us more room and more street room will, in the long term, be of great benefit to the city.

Recently we had an exhibition at the Rand Show by our Forward Planning Department. The Council, some five years ago, appointed a man called Tony Marsh, who had previously been our Town Planner, to be our Forward Planner, not to worry about what is happening today, but to have his eye on what we must ^{do} today for what will happen for 10, 15, or 20 years time. Before they could really get to grips a whole lot of surveys had to be made to give them the basic information. We are now trying to project what will take place in years to come. I was very fortunate in 1967, to attend a Conference in Toronto - a conference called by a municipal research bureau in Toronto. ~~Toronto~~ Canada was then celebrating its 100th birthday, and Toronto had asked 40 cities, with populations of over 1,000,000, to send 6 delegates to the conference, and we were discussing the development of metropolitan areas, and it was brought home forcibly to us that no city can plan in isolation - that one must plan with one's neighbours - that planning must be joint planning and that one must try and co-ordinate the developments in various areas. That is one of the things that is so necessary in South Africa - to ~~examine~~ plan, not in isolation, but to plan on a regional basis. Where metropolitan facilities should be available the local authorities should get together.

We in Johannesburg feel ~~very~~ the great need for planning, not only for ourselves, but for the areas surrounding Johannesburg to plan in conjunction with us, so that we can take a far-sighted view. We recently had this exhibition at the Rand Show of our Forward Planning, and on one of the walls was a quotation from a Town Planner, and I would just like to read this to you. It is called "A Planner's Philosophy" -

/Make no little

"Make no little plans.
They have no magic to stir men's blood,
And probably themselves will not be realised.
Make big plans.
Aim high, in hope and work,
Remembering that a noble, logical diagram,
Once recorded, will never die
But long after we are gone will be a living thing
Asserting itself with ever-growing insistency.

Remember that our sons and grandsons
Are going to do things that will stagger us,
And let your watchword be Order and your beacon Beauty"

I would like to leave this thought with you, that we must plan on a big scale, we must be imaginative, and we must try and plan for our sons and grandsons.

You have been a wonderful audience and I would like to thank you. Now, I have great pleasure in declaring this Conference Open.

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THE ASSOCIATION OF TRUST COMPANIES IN SOUTH AFRICA
Conference - 1969 - Johannesburg

DIE ASSOSIASIE VAN TRUSTMAATSKAPPYE IN SUID-AFRIKA
Konferensie - 1969 - Johannesburg

OPENING ADDRESS BY HIS WORSHIP THE MAYOR OF JOHANNESBURG,
COUNCILLOR PATRICK LEWIS

OPENINGSREDE DEUR SY EDELAGBARE DIE BURGEMEESTER VAN JOHANNESBURG,
RAADSLID PATRICK LEWIS

When I was approached to open this Conference, it was suggested that I give the opening address, and I thought it might be fitting if I talked on CHANGING JOHANNESBURG - on some of the changes that are taking place today, changes which some of us in Johannesburg may be aware of, but of which we have not realised the full significance. I think for people from outside Johannesburg some of the changes may be of interest.

AREA AND DEVELOPMENT OF MINING GROUND:

Johannesburg, until recently, covered an area of 94.48 sq. miles, but a short time ago additions were made totalling an area of 15 sq. miles. Of the 94.48 sq. miles, however, some 23 sq. miles was proclaimed mining ground, and was, therefore, not available for development purposes. The mines which originally occupied that ground are now coming to the end of their lives, and the development of this ground for other purposes is now being considered.

Johannesburg's development has been lopsided. The business area has largely been built immediately north of the proclaimed mining area. The residential development is mainly to the north and east, with limited development to the south of the mining area. Now that the mining ground is to become available for other purposes it is going to knit the centre to the south by the use of the ground, and on one mine alone, namely, part of Crown Mines, it is anticipated that it will be possible to house residentially, a population equal to that of the town of Springs, some 40,000 to 45,000 people. In addition to this, a Commission of Inquiry was appointed some time ago to consider the incorporation into Johannesburg of an area to the south. The findings of the Commission are not yet known, but the case put forward by the Johannesburg Council is that an area of some 130 sq. miles (of which Soweto is 25 sq. miles) should be incorporated. If this is done, the imbalance of the city will be rectified, and we will then have development to the south comparable to that which has taken place to the north.

RECREATIONAL AREA:

A short time ago quite an imaginative scheme was passed by the Council, namely, to acquire ground on what we hope will be our southern boundary, that is, the Klip River. A large portion of this ground is already owned by the City Council and, by building a wall at the eastern boundary of the ground, it is hoped to be able to create a lake covering some 200 acres, which will provide a recreational region for the people

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of Johannesburg. In addition, as was reported in the Press this week, the Minister of Planning has agreed to a scheme to reserve as a recreational area, some 18,000 morgen at a place called Suikerbosrand, which starts near Heidelberg and continues along a range of hills in a westerly direction towards Johannesburg, and it is hoped to make this an open recreational area for the population of the Reef. The length of this area is approximately 11 miles and, at places, is 5 miles wide.

Various Municipalities on the Reef have had preliminary discussions, and have agreed that they will make a contribution to the capital cost and to the financing of such a scheme, to give the people of the Witwatersrand a recreational area very near to where they live. These changes are taking place, and are going to make a vast difference to the face of Johannesburg.

POPULATION EXPLOSION:

I would like to quote a few figures of the anticipated population explosion in Johannesburg, to give you an idea of the number of people for whom we will have to plan. In 1920 the population of Johannesburg of all races was 286,000. In 18 years it increased to half a million. In 1967 it was 1,300,000 and - by 1985 - that is in 16 years time, it is anticipated that the population will be 2,000,000. That is the human population.

VEHICLE POPULATION:

Now I would like to deal with the motor car population. In 1948 it was 71,000. Twelve years later, in 1960, it had doubled to 158,000. In the next 8 years there were another 100,000 cars, and by 1985 it is anticipated that there will be 400,000 vehicles on the roads. We will have more people; we will have more cars, but the street areas remain the same.

FREEWAYS AND EXPRESSWAYS:

Johannesburg has embarked on a very large "freeways" system - portion of this is already in use and the remainder of the system should be open within the next two years. This project is to cost R64,000,000. I know unfavourable comparisons have been made between the road system of Johannesburg and that of Cape Town, and I want to congratulate Cape Town on what they have done. However, they have had to deal with a more sympathetic Provincial Council, which agreed to assist them some 4 or 5 years before the Transvaal Province agreed to assist Johannesburg. In addition, the contribution was at a higher percentage of the total cost, and in the total cost Cape Town was allowed to include the cost of the land, whereas in Johannesburg we have had to exclude in our claim for contribution any costs in connection with the acquisition of land.

When we commenced the expressway system, we were thought to be very lucky in that we could take some of the expressways over old mining ground, but what a snare and a delusion that was, because a lot of this mining ground was mined in the very early days of Johannesburg. There are no diagrams now of the underground workings, and the weight of the expressways is so high that the Council has been involved in considerable expense in shoring up the old mine workings before it was possible to build. In some cases it has been necessary to sink supports 150 feet before reaching solid ground. Another interesting fact is that into the pillars supporting the roads the engineers built "jacks" - similar to a motor-car jack, but on a very much bigger scale - so that, if subsequently there is subsidence, the pillars can be adjusted to height, and this has been a very,

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very costly part of the roadway scheme. I think I said the total cost will be something like R64,000,000, of which we are receiving a contribution from the Province and the National Transport Commission of only R21,000,000, which was calculated on the original cost of R45.5 million. When the costs were subsequently increased, we were advised that the cost to be borne by the Government authorities would have to be based on the original estimate of cost.

AIR TRAVEL:

Another means of travel that is changing Johannesburg is the use of light aircraft. We have an airport - the Rand Airport - and I would like to give you some figures regarding the number of take-offs and landings. Just going back to 1962, the total for that year was 28,000 take-offs and landings. By 1965 the number had increased to 80,000, and last year, for the first time, we topped the 100,000 number of planes alighting and taking off. That compares with something like 27,000 from Jan Smuts Airport.

Jan Smuts Airport is now not just a terminal airport - it used to be the end of the run from overseas, but with the opening of the airways to Australia and to South America, Jan Smuts Airport is becoming a "through" airport. Tremendous numbers of businessmen who wish to visit Australia, come to South Africa first, and then go on. Also, people in Africa who want to get to South America will now come south instead of going north. The number of passengers carried on S.A. Airways, a great number of whom start from Jan Smuts Airport, has increased fourfold in the last ten years, and the number of passengers carried last year was close on the 1 million mark.

BUILDING:

When thinking of the changes taking place in Johannesburg, one realises that a totally different form of building is being erected - great tower blocks are going up, and there is a reason for this. Until a few years ago, we had Town Planning regulations which zoned the various areas of the city into height and use zones. There was another governing factor, and that was that the height of a building could not exceed a line drawn at a 59° angle from the other side of the street, so that the width of the street was a determining factor as to how high one could build and, as a result, most of our buildings were fairly squat. However, some years ago that regulation was changed, and the 59° factor was altered. In order to get people to set their buildings back from the immediate street boundary, it was agreed that if the building was set back by 5 feet, the ground floor area sacrificed could be built at a higher level. Naturally, as more rental is paid for ground floor space in a shopping area than for space on a higher level, it is necessary to be compensated to a greater extent for the square footage lost on the ground, thus, in certain areas, if a developer sacrifices one square foot on the ground, he can, in certain areas, build 6 sq. feet on an upper floor. Developers are encouraged to set back their buildings by a minimum of 5 feet with a maximum of 10 in order to get this bonus bulk on upper floors. The more the buildings are set back from the street the higher the buildings can be built. There is also the wish to encourage developers to build residential accommodation in the centre of the city, and here again, if residential accommodation is built instead of office accommodation, in an area zoned for offices, the developer can get additional bulk bonus. This has had a fundamental effect on the type of building that is being erected today. If you examine many of the buildings under construction, you will find they are prestige blocks

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where the ground floor area contains fountains and gardens, with the result that there is more air and light around the buildings. The whole pattern is changing.

CARLTON CENTRE:

I want to deal in some detail with just one project - the Carlton Centre - to show you what is happening. On an average, between the Carlton Centre, the new Standard Bank building and the Trust Bank building, only 35% of the ground floor area will be occupied by the buildings. The remainder will be open space, so you will realise what an effect this is having on opening up our city.

Let me speak about the Carlton Centre for a few minutes. The Centre is being erected on what previously was four city blocks, the intervening streets having been closed, and the site will actually occupy six acres. This has meant a change in the services which previously went through those streets. The basements of the Centre go down a total of 95 feet. When it was decided to launch this project, the owners realised there might be claims from the surrounding owners, because owing to the excavations, the foundations of their buildings might be affected, so that, before a square yard of earth was removed from the site, the owners called in a firm of architects, and they surveyed all the buildings in the immediate vicinity. They photographed the cracks, they recorded the cracks so that they could get a factual position of the state of the buildings in the surrounding area before commencing their excavations. This was an extremely costly precaution, but they wanted to avoid claims being lodged against them for which they were not really responsible. Now, when you dig a hole of 95 ft., you draw off the water from the surrounding area, and this will affect the soil texture of that earth, because with this drainage taking place the Carlton Centre, naturally, will have to pump out the water that results from the digging of this huge hole.

On the Carlton Centre site they are building a huge office block, 50 storeys in height. Many of you know the Hertzog Tower - but the highest point of the Carlton office block will be higher than the Hertzog Tower - quite staggering, isn't it? Higher than the Hertzog Tower, although it starts from a lower street level site. The Carlton Centre will have provision for the parking of 2,000 cars: the office area will be over 1,000,000 sq. feet, and it is anticipated that the employees in the office block will number between 6,000 and 7,000 persons. There is to be an observation tower on top of the office block, and it is anticipated that, as this will be a much better vantage point than the Hertzog Tower observation room, there will be half a million visitors per annum, whereas the Hertzog Tower has 300,000 visitors per year.

I have spoken of the office block. In addition, there will be the shopping centre, which will cover the whole area and be on a number of levels, and there will be a new hotel of 30 storeys in height, which will have 600 double bedrooms. It is anticipated that there will be 900 employees in this hotel, so that, with guests and employees, there could be approximately 2,000 people in that building at one time. It is impossible to predict the number of employees in the shops, or the customers there will be there at any one time during the day, but on this six-acre block there will be, at any one time, approximately 10,000 people.

This project has created immense problems for the city. Take the sewers for instance. It was never anticipated that there would be such a large congregation of people on one site, and the Council has been put to

tremendous expense in providing additional sewerage facilities. It is expected that the site will use some 500,000 gallons of water a day, and over the day it will be necessary to accept a sewer effluent of some 300,000 gallons. However, there are peak hours and valleys, and the Council has had to increase facilities so that at any one time in the peak hours, sewerage effluent at the rate of 875,000 gallons per day can be accepted. This is the type of problem we have had to provide for, which was not anticipated years ago when the mains were laid down.

The total cost of the Carlton Centre will be in the region of R67,000,000, of which R7.9 million was paid for the land. Construction costs will be something like R46,000,000: but what I know will really interest you, is the figure which I have been given for interest, which has to be paid out during the construction period, before income starts - and that is a mere R3.2 million!

In addition to the shopping centre, the office block and the hotel, there is to be a very large exhibition hall, which will occupy 57,000 sq. feet. The speed of the lifts in the various blocks will be from 500 ft. to 1,400 ft. per minute. Electricity - what could the maximum demand be at any one time? This had to be calculated, for in the Electricity Department we have to cater for the peak demand. With all the offices, shops, hotel, air-conditioning plants, etc., the maximum demand for electricity, at any one time, is expected to exceed the peak demand for a city like Kimberley, and all concentrated on this six-acre block.

The problem of rubbish removal is another factor. How is it possible to dispose of all the rubbish accumulated in an office block and shopping centre and hotel of this size? The normal method of rubbish removal is by bin, but how many bins would be required to take off the rubbish from the Carlton Centre, and they would take up valuable space. The Centre will have to install a machine to enable them to compact rubbish. They anticipate that this machine can compact 80 sq. yds. of rubbish into 20 sq. yds., and the Council, with the use of special vehicles with special containers, will remove the compacted rubbish during the night.

MARKET:

In talking about the changes that are taking place, I must make mention of the Market. The present market was erected in 1913, and with the parking space it occupies some 16 acres. The railway trucks that feed the market use the main West Rand and Soweto railway line, and the Railways advised the Council some years ago that, with the increase in passenger traffic, they could no longer undertake to continue to bring the railway trucks to the market, and that we must find a new site. For a long time the argument raged as to whether marketing was the function of the local authority, or whether it was a national responsibility, but eventually it was decided that we, as a City, should build the new market. The Council acquired a site on the old City Deep Mine, some 243 acres in extent, and plans are already well under way, and a start has been made on the levelling of the site for a market which will now occupy 160 acres when the buildings, sidings, etc., have been laid out. 16 acres originally, and 160 acres now!

One of the difficulties of a Market is that in the summer one has a surplus of produce, and in the winter produce is scarce. In order to even this out, it is planned that the new Market will eventually have 5 acres of refrigerated space and cool chambers, and space for the ripening of fruit, so that in times of plenty the surplus produce can be placed in cold storage and made available in times of scarcity.

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A fundamental change has taken place in the method of marketing. Some years ago producers consigned their goods to the Market Master: it was then sorted into commodities, and municipal auctioneers offered the goods for sale. The City sent a mission overseas to study markets throughout the Western world, and it was found that today the auctioneer system is regarded as hopelessly out of date, and it has been decided to change. Now the producer consigns his goods to a Market Agent, and that Market Agent then negotiates the sale. This is how we will operate in the new Market. There will be 9 halls, 8 of which will be 1,000 feet long by 80 feet wide, and one 1,500 feet by 100 feet, and it is planned that at any one time it will be possible to offload some 300 railway trucks. Provision is also being made for a wholesale flower market. At the moment the flowers are mainly distributed by the Multiflora Market. A 13-acre site is being reserved in the new Market, and Multiflora will be establishing its headquarters there.

INDIAN MARKET:

In Johannesburg for years we have had a separate Indian Market from our normal produce market, but it is now intended to incorporate the Indian Market in the new Market area.

People from the country may not know that the Johannesburg Produce Market is the central market which serves a tremendously wide area. Produce is consigned here, bought by wholesalers, and then transferred all over the Transvaal and into the Free State. The new Market is going to be very different from the old, and on a very much bigger scale. It is felt that, with the change in marketing methods that is taking place, the refrigeration area is very, very essential, and will have the effect of helping the producer, in that prices will be more evenly maintained throughout the year.

As I have already said, the Railways informed us that we had to make a move, but when it came to the point of moving the Market, the Council has to meet the cost of building the railway line, although the Railways will get all the revenue from the produce carried. We have to pay the bill for marshalling yards, and for the line to the Market, and that will cost us R1,000,000, of the total R8,000,000 which will have to be spent on the Market. In addition, it is necessary for us to plan a new Abattoir, which will be adjacent to the new Produce Market, and will occupy some 230 acres. It is anticipated that this will cost around R14,000,000.

SEWERAGE SERVICES:

For some years Johannesburg has provided a metropolitan sewerage service. Johannesburg built large works, and has accepted the flow from surrounding areas rather than have a number of small works. Some of the areas to the north of Johannesburg have grown at a phenomenal and unanticipated rate, and when we laid down our sewerage mains, the areas to the north anticipated that the flow we would have to accept by 1985 would be 5,000,000 gallons per day. By 1960 they revised their estimate - after we had built the pipes - from 5,000,000 to 8,000,000 being the anticipated flow by 1985, but it is already 6.7 million, and this is creating great problems for us because the quantity of water used in sewers doubles every 11 years, so that at our sewerage farms we have this mass of water. What do you do with water that has come from sewers? Before it can be put back in a stream it must be purified according to standards laid down under the Water Act. The Council is faced with this problem - to install very costly machinery to purify the water, or to try and use it. We have tried to use it. Portion of the water is used in our cooling towers at our Power Stations at Kelvin, but we have also developed the most intensive cattle breeding scheme in the Republic.

That sounds a strong statement. We speak not of how many morgen per animal, but of how many animals per morgen. The sewage effluent is good for agriculture: the solids are good for manure and we have developed these farms on what was very poor agricultural ground. In so far as we can we grow our own fodder. One of the purposes of cattle breeding is to improve the quality of beef on the Johannesburg Market. We have two farms, one to the south and one to the north. The total area of the farms is nearly 7,000 acres, but only a limited portion is used for agricultural purposes. We now talk of four head per morgen, and slaughter animals are sold at approximately 15 months, and at that age they weigh about 800 lbs. Some of you farmers will know if that is good or bad - I don't. The stock used for the cattle breeding schemes are Angus, Hereford, Brown Swiss, Simmentaler, Charolais bulls, with a predominance of Africander, Hereford and Angus blood in the females.

RE-DEVELOPMENT OF BLIGHTED AREAS:

Some of the oldest established suburbs in Johannesburg are Jeppestown, Fairview and Troyeville, and they are now some 80 years old. In conjunction with the Department of Community Development, development of this area has now been frozen, and no further development can take place without permission of the Department of Community Development. These areas occupy roughly 175 acres, and it is anticipated that the whole of the three areas will be rebuilt. Portion of it will be a Municipal Housing Scheme, but for a portion it is expected that we will want to call in the assistance of private developers, who will have a predetermined plan in general principle of how the development is to take place, and private developers will be asked to take over portions of that ground for development, within the predetermined plan, as they feel will be advantageous. This is an area not far from the city. Its re-development will have the effect of bringing people within easy reach of the centre of the city, and it will be able to house a much larger population than it does today. It will be a good development, with people living under decent conditions.

Some of you may know the areas which we call Vrededorp and Pageview. They have been declared white group areas, although the areas have been occupied by Indians since the early days of Johannesburg. The residential area for Indians is Lenasia, some 18 miles to the south-west of the city. We have, in conjunction with the Department of Community Development, agreed that it would be grossly unfair to move the Indian traders from Vrededorp and Pageview without providing alternative facilities, so it has been agreed to establish a large Indian Bazaar in the vicinity of the Newtown Market. The ground has been expropriated, and the city, in conjunction with the Department of Community Development, is going to build a huge Asiatic Bazaar, which it is hoped will house the traders who will be displaced from the Vrededorp, Pageview and Newclare areas. This is to be a very ambitious scheme, and it will also act as an Urban Renewal Scheme in the Fordsburg area, and there will be a measure of equity for the Indian traders, who would otherwise have lost their trading opportunities.

BUSWAYS:

Another great problem in cities is getting the buses moving. They get bogged down in busy periods, and we have embarked on an experiment which we believe is unique, in that we are establishing a route which may only be used by buses. Our most congested area is Hillbrow. We have started this first bus scheme to serve the suburbs to the North/East (including Hillbrow). One of our streets, Joubert Street, is one-way and may only be used by buses, and we have carved a section off one of

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our Parks to form a road where buses only may travel. Previously the travelling time taken to get to Hillbrow was 30 minutes, but since the inauguration of the scheme the time has been cut by half, and now a bus, which previously was held up by traffic, by taking this "bus only" road, can do the distance in 15 minutes, and that is proving of great advantage.

We have also introduced buses where there is a driver only, as our difficulty in Johannesburg is that we cannot get white crews for our Transport Department. We know the solution to our transport problem is to have more buses, but we cannot recruit the crews, and that is why we have bus cancellations and cannot provide the service. However, it is hoped that with the new "bus only" road, and with having buses where there is no conductor, the problem will be eased. We have introduced a coupon system whereby, if people purchase coupons, they get a large discount on their fares. This is to encourage the use of coupons, so that when they enter the one-man bus they just have to put the ticket in the machine for cancellation, and the driver is not involved in giving change. So far the system seems to be working very, very successfully.

NEW CIVIC CENTRE:

Another big change is taking place in Johannesburg. We are establishing a new Civic Centre in Braamfontein, where some 25 acres was acquired some time ago for this purpose. Some of the office blocks are now under construction, but it is something of a long-term project, depending on capital availability. We are also planning for a large number of additional parking garages to take the cars that come into town.

Johannesburg, as with all other cities throughout the world, is finding the financial implications of running a city more and more heavy. For instance, the money borrowed to build its expressways will have to be paid off, and interest will have to be paid on it, with no revenue coming in at all from this expenditure. I think towns throughout South Africa are eagerly awaiting the Government's reaction to the Borckenhagen Committee Report. This Committee was appointed some 11 years ago, and its report is now in the hands of the Government. All cities are wondering what relief will be given to them, when the State studies the recommendations of this Commission.

We also have a difficulty in that our capital expenditure programmes are controlled by the Central Treasury. They advise us of the amount they will allow us to raise by way of loans each year, and this is having a crippling effect on the necessary expansions that have to take place. To give you an indication of one costly undertaking - that of providing for the extension of sewerage works. The extension which will have to take place within the next 7 years will cost R59,000,000. This service is to cater, not only for Johannesburg, but also the surrounding areas from which we accept sewage.

As far as electricity is concerned, the Electrical Engineer told me this morning that 25 of the new projects going up, such as the Carlton Centre, the Standard Bank, the Trust Bank, the S.A.B.C. Headquarters, will create a peak demand for electricity which equals the total peak demand for electricity in the whole of the city 25 years ago in 1944. Think of this: 25 projects, and the peak demand they will create for electricity is equal to the total peak demand of 25 years ago. Quite staggering, isn't it? These are some of the problems with which we in the city have to grapple.

Another factor which will have a fundamental influence on the city is the development of the big property promoting companies. They want to develop, not on a stand or two, but on a whole block, and this is going to change the pattern of the city, for the good, I am sure, because the development of blocks gives us these island sites, more room and more street room, and will, in the long-term, be of great benefit to the city.

In giving you these facts - a lot of them may be, and I hope a lot of them will be, meaningful. I have tried not to be boastful, for I do not want to create an impression that Johannesburg is bigger and better - I am just trying to get across the things I know are taking place, the problems they are creating, and the scale on which change is taking place.

Recently we had an exhibition at the Rand Show by our Forward Planning Department. Some five years ago the Council appointed its Chief Town Planner to establish a Forward Planning Section in the City Engineer's Department. His instructions were, not to worry about what is happening today, but to have his eye on what we must do today for what will take place in 10, 15 or 20 years' time. Before the section could really get to grips with the job, a mass of surveys had to be undertaken to provide the basic information. They are now trying to project and plan for what will take place in years to come.

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In 1947 I was in the fortunate position of being able to attend a Conference in Toronto - a Conference called by the Municipal Research Bureau of Toronto. Canada was then celebrating its 100th birthday, and Toronto had asked 40 cities, with populations of over 1,000,000, to send six delegates to the Conference, and we discussed the development of metropolitan areas. It was brought home forcibly to us that no city can plan in isolation - that one must plan with one's neighbours - that planning must be a joint effort, and that one must try and co-ordinate the developments in various areas. This is one of the things that is so necessary in South Africa - to plan, not in isolation, but on a regional basis. Where metropolitan facilities are available, the local authorities should get together. The tendency overseas is to form regional planning authorities and for city units to become larger and larger.

We in Johannesburg feel the great need for planning, not only for ourselves, but for the areas surrounding Johannesburg to plan in conjunction with us, so that we can take a far-sighted view. At our recent Forward Planning exhibition at the Rand Show, one of the walls carried a quotation from a Town Planner as follows:-

"A PLANNER'S PHILOSOPHY

"Make no little plans.
They have no magic to stir men's blood,
And probably themselves will not be realised.

Make big plans.
Aim high, in hope and work,
Remembering that a noble, logical diagram,
Once recorded, will never die
But long after we are gone will be a living thing
Asserting itself with ever-growing insistency.

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Remember that our sons and grandsons
Are going to do things that will stagger us,
And let your watchword be Order and your beacon Beauty."

I would like to leave this thought with you, that we must plan on a
big scale, we must be imaginative, and we must try to plan for our sons
and grandsons.

I now have great pleasure in declaring this Conference open.

CARD I

Old 59 degree regulation

New regulations: Buildings could go higher if set back

Greater set back the higher

The bonus bulk for widening pavement minimum 5ft. max. 10ft.

Bonus varied 6 above for 1 on ground in central area

Outside shopping centre 3 for 1

Office blocks 1 for 1

In central area residential instead of offices 3 for 1

On average increased bulk averages 14%

Effect - to open city

Gave more open areas on streets and widen pavements helping to solve pedestrian problem.

CARD iiJohannesburg Municipal Area:

19.33 sq. miles plus 4.15 at Klipspruit

Area of mining ground 23 sq. miles.

Area of south which it is desired to incorporate 25 sq. miles.

Development of Mining ground:

In the area previously occupied by the Crown Mines it appears possible to develop to accommodate approximately 40,000 people (last census Springs European population 47,500.)

Chances in developing these areas to embody latest town planning schemes and to revitalise area of Johannesburg.

Large areas other than Crown Mines, such as Robinson and portions of City Deep and portions of Nourse available for development.

Playground area to the South on Klipriver.

Estimate possible create water area of 200 acres.

Announcement of approval by Minister of Planning of Suikerbosrand scheme of 18,000 acres - joint scheme by local authorities on the reef.

Card IIIPopulation statistics greater Johannesburg:

Take para 6 of A

Ur an renewal para 3 of A

New Market: Present market at Newtown occupies 16 acres.

Railways advise not possible to continue trucking to Newtown.

New market at City Deep 240 acres, of which two-thirds to be developed.

New railway lines and marshalling yards to cost Council Rlm.

7 sales halls to be built 1000 ft. long and 80 ft. wide.

Market agents to have their offices and warehouses in market area.

Flower market of 13 acres to be incorporated in market area.

Ground to be leased by the Council to Multiflora.

Refrigeration space provided 5 acres.

New system of distribution. Instead of like produce being sold from one area, each Agent will have area allocated to him.

Old system of auctioneering has been disregarded.

Agent negotiates sales to buyers.

Council has record of goods railed to each Agent.

Agent makes our sales note and copies handed to Council.

X
With refrigeration space it will be possible to carry over products in times of surplus and release in times of shortages. Indian market will be part of new market and will not be able to bring on to market goods purchased direct from growers. The trend for future development is that Agents may buy from farmers in production areas and consign to themselves at the market and sell on open account.

Total cost of new market R8m

Anticipated that if funds available market will be in operation at the end of 1970.

CARD IV

Motorways.

1965 number of registered motor vehicles 143,900

1985 409,000

While numbers of cars increase, street area remains the same or diminishes.

Cost of freeways 1962 - 10 year programme, estimated cost R450,500000

Central Government and Provincial contribution R21m

No contribution to costs of expropriation.

Due to increased costs of labour, materials and expropriation cost in the region of R64m.

Many technical difficulties.

Undermining of old Westgate mine dump and where crossing original reef outcrop.

Necessary to sink shaft 170ft. deep and 50ft. diameter.

Near Newtown market was old brickfields

Pillars 80ft. deep.

Provision has to be made for subsistence in the design and system incorporated for raising structures by provision of jacks.

CARD V

Busways

Choking of cities.

Busway experiment

Special route to North)Eastern suburbs.

Old time 25-30 minutes

By making street for buses only and slicing portion off Joubert Park available for buses only, bus time cut by 15 minutes.

Ma power shortage - new buses no conductors, drivers only, coupon system.

CARD VI

Sewerage development:

Metropolitan or regional scheme. Servicing Edenvale, Bedfordview, Sandown, Bryanston, Randburg and parts of Roodepoort.

1947 Peri-Urban areas Board projection flow by 1985 5 million

1960 estimate revised to 8 million

1966 actual 6.7 million.

Sewerage flow 60 million galls per day.

Doubles over 11 years.
New scheme to cost R59m to be completed by 1976.
Further development to 1981 R20m.
Water at sewage works.
Purify or use.
Councils Farms: 6960 acres
Water used in cooling towers at Kelvin.
Breeding of cattle.
Now stock 4000 head.
4 head per morgen.
Slaughter animals marketed at 15 months, average live wt. 800 lbs.
One reason to have better beef on Johannesburg market.

CARD VII

Carlton Centre

Area occupied 6 acres being 5½ blocks.

Problems involved:

Closing of streets

Diversion of services.

Facts:

Excavation 95 ft.

Survey of buildings within 500 ft. of site before excavation to ascertain state of buildings. Cracks photographed.

One of facts of excavation dropping of water level, affecting soil texture of surrounding areas.

Estimated cost R67m. made up of

Construction work	46.2
Land	7.9
Pre-opening development	3.9
Hotel equip. & furn	2.1
Int. payable	3.2
Contingencies	3.7

Office Block 50 storeys high

Top will be above level of Hertzog Tower,

Area of office block 1m. sq. ft.

Parking for 2000 cars

Hotel Block 30 storeys

600 double bedrooms

90 luxury ~~suited~~ apartments

Exhibition Hall 1½ acres or 57,000 sq. ft.

Speed of lifts varies from 500 to 1400 ft. per minute

Water consumption peak demand at rate of ~~20000~~, 800,000 galls per day.

Relief sewer to cater for demand equal to 750,000 galls per day.

Actual flow estimated at 300,000 galls per day.

Electricity demand 25 megawatts -- Kimberley 21 megawatts.

Anticipated population

Office block 6000

Hotel staff 900

guests 1000

150 shops plus two departmental stores population unknown.

Hertzog Tower visitors 300,000 per annum

Carlton Centre observation tower anticipated visitors 500,000 p.a.

Rubbish removal

Compacting plant 80 cu. ft. per day from Hotel to be reduced to 20 cu. ft.

CARD VIII

Growth in use of electricity:

1928 main user of electricity tramways and street lighting.
Virtually no domestic appliances.

1920-1930 Johannesburg's central Power Station provided
6600 volts

1938 - Orlando Power Station 25,000 volts

Now total 80,000 volts

1972 anticipated 275,000 volts.

25 new projects required

144 kilowatts which is as much as whole consumption in 1944
present capital invested R153m.

1970 R200m.

Revenue now approximately R21m.

CARD IX

Airway Passengers	Pass. Journeys No. of Pass.	A/Freight Ton-Miles	A/Mail Ton-miles	Pass. Miles Miles
1958-59	296,941	3,135,743	3,531,586	250,579
1959-60	334,880	4,279,776	3,705,219	
1960-61	376,713	7,339,827	2,967,187	
1961-62	409,551	12,032,941	3,532,044	
1962-63	460,661	13,752,308	4,833,560	
1963-64	538,560	16,729,111	5,144,089	
1964-65	625,661	19,434,525	3,594,324	
1965-66	721,522	19,826,943	3,681,245	
1966-67	887,056	26,737,452	5,200,075	
1967-68	976,587	23,545,665	6,180,756	

Passenger Miles
 250,579,163 —
 267,332,692 —
 322,733,687 —
 411,475,317 —
 465,432,300 —
 551,234,886 —
 660,240,646 —
 745,850,061 —
 956,584,183 —
 1,057,154,703

CARD X

Urban Renewal

Jeppe, Fairview, Troyeville

176 acres

part of this will be by Local Authorities part for private
development.

Proposed Indian Bazaar at Fordsburg: 345 shops to house
Indians displaced from Pageview, Vrededorp, Newclare

Cost R?

CARD XI

Civic Centre complex

25 acre site in Braamfontein - new administration blocks

Council Chamber. Mayoral and Council suites.

Present buildings in centre city to remain
Alterations to City Hall to provide two halls with a
view to improving acoustics.
Large number of new parking garages planned.

CARD XII

Financial implications
Borckenhagen Committee report awaited
Non-remunerative expenditure
Traffic can choke cities
More sympathy required from central government for problems
of local authorities.

CARD XIII

Ending

Declare Conference opened.

JOHANNESBURG:

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