MOTIVATIONAL MEMORANDUM: REZONING ERF 542 SANDOWN

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MOTIVATIONAL MEMORANDUM :

REZONING

ERF 542 SANDOWN

FOR

TORPOR PROPERTIES (PTY) LTD

KiPD

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1 INTRODUCTION

The purpose of this memorandum is to support the application for the rezoning of Erf 542 Sandown. Application is made in terms of the Spatial Planning and Land Use Management Act (Act 16 of 2013), read together with section 21 of the City of Johannesburg Municipal Planning By-Law, 2016, for the purpose of amending the land use rights on the subject property to allow for high density residential development.

2 SITE CONTEXT

The general information concerning the subject property is described below:

2.1 LOCALITY

The subject property is located at 107 Katherine Street, Sandown and measures 8922 m² in extent. Sandown is located east of the Sandton CBD, and north of residential suburbs Wierda Valley and Atholl.

3 LEGAL DETAILS

The legal details of the property are as follows:

3.1 OWNERSHIP PARTICULARS

There is currently a sectional title register opened on Erf 542 Sandown namely SS 107 Katherine Street, in terms of Sectional Plan Number SS57/1982. There are 32 sections / units in the Scheme, units 1 - 18 are residential dwelling units and units 19 – 32 are storage units related and attached to the dwelling units. The table below indicates ownership, Title Deed details, size and status of bonds (if applicable).

Unit Number	Store Number	Registered Owner	Title Deed Nr	Bondholder
1	19 & 20	Bryna Michele Myerson (now Zasman)	ST21910/2003	SB Guarantee Co Pty Ltd
2		Eutychus Wahome Mbuthia	ST88102/2011	Firstrand Bank Ltd
3		Nuno Pereira Marques Da Cruz and Ema Gabriella Pereira Marques Da Cruz	ST52969/2005	Standard Bank of SA Ltd
4		Keith Gregory Fuller	ST67932/2015	Standard Bank of SA Ltd
5	21	Kathleen Corrina Lynn Jordi	ST94185/2006	No bond
6	22	Veronica Nomfanelo Magwentshu	ST131770/2007	Standard Bank of SA Ltd
7	23	P B Agencies Pty Ltd	ST57-7/1982	No bond
8	24	Katherine-Marie Venier	ST8860/2012	Fox Street 2 (RF) Ltd
9		Ida Ann Karstaedt	ST57-9/1982	Standard Bank of SA Ltd
10		Merebank Trust	ST57939/2015	No bond
11	25	Caronne Joan Elaine Funnell	ST13542/1999	Nedcor Bank Ltd
12	26	Ingeborg Irmgard Osterberger	ST17797/1994	No bond
13	27	Ronke Ogunsulire	ST7585/2009	Absa Bank Ltd
14	28	Unit 14 107 Katherine Street Pty Ltd	ST57-14/1982	No bond
15	29	Ibrahim Khan	ST11366/2012	No bond
16	30	Joel Mallari Malahay	ST26340/2012	Firstrand Bank Ltd
17		Jacqueline Barlev	ST46066/2010	No bond
18	31 & 32	Laurence Charles Grubb, Jenny Alison Paton and Jayne Fiona McCreadie	ST57768/2016	No bond

All of the owners have signed power of attorneys for the rezoning of the property.

Torpor Properties (Pty) Ltd, a property development company, has signed purchase agreements with each of the above section owners. Once the rezoning is approved, all units in the sectional title will be transferred to Torpor Properties (Pty) Ltd and then the sectional title register SS 107 Katherine Street, will be cancelled at the Deeds Office. The existing units / structures will be demolished and a new larger building will be constructed, with its own sectional title register, if required.

The entire erf measures 8922m² in extent. Included in this application is a copy of Title Deed T56994/1981, which is the title deed for Erf 542 Sandown, before the sectional title was registered.

3.2 TITLE RESTRICTIONS

There are no title deed restrictions negatively affecting the proposed development on the property contained neither in any of the sectional title deeds for this property nor in the original title deed for Erf 542 Sandown.

4 SURROUNDING AREA

The details of the surrounding area are as follows:

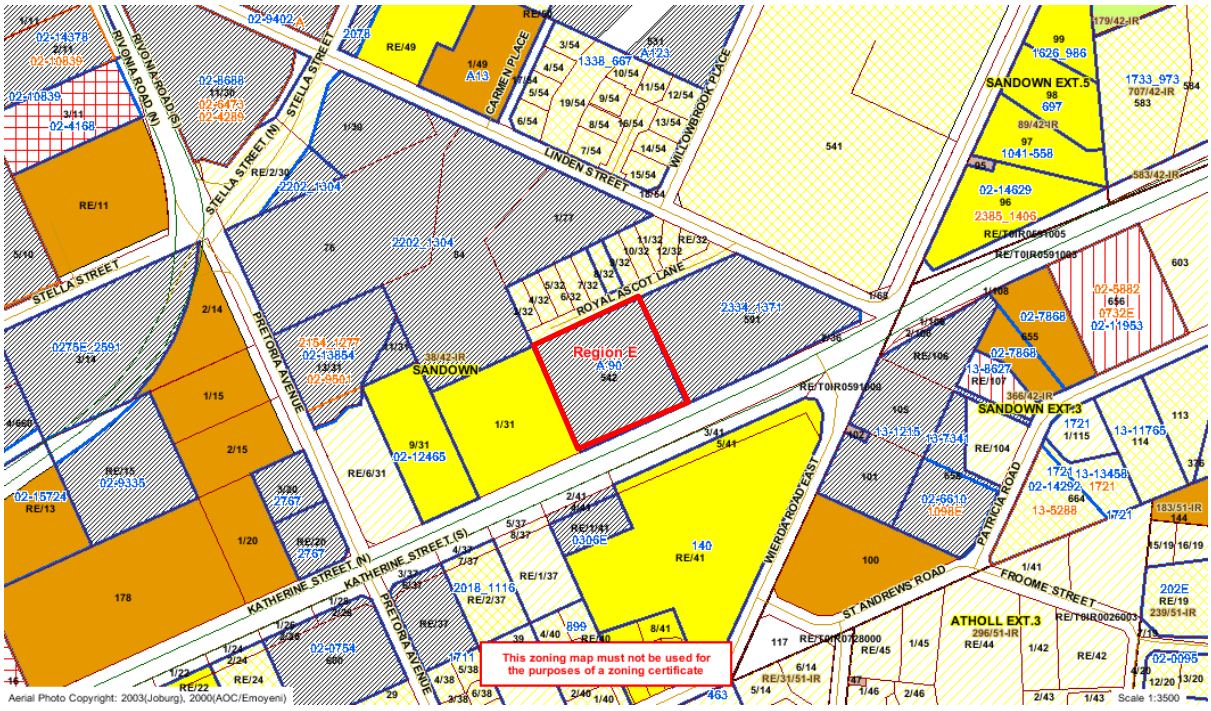
4.1 EXISTING LAND USE

The site is currently developed as a sectional title, medium density residential complex. The surrounding land uses are a mix of various residential densities and non-residential uses as indicated in the map below:

	Residential
	Hotel
	Eskom Substation
	Park
	Shopping Centre

4.2 SURROUNDING ZONING

The zoning of the site and its surroundings are illustrated below. The map indicates that the property is surrounded by a mix of zonings, with residentially zoned properties dominating the surrounding land use. The site is currently zoned "Special" for attached or detached dwelling units, subject to certain conditions.



	Special
	Residential 1
	Residential 2
	Residential 3
	Residential 4

The erven zoned "Special" above are detailed in the table below:

Erf Number	Amendment Scheme Number	Special for:
591 Sandown	2334_1371	Either a self catering establishment, or a limited service hotel, or a combination of the two, a cocktail lounge area for patrons only and conference facilities and a restaurant open to the general public.

Erf Number	Amendment Scheme Number	Special for:
76, 84, 1/77, 1/39 Sandown	2202_1304	Public open space, place of refreshment, municipal purposes and such other uses as may be permitted with written consent of the council
RE/7 and 12/31 Sandown	02-13854	Dwelling units, residential buildings, specialised retail, restaurants, conference facilities, ancillary offices, and uses that are ancillary and directly related to the main uses.
101,105,part of RE/106 Sandown Ext 3	13-1215	Shops, showrooms, places of refreshment, professional suites, medical suites, banks, building societies, take-aways and other related uses such as hairdresser and video shop.
RE/1/41 Sandown	0306E	Offices and or dwelling units, including a guesthouse with the consent of the local authority

4.3 LAND USE RIGHTS

As per the attached zoning certificate, the site is currently zoned in terms of Amendment Scheme A90 of the Sandton Town Planning Scheme, 1980. Application is hereby made for the amendment of those land use rights as follows :

	CURRENT ZONING	PROPOSED ZONING
Zoning	"Special"	Residential 4
Primary rights	Attached or detached dwelling units	Dwelling units, residential buildings (including a hotel)
Secondary rights (only with further consent)		As per Scheme - social halls, institutions, places of amusement, parking garages, places of public worship, sport and recreational clubs, places of refreshment, special use, liquor store
Floor Area Ratio	0.4	4.0
Coverage	36%	70% 90% for basements
Height	4 storeys	10 storeys
Density	No density	872 units per hectare (778 units on site)
Building Lines	8m along all street boundaries 6m on northern boundary	2m – street boundary only (no side space)
Parking	As per Scheme	0.5 bays per unit plus 1 bay per three units for visitors

5 PROPOSED DEVELOPMENT

The proposed development is a multi-storey residential building with units that can be bought or rented for long and short-term stays. The development will house a number of facilities related to, and subservient to, the running of a hotel including offices, meeting rooms, coffee bar, convenience store, gym and a restaurant.

6 ENGINEERING SERVICES

Due to the magnitude of this development; a number of additional professional consultants are required and have been deployed. The traffic impact assessment and stormwater management plan have been compiled and will be submitted to Johannesburg Roads Agency for approval. The water and sewer outline scheme report has been submitted to, and has already been approved by, Johannesburg Water and an electrical assessment has been prepared for Eskom. A summary of the abovementioned reports is as follows:

6.1 TRAFFIC ENGINEERING – TRAFFIC IMPACT ASSESSMENT

A traffic impact assessment has been prepared by ARUP (Pty) Ltd Professional Engineers and will be submitted to Johannesburg Roads Agency for approval. The following is a summary of the report:

The study indicates that the proposed development will result in the following traffic patterns:

Development	Size	Trip reduction	AM peak			PM peak		
			In	Out	Total	In	Out	Total
Proposed development	778 units	15%	107	322	430	301	129	430
Existing development	18 units	15%	3	7	10	7	3	10
Total expected trips			**104**	**315**	**420**	**294**	**126**	**420**

The access to the proposed development will be located on Katherine Street. As this is a BRT route and taking the function of the road into account, the access will only be a left in / left out. Taking this into account, the following trip distribution was assumed:

Inbound:

- 40% will travel from the M1 along Katherine Street and turn left onto Wierda Road East. These vehicles will then turn right onto Pretoria Avenue and right again onto Katherine Street to reach the access on the eastbound carriageway;
- 10% will travel northbound on Pretoria Avenue, turn right onto Katherine Street towards the development access;
- 30% will travel eastbound on Katherine Street;
- 20% will travel southbound on Pretoria Avenue, turn left onto Katherine Street towards the development access.

Outbound:

- 100% will travel eastbound along Katherine Street towards the M1 as no right turning movements will be permitted at Katherine Street and Wierda Road East.

In order to accommodate the proposed development, the following road upgrades are recommended:

- Katherine Street and Pretoria Avenue
    - Optimise signal phasing and timing plans
- Katherine Street and Wierda Road East
    - Optimise signal phasing and timing plans
- Pretoria Avenue and Wierda Road East
    - Signalise intersection; and
    - Add 60m right turn lanes on all approaches.

The capacity analysis shows that the intersections along Katherine Street are experiencing capacity constraints and it is expected to remain the case in future. The BRT route along Katherine Street is restricting opportunities to carry out road upgrades, however the analysis shows that the optimisation of the signal phasing and timing plans will improved the operation at these intersections. Wierda Road East has been opened up towards the west and therefore this route attracts more traffic. The intersection at Pretoria Avenue and Wierda Road East will have to be signalised in future in order to accommodate the additional traffic. The intersection will also require road upgrades, however the current road reserve at this location does not provide opportunity to carry out more than what is proposed. The results do however show that the intersection is expected to operate better with the proposed road upgrades.

6.2 TRAFFIC ENGINEERING – PARKING

Application is made for a parking ratio of 0.5 bays per unit plus 1 bay per three units for visitors.

In the proposed draft City of Johannesburg Land Use Scheme, 2017, the City is proposing locality based parking requirements. Erf 542 Sandown is located within 800m walking distance from the Sandton Gautrain Station and **within 300m** from the existing BRT Bus Station based on Katherine Street (cnr Wierda Road East) opposite the Athol Square shopping centre. In terms of the proposed Scheme, the site would fall within Parking Zone C, where there is no minimum parking required.

It is however not feasible, at this point in time, to not provide any parking for a development of this nature. It is therefore proposed that a ratio of 0.5 bays per unit plus 1 bay per three units for visitors be implemented.

The reduction of parking goes hand in hand with an increase in density where there is a provision of and accessibility to, public transport. Sandton is a metropolitan node with a mix of a large variety of uses. It is the place where the "live, work, play" concept is a reality, all within close proximity of one another. With the Gautrain Station and its network of buses within walking distance and access to the BRT network of buses, practically on the doorstep, the necessity of owning your own vehicle when living in this development is largely redundant. However, the mind-set of the general South African population is still that owning a vehicle is a status symbol and it must be anticipated that many residents will have vehicles, which must be catered for.

6.3 CIVIL ENGINEERING – OUTLINE SCHEME REPORT

A concept services report has been compiled by MVW Consulting Engineers, the findings of their report is summarised as follows:

6.3.1 WATER

The existing property is presently being supplied with a water connection for a Residential 3 condition. There is an existing 200mm dia. water main supply in place along the northern verge in Katherine Street. The existing connection will need to be upgraded to be a minimum 110mm dia. in order to cope with the demand for the proposed infrastructure and fire requirements.

The peak water demand for the proposed total development is a total of 12.30 ℓ/sec; for potable water consumption in any 24 hour period for residential and special use. The annual average daily demand will be 265.71 kℓ/day.

The existing 200mm dia. municipal water supply pipe system that is in place along the northern verge for Katherine Road is comprised of an uPVC piped system.

The current design standards for the Johannesburg Water company is that all fire hydrant equipment that is to be installed for the future development on a site be taken from off a minimum 110mm dia. water connection.

The proposed water supply connections to the proposed development site is recommended to be a 110mm dia. pipe incorporating a 100mm dia. water meter that is to be taken from off the existing adjacent located 200mm dia. uPVC water main.

6.3.2 SEWER

The peak sewerage discharge generated from off the proposed total development is 13.15 ℓ/sec in any 24 hour period for the residential and hotel zoning. The total outflow will be 261.89 kl/day.

An existing 150mm dia. municipal sewer pipe drainage system is in place servicing the existing development stands located along the southern boundary line for Royal Ascot Street. The existing site connection for the stand Erf 542 ties into this drainage pipeline at the north eastern corner of the stand.

The existing 100mm dia. site connection will be upgraded to be a 160mm dia. connection in order to cope with the additional flow from off the stand.

Johannesburg Water have assessed the proposed development and the impact that it will have on the water and sewer infrastructure. Johannesburg Water have commented that they support the application and that there is sufficient capacity to support the development. Their comment is attached to the memorandum.

6.3.3 STORMWATER

The existing area of the total stand, being 8922m², will require that a storm water management plan be compiled in conjunction with the greater planning of the infrastructure for the area incorporating the required attenuation of the storm water on the site.

An existing 450mm dia. municipal storm water drainage system that is in place along Katherine Street is located along the southern kerb line of the west bound traffic lane. A pipe crossing under Katherine Street to tie up with a kerb inlet structure on the northern side of the road facilitates the drainage from off the northern traffic lane for Katherine Street. This kerb inlet is located opposite the eastern end of the site and drains towards the east.

An existing 450mm dia. municipal storm water drainage system is in place along the south boundary line for Royal Ascot Lane draining towards the east.

The drainage from off the stand which will be largely from off an impervious surface area draining from off the proposed building and hard paved road and parking surfaces must be collected to and be directed into and attenuated in a holding basin facility to be positioned under the building at the north western corner of the building structure. The outlet drainage from the retention structure will be directed to drain towards the north eastern corner of the stand and thereafter to discharge via an underground pipe into the existing municipal drainage system located along the south side of Royal Ascot Lane.

6.4 ELECTRICAL ENGINEERING – ELECTRICAL CAPACITY REPORT

An electrical estimated load report has been prepared by Uhuru Wetu Consulting cc. The report looks at two possible scenarios.

Option 1 is with electric ovens and stoves, electric geyser, lights and plugs. 20% of the units will have AC units in the residential units. This option will require 5400kVA.

Option 2 is with an electric oven, lights and plugs but a gas stove and geyser. 20% of the units will have AC units in the residential units. This option will require 2200kVA.

It is recommended that application be made to Eskom for 2200 kVA supply.

The electrical report will be submitted to Eskom for comment.

7 MOTIVATION

The motivation for this development is expressed in terms of the need and desirability as follows:

7.1 NEED AND DESIRABILITY

The proposed rezoning is to allow for the development of a high density residential development composed of apartments and hotel related uses. The object of this development is to provide high quality residential accommodation in a well located and easily accessible area. The need and desirability for this type of development in this area can be attributed to the following:

- Locality
- Preference for smaller units
- Security

7.1.1 LOCALITY

The Sandton CBD has been classified by the City of Johannesburg as a Metropolitan Node. This is indicative of the extensive growth the area has experienced in the last two decades. The reason for the spike in growth is attributed to the migration of major business, banks and the Johannesburg Stock Exchange from the Johannesburg CBD to Sandton. As a result, the financial hub of the city has grown within this node. Urban development dictates that support uses and services be built within close proximity to economic nodes. For this reason, there has been a major surge in residential development within this area, but in the form of high density apartments. The increased population density within the economic hub supports the economic centre as well as the infrastructure, specifically public transport. Along with the residential development, social and recreational facilities have also expanded.

The site is located on Katherine Street, Sandton. This is a major mobility spine within the Sandton CBD, and is located in close proximity to other amenities such as the Gautrain Station, a number of retail centres, public transport nodes and various schools.

7.1.2 PREFERENCE FOR SMALLER, AFFORDABLE UNITS

The residential character of many of the northern suburbs in Johannesburg has been undergoing a change in terms of density and housing typology. The unsustainable nature of stand-alone dwelling units on large properties has led to high maintenance costs and has therefore not been favoured by many new homeowners. The convenient and safer apartment development has become much more favoured due to the minimal maintenance and usually more secure development.

The target market for this development are young, up and coming professionals, seeking trendy accommodation to own or rent in an area with a history of consistently high quality accommodation and secure lifestyles with growth in value of homes year on year. The proposed development will be in keeping with the surrounding developments. Since the proposed development is located in the development hub of Sandton, boasting numerous new developments, it is clear that the development of Erf 542 Sandown will conform to the standard set out by previous developments and result in the overall enhancement of the area and an increase in property values.

In addition to the user favouring the smaller unit, in terms of sustainability, increasing residential densities optimise existing infrastructure, prevents urban sprawl and reduces travel distances. The notion of the compact city will be realised in this development as it will accommodate a substantial amount more residents on the property, and will be close to a number of amenities and places of work.

The proposed development will offer units of various sizes, including bachelor (studio) apartments, one and two-bedroom units as well as a hotel contingency. This provides a type of service which is slowly becoming more popular, but is also a market that is not yet over populated. It will provide longer term (but still temporary) accommodation in the form of serviced apartments, specifically a targeted at business people who require accommodation for 1 or two months at a time.

The other units will be available at a much more affordable cost due to the smaller unit size, making the accommodation much more accessible to the younger demographic who are not yet able to afford the luxury apartments currently available in the Sandton CBD.

It is important to target this gap market and create an inclusionary environment where accommodation can be sought for a variety of income groups, without compromising on quality and location (to places or work and recreation, as well as public transport facilities).

7.1.3 SECURITY

An unfortunate reality in South Africa today, is the prevalence of crime and as such, the need for secure housing. The development of secured residential complexes has soared in recent years in response to the increase in home invasions and violent crimes. Many new homeowners, as well as people who have lived on stand-alone dwellings have opted to move into higher density, secured premises. In addition to the clearly visible security usually present at the complexes and residential buildings, the controlled access and general "eyes" present deter criminals. The higher number of people living within the buildings also provide a sense of security for residents.

Therefore, the development of higher density residential buildings is a much needed form of housing, especially from a security perspective.

7.1.4 NEED FOR A HOTEL

Johannesburg is fast becoming the business hub of South and Southern Africa. It is growing at a remarkable pace and is a huge attractor for business with almost all large corporations and professional companies having their head offices in the Johannesburg Region many businesspeople find themselves travelling into Johannesburg for short periods. Therefore, the need for temporary accommodation, in all its forms is quickly becoming extremely sought after.

The growth of the accommodation and hospitality industry in Johannesburg has been steadily increasing over the past few years. The study conducted by Price Waterhouse Coopers, "South African Hospitality Outlook: 2017-2021", projects that the overall the occupancy rate for hotels across all sectors in South Africa will rise to a projected 64.3% in 2021. Hotel room revenue is expected to expand to R24.8 billion in 2021, up 9.3% compounded annually from R15.9 billion in 2016.

It is projected that the number of foreign overnight visitors to South Africa to increase an additional 5.6% in 2017 and then grow at rates below 4% annually beginning in 2018, averaging 3.9% compounded annually to 12.15 million in 2021.

According to the report, tourism is considered to be a key element in South Africa's economy, and is recognised in the National Development Plan as an important driver of economic and employment growth. The growing tourist numbers are expected to fuel growth in the accommodation industry across the African continent during the next five years. Therefore, adding to the temporary accommodation industry in South Africa and Johannesburg in particular will be in essence facilitating economic growth and positively impacting the city in general.

Reference : PwC Hotels outlook: 2017-2021: South Africa – Nigeria – Mauritius – Kenya – Tanzania http://www.pwc.co.za/en/publications/hospitality-outlook.html (Accessed 15 February 2018).

7.1.5 DESIRABILITY OF A HOTEL

It is in the interest of a hotel development to attach itself to high quality and international standards and thus becomes a highly desirable development. A hotel development offers many additional advantages as indicated below:

i. **Security** – A hotel will ensure that high security and on site security presence is always adhered to and this will have a positive effect on the neighbouring properties as crime and degradation will be extremely discouraged

ii. **Maintained aesthetic quality internally and externally –** in order for a hotel to be successful a certain level of aesthetic appeal and charm must be maintained, within the building as well as the surrounds and externally. This will ensure property values surrounding the proposed hotel will not be decreased.

iii. **Control over activities and noise –** A hotel is a controlled environment and thus parties and braais on rooftops and balconies would not be an issue as it will not be allowed. If there are conference facilities this could be screened off as to ensure that it is not a nuisance to surrounding property owners.

iv. **Control over parking –** a hotel environment has a controlled parking facility and these will be secured on site. It also generates less traffic as many patrons are not residents of this city and thus do not have cars, and rather make use of public transport and other transport services.

v. **Compliance with international hotel standards –** a successful hotel will need to compete with leading international hotels and will thus strives to keep up a positive high quality image and ensure its competitiveness with leading hotel groups, therefore will have minimal negative impact on surrounding environments and property owners.

7.2 DEVELOPMENT POLICY

7.2.1 REGIONAL SPATIAL DEVELOPMENT FRAMEWORK 2010/11

According to the 2010/2011 Regional Spatial Development Framework (RSDF) Region E, Erf 542 Sandown is located in sub-area 20. Katherine Street has been identified as a mobility spine and residential densification along mobility routes makes public transport more viable. Katherine Street is also indicated as a BRT trunk route, making high density development highly viable.

The proposed residential development will aid in the realization of the notion of a compact city. Sandown has an abundance of businesses and employment opportunities as well as educational and recreational facilities, reducing the proximity between work/school, home and play for a large number of people. Moreover, this will reduce the need for private cars as efficient public transport will be within walking distance from the development.

The use of public transport will reduce the carbon footprint and aid in reducing carbon emissions. The improvements in infrastructure that occurred with the development of the Gautrain allow for higher densities, thus the infrastructure in place will be optimally used.

7.2.2 SANDTON URBAN DEVELOPMENT FRAMEWORK 2008

The Sandton Urban Development Framework was adopted in 2008 in response to the huge injection of investment for public transport development. The public transport projects were the Gautrain development and Bus Rapid Transit System (BRT) within the Sandton Node. The type of development occurring in this area should complement and supplement the public transport networks. Thus, developments which promote the use of public transport through design principles and development controls are encouraged by the local authority.

The most notable design principle that needs to be considered is the notion of compact cities. This development has taken cognizance of this and is thus located on a site in close proximity to employment opportunities, as well as recreational and educational facilities. The existing diverse variety of land uses in the Sandown/Sandton area reduces the need to travel far for the residents in the area.

This high density residential development will support the public transport systems and contribute in creating a sustainable, efficient alternative means of transport. The site is conveniently located close to a wide variety of social facilities and economic opportunities.

Housing typologies in the northern suburbs are infamously low to medium density (stand-alone dwellings) which has contributed immensely to urban sprawl in Johannesburg. This development however, will accommodate a range of patrons with different socio-economic statuses as there will be units that range from studios (one bedroom) to larger apartments that can accommodate families.

The Sandon UDF advocates for the following development controls:

Height	5-10 Storeys
F.A.R	4
Coverage	60% (residential)
Land Use	High density Residential – provided that community facilities e.g. clinics, doctors rooms, and low intensity neighbourhood retail centres can be allowed if there is a clear indication that developments will comply with the design principles in terms of pedestrian accessibility, pedestrian oriented activity at street level, a vertical mix of activity and support of public transport facilities.
Density	Up to 200 u/ha

The proposed development conforms to the Sandton UDF in all respects, however in terms of density, the restriction provided does not correlate with the allowable height, coverage and floor area. In economical terms, given the erf size, 8922m² and FAR of 4.0, at a density of 200 u/ha, this will dictate that all units must be approximately 200m² to 250m² each, making the end product extremely inaccessible due to costs. The cost of unit of that size will easily amount to R3.5 to R4 million. Although this has been the type of development which has been undertaken in the Sandton CBD in recent times, it does not allow for the inclusion of people of different income levels.

The proposed development aims at providing affordable, albeit smaller, units to allow a wide variety of people to live within the Sandton CBD and maximise the infrastructure currently in place. Inclusivity is of utmost importance in development, especially in a social fragmented city such as South African Cities. With more people living in close proximity to their place of work, less strain is placed on the road networks as public transport becomes a much more viable mod of transportation. There is therefore less reliance on private cars and as a result reduces the individuals carbon footprint.

7.2.3 CITY OF JOHANNESURG SPATIAL DEVELOPMENT FRAMEWORK 2016

The City of Johannesburg Spatial Development Framework 2020, implemented in July 2016 largely advocates for higher density inclusionary housing developments, specifically within nodes. Such developments should consider and implement the following principles, specifically with regard to residential development:

a. Increase the viability of existing and proposed public transport infrastructure and services;
b. Optimise the use of land and provide accommodation in close proximity to urban opportunities;
c. Improve the residents' quality of life by bringing them closer to urban opportunities and reduce travel times;
d. Reduce air, water and land pollution; and
e. Optimise existing infrastructure.

The proposed development wholly aligns to the notions of inclusion and sustainability as advocated for in the SDF. The entire development is aimed at achieving a more equitable city by providing affordable housing in close proximity to employment opportunities, transport infrastructure, social amenities and recreational facilities. Its location, as detailed in paragraph 8.1.1 provides an ideal opportunity for residential development.

With regards to the density guidelines, as outlined in the City of Johannesburg SDF 2020 (2016), high density residential development within CBD nodes is highly advocated for, with a minimum density of 100 dwelling units per hectare, and no maximum stipulated in the policy. This greatly informs this application, as the City of Johannesburg has noted the high demand for housing within regional nodes, and thus understands the developmental logic when applying high density controls to developments.

In order to achieve a sustainable and compact city, one must employ higher rise development strategies to reduce the building footprints and simultaneously increase density. This in turn, will ensure optimal use of service infrastructure as well as transport infrastructure.

One of the key requirements for successful public transport networks is the implementation of higher densities in close proximity, walking distances to such transportation routes. It is imperative to implement such a rationale within regional nodes, as these have a wider sphere of influence and have a larger significance within the larger metropolitan area.

7.3 PUBLIC INTEREST

The proposed development is for the provision of quality residential accommodation in a well located and central area. It is in the public interest to promote the provision of housing, especially when located in areas with ease of access to public transportation, places of employment, economic activity, social amenities and recreation facilities. The proposed development will only result in positive growth, integration and inclusion within the city, through its address appeal and access to amenities, infrastructure and opportunity.

7.4 SPATIAL DEVELOPMENT PRINCIPLES

The proposed development takes into consideration the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013)

SPLUMA Referral		Proposed Development Compliance
7 (a)	Spatial Justice	The application is being submitted to legalize the existing facilities on the property. In this process, the land will be administered more efficiently, and the existing "Residential 1" zoning will not be in contravention anymore, As this is not a greenfields development, but rather the legalization of an existing facility and is not a residential development, the underpinning principles of spatial justice cannot be applied.
7 (b)	Spatial Sustainability	The application will allow the best possible use in the more efficient and equitable manner. The four properties making up the site will be consolidated into one. As it is an established facility, it makes use of the existing infrastructure. Further, its proximity to major highways, through roads and mobility spines makes the site exceptionally accessible.
7 (c)	Efficiency	Due to the fact that the application ensures the legality of the current development, the principles of efficiency are completely applied and adhered to.

7 (d)	Spatial Resilience	The principal of spatial resilience is adhered to in the application, as the proposed development does not deviate from the future spatial planning policy for the area.
7 (e)	Good Administration	This application is in line with the governmental policy affecting the spatial development of the area and does not deviate from it.

8 CONCLUSION

It is clear, based on the above application that the rezoning of Erf 542 Sandown will result in the provision of highly sought after, well located and high quality residential units. The proposed development adheres to the developmental policy and the overall developmental vision of the City of Johannesburg within the Sandton CBD and as a result aids in creating a sustainable and compact city. This proposed development and is ideally located for its function and will aid in the optimal use of public transport infrastructure.

We therefore recommend that the application be approved.

LOCALITY

The subject property is located at 107 Katherine Street, Sandown and measures 8922 m² in extent. Sandown is located east of the Sandton CBD, and north of residential suburbs Wierda Valley and Atholl

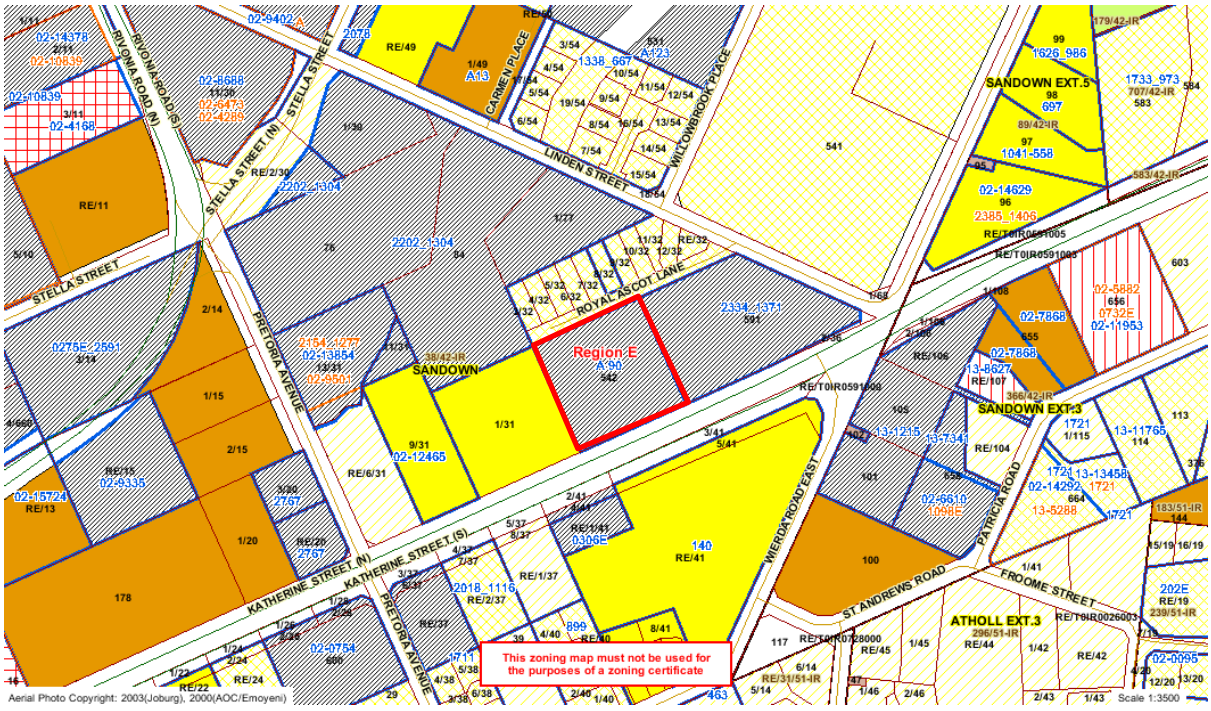
EXISTING LAND USE

The site is currently developed as a sectional title, medium density residential complex. The surrounding land uses are a mix of various residential densities as indicated in the map below:

	Residential
	Hotel
	Eskom Substation
	Park
	Shopping Centre

SURROUNDING ZONING

The zoning of the site and its surroundings are illustrated below. The map indicates that the property is surrounded by a mix of zonings, with residentially zoned properties dominating the surrounding land use. The site is currently zoned "Special" for attached or detached dwelling units, subject to certain conditions.



	Special
	Residential 1
	Residential 2
	Residential 3
	Residential 4