

LYNNWOOD



Comments on increased residential density and land use changes under the draft 2013

Introduction

Residents of Lynnwood Glen have on numerous occasions in the past through the Lynnwood Glen Residents Action Group made appeals to the City of Tshwane to assist in protecting the residential character and property residential rights of residents of Lynnwood Glen as an endangered residential suburb. The Action Group has participated in numerous meetings on the PEMS which led to a public agreement and so recognised by the Metro Council at that time. But then for one or other reason, the City of Tshwane drastically diverted from this public participation procedure by starting to take unilateral decisions on densification and rezoning without a proper public notification and participation process. The current 2013 changes is a case in point. We only came to know of this by pure coincidence. We are surprised and dismayed therefore that the City of Tshwane has not seen its way open to arrange a proper public participation consulting process for such an important and drastic policy decision which is required under Chapter 4 of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000). The RSDF is proposing large scale changes in property zoning rights and densities to allow for the intrusion of office development into residential areas. This is a very drastic proposal and measure that will seriously change the residential fabric and character of our suburb and only three weeks are allowed for us to comment. This is most certainly NOT a public consultation process that is required by law. The comments below are thus made on the understanding that in the little time space allowed, the Action Group will be able to further comment, if necessary.

In the past it has always been the procedure by the Council to discuss and agree with resident's associations on an increased density for the area, but now without any public meeting to explain the revised and the reasons for it and to allow for adequate time to obtain resident opinions and inputs and to constructively engage with the City Planning Department, have put residents rights into jeopardy. We appeal that a public participation process on the RSDF and follow up discussions with City Planning be allowed before any recommendation is made to the Council and before the latter decides on it.

It is our sincere appeal therefore that the following comments and recommendations on the as it concerns Lynnwood Glen would be seriously considered at a high level and that provision will be made for a constructive dialogue with the City Planning Department on the matter as soon as possible.

Low Density Areas with an ecological nature should be protected

In line with the City of Tshwane's Low Density Zones, much lower density for properties surrounding dams, rivers, spruits and vleiland from an ecological and nature conservation point of view should be allowed. In Lynnwood Glen, the ecologically sensitive Struben Dam and Waterkloof and Moreletta Spruit areas are a case in point and they are all ecologically linked. The Struben Dam is a very well known core conservation area and Bird Sanctuary that in hard ecological facts stretches well beyond the boundaries of the Dam some 300 m inwards into the suburb with its lush indigenous trees where the birds breed. It has a great history of migratory birds and are well visited – also by foreign bird clubs and specialised bird naturalists. Thus, such extended area should be protected with a very low density. The **Friends of Struben Dam** is taking care of this piece of nature together with the Parks division of the City of Tshwane.

Glenwood Road

We object to the classification of Glenwood Road as an “Activity Streets” for purposes to enable office development along the Road. There is no justification provided in the report or elsewhere to explain the reasoning why this is done and what the impact would be in terms of additional office space and road congestion. The traffic study done by the Council clearly shows that the feeder streets in and around the Menlyn Node, including the Glenwood Road and Gen Louis Botha Drive intersection, cannot accommodate higher traffic volumes that will be generated by the proposed land uses. Already this road is congested especially around the Menlyn Circle at peak times

Residents would like to know how this recommendation was arrived at without a proper public participation process?? What is now happening is that the concept of “Activity Streets” is expanded to include or link it to the conversion of purely residential land uses along this Road into office development which is a drastic step to which we strongly object. It will serve no other purpose but to destroy the beautiful residential character and fabric of the heart of the Glen. This will set a dangerous precedent and will amount to ribbon development which is not in line with the Gauteng Spatial Development Framework.

Glenwood Road (west of Ingersol Street)

In the Council's Menlyn Node Precinct proposals and recommendations, the part of Glenwood Road from Ingersol to Lynnwood Road was specifically excluded from business development proposals. Now suddenly these properties are suddenly - without any scientific reasoning why - included in the draft Region 6 proposal for rezoning into business. Just like that. We submit this is highly undesirable since it would bring with identifiable disadvantages involving the business use of these properties in a precinct that falls outside the Menlyn Node precinct. It is very much desirable to maintain the residential character of the area in line with what was previously the case before the new draft proposals were published for comment. Under the proposal additional traffic, compromising security of the residential area and undesirable business uses will evolve over which neither the residents nor the Council will have control.

Enactment of the Council's new proposals will result in destroying the beautiful residential character of properties along Glenwood Road in the heart of Lynnwood Glen.. An investigation of the properties along Glenwood Road west reveals that 100 per cent of these

properties are zoned for Residential Use. Two properties (which maintain the residential design and look) are utilised under Consent of Use (but remains residential) for educational purposes which are of benefit to the Community. One property is utilised as a veterinary practice with the consent of residents and is also of benefit to the Community. One property, 5 Glenwood Road – erf 496, is continued to be used illegally for office purposes despite a formal objection by LGRAG and it is of paramount importance that this remains residential and constructive discussions will be initiated with the owner in this regard to come to an acceptable solution.

Glenwood Road is regarded by the Metro's City Planning Division as an "Activity Street" in the same category as Jacqueline Road in Garsfontein. We submit that there is a big difference between the two roads. Jacqueline Road is a wide and has long collector roads that are accessible via Atterbury Road and Solomon Mahlangu (Hans Strydom Road) and it carries much more traffic than the shorter and narrower Glenwood Road. A large number of illegal businesses are operating along Jacqueline Road. We are of the opinion that the traffic along Glenwood Road, off Lynnwood Road will subside as soon as Atterbury Road is doubled from Lois Avenue to Julius Masilele Drive and traffic from the North off the N1 will then use the slipway to rather get off at Atterbury Road. With the widening of Lynnwood Road and Julius Masilele Drive, traffic is now increasingly using Lynnwood Road to turn off at Julius Masilele Drive to continue south and then east.

Therefore, residents are of the considered opinion that since it is a hard fact that the area along Glenwood Road is predominantly of a residential character, rather residential densification should be encouraged along Glenwood Road west where they can be serviced by public transport. Therefore, existing residential rights along Glenwood Road west should be highly protected and owners of residential properties should not in any way be led to feel uncomfortable or threatened continuing to live there and enjoying the residential life style they have invested in and are used to. Higher residential developments must be two storeys maximum and conform to the development conditions and controls submitted below. No more than two properties can be consolidated for such usage at a FSR of 0,4. Such higher density residential developments will in fact be able to form a seamless residential continuance and part of a possible higher density residential developments along Alcade Road facing Lynnwood Road and will form a good residential buffer for the adjacent lower density residential properties behind.

There may be some scope for one or two further Consent of Use where appropriate and desirable and so identified and agreed upon for "soft" practices like medical or dental practitioners that also serve the local community and can be accommodated under residential Consent of Use under the Town Planning Scheme and are not aesthetically out of place in this residential heart of the Lynnwood Glen.

Glenwood Road (east of Ingersol Road)

The primary residential use of the existing residential properties currently so occupied, should continue. An "Extended Home Undertaking for Special Office Use" should be considered to accommodate office development with a strong residential component. The uses so permitted shall be for Mixed Use and particularly for combined office and dwelling units provided that at least 50% of the building be used for residential purposes. The current illegal occupation of residential properties by soft businesses (i.e. specialized medical and dental practices) should be permitted but legalised under Consent of Use, even if they are

developed into a maximum of two storeys under the development conditions specified below.

There is a strong movement and increase in South African metropolis towards home offices and it is so supported by the national government with the emphasis on job creation and economic activity. Small and Medium Sized activities like medical, dental, architectural and engineering practices are a case in point whereby the property is densified, upgraded and enhanced but still has a residential look, even if the property is developed into two storeys and is still zoned as residential. One current application in Glenwood Road seems to fall in this typology.

Current residential properties should continue to exist without being interfered or threatened by office development in any way and may be developed into higher density residential units of not more than two storeys. No more than two properties may be combined for such development

Rezoned residential properties for hard core office uses is not supported and will set a dangerous precedent and must be avoided and is so specified in our Table of permitted land uses below.

In conclusion, it is understood from the City of Tshwane that the continued existence of current residential uses shall not be threatened. The right of private property is protected under our Constitution. Current owners are allowed to upgrade their properties into two storey residential usage for own usage or for subletting if they so decide.

Ingersol Road

The Metro Council's traffic study has clearly shown that the developments along this road will have to take cognisance of the fact that this road cannot carry anymore additional traffic. Traffic is already chaotic in the road and especially around the the Menlyn Podium circle, so development should be very sensitive to these facts.

The three erven 81, 82 and 83 that have been consolidated with a FSR of 0,5 two storey offices have basically been laid down by the Council's position on this development for rezoning into office use. This development shall not spill over to the adjacent residential properties owned by the developer which should be developed into acceptable and aesthetically pleasing maximum two storeys residential duplexes. Residents submit that the design of the office building on erven 81,82, and 83 should be aesthetically approved to fit in with the residential character of the area with the only entrance from Ingersol Road and under strict development controls.

Apart from the office development on erven 81 - 83 which the Action Group had tried to keep residential, albeit with a higher density, it is the considered opinion of residents that

1. As far as possible, the remaining erven along Ingersol should be kept residential to afford current residential owners the security of residential life and to remain there without a negative impact of office development. Residential properties can be considered for development into higher residential with a maximum of two storeys under the development conditions as proposed below

2. Mixed use development of no more than two storeys as per development conditions specified below should be considered and especially for extended home undertakings zoned for Special Use whereby the property remains residential but with a larger office component added to the residential use of not more than 50% of the total floor area. Allowing for mixed use development of properties will help to reduce traffic levels. For such developments an FSR of 0,3 should be applied unless a specific case merits an FSR of 0,4. In cases of development into a maximum of two storeys no more than two adjoining properties may be consolidated and under development conditions as proposed later on to prevent any negative impact on possible adjoining 100 % residential properties and otherwise. No underground garage/parking shall be allowed.

Lynnwood Road

The residential properties along Alcade Road west adjacent to Lynnwood Road within the Lynnwood Glen Estate are all well established residential properties with the exception of 60 Alcade (erf 7) and 76 Alcade (erf 1) where the buildings have been demolished. The determined opinion of residents are that there shall be 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 that can usefully be further explored. 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. This area also forms 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.

There is strong residential objection to higher densities south of Alcade Road because of the structure and fabric of the current residential nature. There is no BRT route planned for Lynnwood Road and only one Metropolitan bus station exists, which according to residents are very seldom used. Thus the necessity of planning for a higher residential density deeper into the residential I area further south than Alcade Road properties bordering on Lynnwood Road doesn't make sense. There has also been no scientific study done to determine what percentage of residents or domestic workers in fact make use of municipal bus services so it would seem the BRT scenario and higher densities are based on an assumption.

It would in any case be the prerogative of the existing property owners whether they want to develop or not.

Julius Masilele Drive

This is not a high intensity activity area and will never be that potential. The existing suburban fabric and strong residential character of the area prevents it. Despite the BRT route being planned through this road to meet up with Atterbury Road, the lush green residential typology along this road in Lynnwood 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 falling within the linear zone depicted on the Region 6 density map. We also experience strong residential resistance against increased density. It is also very unlikely in our opinion that a BRT station can ever be suitably positioned along Julius Masilela at this part of the road between Lynnwood Glen, Lynnwood Park and the Faerie Glen Nature Reserve.

Under special strict development conditions, the erven adjacent to Julius Masilela 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 Street 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 character of this 60 year old part of the residential suburb.

Hard core office uses will set a dangerous precedent and shall be avoided and so specified

Land uses

Glenwood Road and Ingersol Street are low activity roads compared to Jacqueline Drive for example as explained earlier. As per the Council's own wording in its 2013 paper, "*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*" Residents agree with this BUT want this to be applied to looking at higher density residential developments in Glenwood Road (west of Ingersol Road) since this part of Glenwood Road, is lined with single residential uses, which form part of a larger residential component. The road has no commercial character and thus the residential uses should be maintained. In Ingersol and Glenwood Roads (east of Ingersol Road) the situation is slightly different as explained above.

Criteria

The following criteria shall determine if a particular erf and planned development are suitable to accommodate a permitted Extended Home Undertaking in Glenwood Road (east of Ingersol Street and a possible landuse change in Ingersol Street) :

1. No negative impact on the adjoining residential component

2. Consultation with residents/Action Group
3. Immediate neighbours have to be consulted
4. Whether architectural design have a residential look and a strong residential component
5. Acceptable access only from Glenwood Road
6. Adequate on-site parking available
7. Adequate space available for landscaping purposes
8. Site characteristics
9. Availability of services
10. What type of soft activity will be operated from the premises. None of the following activities must be allowed.

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| <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 | <ul style="list-style-type: none"> • service • Pet salon • Place of Amusement • Place of Refreshment • Public storage • Radio control / telephone centres and community centres) • Shooting range • Showrooms • Shuttle services • Spray-painting • Taxi-business • Tow-in service • Transport depot • Transport terminus • Veterinary hospital • Warehouses • Workshops • Other |
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Development Controls

The following Development controls shall be applicable:

Land use management:

- FSR not higher than 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 other 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 other 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 specially if development is not residential or occupied at night
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- 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 not be permitted.
- 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
- No flood lights or spot lights shall be used to illuminate buildings or signs. Soft lights can be used to illuminate the signboard

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

Conclusion

As was stated before, the Action Group reserve its rights to add to these comments and recommendations at a later stage and would like enough time to engage constructively with the City Planning Department on the above before a decision is taken by Council.

Chairperson

Date: