



LYNNWOOD GLEN UNDER THE RSDF

**Residential meeting 13th March St Albans College,
18:00 – 20:00**

AGENDA

1. Welcome (Councillor Baker and explaining our mission)
2. What the RSD is all about and its relation with the Menlyn Node
3. How the RSDF affects the Glen (The asset we have but how do we protect it)
4. What are our recommendations
5. The way forward(Interact with the Council with a strong mandate)
6. The Action Group under crisis

The Regional Spatial Development Framework(RSDF)

- The road from PEMS to the current RSDF
- RSDF is an overarching Development Framework to guide developments in the Tshwane area. We are Region 6
- To give effect to this, a Compaction and Densification Strategy has been designed that we will look at
- What areas of Lynnwood Glen (as part of Region 6) are affected
- What is meant by density ,FSR and height
 - o **FSR** is the Floor Space Ratio and is calculated by multiplying the FSR with the property area. For example: $0,3 \times 1983\text{m}^2 = 594.9\text{m}^2$
 - o **Height** for the area is determined by the Town Planning Scheme which is two storeys (even three for the area)
 - o A FSR of between 0,4 and 0,5 is normally a two storey building and a FSR of 0,3 is normally a one storey building
 - o **Density** is units per hectare. Therefore a density of 20 units per hectare should result in 5 units per 1000sqm

Tshwane Compaction and Densification Strategy

The strategy proposes four key density zones, namely:

- Concentration Zones
- Linear Zones
- Suburban Densification Zones
- Low Density Zones

Criteria for densification

Applications for densification shall be evaluated against the following criteria

Proposed form of property, height, whether sufficient parking is available, privacy of adjoining owners, possible consolidation of stands and access, northern orientation, services available, and unit typology, size of the property, open space,

Concentration Zones

- Primary focus areas for medium to high-rise residential developments and centred around nodes of metropolitan importance like the Menlyn Node.
- A drastic change in the built environment in terms of densities, typologies, built form and urban design, moving away from suburban typologies in these areas

- Density: If less than 500 m walking distance: + 200 units/ha

Transit Promotion Zones

- Those nodes centred on transportation nodes such as stations and large intermodal transfer sites (Hattfield Gautrain and Menlyn Node)
- Unique mix of high density and intensity land uses located within an 700m walking radius of a railway station or a major public transport node.

High density zones

- In terms of the Menlyn Metropolitan and Mamelodi Urban Cores : High density residential development in high rise apartment buildings surrounding the nodal area and proposed BRT lines.

Linear Zones (Corridors and Spines)

- High intensity activity areas that are located along major routes.
- Main aim of the routes should be to encourage public transport.
- Applies to Atterbury Road, Lynnwood Road, January Masilela Drive, Garsfontein Road
- Typically housing typologies that will be appropriate along these routes will be medium rise apartment buildings, duplex residential developments.

- However, all depends on the existing urban fabric and local character of the area, design, unit sizes and erf sizes.
- Density: Up to 200 m walking distance from public transport: in excess of 80 units/ha)

SUBURBAN DENSIFICATION ZONES (density 10 – 200 units/ha)

- Existing suburban areas where there is potential for moderate densification because of the area's strategic location within the city (within a 25 km radius of the City).
- In areas that are close to places of employment, major retail centres and prominent transport routes, but where it is still desirable and warranted to maintain a suburban character.
- These areas are indicated in yellow on the Densification Map we will show.
- Density: Up to a maximum of 25 dwelling units per hectare
- Exception will be the nodal areas within the suburban areas where densities of up to 200 units / dwelling-units per hectare can be supported depending on available public transport

LOW-DENSITY ZONES

- Have special characteristics that need to be preserved, and where a lower density is considered justifiable.
- Areas along ridges, **dams, green belts** where lower densities are more advisable from a visual and **environmental and ecological** point of view
- Density: Up to 10 units

ROAD UPGRADES

- Atterbury road
- Lynnwood Road

BUS RAPID TRANSIT SYSTEM

Lynnwood Road/ Julius Masilela Road/Atterbury Road

GAUTRAIN

- Developments

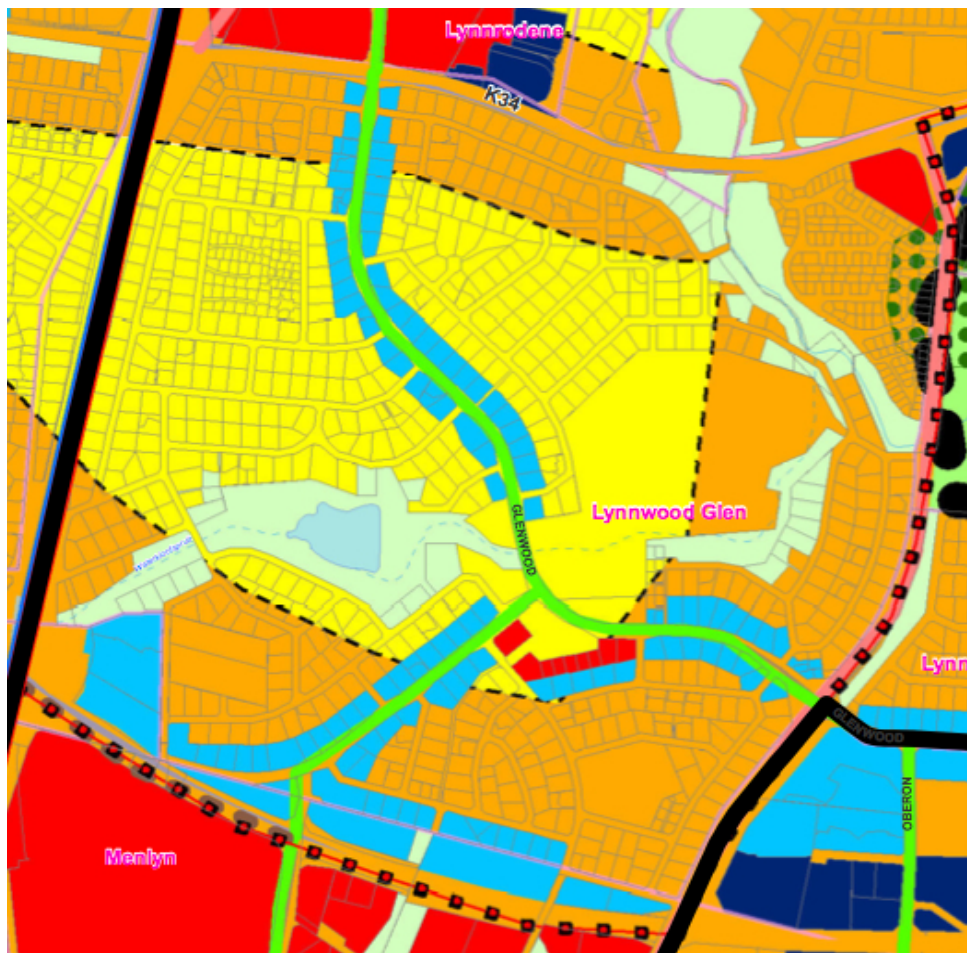
What is being proposed

- **Menlyn Node**
 - o Residential densities become higher
 - o Ingersol Road and Glenwood Road east open for Business 4 development
 - o Maximum two storeys, FSR 0,3 to 0,4. FSR (0,5) where properties are consolidated and it can be motivated
 - o Co - existence with existing residential properties

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- **RSDF**

- o Low intensity business along whole of Glenwood and Ingersol Roads
- o Maximum 2 storeys. Where's merit it can go higher but only if its consolidated properties
- o Type of businesses will be prescribed
- o Can also be higher residential development (2 storeys)
- o Existing residential properties continue to exist
- o Where there's development, strict development conditions will apply to not to have a negative effect on the area and adjacent residential properties along those roads and properties behind
- o Higher density(maximum two storeys) **residential development** allowed along Lynnwood Road (Alcade Road properties) and Julius Masilela Road (old Genl Louis Botha) and Kelvin Road



Our recommendations

- We object to our rights being trampled on and will work with Menlyn Action Group on the larger legal issues
- We can't stop this pressure for future development needs but we must work clever to contain the impact thereof.
- Applications pending – therefore we must act now
- Residential densification should be encouraged along Glenwood Road where they can be serviced by public transport but Council wants also offices
- If offices, the preferably Consent of Use development into **soft offices** and Mixed Usage with a strong residential component
- Recommend an FSR of 0,4 with maximum two storeys and 20 units per hectare for both residential and soft offices
- We will specify development in Glenwood and Ingersol Roads and residential properties along Alcade, Julius Masilela and Kelvin Road.
- Development must be tied to strict conditions and controls

- Submit our recommendations to Council and engage in constructive dialogue
- We are part of the Menlyn Node Action Group to protect our residential rights on a higher level
- Illegal businesses and practises will be eradicated

Our submission to the Council

- Drastic proposals and measures that will seriously change the residential fabric of our suburb.
- Three weeks to comment is too short. This is most certainly NOT the public consultation that is required by law and we want such process to be instituted.
- Object to the classification of Glenwood Road as an “Activity Street” for purposes to enable office development. No justification is provided in the rsdf report to explain the reasoning why this is done and what the impact would be to additional office space and road congestion.
- Serious consideration should be given to allowing Consent of Use mixed use developments (that preferably combine business and residential development along these routes), but within the development controls we have specified
- Notwithstanding, we make a submission and asked for a serious and constructive engagement with the Council.

Glenwood Road

- Glenwood Road west was specifically excluded from business development under the Menlyn Node proposals, now included under the RSDF without prior consultation
- It is undesirable for inclusion since it would bring with identifiable disadvantages involving the business use of these properties in a precinct that falls outside the Menlyn Node precinct
- Glenwood Road is predominantly of a residential character which is a hard fact. Therefore, existing residential rights along Glenwood Road should as far as possible be protected.
- Enactment of the Council's new RSDF proposals will result in destroying the beautiful residential fabric and character of properties along Glenwood Road.
- Additional traffic and undesirable business uses will compromise security of the residential area over which neither the residents nor the Council will have control.
- But Glenwood Road is regarded by the Metro's City Planning Division as an "Activity Road" in the same category as Jacqueline Road in Garsfontein
- Consider a type of **mixed use of "soft" offices** combined with a strong residential component thereby maintaining the residential character and look and security (especially at night)

- Scope for **consent of use developments** should be considered to allowing certain properties where desirable and so identified and agreed upon for “soft” practices like medical or dental practitioners that would serve the immediate community and are not out of place in the heart of the Lynnwood Glen residential area. This is in fact the case with Glenwood Road east of Ingersol Road where three such practices have been established illegally, although not yet been decided on by Council.
- FSR of 0,3 to 0,4 with a maximum of two storeys and under strict development conditions to be specified and agreed upon
- “Hard core” office uses and rezoned as business will set a dangerous precedent and must be avoided.
- Continued existence of current residential uses will continue and shall under no circumstance be compromised or threatened. Current or new owners are allowed to upgrade their properties into two storey residential usage for own usage or for subletting.

Ingersol Road

- Traffic study has shown that this road cannot carry anymore additional traffic . Traffic is already chaotic in the road and especially around the Circle opposite the Menlyn Podium.

- Developments along this road will have to take cognisance of this fact .
- The argument principles advanced for Glenwood Road also apply for Ingersol Road
- The Menlyn Circle (Zietsman) development on erven 81, 82 and 83
- Design of the building should be aesthetically approved to fit in with the residential character of the area with the only entrance from Ingersol Road and with the other strict development conditions as applicable as specified below.
- Preference should be given to a mixed use of “soft” office uses combined with a strong residential component in line with protecting the residential character and nature of the area
- Residential properties further along Ingersol Road , an FSR of 0,3 should be applied. In cases of development into a maximum of two storeys (whether residential or for office uses) no more than two adjoining properties may be consolidated and under strict development conditions
- Rezoning of these properties into business shall only be for “ soft” business practices.
- Existing residential properties currently occupied by residents should not be threatened or compromised and preference in development should be given to two

storey residential developments from natural ground level with no underground garage/parking.

Lynnwood Road

- No office development along any one of these properties but the development into higher density two storey residential buildings from natural ground level without an underground garage/parking seems an option
- No more than two adjoining properties can be developed as a unit. Strict development criteria have to be laid down to ensure the development conforms with the unique residential character and style of the area.
- Part of an enclosed residential and security area and thus no entrance can be allowed into Alcade Road from Glenwood Road.
- The same applies for Alcade Road east residential properties that can be developed into two storey residential units from natural ground level without underground garage/parking and strict development conditions to ensure the development fits in with the residential nature and structure of the area.
- Strong residential objection to higher densities south of Alcade Road because of the structure and fabric of the current residential nature.

- No BRT route planned for Lynnwood Road and only one Metropolitan bus station exists, which is very seldom used.
- Higher residential density deeper into the residential I area further south than Alcade Road properties bordering on Lynnwood Road doesn't make sense
- No scientific study done to determine what percentage of residents or domestic workers in fact make use of municipality bus services so it would seem the BRT scenario and higher densities are based on an assumption.

Julius Masilele Drive (Genl Louis Botha)

- This is not a high intensity activity area. and will never have that potential. The existing suburban fabric and strong residential character of the area prevents it.
- Lush green residential typology along this road in Lynwood Glen, especially with the Faerie Glen Nature Reserve directly across the road and Moreletta and Waterkloof Spruits running through the suburb, makes it completely unsuitable for higher residential density deeper into the suburb
- BRT route being met with Atterbury Road so doubtful a station will be placed here
- Under special strict development conditions, the erven adjacent to Julius Masilele may be considered for a two

storey residential development from natural ground level without an underground garage/parking, but then only on the existing erven without any consolidation of erven, which is anyway the prerogative of the existing property owners.

Kelvin Street

- In order to protect properties in this area from the large ERIS business development in Kelvin Str south, and despite this business development having access only from Atterbury Road, the properties on Kelvin Street north should be able to develop into a maximum two storey residential development to form a natural buffer for the properties situated behind them.
- This would mean two storeys from natural ground level with no underground garage/parking and with strict development conditions to ensure no negative effect on adjacent residential properties.
- Residents in the northern situated properties behind Kelvin Street reject a residential density through development of 60 units/hectare plus for this area as too high density that will destroy the natural residential fabric and character of this 60 year old residential suburb.
- “Hard core” office uses will set a dangerous precedent and must be avoided and so specified

Land uses

1. Glenwood Road and Ingersol Street are low activity roads compared to Jacqueline Drive
2. *“ the existing characteristics of an area and street play an important role in the determination of land uses that are considered appropriate and are compatible with the residential component “* (Council)
3. Agree and want this to be applied to looking at residential developments and land use changes in Glenwood Road and Ingersol Street.
4. Example: Glenwood Road is lined with single residential uses, which form part of a larger residential component. The road has no commercial character and this should be maintained.

Criteria

The following criteria shall determine if a particular erf and planned development are suitable to accommodate a permitted land use change:

1. What type of activity will be operated from the premises
2. Whether architectural design has a residential look
3. No negative impact on the adjoining residential component
4. Consent of use by residents/Action Group
5. Immediate neighbours have to be consulted
6. Acceptable access only from Glenwood Road

7. Adequate on-site parking available
8. Adequate space available for landscaping purposes
9. Site characteristics
10. Availability of services

PERMITTED LAND USES LAND USE NOT PERMITTED

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|---|--|
| <ul style="list-style-type: none"> • Estate agents • Guest-house • Medical consulting rooms • Veterinary clinic • Soft Offices • Place of child care (preferable on a corner property and in accordance with the approved policy) • Place of instruction (preferably on a corner property) • Residential development-densities as described by the Action Group | <ul style="list-style-type: none"> • Retailing, wholesaling, trade • Animal boarding places • Blasting contractor • Building society agency • Butchery • Call centres • Car wash • Commercial • Courier services • Escort agency • Filling station and Public garage • Fish-fryer • Funeral undertaker • Hiring and selling of vehicles (including trailers, caravans etc) • Industrial • Light Industries • Manufacturing of concrete products • Micro-lender • Motor related activities • Motor workshop • Construction services • Packaging contractor • Panel-beater • Parcel delivery service |
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Development controls

The following Development controls shall be applicable for permitted land uses:

Land use management:

- FSR not higher than 0,3 to 0, 4 .
- Maximum 2 storeys measured 450mm from above mean average ground level with no underground parking
- Density not to exceed 20 units per hectare
- Care should be taken not to effect the privacy of neighbouring properties negatively
- 4 parking per 100sqm
- Adequate building lines to protect neighbouring residential component
- No negative impact on adjoining residential properties
- Landscaping: Indigenous landscaping shall be incorporated
- Intensive landscaping along street boundaries with the inclusion of trees where possible
- The road reserve between the erf boundaries and the street shall be landscaped in accordance with the landscape development plan. The landscaping should include design measures to prevent on-street parking

Building:

- Residential look through architectural design which has to be aesthetically approved

- The building should add value to and architecturally fit into the residential character and neighbourhood
- Maximum coverage: 40 percent plus 10 percent car ports
- Adequate side building lines should be imposed to protect the neighbouring residential component.
- No balconies / windows should be established on those sides of the building abutting a residential property to prevent overlooking
- Windows shall be located at such a height or distance from the boundary of a residential property that they do not enable overlooking

Parking:

- All parking shall be accommodated on the erf
- No off-street parking shall be allowed
- Carports shall be located in such a manner that it is not visible from the street

Landscaping:

- The area in the building lines should be used for indigenous landscaping
- Minimum 16 per cent of the area should be covered with soft surfaces, like grass etc
- Intensive landscaping along street boundaries with the inclusion of trees where possible.
- The road reserve between the erf boundaries and the street should be landscaped in accordance with the

landscape plan. The landscaping should include design measures to prevent on-street parking and include a walkway (at least 2 m wide) to ensure pedestrian safety.

- One tree shall be provided for every two parking spaces
- Soft landscaping shall form part of parking areas
- A row of indigenous trees should be planted next to the wall. Max height should not allow them to be used to climb over wall especially if development is not residential or occupied at night
- If a boundary is on the northern side only indigenous evergreen trees should be used

Physical barriers:

- A well designed and articulated 3m face brick boundary wall shall be constructed on all the side and back boundaries of the site. which shall be maintenance free on the side of the adjacent property
- No pre fabricated concrete/brick walls are allowed
- The cost of the wall is for the developer
- Physical barriers along the street boundaries shall be semi-transparent to enhance landscaping, architecture and aesthetics

Advertising:

- Advertising shall be limited to one location on the erf and shall be integrated in the building and design, loose standing advertising features shall be discouraged
- Limited to one signboard which is of an acceptable scale
- No advertisements shall be painted on any boundary walls
- No banners shall be allowed
- No figurines, displays on the roof(s) of buildings or any other part of the building shall be allowed
- Buildings and land shall not be decorated in such a manner to advertise the particular business or any other businesses
- No showrooms shall be allowed
- No neon- or potential intrusive lighting
- Flood lights or spot lights used to illuminate buildings or signs shall be so positioned that none of the lights spills onto adjacent properties or shines into the eyes of motorists or pedestrians or onto opposite properties
- Lights shall not shine higher than 0,5 metres beneath the top of the building to prevent lights pollution.

Health Measures :

- Air - conditioning units or compressors shall not be mounted to the exterior walls of buildings
- Any requirements for air pollution, noise abatement- or health measures set by Municipality and the Provincial government shall be complied with to the satisfaction of

the Municipality and have to conform to the conditions of establishment without any costs to the Municipality

- Noise must not project beyond the premise boundaries
- No generator shall be installed on the property
- All refuse and service yards shall be screened of with a solid wall and/or landscaping. Refuse areas shall be paced as far as possible from any residential property

Security

- Adequate security shall be provided during day and night time