

RESEARCH COMMITTEE ON MINIMUM STANDARDS OF ACCOMMODATION  
SUB-COMMITTEE 4 - ESTATE PLANNING.

MINUTES OF THE FIFTH MEETING OF SUB-COMMITTEE 4 HELD IN THE BOARD ROOM OF THE COUNCIL FOR SCIENTIFIC AND INDUSTRIAL RESEARCH ON FRIDAY, 9TH APRIL, 1948 AT 9.30 a.m.

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Present:

Major Collings (Chairman)	- Director of Housing.
Mr. C.S. Douglas	- Chairman, Transvaal Townships Board.
Mr. M.J. Mitchell	- National Housing and Planning Commission.
Mr. N.T. Cooper	- T.P.I.
Mr. A.J. Cutten	
Mr. P.H. Connell (Organising Secretary).	

In Attendance:

Miss S. de Beer.

Apology:

Miss P.G. Evans.

1. Confirmation of Minutes.

It was pointed out that Mr. Douglas' name had been inadvertently omitted from the list of members present at the last meeting, also that Mr. de Vaal's name had been wrongly spelt. These mistakes were rectified and the Chairman then signed the Minutes.

2. Matters Arising out of Minutes.

Mr. Connell raised the question of the condensation of the Interim Report, which the last meeting had decided should be left to him. He asked whether the sub-committee felt that this should be complete before the meeting with the Chairmen of the Townships Board on April 21st, or whether it would be sufficient if the corrected papers were tabled at the meeting.

After discussion it was agreed that as the Organising Secretary would find it very difficult to have the Interim Report ready in its final condensed form by the 21st April, it would be sufficient for the purposes of this meeting if the corrected reports were tabled, together with a concise summary setting out all the main points covered by the report and the recommendations of the Committee.

3. Individual Reports and Comments.

3/a Streets and Access Ways.

Mr. Connell/.....



Mr. Connell indicated that the previous meeting had gone through some of the reports and had reached page 7 of the report on Streets and Access Ways.

In discussing minimum widths of streets, the Chairman pointed out that the best way of deciding this was by taking into consideration the number of dwellings in a street and thus calculating the amount of traffic it was likely to take. In this way the principle is established of relating the width of a street to its function. This is only possible under planned conditions, in which it is known what density needs to be provided for. He felt that in the light of this it should be possible to arrive at a formula for the calculation of street widths.

Mr. Cooper stressed that it would be dangerous to work out a formula unless it were based on practical experience. A proper survey was necessary but this need a great deal of time.

It was eventually agreed that it should be recommended in the Interim Report that traffic surveys be carried out on various types of road to establish the relation under existing conditions between the function and size of roads.

3/a/1. Returning to page 7 of the report, paragraph XI Gradients, it was agreed after discussion that the Interim Report should stipulate that no gradient should be steeper than 1 in 10. It was also agreed that the acceptance in paragraph XI of the Report of a gradient of 1 in 30 should be amended to 1 in 20.

3/a/2. Paragraph XII Kerbs. It was agreed to delete the sentence "A Kerb should.....declivity". In diagram 11 referring to this section it was recommended that the shaded portions be deleted and that the dotted line be the boundary.

3/a/3. Intersections. It was agreed to alter the second paragraph of this section as follows:

"Service Roads: A Service Road is a road running more or less parallel to an arterial road, but designed to carry purely internal traffic, so as to maintain the arterial road for the use of through traffic. Before starting an Estate Plan, it should be ascertained from the controlling authority where service roads will be required".

It was agreed after considerable discussion on Service Roads in general, to recommend that "Service Roads must have an overall width of at least 35'-0".

3/a/4. Direct Acute Angled Crossing. It was agreed that this should always be avoided and the Chairman recommended strongly that except for the staggered form at the bottom of the page, diagram 12 should be omitted.

3/a/5. Conclusion. It was agreed that this paragraph might be omitted.

3/a/6. Further discussion now took place on the definition of shopping streets and the width of these. It was agreed that for shopping streets in the town, a total of 84 ft. should be accepted, made up as follows:-

20 ft. footway; 9 ft. lane for waiting vehicles; 11 ft. lane

4 ft. central island

9 ft. lane for waiting vehicles; 11 ft. lane; 20 ft. footway.



In a minor shopping area, the shops to be set back in a bay, with a distance of 60 ft. between the boundary of the main street and the building line of the shops. (Diagram to be attached).

3/b. Building Sites. Mr. Cooper's paper on Building Sites was gone through, in the light of the comments received from Mr. Douglas and from Mr. Anderson.

It was agreed that in the paragraph dealing with the Residential Unit the figure 300 families should be altered to 300 - 400 families.

It was agreed that the paragraph on page 3 dealing with Flat Sites should be omitted.

As there was no time to finish the discussion on Mr. Cooper's paper, it was agreed to leave this to Mr. Connell, who would consult with Mr. Cooper on any doubtful points.

The meeting ended at 12.45 p.m.

Confirmed,

C H A I R M A N.

**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*

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