

WOODMEAD KHYBER ROCK PRECINCT PLAN

1 DECEMBER 2015

(INCORPORATING PART OF WOODMEAD, WOODMEAD EXTS 8, 13, 14,
22, 23, 26, 27, 28 & 30, KHYBER ROCK & KYBER ROCK EXTS 5, 6 & 7.)

PREPARED ON BEHALF OF THE WOODMEAD KHYBER ROCK
RESIDENTS ASSOCIATION IN CONJUNCTION WITH THE CITY OF
JOHANNESBURG METROPOLITAN MUNICIPALITY



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1. Purpose & Context of Plan

The Woodmead Khyber Rock Residents' Association (WKRRA) appointed Urban Terrain to prepare a precinct plan for the area.

The absence of a precinct plan to date has left the area subject to the general provisions of the "Municipal Spatial Development Framework"(MSDF) of the City of Johannesburg.

Although it is intended to align the precinct plan with the principles of the MSDF, there are specific micro circumstances, which need to be considered in formulating policy for the area.

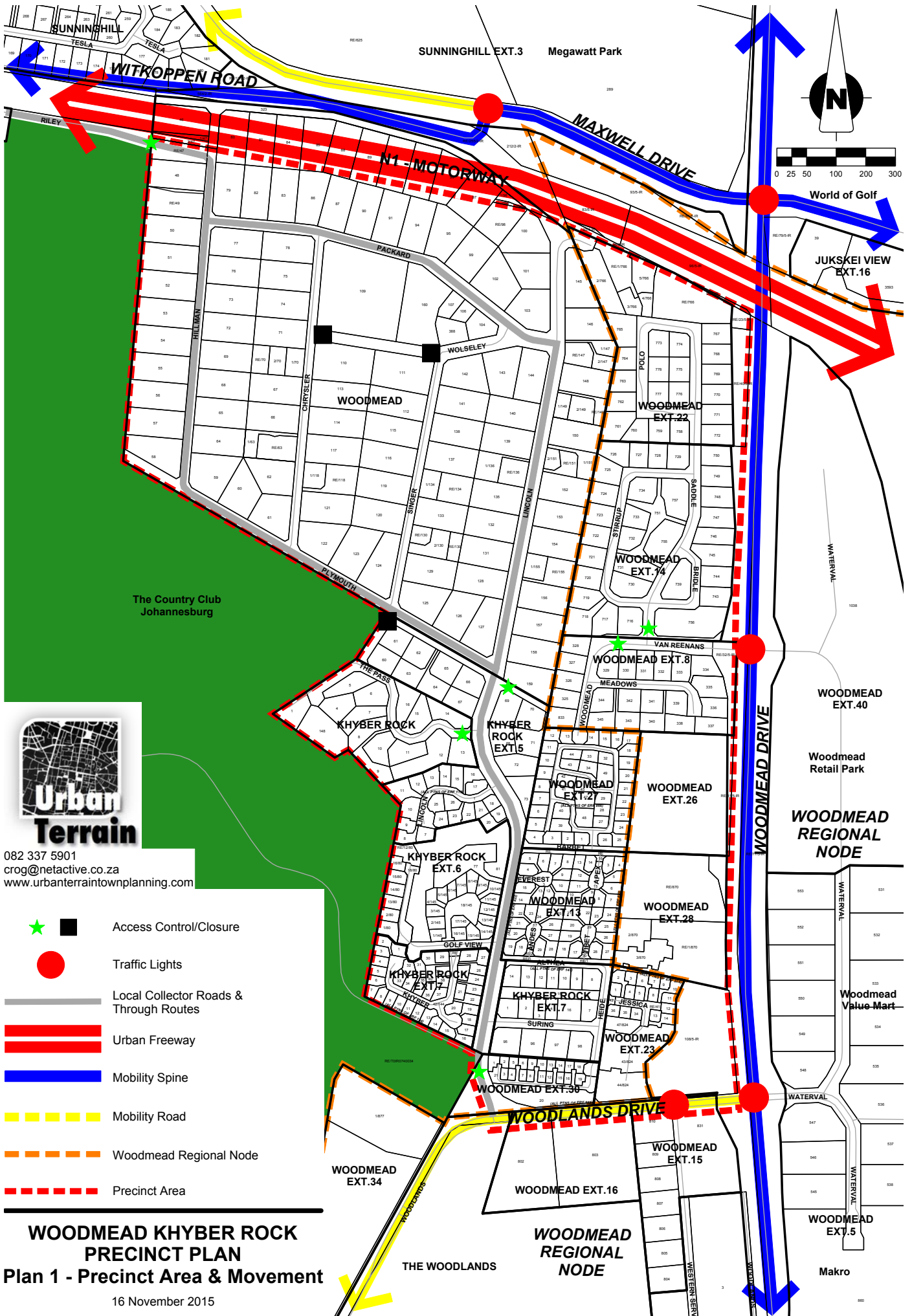
The plan specifically seeks to address:

- Development pressure along the N1-Motorway
- The interface between the residential core of the area and the Woodmead Regional Node
- Establishing a viable base density
- The capacity and functionality of the Lincoln Street /Woodlands Drive intersection and
- Sewer capacity concerns relating to development in the area

It is the intention of the WKRRA to further detail the Integrated Development Plan / Land Development Objectives (and integral components), and the Municipal Spatial Development Framework applicable to the area.

The Precinct Plan considers the provisions of the Spatial Planning and Land Use Management Act, 2013 relating to the "Development Principles, Norms and Standards" thereof and the requirements for the preparation of "Municipal Spatial Development Frameworks" and seeks to align therewith, where possible.

The Precinct Plan has therefore been prepared in terms of Local Authority guidelines and policy and submitted to the City of Johannesburg as a formal proposal for approval as a Precinct Plan to be incorporated into the MSDF.



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- ★ Access Control/Closure
- Traffic Lights
- Local Collector Roads & Through Routes
- Urban Freeway
- Mobility Spine
- Mobility Road
- Woodmead Regional Node
- Precinct Area

**WOODMEAD KHYBER ROCK
 PRECINCT PLAN**
Plan 1 - Precinct Area & Movement
 16 November 2015

3. Regional Context

3.1. Location

The study area (The Precinct) consists of Part of Woodmead, Woodmead Extensions 8, 13, 14, 22, 23, 26, 27, 28 & 30, Khyber Rock & Khyber Rock Extensions 5, 6 & 7 as depicted on “Plan 1 – Precinct Area”.

It is located within Administrative Region E of the City of Johannesburg Metropolitan Municipality.

3.2. Regional Functioning and Influences

The Precinct consists of a low density residential core, medium density residential southern section and a low impact office periphery along the eastern boundary thereof.

It is located in the north of the City of Johannesburg, approximately 10km north east of the Sandton CBD,

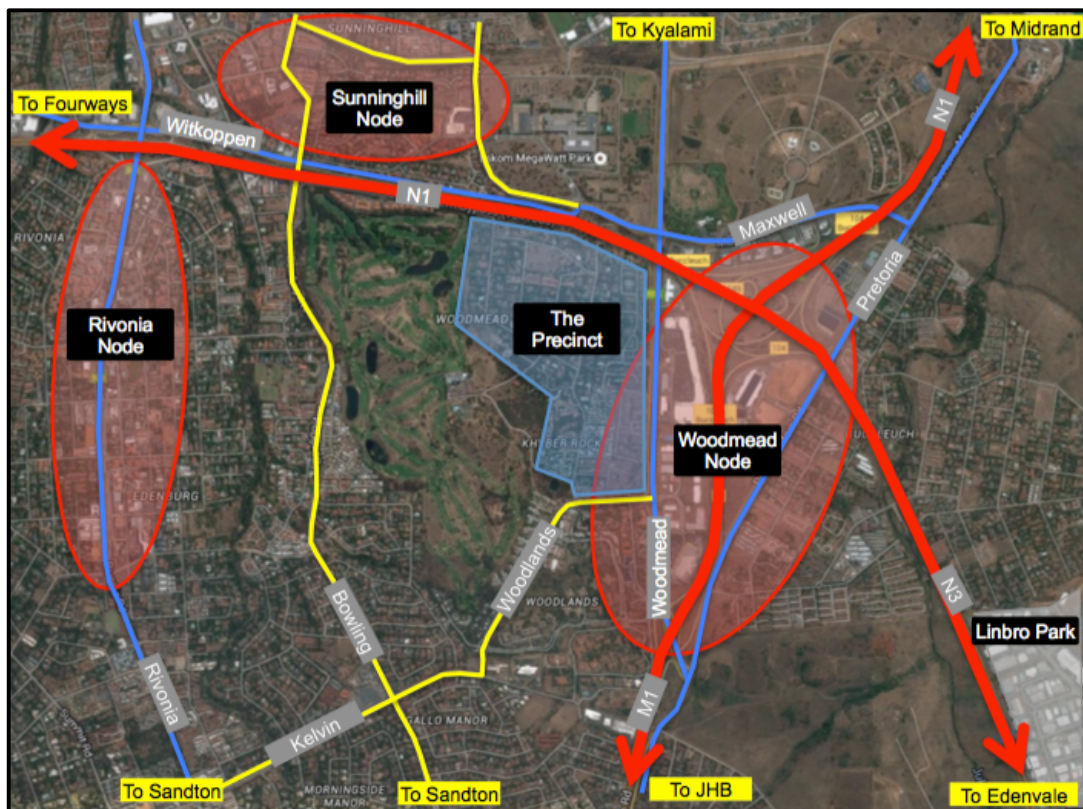


Figure 1: The Regional Location of the Precinct Area

The Precinct is wedged between the Woodmead Regional Node, the N1-Motorway and The Country Club, Johannesburg. It forms part of the corridor of development along the M1-Motorway linking Pretoria to Johannesburg via Midrand and Centurion.

The nodes of Sunninghill and Rivonia are located in close proximity.

The adjoining uses include (as indicated on the above plan):

| In relation to the Precinct | Township/Use | Characteristics |
|-----------------------------|--|--|
| To the North | N1- Motorway, Megawatt Park, Sunninghill and Waterfall | <p>The N1-Motorway forms a physical barrier between the Precinct and the uses to the north.</p> <p>Megawatt Park is the large low intensity office precinct of Eskom.</p> <p>The Sunninghill Node consists mainly of an office and medium-high density residential components. There are retail facilities to serve the local population. The node is relatively new in the context of the city. The offices are of the highest quality and the residential component provides accommodation for medium-high income earners.</p> <p>Waterfall is a large new mixed use development area, still under construction incorporating high income, low density residential, retail, commercial and office uses. It is almost a self sustaining area.</p> |
| To the South | Woodlands Office Park, Gallo Manor and Morningside Manor | The Woodlands Office Park and surrounds are characterised by low density, low impact office uses. The adjoining Gallo Manor and Morningside Manor are predominantly low density, medium-high income residential areas. |
| To the East | Woodmead Node | The Woodmead node consists of a mixture of uses including low density office parks, retail (discount retail/value marts), showrooms, motor showrooms, restaurants and a filling station. |
| To the West | The Country Club, Johannesburg and Rivonia | <p>The Country Club, Johannesburg consists of a clubhouse and two golf courses. The club is of the highest standard and well maintained.</p> <p>The Rivonia Node consists of a wide variety of uses including offices, retail and restaurants / entertainment. Offices are the predominant use, with a growing residential component.</p> |

The Precinct enjoys limited accessibility despite its location at the intersection of the M1/N1/N3 – Motorways.

These motorways can only be accessed via the Woodmead on and off ramps, which are regularly congested.

Woodmead Drive is a North-South arterial connecting the Woodmead off-ramp to the Woodmead Node and areas to the north including Waterfall, Kyalami, Midrand and Centurion and provides access to the N14-Motorway, 30km from the Precinct.

The Pretoria Main Road is located to the South of the Precinct and is also a main North-South Arterial route. It serves a subsidiary function to the M1/N1 – Motorway and most importantly, in the context of the Precinct provides access to and from Midrand when the motorways are congested.

Woodlands Drive is an East-West arterial road providing access to the precinct from the South. It connects the Precinct to the Rivonia Node and the Sandton CBD via Bowling and Rivonia Roads.

Maxwell Drive/Witkoppen Road is an East-West arterial road which is relatively tricky to access from the Precinct. Bowling Road can be accessed via Riley Road in the North-Western corner of the Precinct and then on to Witkoppen Road. Witkoppen Road links the Sunninghill Node with the Fourways Node in the West.

4. Local Context

4.1. History and Character

According to survey data the original township of Woodmead was surveyed in 1955 as per the below extract from the General Plan at the time.



| DATA - WHOLE FIGURE | | | |
|---------------------|---------------------|-------------|-----------------------|
| SIDES | ANGLES OF DIRECTION | COORDINATES | |
| | | Eastings | Northings |
| AB | 558-7 | 275-16-40 | A + 12227.7 + 51587.1 |
| BC | 619-0 | 285-01-00 | B + 11273.1 + 31685.3 |
| CD | 156-4 | 286-40-20 | C + 10675.2 + 51845.7 |
| DE | 679-6 | 300-19-20 | D + 10535.5 + 51916-0 |
| EF | 658-4 | 337-26-30 | E + 10002.1 + 52337.4 |
| FG | 186-9 | 10-47-10 | F + 3743.5 + 52945.4 |
| GN | 2836-3 | 119-55-50 | G + 10116.5 + 54071.7 |
| HA | 1966-9 | 185-03-40 | H + 12401.2 + 53556.3 |
| JK | 275-7 | 253-11-00 | J + 17307.2 + 50511.3 |

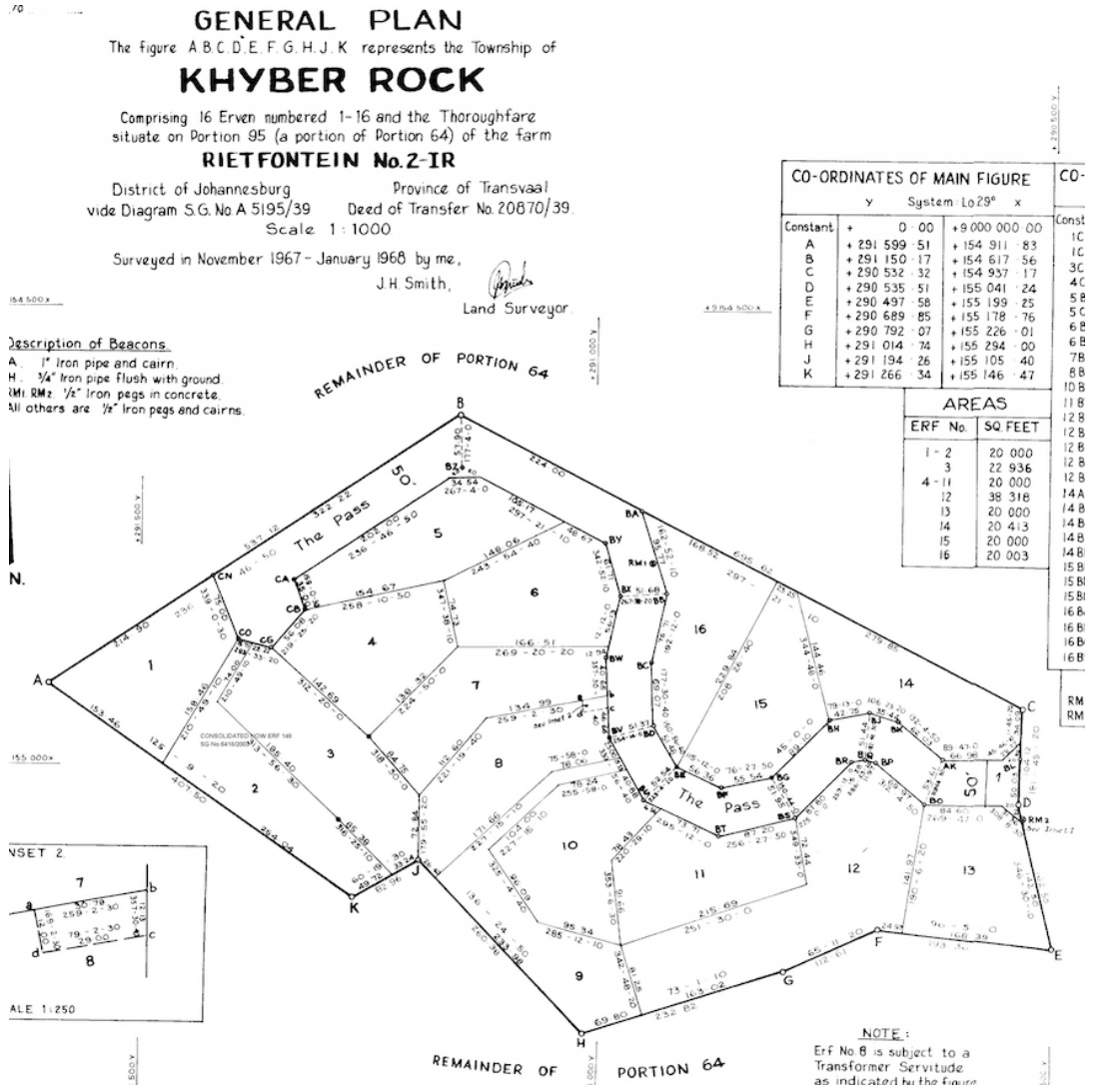
GENERAL PLAN

The figures A B C D E F G H and J K L M N O P Q R r, middle of stream j represent

WOODMEAD TOWNSHIP

in extent 101 9549 morgen comprising 159 erven numbered 1-44, 46-159, the parks numbered 45, 160 and the thoroughfares situate on Remainder of the portion called ROCKLANDS of the farm RIETFOONTEIN No 55, vide diagram SGNs A5042/56 Certificate of Consolidated Title N° 21392/1936 District of JOHANNESBURG Province of TRANSVAAL

Khyber Rock was surveyed 13 years later in 1968 as per the below extract from the General Plan thereof.



The date of survey of the remainder of the Precinct townships show the timeline of how the area developed:

| Area | Date Surveyed | Avg. Sizes at time |
|--------------------|---------------|--------------------|
| Woodmead | 1955 | 4233 |
| Khyber Rock | 1968 | 2000 |
| Woodmead Ext. 8 | 1978 | 1500 |
| Khyber Rock Ext. 5 | 1981 | - |
| Khyber Rock Ext. 6 | 1982 | 5500 |
| Khyber Rock Ext. 7 | 1982 | 1800 |
| Woodmead Ext. 14 | 1987 | 1600 |
| Woodmead Ext. 22 | 1990 | 1500 |
| Woodmead Ext. 13 | 1991 | - |
| Woodmead Ext. 23 | 1991 | 450 |
| Woodmead Ext. 27 | 1994 | 550 |
| Woodmead Ext. 26 | 1995 | - |
| Woodmead Ext. 28 | 1995 | - |
| Woodmead Ext. 30 | 1994 | - |

These residential townships were mostly natural extensions of the “Sandton” metropolitan area, but the opening of the M1-motorway in 1968 with a “Woodmead” off-ramp most probably contributed to the further growth thereof.

The N1-Motorway had less of an impact on the development of the area due to no immediate access thereto. It was opened during the 1970's and traversed the most northern erven of Woodmead, most of which were most probably expropriated.

The Country Club, Johannesburg relocated it's Auckland Park golf course to an open piece of land, adjoining Woodmead to the west, due to the need for the construction of the “Randse Afrikaanse Universiteit”. The first course on the new premises was opened in 1968 and the second in 1992.

The next significant part of the development of the area and surrounds was most probably the shift to decentralise office uses across the city. Several “office park” style townships were established with the most prominent being the The “Woodlands” office park complex to the south of the precinct.

Makro opened it's doors in 1994, which was most probably the catalyst for the development of the remainder of the retail and value mart component to the East of Woodmead Drive.

The remainder of the residential infill occurred during the 1990's, the majority of which took the shape of security enclosed complexes.

The area first formed part of the Sandton Municipality then the Eastern Metropolitan Substructure and the Eastern Metropolitan Local Council and finally now part of the City of Johannesburg Metropolitan Council.

Many of the large stands originally proclaimed in the area have since been reduced in size due to the demand for land.

The area is relatively new in the context of the city and still struggling to establish a coherent identity. There are very little to no buildings which have heritage value and which deserve protection in terms of the National Heritage Resources Act, No 25 of 1999.

4.2. Property Sizes

The property sizes at the time of establishment of the relevant townships in the Precinct are reflected in the table in the previous section.

The sizes of the properties in the office component in the Precinct are not really that relevant for further discussion, however the relatively small sizes of the erven in Woodmead Extensions 14 & 22 (1 500m²) could hamper the future development and intensification thereof.

The original Woodmead properties measured approximately 4 000m² and are being subdivided in terms of local authority planning policy to erven of approximately 1 000m². The size of these erven most probably represent the most significant opportunity for re-development in the area. The smallest erf measures 867m² in this section.

The size of the erven in the southern section of the Precinct or the “security enclosed” section of the area varies between 250-2000m².

Below is a table with approximate stand sizes in this section of the Precinct:

| Area | Avg. Sizes at time |
|--------------------|-------------------------------|
| Woodmead Ext. 8 | 1500 |
| Khyber Rock Ext. 6 | 452-700 |
| Khyber Rock Ext. 7 | 408-550 |
| | 1000 (Althea) 2000(Suring) |
| Woodmead Ext. 13 | 500-600 |
| Woodmead Ext. 23 | 374 |
| Woodmead Ext. 27 | 550 |
| Woodmead Ext. 30 | 250 |

The homes are relatively new, well maintained and highly valued. There is almost no opportunity for redevelopment or intensification in this section. The homes south of Suring Avenue are perhaps the only opportunity with stand sizes of 2000m².

4.3. Topography

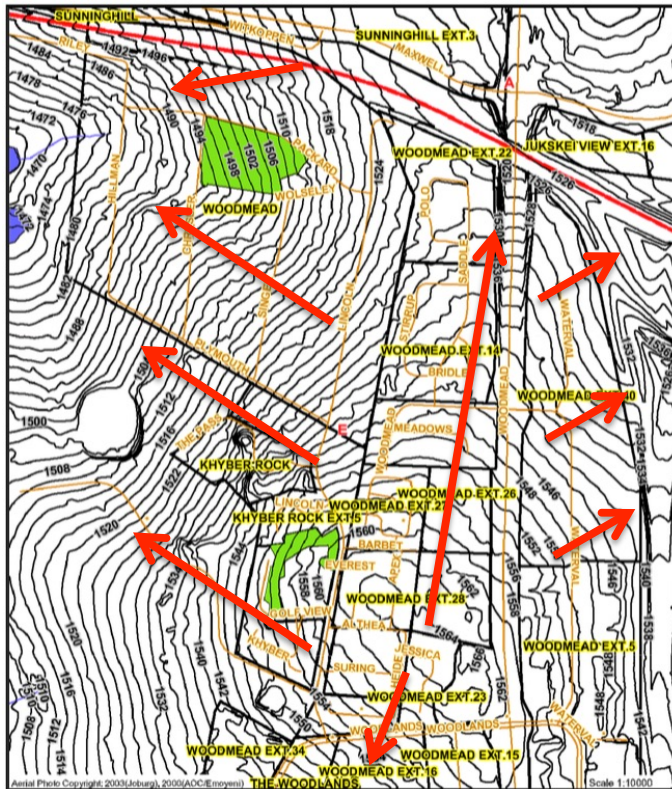


Figure 2: Topography

The predominant slope of the area is from the eastern boundary to the western boundary towards the golf course.

The area slopes by approximately 64m from the properties on Lincoln Drive (1540m above sea level) to the properties at the lowest point on Hillman Street (1476m). An average slope of 1:16.

There is a watershed along the properties to the West of Woodmead Drive creating a slope in an easterly direction on the retail land.

The highest point in the area is approximately where Althea Avenue and Jessica Close meet in the south-eastern corner of the Precinct at

1566m above sea level. There is a slope to south from this point onwards.

The slope of the land in Khyber Rock may limit or increase the cost of development in the area.

The slope of the land does not restrict the effective development thereof.

Stormwater management between neighbours is however required together with smart architectural design to prevent overlooking from higher lying erven.

4.4. Environment

The inner core of the area is a medium to high quality residential neighbourhood. The low densities and extensive vegetation, both in the roadways and on private property ensure this environmental quality. There are signs of decay on certain of the erven.

Property value is high throughout the area.

Properties in the south of the Precinct are, as mentioned, mostly developed with residential security complexes. Although the nature of development within the complexes/gated communities are of a high quality, the enclosed nature thereof detracts from the value of the street scape and limits the function of the street to vehicle carrying alley ways.

The residential properties along the N1-Motorway experience high levels of noise and air pollution due to traffic flow.

The office parks along the eastern boundary of the Precinct are low-key and of a high environmental quality. In most cases there is extensive vegetation and landscaping. The properties located along Woodmead Drive may however experience noise and air pollution.

The office uses do not have a negative impact on the residential erven to the west thereof due to the low key nature thereof.

There are no significant water courses or streams in the area.

Despite being zoned for educational purposes Erf 109 Woodmead is used and maintained as a public park in conjunction with Erven 107 and 160 Woodmead.

The only other open space is the rocky outcrop located in Khyber Rock Extension 6 which is fenced and used privately.

The Country Club, Johannesburg adds to the environmental quality of the area with it's golf courses and undeveloped land which contains certain species of birds, smaller wildlife and vegetation. The future development thereof cannot be excluded though.

4.5. Social and Neighbourhood Services

The area is poorly serviced in terms of social and neighbourhood services. There are no such uses within the Precinct. All the uses are located outside of the Precinct and are accessible using private motor transport. There is little to no opportunity to change this scenario to create more sustainable micro-environments.

Perhaps the only opportunity, which is highly unlikely, but possible, would be for the redevelopment of the office uses along the eastern periphery with more intensive mixed use developments, which could link to the retail uses to the East of Woodmead Drive. Pedestrian access would have to be created to Woodmead Township to make this sustainable. The aforementioned opportunity should be considered a long term option. At the moment surrounding uses include:

| Use | Location |
|-------------------------|---------------|
| Educational | |
| Wendywood High School | Kelvin Drive |
| Bucleuch Primary School | Muller Street |

| | |
|--------------------------------|----------------------|
| | |
| Sports | |
| The Country Club, Johannesburg | Lincoln Road |
| | |
| Parks | |
| Woodmead Park | Packard Street |
| | |
| Shopping | |
| Woodmead Retail Park | Woodmead Drive |
| Woodmead Value Mart | Woodmead Drive |
| Makro | Woodmead Drive |
| Dunwoodie Shopping Centre | Western Service Road |
| Morning Glen Mall | Bowling Avenue |
| | |
| Medical and Social | |
| Manor Medical Centre | Kelvin Drive |
| Sunninghill Hospital | Nanyuki Road |

4.6. Local Road Network – refer to Plan 1 – The Precinct and Movement on which these local traffic patterns have been indicated.

Section 3.2 highlights the regional functioning of Woodmead Drive, Witkoppen Road, Woodlands Drive, Bowling Avenue, which are located on the periphery of Precinct and provide access to major nodes the M1 and N1 Motorways.

In addition thereto:

There are three traffic light controlled intersections, which provide access to the Precinct.

- Cnr Woodmead and Woodlands Drives – the largest intersection providing access to the retail uses and linking the south of the Precinct to Kelvin Drive.
- Cnr Woodlands Drive and the Western Service Road – Provides access to the Western Service Road uses.
- Cnr Woodmead Drive and van Reenens Avenue – Provides access to Woodmead Retail Park and the Office Parks to the west of Woodmead Drive.

The entire Precinct is access controlled.

Woodmead Extensions 14 & 22 form one office park development with an access controlled gate off van Reenens Avenue.

Woodmead Ext. 8 is the only remaining residential enclave on the eastern periphery of the Precinct with an access controlled boom also on van Reenens Avenue.

Woodmead Extensions 26 and 28 are also office developments with a single access point off Woodmead Drive.

There are two access points to the residential component of the Precinct both of which have access controlled boom gates. The main access point is where Lincoln Street meets Woodlands Drive as depicted below in Figure 3. The second access point is on Riley Street, which links to Bowling Avenue and the Sunninghill Node in the North.



Figure 3: Lincoln Street/Woodlands Drive Intersection

The Lincoln Street/Woodlands Drive intersection is a T-intersection with a stop signal on Lincoln Street. Woodlands Drive is a double-laned roadway with a median island at this point. It is a busy, medium-high speed arterial road. There is a slip lane off Lincoln Street providing left turn access into Woodlands Drive with a yield sign. A dedicated slip lane provides right turn access off Woodlands Drive into Lincoln Street. This maneuver becomes difficult during peak times, causing the slip lane to back up. Similarly, a right turn maneuver coming out of Lincoln Street onto Woodlands Drive is also difficult and relatively dangerous during peak times.

The functionality of this intersection would most probably have to be reassessed should further development take place within the Precinct.

The growth of the city to the North of the Precinct has also placed additional pressure on this intersection. People traveling between the Sunninghill and Woodmead nodes traverse the Precinct as indicated by the grey "Through Routes" on Plan 1 – Precinct Area and Movement.

It is for this purpose that there are traffic calming humps on Lincoln Street, Plymouth Street and Hillman Street.

Various roads have been closed with access control for security purposes, which have been indicated on Plan 1 – Precinct Area and Movement. These closures and access control points do not have a negative impact on traffic flow within the Precinct.

The close proximity of the traffic-controlled intersections on Woodlands Drive at the Western Service Road and Woodmead Drive causes high traffic volumes during most times of the day.

Pedestrian movement is difficult within the Precinct due to the lack of continuous sidewalks. There are no direct pedestrian links between the Residential enclave of the Precinct and the non-residential uses and facilities to the east.

Any person wishing to walk to the retail facilities to the east of Woodmead Drive has to exit the Precinct at Woodlands Drive and cross Woodmead Drive at a very dangerous intersection, which is not recommended.

There is an informal taxi rank in the Woodmead Drive road reserve in the north-western quadrant of its intersection with Woodlands Drive. There is no formal taxi rank within the Woodmead Node.

4.7. Zoning & Land Use

The surrounding zonings have been indicated on Plan 2 – Zoning Plan and Plan 3 – Land Use Plan. These read together with the following aerial photographs provide a very accurate picture of the use of land within the area and the land use rights related thereto.

All available amendment schemes have been attached as “Annexure C”, which provides more detailed information.

Three distinct land use zones exist within the Precinct:

The inner low density core area consisting predominantly of the townships of Woodmead, Khyber Rock and Khyber Rock Extension 5. This area is zoned predominantly “Residential 1” and used for dwelling houses. Properties are being subdivided in terms of council policy at 10du/ha. There are however a couple of exceptions. Erven 82, 83 and 102 have been rezoned to “Residential 2” at a density of 20du/ha and two storeys in height, due to their compromised location adjoining the N1-Motorway. None of them have been developed accordingly yet. Similarly Erf 100 Woodmead is zoned Business 4, for administrative purposes. It is currently not being used accordingly. Other “Residential 2” zonings also exist within this zone, but were predominantly to facilitate subdivision at 10du/ha, however Erf 71 was rezoned to permit a density of 15du/ha in 2006. Historic office rights exist on Erven 104, 106 and 388 Woodmead, which are used accordingly. No zoning has been allocated to Erf 160 Woodmead, but it is being used as a park (also indicated as a park on the General Plan of Woodmead) in conjunction with Erf 107 and Erf 109 Woodmead, the latter zoned “Educational”. Erven 110 and 111 Woodmead and Erf 12 Khyber Rock are zoned “Residential 4” and used for dwelling units.

The second distinctive zone within the Precinct are the gated communities of Khyber Rock Extensions 6 and 7 and Woodmead Extensions 13, 27 and 30 all zoned “Residential 2”. The built form consists of predominantly security enclosed complexes with dwellings ranging between 1 & 3 storeys in height. They are mostly cluster homes on individual stands with a wide range of stand sizes as depicted in Section 4.2. The average gross density is 20du/ha.

The third distinctive zone are the properties gaining access off Woodlands and Woodmead Drives. Zonings vary but the predominant use is low intensity offices. Woodmead Extensions 26 and 28 form a single office park development known as Woodmead Estate. The buildings within the estate are 2 storeys in height. Similarly Woodmead Extensions 4 and 22 form an enclosed office development known as Woodmead Park with buildings ranging between 1 and 2 storeys in height. Woodmead Extension 8 is the only residential use along this section, with freestanding dwelling houses on stands of approximately 1500m². Depending on site assembly this may be the most realistic opportunity for redevelopment. There are further office uses on Woodlands Drive and a Pickitup dump site.

The uses on the periphery of the Precinct are described in Section 3.2.

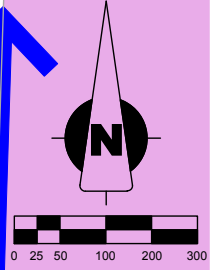
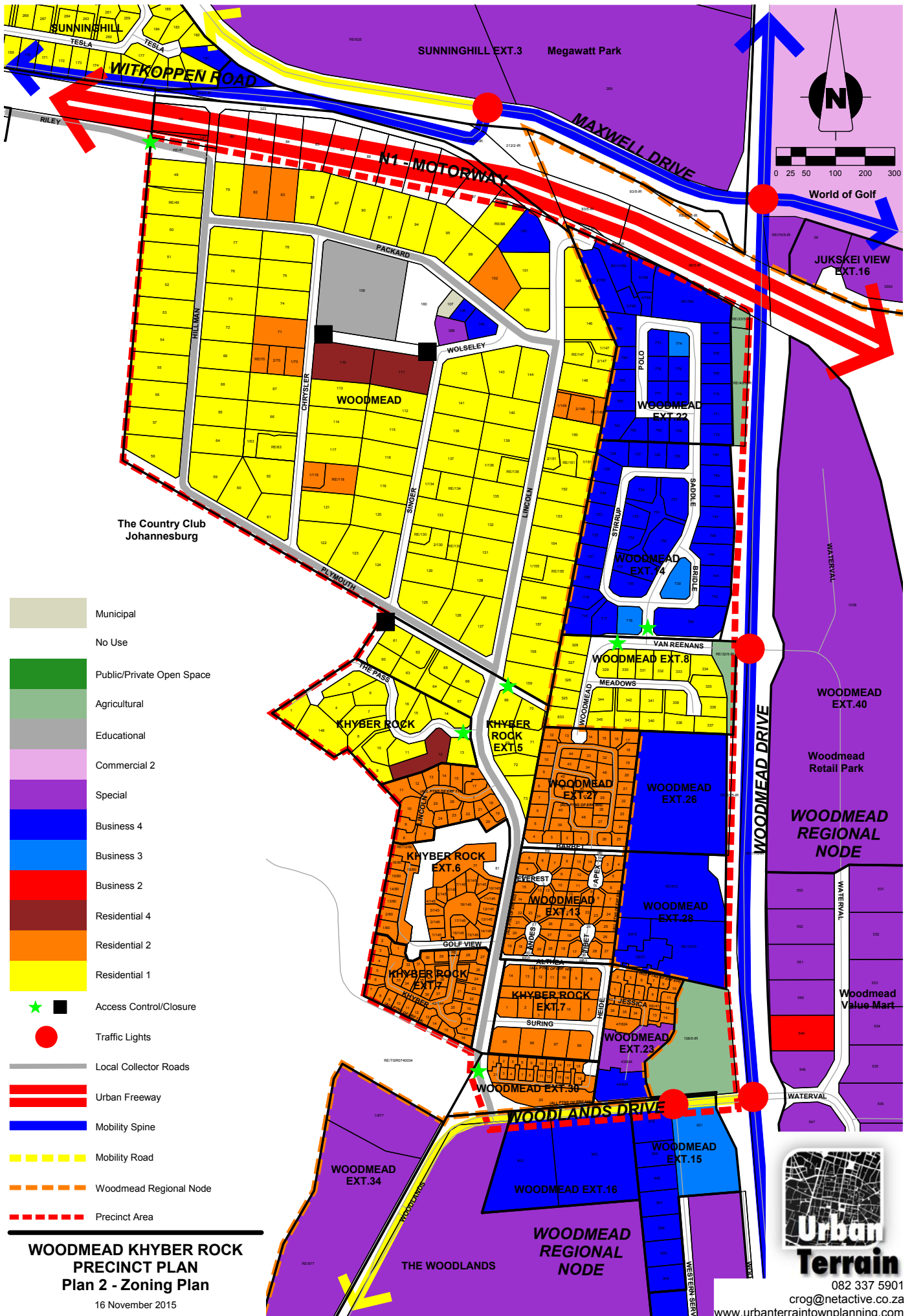
4.8. Property Trends and Values – refer to Annexure C

In general property values in the area are high and in line with similar townships in the area.

Development pressure is relatively low, due to the young nature of the area and buildings therein.

The most realistic opportunity for change exists in the form of subdivision of the larger erven, which certain residents have embarked upon.

The office developments are stable, well maintained and mostly let out.

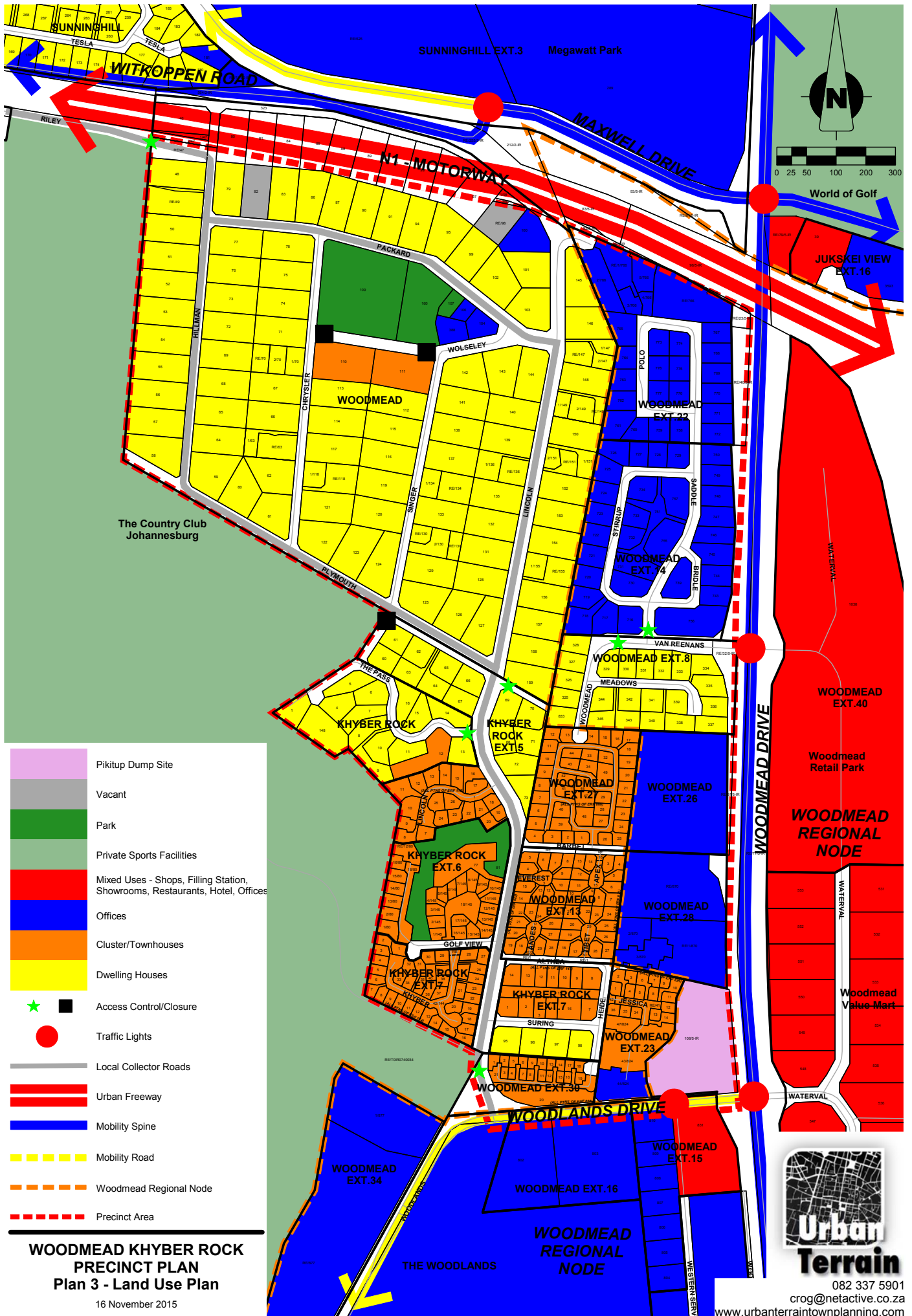


- Municipal
- No Use
- Public/Private Open Space
- Agricultural
- Educational
- Commercial 2
- Special
- Business 4
- Business 3
- Business 2
- Residential 4
- Residential 2
- Residential 1
- ★ Access Control/Closure
- Traffic Lights
- Local Collector Roads
- Urban Freeway
- Mobility Spine
- Mobility Road
- Woodmead Regional Node
- Precinct Area

**WOODMEAD KHYBER ROCK
PRECINCT PLAN
Plan 2 - Zoning Plan**
16 November 2015



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- Pikitup Dump Site
- Vacant
- Park
- Private Sports Facilities
- Mixed Uses - Shops, Filling Station, Showrooms, Restaurants, Hotel, Offices
- Offices
- Cluster/Townhouses
- Dwelling Houses
- Access Control/Closure
- Traffic Lights
- Local Collector Roads
- Urban Freeway
- Mobility Spine
- Mobility Road
- Woodmead Regional Node
- Precinct Area

**WOODMEAD KHYBER ROCK
PRECINCT PLAN
Plan 3 - Land Use Plan**
16 November 2015

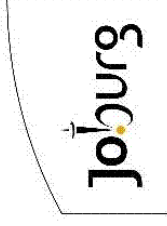


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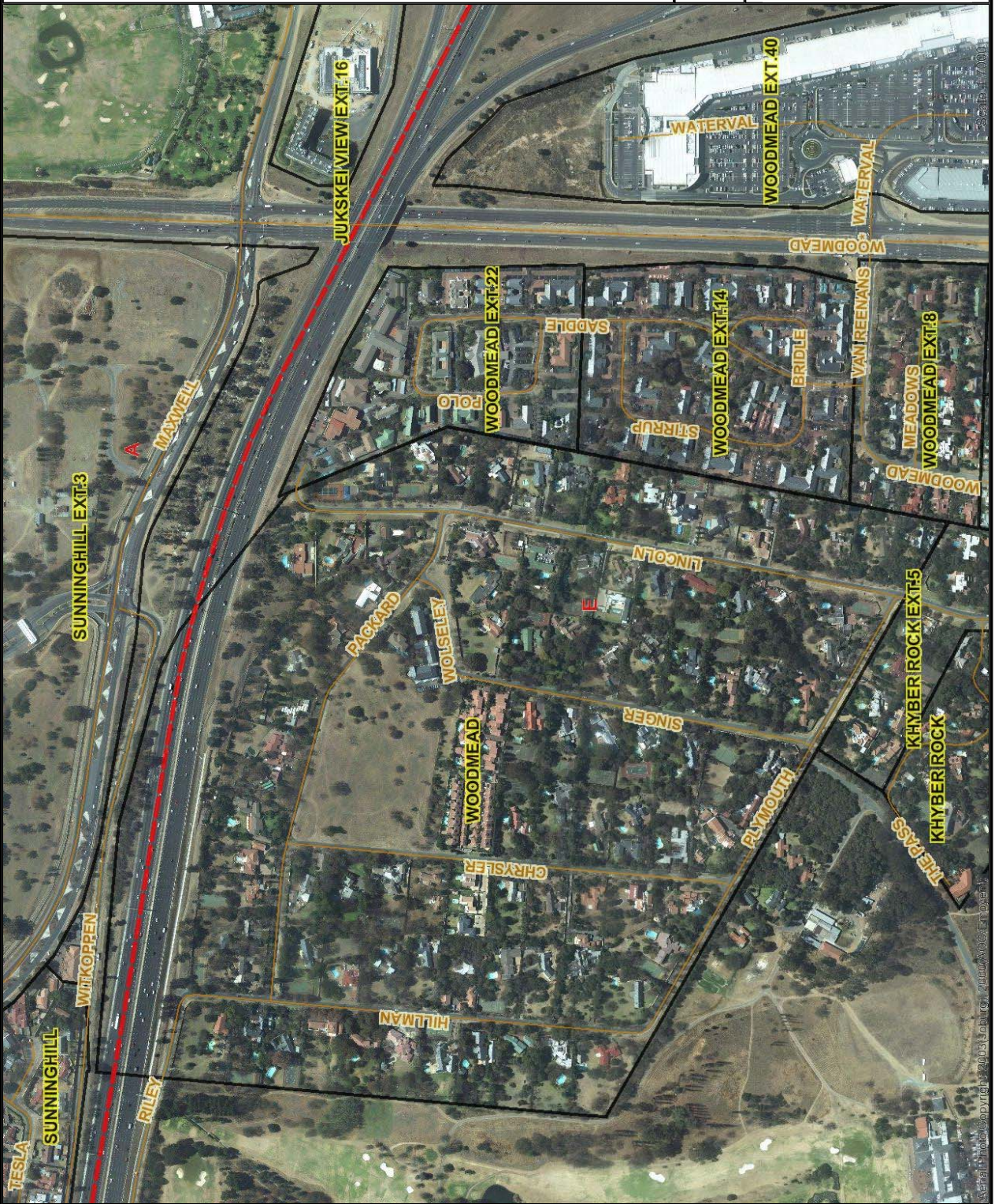
- Legend**
- GIS Road Centrelines
 - ACTIVE
 - Railway Stations
 - Railway Lines
 - Admin Regions
 - Township
 - Proposed Townships
 - SE Approach Townships



Woodmead Khyber
Rock - Aerial North



a world class African city

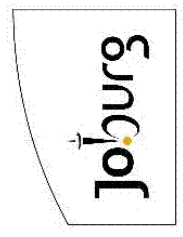


Aerial Photo Copyright: 2006 Joburg, 2006 Joburg

Legend

- GIS Road Centrelines
- ACTIVE
- Railway Stations
- Railway Lines
- Admin Regions
- Township
- Predefined Townships
- SA Appraisal Townships

**Woodmead Khyber
Rock - Aerial South**



a world class African city



Scale: 1:1000

Aerial Photo Copy right: 2003 Joburg, 2000 AOC SA Research

4.9. Engineering Services

Engineering services capacity is one of the major concerns relating to the maintenance and further development of the precinct area.

Any future development will have to prove availability of services.

The RSDF for Region E suggests the following in terms of the services for the area. This is old information, but the only available at this time. This plan will be circulated to all the relevant departments for comment which will be included if and when received:

| Service | Status |
|--------------------------|--|
| Water Mains Status | No specific reference is made of the engineering services in the Precinct area. The area is fully serviced. No specific hot-spots or trouble areas have been identified. |
| Water Reservoir Capacity | |
| Sewer Network | |
| Electricity | |

The sewer network is under pressure and there have been many complaints regarding sewer overflowing at different points in the area.

4.10. Title Deeds

There are no specific title deed conditions prohibiting the effective development of the area, which cannot be removed or resolved by means of the relevant laws relating thereto.

4.11. Community Organisations/Representatives

The Woodmead Khyber Rock Residents' Association are active in the area.

It was established in 1984.

The association plays an active role in town planning policy formulation in the area and has over the years communicated such to the local authority on a regular basis.

The association has identified the need to prepare a fully comprehensive Precinct Plan for the area in conjunction with the local authority and for their approval which could be adopted as formal policy, hence this document.

Below is a brief extract from the web-site of the association under the section "History" which provides some background to their function (www.woodrock.co.za).

"The WKRRRA was established in 1984 with the major objective of promoting and protecting the interests of the residents of both Woodmead and Khyber Rock. There are approximately 480 households within our community. The Residents' Committee is a voluntary organisation, governed by the Constitution of the WKRRRA. This body is elected at the AGM, which is held in the 1st quarter of each year, and is comprised of a Chairman, Secretary, Treasurer and currently 7 Committee members.

Ongoing issues include general Security; Boom management & maintenance; Town Planning (i.e. land sub-divisions, building by-laws, billboards, etc.); Roads & Infrastructure (i.e. transport infrastructure, street lighting, sewage, storm water, etc.); Environment (i.e. pavements & parks maintenance, recycling / garbage removal, etc.).

Woodmead and the CCJ are situated on a farm that belonged to Lady Cullinan. Some of the Oak trees that lined the driveway can still be seen on the golf course. Khyber Rock, West of Lincoln Street belonged to a Mr. Bernard Elkin who lived in Killarney. East of Lincoln were small-holdings that included the Blue Hills Stables. Woodmead was a blue gum forest inhabited by extensive wild life including many varieties of snakes. Earlier residents will recall many and varied encounters with these reptiles. The first one-acre stands went on the market in 1966 when there was still access to Witkoppen Road from the north of Lincoln Street. Riley Road was only opened in 1976 and tarred much later. Some internal roads were only finally tarred in the early 80's and the then Sandton Council had a policy to retain the rural character of these outlying areas, hence no street lights. Other infrastructure and services were installed for the low densities of 2.5 units per hectare (one-acre stands). Increased densities are putting serious strain on services such as water, electricity, sewage and roads.

Woodmead is an area characterised by high quality homes on large stands with well-treed and landscaped gardens. The maximum density permitted in the suburb of Woodmead is 10 units per hectare in terms of the current Regional Spatial Development Framework.

Khyber Rock likewise is an area of high quality homes albeit on smaller stands. It was planned and zoned for a variety of densities that have changed little in the last 40 years.

There are some residents who have lived here for 40 years and others for upwards of 20. Once people have lived in Woodmead/ Khyber Rock it is difficult to find anywhere as comfortable and convenient."

5. EXISTING LOCAL AUTHORITY POLICY

At the time of this report the local authority was in the process of reviewing the Spatial Development Framework(SDF) for the City of Johannesburg. This section therefore examines the existing principles likely to be carried forward in terms of the approved SDF and Regional Spatial Development Framework (RSDF), the basic principles of the draft SDF and the requirements of the Spatial Planning and Land Use Management Act, 2013. The relevant extracts have been enclosed as “Annexure D” to this document.

The following local authority policies affect the development of the area and are considered in the formulation of this Precinct Plan:

The Spatial Development Framework(SDF) and Regional Spatial Development Framework(RSDF)

The Precinct is located in Administrative Region E, Sub Areas 8 and 9 of the RSDF. There is no existing precinct plan for either sub area.

Sub Area 8, relates to the area of the Precinct outside of the Woodmead Node and Sub Area 9 the area within the node.

The following structuring elements identified in terms of the Spatial Development Framework (SDF) and the Regional Spatial Development Framework (RSDF) of the City of Johannesburg.

These elements include:

A Gross base residential density within Sub Area 8 – the inner core of the area at 10du/ha. It is intended to enhance the residential character and ambience of this inner core section.

Movement, Nodal and Density Strategies

Providing increased density in strategic locations to support an efficient movement system and strengthen economic nodes in view of creating ease of use of the city and sustainable living and working environments.

- Woodlands Drive has been identified as a critical east west Mobility Road. Direct access is to be limited. Increased density is recommended on properties directly abutting it at 30-50du/ha outside of the Woodmead Node and Nodal Development is suggested for properties inside of the Woodmead Node.
- Woodmead Drive is a Mobility Spine. Non residential and high density residential development (100+du/ha) is to be supported thereon, within the Woodmead Node. No direct access is permitted without a traffic light. The City furthermore undertook to improve mobility and relieve congestion on Woodmead Drive between the M1 interchange and Woodlands Drive.
- Woodmead has been classified as a “Regional Node”. It is intended to enhance the node as a vibrant and functional office and retail node with a significant high-density residential component. The Nodal Strategy is to be implemented therein. Further office, retail and value mart type development is to be supported therein. Specific mention is made of the of the protection of the low density core properties, should Woodmead Ext. 8 be developed. Residential densities of 100+du/ha are to be supported. Social and Community facilities are to be supported.

It must be noted though that all of the above principles should be implemented subject to specific development proposals and where infrastructure, access and design allows for such. Detailed "Management Controls" and "Design Guidelines" need to be applied on a site specific basis by planning officials evaluating applications for change in land use.

Below is the full description of the Woodmead Node in terms of the SDF. Important sections relevant to the development of this Precinct Plan have been highlighted.

| | | | |
|----------------|---|----|------------------|
| NAME | WOODMEAD | | |
| CLASSIFICATION | Regional | | |
| NODAL PROFILE | Profile focusing on high-quality office parks and value retail. | | |
| PRECINCT PLAN | Yes | No | Date of Approval |
| | | ✓ | |
| CID | Yes | No | Established |
| | | ✓ | |

| GROWTH MANAGEMENT STRATEGY PROFILE | | | |
|------------------------------------|--------|--------------------|--------|
| | | | |
| GMS PRIORITY AREA | Yes/No | GMS PRIORITY AREA | Yes/No |
| Public Transport | ✘ | Expansion Area | ✘ |
| Marginalised Area | ✘ | Consolidation Area | ✓ |

| AMENITY AND LEGIBILITY INDEX | | | |
|------------------------------|---|-----------------------|---|
| | | | |
| TRANSPORTATION | | CIVIC | |
| Gautrain Feeder Route | ✘ | Town Hall | ✘ |
| Rail Station | ✘ | People Centre | ✘ |
| Bus Terminal | ✘ | Library | ✘ |
| Formal Taxi Rank | ✘ | Museum / Art Gallery | ✘ |
| Other | ✓ | Other | ✘ |
| SOCIAL | | LANDMARKS | |
| Police | ✘ | Makro Retail Outlet | |
| Fire | ✘ | Woodlands Office Park | |
| School | ✘ | Group 5 Office Park | |
| Hospital / Clinic | ✘ | | |
| Recreation Centres | ✘ | | |
| Public Open Space | ✓ | | |
| Other | ✘ | | |

| LAND USE STATUS QUO |
|--|
| The area has a mixture of uses. Retail is concentrated to the north of Woodmead Drive, including discount retail, value mart and associated convenience shopping and services. Office uses are concentrated to the south of the road, and north of the Buccleuch Interchange. |
| URBAN FORM STATUS QUO |
| In terms of urban structure, the area has a haphazard, sprawling character, resulting in poor legibility. The image of the area is associated with high quality, up market office developments, set in extensively landscaped and well-maintained gardens. The office park developments have a high quality public environment. This is in contrast to the vehicle-focused retail developments with large open parking areas and a poor public environment. The sense of place is thus divided in two parts. |

| |
|---|
| MOVEMENT AND TRANSPORT STATUS QUO |
| The area is structured entirely around vehicular access and movement. Roads are close to capacity and traffic congestion is rising. There is no pedestrian connection between various developments. The area is serviced with public transport predominantly with minibus taxis but without any legal taxi ranks. Busses also service the node but at a very limited level. |
| INFRASTRUCTURE AND SERVICES STATUS QUO |
| The water network system was recently upgraded to provide sufficient capacity and pressure to support further development. The sewer system is adequate. A stormwater system is operating to acceptable levels, with the biggest problem being erosion of open spaces. The electricity supplier is Eskom. Supply is adequate. |
| PUBLIC AMENITIES STATUS QUO |
| The node has no social and community facilities, other than public facilities provided in individual developments to meet their own needs. There are two informal minibus taxi ranks along the R55 at the intersection with Woodlands and next to the shopping centre at the intersection of Kelvin Drive and Bowling. |
| MANAGEMENT STATUS QUO |
| No coordination between developments exists, with management undertaken on a property basis by individual owners. |
| SPECIFIC ISSUES TO ADDRESS |
| Spare capacity in development rights. Traffic capacity needs to be improved to cope with volumes. Pedestrian access to individual developments is lacking. |

Growth Management Strategy

The Precinct is located in a GMS - Consolidation Area. Development is not restricted in this area. Overall city wide strategy applies but engineering services capacity and suitability of uses needs to proven.

Open Space and Environment

All "environmental" areas are to be retained and enhanced including The Country Club Johannesburg as a golf course, The rocky outcrop in Khyber Rock Extension 6 and the park on Packard Street.

All of the above have been classified as "Social Open Space" in terms of JMOSS. All new development should comply with the specific JMOSS development guidelines.

North South Development Corridor

The Precinct is located within the North-South Development Corridor which is an economic focus area of the City of Johannesburg. Constructive development should be prioritised within the Precinct.

Adjoining Policies

There are no relevant strategies to be discussed or taken into consideration relating to the land adjoin the Precinct.

The properties to the East and South are located within the Woodmead Node, discussed above. The Country Club Johannesburg forms a large transition zone to the West and the N1-motorway a physical and substantial barrier to the North.

The Draft Spatial Development Framework & GDS 2040

- Correct urban form – create resilient, livable, sustainable communities.
- Encourage land use, which promotes employment and economic growth – mixed use to be encouraged to correct disparity between work and home.
- Provide accommodation for estimated increased population 4.6-7million by 2040.
- Woodmead remains a Regional Node.
- Woodmead is to be located within the Public Transport Backbone.
- Woodmead Node is a Blue Zone in terms of Priority – focus of growth and investment promotion in short to medium term, focus of incentives and public investment.
- The remainder of the Precinct is located in the Orange Zone – Focus of Urban Consolidation, controlled growth, urban management, addressing backlogs and structural positioning for medium to longer term growth.
- Residential density within the Woodmead Node – Minimum 100du/ha.
- Residential density within 500m of a Regional Nodal Boundary – 50-90du/ha.
- Woodlands Drive – 50du/ha outside of Woodmead Node.
- Along motorways – high density not promoted due to accessibility challenges.
- Base density 10du/ha – allow 15% deviation i.e. 850sq.m stand.

Spatial Planning and Land Use Management Act, 2013

This Precinct Plan was prepared with due consideration to the Development Principles contained in Chapter 2 and Sections 20 and 21 of the Act relating to the contribution it will have to the formulation of the Municipal Spatial Development Framework.

6. Community Participation

7. Local Authority and Service Departments Comments

8. Analysis, Intervention and Development Strategy

8.1. Analysis, Development Strategy and Concerns for Further Investigation

8.2. Development Plan & Schedule

9. Summary and Vision