



KEY

- FLATS OR OFFICES
- SHOPS
- JOHANNESBURG COLLEGE OF EDUCATION
- EDUCATIONAL
- MUNICIPAL
- PARK

PLANNING AND TECHNICAL SERVICES COMMITTEE.

A SPECIAL MEETING OF THE ABOVE COMMITTEE WILL BE HELD IN THE LARGE COMMITTEE ROOM ON THURSDAY, 17TH APRIL 1969, AT 1.15 P.M.

**CONFIDENTIAL**  
**NOT FOR PUBLICATION**

11th April 1969.

S.D. MARSHALL,

CLERK OF THE COUNCIL.

A G E N D A.

1. LEAVE OF ABSENCE.
2. REPORT : City Engineer's Department. (Attached)

PLANNING AND TECHNICAL SERVICES COMMITTEE. (Sp.Mtg. COMMITTEE  
 17.4.69)  
CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

**REZONING : VARIOUS LOTS IN PARKTOWN.**

Locality: That portion of Parktown bounded by Jan Smuts Avenue, Rock Ridge Road, Jubilee Road, York Road (north), the northern boundaries of Lots 169 and 170 R.E., the western boundary of Lot 168, Princess of Wales Terrace, York Road (south), Park Lane, the north-west boundary of Lots 5-11, Queens Road, Empire Road, the western boundary of Lot 562 Wellington Road, the motorway interchange system and St. Andrew's Road.

Lots Affected: Lots 1-4, 21-23, 25, 42-49, 54-75, 81-86, 96-167, 169-177, 182-194, 196-219, 545-550, 562-568, 651, 659 C, D and E, 660, Reserve 8, Reserve 14 and Portion 1A of Reserve 2.

Zoning: "Special Residential", one dwelling per erf, with the exception of Lots 113, 115, 117 and 126 which are zoned "Special" for educational and hostel purposes.

Remarks: On the 11th November 1968 and the 5th February 1969, the Management Committee resolved that a draft amendment scheme to rezone the south/eastern portion of Parktown, as described in the annexures hereto, be advertised subject to certain conditions. The proposal was advertised in the Press and on the site. Seventy nine objections have been received; copies have been sent to Committee members.

The City Engineer will report verbally on the implications the proposed transportation plan will have on this rezoning.

On the 10th March 1969 the Committee resolved that the objectors be interviewed. Arrangements have been made for the objectors to be present at 1.15 p.m.

FOR CONSIDERATION.

(72/3/303)  
 (C.E.(T.P.) 283/69)

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

REZONING : VARIOUS LOTS IN PARKTOWN.

Locality: That portion of Parktown bounded by Jan Smuts Avenue, Rock Ridge Road, Jubilee Road, York Road (north), the northern boundaries of Lots 169 and 170 R.E., the western boundary of Lot 168, Princess of Wales Terrace, York Road (south), Park Lane, the north-west boundary of Lots 5-11, Queens Road, Empire Road, the western boundary of Lot 562 Wellington Road, the motorway interchange system and St. Andrew's Road.

Lots Affected: Lots 1-4, 21-23, 25, 42-49, 54-75, 81-86, 96-167, 169-177, 182-194, 196-219, 545-550, 562-568, 651, 659 C, D and E, 660, Reserve 8, Reserve 14 and Portion 1A of Reserve 2.

Zoning: "Special Residential", one dwelling per erf, with the exception of Lots 113, 115, 117 and 126 which are zoned "Special" for educational and hostel purposes.

Proposal: To rezone the majority of specified lots to "Special" to permit offices and residential buildings and to define alternative uses that may be granted with the consent of the Council; also to rezone certain lots "Educational", "Municipal Purposes" and "Public Open Space".

Remarks: South-east Parktown has been the subject of large-scale acquisitions by the Province and the University. In addition, the Council has initiated major road improvements in the area and proposes to establish an art gallery and park near Empire Road. The area in question has been vitally affected by these developments and its hitherto exclusively residential character is rapidly changing.

It is proposed to rezone this part of Parktown to make provision for present circumstances and to initiate an open-type low-bulk development on a comprehensive basis.

The following plans are laid on the table:-

- Plan No. 1 - Existing land use.
- 2 - Projects already in hand.
- 3 - Present zoning and consents.
- 4 - Proposed zoning.
- 5 - Proposed road requirements (servitudes, building lines and closures).

:- Topography ....

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

Topography: The land falls away from the Parktown ridge in a southerly direction towards Empire Road and rises again towards the east in the direction of Hillbrow. The motorways bisect the area proposed for rezoning. Some 120 lots are involved. The ruling size of a lot is about 45,000 Cape sq. ft. measuring 150 x 300 Cape feet. In all cases, lot sizes exceed 30,000 Cape sq. ft. unless affected by expropriations.

Historical Background: The history of Parktown is intimately connected with the Rand mining magnates who chose Parktown as their select residential area. Many palatial and stately homes were built, notably those designed by Sir Herbert Baker in the early 1900's. The Ridge area, excluded from this present scheme, is still largely unchanged and the atmosphere of graciousness has been preserved. "Stonehouse" on Lot 661 was recently declared a National Monument. In the part of Parktown now under consideration, however, post-war developments have seen the intrusion of extraneous influences and a movement of wealthy residents to more outlying areas. Many of the original large houses have fallen into disrepair and the Council has consented to such uses as institutions, boarding houses, hostels and nursing homes. The expansion of educational facilities in this part of Johannesburg, together with the proximity of Hillbrow, have created entirely different conditions and demands to those originally contemplated. The modern road pattern alone, with its motorways and arterial tributaries, has transformed the area into an approach zone for the central business district. Existing land use is shown on Plan No. 1.

Township and Title Deed Conditions: The township owners have only a residual interest in Parktown but applications by the various owners will have to be made to the Administrator for the removal of restrictions contained in the conditions of title. Inter alia, these include prohibitions against subdivision and any use other than residential. The erection of only one residence on any lot is stipulated.

Projects already in Hand: These are illustrated on Plan No. 2 which also shows the nature of recent applications.

The Council's proposals to establish a park and art gallery are reaching the detailed planning stage. Similarly, the design for the College of Education is now well advanced; the complex will cater for a minimum of 2,100 students with hostel accommodation for 1,200, and will cover about 80 acres. The teaching blocks, hall, student centre and stadium are low-rise while the 3 hostel towers are expected to be 12 storeys.

:- The ....

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

The University of the Witwatersrand is planning development on their site for approximately 1,000 students, of whom 500 will be residential. The State has earmarked Lots 50-53 and 76-80 for a Commercial College and it has been decided that the General Hospital will be sited north of Jubilee Road. Recent applications and enquiries by private developers include office blocks, medical clinics and private hotels. A financial appreciation has been submitted by one applicant showing that a bulk of 0.6 is feasible.

Rezoning History: On the 13th February 1963, vide Notice No. 38 of Provincial Gazette No. 3016, the Administrator promulgated the rezoning of Lots 113, 115, 117 and 126 from "Special Residential" to "Special" for educational and hostel purposes. Inter alia, the conditions required certain servitudes and building lines.

On the 3rd July 1968, the Management Committee agreed that a draft town-planning scheme be prepared and advertised to rezone Lots 114, 116, 118 and 127 to "Special" to permit a place of education, hostels and ancillary recreational facilities. Conditions similar to the previous case were laid down and a bulk factor of 0.8 was specified.

No other rezoning applications in this part of Parktown have been favourably considered by the Council, though several applications for business and flat rights have been received. These are illustrated on Plan No. 2.

It has been Council policy over the last few years that development should not be planned in an ad hoc manner and applicants have been advised to await the preparation of this master plan. The Townships Board have also postponed the final examination of three amendment schemes prepared under protest as the result of appeals against the Council's refusal to grant "General Business" rights. In the case of Lots 76-80, the land has since been acquired by the Government and the question of rezoning is presumed to have fallen away; Lots 81 and Lots 96, 99 and 100 are still live issues, however. If a comprehensive development plan is not finalised soon it is doubtful whether indefinite postponement will be possible.

Plan No. 3 shows the present zoning together with those uses that have been granted with the consent of the Council.

:- Implementation ....

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

Implementation of Proposal: In effect, the area constitutes a new large tract of land in close proximity to central Johannesburg. By expropriation and acquisition, the Council and the Province have led the way to a special development programme of what must be regarded as a very special area.

It is considered that maximum benefit to the city would result from development of the area by low bulk offices and residential buildings at low coverage and in a garden setting. A low bulk factor is vital if these objects are to be achieved and land prices are to be kept stable. For these reasons, bulk factors of 0.6 for offices and 0.8 for flats, with a maximum coverage of 30% are strongly advocated. It is also proposed that building development be kept to a reasonable scale by imposing a height restriction of 12 storeys above ground level. To avoid loss of amenity to home owners across the scheme boundary roads, lots on the western side of the area and Rock Ridge Road should be graded down to only 2 or 3 storeys depending on exact location.

The need for a low bulk factor is demonstrated clearly by the fact that the potential population south of Rock Ridge and Jubilee Roads will be in the region of 18,000 persons at the stated factors. Should private development be allowed at, say, a factor of 1.0, this will increase the potential population by about 6,000 people. Likewise the number of cars will increase from about 7,200 to 9,600. Aside from tending to reproduce Hillbrow conditions and to throw a severe strain on services, it must again be emphasised that the road network in this locality is vital to the functioning of the City as a whole and that undue local demands at this point may seriously congest traffic flow on the major road system, street parking being particularly detrimental to through traffic routes. The strategic importance of this area is demonstrated by provisional plans to establish a park 'n ride terminal on Lots 86, 101, 102, 103 and 545 and the conversion of the proposed St. David's Place/Melle Street link into a busway.

It is also proposed that the zoning of the whole University complex now be changed to "Educational" and that a bulk factor of 0.8 be applied uniformly over the entire site. In the context of the proposals already described, this is regarded as essential for harmonious integration of the University project with surrounding development.

With regard to shopping facilities, it is considered that retail floor space should provide only for convenience type shops to serve the needs of the maximum population anticipated. The creation of a major centre is unnecessary and will draw more traffic into this area. Accordingly, provision has been made for two areas of shopping, one of 24,000 sq. ft., and one of 18,000 sq. ft., to cater for incoming office workers, students and residents.

:- Specific ....

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

Specific rezoning proposals contained in the recommendation are shown on Plan No. 4. Plan No. 5 shows proposed building lines, road servitudes and road closures. The main features of the scheme are:-

- (i) to provide flexibility within the general rezoning to "Special" by enabling the Council to consent to specified alternative uses such as institutions and hotels with a public bar licence;
- (ii) to establish educational and municipal zoning over the public projects already described;
- (iii) to enable the establishment of two conveniently situated shopping areas;
- (iv) to modify the road pattern to allow for internal movement without detriment to through traffic. Road closures will be the subject of a separate report.

The site has been inspected.

IT IS RECOMMENDED:

That, without prejudice to any decision which may be reached in the matter, a draft amendment town-planning scheme to provide for the following be prepared and advertised to enable interested parties to be made aware of the application and make representations if they so wish:-

- (a) To rezone those lots situated between Victoria Avenue, Jubilee Road, York Road and the proposed extension of St. Andrew's Road, Parktown, from "Special Residential" to "Educational" subject to the following conditions:-
  - (i) all buildings shall be designed and sited to the satisfaction of the City Engineer;
  - (ii) residential buildings shall be permitted;
  - (iii) vehicular access shall be restricted to one point of entry and exit on Victoria Avenue and the extension of St. Andrew's Road, respectively;

:- (iv) ....



MANAGEMENT COMMITTEE. (11.11.68)  
 WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

- (iv) the siting of all vehicular entrances and exits and the parking of vehicles shall be to the satisfaction of the Chief Traffic Officer.
- (b) To rezone those lots situated between St. Andrew's Road, St. David's Place, Oxford Road and Victoria Avenue, Parktown, from their present respective zonings of "Special Residential" and "Special" to "Educational" subject to the following conditions:-
- (i) all buildings shall be designed and sited to the satisfaction of the City Engineer;
- (ii) the bulk factor shall not exceed 0.8;
- (iii) servitudes for roadwidening purposes, as shown on Plan No. 5, shall be vested in the Council free of all cost and compensation;
- (iv) building lines shall apply to respective road frontages as detailed on Plan No. 5;
- (v) vehicular access shall be restricted to one point of entry and exit on St. Andrew's Road, St. David's Place and Victoria Avenue, respectively;
- (vi) the siting of all vehicular entrances and exits and the parking of vehicles shall be to the satisfaction of the Chief Traffic Officer;
- (c) To rezone those lots situated between Queens Road, Empire Road, the proposed extension of Victoria Avenue and the proposed extension of St. Andrew's Road, Parktown, from "Special Residential" to "Public Open Space" and to amend Clause 5 Table A Part II of the Johannesburg Town-Planning Scheme No. 1 by the addition of "180" and to make the appropriate amendment to Map No. 5.
- (d) To rezone those lots situated between Empire Road, Hillside Road, St. Andrew's Road and the proposed extension of Victoria Avenue, and Lots 86, 101, 102, the eastern half of Lot 103, the eastern half of Lot 545 and Lot 562 Parktown, from "Special Residential" to "Municipal Purposes".

:- (e) ....

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

- (e) To rezone all those lots in Parktown falling within the blue boundary line shown on Plan No. 4 and not included in paragraphs (a) - (d) above, from "Special Residential" to "Special" permitting offices and residential buildings and shops on Stands 54 to 59 and 81 and 82, subject to the following conditions:-
- (i) the following uses may be permitted with the consent of the Council:- institutions, places of instruction, places of public worship, places of amusement, hotels requiring a liquor licence in terms of Section 8(1)(b)(ix) of the Liquor Act 1928 as amended, social halls, consulting rooms, public parking lots and free floors for parking;
  - (ii) the bulk factor shall not exceed 0.6 for offices and 0.8 for flats;
  - (iii) site coverage shall not exceed 30%;
  - (iv) all buildings shall be designed and sited to the satisfaction of the City Engineer;
  - (v) servitudes for roadwidening purposes as shown on Plan No. 5, shall be vested in the Council free of all cost and compensation;
  - (vi) building lines shall apply to respective road frontages as detailed on Plan No. 5;
  - (vii) effective parking shall be provided on site to the satisfaction of the City Engineer and the Chief Traffic Officer and shall be to a minimum standard of 2.5 parking bays per 1,000 English sq. ft. of gross leasable office floor space and 1 parking bay per flat unit;
  - (viii) shops shall be permitted to the extent of 24,000 English sq. ft. of gross leasable floor area on Lots 54-59 and to the extent of 9,000 English sq. ft. of gross leasable floor area on each of Lots 81 and 82, provided that on-site parking for shopping purposes at the rate of 8 effective car parking bays per 1,000 English sq. ft. of gross leasable trading floor area shall be provided to the satisfaction of the Chief Traffic Officer;

:- (ix) ....

MANAGEMENT COMMITTEE. (11.11.68)  
WORKS AND TRAFFIC COMMITTEE. (4.11.68)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

- (ix) those site portions not developed by buildings nor used for parking purposes shall be landscaped to the satisfaction of the City Engineer;
  - (x) no access to Lots 96-100 shall be permitted from St. Andrew's Road, nor shall access be permitted to Lots 54-61 from the extension of St. Andrew's Road nor to Lots 42 and 54 from Queens Road;
  - (xi) the height of buildings shall be restricted to 12 storeys above ground level inclusive of free floors and servants' quarters, save that in the case of Lots 185-191, 192 R.E., 651, 193, 193A, 194, 660, 659C, Portion 1A of Reserve 2, 197, 213 and 216 R.E. the height of buildings shall be restricted to 3 storeys and in the case of Lots 659E, 196 R.E., 214 and 215 the height of buildings shall be restricted to 2 storeys;
  - (xii) a building used for residential purposes shall not be used for any other purposes.
- (f) To amend Clause 16(a) of the Johannesburg Town-Planning Scheme No. 1 by the inclusion of the items in Table E(E) and Annexure E together with the necessary endorsement on Map No. 5.

(72/3/303)  
(C.E.(T.P.) 588/68)

MANAGEMENT COMMITTEE. (5.2.69)  
 PLANNING AND TECHNICAL SERVICES COMMITTEE. (3.2.69)

COMMITTEE

CITY ENGINEER'S DEPARTMENT. (TOWN-PLANNING SECTION)

REZONING : VARIOUS LOTS IN PARKTOWN.

On the 11th November 1968 the Management Committee adopted a resolution that an amendment scheme for the rezoning of various lots in the south-eastern portion of Parktown be prepared and advertised.

In the scheme, a three-storey height limitation was placed on certain lots in the area bounded by Rock Ridge Road, Oxford Road and Eton Road, namely Lots 185-191, 192 R.E., 651, 193 and 193A, so as to prevent any part of a building projecting over the Parktown ridge. On reconsidering this matter, the Planning and Technical Services Committee recommended that in the interest of town planning the height of buildings in this section should be raised to four storeys.

IT IS RECOMMENDED:

(a) That Clause (e) of the draft amendment scheme for the rezoning of the south-eastern portion of Parktown be amended by the deletion of sub-clause (xi) and the substitution therefor of the following new sub-clause (xi):-

(xi) the height of buildings shall be restricted to 12 storeys above ground level inclusive of free floors and servants' quarters except that the height of the buildings on:-

- (1) Lots 185 - 191, 192 R.E., 651, 193 and 193A shall be restricted to four storeys.
- (2) Lots 194, 660, 659C, Portion 1A of Reserve 2, 197, 213 and 216 R.E. shall be restricted to three storeys;
- (3) Lots 659E, 196 R.E., 214 and 215 shall be restricted to two storeys.

(b) That, without prejudice to any decision which may be reached in the matter, a draft amendment town-planning scheme to provide for the foregoing amendment be prepared and advertised to enable interested parties to be made aware of the application and make representations if they so wish.

(72/4/2/344)  
 (C.E.(T.P.) 139/69)

**Collection Number: A1132**

**Collection Name: Patrick LEWIS Papers, 1949-1987**

***PUBLISHER:***

*Publisher:* Historical Papers Research Archive, University of the Witwatersrand, Johannesburg, South Africa

*Location:* Johannesburg

©2016

***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.

This collection forms part of a collection, held at the Historical Papers Research Archive, University of the Witwatersrand, Johannesburg, South Africa.