

SECTION 4

**SUB AREA DEVELOPMENT MANAGEMENT
TABLES**

4.1. TOWNSHIPS PER SUB AREA

In order to deal with the formulation of objectives, strategies, interventions and guidelines at a more detailed and local level, Region E is divided into thirty Sub Areas based on the following criteria:

- The area covered by community submissions
- Homogeneity in residential density and character/requirements
- Land use homogeneity
- Natural/environmental features
- Economic investment
- Arterials and through roads; and
- Integration requirements

The table below presents a list of suburbs in Administrative Region E, divided per Sub Area. It is important to note that a suburb can fall into more than one Sub Area. (A township can be in more than one Sub Area).

The following is an alphabetical list of the suburbs in Region E.

TABLE 8: Alphabetical Sub Area List

Abbotsford	SUB AREA 25
Allandale Extensions	SUB AREA 3
Alexandra	SUB AREA 16
Atholhurst	SUB AREA 21
Atholl Extension 12	SUB AREA 13
Atholl Gardens	SUB AREA 13, 21
Atholl	SUB AREA 21
Austin View	SUB AREA 4
Austin View Extension	SUB AREA 4
Bagleyston	SUB AREA 26
Barlow Park	SUB AREA 14
Bellevue	SUB AREA 25
Benmore Gardens	SUB AREA 11,12
Birdhaven	SUB AREA 25
Birnam	SUB AREA 21
Blandford Ridge Agricultural Holding	SUB AREA 2
Blue Heaven	SUB AREA 2
Bramley	SUB AREA 21
Bramley Gardens	SUB AREA 21, 22
Bramley Manor	SUB AREA 22
Bramley North	SUB AREA 21
Bramley North Extension 1	SUB AREA 21

Bramley Park	SUB AREA 21
Bramley View	SUB AREA 22
Bramley View Extensions	SUB AREA 22
Brecknock Agricultural Holding	SUB AREA 2
Bruma	SUB AREA 27, 29
Bryanston Extension Extensions	SUB AREA 5
Bryanston	SUB AREA 5,6
Bryanston Extensions	SUB AREA 5
Bucleuch	SUB AREA 9
Casey Park	SUB AREA 22
Cheltondale	SUB AREA 26
Chislehurst	SUB AREA 20
Commercia	SUB AREA 4
Commercia Extensions	SUB AREA 4
Commercia Extension 34 (Mayibuye)	SUB AREA 4
Corlett Gardens	SUB AREA 22
Crystal Gardens Agricultural Holding	SUB AREA 22
Cyrildene	SUB AREA 27
Dalecross	SUB AREA 11
Dennehof	SUB AREA 20
Dewetshof	SUB AREA 27
Douglasdale Extensions	SUB AREA 5
Dunhill	SUB AREA 22
Dunserven	SUB AREA 22
Duxberry	SUB AREA 11
Eastgate	SUB AREA 13, 14
Eastgate Extension 20	SUB AREA 20
Edenburg (Rivonia)	SUB AREA 7,8,12
Edenvale Extension 1	SUB AREA 19
Elton Hill	SUB AREA 21
Elton Hill Extension 3	SUB AREA 21
Epsom Downs	SUB AREA 5
Fairmount	SUB AREA 22
Fairmount Ridge	SUB AREA 22
Fairvale	SUB AREA 22
Fairway	SUB AREA 21
Fairwood	SUB AREA 26
Far East Bank	SUB AREA 16
Farm Bergvalei	SUB AREA 9, 16

Farm Driefontein	SUB AREA 11
Farm Klipfontein	SUB AREA 19
Farm Lombardy	SUB AREA 18
Farm Modderfontein	SUB AREA 19
Farm Rietfontein	SUB AREA 28
Farm Waterval	SUB AREA 10,16
Fellside	SUB AREA 26
Forbesdale	SUB AREA 26
Founders Hill	SUB AREA 19
Founders View	SUB AREA 19
Formain	SUB AREA 22
Fourways	SUB AREA 1,2
Frankenwald	SUB AREA 17
Frankenwald Extensions	SUB AREA 17
Gallo Manor	SUB AREA 8
Gallo Manor Extensions	SUB AREA 8
Glen Atholl	SUB AREA 21
Glen Atholl Extension 1	SUB AREA 21
Glen Austin Agricultural Holding Extension 3	SUB AREA 3,4
Glenhazel	SUB AREA 22
Glenkay	SUB AREA 22
Glensan	SUB AREA 22
Grand Central Extensions	SUB AREA 3
Green Stone Hill Extensions	SUB AREA 19
Greenstone Park	SUB AREA 19
Gresswold	SUB AREA 21
Halfway House	SUB AREA 3
Halfway House Extensions	SUB AREA 3
Hawkins Estate	SUB AREA 26
Highlands North	SUB AREA 21, 26
Houghton Estate	SUB AREA 25
Hurlpark	SUB AREA 11
Illovo	SUB AREA 21
Illovo Extension 1	SUB AREA 21
Inanda	SUB AREA 21
Inanda Extension 1	SUB AREA 20
Jukskei Park	SUB AREA 1
Jukskei Park Extensions	SUB AREA 1
Kelvin	SUB AREA 15

Kelvin View	SUB AREA 14
Kentview	SUB AREA 21
Kew	SUB AREA 22
Kew Industrial	SUB AREA 14
Khyber Rock	SUB AREA 8
Khyber Rock Extensions	SUB AREA 8
Killarney	SUB AREA 25
Klevehill Park	SUB AREA 6
Klipfontein View	SUB AREA 4
Klipfontein View Extensions	SUB AREA 4
Kramerville	SUB AREA 14
Lakeside	SUB AREA 19
Leaholm Agricultural Holding	SUB AREA 2
Linbro Park Agricultural Holding	SUB AREA 18
Linksfield	SUB AREA 27
Linksfield North	SUB AREA 27
Linksfield North Extension 1	SUB AREA 27
Linksfield Ridge	SUB AREA 27
Littlefillan	SUB AREA 11
Littlefillan Agricultural Holding	SUB AREA 11
Lombardy East	SUB AREA 22
Lombardy West	SUB AREA 22
Lonehill	SUB AREA 2
Lonehill Extensions	SUB AREA 2
Longmeadow Business Estates	SUB AREA 23
Longmeadow Business Estates Extensions	SUB AREA 23
Lyndhurst	SUB AREA 22
Magalies View	SUB AREA 2
Magalies View Agricultural Holding	SUB AREA 2
Magaliessig	SUB AREA 2
Magaliessig Extensions	SUB AREA 2
Marlboro Gardens	SUB AREA 15
Marlboro North	SUB AREA 14
Marlboro South	SUB AREA 14
Maryvale	SUB AREA 26
Melrose	SUB AREA 25
Melrose Estate	SUB AREA 25
Melrose North	SUB AREA 21

Modderfontein Agricultural Holding	SUB AREA 18
Moodie Hill	SUB AREA 11
Morningside	SUB AREA 11,12
Morningside Agricultural Holding	SUB AREA 12
Morningside Extensions	SUB AREA 6, 8,11,12
Morningside Hills	SUB AREA 12
Morningside Manor	SUB AREA 8
Morningside Manor Extensions	SUB AREA 8
Mountain View	SUB AREA 25
Norscot	SUB AREA 1,5
Northern Acres	SUB AREA 12
Norwood	SUB AREA 26
Oaklands	SUB AREA 25
Observatory	SUB AREA 27
Olivedale	SUB AREA 1
Olivedale Extensions	SUB AREA 1
Orange Grove	SUB AREA 26
Orchards	SUB AREA 25, 26
Parkmore Ext 1	SUB AREA 11
Parkwood	SUB AREA 24
Paulshof Agricultural Holding	SUB AREA 2,6
Paulshof Extensions	SUB AREA 2
Percelia Estate	SUB AREA 26
Petervale	SUB AREA 6
Petervale Extensions	SUB AREA 6
Pinelands	SUB AREA 19
Pine Slopes	SUB AREA 2
Pine Slopes Agricultural Holding	SUB AREA 2
Presidents Park Agricultural Holding	SUB AREA 4
Presidents Park Extensions	SUB AREA 3,4
Raedene	SUB AREA 26
Raumarais Park	SUB AREA 21
Rembrandt Park	SUB AREA 22
Rembrandt Ridge	SUB AREA 22
Reynolds View	SUB AREA 27
River Club	SUB AREA 11
River Club Extensions	SUB AREA 11
Riviera	SUB AREA 25
Rivonia	SUB AREA 7

Rivonia Extensions	SUB AREA 7
Rouxville	SUB AREA 26
Sandhurst	SUB AREA 20
Sandhurst Extension 4	SUB AREA 11
Sandown	SUB AREA 20, 21
Sandown Extensions	SUB AREA 13
Sandringham	SUB AREA 27
Sappers Haven	SUB AREA 22
Savoy Estate	SUB AREA 21
Saxonwold	SUB AREA 24
Sebenza Extension 6	SUB AREA 19
Silvamonte	SUB AREA 22
Simba	SUB AREA 13
Strathavon Extension 11	SUB AREA 14
Strathavon Extensions	SUB AREA 13, 20
Sunningdale	SUB AREA 22
Sunningdale Ridge	SUB AREA 22
Sunset Acres	SUB AREA 12
Sydenham	SUB AREA 26
Talboton	SUB AREA 22, 27
The Gardens	SUB AREA 26
The Woodlands	SUB AREA 9
Thornhill	SUB AREA 19
Uthombo Ext 3	SUB AREA 4
Victoria	SUB AREA 26
View Crest	SUB AREA 22
Wanderers	SUB AREA 21
Waverley	SUB AREA 21
Wendywood	SUB AREA 8
Wendywood Extensions	SUB AREA 8
Wesco Park	SUB AREA 14
Westfield	SUB AREA 19
Wierda Valley	SUB AREA 20, 21
Whitney Gardens	SUB AREA 22
Whitney Garden Extensions	SUB AREA 22
Winston Ridge	SUB AREA 21
Woodmead	SUB AREA 7,8
Woodmead East	SUB AREA 9
Woodmead Extensions	SUB AREA 8,9

Wynberg	SUB AREA 14, 21
Wynberg Extensions	SUB AREA 14

4.2. SUB AREA DEVELOPMENT MANAGEMENT TABLES

The tables below provide specific Objectives, Interventions and Guidelines at a more detailed and local level, required from a Land Use Management (or other sector) perspective, for the Sub Areas of the Region. The Interventions and Guidelines should be used in conjunction with City Policies and Precinct Plans, in considering whether development proposals would be permissible.

The Sub Areas have been numbered from north to south and from west to east.

Plan 8: Sub Areas

SUB AREA 1
<p><u>FOURWAYS / DOUGLASDALE</u> (DOUGLASDALE, DOUGLASDALE EXTENSIONS, DOUGLASDALE A.H., FOURWAYS, JUKSKEI PARK, JUKSKEI PARK EXTENSIONS, NORSCOT, OLIVEDALE, OLIVEDALE EXTENSIONS.</p> <p>The Sub Area is predominantly residential in nature and consists mainly of low density detached housing units, clusters and townhouse developments. The key mobility spines affecting the Sub Area are Witkoppen Road and William Nicol Drive.</p>

DEVELOPMENT OBJECTIVE	
To retain and enhance the residential character and public environment of the Sub Area	
INTERVENTIONS	GUIDELINES
1.1. Witkoppen Road and William Nicol Drive have been classified as Mobility Spines.	<ul style="list-style-type: none"> • No direct access to erven to be taken from mobility spines unless controlled by a traffic light • William Nicol Road and Witkoppen Road are part of the proposed Rea Vaya Public Transport Network
1.2. Leslie Avenue (between Douglas Road and William Nicol Drive), and Douglas Drive/Douglas Road are identified as Mobility Roads.	<ul style="list-style-type: none"> • Promote high density residential development (30-50du/ha) adjacent to the mobility roads • Contain non-residential development to existing neighbourhood nodes along Leslie Avenue, Douglas Drive/Douglas Road
1.3. Refrain from non-residential intrusion into predominantly residential areas.	<ul style="list-style-type: none"> • No further business development will be supported south of Leslie Avenue on William Nicol Drive • Contain existing neighbourhood nodes

<p>1.4. Protect the public environment.</p>	<ul style="list-style-type: none">• No development is to occur on Norscot Koppie in terms of the Ridge Policy.• Protect the open space along the Braamfontein Spruit and Klein Jukskei and enforce the 1:50 and 1:100 year floodline• Protect and enhance Parks within the Sub Area• Sub Area 1 is a designated Lesser Bush Baby (<i>Galago moholi</i>) Area. Environmental Scoping and Environmental Impact Assessments for development within the Sub Area must take this species and its habits into account, and development must facilitate their needs where and when required
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Plan 9: Sub Area 1 fourways Residential/Norscot



SUB AREA 2

**FOURWAYS, MAGALIESSIG, LONEHILL
 (BLANDFORD RIDGE A.H., BLUE HEAVEN, BRECKNOCK A.H., FOURWAYS,
 LEALHOLM A.H., LONEHILL, LONEHILL EXTENSIONS, MAGALIES VIEW, MAGALIES
 VIEW A.H., MAGALIESSIG, MAGALIESSIG EXTENSIONS, PAULSHOF A.H.,
 PAULSHOF EXTENSIONS, PINE SLOPES,
 PINE SLOPES A.H.)**

This Sub Area that consists of part of the Fourways Node. The residential component is characterized by of cluster and townhouse developments and low density detached housing units. The key Mobility Spines in the Sub Area are Witkoppen Road, William Nicol Drive and Main Road.

DEVELOPMENT OBJECTIVE 1

To enhance the accessibility and mobility within the Sub Area.

INTERVENTIONS	GUIDELINES
<p>1.1. Witkoppen Road, William Nicol Drive and Main Road, have been classified as Mobility Spines.</p>	<ul style="list-style-type: none"> • No direct access to erven to be taken off mobility spines unless controlled by a traffic light • Non-residential development along mobility spines to be contained to the Fourways node • Residential densities of between 50-70 du/ha will be supported on Mobility Spines • William Nicol Road and Witkoppen Road are part of the proposed Rea Vaya Public Transport Network

DEVELOPMENT OBJECTIVE 2

Contain and integrate the Fourways Node into the surrounding residential neighbourhood.

INTERVENTIONS	GUIDELINES
2.1. Contain non-residential development within the Fourways Node.	<ul style="list-style-type: none"> • The south eastern extent of the Fourways Node falls within Region E • The boundary of the Fourways Node is defined in terms of the attached map • Office developments are permitted adjacent to the eastern and southern extent of Montecasino Boulevard. No further non-residential development will be permitted on the land-holding in question
2.2. Support the integration and further development of the Fourways Node.	<ul style="list-style-type: none"> • Support the development of an internal transportation system for the node • Support Residential densities in excess of 100 du/ha where services, design and site specifics permit • Promote high density residential development within the defined node • Develop a pedestrian system to link the three quadrants of the node • Ensure that the pedestrian system is coordinated with the proposed Strategic Public Transport Network on William Nicol Drive and Witkoppen Road • Improve facilities for public transport in terms of the Strategic Public Transport Network

DEVELOPMENT OBJECTIVE 3

To retain and enhance the residential character and public environment of the Sub Area

INTERVENTIONS	GUIDELINES
3.1. Refrain from non-residential intrusion into predominantly residential areas.	<ul style="list-style-type: none"> • No further business development will be supported south of Leslie Avenue • Contain existing neighbourhood nodes
3.2. Protect the public environment.	<ul style="list-style-type: none"> • No development is to occur on Rietfontein Ridge in terms of the Ridge Policy. • Protect the open space along the Braamfontein Spruit and Klein Jukskei and enforce the 1:50 and 1:100 year floodline • Protect and enhance Parks within the Sub Area

Plan 10: Sub Area 2 – Fourways Node/ Magaliessig/ Lone Hill

Plan No 11: Fourways Node

SUB AREA 3

**MIDRAND / HALFWAY HOUSE
(ALLANDALE EXTENSIONS, PRESIDENT PARK EXTENSIONS
GLEN AUSTIN AGRICULTURAL HOLDING EXTENSION 3,
GRAND CENTRAL EXTENSIONS, HALFWAY HOUSE, HALFWAY HOUSE
EXTENSIONS)**

The Sub Area forms the south-eastern extent of the Midrand Metropolitan Node. The node consists of commercial, office, warehouse, retail and conferencing uses.

DEVELOPMENT OBJECTIVE 1

Promote the development of the Midrand Node

INTERVENTIONS	GUIDELINES
1.1. Promote sustainable development	<ul style="list-style-type: none"> • Development in the Sub Area is to be guided by infrastructure capacity
1.2. Midrand Node is identified as a metropolitan node	<ul style="list-style-type: none"> • Support the intensification of non-residential uses • Support Residential densities in excess of 100 du/ha where services, design and site specifics permit • Develop public transport in association with the Gautrain Station and the Rea Vaya Initiative • Promote the Midrand node as an important conference venue • Upgrade services and infrastructure to facilitate the redevelopment of the node
1.3. Construct the Gautrain Rapid Railway	<ul style="list-style-type: none"> • Construct the Gautrain railway line through the Sub Area as part of the Gautrain Project • Ensure that the Sub Area is fully integrated, and accessible to the Midrand Gautrain Station • Promote the development of compatible non-residential uses adjacent to the railway line
1.4. Develop proposed K-routes in order to facilitate development and link the Sub Area with the rest of the City	<ul style="list-style-type: none"> • Construct the proposed K60/ K113

1.5. Allandale Road and the K101 are identified as Mobility Spines	<ul style="list-style-type: none">• Development along Allandale Road and the K101 must be guided in terms of its location within the Midrand Node
1.6. Protect the Public Environment	<ul style="list-style-type: none">• No development is to take place within the 1:50 and 1:00 flood line of tributaries of the Jukskei River• Protect existing Open Space and promote the development of formal parks within the Midrand Node

Plan 12: Sub Area 3 – Halfway House



Plan 13: Midrand Node

SUB AREA 4

PRESIDENT PARK AGRICULTURAL HOLDINGS, COMMERCIA, KLIPFONTEIN VIEW (AUSTIN VIEW, AUSTIN VIEW EXT, COMMERCIA, COMMERCIA EXTENSIONS COMMERCIA EXTENSION 34 (MAYIBUYE), KLIPFONTEIN VIEW, KLIPFONTEIN VIEW EXTENSIONS, GLEN AUSTIN EXTENSION 3 AGRICULTURAL HOLDINGS, UTHOMBO EXT 3, PRESIDENT PARK AGRICULTURAL HOLDINGS AND PRESIDENT PARK EXTENSIONS)

The Sub Area includes agricultural holdings, low cost housing and pockets of commercial development.

DEVELOPMENT OBJECTIVE 1

To integrate this area with the Greater Johannesburg area.

INTERVENTIONS	GUIDELINES
1.1. Promote sustainable development	<ul style="list-style-type: none"> • Development in the Sub Area is to be guided by President Park / Glen Austin 3 and Austin View Plan No. 11 Development Framework and infrastructure capacity
1.2. Social facilities need to be provided in Commercia Extension 34 (Mayibuye) & Klipfontein View	<p>The following facilities are required:</p> <ul style="list-style-type: none"> • Public transport (taxis/buses) • Community Hall / Peoples Centre • Parks • School / Crèches • Libraries • Police Station • Sports Facilities
1.3. The following development requirements pertain to Commercia Extension 34 (Mayibuye & Klipfontein View)	<ul style="list-style-type: none"> • Accommodate existing and future public transport needs • Public amenities to be allowed at strategic local nodes / areas- especially in the vicinity of the public transport network • Support further low-income housing development
1.4. Construct the Gautrain Rapid Railway	<ul style="list-style-type: none"> • Construct the railway line through the Sub Area and support complementary uses (commercial/ Industrial uses adjacent to the Railway line)

<p>1.5. Develop mobility roads in the vicinity of the Sub Area in order to facilitate development and link the Sub Area with the rest of the City</p>	<ul style="list-style-type: none"> • Construct the proposed K60 / K111 / K113/ K115/K232/ • Development of mobility roads within the area must facilitate the incorporation of Greater Ivory Park with the rest of the City
<p>1.6. Allandale Road is identified as a Mobility Spine</p>	<ul style="list-style-type: none"> • Development along Allandale Road must be guided by the President's Park/Glen Austin 3/ Austin View Plan no 11 Development Framework
<p>1.7. Protect the Public Environment</p>	<ul style="list-style-type: none"> • No development is to take place within the 1:50 and 1:00 flood line of tributaries of the Jukskei River • Protect existing Open Space and promote the development of formal parks within the Sub Area especially within Klipfontein and Mayibuye • The agricultural holdings east of Pretoria Main Road are a designated Giant Bullfrog (<i>Pyxicephalus adspersus</i>) Area. Environmental Scoping and Environmental Impact Assessments for development within the agricultural holdings must take this species and its habits into account

Plan 14: Sub Area 4 – Glen Austin Ext 3, Klipfontein View, Mayibuye

Plan no. 15: President Park, Glen Austin Ext 3 and Austinview Development Framework



SUB AREA 5

**GREATER SLOANE PRECINCT
 (BRYANSTON, BRYANSTON EXTENSIONS, DOUGLASDALE EXTENSIONS, EPSOM
 DOWNS, NORSCOT EXT 2)**

This is largely a non-residential area with pockets of residential development. Due to the proximity of other non-residential developments and the vast amount of un-used rights, commercial activities in this Sub Area should be undertaken in terms of the Precinct Plan.

It is acknowledged that there are areas within the City that are presently experiencing infrastructure constraints. This Sub Area is one such area. Therefore, the guidelines for the Sub Area are as follows:

- **Unless the relevant Municipal Entity or Core Department can verify the availability of infrastructure and/or services, applications for the intensification and/or change of use will not be supported**
- **Upon provision of adequate infrastructure and/or services, the provisions of the strategies within the Spatial Development Framework namely: Supporting an Efficient Movement System; Ensuring Strong Viable Nodes; Supporting Sustainable Environmental Management; Initiating and Implementing Corridor Development; Increased Densification of Strategic Locations shall apply**

DEVELOPMENT OBJECTIVE

To retain as a vibrant functional business /commercial/residential node.

INTERVENTIONS	GUIDELINES
1.1 Consolidate the regional node	<ul style="list-style-type: none"> • Apply the Greater Sloane Precinct Plan (2003) • Apply the amendment to Precinct Plan to allow high residential densities within the node in terms of the Increased Densification of Strategic Locations Strategy (support +100du/ha within the node) • Contain non-residential development within the Sub Area by not supporting commercial development adjacent or contiguous to this Sub Area • Support 30-50 du/ha in the triangle formed by Bryanston Drive, Berkeley Avenue and Grosvenor Road that falls outside the node



<p>1.2. Improve and maintain a high level of accessibility and travel convenience to and within this Sub Area.</p>	<ul style="list-style-type: none"> • Proposed interchange to be constructed at the intersection of Main Road and the N1 Highway • New developments along William Nicol need to integrate with the Rea Vaya public transport initiative • Promote the development of an integrated network of pedestrian paths through the node
<p>1.3 Main Road and William Nicol Drive have been classified as Mobility Spines.</p>	<ul style="list-style-type: none"> • Medium and large-scale home enterprises are permitted on the eastern side of Main Road. No direct access to be taken from Main Road • The Bryanston West Precinct Plan (Quadrant Four of Greater Sloane Precinct Plan) to apply west of William Nicol Drive • No direct access to be taken off Main Road or William Nicol Drive unless traffic robots are provided
<p>1.4 Bryanston Drive (east of Main Road) and Grosvenor Road (west of William Nicol Drive) have been classified as a Mobility Road.</p>	<ul style="list-style-type: none"> • Allow medium and large-scale home enterprises on the intersection of Main Road and Bryanston Drive • Support strategic residential densification (support +100du/ha)
<p>1.5 Maintain and enhance the public environment</p>	<ul style="list-style-type: none"> • Promote the protection and maintenance of existing open space • Identify potential sites for additional open space within the node

Plan 16: Sub Area 5 - Greater Sloane

Plan No 17: Greater Sloane Precinct

SUB AREA 6

**EASTERN BRYANSTON
 (BRYANSTON, BRYANSTON EXTENSIONS, PAULSHOF AGRICULTURE HOLDING
 KLEVEHILL PARK, MORNINGSIDE EXTENSIONS, PETERVALE, PETERVALE
 EXTENSIONS)**

The Sub Area is located between the Greater Sloane in the West and Rivonia in the East. It is characterised by low to medium density residential development supported by small residential nodes.

It is acknowledged that there are areas within the City that are presently experiencing infrastructure constraints. This Sub Area is one such area. Therefore, the guidelines for the Sub Area are as follows:

- **Unless the relevant Municipal Entity or Core Department can verify the availability of infrastructure and/or services, applications for the intensification and/or change of use will not be supported**
- **Upon provision of adequate infrastructure and/or services, the provisions of the strategies within the Spatial Development Framework namely: Supporting an Efficient Movement System; Ensuring Strong Viable Nodes; Supporting Sustainable Environmental Management; Initiating and Implementing Corridor Development; Increased Densification of Strategic Locations shall apply**

DEVELOPMENT OBJECTIVE

Enhance the residential character and ambience of this Sub Area.

INTERVENTIONS	GUIDELINES
1.1. Contain local neighbourhood nodes.	<ul style="list-style-type: none"> • Only local neighbourhood service orientated non-residential uses will be supported where infrastructure and services is available • Non-residential development along Ballyclare Drive must be contained • Contain the Petervale neighbourhood node in Cambridge Road at the intersection with Frans Hals Street • Contain the Riverside Shopping Centre node

<p>1.2. William Nicol Drive and Main Road, Bryanston have been classified as Mobility Spines.</p>	<ul style="list-style-type: none"> • Promote Residential densification adjacent to William Nicol Drive and Hendrik Verwoerd Drive/Main Road (support 50-70du/ha) • No further car show rooms and related activities are to be permitted along either side of William Nicol Drive outside identified nodes • Contain non-residential nodes along William Nicol Drive: <ul style="list-style-type: none"> ▪ At the intersection of Ballyclare Drive ▪ At the intersection of Peter Place
<p>1.3. Bryanston Drive, Summit Road, Ballyclare Drive, Cambridge Road, Cowley Road (between the Braamfontein Spruit and Cambridge Road) and 12th Avenue (Rivonia) have been classified as Mobility Roads.</p>	<ul style="list-style-type: none"> • Support residential densification (30-50du/ha) along these mobility roads, except Cowley Road and Cambridge Road, subject to the availability of services and infrastructure • Limited access to these mobility roads • Non-residential development along the mobility roads is to be contained to existing neighbourhood nodes • Support 20du/ha along Cowley Road between Cambridge Road and Mount Street subject to availability of services • Support 40du/ha along Cambridge Road
<p>1.4. Protect the public environment</p>	<ul style="list-style-type: none"> • Protect and enhance Parks within the Sub Area • Protect the open space along the Braamfontein Spruit and protect the 1:50 and 1:100 year floodline

Plan 18: Sub Area 6 – Eastern Bryanston



SUB AREA 7

RIVONIA NODE AND SURROUNDS
(EDENBURG, RIVONIA, RIVONIA EXTENSIONS, WOODMEAD)

The Rivonia commercial and business node is strategically located between Sandton, the N1 and Sunninghill. Retail and offices uses need to be contained within the Rivonia Node in order to prevent the node's intrusion into the surrounding residential areas. It is bisected by the Flagship Bus Rapid Transit Route on Rivonia Road.

DEVELOPMENT OBJECTIVE

To enhance this Sub Area as a vibrant functional business / commercial node and residential area.

INTERVENTIONS	GUIDELINES
1.1. Contain the regional node within the Sub Area.	<ul style="list-style-type: none"> • Implement the Spatial Development Framework Strategy for Ensuring Strong Viable Nodes • Permit retail, office and high density residential (+100du/ha) infill and redevelopment within the defined Rivonia node on the eastern side of Rivonia Road • Permit high-density residential development on the western side of Rivonia Road. Retain existing berm on Rivonia Road (Support between 80-100du/ha) • 10 du/ha will apply for the remainder of the Sub Area
1.2. Rivonia Road has been classified as a Mobility Spine.	<ul style="list-style-type: none"> • Implement the Flagship Bus Rapid Transit Route on Rivonia Road as part of the Rea Vaya initiative • Rivonia Road travels through the node for the entire length of the Sub Area. Development guidelines for Rivonia Road are therefore the same as in 1.1 • No further direct access is permitted off Rivonia Road
1.3. 12 th Avenue is defined as a Mobility Road	<ul style="list-style-type: none"> • Support strategic residential densification along 12th Avenue in terms of the Strategic Densification Strategy (support 30-50du/ha)

<p>1.4. Improve and maintain a high level of accessibility and travel convenience to and within this Sub Area:</p>	<ul style="list-style-type: none"> • Support the development of the Flagship Bus Rapid Transit Route on Rivonia Road • Additional residential density or increased bulk or FAR will be considered where developments adjacent to Rivonia Road are integrated with and support the Bus Rapid Transit Route • No direct access to be taken off Rivonia Road
<p>1.5. Protect and enhance the public environment</p>	<ul style="list-style-type: none"> • Protect the open space along the Braamfontein Spruit and enforce the 1:50 and 1:100 year floodline • Protect and enhance Parks within the Sub Area • Liliesleaf Farm is an important historical site with high educational value that needs to be enhanced and protected. Development on the site must take into consideration the residential nature of the existing suburb. Mature trees must be retained and parking must be provided on site

Plan 19: Rivonia - Sub Area 7

Plan 20: Rivonia Node

SUB AREA 8

**WENDYWOOD / GALLO MANOR / WOODMEAD / KHYBER ROCK
(EDENBURG, GALLO MANOR, GALLO MANOR EXTENSIONS,
KHYBER ROCK, KHYBER ROCK EXTENSIONS, MORNINGSIDE EXTENSIONS,
MORNINGSIDE MANOR, MORNINGSIDE MANOR EXTENSIONS, WENDYWOOD,
WENDYWOOD EXTENSIONS, WOODMEAD, WOODMEAD EXTENSIONS)**

This area consists mainly of low to medium density residential areas supported by neighbourhood nodes. Pressure for residential densification is occurring due to the Sub Area's location in relation to Rivonia, Woodmead, Sandton and the M1)

DEVELOPMENT OBJECTIVE

Enhance the residential character and ambience of this Sub Area.

INTERVENTIONS	GUIDELINES
1.1. Support and contain local neighbourhood nodes.	<ul style="list-style-type: none"> • Only local neighbourhood service orientated activities will be supported at nodes
1.2. Support residential densification.	<ul style="list-style-type: none"> • Apply Increased Densification of Strategic Locations Strategy
1.3. Bowling Avenue, Kelvin Drive, Katherine Drive, South Road, Woodlands Drive and 12 th Avenue have been classified as Mobility Roads.	<ul style="list-style-type: none"> • Apply the Spatial Development Framework's Supporting an Efficient Movement System Strategy • Support residential densification along these mobility roads (support 30-50du/ha), subject to the availability of services and infrastructure • Limit further direct access from these mobility roads
1.4. Protect the Public Environment	<ul style="list-style-type: none"> • Retain the Johannesburg Country Club (Woodmead and Woodlands Golf Courses) as private open space • Retain and enhance the Sandspruit and its tributaries and ensure the functioning of the Sandspruit Trail as part of the Johannesburg Open Space System, and protect the 1:50 and 1:100 year floodline

Plan 21: Sub Area 8 –Gallo Manor/ Wendywood/Woodmead



SUB AREA 9

WOODMEAD NODE
**(BUCCLEUCH, THE WOODLANDS, WOODMEAD EAST, FARM BERGVALEI,
BUCCLEUCH, WOODMEAD EXTENSIONS)**

The Woodmead Regional Node is a warehouse/value mart development with a substantial office park component. Pedestrian access, public amenities and public transport are poorly catered for in the node.

DEVELOPMENT OBJECTIVE

To enhance as a vibrant and functional office and retail node with a significant high-density residential component.

INTERVENTIONS	GUIDELINES
<p>1.1. Promote and contain development in the area demarcated as part of this regional node.</p>	<ul style="list-style-type: none"> • Implement the Spatial Development Framework Strategy for ensuring strong viable nodes • Support the development of further retail and value mart type development • Support the expansion of the node onto the Farm Bergvalei • Support further office development in the node. • Support high density residential densities in the node (+100du/ha) • Support the development of social and community facilities in the node • Residential Areas outside the Sub Area must be protected from the intrusion of non-residential uses • Unused Rights need to be exercised • offices/ retail/ value mart type developments to be permitted in Buccleuch in the area between the M1/N1 Highway to the West and the Old Pretoria Main Road to the East

<p>1.2. Promote Residential densification within Buccleugh</p>	<ul style="list-style-type: none"> • In the Buccleugh township apply the following residential densification guidelines: <ul style="list-style-type: none"> • Standard density : 20 dwelling units per hectare. • Merit applications : Subject to an SDP in context with surrounding precinct. • Residential densities ultimately to be guided by available services
<p>1.3. Improve and maintain a high level of accessibility and travel convenience to and within this Sub Area.</p>	<ul style="list-style-type: none"> • Undertake measures to improve mobility and relieve congestion on Woodmead Drive between the M1 interchange and Woodlands Drive
<p>1.4. Woodmead Drive and Pretoria Main/Eastern Service Road have been classified as Mobility Spines.</p>	<ul style="list-style-type: none"> • Promote non-residential and high density residential development (+100du/ha), within the Woodmead Node • No direct access to be taken off Woodmead Drive, Old Pretoria Main/Eastern Service Road without traffic robots • Old Pretoria Main/Eastern Service Road is a proposed Rea Vaya Public Transport route
<p>1.5. Woodlands Drive has been classified as a Mobility Road</p>	<ul style="list-style-type: none"> • Support Nodal Development
<p>1.6. Protect and enhance the public environment</p>	<ul style="list-style-type: none"> • Develop a pedestrian walkway system through the node that facilitates access to public transport facilities and to Alexandra

Plan 22: Sub Area 9 – Woodmead Node

SUB AREA 10
FARM WATERVAL
This is a large tract of vacant privately held land in the north of the Region that is earmarked for development

DEVELOPMENT OBJECTIVE 1
Release land for development, while taking cognisance of environmental sensitivities on the property.

INTERVENTIONS	GUIDELINES
1.1. Promote sustainable economic development	<ul style="list-style-type: none"> Develop commercial and industrial/commercial rights that have been granted
1.2. Develop mobility roads in order to facilitate development and link the Sub Area with the rest of the City	<ul style="list-style-type: none"> Construct the proposed K60 / K111 / K113
1.3. Develop a range of residential typologies and densities along Allandale Road	<ul style="list-style-type: none"> Support high density residential along Allandale (80-160du/ha) The form of residential tenure will be leasehold Provision must be made for the required social facilities
1.4. Construct the Gautrain Rapid Railway	<ul style="list-style-type: none"> Construct the railway line through the Sub Area Construct the Shunting yard in the Sub Area
1.5. Allandale Road is a Mobility Spine	<ul style="list-style-type: none"> Support high density residential development as per 1.3 Allandale Road is part of the proposed Strategic Public Transport Network

<p>1.6. Enhance and protect the Public Environment</p>	<ul style="list-style-type: none"> • Development must take cognisance of the environmental sensitivities of the Sub Area • Steps should be taken to cater for Red data species and endangered biomes found on the Farm • No development is to take place with the 1:50 and 1:00 flood line of tributaries of the Jukskei River
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DEVELOPMENT OBJECTIVE 2

To ensure the quarry operation, which is an important source of building and construction material that contributes to the economic growth of the metropolitan area, has a minimal impact on surrounding development and the environment

INTERVENTION	GUIDELINES
<p>2.1. Monitoring, management and strict adherence to national legislation governing quarries and other mining operations</p>	<ul style="list-style-type: none"> • Refer to the approved Environmental Management Plan (EMP) as required in terms of the Mineral and Petroleum Resources Development Act (Act 28 of 2002) • The quarry site is identified by Council as future open space
<p>2.2. Any development taking place in the vicinity of quarry operations is to comply with the approved EMP for the operation and take cognisance of the mining operation plan as contained in the EMP and the associated mitigation and management measures</p>	
<p>2.3. The erection or construction of any buildings, roads, railways, or any structure within a horizontal distance of 100 metres from the workings of the mine or quarry shall comply with the requirements of the Mine Health and Safety Act (Act 29 of 1996) and the associated Mine Health and Safety regulations</p>	

Plan 23: Sub Area 10 – Farm Waterval



SUB AREA 11

**RIVER CLUB, MORNINGSIDE
(BENMORE GARDENS, DALECROSS, DUXBERRY, FARM DRIEFONTEIN,
HURLPARK, LITTLE FILLAN, LITTLEFILLAN A.H., MOODIE HILL, MORNINGSIDE,
MORNINGSIDE EXTENSIONS, PARKMORE EXT 1, RIVER CLUB, RIVER CLUB
EXTENSIONS, SANDHURST EXTENSION 4)**

This Sub Area consists predominantly of low and medium density residential stock. Due to the location of the Sub Area in relation to Sandton and to the Sub Area's good accessibility, the area is under pressure for further densification and for the development of non-residential uses.

DEVELOPMENT OBJECTIVE 1

Enhance the residential character and ambience of this Sub Area.

INTERVENTIONS	GUIDELINES
1.1. Contain non-residential development.	<ul style="list-style-type: none"> • Contain non-residential development to neighbourhood nodes
1.2. William Nicol Drive is identified as a Mobility Spine.	<ul style="list-style-type: none"> • William Nicol Drive between Republic Road and Sandton Drive is a proposed Flagship Public Transport Route • Support high density residential development adjacent to William Nicol Drive(Support 70-90du/ha) • No direct access permitted from William Nicol Drive unless controlled by a traffic robot
1.3. Outspan Road and Ballyclare Drive have been classified as Mobility Roads.	<ul style="list-style-type: none"> • Contain existing neighbourhood nodes on Outspan Road and Ballyclare Drive • Promote high density residential development along, Outspan Road and Ballyclare (Support 30-50du/ha) • Limit access to Outspan Road and Ballyclare Drive

1.4. Protect the Public Environment	<ul style="list-style-type: none">• Protect the open space along the Braamfontein Spruit and its tributaries and enforce the 1:50 and 1:100 year floodline• Protect and enhance Parks and open space within existing residential areas, notably Forest Farm (Farm Driefontein)
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Plan 24: Sub Area 11 Morningside/ Riverclub

SUB AREA 12

**MORNINGSIDE AREA
 (BENMORE GARDENS, EDENBURG, MORNINGSIDE, MORNINGSIDE A.H.,
 MORNINGSIDE EXTENSIONS
 MORNINGSIDE HILLS, NORTHERN ACRES, SUNSET ACRES)**

This is a Sub Area that is increasingly characterised by high residential densities with non-residential intrusion on Rivonia Road. Infrastructure capacity is a problem, as is traffic mobility on Rivonia Road.

It is acknowledged that there are areas within the City that are presently experiencing infrastructure constraints. This Sub Area is one such area. Therefore, the guidelines for Sub Area are as follows:

- **Unless the relevant Municipal Entity or Core Department can verify the availability of infrastructure and/or services, applications for the intensification and/or change of use will not be supported**
- **Upon provision of adequate infrastructure and/or services, the provisions of the strategies within the Spatial Development Framework namely: Supporting an Efficient Movement System; Ensuring Strong Viable Nodes; Supporting Sustainable Environmental Management; Initiating and Implementing Corridor Development; Increased Densification of Strategic Locations shall apply**

DEVELOPMENT OBJECTIVE

Support residential densification in the Sub Area in terms of infrastructure capacity; prevent further non-residential development on Rivonia Road; and implement measures to improve mobility on Rivonia Road.

INTERVENTIONS	GUIDELINES
1.1 Support residential densification given the areas proximity to Sandton and Rivonia and in support of the Flagship Route Strategic Public Transport Network Route on Rivonia Road.	<ul style="list-style-type: none"> • Support residential densification subject to the availability of infrastructure and services. • No further non-residential intrusion permitted in the Sub Region outside prescribed areas
1.2. Contain the node at the intersection of Alon Road and Rivonia Road.	<ul style="list-style-type: none"> • Support non-residential and high density residential development (90 du/ha) within the node that supports the development of the Flagship Public Transport Route on Rivonia Road • Support the integration of non-residential and residential development on the same erven

<p>1.3. Rivonia Road is classified as a Mobility Spine.</p>	<ul style="list-style-type: none"> • Implement the Flagship Bus Rapid Transit Route on Rivonia Road. • Ensure that Rivonia Road as well as roads that intersect Rivonia Road have pedestrian walkways in order to facilitate the Bus Rapid Transit initiative • Support residential densities of 70-90du/ha adjacent to Rivonia Road • Contain non-residential development on either side of Rivonia Road • No further direct access permitted off Rivonia Road
<p>1.4. Summit Road, Outspan Road, Kelvin Drive, South Road are classified as Mobility Roads.</p>	<ul style="list-style-type: none"> • Implement Spatial Development Framework's Strategy for Supporting an Efficient Movement System • Limit direct access off mobility roads • Support high density residential development along mobility roads (Support 30-50du/ha) • Support non-residential development at neighbourhood nodes

Plan 25: Sub Area 12 - Morningside



SUB AREA 13

**STRATHAVON, MORNINGSIDE EXTENSIONS, ATHOLL NORTH
 (ATHOLL EXTENSION 12, ATHOLL GARDENS, EASTGATE
 SANDOWN EXTENSIONS, SIMBA, STRATHAVON EXTENSIONS)**

This area is characterised by low to medium density residential development. The area is located near to the Sandton CBD as well to the industrial areas to the east and south east.

DEVELOPMENT OBJECTIVE 1

Maintain the residential nature of the Sub Area

INTERVENTIONS	GUIDELINES
1.1. Maintain the residential component of the Sub Area	<ul style="list-style-type: none"> • Contain neighbourhood nodes
1.2. Grayston Drive, South Road and Katherine Street have been identified as Mobility Roads.	<ul style="list-style-type: none"> • Support residential densification north of Grayston Drive west of Linden Street • Support residential densification along Katherine Street and South Road • No further direct access off Grayston Drive, or Katherine Street • Limit direct access off South Road
1.3. Protect the public environment	<ul style="list-style-type: none"> • Protect the Sandspruit as an integral part of the open space system • Enforce the 1:50 and 1:100 year floodline • Protect and enhance Parks and open space within existing residential areas

Plan 26: Sub Area 13 – Sandown/Strathavon

SUB AREA 14

M1 COMMERCIAL AND INDUSTRIAL AREAS
(WYNBERG, WYNBERG EXTENSIONS, WESCO PARK, KELVIN VIEW, EASTGATE, KEW INDUSTRIAL, MARLBORO NORTH, MARLBORO SOUTH, KRAMERVILLE, BARLOW PARK, STRATHAVON EXTENSION 11)

This is an established industrial and commercial area that has the potential to create employment for residents of neighbouring townships. Issues that need to be addressed to ensure that this objective becomes reality include improving the image of the industrial area by improving security, preventing illegal occupation of buildings and encouraging the development of a quality urban environment.

DEVELOPMENT OBJECTIVE

To enhance, maintain promote the Sub Area as a vibrant Industrial employment node.

INTERVENTIONS	GUIDELINES
1.1. Facilitate in improving security in the area	<ul style="list-style-type: none"> • Deploy in association with property owners and industrialists an effective and efficient security system • Adopt a zero tolerance approach in respect of illegal occupation of buildings
1.2. In Marlboro South develop high-density residential development with associated social facilities	<ul style="list-style-type: none"> • Support the provision of low income housing solutions within the Sub Area • Support high density residential development
1.3. In Marlboro South support the development of a high security Industrial Park in the polygon defined by:	<ul style="list-style-type: none"> • Support the revitalisation of the industrial/commercial function within this section of Marlboro • Minimise the impact of the Industrial/Commercial Park on the proposed residential component of the Sub Area

<p>1.5. Louis Botha Avenue/Pretoria Main Road/Eastern Service Road is identified as a mobility spine</p>	<ul style="list-style-type: none"> • Permit Industrial and commercial uses adjacent to the mobility spine • Develop and maintain the pedestrian linkage between the industrial areas, the public transport facilities and Alexandra • Develop and maintain the pedestrian linkage between Alexandra and the Johannesburg Central Business District • Ensure provision of adequate public transport facilities • The use of erven for Industrial purposes will be permitted on the eastern extent of Louis Botha/ Pretoria Main Road
<p>1.6. Arkwright Avenue, Katherine Street, Marlboro Drive, Ninth Road, South Road and Wynberg Road are mobility roads</p>	<ul style="list-style-type: none"> • No further direct access to erven is permitted off these roads • These mobility roads are identified as critical-east west mobility roads • Ensure that limited access is permitted off London Road and that this access be controlled by traffic robots • Mobility on Marlboro Drive will be impaired by the construction of the Gautrain Project • Support industrial and commercial uses adjacent to Marlboro Drive • Permit non-residential activities along the eastern extent of Katherine Street • On the Ninth Road and Canning Road permit: <ul style="list-style-type: none"> • Mixed Use - light industry commercial and residential (30-50du/ah) along the northern extent • Residential densification on the southern extent (support 30-50du/ha)
<p>1.7. Protect the public environment</p>	<ul style="list-style-type: none"> • Protect existing open space from: <ul style="list-style-type: none"> ▪ Illegal dumping ▪ Land invasions • Protect and retain Innesfree Park as an important open space

Plan 27: Sub Area 14 – M1 Commercial



SUB AREA 15

**KELVIN / MARLBORO GARDENS
(KELVIN AND MARLBORO GARDENS)**

These are established residential areas adjacent to industrial and commercial uses to the west and Alexandra to the south and east. The development of the Gautrain Rapid Railway, the Marlboro Station and the proposed Frankenwald development on the Farm Bergvalei will impact on these residential areas.

DEVELOPMENT OBJECTIVE

To retain this Sub Area as a sustainable residential neighbourhood.

INTERVENTIONS	GUIDELINES
1.1. Promote residential densification	<ul style="list-style-type: none"> • Support 80-100 du/ha east of Zinnia Drive • Support 200 du/ha between Marlboro drive and the Gautrain Rapid Railway line • Support 80 du/ha on stands 40 and 232 Marlboro Gardens Ext 1
1.2. Contain non-residential development to existing neighbouring nodes and industrial areas.	<ul style="list-style-type: none"> • Implement the Spatial Development Framework Strategy for ensuring strong viable nodes • Home Enterprises can be permitted in appropriate locations to serve as a transition zone between residential and non-residential land uses.
1.3. Eastern Service Road / Old Pretoria Main Road has been classified as a Mobility Spine.	<ul style="list-style-type: none"> • No direct access to even off the Eastern Service Road/Old Pretoria Main Road without traffic robots (Apply Functional Road Classification System)

<p>1.4. Marlboro Drive has been classified as a Mobility Road.</p>	<ul style="list-style-type: none"> • Marlboro Drive is identified as a critical east-west movement route (Apply Functional Road Classification System) • Support high density residential development adjacent to Marlboro Drive where feasible in the light of the Gautrain Rapid Rail development. Support 30-50du/ha. See section 1.1 • Mobility on Marlboro Drive will be impaired by the construction of the Gautrain Project
<p>1.3. Protect the Public Environment</p>	<ul style="list-style-type: none"> • Protect existing parks and public open space within the Sub Area • Enhance and support appropriate safety and security measures for the Sub Area

Plan 28: Sub Area 15 – Kelvin / Marlboro Gardens



SUB AREA 16

ALEXANDRA / FARM BERGVALEI

(OLD ALEXANDRA, FAR EAST BANK, FARM BERGVALEI (FRANKENWALD) AND FARM WATERVAL, RIVER PARK)

This predominantly low residential income area is receiving direct intervention through the Alexandra Renewal Project. The aim is to maximise economic opportunities and provide an acceptable living environment.

DEVELOPMENT OBJECTIVE

To reinstate Alexandra as a viable and sustainable residential suburb and to integrate the area with the rest of the City through the redevelopment of the transportation system and the construction of the Gautrain Rapid Rail Link.

INTERVENTIONS	GUIDELINES
1.1. Promote the development of Farm Bergvalei (Frankenwald)(Buccleugh ext 2) as a mixed-use township (high tech industry / commercial and residential) favouring appropriate density residential township development for a variety of housing typologies and tenure	<ul style="list-style-type: none"> • Construct 3000 Social housing units in Buccleugh Ext 2 • Apply densities of up to 200 dwelling units/ ha on Buccleugh Ext 2 • Delivery of land, infrastructure and housing to occur in accordance with the Memorandum of Understanding between the Province, Council and landowner
1.2. Eradicate Informal Settlements	<ul style="list-style-type: none"> • Apply Alexandra Renewal Project Housing Strategy
1.3. Relocate people living in life threatening, stressful conditions and unsafe structures to suitable areas within the vicinity of Alexandra	<ul style="list-style-type: none"> • Relocate the families from Sejwetla Informal Settlement, the tributaries of the Jukskei River, proposed school sites and backyard shacks. • Provide the necessary infrastructure and social services
1.4. Develop remaining portions of available land in the vicinity of Alexandra as residential township for low income earners (Far East Bank Extension 7, 9,10 and Stands 3359, 3360 and River Park).	<ul style="list-style-type: none"> • In accordance with the new housing subsidy mechanisms and the Alexandra Renewal Project's Housing Strategy • Develop subsidy and affordable rental housing • Apply densities of 70-250 du/ha
1.5. Upgrade existing hostels into sustainable accommodation	<ul style="list-style-type: none"> • Redevelop or convert Nobhule, M1 and Helen Joseph Hostels

1.6. Promote commercial/industrial development along the western side of the N3 on the Farm Bergvalei (Frankenwald)	
1.7. Re-develop Alexandra by means of a variety of housing typologies on an incremental basis	<ul style="list-style-type: none"> • Implement the Alexandra Spatial Development Framework • Formalise townships • Assessment of redevelopment area in terms of: <ul style="list-style-type: none"> ▪ Usability of existing infrastructure and housing. ▪ Heritage possibilities. ▪ Occupancy profile
1.8. Support the development of a district node focused on the Gautrain Station to be constructed on Marlboro Drive	<ul style="list-style-type: none"> • Apply Gautrain Station Functional Guidelines • Support the development of a public transport interchange at the Marlboro Station • Integrate the Gautrain public transport feeder network with the City's Rea Vaya initiative • Implement the Spatial Development Framework Strategy for ensuring strong viable nodes • Draft and finalise the Marlboro Station UDF • Support high density residential development within the node • Support office and retail development
1.9. Construct the development of the Gautrain Rapid Railway through the Sub Area	
1.10. Marlboro Drive and London Road have been classified as Mobility Roads	<ul style="list-style-type: none"> • Marlboro Drive and London Road are identified as part of critical east-west movement routes • Mobility on Marlboro Drive will be impaired by the construction of the Gautrain Project • Ensure that limited access is permitted off London Road and that this access be controlled by traffic robots • No further access to be permitted off Marlboro Drive • Improve pedestrian safety along London Road and Marlboro Drive
1.11. Upgrade and improve the following routes to increase linkages and integration thus reducing isolation of Alexandra	<ul style="list-style-type: none"> • Vasco da Gama – Far East Bank Drive. (Complete construction of road) • London Road – Wynberg • Grayston Drive/ Watt Avenue/ Roosevelt Road • Corlett Drive –Ninth Road • Wynberg - Canning Road.

<p>1.12. Promote public transport to improve access to employment and other urban opportunities for Alexandra residents.</p>	<ul style="list-style-type: none"> • Improve pedestrian access within Alexandra and between Alexandra and the neighbouring townships
<p>1.1. Implement Resource Conservation:</p> <ul style="list-style-type: none"> • Promote the establishment of buy-back centres for recyclable materials. 	<ul style="list-style-type: none"> • Apply Alexandra Environmental Study
<p>1.13. Address the lack of open spaces in Alexandra by creating public open spaces throughout Alexandra and the Far East Bank</p>	<ul style="list-style-type: none"> • In accordance with the Greater Alexandra Renewal Project Development Framework • Johannesburg Metropolitan Open Space System

Plan 29: Sub Area 16 – Alexandra/ Farm Bergvalei

SUB AREA 17

LINBRO BUSINESS PARK
(FRANKENWALD/ FRANKENWALD EXTENSIONS)

This high quality business park is currently outside the broader urban fabric. It does however have good access to the N3 highway and is situated between Sandton, Kempton Park and Johannesburg International Airport.

DEVELOPMENT OBJECTIVE

To consolidate the non-residential development along the N3.

INTERVENTIONS	GUIDELINES
1.1. Improve accessibility to the sub-area	<ul style="list-style-type: none"> • Encourage the construction of K-113; Extending Marlboro Drive (K232) eastwards to link with the proposed K-113 and K-115 • Construct the Gautrain Rapid Rail Link and Marlboro Station node. • Upgrade the N3 interchanges at London Road and Marlboro Drive. • Ensure that public transport facilities are provided at commercial developments to ensure that people may access these employment opportunities • Construct a secure pedestrian link between Marlboro Station and commercial developments in Frankenwald Township
1.4. Contribute to improving security in the area	<ul style="list-style-type: none"> • Deploy in association with property owners and industrialists an effective and efficient security system
1.5. Contain industrial and commercial development to the Business Park's current footprint	<ul style="list-style-type: none"> • Complete construction on remaining vacant erven. • Ensure that the Sub Area is included in the Marlboro Station Precinct

Plan 30: Sub Area 17 – Linbro Business Park

SUB AREA 18

**LINBRO PARK AGRICULTURAL HOLDINGS, MODDERFONTEIN AGRICULTURAL HOLDINGS, LINBRO PARK LANDFILL
(LINBRO PARK A/H, MODDERFONTEIN A/H, FARM LOMBARDY)**

This Sub Area is currently outside the broader urban system. It has good access to the N3 Highway and is situated between Sandton, Kempton Park and Johannesburg International Airport. The Sub Area is currently occupied by agriculture holdings and is the site of a landfill that is currently being rehabilitated.

DEVELOPMENT OBJECTIVE

Develop Linbro Park Agricultural Holdings and the Modderfontein Agricultural Holdings as a sustainable human settlement.

INTERVENTIONS	GUIDELINES
1.1. Support applications for the division of land and for second dwellings on agricultural holdings until a consolidated precinct plan has been adopted for the Sub Area	Apply the City Growth and Development Strategy and Spatial Development Framework
1.2. Improve accessibility to the Sub-Area	<ul style="list-style-type: none"> • Encourage the construction of K-113; the construction of the PWV3 as an extension of London Road; and extending Marlboro Drive (K232) eastwards to link with the proposed K-113 and K-115 • Construct the Gautrain Rapid Rail Link and Marlboro Station node. • Upgrade the N3 interchanges at London Road and Marlboro Drive. • Ensure that public transport facilities are provided at commercial developments to ensure that residents from Alexandra may access these employment opportunities
1.3. Support the rehabilitation and development of a recreational/ educational facility on the Linbro Park Landfill Site, to complement the Modderfontein Conservation Area.	<ul style="list-style-type: none"> • Apply the Linbro Park Landfill Site Permit Conditions. • Comply with NEMA regulations for environmental management and compliance.

Plan 31: Sub Area 18 – Linbro Park and Modderfontein Agricultural Holdings

SUB AREA 19

AECI MODDERFONTEIN
(EDENVALE EXTENSION 1, FOUNDERS VIEW, FOUNDERS HILL, FARM KLIPFONTEIN, FARM MODDERFONTEIN, GREENSTONE HILL EXTENSIONS, GREENSTONE PARK, LAKESIDE, PINELANDS, SEBENZA EXTENSION 6, THORNHILL AND WESTFIELD)

This Sub Area is in the process of being integrated into the broader urban system. It has good access to the N3 highway and is situated between Sandton, Kempton Park and Johannesburg International Airport. The construction of the Gautrain Rapid Rail link through the Sub Area and the development of the Marlboro Station will act as a catalyst for the development of the area. The Sub Area is one of last remaining vacant tracts of land in the City. It is therefore critical that it be developed as a sustainable human settlement.

DEVELOPMENT OBJECTIVE 1

Develop a high quality, sustainable human settlement

INTERVENTIONS	GUIDELINES
1.1 Allow appropriate density development in accordance with market demand for:	<ul style="list-style-type: none"> • Land south of Modderfontein Road, matching economic level of Dower Glen and Marais Steyn Park • On land immediately north of Modderfontein Road, matching the economic level of Lakeside and Thornhill
1.2. Address the need for low and low to middle income housing in the Region	<ul style="list-style-type: none"> • Promote the development of social housing at West Lake east of Linbro Park • Promote the development of low-income to middle income bonded housing with associated social facilities at Highlands on Allandale Road • Implement the guidelines pertaining to the provision of inclusionary housing in terms of the Breaking New Ground Policy on the Modderfontein Property
1.3. Support non-residential development within parts of the Sub Area	<ul style="list-style-type: none"> • Support the redevelopment and consolidation of the existing AECI factory and associated industrial areas

<p>1.4. Open up the area for development by the construction of a number of critical mobility roads through the Sub Area.</p>	<ul style="list-style-type: none"> • Construct the K60 / K111 / K113/ PWV 3/ K115/ K232
<p>1.5 Modderfontein Road has been classified as a Mobility Road.</p>	<ul style="list-style-type: none"> • Support residential development along Modderfontein Road. Promote medium to high density residential (40-80 du/ha) • Support the consolidation of existing non-residential uses • No further access to be allowed to erven off Modderfontein unless controlled by a traffic robot • Modderfontein Road is a proposed route on the Strategic Public Transport Network
<p>1.6 Construct the railway line through the Region</p>	<ul style="list-style-type: none"> • Implement the Gautrain Rapid Rail Project
<p>1.7 Protect the public environment</p>	<ul style="list-style-type: none"> • Enhance and protect the Modderfontein Conservation Area • Protect Red data species that may occur within the Sub Area • Development must take cognisance of environmentally sensitive areas in the Sub Area

Plan 32: Sub Area 19 – Farm Modderfontein

SUB AREA 20

SANDTON BUSINESS DISTRICT
(CHISLEHURSTON, DENNEHOF, EASTGATE EXT 20, INANDA EXTENSION 1, SANDOWN, SANDOWN EXTENSIONS, SANDHURST, STRAHAVON EXTENSIONS, WIERDA VALLEY)

This Sub Area is a critical financial and commercial metropolitan node in the City of Johannesburg.

DEVELOPMENT OBJECTIVE

To retain, enhance and redevelop this Metropolitan Node as a critical financial and commercial node.

INTERVENTIONS	GUIDELINES
<p>1.1 Improve and maintain a high level of functionality and accessibility to and within the Sub Area:</p> <ul style="list-style-type: none"> • Construct the Gautrain Station on Rivonia Road between 5th Street and West Street • Construct the Gautrain Rapid Rail Link and implement its feeder and distribution system • Implement the Bus Feeder and Distribution System • Implement the Flagship Bus Rapid Transit (BRT) route in Sandton • Implement a pedestrian system in Sandton focused on linking the Gautrain Station and BRT to existing residential areas in the Sandton node 	<ul style="list-style-type: none"> • Implement the Integrated Transportation Plan • Consider the design and implementation of a local internal nodal vehicular mobility system for the Sub Area to enable rapid access between activity areas within the node • Optimise current road infrastructure capacity by supporting a range of mechanisms (e.g. parking restrictions, flexitime, ride-share programmes etc.) • Integrate the BRT Network with the Gautrain Station and the Gautrain Feeder and Distribution System • Implement the provision of temporary public transport parking facilities for the duration of the construction of the Gautrain Station for both taxis and buses • In the development of the pedestrian system attention must be paid to promoting investment in public spaces (pavements, street furniture, signage and public art)
<p>1.2 Rivonia Road is a Mobility Spine</p>	<ul style="list-style-type: none"> • Mobility on Rivonia Road through the Sub Area will be severely affected during the construction of the Gautrain Rapid Rail link • Direct access to and from erven off Rivonia Road to be limited • Rivonia Road forms part of the Flagship Bus Rapid Transit network

	<ul style="list-style-type: none"> Investment in public transport facilities to support the implementation of the Flagship Bus Rapid Transit Route (e.g. street furniture, dedicated public lanes and pedestrian safety measures.)
1.3 Katherine Street, Sandton Drive and Grayston Drive are Mobility Roads.	<ul style="list-style-type: none"> Support non-residential and residential intensification along the mobility roads in the Sub Area Direct access to erven off Sandton Drive to be limited and controlled by traffic robots Direct access to erven off Katherine Street to be limited Grayston Drive is a critical east-west mobility road. Limited access to be permitted off Grayston Drive Sandton Drive and Grayston Drive form part of the proposed Flagship Bus Rapid Transit Route
1.4 Contain non-residential development within the Sub Area	<ul style="list-style-type: none"> The area between Sandton Drive, Grayston Drive and Rivonia Road is an area for the development of high intensity non-residential and residential activity (Support +200 du/ha and +20 storeys) Outside of these parameters support high non-residential and residential development (100-200du/ha and a maximum of 20 storeys) Promote low intensity office Development in Wierda Valley, Dennehof, Inanda and Sandown south of Katherine Street with a maximum of four storeys Promote intensification of non-residential development Promote redevelopment, refurbishment and maintenance of high quality office space
1.5 Encourage high density residential development within the Sub Area	<ul style="list-style-type: none"> Promote high density residential development to support the Gautrain Rapid Rail Link and BRT where infrastructure, access and design allow (Support +200 du/ha and +20 storeys) Promote residential densities of between 50-100 du/h ha in Wierda Valley, Dennehof, Inanda, and Chislehurst south of Katherine Street where infrastructure, access and design allow Improve residential mix by encouraging the provision of residential accommodation for a range of user groups and income levels
1.6 Promote design excellence within the Sub Area	<ul style="list-style-type: none"> Improve accessibility by creating positive environmental conditions along mobility routes and pedestrian walkways to strengthen the use of these movement

	<p>routes</p> <ul style="list-style-type: none"> • Locate buildings close to the street, increase pedestrian activity and reduce pedestrian isolation and ensure easy access to public transport • Enhance structural linkages between precincts within the node • Ensure that the design of buildings contribute towards the public space • Improve legibility by creating pedestrian friendly environments and reinforcing gateways and landmarks • Manage and plan the transitional space between public and private space • Undertake specific interventions to improve the pedestrian experience of Maude Street, West Street, West Road, Rivonia Road Grayston Drive, Gwen Lane, Daisy Street and Fifth Street • Develop open spaces for social interaction and link a system of public open spaces to support higher residential densities • Upgrade pedestrian linkage between Alexandra and Sandton
<p>1.7 Protect public spaces and create walkways that are visually exciting and vibrant.</p> <ul style="list-style-type: none"> • Provide places of relaxation in pedestrian spaces. • Develop new private and public open spaces within the Sub Area. 	<ul style="list-style-type: none"> • Use trees and enclosures to create a human scale • Mushroom Farm Park is to be rehabilitated to its former open space function once the Gautrain Rapid Rail Link activities are completed in Sandton • Implement Johannesburg Open Space System

PLAN NO. 33: Sub Area 20 - Sandton

SUB AREA 21

MELROSE NORTH, ATHOLL, WAVERLEY, BRAMLEY

(ATHOLL, ATHOLL GARDENS, ATHOLHURST, BIRNAM, BRAMLEY, BRAMLEY GARDENS, BRAMLEY NORTH, BRAMLEY NORTH EXTENSION 1, BRAMLEY PARK, ELTON HILL, ELTON HILL EXT. 3, FAIRWAY, GLEN ATHOLL, GLEN ATHOLL EXTENSION 1, GRESSWOLD, HIGHLANDS NORTH, ILLOVO EXTENSION 1, ILLOVO, INANDA, KENTVIEW, MELROSE NORTH, RAUMARAIS PARK, SANDOWN, SAVOY ESTATE, WANDERERS, WAVERLEY, WIERDA VALLEY, WINSTON RIDGE, WYNBERG)

This large Sub Area consists of a variety of residential types. The district node of Melrose Arch and its surrounds, a small portion of Illovo District Node, as well as the Wanderers Sports Node fall within the Sub Area. The Sub Area is also adjacent to the Sandton and Illovo nodes. North/South mobility is facilitated by the M1 Highway, Rivonia Road and Louis Botha Mobility Spine. The critical east/west mobility roads in the Sub Area are Corlett Drive, Glenhove Road, Pretoria Avenue, Woodyatt Avenue, Atholl Road, Northview Road and Johannesburg Road.

It is acknowledged that there are areas within the City that are presently experiencing infrastructure constraints. This Sub Area is one such area. Therefore, the guidelines for the Sub Area are as follows:

- **Unless the relevant Municipal Entity or Core Department can verify the availability of infrastructure and/or services, applications for the intensification and/or change of use will not be supported**
- **Upon provision of adequate infrastructure and/or services, the provisions of the strategies within the Spatial Development Framework namely: Supporting an Efficient Movement System; Ensuring Strong Viable Nodes; Supporting Sustainable Environmental Management; Initiating and Implementing Corridor Development; Increased Densification of Strategic Locations shall apply**

DEVELOPMENT OBJECTIVE

To retain and enhance the residential character and ambience of this Sub Area by managing non-residential development.

INTERVENTIONS	GUIDELINES
1.1. Implement the Precinct Plan for the Melrose/Waverley District Node	<ul style="list-style-type: none"> • Contain the non-residential uses within the Melrose Node as per the Melrose/Waverley Node Precinct Plan. • Contain the node within its existing boundaries.

<p>1.2 Support the development and enhancement of the Illovo District Node</p>	<ul style="list-style-type: none"> • Support high density residential and non-residential densification within the node • Developments must be integrated with pedestrian and public transport routes
<p>1.3. Support the redevelopment and management of the Balfour/Highlands North District Node</p>	<ul style="list-style-type: none"> • Develop adequate facilities for taxis and buses • Facilitate the integration of the node with the future Strategic Public Transport Network route on Louis Botha and Atholl Road • Promote non-residential intensification • Support an F.A.R of 0.4 for offices and retail uses on erven on the western and southern boundaries of the node
<p>1.4 Support Strategic residential densification and mixed-use development</p>	<ul style="list-style-type: none"> • Support of applications for residential densification or non-residential development is dependent on the availability of infrastructure and services • Due to the proximity of the wedge (formed by Glen Road, Andries Street South, M1) to Alexandra and Wynberg, and the presence of prominent tertiary and secondary institutions, promote the wedge for mixed-use land uses favouring institutional (educational) and high density residential (20-70du/ha). • Support high-density residential and in the triangle formed by Corlett Drive, Atholl-Oaklands Road and the park strip south of Lymington Avenue (Support 20-90du/ha) • Support medium density residential (20-90 du/ha) development in the vicinity of Balfour Park/Highlands North Node.

<p>1.5 Manage densification of Illovo, Illovo Extension 2, Inanda and part of Atholl, including Atholl Extension 4 and Extension 9.</p>	<ul style="list-style-type: none"> • The western extent of First Avenue Illovo, between Otto Road and Boundary Road: 20 dwelling units per hectare • East of First Avenue, Illovo between Otto Street and St David's College: 15 dwelling units per hectare. • Support 10 du/ha on either side of Central Avenue • Support 20 du/ha on the portion of Otto Street that falls within the Sub Area • Support 20du/ha west of First Street • A residential density of 7 du/ha will be applicable to the remaining erven in the aforementioned townships
<p>1.6. Louis Botha Avenue is classified as a Mobility Spine.</p>	<ul style="list-style-type: none"> • No further direct access to be permitted off Louis Botha Avenue • Develop and maintain the pedestrian linkage between Alexandra and the Johannesburg Central Business District • Support High Density residential densification (50-70du/ha) between Berkswell and the southern extent of Waverley Road (support the consolidation of erven) • Support high density residential development (50 -70du/ha) on the western extent of the service road west of Louis Botha Drive from north of Berkswell Road to the Balfour Park/Highlands North Node • Support the redevelopment of the Capri Shopping Centre, in Savoy Estate while containing the neighbourhood node to its existing parameters. Contain other non-residential developments so as to minimise the impact on the residential amenity • Contain non-residential development to the first row of erven along the eastern extent of Louis Botha between 10th Road and the northern extent of Berkswell Road • Contain non-residential development to the first row of erven along the western extent of Louis Botha between Eden Road and Silwood Road

<p>1.7. Atholl-Oaklands Road, Athol Street, Northview Road, Scott Street, Corlett Drive are classified as mobility roads.</p>	<ul style="list-style-type: none"> • Athol Street, Northview Road, and Corlett Drive are critical east-west mobility roads. Mobility along these roads must be enhanced and protected • No further direct access beyond existing access to be permitted, from the critical east-west mobility roads in question • Traffic calming measures must not impede mobility along the critical east-west mobility roads • Support Home Enterprises on Corlett Drive: <ul style="list-style-type: none"> ▪ On the northern extent of Corlett Drive between Homestead Road and Louis Botha Avenue ▪ On the southern extent of Corlett Drive between Louis Botha Avenue and Scott Street ▪ Or support higher density residential development (30-50du/ha) along the extent of Corlett Drive between Louis Botha Avenue and the M1 • Support higher density residential on Atholl-Oaklands Road, Athol Street, Northview Road and Scott Street (30-50du/ha) • Apply Melrose/Waverley Precinct Plan on Scott Street where relevant
<p>1.8 Develop the Wanderers Sports Node as an international sports facility</p>	<ul style="list-style-type: none"> • Ensure adequate parking on site in order to minimise the impact of the node on the mobility function of Corlett Drive • Ensure adequate provision for public transport • Ensure that uses within the node compliment and reinforce the sports function of the node
<p>1.9 Protect the Public Environment</p>	<ul style="list-style-type: none"> • No further non-residential or residential land uses will be supported on Inanda Club • Protect the open space along the Sandspruit and its tributaries, and enforce the 1:50 and 1:100 year floodline • Protect and enhance Parks within the Sub Area

Plan 34: Sub Area 21 – Atholl/ Bramley

PLAN NO. 35: MELROSE/WAVERLEY NODE PRECINCT PLAN

Plan 36: Illovo Node

PLAN 37: WANDERERS NODE

SUB AREA 22

LOMBARDY EAST, KEW, SUNNINGDALE SUNNINGDALE, GLENHAZEL

(BRAMLEY GARDENS, BRAMLEY MANOR, BRAMLEY VIEW, BRAMLEY VIEW EXTENSIONS, CASEY PARK, CORLETT GARDENS, CRYSTAL GARDENS AGRICULTURAL HOLDING, DUNHILL, DUNSERVEN, FAIRMOUNT, FAIRMOUNT RIDGE, FAIRVALE, FORMAIN, GLENHAZEL, GLENKAY, GLENSAN, KEW, LOMBARDY EAST, LOMBARDY WEST, LYNDHURST, REMBRANDT PARK, REMBRANDT RIDGE, SAPPERS HAVEN, SILVAMONTE, SUNNINGDALE, SUNNINGDALE EXTS, SUNNINGDALE RIDGE, TALBOTON, VIEW CREST, WHITNEY GARDENS AND WHITNEY GARDENS EXTENSIONS)

This Sub Area is characterised by established residential townships.

DEVELOPMENT OBJECTIVE

To retain this Sub Area as a viable residential area.

INTERVENTIONS	GUIDELINES
1.1. Support densification of Rembrandt Park	<ul style="list-style-type: none"> • Support 40-60du/ha around neighbourhood nodes in Rembrandt Park • Support 15-30 du/ha in the remainder of Rembrandt Park • Support a range of housing typologies • Support the consolidation of erven to facilitate high density residential development
1.2. Support densification in Lombardy East	<ul style="list-style-type: none"> • Support densification north of Victoria Road (40-120du/ha) • Support the development of rental housing on the land between the 1:100 year floodline/s of the Jukskei and its tributary and Shakespeare Road
1.3. Support residential densification in Glenhazel, Sunningdale, Sunningdale Exts and Sunningdale Ridge Exts Township subject to infrastructure availability.	<ul style="list-style-type: none"> • Support 20du/ha in Glenhazel with a minimum erf size of 500 square metres. (A 2% deviation on 500 square metres will be permitted.) • Support 15du/ha in Sunningdale, Sunningdale Exts and Sunningdale Ridge

<p>1.4. Support residential densification in and around existing neighbourhood nodes in accordance with infrastructure capacity:</p>	<ul style="list-style-type: none"> • Support residential densities between 25 du/ha and 50 du/ha
<p>1.5. Consolidate and contain neighbourhood nodes</p>	<ul style="list-style-type: none"> • Support non-residential development within neighbourhood nodes • Support high density residential within the neighbourhood nodes 40-60du/ha
<p>1.6. The following roads are classified as Mobility Roads:</p> <ul style="list-style-type: none"> • Avon Road (Between Leigh Avenue and Ridge Road) • 9th Road, Kew • Canning Road • Durham Street • George Avenue • Johannesburg Road • London Road • Main Road, Lombardy East (Between Shakespeare Road and Wordsworth Road) • Modderfontein Road • Northfield Avenue • Pretoria Road, Lyndhurst • Swemmer Road (Between Ridge Road and George Avenue) • Wordsworth Road (Between Main Road, Lombardy East, and Modderfontein Road) 	<ul style="list-style-type: none"> • Apply the Spatial Development Framework's, Supporting an Efficient Movement System Strategy • These roads are critical east/west mobility roads • Support higher density Residential development adjacent to identified Mobility Roads (Support 30-50du/ha) • Non-residential development along mobility roads is to be confined to neighbourhood nodes • No further access to erven will be permitted off critical east-west mobility roads • Support non-residential development on the first three erven on either extent of Ninth Road, Kew at the intersection with Louis Botha Avenue
<p>1.7. Protect the Public Environment</p>	<ul style="list-style-type: none"> • Enhance the Jukskei and the tributaries of the Jukskei River as public open space and enforce the 1:50 and 1:100 year floodline. • Protect existing parks and public open space within the Sub Area

Plan 38: Sub Area 22 – Glenhazel, Kew, Lombardy East



SUB AREA 23

**LONGMEADOW
(LONGMEADOW BUSINESS ESTATES/ LONGMEADOW BUSINESS ESTATES
EXTENSIONS)**

Longmeadow, located east of the N3 freeway, is an industrial and commercial node.

DEVELOPMENT OBJECTIVE

To retain and enhance as a vibrant quality industrial/commercial node.

INTERVENTIONS	GUIDELINES
1.1. Apply zero tolerance to the development and management of the Sub Area:	<ul style="list-style-type: none"> • Prevent: <ul style="list-style-type: none"> ▪ Illegal land uses ▪ Land invasions ▪ Environmental degradation in general, • Confine industrial and related uses to the Sub Area
1.6. Modderfontein Road is classified as a Mobility Road.	<ul style="list-style-type: none"> • Ensure accessibility and convenience to the Sub Area • No further direct access permitted from Modderfontein Road unless controlled by a traffic robot
1.7. Promote accessibility to the area	<ul style="list-style-type: none"> • Construct route K113 and the PWV3

Plan 39: Sub Area 23 – Longmeadow Estate

SUB AREA 24

PARKWOOD, SAXONWOLD

(PARKWOOD, SAXONWOLD)

Older residential suburbs varying from low to medium density in nature characterise this Sub Area. The key mobility spines/roads in the Sub Area are Oxford Road, Jan Smuts Avenue and Chester Road.

DEVELOPMENT OBJECTIVE

To retain and enhance the residential character while maintaining the mobility function through the Sub Area, and containing existing nodes.

INTERVENTIONS	GUIDELINES
1.1. Contain non-residential development to existing neighbourhood nodes and to the Rosebank Node	<ul style="list-style-type: none"> • Offices with a FAR of 0.3, and/or high density residential development (70du/ha) will be supported on the southern extent of Bolton Road • Rosebank is identified as a Regional Node

<p>1.2. Jan Smuts Avenue and Oxford Road have been identified as Mobility Spines</p>	<ul style="list-style-type: none"> • A six metre right of way servitude is required on the western extent of Oxford Road between Riviera Road and Bristol Road. No direct access permitted off Oxford Road between Riviera Road and Bristol Road • A 3m and 6m right of way servitude is required on either side of Jan Smuts Avenue • No direct access permitted off Jan Smuts Avenue between Welles Road and Bolton Road • Permit high density residential development along Jan Smuts Avenue (50-70du/ha) and Oxford Road (70-90du/ha) • Permit offices in existing structures along the mobility spines where the structures are in keeping with the South African Heritage and Resource Agency regulations • Oxford Road is part of the flagship Bus Rapid Transit Route
<p>1.3. Bolton Road, Chester Road, Eastwold Way, Lower Park Drive and Upper Park Drive have been classified as Mobility Roads.</p>	<ul style="list-style-type: none"> • Support high density residential along mobility roads (30-50du/ha) • Chester Road is a critical east-west mobility road • Support Small-Medium Home enterprises, high density residential (30-50du/ha) along the southern extent of Chester Road, between Cardigan Road and Torquay Road in Parkwood • No further access to be permitted off Chester Road • Bolton Road is a critical east-west mobility road a • No direct access permitted off Bolton Road to service erven. • Support non-residential or high density residential development (30-50du/ha) either side of Bolton Road
<p>1.4. Protect and improve the Public Environment</p>	<ul style="list-style-type: none"> • Maintain and enhance the Johannesburg Zoo as a critical recreation, education and research facility • Maintain and enhance Zoo Lake and its facilities as an important recreational open space • Protect and enhance the remaining Parks within the Sub Area

Plan 40: Sub Area 24 – Parkwood, Saxonwold

SUB AREA 25

HOUGHTON / ORCHARDS / OAKLANDS / MELROSE / KILLARNEY / RIVIERA

(ABBOTSFORD, BELLEVUE, BIRDAVEN, HOUGHTON ESTATE, KILLARNEY, MELROSE, MELROSE ESTATE, MOUNTAIN VIEW, OAKLANDS, ORCHARDS RIVIERA)

Older residential suburbs varying from low to high density in nature characterise the area. Sections of the area have been negatively impacted upon by the decline experienced within the Central Business District. Part of the Rosebank Regional node is located within the Sub Area. The area will be directly impacted upon by the construction of the Gautrain Rapid Rail Link Station at Rosebank and the construction of Flagship Bus Rapid Transit Route on Oxford Road. The district node of Killarney falls within the Sub Area.

It is acknowledged that there are areas within the City that are presently experiencing infrastructure constraints. This Sub Area is one such area. Therefore, the guidelines for the Sub Area are as follows:

- **Unless the relevant Municipal Entity or Core Department can verify the availability of infrastructure and/or services, applications for the intensification and/or change of use will not be supported**
- **Upon provision of adequate infrastructure and/or services, the provisions of the strategies within the Spatial Development Framework namely: Supporting an Efficient Movement System; Ensuring Strong Viable Nodes; Supporting Sustainable Environmental Management; Initiating and Implementing Corridor Development; Increased Densification of Strategic Locations shall apply**

DEVELOPMENT OBJECTIVE 1

Protect the residential character and ambience of the Sub Area while encouraging residential densification in support of Gautrain Rapid Rail Link Station at Rosebank

INTERVENTIONS	GUIDELINES
<p>1.1. Louis Botha Avenue and Oxford Road have been classified as Mobility Spines.</p>	<ul style="list-style-type: none"> • Support Home Enterprises on erven adjacent to Louis Botha Avenue • Intensify and promote higher density residential development on Louis Botha Avenue (50-70du/ha). Support 30-50 du/ha on erven immediately behind these erven subject to an assessment of site specific circumstances • No direct access permitted off Oxford Road between Riviera Road and Bristol Road • Oxford Road is part of the flagship Bus Rapid Transit route • Louis Botha Avenue is a proposed Strategic Public Transport Route in terms of the Rea Vaya Initiative

<p>1.2. The following roads have been identified as Mobility Roads:</p> <ul style="list-style-type: none"> • Atholl-Oaklands Road, • Central Street • Glenhove Road • Louis Road • Pretoria Street • Riviera Road • Scott Street • West Street • 1st Avenue (Houghton) • 11th Avenue Houghton 	<ul style="list-style-type: none"> • Glenhove Road, Woodyatt, Eleventh Avenue Houghton and Ivy Road are critical east-west mobility roads • No further direct access to be permitted off the critical east-west mobility roads • Limit direct access off Riviera Road, Louis Road, First Avenue Houghton • Contain existing non-residential development at neighbourhood nodes along these mobility roads Support high density residential development (30-50du/ha) along these mobility roads excluding Central and West Street • Glenhove Road, Woodyatt, Eleventh Avenue (Houghton) and Ivy Road are proposed Strategic Public Transport routes in terms of the Rea Vaya Initiative • In Houghton, non-residential land uses will be supported on properties West of Central Street and West Street and east of the M1 Motorway. These developments need to be in line with the scale and character of the existing approved non-residential rights. • East of Central Street and West Street, and to the West of the M1 Motorway, residential land uses will be supported at a density of 20 du/ha
<p>1.3. Implement the Upper Houghton Neighbourhood Development Framework (prepared on behalf of the Upper Houghton Association by Paul Hanger March 1999)</p>	<ul style="list-style-type: none"> • Retain and preserve the significant architectural and green environmental features of the area in collaboration with the community and the South African Heritage and Resource Agency • Support 40-80 du/ha adjacent to Louis Botha Avenue
<p>1.4. Protect and enhance the Abbotsford township</p>	<ul style="list-style-type: none"> • Support a density of 10du/ha with a minimum erf size of 1000m² • Support 40 du/ha on the interface with Scott Street • No direct access is permitted off Scott Street

<p>1.5. The following general development Guidelines relate to residential densification in Melrose, Birdhaven and Houghton Estate</p>	<ul style="list-style-type: none">• In the case of Sub Division, Mature trees must be retained.• No signage is permitted within these townships unless it is terms of Outdoor Advertising bylaws.• Road access to erven must be to the satisfaction of City of Johannesburg• No non-residential intrusion is permitted into predominantly residential areas• Apply design guidelines (see SDF) in assessing applications relating to Melrose, Birdhaven and Houghton Estate• In Melrose non-residential development is to be contained west of Tottenham Avenue and north of North Road and within the existing neighbourhood node
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<p>1.6. The following Guidelines relate to Lower Houghton:</p>	<ul style="list-style-type: none"> • 40 du/ha will be supported adjacent to 11th Avenue • 20 du/ha will be supported on the northern extent of 1st Avenue. 10 du/ha will be supported on the southern extent of 1st Street • 10 du/ha will be supported adjacent to Houghton Drive • 8du/ha will be supported in the residential core of Houghton Estate including those erven not affected by other density guidelines pertaining to Houghton Estate • High density residential development (50-70 du/ha) with a maximum of three storeys will be supported in the triangle formed by Glenhove Road, Eighth Street Houghton Estate and Oxford Road in support of the Gautrain Station and the Strategic Public Transport: <ul style="list-style-type: none"> ▪ Where land assembly occurs a residential density of 80-100 du/ha with a maximum height of 4 storeys will be considered. ▪ A density of 120 du/ha will be considered on the intersection of Glenhove Road and Oxford Road with a maximum of four storeys. ▪ A density of 20 du/ha will be considered on the western extent of seventh Street.
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<p>1.7. The following guidelines relate specifically to Melrose, Melrose Estate and Birdhaven</p>	<ul style="list-style-type: none"> • Support a residential density of 8 du/ha with a minimum erf size of 1250m² where the original structure is to be demolished • Support a residential density of 10du/ha with a minimum erf size of 1000 m² where the original structure is retained • Where an erf is to be subdivided into three parts a rezoning to Residential 2 must be undertaken • 20 du/ha will be supported on the eastern extent of Cecil Avenue • 20 du/ha will be supported within, adjacent and contiguous to the neighbourhood node at the intersection of North Street, St Andrew Street and Wrenrose Ave, Birdhaven
<p>1.8. Protect and improve the Public Environment</p>	<ul style="list-style-type: none"> • Reinstate Melrose Bird Sanctuary (west and east of the M1) and The Wilds as functional open space to the benefit of the wider community • Protect and enhance the remaining Parks within the Sub Area • Protect the open space along the Sandspruit and its tributaries, and enforce the 1:50 and 1:100 year floodline

DEVELOPMENT OBJECTIVE 2

Intensify non-residential and residential development within the Killarney and Rosebank nodes in support of the Gautrain Rapid Rail Project and the Bus Rapid Transit Project

INTERVENTIONS	GUIDELINES
<p>2.1. Support the redevelopment of the Killarney District Node</p>	<ul style="list-style-type: none"> • Support high density residential development in Killarney subject to the availability of infrastructure • Support the refurbishment of existing flats in Killarney • Improve access to Killarney Shopping Node

<p>2.2. Promote the redevelopment of the Rosebank Regional Node to ensure it remains a vibrant office and retail node, with a significant residential component.</p>	<ul style="list-style-type: none">• Support the intensification of non-residential uses and high density residential development within the Rosebank node• High density residential development will be supported between Oxford Road and Cecil Avenue, and between Jellicoe Avenue and Glenhove Road of the Gautrain Station. Densities permitted between Oxford Road and Tottenham Avenue will be between 150-250du/ha. Densities permitted between Tottenham Avenue and Cecil Avenue will be 50du/ha• Consolidation of erven is encouraged to facilitate residential densification• Promote the integration of modes of transport on Oxford Road• The above guidelines will be detailed in terms of urban development and design plans for the Gautrain Station Precincts once these documents are finalised.
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Plan 41: Sub Area 25 – Houghton, Melrose, Oaklands, Orchards

PLAN NO. 42: UPPER HOUGHTON DEVELOPMENT FRAMEWORK

Plan 43: Rosebank node

SUB AREA 26

SYDENHAM / ORANGE GROVE / HIGHLANDS NORTH

(BAGLEYSTON, CHELTONDALE, FAIRWOOD, FELLSIDE, FORBESDALE, HAWKINS ESTATE, HIGHLANDS NORTH, MARYVALE, NORWOOD, ORANGE GROVE, ORCHARDS, PERCELIA ESTATE, RAEDENE, ROUXVILLE, SYDENHAM, THE GARDENS, VICTORIA)

Established older residential townships that are low to medium density in nature characterise the Sub Area. Non-residential development even are concentrated on the first row of erven along Louis Botha Avenue and Grant Avenue.

DEVELOPMENT OBJECTIVE

To maintain the residential character and ambience of the Sub Area and contain non-residential uses.

INTERVENTIONS	GUIDELINES
1.1. Maintain existing residential areas	<ul style="list-style-type: none"> Refrain from allowing non-residential uses to intrude into predominantly residential areas
1.2. Contain existing non-residential development	<ul style="list-style-type: none"> Contain the lateral expansion of existing neighbour nodes, the Norwood Pick 'n Pay node, non-residential development on Louis Botha Avenue and the development along the activity street of Grant Avenue into surrounding residential areas

<p>1.3. Louis Botha Avenue is defined as a Mobility Spine:</p>	<ul style="list-style-type: none"> • No direct access, other than existing access, to be permitted off Louis Botha Avenue • Develop and maintain the pedestrian linkage between Alexandra and the Central Business District • Parking along Louis Botha to be provided on site • Between Osborne Road and Davidson Street allow home enterprises • In Orange Grove between the intersection of Davidson Street and Hathorn Avenue permit the development or redevelopment of residential development, or non-residential, or non-residential/residential uses on the same erven. A residential density of between 50-70 du/ha will be considered • On the first row of erven on Louis Botha Avenue between Hathorn Avenue and the northern extent of Boundary Road support home enterprises • On the first row of erven of Louis Botha Avenue between the northern extent of Third Avenue, Highlands North and the southern extent of Eleventh Avenue, Highlands North support high density residential developments between 50-70du/ha (support the consolidation of erven) • Contain the Balfour Park/Highlands North node
<p>1.4 The following routes are identified as Mobility Roads:</p> <ul style="list-style-type: none"> • Woodyatt Avenue • Athol Road. • Ivy Road, • Louis Road, • Hathorn Avenue, • Durham Street, • 8th Street Orange Grove • 10th Street Orange Grove. 	<ul style="list-style-type: none"> • These are critical east-west mobility roads • Contain non-residential to existing neighbourhood nodes • No further direct access to be permitted off these mobility roads • A 6m right of way servitude on the South side and a 3m servitude on the north side is required on Glenhove Road • No further non-residential development permitted along the extent of these mobility roads • Support higher density residential (30-50du/ha) along the extent of these roads

<p>1.5 Grant Avenue, Norwood, (between Ivy Road and Dorothy Road) has been classified as an Activity Street.</p>	<ul style="list-style-type: none"> • Additional parking to be facilitated on site • Contain non-residential development to the defined extent of Grant Avenue
<p>1.6 Protect and improve the Public Environment</p>	<ul style="list-style-type: none"> • Support initiatives to revitalise Orange Grove along Louis Botha Avenue • Revitalise and redevelop the Paterson Park Precinct as an important structuring element in the Sub Area • Protect and enhance Parks within the Sub Area

Plan 44: Sub Area 26 – Sydenham, Orange Grove, Highlands North

SUB AREA 27

CYRILDENE / LINKSFIELD / SANDRINGHAM/OBSERVATORY

(BRUMA, CYRILDENE, DEWETSHOF, LINKSFIELD, LINKSFIELD NORTH, LINKSFIELD NORTH EXTENSION 1, LINKSFIELD RIDGE, , OBSERVATORY, REYNOLDS VIEW, SANDRINGHAM AND TALBOTON)

This area is characterised by established residential areas, golf courses and ridges

It is acknowledged that there are areas within the City that are presently experiencing infrastructure constraints. This Sub Area is one such area. Therefore, the guidelines for the Sub Area are as follows:

- **Unless the availability of infrastructure and/or services can be verified by the relevant Municipal Entities and Core Departments, applications for the intensification and/or change of use will not be supported.**
- **Upon provision of adequate infrastructure and/or services, the provisions of the strategies within the Spatial Development Framework namely: Supporting an Efficient Movement System; Ensuring Strong Viable Nodes; Supporting Sustainable Environmental Management; Initiating and Implementing Corridor Development; Increased Densification of Strategic Locations will be applicable**

DEVELOPMENT OBJECTIVE

To retain and contain this area as a residential neighbourhood and to preserve its special character and ambience.

INTERVENTIONS	GUIDELINES
1.1. Manage residential densification in the Sub Area	<ul style="list-style-type: none"> • Support Residential densification in Cyrildene – North of Hettie Street and East of Friedland Avenue (20-40du/ha) • Allow densification in the form of cluster and town houses in Sandringham, Fairmount, and Talboton (20-40du/ha)

<p>1.2. Contain non-residential development</p>	<ul style="list-style-type: none"> • Only local neighbourhood service orientated activities will be permitted as Home Enterprises in Sandringham, Fairmount and Talboton • Support home enterprises in Bezuidenhout Valley between North Avenue and Bezuidenhout Avenue, and between 5th Avenue and 1st Avenue
<p>1.2. Broadway is identified as a mobility spine</p>	<ul style="list-style-type: none"> ▪ Support high density residential development, intensification of educational uses ▪ Non residential intensification to be confined to erven with non-residential rights.
<p>1.3. Club Street, Cooper Street, Durham Street, Friedland Avenue, George Avenue and Marcia Street have been classified as Mobility Roads</p>	<ul style="list-style-type: none"> • Support higher density residential development 40-60du/ha along Club Street • Support higher density residential development 20-40du/ha along Friedland Avenue and Cooper Street • Support high density residential 60-90 du/ha north of Marcia Street
<p>1.4. Derrick Avenue is identified as an Activity Street</p>	<ul style="list-style-type: none"> • Contain the activity street to the mid block (one erf deep) in Derrick Street, between Friedland and Marcia Streets • No further non-residential development will be supported along Derrick Avenue until a City Improvement District has been established on Derrick Avenue to manage non-residential development on the activity street. • Higher density residential development will be supported along Derrick Avenue (20-40du/ha) • Apply a zero tolerance policy to illegal land uses and illegal dumping on Derrick Avenue
<p>1.5. Protect the Public Environment</p>	<ul style="list-style-type: none"> • Apply Zero tolerance policy in terms of illegal land uses within the Sub Area • Ensure the protection / preservation and enhancement of environmental sensitive areas and developed open spaces, with specific reference to Bezuidenhout's Park and Harvey/Gillooly's ridge

<p>1.6 With co-operation and assistance by the South African Heritage and Resource Agency ensure conservation and preservation of historical buildings and character of Linksfield Ridge.</p>	<ul style="list-style-type: none"> • Support 5 du/ha in the Linksfield Ridge Township and a minimum erf size of 2000 square metres • Minimise development impact on Linksfield Ridge • Support 5du/ha in the Linksfield North Township and a minimum erf size of 2000 square metres
<p>1.7 Ensure viable and sustainable use and development of Huddle and Royal Johannesburg & Kensington Golf Courses</p>	<ul style="list-style-type: none"> • Due to the storm water drainage problem on the Royal Johannesburg Golf Course, any development on either golf course must be subject to a storm water investigation as part of the EIA requirements • Permit the implementation of the Huddle Park Development that includes High density residential, a Golf Course & a node

Plan 45: Sub Area 27 – Bruma, Cyrildene, Linksfield, Observatory

SUB AREA 28

FARM RIETFONTEIN

(VARIOUS MEDICAL INSTITUTIONS: EDENVALE HOSPITAL, NATIONAL INSTITUTE FOR VIROLOGY, RAND AID ASSOCIATION, SIZWE TROPICAL DISEASE HOSPITAL AND THE SOUTH AFRICAN INSTITUTE FOR MEDICAL RESEARCH)

This large, relatively underutilised Sub Area is the location of critical public health institutions

DEVELOPMENT OBJECTIVE

To reinforce this area as an institutional node focusing on the medical field, and to promote residential development.

INTERVENTIONS	GUIDELINES
1.1. Support low income residential development within the Sub Area	<ul style="list-style-type: none"> • Implement Alexandra Renewal Programme Development Framework • Support 70-200du/ha within the Sub Area
1.2. Consolidate and Contain the neighbourhood nodes in the Sub Area	<ul style="list-style-type: none"> • Contain the Linksfield Terrace Centre on Linksfield Road to its current footprint • No further non-residential development permitted on the corner of Club Street and Linksfield Road
1.3. Club Street, George Avenue, Linksfield Drive and Modderfontein Road have been classified as Mobility Roads.	<ul style="list-style-type: none"> • Ensure easy access to the medical facilities • Provide sufficient public transport, pedestrian pathways and informal trading facilities for Edenvale Hospital
1.4. Protect the Public Environment	<ul style="list-style-type: none"> • Protect environmentally sensitive areas within the Sub Area from illegal dumping so that they may form part of the Johannesburg Open Space System • Protect the Jukskei River and its tributaries

Plan 46: Sub Area 28 – Farm Rietfontein

SUB AREA 29

BRUMA / EASTGATE
(BRUMA)

This is an established mixed use node

DEVELOPMENT OBJECTIVE

**To strengthen and expand the economic investment (public / private)
in this Sub Area, as a regional node.**

INTERVENTIONS	GUIDELINES
<p>1.1. Support the development of Bruma Regional Node as defined by the nodal boundary</p>	<ul style="list-style-type: none"> • Consolidate the Bruma node in terms of the Spatial Development Framework's Ensuring Strong Viable Nodes Strategy • Support high density residential development in terms of the Spatial Development Framework's Increased Densification of Strategic Locations Strategy • Encourage the clustering of complementary uses • Coordinate management of the node with Ekuruleni Metropolitan Council. • Ensure law enforcement within the Sub Area to ensure personal safety and security (especially after hours and to prevent illegal land uses) • Integrate development within the node with public transport and pedestrian walkways • Promote Pedestrian access to and within the node
<p>1.2. Broadway / Allum Extension is Classified as a Mobility Spine</p>	<ul style="list-style-type: none"> • Promote non-residential and high density development along Broadway/Allum where the roads form part of the Bruma Node • Broadway is a proposed route on the Public Transport Network

1.3. Queen Street and Marcia Road are classified as a mobility roads	<ul style="list-style-type: none">• Support non-residential and high-density residential development along Queen Street where Queen Street forms part of the Bruma Node
1.4. Protect the Public Environment	<ul style="list-style-type: none">• Protect public and manage open space within the Sub Area, particularly the Dam and the riparian zone of the Jukskei River and its tributaries in order to enhance the public image of the node• Support business and public initiatives to manage the node

Plan 47: Bruma Node