

**RESIDENTIAL DENSITY REPORT:
PORTION 161 MISGUND 322-IQ**



Date: 14 September 2020
J.G. Busser
(Pr. Pln A/944/1997)



TABLE OF CONTENTS:

1.	Introduction & Brief	1
2.	Legal Matters	1
3.	Locality	1
4.	Spatial Development Framework, 2040	2
5.	Nodal Review, 2020	3
6.	Other Restrictions/Constraints	5
7.	Conclusion - Maximum density which may be supported	5

RESIDENTIAL DENSITY REPORT:

PORTION 161 MISGUND 322-IQ

1. Introduction & Brief

MyZoning was commissioned by **E Weiss OF Milestone Consulting (Pty) Ltd** to research the residential density that may be supported on Portion 161 Misgund 322 IQ. This **Residential Density Report** was compiled by a Professional Planner, from a pre-approved panel of Town Planners.

The purpose of this Residential Density Report is to provide an overview, as basis for further detailed investigations and discussions with the controlling authorities, regarding the property's current land use rights/zoning, earmarked land uses in terms of the planning policies for the specific area as well as to provide recommendations to realise the future potential of the property to be developed as **Social Housing** or **Sectional Title Apartments**.

2. Legal Matters

Property Description	Portion 161 of the Farm Misgund 322-IQ
Property Size	3,4806Ha
Title Deed No	T51765/2002
Registered Owner/s	South African National Roads Agency Ltd (SANRAL)
Zoning	Agricultural (in terms of City of Johannesburg Land Use Scheme, 2018)

3. Locality

The property is situated along the N1 highway at the Moroka By-pass. The site is located west of Naturena and north, south and east of Devland. The locality below refers.



4. Spatial Development Framework, 2040

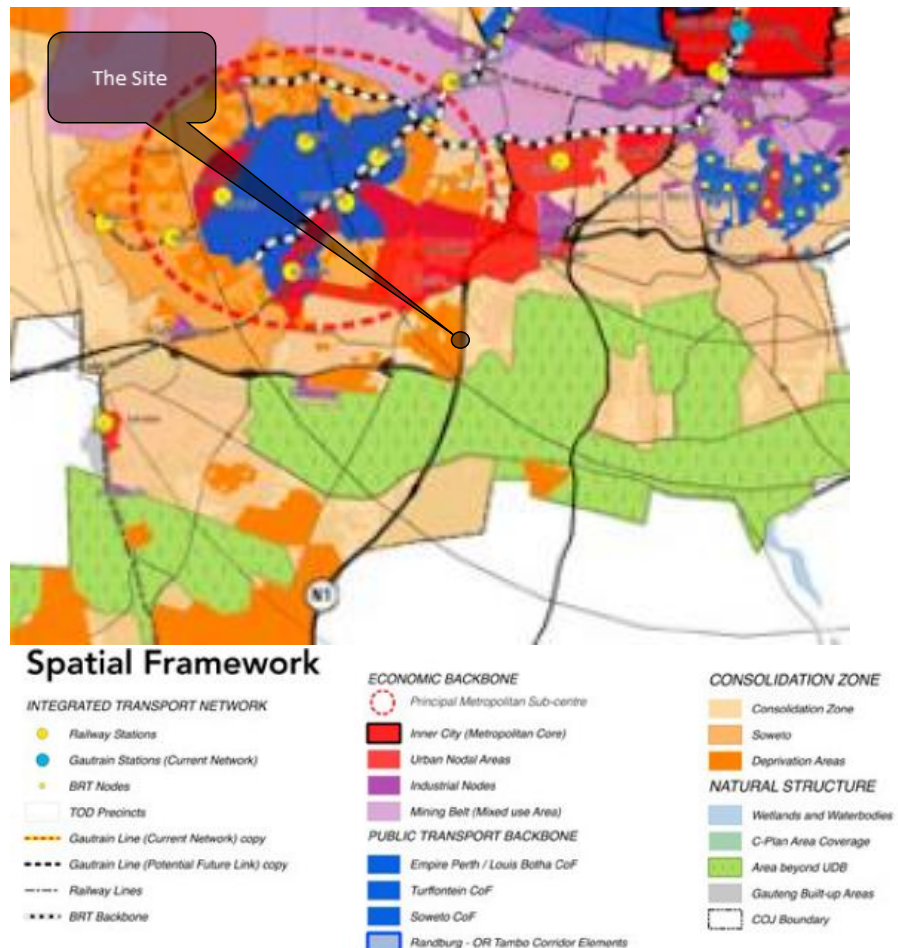
The property falls within the deprivation area (Category 1) of the Spatial Development Framework, 2040 as indicated on the figure below.

Within the Consolidation Zone there are areas characterised by high levels of deprivation and high population densities, some more marginalised than others in terms of access to economic opportunities and transport connectivity. The property since it falls within Category 1 which is identified as low according to the deprivation index.

The Category 1 deprivation area are relatively well located within the broader urban context. The category displays the following characteristics:

- Good regional transport connections.
- Relatively close to large-scale economic centres.
- Interconnected to the urban continuum.
- Centrally located within the broader city region.

From the abovementioned characteristics it is evident that the property falls within such area, which is relatively close to the inner city. This makes accessibility to public transport, work and economic opportunities extremely viable. The site is developable through densification especially when it is well-connected to areas through transit infrastructure.



The density and land use mix regulations table within the SDF as extracted below include the following as part of the Consolidation Zone (Deprivation Area).

Consolidation Zone	Deprivation Areas/ (Re) Urbanisation Focus	To be determined per proposal - an urban design/typology issue and not a density issue.	As per approved local SAF/PP/UDF/RSDF
Guide Density: 50 du/ha			

To conclude, based on the fact that the property is located within a deprivation area, this policy dictates that it can be developed at a residential density of 50 dwelling units per hectare.

5. Nodal Review, 2020

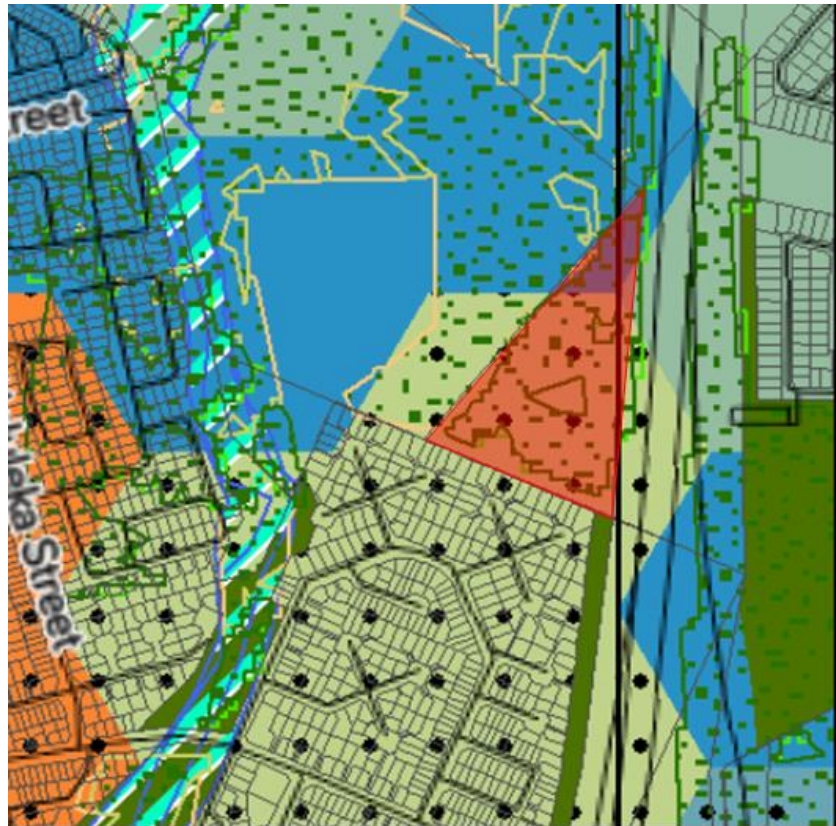
The Nodal review places the site in the “*Sub-Urban Zone*” as illustrated below. In the “*Sub-Urban Zone*” additional densities can be considered based on contextual assessments, site specific merits and inclusionary housing as shown in the Table below.



Nodes and Development Zones Page 74 of 98



The Density Plan in the figure below however limits the residential density to 20 to 30 dwelling units per hectare.



Density (DU/ha)

Page 74 of 98

15 April 2019

Legend



Table 6: Suburban Zone Development Guidelines

5: Suburban Zone									
Character of the Node/Zone	Land use Mix Guidelines	Development Guidelines (general Principles)							
		Residential Density	Building Placement and Orientation	Coverage	Edge Treatment, Street Frontage, Pedestrian Access	Height	Parking Location and Vehicle Access	Functional Open Space; Recreational Facilities and Greening	Sidewalk Treatment
<p>CHARACTER & DEVELOPMENT INTENT: Medium to low density residential areas (predominantly Residential 1) with mixing of land uses to accommodate local needs as per scheme (home based shops, home enterprises, local services - hair salons, estate agencies, etc.)</p> <p>SPATIAL FORM: Accessible and permeable structure. Intersection spacing at 150m – 230m intervals. Intersection density up to 80 intersections per km².</p> <p>*Not exceeding the maximum floor area as per the Town Planning Scheme.</p>	<p>Mainly residential, but with local non-residential functions supported as per scheme. Where high streets are present, higher mix and intensity of land uses supported (as with the General Urban Zone). Home offices*, small scale neighbourhood retail, home enterprises*, public open space, salons*, estate agencies, community services & recreation, childcare.</p> <p>*Not exceeding the maximum floor area as per the Town Planning Scheme.</p>	<p>As per index section 4.2 Additional density can be considered based on contextual assessments, site specific merits and inclusionary housing.</p>	<p>DESIRED / ENCOURAGED: Homes to be placed as close to the street as possible to enhance local street surveillance and intersection. Maximum of 3 m building line. MAXIMUM: For new buildings a maximum building line of 3 – 7m.</p>	<p>Coverage as per scheme. Additional coverage can be considered based on contextual assessments and site specific merits.</p>	<p>ACTIVATION Small scale local businesses along active and neighbourhood high streets. Home enterprises and offices to be located on prominent street corners & intersections and in close proximity to public open space, community service, bus stops etc. FRONTAGE Limited solid perimeter wall along street edges, particularly surrounding bus stops & high/ activity streets. Where physical enforcement is necessitated, visually permeable material for at least 40% of the street edge. Homes, offices and home enterprises to be oriented towards the street for increased surveillance. Where physical enforcement is necessitated, consideration of partial visually permeable material. PEDESTRIAN ACCESS Where blocks of flats or row houses are considered, separate pedestrian access directly from the street are advised.</p>	<p>Up to 3 or as per scheme Additional heights can be considered based on contextual assessments and site specific merits.</p>	<p>Variable, away from street boundary and behind buildings where possible. Where parking behind the building is not feasible, screening from the street – particularly with regards to flat blocks, row houses or any other form of grouped housing is considered. This shall also apply to local activity streets. VEHICULAR ACCESS Along neighbourhood high/ activity streets vehicular access to be provided from secondary / side streets where possible.</p>	<p>Minimum of 10% Functional open space located on site for all residential uses. Where parking is provided in open lots, 1 tree per three parking bays to be provided as well as the use of a permeable surface treatment.</p>	<p>Utility Zone: 1m Pedestrian Zone: 1.5 m Spill Over Zone: 1 - 2m along local activity streets or where home enterprises are directly accessed from the street.</p>

6. Other Restrictions/Constraints

Although not the purpose of this report, we did note a number of constraints which may restrict the development as listed below:

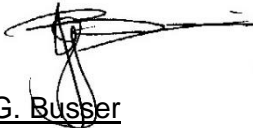
- The property falls within a designated Critically Biodiversity Area, therefore environmental sensitivity studies will be required;
- Access to the property is very limited;
- Building Lines along the major routes to the North and East (N1) may affect the developable area of the property.

7. Conclusion - Maximum density which may be supported

It can therefore be concluded, that the allowable density which will be supported according to the SDF, 2040 is 50 dwelling units per hectare and according to the Nodal Review, is 20 to 30 dwelling units per hectare. On 3,4806Ha, a limited total of 174 residential units will be supported by the City of Johannesburg. The only way to increase this is to prepare a formal motivation with a draft SDP for consideration by City Transformation which takes approximately 4 weeks to be considered.

Any further queries in respect of this Zoning Interpretation Report should be directed to:

www.myzoning.co.za


J.G. Busser
(Pr. Pln. A/994/1997)