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GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

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Midrand Metropolitan Local Council
Town Planning Department
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GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

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SECTION 1

1 INTRODUCTION

In November 1998, a report was submitted to Council to obtain a mandate to initiate a Rural Renaissance strategy for Midrand. On the 11th November 1998, under Council Resolution C (8), the Council subsequently resolved that:

- 1) The Council take note and support the proposed strategy to address the Rural Renaissance program;
- 2) That the following departments initiate the following strategies:
 - 2.1 Spatial Development Strategy (Coordinating Department: Town Planning)
 - 2.2 Housing Strategy (Coordinating Department:: Deputy Chief Executive Officer – Housing Section)
 - 2.3 Environmental Strategy (Coordinating Department: Environment and Recreation Management and Community Services)
 - 2.4 Financial Strategy (Coordinating Department: Town Engineer and Town Treasurer)
 - 2.5 Infrastructure Provision (Coordinating Department : Town Engineer) and,
- 3) That Council accepts the criteria and the prioritization of the areas.

In terms of Resolution 2.1, this document establishes the Spatial Development Strategy for Glen Austin and is submitted to Council for approval.

2 BACKGROUND

The strategy for Rural Renaissance identified the need for a spatial development to be established in Glen Austin. In light of this, a report was submitted to Council on the 11th November 1998 regarding the proposed process for a development plan for Glen Austin. The Council subsequently resolved under item C (4) that:

- 1) That the contents of the report be noted;
- 2) That the Town Planning Department be mandated to initiate a Development Plan for Glen Austin, subject to a public participation process and political representation;
- 3) That the Midrand Development Framework and the Integrated Development Plan process inform the Development Framework for Glen Austin; and
- 4) That the Development Plan for Glen Austin be seen as the first step of the Spatial Development Strategy of the Rural Renaissance program.

Based on Resolution C (4) the Town Planning Department embarked upon a spatial development strategy for Glen Austin.

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The intention to undertake a spatial development plan for Glen Austin not only arose out of the Council Resolution on the Rural Renaissance Program, but it had been highlighted as an area in need of a development plan by the 1998/1999 IDP process. In terms of the 1998 Integrated Development Plan, as approved by Council, Glen Austin was identified as an area in need of a Development Framework. With reference to LDO 7, specifically LDO 7.98/99.P6, the Strategic Planning Section of the Town Planning Department is required to undertake a Development Framework for Glen Austin.

Based on the identification of this area in the Integrated Development Plan, combined with the criteria applied to prioritize the rural areas to be incorporated into the rural renaissance program, Glen Austin was identified as the first area to be incorporated into the spatial strategy of the rural renaissance program.

Glen Austin is located to the north of the Grand Central Airport, west of the farmland known as "Strydom's Land", south of the K27 route and east of the K101 route. This will be referred to as the study area (Plan 1).

The study area comprises a mixture of land-uses that include:

- Mainly agricultural holdings utilized for residential purposes and some agricultural activities.
- A local shopping center including a public garage and some retail and restaurant facilities.
- Home offices facilities spread through the area mainly combined with residential dwelling.
- Some nurseries with retail rights.
- A variety of illegal uses.

Urban elements that influence the area include:

- The Grand Central noise contour.
- The development intended for the Kaalfontein proposal on Eskom land.
- Uncertainty on the future of development on Strydom's land.
- The Glen Austin Bird sanctuary that is of significant environmental value.
- Major routes compromising the agricultural identity of the area due to the high level of movement experienced on it, e.g. The K27, K101, proposed K56, proposed K109, Alan Road and Olifantsfontein Road.
- Pressure for development of a more intensive nature due to an increasing number of illegal activities and applications for more intensive activities received by this department.
- The central location of the study area within the Midrand context.
- No increase in valuation of properties since the early 1990's.
- The potential cost implications for the possible sub division of existing properties.

The above information indicates that there is a need for a formal planning mechanism to address the development pressures in the study area as well as to enable the Development Implementation section of this department to process applications for development in a more efficient and consistent manner.

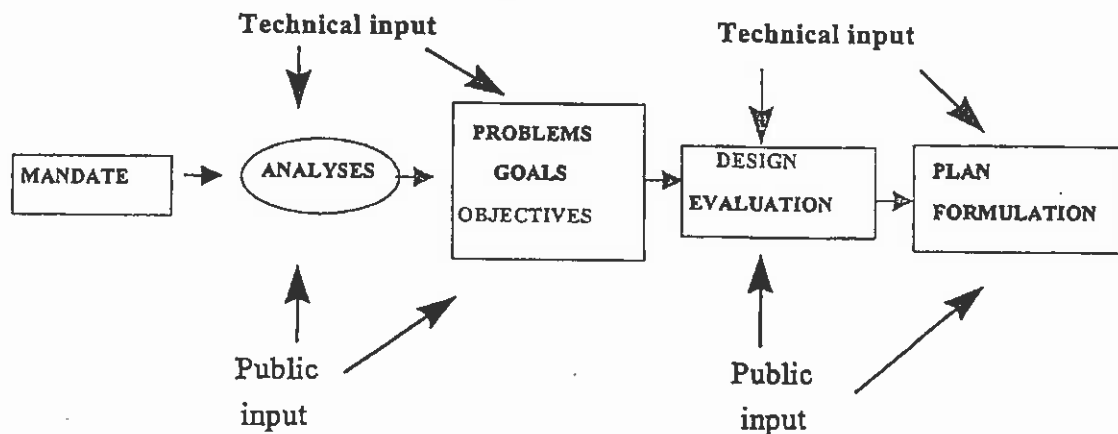
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3 METHODOLOGY

In order to undertake a spatial development plan for Glen Austin, an understanding of the functionality of the various urban elements in and around the study area is of the utmost importance. The purpose is to identify the important links and activities and to establish the areas of interdependency.

The vision and goals for the area will be informed by principles as agreed on in the Midrand Development Framework and Integrated Development Plan and in so doing, ensuring that the area will form part of the overall vision for Midrand. The Midrand Development Framework has been taken, as the point of departure for the development of the spatial needs analysis for Glen Austin.

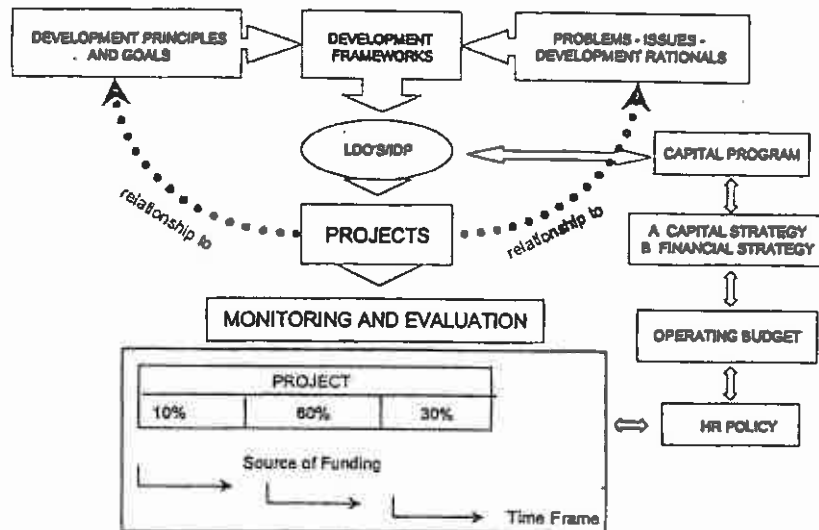
The aims of the Midrand Development Framework have been analyzed while taking into account the needs that were identified during the public participation process. The result of this has been incorporated into the spatial development plan for Glen Austin. The following diagram can describe the process that was followed for the public participation component:



Not only has the principles of the Midrand Development Framework been used to inform the process for the Glen Austin spatial development plan, but also the guiding principles for land development in terms of the Development Facilitation Act (DFA) of 1995, as contained in the Midrand Integrated Development Plan (IDP).

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The way in which the MMLC view the interrelationship between the MDF, the IDP and the Glen Austin spatial development plan can be depicted by the following diagram.



Development principles and goals are established in accordance with guidelines of the DFA and from public participation. Problems are combined into issues for which development rationales are formulated in accordance with the agreed upon principles. The regional and local development frameworks are the spatial reflection of these components. A direct link therefore exists between proposed spatial development, addressing problems and issues and satisfying development principles and goals.

Not only is the Glen Austin spatial development plan linked to the MDF and IDP, it also forms part of the wider Rural Renaissance program. The Glen Austin spatial development plan is a component of the Rural Renaissance program that has identified the following key elements that need to be addressed:

- SPATIAL DEVELOPMENT STRATEGY (Coordinating Department : Town Planning)
- HOUSING STRATEGY (Coordinating Departments: Town Secretary, Community Services and the Housing Section)
- ENVIRONMENTAL STRATEGY (Coordinating Departments: Environmental and Recreation Management and Community Services)
- FINANCIAL STRATEGY (Coordinating Departments: Town Engineer and Town Treasurer)
- INFRASTRUCTURE PROVISION (Coordinating Department: Town Engineer)

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SECTION 2

1 PUBLIC PARTICIPATION PROCESS

Meaningful public participation was an important part of the framework process. Inputs into the process were done on three separate levels. The first level involved the circulation of questionnaires to all residents and tenants. The second level involved the collation of the *Status Quo* information, which was subsequently discussed with the Ward Councilor and the Chairperson of the Resident's Association. The information contained in the *Status Quo* analysis was presented at the first public workshop that was held on 5th December 1998. The third level took the form of a public participation workshop as well as the establishment of a 9-member steering committee that was nominated by the constituents at the first workshop. The purpose of this steering committee was to ensure that the planning team was continuing in accordance with what had been agreed to during the public participation process.

The public participation component was an important element of the overall spatial development plan. The compilation of the questionnaires was undertaken in conjunction with the Ward Councilor and Chairperson of the Resident's Association in order to ensure the confidentiality and transparency of the process. The intention of the questionnaires was to obtain from the residents what they perceive to be the opportunities and constraints that currently exist in Glen Austin. The Glen Austin area was divided up into eight separate zones for ease of reference as well as for the interpretation of the results. Of the 852 questionnaires that were distributed, a total of 289 were returned. The information contained in these questionnaires, were analyzed in order to obtain an understanding of the area from a resident's perspective. The results of the questionnaires were compiled per zone as well as for the whole of the Glen Austin area. The overall results together with the results per zone have been used in the compilation of the spatial development plan.

In compiling the *Status Quo* report as well as during the distribution of the questionnaires, a general understanding of the Glen Austin area was obtained. This understanding enabled the planning team to compile a factor plan for the study area. In compiling the factor plan as well as analyzing the questionnaire results, a general understanding of the pressure area, constraints and opportunities for the area was obtained. Based upon this information, a public workshop was held in order to participate with the residents on the future development of their area.

Articles were placed in the Midrand Reporter and the relevant stakeholders were contacted telephonically and invitations were faxed where possible. The purpose of this workshop was to provide the background information to the residents as well as to allow the residents to actively participate in the planning and development of the area.

The final presentation of the draft Glen Austin spatial development plan was held on the 27th January 1999. The meeting was not well represented by the residents of Glen Austin however, consensus was reached regarding the draft spatial development plan. It was agreed that the draft document would be made available to each of the zonal representatives on Monday 1st February 1999. Only written comments were accepted by the 8th February 1999 and where possible, they were incorporated into the final document.

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The draft spatial development plan formed the first phase of the overall Glen Austin development plan. The second phase includes the undertaking of a coding exercise whereby certain restrictions and aesthetics will be incorporated into the final document. In order to obtain community consensus on the coding component, it was proposed that a last public meeting be held on the 10th February 1999 to discuss the coding aspect of the Glen Austin spatial development plan. Annexure 1 indicates the written response from the Steering Committee and GARA in consultation with the Ward Councilor. Where possible, the Council has attempted to incorporate the suggestions into the overall framework. There were however, four issues that were raised that required a legal opinion and have subsequently been forwarded to the Department of the Town Secretary.

The public participation aspect of the overall spatial development plan was an essential component of the overall strategy. The input received from the steering committee as well as from both the workshops that were held provided valuable information to the planning team and enabled the Council to establish a spatial development plan for Glen Austin that had the support and consent of the residents.

SECTION 3

1) URBAN DESIGN COMPONENT

1. THE AIM

The aim of the Framework is to provide firstly, an understanding of the pressures facing Glen Austin and secondly, a plan that contains these pressures, and guides future development in such a way that the principles of the DFA and MDF are complied with, the concerns and needs of residents are addressed and logical development can occur in the area. Thirdly, a coding system is developed to supplement the implementation of the plan through the Council's assessment of town planning applications.

THE APPROACH

The approach used accepts that in the short term (possibly from 2 to 5 years) the current situation in Glen Austin will not change dramatically. However, to contain the growth of illegal uses and to guide the location and type of new development eager to locate in Glen Austin a longer-term plan is required.

The plan accepts that it is inevitable that change must come to Glen Austin, but that the best response to this pressure is to allow new development within specific designated areas and to refuse it in others. In this way the *status quo* in certain parts of Glen Austin can be protected and enhanced as security regarding their future is ensured. A plan featuring an outright rejection of change or led by a protectionist stance by local residents would be self-defeating in the end, as it would simply see a proliferation of illegal uses and an unco-ordinated and ad-hoc response to development applications being unavoidable. The net result would be the entire study area changing in a way that may not be coherent, desirable nor efficient.

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An important feature of the plan however is that it is not one that is to be aggressively implemented by the Council. Rather it is envisaged that the Council's role is more passive whereby it contains development through the granting of rights only once specified development catalysts occur within the area.

An example of the above approach would be the refusal of all business applications along the K27 until such time as its westward extension from the Old Pretoria Road (the K101) across the Ben Schoeman Highway is completed.

In other words, the development plan is not to be seen as opening up Glen Austin to immediate change, rather it facilitates incremental change in such a way that certain areas are protected and other areas enhanced over the long term.

THE FACTOR PLAN

The first step in developing a Spatial Development Plan is to build an understanding of the current situation in Glen Austin. This is done by means of a Factor Plan. This examines the factors that play a role in shaping and exerting pressure on Glen Austin.

The Factor Plan has been developed by working at two scales. Firstly a regional scale and secondly a more focussed local scale.

A REGIONAL PERSPECTIVE

Plan 2: Factor Plan – A Regional Perspective refers.

Glen Austin is located in the open center of the 'horseshoe' shaped area of urban development of Midrand.

The horseshoe is made up of the Midrand Strip on Glen Austin's western boundary, currently experiencing new growth in Corporate Park and Samrand further north, the CBD and Grand Central Airport, which is likely to experience some form of commercial development in the future, to the south-west, President Park directly to the south, which is undergoing transformation through diversification and densification and Ivory Park, Tembisa, Winnie Mandela and Olifantsfontein beyond Strijdom's Land to the east. Apart from Olifantsfontein, these settlements are also currently experiencing massive pressure for expansion. To the north of Glen Austin, the Randjespark rural residential area is relatively stable and secure.

In other words, Glen Austin is in a vulnerable position with the developments on three sides currently wishing to expand.

Plan 3: Focus for Service Delivery and Development refers.

From a regional perspective then it becomes clear that Glen Austin is under tremendous pressure to densify and diversify and will be hard pushed to maintain its *status quo* in the long term.

However, by now looking at the area from a local perspective we will see that this pressure is not constant across the entire area, but rather takes different forms in different parts of Glen Austin as well as over varying time scales.

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The implication of this is that whilst it will be impossible to avoid change in Glen Austin, this change can be managed and channeled into designated areas thereby safeguarding others. With a sound Development plan in hand, new uses will be able to comfortably co-exist with existing uses in such a way that they do not intrude upon one another and are mutually beneficial to each other.

A LOCAL PERSPECTIVE

Plan 4: Factor Plan – A Local Perspective refers.

From a more focussed perspective, the factors, which will play a role in shaping the Glen Austin of the future, become more apparent. These local factors can be sub-divided into internal and external factors.

Dealing with the factors external to the study area first, the most obvious is the continued growth of the Midrand Strip.

Whilst land between the N1 and old Pretoria Road (K101) is already mostly taken up for commercial development, even on the eastern side of the K101 are now being seen as desirable office and business sites. The Council has already received applications for rezoning and changes of use along the K101 but it is unclear as to how far into the study area they will spread in the future. Ultimately a service Road parallel to but separated from the K101 will be required which in turn could open up further areas for such development. This will dramatically change the character of Glen Austin along the old Pretoria Road.

A second external factor that will impact on the study area will be the construction of the K56 Road on its southern boundary and the uncertainty over the future of Grand Central Airport. However the development of this land for commercial purposes is likely at some stage. These two factors when implemented will also exert pressure on adjacent erven within the study area to be utilized for similar purposes to those along the K101.

A similar scenario exists on the eastern and southeastern boundaries where the proposed K109 could also act as a corridor for economic development. The pressure for change on these boundary erven is intensified by the uncertainty of the future use of Strijdoms Land further to the east and the knowledge that the Eskom Training Center is to be more intensely developed in the future. A further constraint is that the current proposed alignment of the K109 runs through an environmentally sensitive area.

A further factor affecting Glen Austin is the future westward extension of the K27. This too could become a regional economic corridor and once again the erven abutting this route would be under pressure to develop for non-residential purposes.

In all the above cases parallel service Roads would be required to gain access to boundary erven as direct access off K-routes is not permissible. As Roads generally act as conduits rather than boundaries to development, commercial and business development could extend a considerable distance into the study area.

However, there is no definite timescale attached to the construction of the K-routes and as such, the pressures they would exert are still long term and impossible to define

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precisely. As stated above, the only immediate pressure is for development along the K101.

Turning now to the factors internal to Glen Austin, they too are a mixture of factors with immediate as well as longer-term effects.

Those with immediate effects include the internal through routes of Allan and Olifantsfontein Roads that have relatively high levels of traffic and have encouraged a proliferation of business to develop either side of them. Whilst some are conducive to their surroundings others are out of character with Glen Austin's semi-rural character and as such have disturbed its *status quo*. Intensified nodes are also developing at Allan Road's intersections with Dale Road and Olifantsfontein Road. The K101/Olifantsfontein Road intersection is already a well-developed node but its future expansion is not clear at this stage.

Coupled with the development pressure along these internal routes is the growth of illegal businesses within the area. These appear to be randomly spread across Glen Austin and have considerable impact on traffic and neighbours where noise levels, overlooking, out of character building types etc. can have a considerable impact. Besides illegal uses, development applications for non-residential land uses have also been received. Frequently these are incompatible with neighbouring uses and often are poorly located.

The existing bird sanctuary and two main floodlines are also internal factors that will help shape Glen Austin in future. The floodlines run across private properties which will be subject to environmental scoping exercises in the future whenever any development takes place on them. The bird sanctuary is also a protected area and requires a full environmental impact assessment as it is a resource of benefit not just to its immediate neighbours, but rather the whole of Glen Austin. These features are to be protected against inappropriate development and will thus be decisive shaping elements in the future.

A further internal factor is the future necessity for a bulk sewer line to be provided within the study area to serve the developments along the Old Pretoria Road and Grand Central Airport when they are constructed. The most likely route of this sewer will be along the western floodplain from the Airport northwards towards the K101/Olifantsfontein Road. The relevant department at the appropriate time will finalize the precise route.

The main impact of this is that it opens up the entire western half of Glen Austin to development that will be able to utilize the sewer.

The final influencing internal factor is the proposal to locate the PWV5 east west across the northern half of Glen Austin. If it is ever implemented this proposal will so dramatically affect all areas through which it runs that all development plans, in place along its length, will need to be revisited. Thus for the purposes of this study, whilst the alignment is acknowledged, no specific proposals are made as to what the land use should be on abutting erven. Choosing to address it at this stage would not guide

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current development proposals and could actually cause planning blight and the promotion of illegal uses.

In conclusion, the existing and possible future impact of regional and local factors has been clearly illustrated in the above section. The challenge of the Development Plan thus becomes to accommodate these factors in a way that their impact is managed in an appropriate manner.

This will ensure a sustainable urban form results, which is beneficial not only to residents of Glen Austin but also to the wider region.

POSITION STATEMENT

At present, the pressures it experiences are largely limited to applications for commercial and office development along the eastern side of the K101, illegal uses and a seemingly random spread of development applications throughout the area, but particularly concentrating on the through routes of Allan and Olifantsfontein Roads. As such, the rural character of Glen Austin is unlikely to change on a large scale in the short term.

However, the situation is likely to be extremely different in the medium and long terms. This is mainly due to the Road proposals on all Glen Austin's boundaries, the PWV5 cutting through it and the possible future development of Grand Central Airport and Strijdoms Land. All these factors will have a massive impact on the area, which could cause loss of its unique character unless a plan is in place that can contain the pressures and guide development in a rational manner.

THE SPATIAL DEVELOPMENT PLAN

Having acknowledged the inputs from the Planning Team as well as the Community, it became possible to produce a Factor Plan that indicates the locality of physical elements and pressures influencing the direction in which development should be guided. In order to respond to these factors in the form of a Development Plan, it is necessary to first establish a few guiding principles. These principles were borne in mind in the drafting of the Development Plan to ensure that the relevant factors were not simply addressed in a reactionary manner brought about by local concerns, but rather in a practical rational way that bears broader goals and ideals in mind, whilst simultaneously addressing the affected communities inputs.

THE DEVELOPMENT PLAN

Having gained an understanding of the area through developing the Factor Plans, and using the Guiding Principles as a foundation it is now possible to build up the Development Plan.

This has been done in the following way:

An analysis of the Local Perspective Factor Plan has indicated that the pressures being exerted on Glen Austin are linked to very specific and separate development proposals. For example the proposal to build the K56 Road is directly linked to the development

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pressure along Glen Austin's southern boundary. Likewise the uncertainty over the future use of Strijdom's Land has caused insecurity for property owners along the eastern boundary.

This state of affairs has promoted the concept of Catalyst and Response as the method to be used in building up the Development Plan. These concepts identify the exact development proposal that is or will in the future, exert a specific pressure on Glen Austin, and then responds to this pressure with a specific planning proposal.

Thus the Development Plan can be described in two sections. The first section lists each catalyst, the pressure it triggers and then describes an appropriate planned response. The second section then overlays all the responses to produce an ideal composite picture. This composite picture is, in fact, the Development Plan.

It becomes clear then, that the Development Plan is a sum of its parts. However, because most catalysts do not have precise timescales attached to their implementation the Plan introduces an element of flexibility by having a presumption against all development – in other words, the *status quo* remains until such time as the relevant catalyst occurs. If a certain catalyst doesn't occur, neither does the response. However this scenario does not mean that the entire Plan becomes irrelevant, it simply means that if one part falls away, the *status quo* remains in that part and the rest of the responses remain intact. The Plan is thus extremely flexible and adaptable in the face of an uncertain future.

The next section describes the specific catalysts and a possible response to the pressures they exert.

CATALYSTS AND RESPONSES

Because of the uncertainty over timescales, a distinction is made only between immediate pressures and future pressures.

Immediate Pressure

Old Pretoria Road (K101)

Plan 5 – Old Pretoria Road (K101) Plan 5 – Old Pretoria Road (K101) refers.

The most obvious pressure for change in Glen Austin is currently being experienced along the Old Pretoria Road. The office and commercial development of the Midrand Strip is now threatening to leap the Old Pretoria Road and replicate itself along Glen Austin's western boundary. This is apparent through the number of applications being submitted to the Council and the practice of landbanking by developers causing a certain degree of planning blight. It is unclear as to how deep into Glen Austin this pressure will be exerted.

The response to this is to firstly limit commercial development i.e. offices and warehousing to the southwestern corner of Glen Austin within the 65dB noise contour. Secondly, large-scale office development and office parks will be restricted to a single erf depth along the Old Pretoria Road with a rear service Road. Along the other side of the service Road, low density, low rise office development will be permitted also to the depth of a single erf albeit smaller than the large scale office sites. A midblock land

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use split between the low key office zone and adjacent residential erven restricts further inward growth. Retail demand is accommodated within a node at the K101/Olifantsfontein Road Intersection.

Internal Through Roads

Plan 6 – Internal Through Road refers.

Although pressure for non-residential land use is randomly spread across Glen Austin it has concentrated along the through routes of Allan Road and Olifantsfontein Road. The response is to allow non-residential use only alongside the internal routes and resist it elsewhere. Retail use is to be concentrated in the nodes at their intersection and the Allan Road/Dale Road intersection. This non-residential use is to be limited to low-density low-rise development that serves a local rather than regional need. This is not only so that the area is not unduly disturbed but also because Allan and Olifantsfontein Roads will lose their importance as through routes once the K56 and K109 are constructed. Large, regional developments along these routes would then be rendered completely inappropriate in terms of their scale, usage and the traffic they would generate.

Future Pressure

The following pressures will occur at the point in time when specific catalysts are developed. They are not described in any particular order as timescales have yet to be confirmed.

K56 Development

Plan 7 – K56 Development refers.

The construction of the K56 will most likely trigger the development of Grand Central Airport for commercial purposes. These two catalysts will in turn exert pressure on the southwestern boundary of Glen Austin for changes in use.

The response is the same as that used along the K101. Change of use will be permitted once the catalyst occurs but not in an indiscriminate manner. Rather it will once again be contained by restricting commercial development to the 65 dB noise contour, large scale offices to the erven immediately abutting the K56, providing a rear service Road and beyond that, low density office backing directly onto residential erven. At this point in time it would also be suitable to upgrade the Allan/Dale Roads local node to one serving a more regional market.

Dale Road

Plan 8 – Dale Road refers.

The catalyst as far as the Dale Road area is concerned would be the construction of the K109 and the proposed development of the Eskom land known as Kaalfontein. The pressure it triggers on adjacent erven and the response to contain it in a realistic manner is the same as described above. Along Glen Austin's eastern boundary, although the pressure would be similar the response is somewhat different. It is believed a revised

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junction (see plan) is more suitable where the K109 turns to head north as this would better service east-west transport requirements between Ivory Park and Midrand.

The area between Glen Austin and the northern part of the K109 could then be utilized for urban agricultural purposes by extending the existing small holdings southwards and also extending the bird sanctuary which would be clearly defined by the K109 as its boundary. This area would thus act as a type of transition zone against whatever development may eventually occur on Strijdoms Land.

K27 Development

Plan 9 – K27 Development refers.

Already apparent is the pressure the K27 is currently exerting on Glen Austin's northern boundary. Illegal uses, development applications and vacant stands have already begun to appear.

However, this development is to be resisted until such time as the catalyst of the K27's westward extension across the N1 highway is constructed and it becomes a truly regional route. Containing the development pressure in a similar manner as the K101, K56 and southern part of the K109 is the corresponding planning response.

George Road

Plan 10 – George Road refers.

The catalyst in this instance is the proposed George Road bridge over the N1 highway. This bridge is intended to provide access across the highway but not onto it.

It will serve those working on one side and living on the other but have no need to use the interchanges. This catalyst will reinforce the K101 development pressure on George Road, which will trigger the earlier described planning response if it has not yet been taken up.

Higher Density Residential

Plan 11 – Higher Density Residential refers.

The construction of a sewer line in the western portion of Glen Austin to serve the commercial and office areas of Grand Central on the K56 and K101 developments will trigger pressure for change of use and intensification of use in its catchment area. However, commercial development is not to be permitted here but rather higher density residential can be allowed because of its convenient location close to the CBD and places of work. Higher density does not imply dense townhouse type developments etc. This rather residential development at ± 4 units per ha which would result in suburbs similar to Greenside or Linden in Johannesburg developing but may require new Roads to be constructed and the upgrading of existing ones.

Rural Residential

Plan 12 – Rural Residential refers.

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Within the remaining areas of Glen Austin i.e. mainly the eastern portion the *status quo* is to remain as far as is possible. The catalysts of illegal uses, and ad-hoc development applications are to be resisted here and rather directed to more appropriate areas. Existing rights should remain in place and action taken against transgressors.

Protected Areas

Plan 13 – Protected Areas refers.

Notwithstanding all of the above responses the protection of natural resources is important. Erven within which the two watercourses run will be subject to environmental scoping exercises. This does not imply development cannot occur on these sites but rather the proposed development must take into cognizance the protection of the floodline and any other natural features that may be identified. Properties abutting the bird sanctuary are to be subject to a full environmental impact assessment with the bird sanctuary itself being extended eastwards at a later stage. This response is really ongoing and is due not only to immediate development pressure but also to longer-term proposals.

Having described the catalysts and responses, it is now possible to overlay them to illustrate the sum of the parts.

As explained earlier each catalyst and its response acts independently of each other but to get an overall understanding of Glen Austin's possible future shape a composite plan is required.

THE COMPOSITE PLAN

Plan 14 – Development Plan refers.

Having seen how the development of Glen Austin will occur section by section as planned responses to specific catalysts, it now becomes possible to compile a composite plan for Glen Austin. This composite plan is in fact the Development Plan.

We see from the composite plan that in conceptual terms the Glen Austin Development Plan has utilized the following approach:

Controlled development along edges

The pressure for commercial office and other development is at present concentrated along the K101 and internal through routes, but is also spread to some extent throughout the area. The Development Plan aims to contain this pressure by concentrating commercial development within the 65dB noise contour and limiting large scale office development to the erven immediately abutting the existing and proposed K-routes i.e. the K101, K56, southern portion of the K109 and the K27. There is to be a presumption against such development in all other areas of Glen Austin.

The eastern boundary of Glen Austin is to be protected in another manner. It is proposed that the northern portion of the K109 does not run along Van Riebeeck Road

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as this would only encourage similar development pressures. Rather the Road should be diverted eastwards towards Ivory park with a link heading northwards parallel to the boundary. This link should be located between the existing agricultural holdings east of Glen Austin and Strijdoms Land.

This route would free up a strip of land, which could accommodate further urban agricultural land uses and an extension to the bird sanctuary. A transition zone between Glen Austin and whatever development occurs on Strijdom's Land is thereby created.

Internal development along through routes

Existing pressure for the development of non-residential land uses within the boundaries of Glen Austin are to be accommodated by concentrating such development along the internal through routes of Allan Road and Olifantsfontein Road.

These uses are also to be permitted adjacent to permitted edge development i.e. along the internal service Roads away from the K-routes.

This development is however limited to low density, low rise office development either operating from existing houses or to be permitted with controls limiting height and coverage and emphasizing landscaping, controlled overlooking and noise etc.

Downscaling of development

Edge development is to be controlled by utilizing the principle of downscaling. This principle is applied by only permitting large-scale office parks and other similar development immediately adjacent to the K-route boundaries to the west, south and north.

Inward from these edges is a zone whereby the low-density development described above is to be permitted. Between the two, a service Road parallel to the K-routes is provided. Thus the service Road only serves office areas albeit a more intense use on one side than the other. Inward from the low-density office zone are the residential areas at the heart of Glen Austin. These two uses do not use a service Road to separate them as Roads act as conduits to development encouraging similar types of uses on both sides. Rather a midblock split is used whereby residential and low-key office development will back up against each other. The reason for concentrating the low-key development in a zone is that it provides an intermediate level of office development that sits more comfortably adjacent to residential areas than large-scale office and commercial development would.

Back to back development also means office and residential traffic is easily separated from each other. Downscaling development not only focuses on office development along Glen Austin's edges but also adds security to the residential areas by limiting inward spread with an easily identifiable boundary.

A higher order of development is not to be permitted along the internal Roads as once the K-routes are constructed their importance and usage will diminish. If such development were permitted at this stage, an overscaled and unsustainable urban form would remain in an otherwise mainly residential and agricultural area.

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

Higher density residential areas

In order to construct the K101 and K56 edge developments, a bulk sewer line in the western portion of Glen Austin will be required. Although the relevant department at a later stage will determine its precise route it is most likely to be located with the western floodline. The sewer line would in turn, facilitate the intensification of development either side of it i.e. within the sewer's catchment area. However, as office development is restricted to the sites edges it is more suitable to use this area for residential densification. In other words the area west of Allan Road is deemed to be suitable for a higher residential density and partly justifies the cost of the sewer.

Higher density residential areas may of course also accommodate some compatible non-residential uses established through consent use application.

Retention of existing rights

In keeping with the concept of downscaling development as one moves inwards from the edges, the most intensely developed portion of the site would be the south-western corner where the K101 meet the K56. Inwards from the commercial and office edge development and moving in a north-easterly direction is the higher density residential area and beyond this, in Glen Austin's northern and eastern portions it is proposed that lower density residential uses are located. These areas would retain existing rights permitting agricultural and rural residential uses. In other words it is felt that the *status quo* of these stands can be retained and in fact enhanced through the security gained by the control of development elsewhere. Extending the downscaling principle eastwards beyond Glen Austin's boundaries, the proposed urban agricultural transition strip on the eastern boundary also provides protection from uncertain future land use on Strijdom's Land.

Establishment of Nodes

Within the boundaries of Glen Austin it is proposed that nodal development be permitted in three locations. By nodal development it is meant that a mixed-use area, possibly with retail, community or recreation components is permitted. The first node on the K101/Olifantsfontein Road interchange is already in existence but will grow over time.

The Allan Road/Olifantsfontein Road interchange is also suitable for nodal development but for the reasons described above, should be limited in terms of scale and use to become a more localized, neighbourhood center. In the short term, a similar node is already developing on the Allan Road/ Dale Road intersection, but once the K56 and K109 are constructed, will grow into a larger scale node servicing a more regional market.

Environmental Protection

Overriding all of the above, is the principle of environmental protection.

It is important that the plan is accessible to the public as the floodlines fall within private property. Despite this however even containing the floodlines should retain them as

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

natural corridors. In other words no matter what use an erf is deemed suitable for, there should always be a presumption in favour of environmental protection which development proposals should reflect.

Coding

The nature of development in each of the above is to be controlled through a system of coding. The coding is to be a set of guidelines that will supplement existing town planning controls to further ensure the desired character for Glen Austin is achieved in the long term. Coding will be discussed in more detail at a later stage.

The above section has compiled a composite picture of all the development catalysts and the responses to them. Combined together it has become possible to formulate an overall Development Plan for Glen Austin.

At this stage it must be reiterated that the Plan is not one whose implementation is to be actively pursued. Rather it is to be utilized as a means of assessing development applications against the long-term picture. There is to be a general presumption against development i.e. the *status quo* is to remain – until such time as a catalyst development occurs and triggers an appropriate response within Glen Austin. Only at that point would development applications in the appropriate area be recommended for approval, provided the coding guidelines are adhered to leading to the *status quo* finally changing.



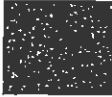
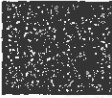

The Development Plan is thus an assembly of parts. If the catalyst never happens then neither does the corresponding response. The Plan is however flexible enough to survive in a coherent form no matter how many of its parts are developed or not.

Assumptions on which parts those may be would merely be guess work and as such it became necessary to describe all possible future permutations in order that any development application could be reasonably assessed against a comprehensive Plan.


2 CODING COMPONENT FOR THE SPATIAL PLAN

The coding component for the Glen Austin Spatial Development Plan is a set of mechanisms that will be put in place to limit the impact that a development may have on the surrounding land-uses. All development proposals will be controlled by means of Site Development Plans with Environmental Impact Assessments and Scoping exercises to be required where indicated, notwithstanding all other guidelines. The way in which the coding component will operate, combined with the opening-up of a specific area for development will be dependant on the catalyst taking place. By doing this, development can be managed and the possible impact that this may have on the remaining area can be limited. It is intended that after each catalyst, the spatial plan will be revisited in order to ascertain the potential impact.

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN CODING SYSTEM

LOCALITY	DEVELOPMENT PLAN LAND USE	ZONING	PERMITTED LAND USE	PLANNING CONTROLS	
K ROUTES	COMMERCIAL 	Commercial	Commercial Purposes	Height	:2 Storeys, plus an additional storey with consent.
				Min. Erf size	:5000m ² on K Routes : Smaller under special circumstances
				Coverage	:40%
				Building lines	:16m next to Provincial Roads :Streets 15m :Other Boundaries 10m
				Parking F.S.R.	:As per Council Policy 0,5
K ROUTES	OFFICES 	Special for Offices, retail and uses restaurants and within designated nodes.	Offices, retail and restaurant under special circumstances.	Height	:3 Storeys
				Min. Erf size	:5000m ² on K Routes :Smaller under special circumstances)
				Coverage	:40%
				Building lines	:16m next to Provincial Roads :Streets 15m : Other Boundaries 10m
				Parking F.S.R.	:As per Council Policy : 0,4
SERVICE ROADS	LOW DENSITY OFFICES (A) 	Special for Offices	Offices.	Height	:2 Storeys
				Min. Erf size	:2000m ²
				Coverage	:30%
				Building lines	:10m on rear boundary 5m on side boundaries
				Parking F.S.R.	:As per Council Policy : 0,3
INTERNAL THROUGH ROADS	LOW DENSITY OFFICES (B) 	Special for Agricultural including Residential Offices	Offices.	Height	:2 Storeys
				Min Erf size	:8565m ²
				Coverage	:12%
				Building lines	:30m on rear boundary : 10m on side boundaries
				Parking	:4/100m ² of gross leasable floor area
				F.S.R	: 0,20
LOCAL ACCESS ROADS	RESIDENTIAL 	Special for Residential purposes	Dwelling houses	Height	:2 Storeys
				Min Erf size	:2000m ²
				Coverage	:30%
				Building lines	:5m on side and rear boundaries
				Parking	:As per Council policy
				Density	:4 units/8565m ²
				Workers Quarters	:150m ² /8565m ² extendable with consent

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN CODING SYSTEM

LOCAL ACCESS ROADS	AGRICULTURAL 	Agricultural	Dwelling houses, Agricultural buildings	Height : 2 Storeys Min. Erf size : 8565m ² Coverage : 8% Building lines : 30.5m on street boundaries : 10m on all other boundaries Density : 2 units/8565m ²
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PROPOSED DEVELOPMENT CONTROLS APPLICABLE TO ALL USES

1. The coverage of all buildings shall not exceed **XX%** of the area of the erf.
2. The floor area shall not exceed **0.XX**.
3. The height of the buildings shall not exceed 2 or 3 storeys. As per Council height policy.
4. Buildings, including outbuildings, hereafter erected on the property, shall be located not less than **Xm** from any street boundary, **Xm** from any Provincial Road boundary and not less than **Xm** from any side and rear boundary for single storeyed buildings **Xm** in respect of double story buildings as stipulated in the approved Council Policy.
5. The property may not be used for any form of adult entertainment or be used as an adult premise.
6. No materials or goods of whatever nature shall be dumped placed or stored outside of the building.
7. The loading and off-loading of vehicles shall take place on the property.
8. All light shall be in accordance with the approved site development plan and shall enhance the overall character of the design and not contribute to light pollution in the vicinity of the property.
9. All signage will be in accordance with the Council's approved signage policy.
10. All areas used for vehicle access from the adjoining street system and areas used for internal vehicular circulation shall be paved or made dust free in an environmentally acceptable manner to the satisfaction of the local authority.
11. No noise, whatever, shall extend beyond the boundaries of the property and the owner/occupier in the exercising of these rights shall take all due steps to ensure that every effort is made to ensure the continued privacy and amenity of the adjoining properties.
12. No fireworks/explosive devices of any description shall be let off on the property.
13. A site development plan, drawn to a scale of 1:200 or such other as may be approved by the local authority, shall be submitted for approval to the local authority prior to the submission of building plans. No buildings shall be erected on the erf until such site development plan has been approved by the local authority and the entire development

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN CODING SYSTEM

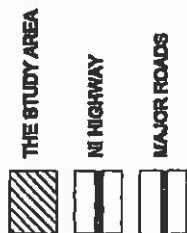
LOCALITY	DEVELOPMENT PLAN LAND USE	GENERAL AESTHETICS
K ROUTES	COMMERCIAL 	<p><u>BUILDING ENTRANCES:</u> On front or side of building, not at the rear.</p> <p><u>FRONT FENCES:</u> Opaque street frontage fence/wall. 2m high maximum.</p> <p><u>ORIENTATION:</u> Buildings to front streets. Overlooking to be restricted. No overshadowing. No windows facing onto private property.</p> <p><u>HEIGHT:</u> Storey height taken from lowest point of building envelope. Refer to Council policy.</p> <p><u>MATERIALS:</u> Quality of materials to be ensured. Aesthetics to prevail over costs.</p>
K ROUTES	OFFICES 	<p><u>ARCHITECTURE:</u> No monolithic structures. Facades, eaves, skylines to be staggered and to show variety in terms of colour, texture or materials. Quality and detailing on all sides of building - not to be restricted to façade only. All buildings to provide access for the disabled.</p> <p><u>PARKING:</u> Large parking areas unacceptable - to be broken up with landscaping including tall trees. Shaded carports acceptable.</p> <p><u>STREET FURNITURE:</u> To be co-ordinated throughout Glen Austin.</p> <p><u>CONSTRUCTION:</u> Developers are to be encouraged to complete construction within 2 years of permission being granted.</p>
SERVICE ROADS	LOW DENSITY OFFICES (A) 	<p><u>SERVICE AREAS:</u> Bin areas, yards etc, to be enclosed with non-opaque walls/fences. Not within building lines.</p> <p><u>LIGHTING:</u> Security, décor, interior lights not to spill over into, or be visible from residential areas.</p> <p><u>SIGNAGE:</u> Refer to Council policy.</p> <p><u>SITE ENTRANCES:</u> Security checkpoints acceptable. Set back from the road reserve to be to the satisfaction of the Town Engineer. 2 lanes width maximum. Covered entrances - maximum height 1½ storeys.</p> <p><u>SERVICE ROADS:</u> Textured surface different from other roads eg block paving. Bus /taxi laybys to be provided.</p>
INTERNAL THROUGH ROADS	LOW DENSITY OFFICES (B) 	<p><u>ROAD RESERVES:</u> All owners/occupiers to be encouraged to pave, landscape and maintain road reserves.</p> <p><u>VISTAS:</u> Properties on outside edges of road corners or at street ends to address the vista architecturally or by means of focal points.</p> <p><u>CORNER SITES:</u> Require double facades to address both streets.</p> <p><u>ENERGY SAVING:</u> Use of solar panels, recycled building materials etc. to be encouraged.</p>

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN CODING SYSTEM

on the erf shall be in accordance with the approved site development plan; provided that with written consent of the local authority, the plan may be amended from time to time.

- a) Provided that such site development plan shall indicate at least the following:
- Siting of buildings with particular regard to:
 - Visual focal points
 - Use of existing features such as topography
 - View
 - Sun and wind orientation
 - Circulation pattern
 - Physical environment
 - Building groups
 - Landscaping treatments with particular regard to:
 - Retention of existing trees
 - Streetscape
 - Open spaces
 - Pedestrian way traffic
 - Recreational areas
 - Screening of open and covered parking areas
 - Design features indicating the following:
 - Street sections
 - Residential/architectural styles
 - Use of material
 - Parking area broken by landscaping features
 - Varied use of building types, materials and architectural styles
 - Perimeter walls and fencing treatment
 - Environmental considerations:
 - Achievement of requirements in terms of an approved environmental scoping report, if required
 - Relationship to 1: 50 year and 1: 100 year floodline area (if Applicable);
 - Stormwater attenuation measures in order to achieve 50% stormwater retention on site for three (3) hours.
 - The relationship to the surrounding development (existing and proposed)
- 14) Access shall be restricted to the satisfaction of the local authority. No access shall be Permitted from _____ Road. (Restrict access to front or side of building – not from the rear).
- 15) No precast concrete finish walls shall be permitted along street and access boundaries. Such boundaries shall be screened by a metal palisade fence or similar, as may be approved by the local authority. Provided that, with written approval from the local authority, a brick wall may be allowed.
- 16) Buildings shall be orientated towards the street. All steps shall be taken to ensure that overlooking of adjoining properties be avoided.

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

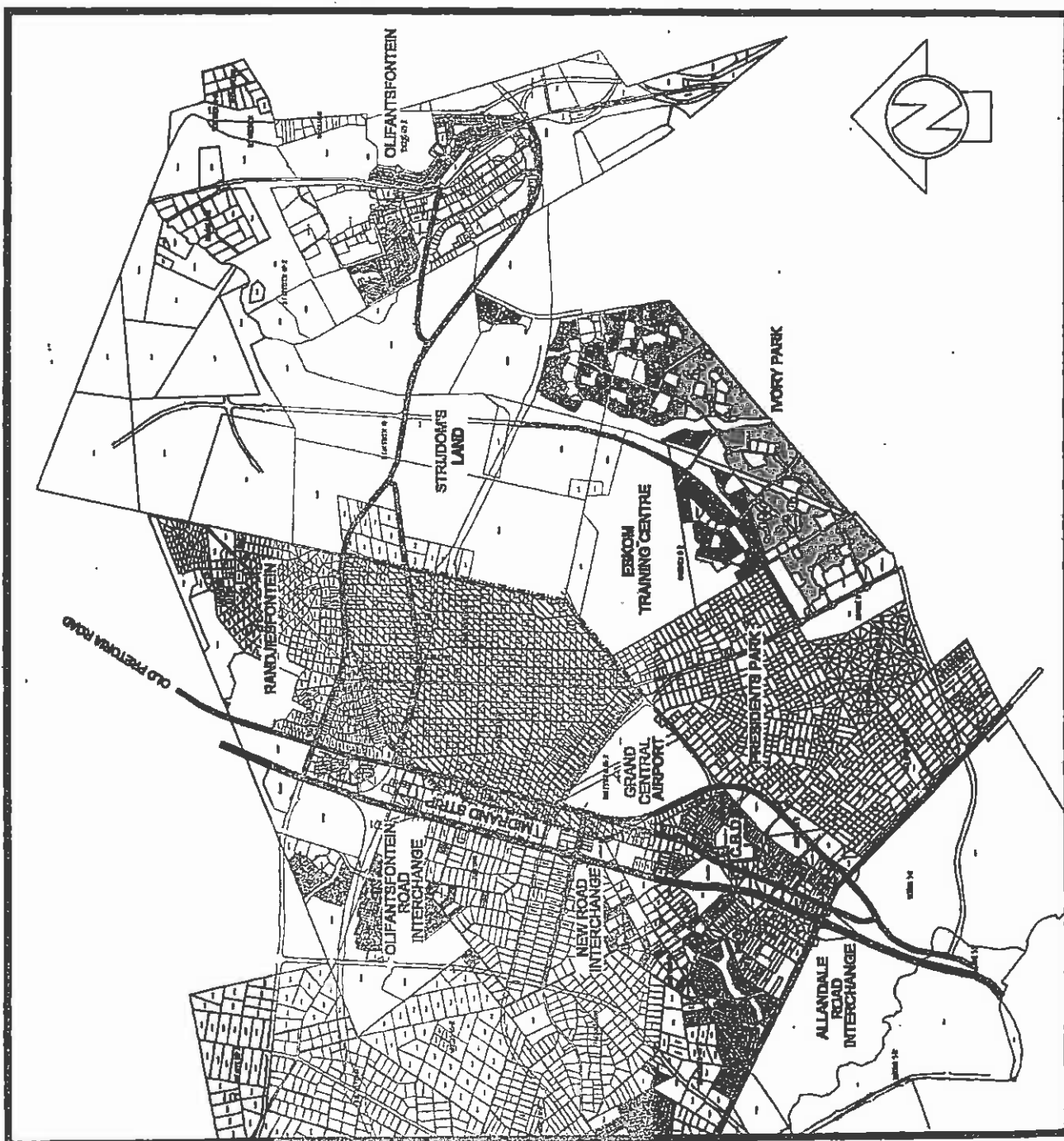


LOCALITY PLAN

PLAN 1

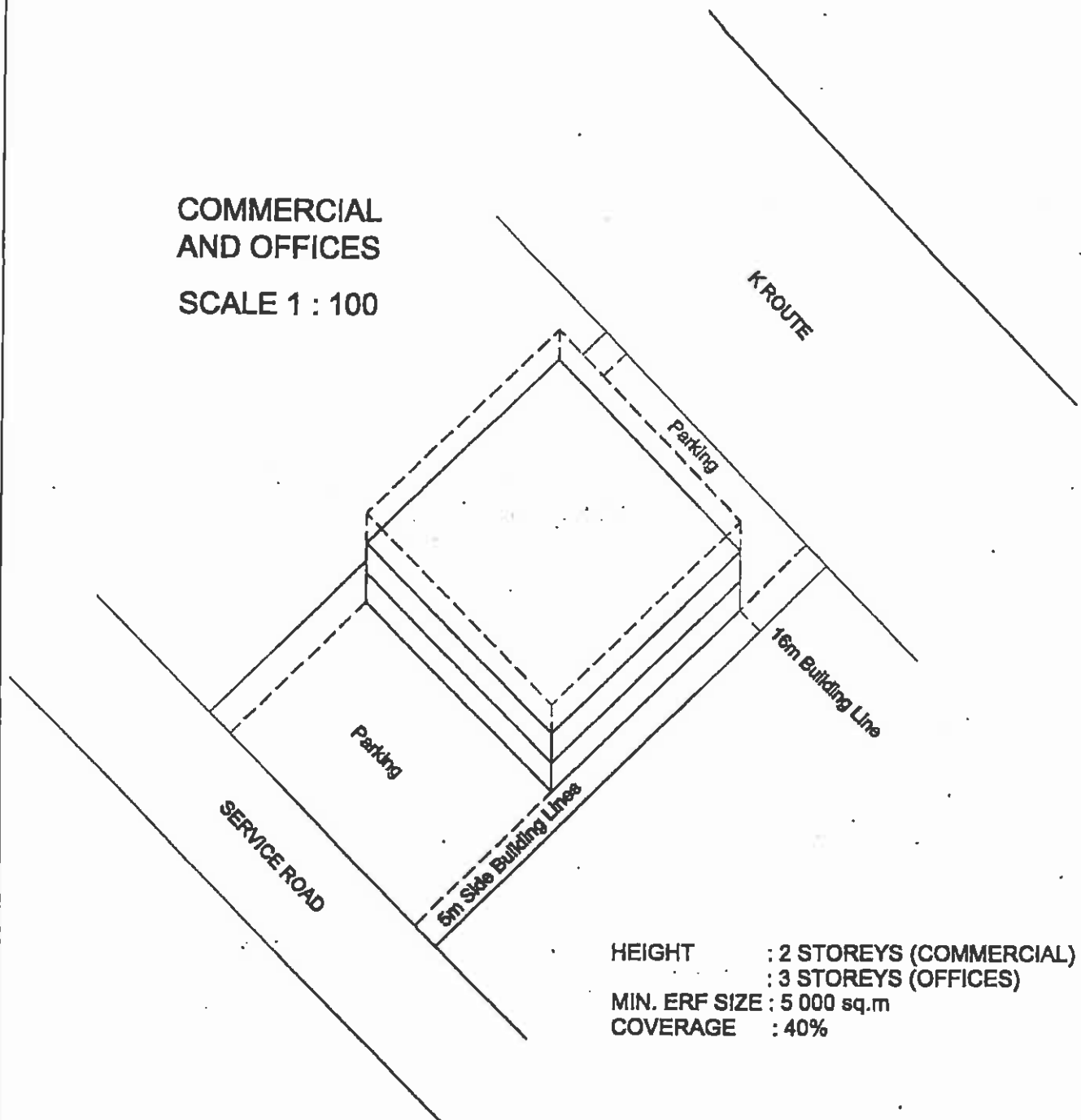


PLAN 1



COMMERCIAL
AND OFFICES

SCALE 1 : 100



HEIGHT : 2 STOREYS (COMMERCIAL)
: 3 STOREYS (OFFICES)
MIN. ERF SIZE : 5 000 sq.m
COVERAGE : 40%

CONCEPTUAL ILLUSTRATIONS

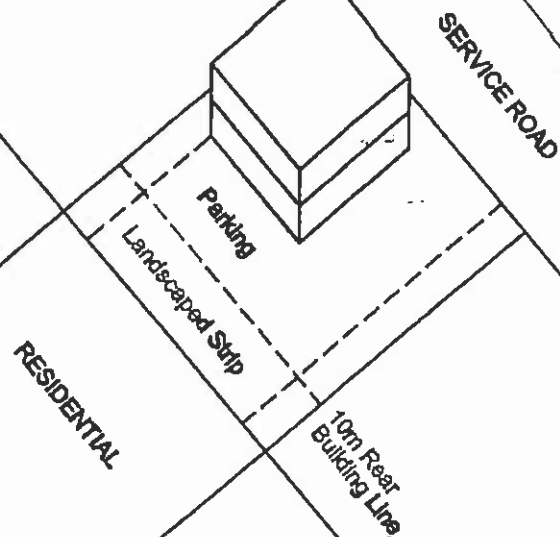
GLEN AUSTIN
SPATIAL DEVELOPMENT
FRAMEWORK
CODING SYSTEM



Town and Regional Planners
Block 3, Sharbana Square
5 Dubeers Rd, Parkview 2006
P.O. Box 1847, Parklands 2193
Johannesburg, South Africa
Telephone: (011) 726-5010/1
Facsimile: (011) 726-8172
e-mail: apsp@cape.net

LOW DENSITY OFFICES (A)

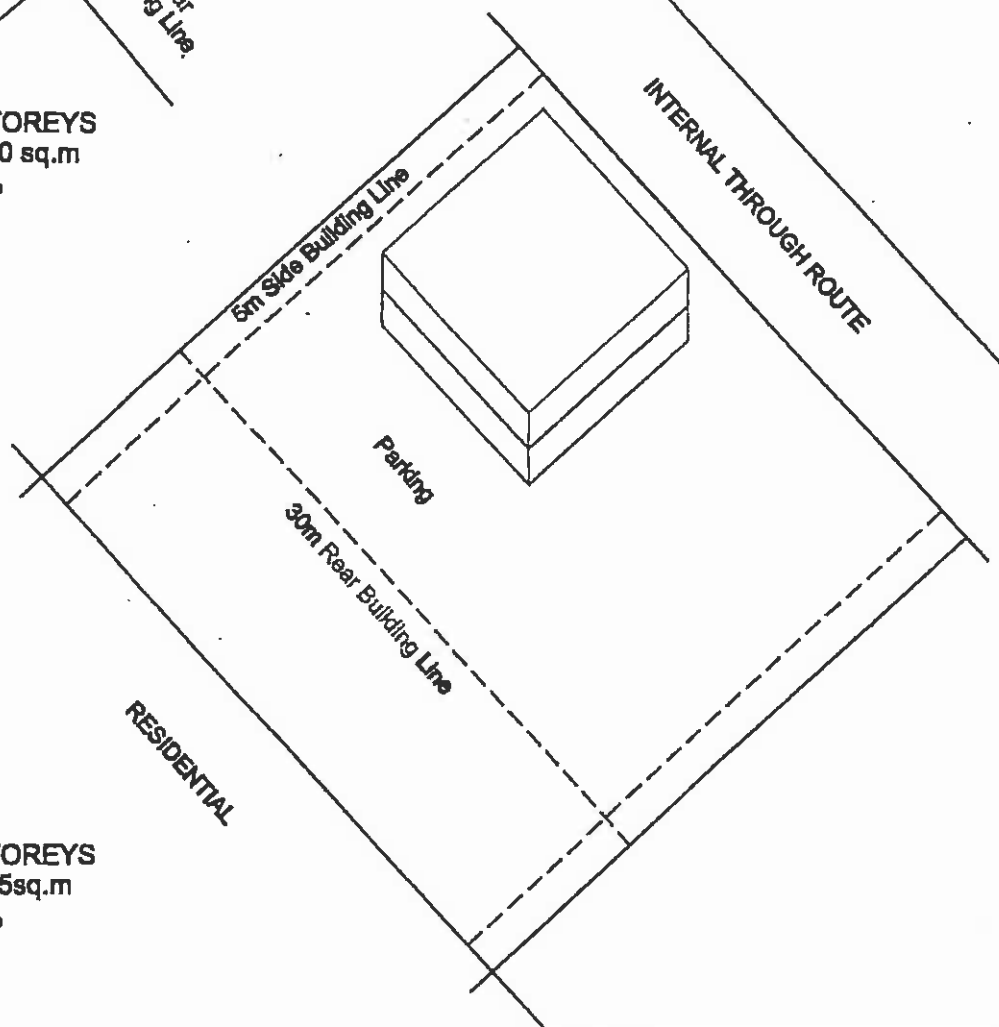
SCALE 1 : 100



HEIGHT : 2 STOREYS
MIN. ERF SIZE : 2 000 sq.m
COVERAGE : 30%

LOW DENSITY OFFICES (B)

SCALE 1 : 100



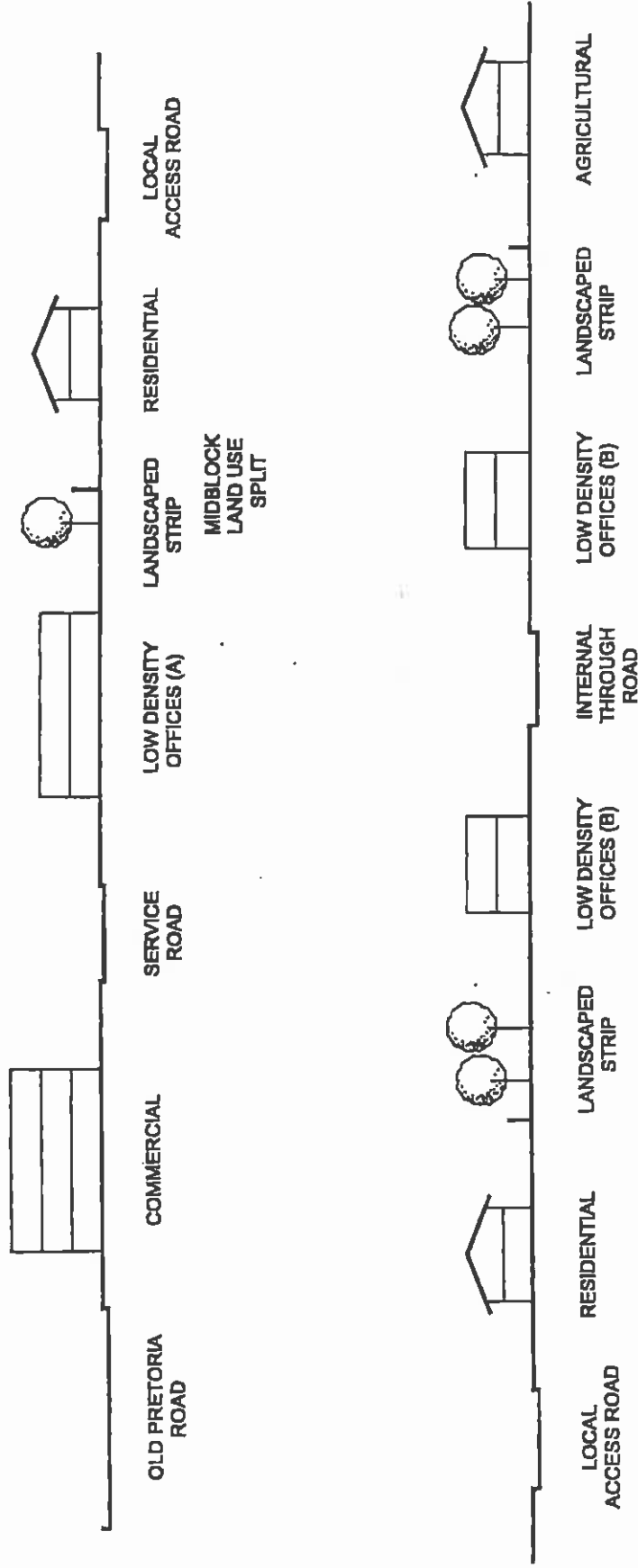
HEIGHT : 2 STOREYS
MIN. ERF SIZE : 8 565sq.m
COVERAGE : 12%

CONCEPTUAL ILLUSTRATIONS

**GLEN AUSTIN
SPATIAL DEVELOPMENT
FRAMEWORK
CODING SYSTEM**



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**DOWNSCALING OF DEVELOPMENT
(NOT TO SCALE)**

**GLEN AUSTIN
SPATIAL DEVELOPMENT
FRAMEWORK
CODING SYSTEM**

CONCEPTUAL ILLUSTRATIONS



Town and Regional Planners
 Clark E. Shattuck, Secretary
 5 Shattuck Rd., Portland 2153
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GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

3 ESTABLISHMENT OF A VILLAGE COMMITTEE

An issue that was identified in the questionnaires as well as raised during the public workshop, was the need for the establishment of a village committee. The DFA stipulates that communities who are to be influenced by land development should participate in the decision making process regarding new developments in their areas. Applications where the participation of the local development committee is needed include:

- Applications that are not in terms of an approved development plan but that have merit in terms of possible benefits for the area;
- Applications that are situated in the area allocated for "special uses" and that are considered to be bordering applications in terms of the performance table.
- Applications that are situated in the environmental area.

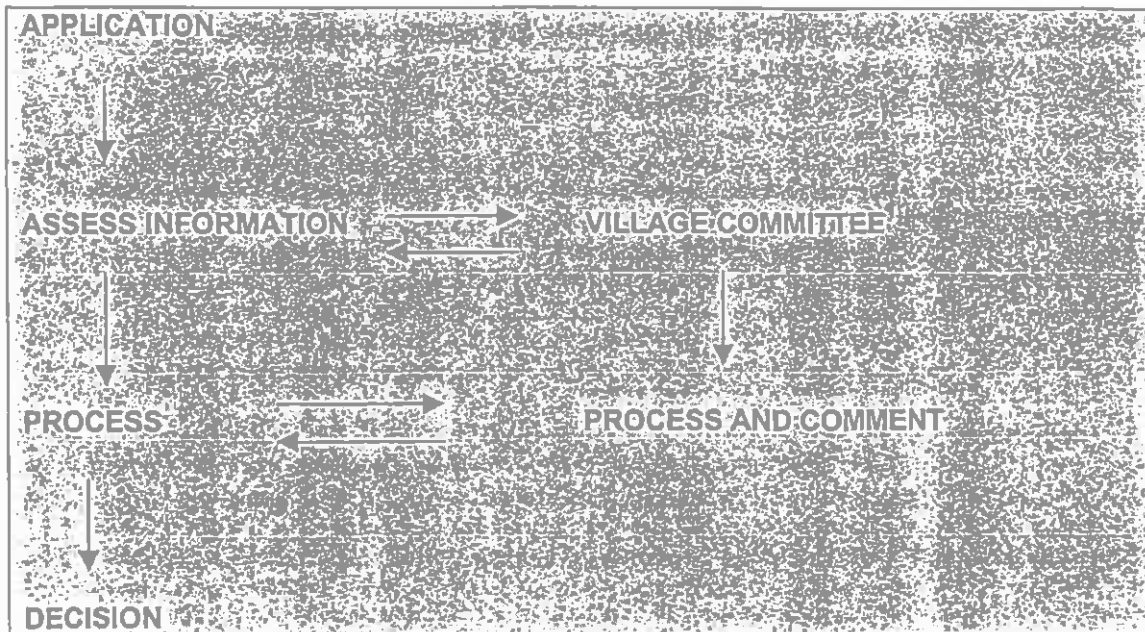
The community must elect a local village committee and must be representative of the identified zones as previously mentioned. The emphasis and need for the village committee as well as the motivation therefore must arise out of the community itself and must not be seen as an initiative undertaken by the Local Authority.

In the event that a village committee is established, the committees' responsibility will include:

- 1) Communicate with the Council regarding applications received for the area;
- 2) Assess and comment on applications as mentioned above within two weeks;
- 3) Keep the larger community informed;
- 4) Inform the Council in writing of any illegal uses being conducted;
- 5) Administer their own affairs.

The intention of the establishment of a village committee is not to complicate the existing administrative procedures but rather to establish an additional link outside of the existing process. One of the primary responsibilities is to process applications simultaneously with the existing procedures. The Council will assess applications and terms of the criteria for applications as discussed, will be circulated to the village committee for them to process. The village committee may only provide input in terms of recommendations to the Council. The Council will base its final decision on the recommendations provided by the village committee and is in no way bound to any decision made by the village committee.

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN



SECTION 4

CONCLUSION

The Glen Austin Development Plan has been derived directly through a participative and technical process and tested against sound theoretical, national, regional and local guidelines. The resultant plan is thus a sustainable one in an area of great uncertainty and can serve as the instrument against which development proposals can be assessed. This makes its proposals realistic enough to make a positive contribution to the local community and environment as well as the wider region.

The Coding System forms an integral part of the Glen Austin Spatial Development Framework and as such is to be read in conjunction with the Spatial Development Plan document.

However, the two are presented as separate stand-alone documents. This is because whilst the Development Plan is robust and flexible enough to weather changes over time, the Coding System will need to be revisited once there is more clarity and certainty over the exact nature of future development.

The Planning Controls and General Aesthetics of the Coding System may need to be revised from time to time as circumstances, pressures, demand and tastes change.

The Development Plan identifies how the pressures being exerted on Glen Austin now, and in the future, can be contained in such a way that a rational, sustainable urban form can, in the long term, be achieved. This has been done by allowing changes of use in

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

certain areas only once specific catalytic developments occur. The Development Plan is, in essence, a composite plan of controlled responses to catalyst developments.

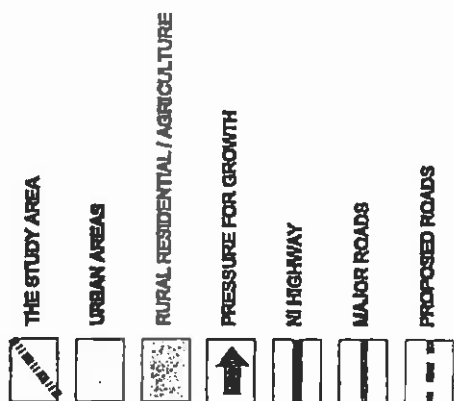
By responding to these catalysts and the pressures they exert, it becomes possible for a mixed use integrated urban area to develop whereby each land use can co-exist with others without intruding, devaluing or causing further town planning applications to be submitted or illegal uses to proliferate in inappropriate locations.

Although the Development Plan itself sets out to achieve the above, these aims can be further ensured and the environment further enhanced by supplementing it with a Coding System. The Coding System is a set of more precise controls and guidelines, which will ensure that the desired character for the Glen Austin of the future is actually achieved. Thus it needs to be read in conjunction with the Development Plan as the Coding System specifies the character the Plan is trying to achieve and the spirit in which it hopes development will take place.

The Coding System helps interpret the Development Plan and aims to assist Council Officials, developers, residents and any other role players who are interested in, or will be involved in, shaping Glen Austin's Future.

It does not set out to hinder or complicate development; rather its intentions are to better facilitate development through increased clarity on goals and objectives.

GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

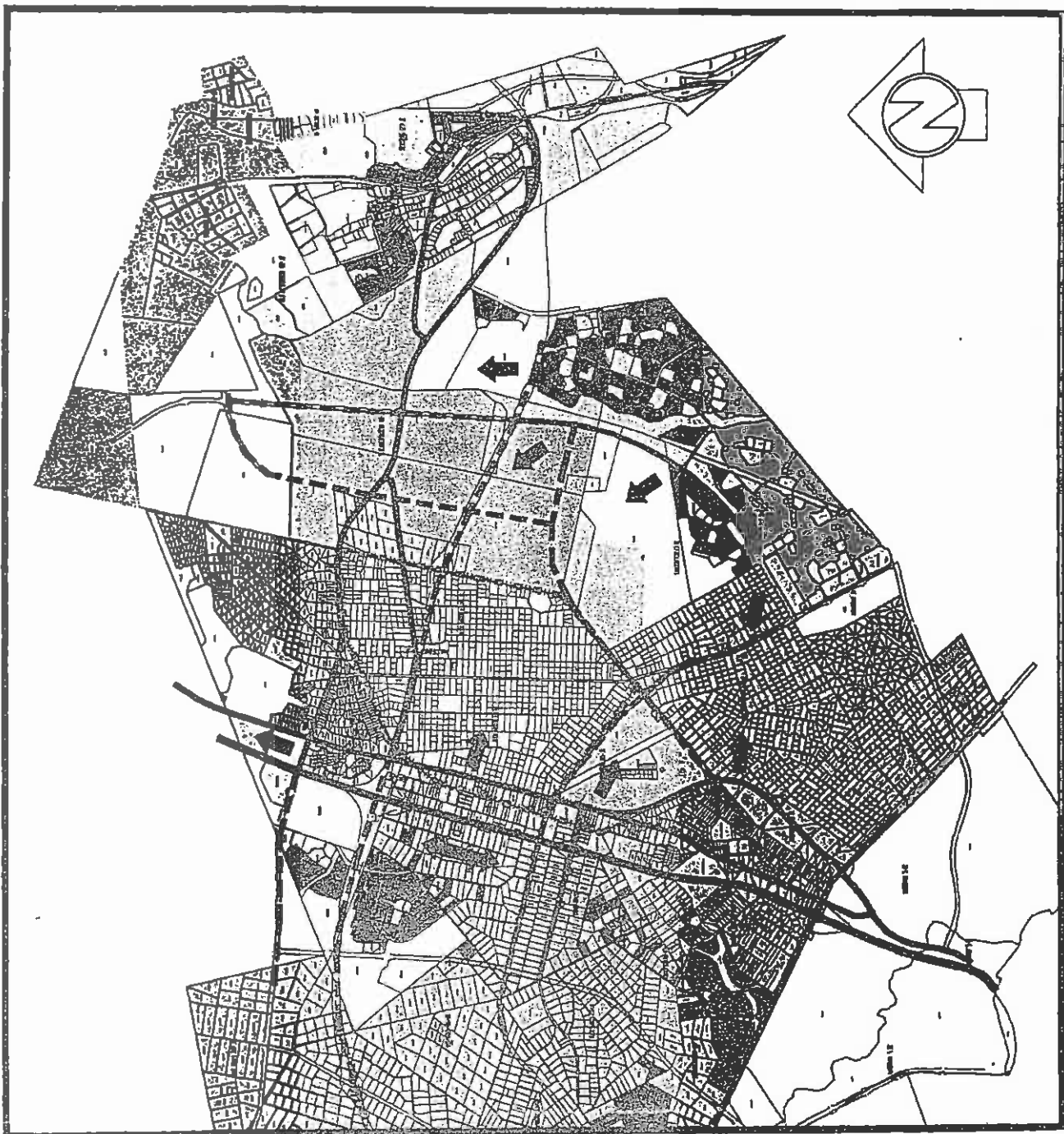


FACTOR PLAN - A REGIONAL PERSPECTIVE

PLAN 2



FACTOR PLAN - A
REGIONAL PERSPECTIVE



GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

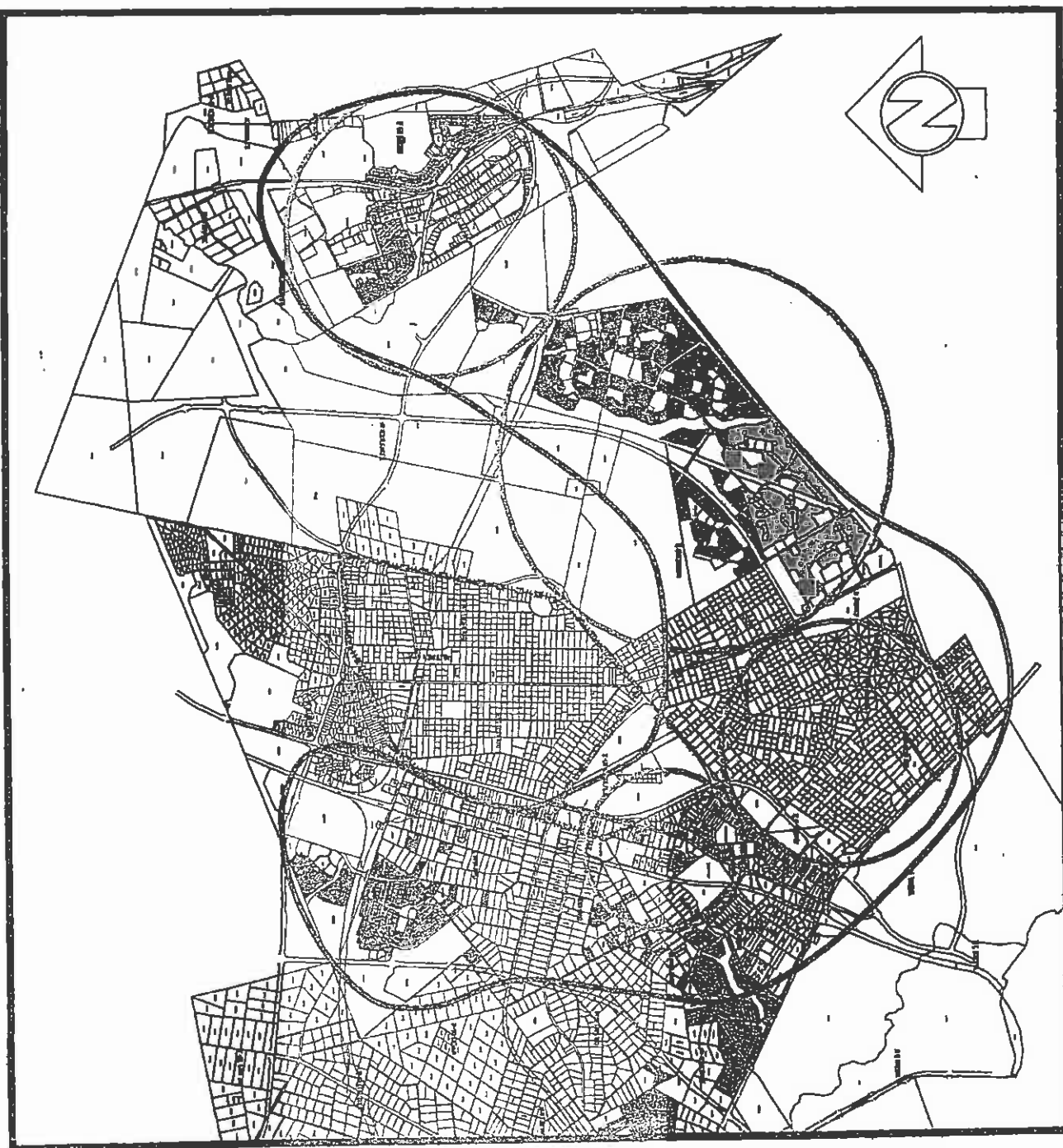
- THE STUDY AREA
- PROPOSED LONG TERM KEY DEVELOPMENT AREAS
- AREAS OF PROPOSED LONG TERM FULL SERVICE PROVISION

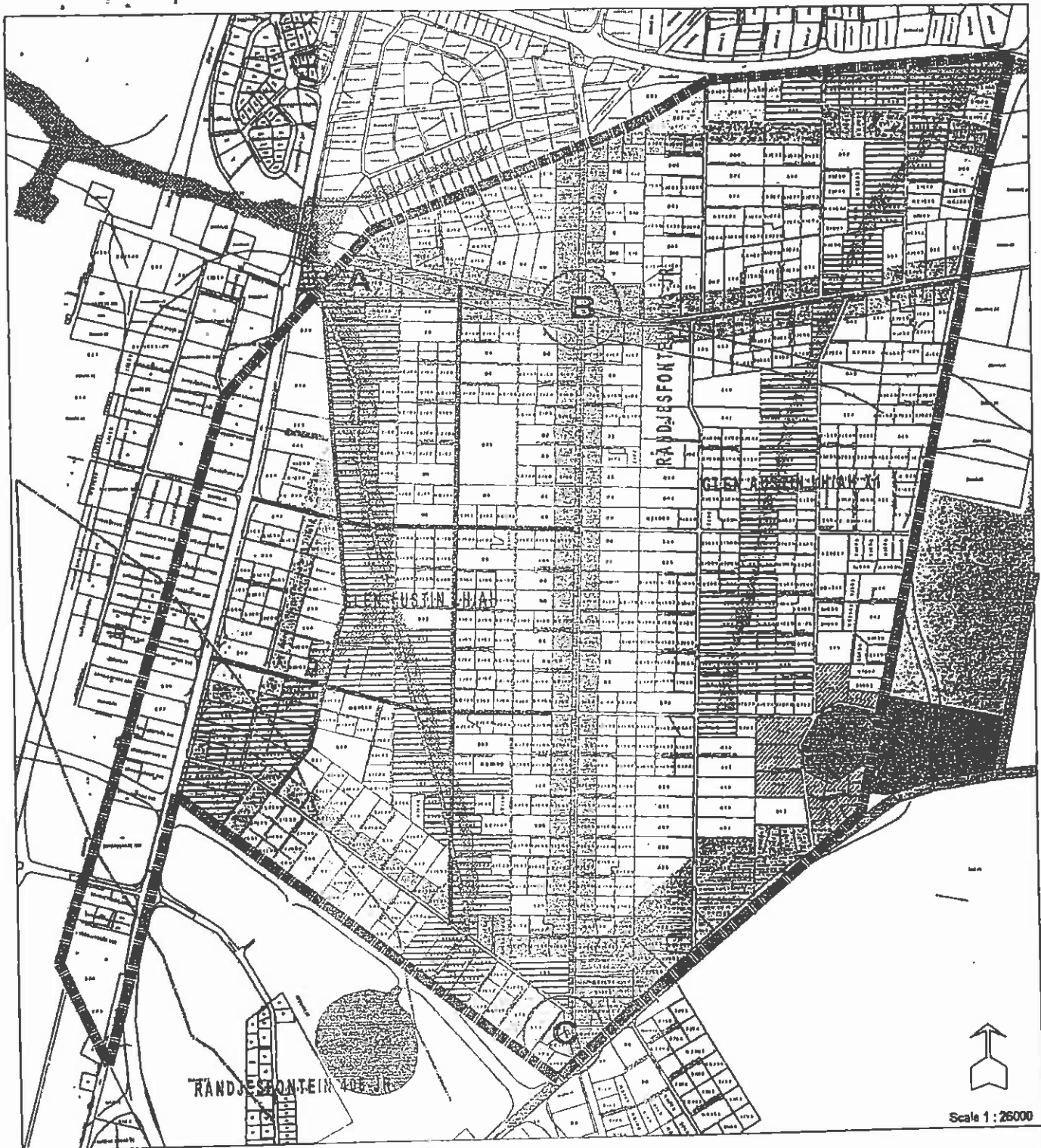
FOCUS
FOR SERVICE DELIVERY
AND DEVELOPMENT

PLAN 3

PLAN 3
GLEN AUSTIN
LOCAL GOVERNMENT
2000-2010
2010-2020
2020-2030
2030-2040
2040-2050
2050-2060
2060-2070
2070-2080
2080-2090
2090-2100

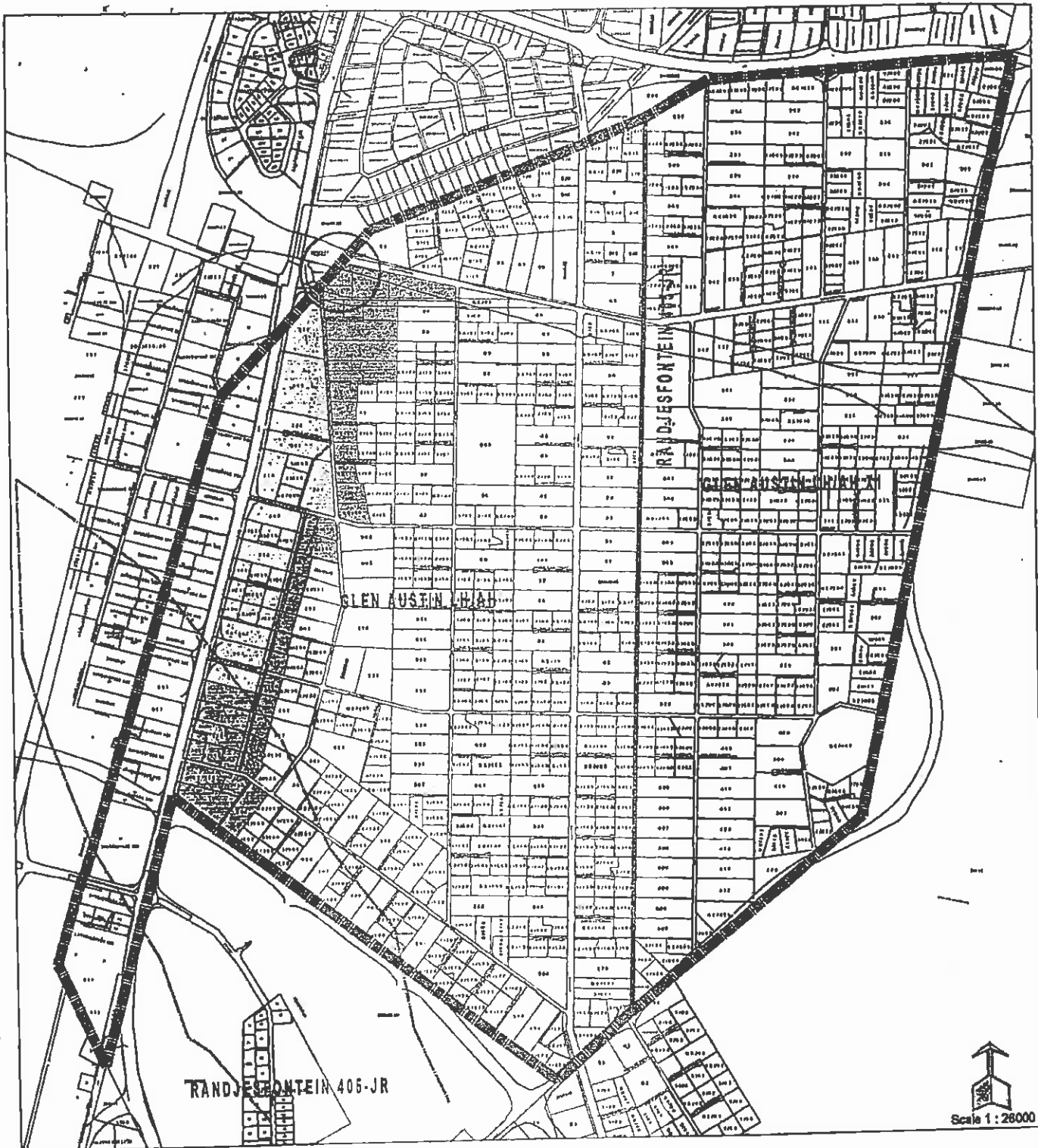
1: GLEN AUSTIN LOCAL GOVERNMENT





GLEN AUSTIN AHSPATIAL DEVELOPMENT PLAN

	COMMERCIAL		HIGHER DENSITY RESIDENTIAL		POSSIBLE NEW ROADS
	OFFICES		EXISTING RIGHTS REMAIN		N1 BRIDGES
	LOW DENSITY/LOW RISE OFFICES, HOME BUSINESSES		EXTENDED BIRD SANCTUARY		GRAND CENTRAL COMMERCIAL DEVELOPMENT
	PANS		URBAN AGRICULTURE		INTERNAL THROUGH ROUTES
	PROPERTIES REQUIRING SCOPING		NODE DEVELOPMENT (INCLUDES SOME RETAIL)		65db NOISE CONTOUR
	PROPERTIES REQUIRING EIA's		UPGRADED LOCAL ROADS		FLOOD PLAINS



GLEN AUSTIN AH

Catalyst Developments
OLD PRETORIA ROAD

PLAN 6

CATALYST

65dB NOISE CONTOUR
EXISTING PRESSURE

RESPONSE

COMMERCIAL

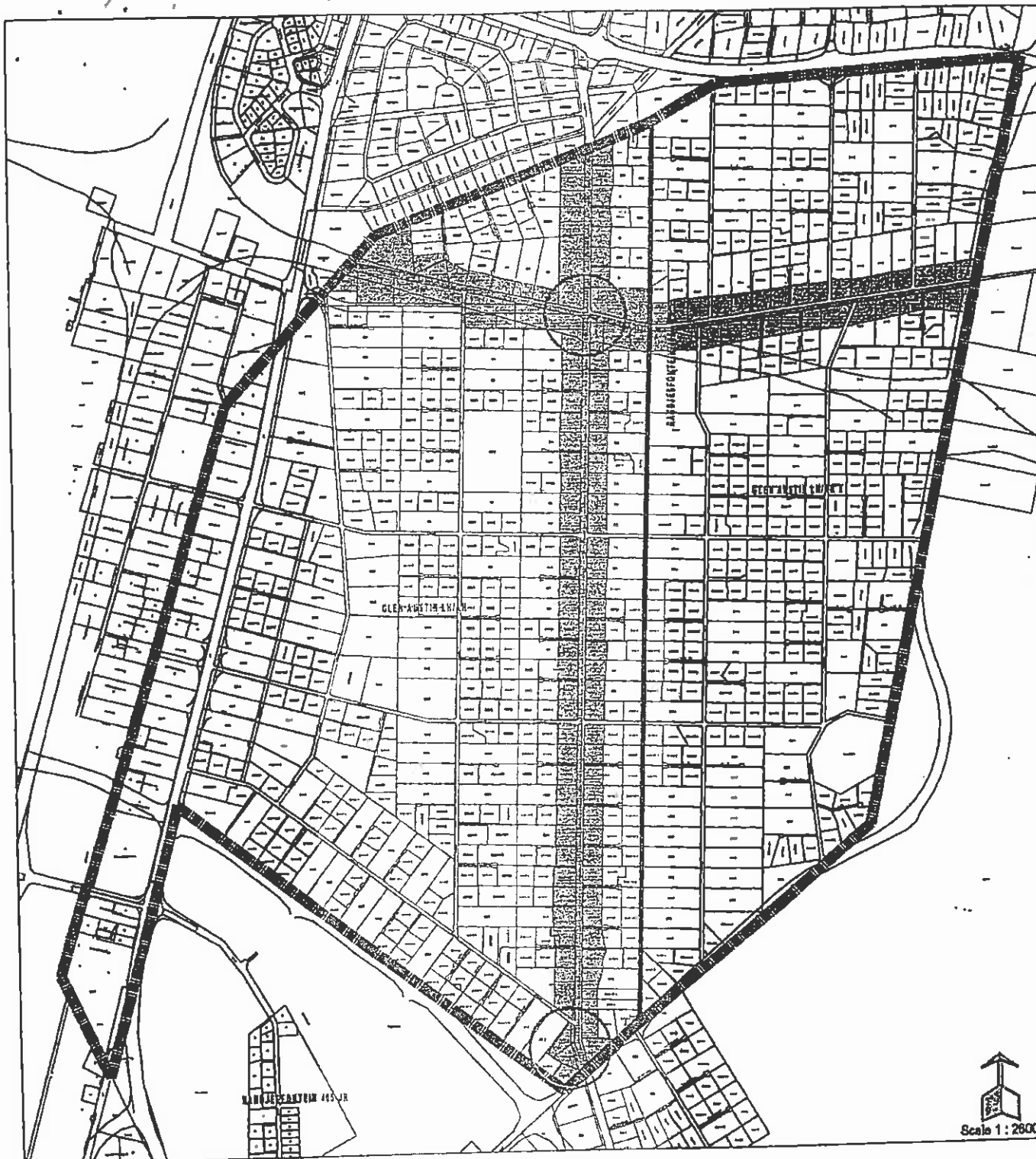
OFFICES

LOW DENSITY/LOW RISE
OFFICES, BUSINESSES
(SERVICE ROAD CONSTRUCTED FIRST)

SERVICE ROAD

NODAL DEVELOPMENT
(INCLUDES SOME RETAIL)

RAGA_PTA UCD



GLEN AUSTIN AH

Catalyst Developments INTERNAL THROUGH ROADS

PLAN 6

CATALYST

RESPONSE



INTERNAL THROUGH ROADS

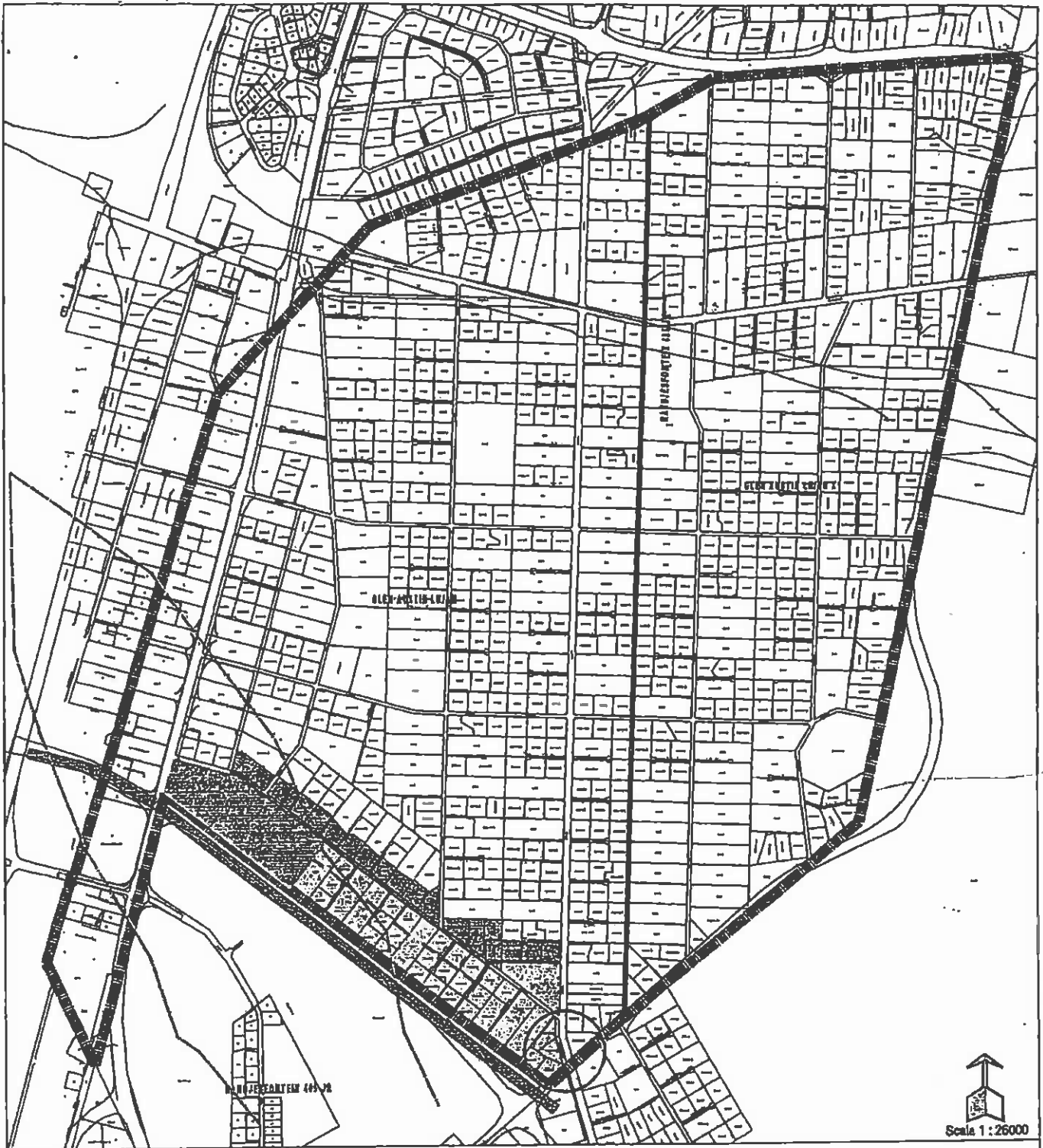


LOW DENSITY / LOW RISE OFFICES,
HOME BUSINESSES



NODAL DEVELOPMENT
(INCLUDES SOME RETAIL)

R13A_PTAUCD






GLEN AUSTIN AH




Catalyst Developments K56 DEVELOPMENT

PLAN 7

CATALYST

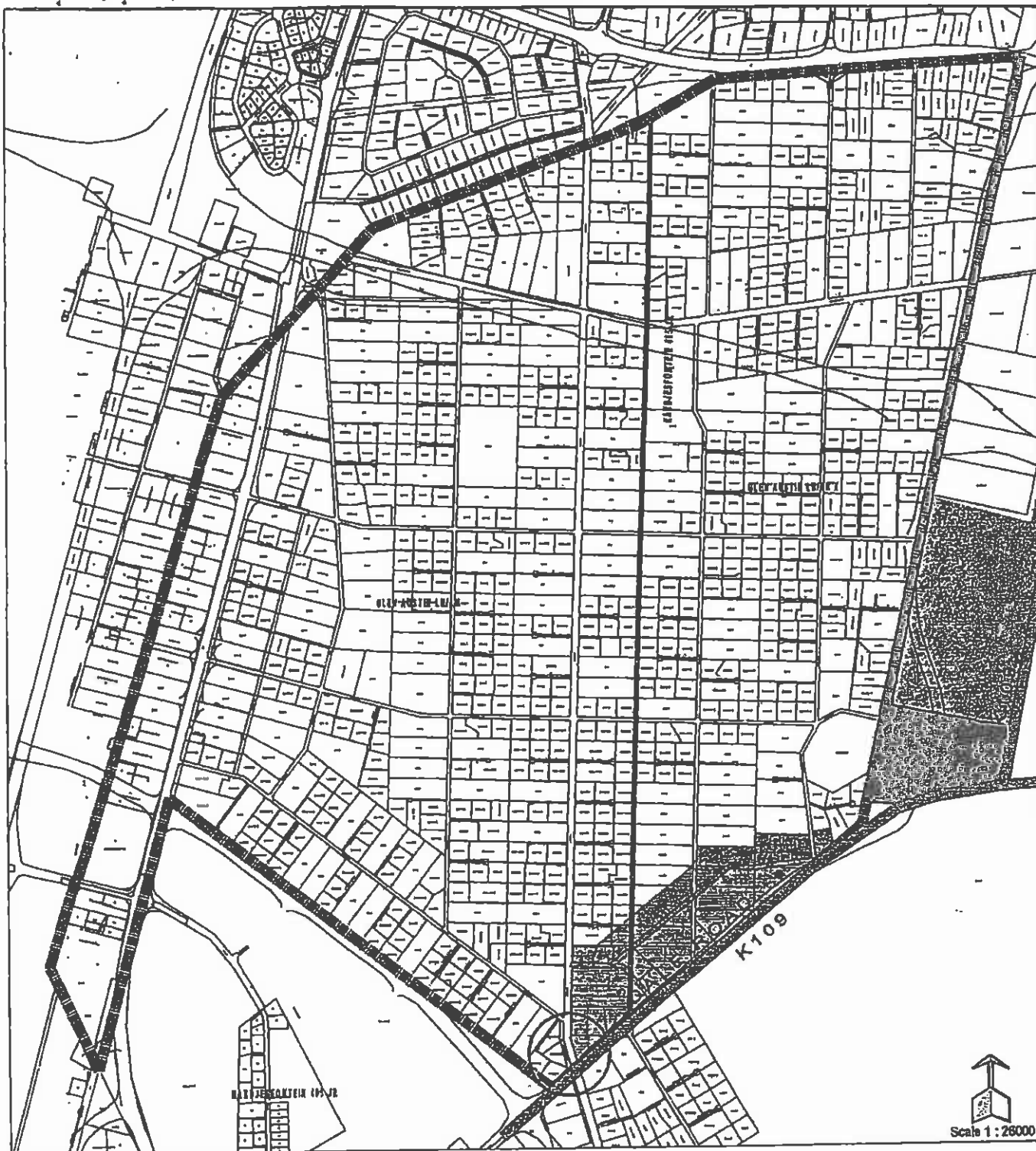
-  65dB NOISE CONTOUR
-  K56
-  COMMERCIAL DEVELOPMENT WITHIN GRAND CENTRAL

RESPONSE

-  COMMERCIAL
-  OFFICES
-  LOW DENSITY/LOW RISE OFFICES, BUSINESSES (SERVICE ROAD CONSTRUCTED FIRST)

-  ALTERNATIVE SERVICE ROAD ROUTE
-  SERVICE ROAD
-  NODAL DEVELOPMENT (INCLUDES SOME RETAIL)

RGA_PTAUCD



GLEN AUSTIN AH

Catalyst Developments
DALE ROAD

PLAN 8

CATALYST



K109

RESPONSE



EXTEND BIRD SANCTUARY



OFFICES



LOW DENSITY/LOW RISE
OFFICES, BUSINESSES
(SERVICE ROAD CONSTRUCTED FIRST)

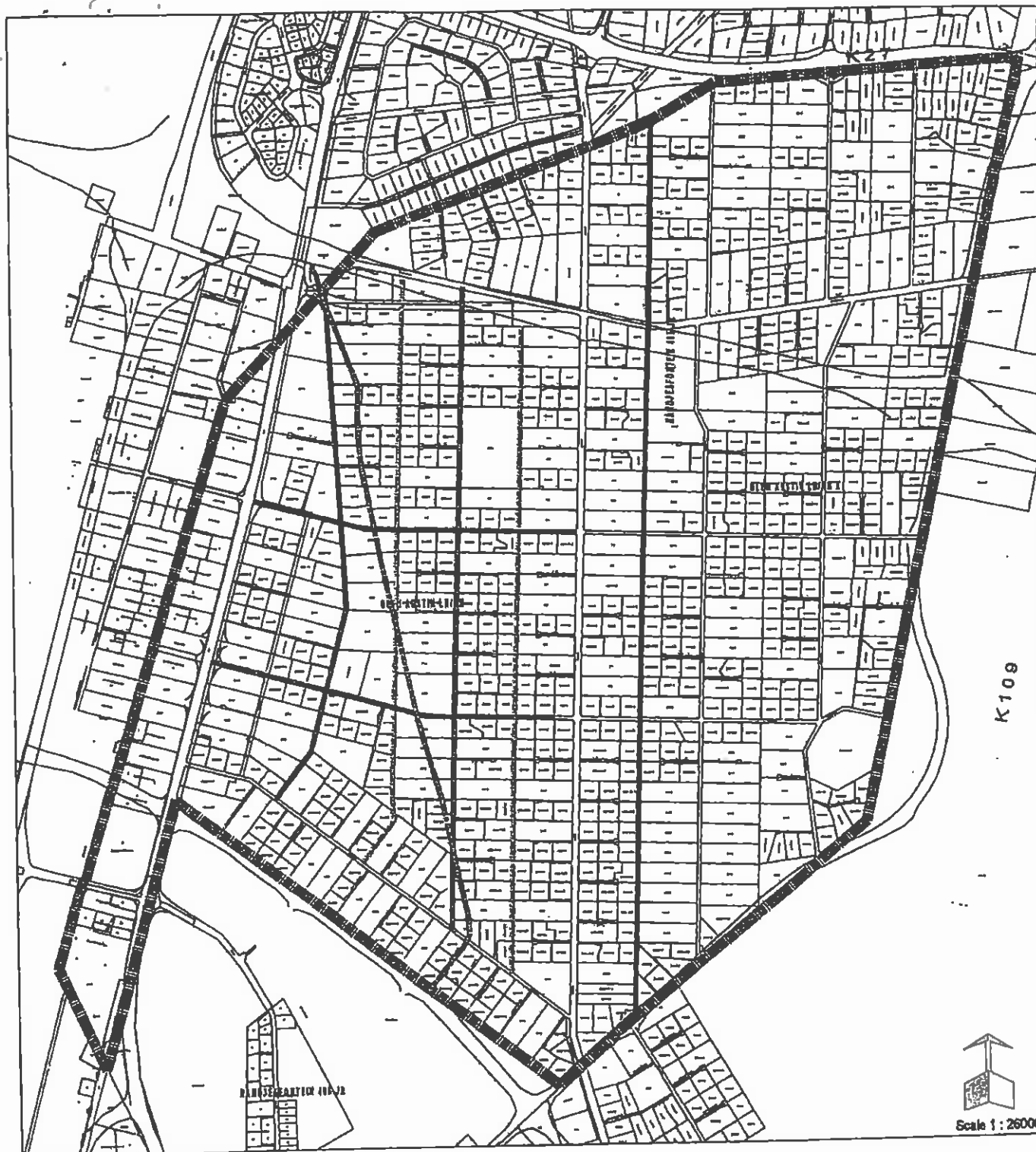


URBAN AGRICULTURE
BUFFER STRIP



SERVICE ROAD

R:\GA_PTA\UCD






GLEN AUSTIN AH

Catalyst Developments HIGHER DENSITY RESIDENTIAL

PLAN 11

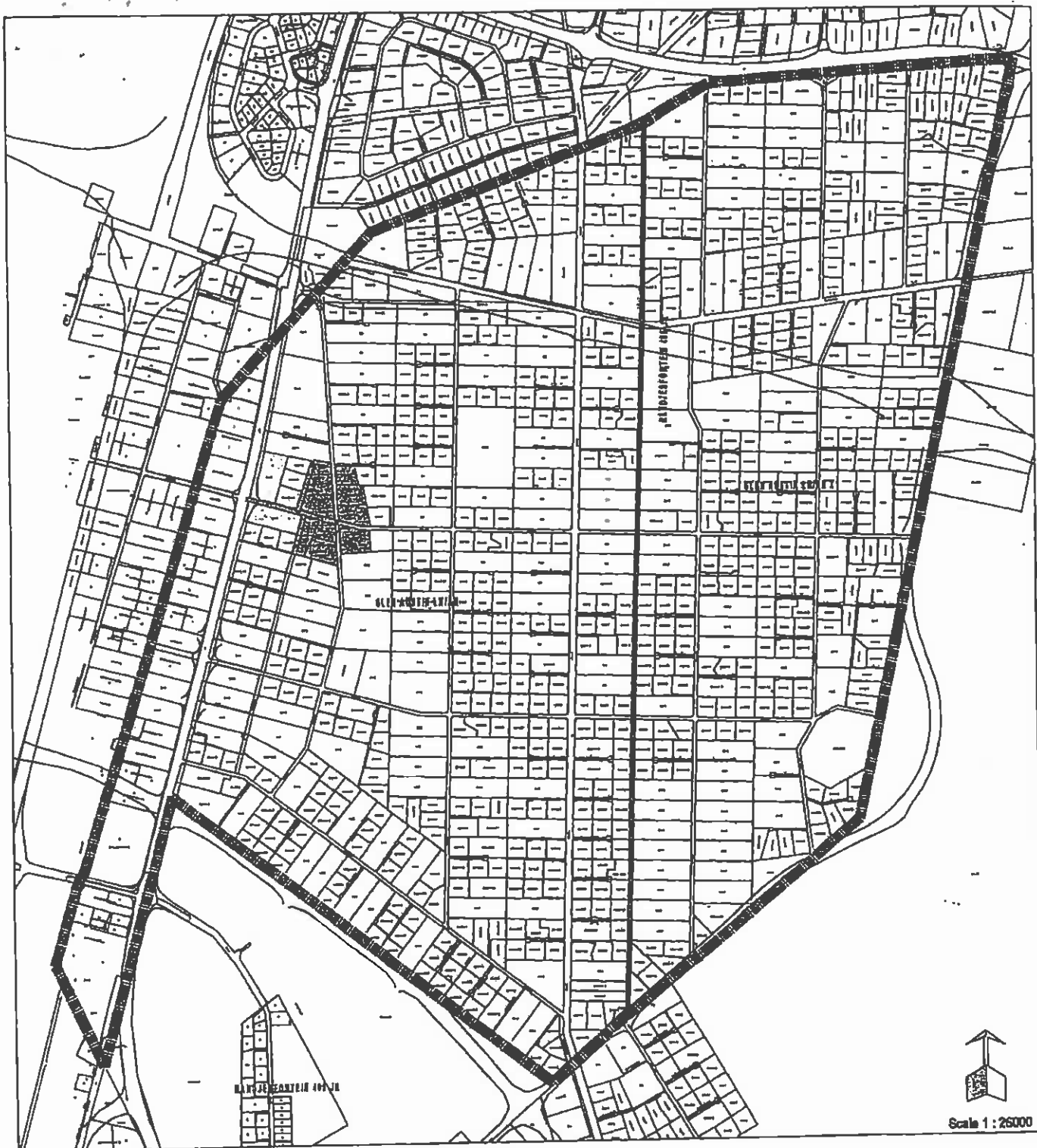
CATALYST

-  BULK SEWER LINE
-  UPGRADED LOCAL ROADS
-  POSSIBLE NEW ROADS

RESPONSE

-  HIGHER DENSITY RESIDENTIAL

RGA_PTAUCD



GLEN AUSTIN AH

Catalyst Developments
GEORGE ROAD

PLAN 10

CATALYST

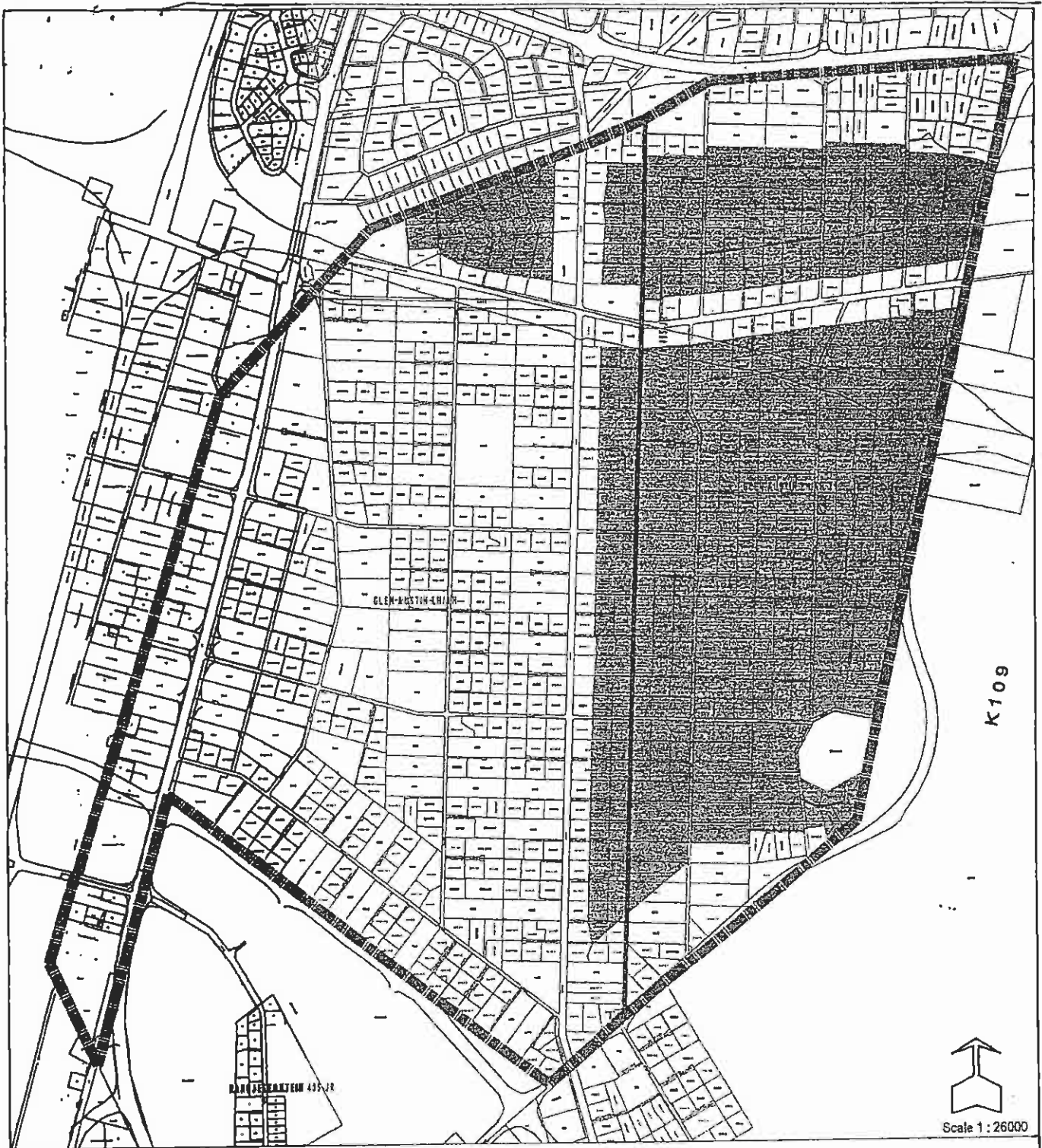
 N1 BRIDGE

RESPONSE

 OFFICES

 SERVICE ROAD

 LOW DENSITY/LOW RISE
OFFICES, HOME BUSINESSES



GLEN AUSTIN AH

Catalyst Developments HIGHER DENSITY RESIDENTIAL

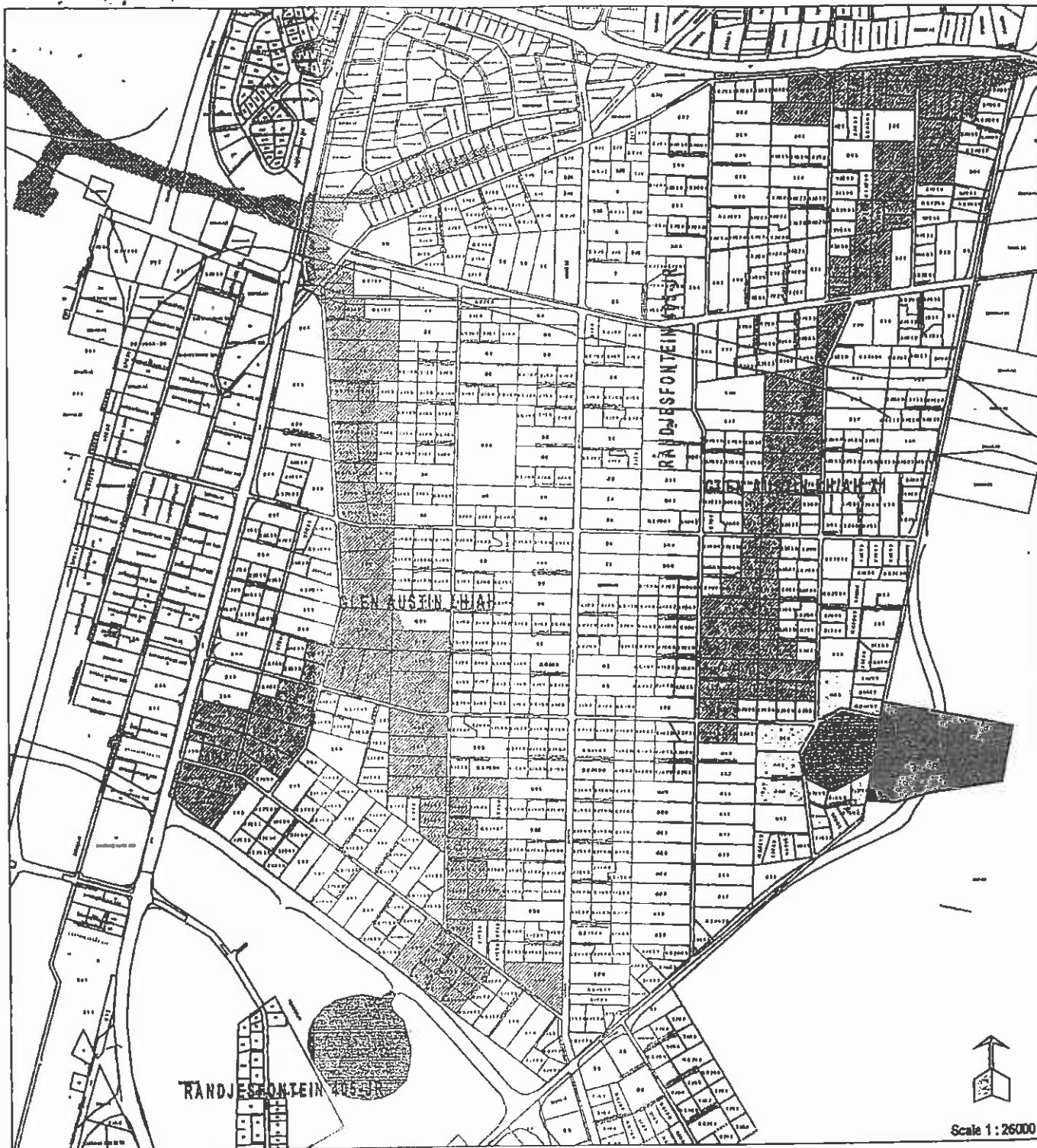
PLAN 12

CATALYST

ILLEGAL USES, AD-HOC DEVELOPMENT

RESPONSE

 PROTECTION OF EXISTING AREAS
EXISTING RIGHTS REMAIN






GLEN AUSTIN AH **SPATIAL DEVELOPMENT PLAN**

PLAN 13


CATALYST
EXISTING PRESSURE

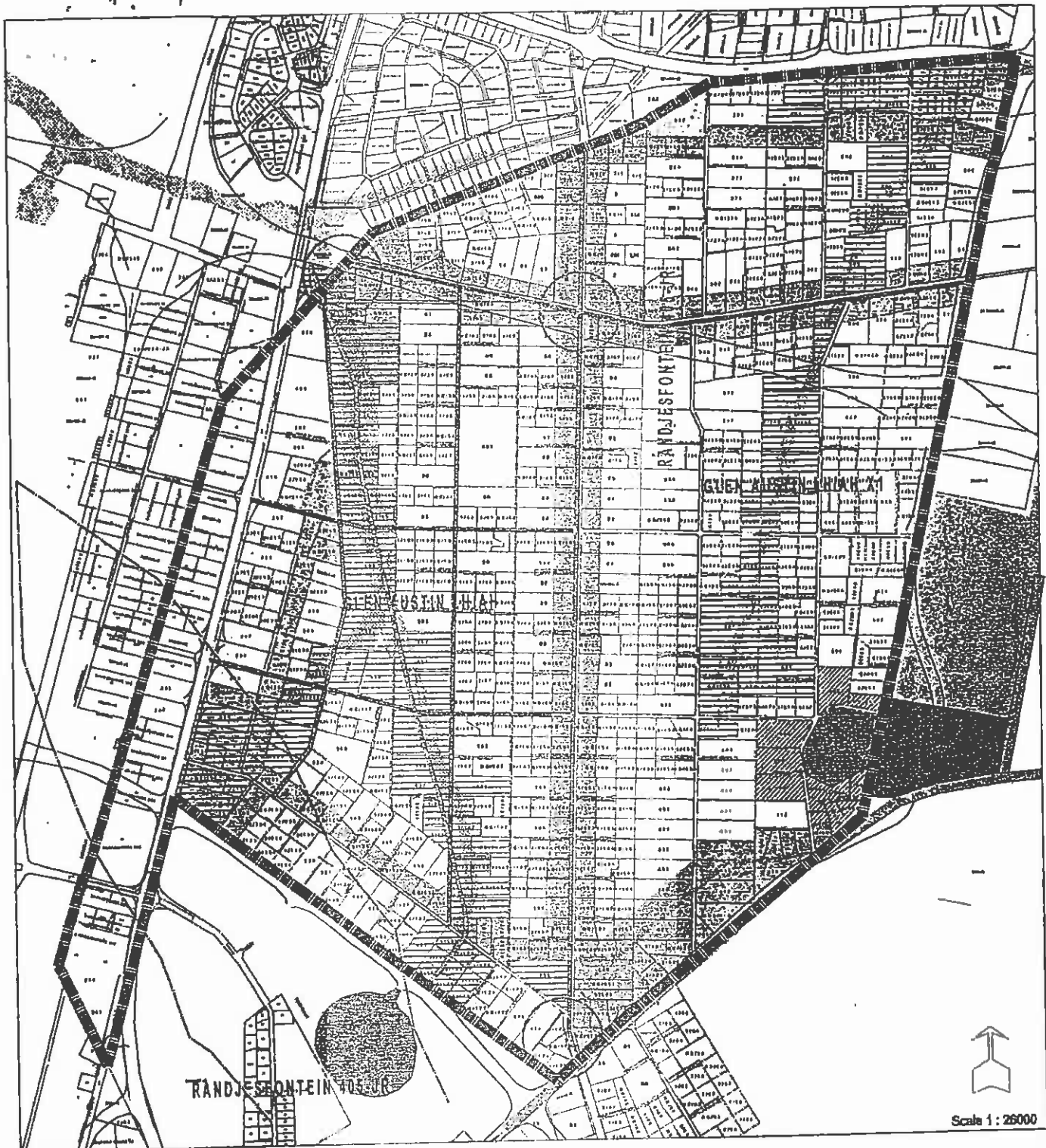
RESPONSE

-  FLOODLINES
-  PANS - EIA's REQUIRED BEFORE DEVELOPMENT
-  PROPERTIES REQUIRING SCOPING

CATALYST
**STRYDOM'S LAND RELEASED
 FOR DEVELOPMENT**



















RESPONSE

-  PROPERTIES REQUIRING EIA's
-  EXTEND BIRD SANCTUARY



GLEN AUSTIN AH **SPATIAL DEVELOPMENT PLAN**

PLAN 14

	COMMERCIAL		HIGHER DENSITY RESIDENTIAL		POSSIBLE NEW ROADS
	OFFICES		EXISTING RIGHTS REMAIN		N1 BRIDGES
	LOW DENSITY/LOW RISE OFFICES, HOME BUSINESSES		EXTENDED BIRD SANCTUARY		GRAND CENTRAL COMMERCIAL DEVELOPMENT
	PANS		URBAN AGRICULTURE		INTERNAL THROUGH ROUTES
	PROPERTIES REQUIRING SCOPING		MODEL DEVELOPMENT (INCLUDES SOME RETAIL)		65db NOISE CONTOUR
	PROPERTIES REQUIRING EIA's		UPGRADED LOCAL ROADS		FLOOD PLAINS

ANNEXURE 1

PORTION x OF HOLDING xxx, GLEN AUSTIN AGRICULTURAL HOLDINGS

PROPOSED DRAFT SCHEDULE OF DEVELOPMENT CONTROLS TO BE
IMPLEMENTED IN TERMS OF THE PROPOSED
GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

Procedures for obtaining amended land use rights:

- **Township establishment on properties where**
Subdivision into smaller erven is envisaged; or
No agricultural/residential uses are envisaged; or
Coverage and FSR exceeds 20% and 0,20 respectively;

as in CASES A, B and C, below
- **Rezoning and excision of agricultural holdings where**
No subdivision is envisaged, and
Coverage and FSR does not exceed 10% and 0,020 respectively;

as in CASE D, below

**A: PROPERTIES ADJACENT TO PROVINCIAL K-ROUTES AND WITHIN
THE 65dB GRAND CENTRAL NOISE ZONE**

"Commercial" - and for offices, business buildings, conference centres, hotels, restaurants, sports facilities but excluding industrial uses, which may be permitted with special consent.

Coverage : 40%

FSR : 0,5

Height : 2 storeys, plus an additional storey with consent.

Minimum property size : 4000m²

Building lines : Streets - 15m
Provincial Roads - 16m
Other boundaries - 10m

Parking : As per scheme/policy

**B: PROPERTIES ADJACENT TO PROVINCIAL K-ROUTES AND OUTSIDE
OF THE 65dB GRAND CENTRAL NOISE ZONE**

"Special" for offices; and retail uses and restaurants within designated nodes

Coverage : 40%

FSR : 0,5

Height : 2 storeys

Minimum property size : 4000m²

Building lines : Streets - 15m
Provincial Roads - 16m
Other boundaries - 10m

Parking : As per scheme/policy

C : AGRICULTURAL HOLDINGS TO THE WEST OF ALLAN ROAD WHICH MAY BE USED FOR HIGHER DENSITY RESIDENTIAL PURPOSES.

"RESIDENTIAL 3"

Density : 4,7 units per hectare (ie. 4 dwelling units per 8565m²)

Coverage : 30%

FSR : 0,30

Height : 2 storeys

Minimum property size : 2000m²

Building lines : Streets - 15m

Other boundaries - 10m

Parking : As per scheme/policy

D : PROPERTIES LOCATED ALONG INTERNAL THROUGH ROADS ie ALLAN ROAD, OLIFANTSFONTEIN ROAD AND OTHER ROADS DESIGNATED FOR OFFICES (ONLY AFTER ACHIEVEMENT OF RELEVANT DEVELOPMENT CRITERIA)

"SPECIAL" for Agricultural uses and residential offices

Coverage : 10%

FSR : 0,10

Height : 2 storeys

Minimum property size : 8565m²

Building lines : Streets - 15m

Other boundaries - 10m

Parking : As per scheme/policy

Proposed development controls applicable to all uses.

1. The coverage of all buildings shall not exceed XX% of the area of the erf.
2. The floor area ratio shall not exceed 0,XX
3. The height of buildings shall not exceed two storeys (excluding basements). As per Council height policy.
4. Buildings, including outbuildings, hereafter erected on the property, shall be located not less than 15m from any street boundary, 16m from any Provincial Road boundary and not less than 10m from any side and rear boundary for single storeyed buildings and 15m in respect of double storey buildings.
5. The property may not be used for any form of adult entertainment or be used as an adult premise.
6. No materials or goods of whatever nature shall be dumped, placed or stored on the portion of the property between the building line and the property boundary.

7. The loading and off-loading of vehicles shall take place only inside the property within the designated building line boundaries (the developable portion) of the erf.
8. No material or equipment of any nature, shall be stored or stacked outside of a building specially designed for that purposes which is screened to the satisfaction of the local authority for that purpose and no material or goods of any nature shall be stored or stacked to a height greater than the height of the screen wall.
9. If the local authority is of the opinion that the property is not being kept in a satisfactory state of maintenance the local authority shall be entitled to undertake such maintenance at the cost of the registered owner of the property.
10. All lighting shall be in accordance with the approved site development plan and shall enhance the overall character of the design and not contribute to light pollution in the vicinity of the property.
11. All signage shall be in accordance with the Council's approved signage policy and as indicated on the site development plan.
 - Only one permanent name board per property shall be permitted;
 - such name board shall be an integral feature of the overall design;
 - No temporary signboards/adverts shall be permitted on the property fence or within the road reserve.
12. The property owner shall be responsible for the maintenance of the adjoining sidewalk space between the property boundary and the road edge to the satisfaction of the local authority.
13. All areas used for vehicular access from the adjoining street system and areas used for internal vehicular circulation shall be paved or made dust-free in an environmentally acceptable manner to the satisfaction of the local authority.
14. No noise, whatsoever, shall extend beyond the boundaries of the property and the owner/occupier in the exercising of these rights shall take all due steps to ensure that every effort is made to ensure the continued privacy and amenity of the adjoining properties.
15. No fireworks/explosive devices of any description shall be let off on the property.
16. A maximum of 2 staff members may be accommodated on the property.
17. A Site Development plan, drawn to a scale of 1:200 or such other scale as may be approved by the local authority, shall be submitted for approval to the local authority prior to the submission of building plans. No buildings shall be erected on the erf until such Site Development plan has been approved by the local authority and the entire development on the erf shall be in accordance with the approved Site Development plan: Provided that with the written consent of the local authority, the plan may be amended from time to time.
 - a) Provided that such Site Development Plan shall indicate at least the following:

legat
of

- (i) Siting of buildings with particular regard to:
 - visual focal points
 - use of existing features such as topography
 - view
 - sun and wind orientation
 - circulation pattern
 - physical environment
 - building groups
 - (ii) Landscaping treatments with particular regard to:
 - retention of existing trees
 - streetscape
 - open spaces
 - pedestrian-way treatment
 - recreational areas
 - screening of open and covered parking areas
 - (iii) Design features indicating the following:
 - street sections
 - residential architectural styles
 - use of materials
 - parking areas broken by landscaping features
 - varied use of building types, materials, and architectural styles
 - perimeter walls and fencing treatment
 - (iv) Environmental considerations
 - achievement of requirements in terms of an approved environmental scoping report, if required.
 - relationship to 1:50 year and 1:100 year floodline area, (if applicable);
 - Stormwater attenuation measures in order to achieve 50% stormwater retention on site for 3 hours;
 - (v) The relationship to the surrounding development (existing and proposed)
18. Access shall be restricted to _____ to the satisfaction of the local authority. No access shall be permitted from _____ Road.
[RESTRICT ACCESS TO FRONT OR SIDE OF BUILDING - NOT FROM REAR]
19. No precast concrete finish walls shall be permitted along street and access boundaries. Such boundaries shall be screened by a metal palisade fence (or similar), as may be approved by the local authority.
20. Buildings shall be orientated towards the street. All steps shall be taken to ensure that overlooking of adjoining properties is avoided.
21. The detailing of facades, eaves, rooflines and other building features in order to enhance the use of colour, texture and materials within a rural and natural setting.

→ Services.

DRAFT CONDITIONS TO BE MADE APPLICABLE FOR BED AND BREAKFAST ESTABLISHMENTS (No Guest Houses to be approved, except in special circumstances)

In addition to the general conditions of the Scheme the property (erf) and the **existing** buildings erected thereon or to be erected thereon shall only be used for a Bed and Breakfast establishment or for such other residential uses as the local authority may approve subject to the following conditions :

1. A Bed and Breakfast establishment shall mean a residential dwelling which is under the permanent supervision of a single family and where overnight facilities and meals are provided to paying guests to which facilities the general public do not have access and which may not be used for public functions such as weddings, Christmas functions and Office parties; discotheques, retail outlets, etc. The property may not, under any circumstances, be used for Adult Entertainment purposes.
2. The height shall not exceed 2 storeys (no relaxation permitted) within the building envelope. Outside the building envelope a second storey may only be permitted with the approval of the local authority on submission of a Site Development Plan.
3. The coverage shall not exceed 8%.
4. The floor area ratio shall not exceed 0,016.
5. The number of guest bedrooms shall not exceed 4.
6. The dining room may only be utilised by the Bed and Breakfast residents and their bona fide visitors and employees of the Bed and Breakfast facility and shall be limited to 20 seats.
7. The cocktail bar area shall not exceed 20m² and shall be for the exclusive use of guests.
8. There shall be no public bar or other public facilities. Residents and their bona fide visitors may be served liquor only with meals, within the Bed and Breakfast building/s.
9. A maximum of 4 members of staff may be accommodated on the site.
10. Access to the satisfaction of the local authority shall be permitted from as shown on the site development plan. Access to the Bed and Breakfast and facilities shall be closed to the general public and limited to Bed and Breakfast residents, their bona fide visitors, lodge employees and delivery vehicles.
11. All parking shall be to provided on site the satisfaction of the local authority.
12. Building lines shall be to the satisfaction of the local authority. A 10m building line for new buildings shall apply along all property boundaries excluding the street boundary.
13. The proposed Bed and Breakfast facility shall be confined to the **existing buildings and as indicated on the approved site development plan**. No new Bed and Breakfast building may be

erected within the 10 metre building line along the northern, eastern and southern boundaries. These building lines may be relaxed by the local authority, with the written approval of the adjoining owners.

14. The site shall be screened from the neighbouring properties to the satisfaction of the local authority and in consultation with the adjoining owners. **A face brick wall, or such other wall as may be approved by the adjoining owners, with a height of at least 2,1m high shall be erected at the cost of the owner of Erf** around the perimeter of the property on all boundaries excluding the street boundary. The wall may be substituted for other reasonable boundary screening to the satisfaction of the local authority in consultation with the adjoining owners.
15. A landscaping plan shall be submitted to the satisfaction of the local authority. All major trees shall be retained.
16. No noise, whatsoever, shall extend beyond the boundaries of the property and the owner/occupier in the exercising of these rights shall take all due steps to ensure that every effort is made to ensure the continued privacy and amenity of the adjoining properties.
17. The existing dwelling shall be retained. Alterations and additions shall only be permitted with the approval of the local authority,
18. A Site Development Plan, drawn to a scale of 1:500 or such other scale as may be approved by the local authority, shall be submitted to the local authority for approval prior to the submission of any building plans. The site development plan shall be submitted to adjoining owners for comment prior to approval by the local authority. No buildings shall be erected on the erf before such site development plan has been approved by the local authority and the whole development on the erf shall be in accordance with the approved site development plan. Provided that the plan may from time to time be amended with the written consent of the local authority. Provided further that amendments or additions to buildings which in the opinion of the local authority and in consultation with adjoining owners will have no material negative influence on the total development of the erven shall be deemed to be in accordance with the development plan. Such a site development plan shall indicate at least the following :
 - (a) The siting, height, floor areas, floor area ratio and coverage of buildings and structures;
 - (b) open spaces and landscaping;
 - (c) entrances to and exits from the erven, internal roads and parking areas;
 - (d) entrances to buildings and parking areas;
 - (e) building restriction areas;
 - (f) parking areas and, where required by the local authority, the vehicular and pedestrian traffic systems;
 - (g) the elevational treatment of all buildings and structures; and
 - (h) a schedule of planning controls.
19. The local authority may request a model or perspective drawing be prepared.
20. Similar domestic building materials to the existing dwelling shall be utilised in all alterations.

MEMORANDUM

TO: J. Jacobs
Town Secretary

FROM: M. Pieters
Town Planning Department

DATE: 23 April 1999

RE: GLEN AUSTIN SPATIAL DEVELOPMENT PLAN

- If the local authority is of the opinion that the property is not being kept in a satisfactory state of maintenance the local authority shall be entitled to undertake such maintenance at the cost of the registered owner of the property.
- The property owner shall be responsible for the maintenance of the adjoining sidewalk space between the property boundary and the road edge to the satisfaction of the local authority.
- A maximum of 2 staff members may be accommodated on the property.
- Draft conditions to be made applicable for bed and breakfast establishments (No Guest Houses to be approved, except in special circumstances).

Please investigate the legality of the aforementioned issues in terms of Councils ability to enforce them.


MARIUS PIETERS
Town Planner

For: Chief Town Planner