

1.5.2

(11)

ZWELITSHA NATIVE TOWN
KINGWILLIAMSTOWN.

TOWN PLANNING REPORT:

The site for this native town, unique in the history of South Africa, is some four miles out of Kingwilliamstown on the Mount Coke Road and just opposite the new Good Hope Textile Factory of the Industrial Development Corporation.

GENERAL:

The area to be occupied by the new town covers some 980 acres of released Native Trust land. The site is irregular in shape and bounded on the north and round to the east by the Mount Coke Road. On the north west, the boundary is a small stream, and the Buffalo River forms the remaining boundary.

The site slopes up from the main road to a hill top roughly in the centre of the area; those slopes are moderate, but on the river side they become very steep in places, reaching a gradient of 1 in 2.

The first stage in planning, therefore, was to select the most suitable areas, bearing in mind the aspect, accessibility and slope. Ground providing a northern aspect is greatly to be desired, so this was duly considered in the preliminary zoning. The plan was then amended by ruling out as unsuitable for economical development all ground with a slope steeper than 1 in 6. Further limitations of accessibility and suitability of the different areas were taken into account, as well as the target figure to two thousand houses.

This was easily reached, with four large blocks on the south side of the hill top being available to cater for any extension that may be necessary some time in the future.

A reservoir site was called for. The hill top was the obvious choice, in order to feed by gravity, and therefore, a site, approximately one acre in extent was selected. Next - a pressure head of about 25 ft. is required, and this fact dictated the shape of the open space about the hill top, a space of some 23 acres. In order to make use of this, the Secondary School, Technical College and the People's Health Centre have been sited here, with a site for a Fire Station immediately across the main road to the west. Playing fields adjoin the school and college areas.

DEVELOPMENT:

For housing development, the most suitable and less steep areas were selected, and the final number of lots is 2067. These lots have a general frontage of 60 ft. and the depth varies, with a minimum of 80 ft. Considerable difficulty was experienced in the eastern portion of the town because of the rocky outcrops, and therefore, these lots were increased in size.

The building/... ..

The building line varies from 15 ft. to 35 ft. It is anticipated that there will be no fences to demarcate the different lots, but that hedges will be provided.

Street corners should all be splayed.

HOSTELS:

The cottage type of hostel has been used for the single males and females. These are sited on the main service road, and in proximity to a shopping centre and recreation ground, and approximately 2000 ft. from the main entrance to the textile factory. The 80 ft. entrance road acts as a barrier between the sexes.

A large and suitable area has been reserved for a future hostel for the Aged. This should not be required immediately, but will be available as an additional open space until such time as the need for it arises. This site is between the Administrative Centre, Shopping Centre etc., is easy of access, yet quiet, and is close to the churches.

ROADS:

With the preliminary zoning completed, attention was turned to the road framework. The possibility of the main road to Mount Coke being declared a National Road was borne in mind, and a strip, 300 ft. from the north side of the existing main road, was left as open space. Within this strip the main service road was located, and all estate roads intersect this service road.

Entrances to the main road are kept to a minimum, there being only four entrances in a frontage of some 8400 feet, or 1.6 miles. The main entrance to the town, leading to the Administrative Centre, is planned 350 ft. past the main entrance to the factory. This will enable the factory traffic to be cleared before the town is reached.

There are only two other main entrances to the town, one to the north west, where a future road may be constructed to Kingwilliamstown, and the other on the south side, where it will link the town, by means of a bridge which is required even now, to the west bank area of the Buffalo River.

These entrances having been fixed, consideration was turned to the main framework or skeleton system. This system allows free movement to all parts of the town, and should obviate the necessity of traffic traversing the estate roads. Width of the main roads is 80 ft. made up as follows:-

7 ft. footway 7 ft. footway.
16 ft. carriageway 16 ft. carriageway.

34 ft. central green strip
or barrier.

In addition certain secondary routes are provided; these are 60 ft. in width. Details are as follows:-

5 ft. footway 5 ft. footway.
16 ft. carriageway 16 ft. carriageway.

18 ft. central green strip.

In order/... ..

In order to keep traffic to these routes as far as possible, these central green belts, which should be suitably tree planted, are generally continuous between main intersections, where the necessary breaks are made.

This twin carriageway system makes for economy, as carriageways, footways may be on different levels, thus reducing construction costs in cutting or embankment.

The main service road, parallel to the Mount Coke Road is 44 ft. in width.

As far as the estate roads are concerned these are all 26 ft. in width, and planned to take full advantage of the contours wherever possible. These have 5 ft. footways on either side, and a 16 ft. carriageway. In four places (to the west and in the area just east of central) owing to the steepness of the ground, and the necessity for some way of pedestrian access, 26 ft. passageways have been provided. These have two 8 ft. verges and a 10 ft. central footway.

ADMINISTRATIVE CENTRE:

This is planned to close off the main entrance vista from the main road. This centre will provide facilities for the Administrative control of the town. It is flanked on the west by the police station, cells, court etc., as well as living accommodation for the staff. Should it be necessary for additional police posts throughout the town, there can be arranged by selecting suitable residential lots (as there are 67 over the 2000 lots estimated originally).

CHURCHES:

There are 15 church sites which are well dispersed throughout the area.

CLINICS AND CRECHES:

It is suggested that these be located within the small open spaces which are found in the different areas.

SHOPPING CENTRES:

Four areas have been zoned for shopping centres, well distributed throughout the town. These will include market stalls (should these be necessary), banks, shops, offices, laundries etc.,. Parking areas are provided in the vicinity, and these should also be utilised as bus stops.

Provision is made for a large garage and workshops adjoining the shopping centre near the single male and single female hostels. This garage would be the terminus of a future bus service.

SCHOOLS:

The plan provides for the following schools:-

- 2 primary, one of 4.0 acres, the other 3.0 acres.
- 3 intermediate (primary up to Standard 6),
7.3, 9.5 and 7.3 acres respectively.

- 1 Secondary, 7.6 acres in extent.
- 1 Technical College, of 10.7 acres.

Total 49.4. acres.

These schools are dispersed throughout the town, and should the town be extended, there is ample room for a further school which may be of the "Higher Mission" type.

RECREATION GROUNDS:

There are four main areas set aside for recreation, and it is possible that the quarry near the Kingwilliamstown - Mount Coke Road may be cleared and converted into a swimming bath.

In addition, recreation grounds are provided at three schools. These may be available for general use after school hours.

OPEN SPACE:

A green belt has been provided virtually right round the town. Along the Mount Coke Road this was dictated by the requirements of the Divisional Council, in terms of the possible application of the Restriction of Ribbon Development Act.

The steep areas adjoining the Buffalo River, too steep for building development are zoned as open space, and should be tree planted.

The main roads shown in the undeveloped area to the south should not be constructed until and unless that area need be developed.

SEWERAGE FARM:

It is possible that a sewage farm could be located at the southern end of the area, but I am against this for the following reasons --

- (1) proximity to the Fort Murray Dam, and possibility of pollution to the Buffalo River.
- (2) It will be difficult, without pumping, to deliver sewage to that vicinity.
- (3) Possibility of Kingwilliamstown, the Factory and the town of Zwelitsha combining to form a joint sewage farm, located in the area between Kingwilliamstown and Zwelitsha.

SUMMARY:

Residential erven	2067	518.7 acres.
Main Roads	7.4 miles)	
Secondary Roads	3.3 miles)	153.8 acres.
Service Road	1.6 miles)	

Schools/...

Schools	2 primary 3 intermediate 1 secondary 1 technical	} 49.4 acres.
Hostels	14 cottage (male) 14 cottage (Female) 1 Block for the Aged	} 8.6 acres.
Shopping centres	- 4	5.6 acres.
Administrative Centre	- 1	1.3 acres.
Fire Station	- 1	0.5 acres.
Churches	- 15	4.6 acres.
Health Centre	- 1	4.3 acres.
Reservoir Site	- 1	1.0 acres.
Open space (including playgrounds, recreation grounds etc.,)		437.4 acres.
TOTAL		<u>985.2 acres.</u>

DENSITY:

Gross (including roads) 4.4 houses per acre.
 Nett 6.5 houses per acre.

PERCENTAGES:

Housing	318.7 ac.)	32.2%
Hostels	8.6 ac.)	
Roads	153.8 ac.	15.6%
Schools	49.4 ac.	5.0%
Centres, Churches etc.,	17.3 ac.	2.7%
Open Space	437.4 ac.	44.5%
		<u>100. %</u>

CONCLUSION:

The planning of this new town for natives, to be run ultimately by the natives themselves is something new and unique in any country. It is therefore hoped that the experiment will be a success, and that this Zwellitsha - the "New Era" - will be the forerunner of many other similar schemes in different parts of the country. If not a complete success, then the mistakes made here will enable the future towns to go ahead on the correct lines.

J.C. COLLINGS.
 DIRECTOR OF HOUSING.

M.J. MITCHELL.
 TOWN PLANNING OFFICER.

PRETORIA.

18th April, 1947.

Collection Number: AD1715

SOUTH AFRICAN INSTITUTE OF RACE RELATIONS (SAIRR), 1892-1974

PUBLISHER:

Collection Funder:- Atlantic Philanthropies Foundation

Publisher:- Historical Papers Research Archive

Location:- Johannesburg

©2013

LEGAL NOTICES:

Copyright Notice: All materials on the Historical Papers website are protected by South African copyright law and may not be reproduced, distributed, transmitted, displayed, or otherwise published in any format, without the prior written permission of the copyright owner.

Disclaimer and Terms of Use: Provided that you maintain all copyright and other notices contained therein, you may download material (one machine readable copy and one print copy per page) for your personal and/or educational non-commercial use only.

People using these records relating to the archives of Historical Papers, The Library, University of the Witwatersrand, Johannesburg, are reminded that such records sometimes contain material which is uncorroborated, inaccurate, distorted or untrue. While these digital records are true facsimiles of paper documents and the information contained herein is obtained from sources believed to be accurate and reliable, Historical Papers, University of the Witwatersrand has not independently verified their content. Consequently, the University is not responsible for any errors or omissions and excludes any and all liability for any errors in or omissions from the information on the website or any related information on third party websites accessible from this website.

This document forms part of the archive of the South African Institute of Race Relations (SAIRR), held at the Historical Papers Research Archive at The University of the Witwatersrand, Johannesburg, South Africa.