MOTIVATIONAL MEMORANDUM: WRITTEN CONSENT:

PARKING RELAXATION

ERF 1779 GERMISTON

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WRITTEN CONSENT A:

PARKING RELAXATION

ERF 1779 GERMISTON

On behalf of

LOTHLORIEN PROPERTIES (PTY) LTD)

KiPD

Compiled by:

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1 INTRODUCTION

Application is hereby made in terms of clause 30 (1) of the Ekurhuleni Town Planning Scheme, 2014, read together with the Town-Planning and Townships Ordinance, 1986 (Ord. 15 of 1986), for the relaxation of parking requirements for Erf 1779 Germiston.

All pertinent information is included in this memorandum.

2 SITE CONTEXT

2.1 OWNERSHIP PARTICULARS

The property is register at the Deeds Office as follows :

Property details	Registered owner	Title deed no	Extent (m²)
Erf 1779 Germiston	Lothlorien Prop (Pty) ltd	T22677/2019	2970 m²

The property is a consolidation of Erven 37, 38, 39, 43, 44 and Erf 45 Germiston. The consolidation was registered at the Deeds Office on 11 July 2019 and the title deed is not available to the public yet. A letter from the conveyancing attorney confirming registration and a copy of the draft deed is attached.

2.2 MORTGAGE BOND

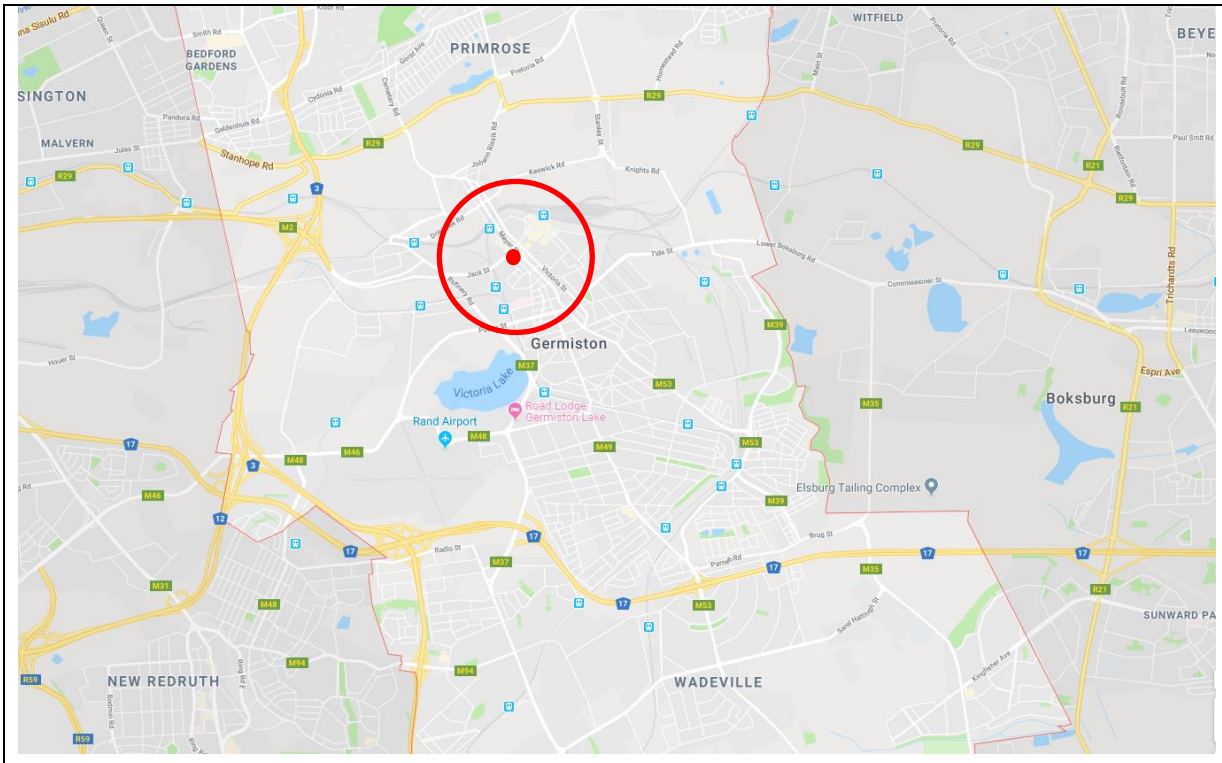
The property is not subject to any mortgage bond.

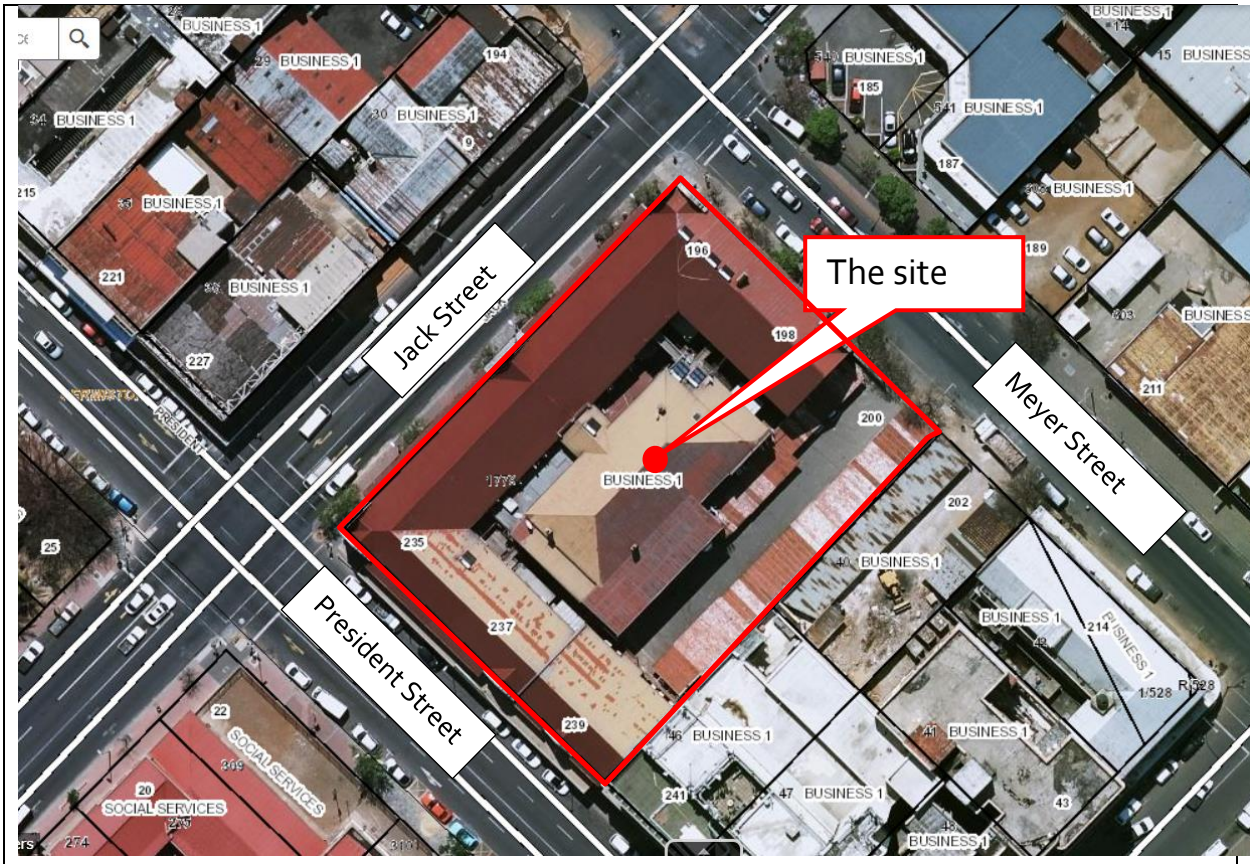
2.3 TITLE RESTRICTIONS

There are no restrictions contained in the Title Deed pertaining to this application.

2.4 LOCALITY

The property is located in the Germiston CBD, on the corners of Jack, President and Meyer Streets.





3 EXISTING DEVELOPMENT CONTROLS

In terms of the Ekurhuleni Town Planning Scheme, 2014 the property is zoned as follows:

Development Control	Existing Zoning
Zoning	"Business 1"
Primary Rights	As per scheme
Floor Area Ratio	6.0
Coverage	90%
Height	Unrestricted
Density	> 60 dwelling units per hectare
Parking	As per Scheme – Boarding Houses – To the satisfaction of the municipality Business 1 (CBD) – No parking is required, provided that sufficient on-street parking is provided to the satisfaction of the municipality.

4 EXISTING DEVELOPMENT

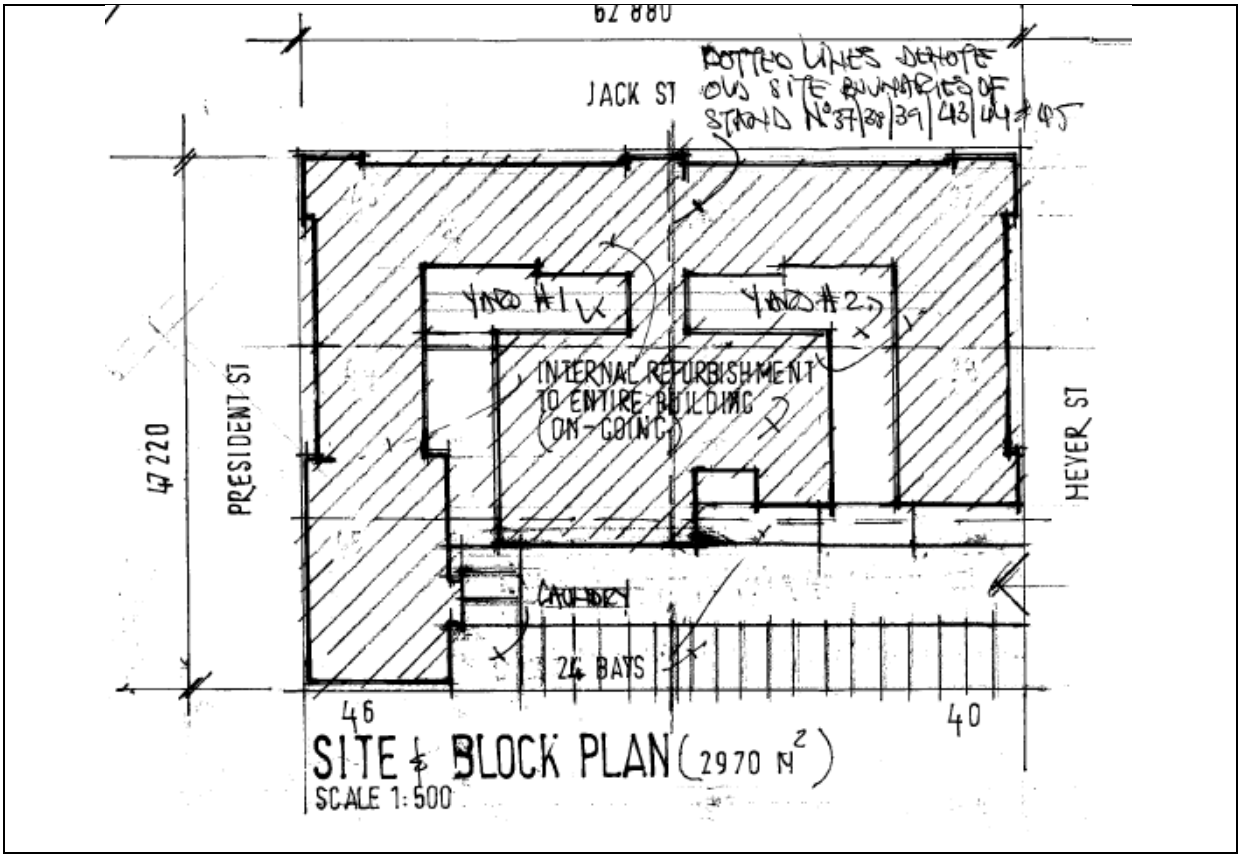
The building on site is the Alexander. This building was previously a hotel and dates back to 1905. The hotel was partly designed by Sir Herbert Baker, using his traditional stone appearance. Germiston is one of the oldest cities in South Africa and this is most pronounced in its Victorian style architecture..

Currently, the building has been renovated and redeveloped into a mixed-use development with shops and offices on the ground floor and residential boarding rooms on the upper floor as well as in the centre court yard building. The rooms vary in sizes and are leased out on a monthly basis.

The various land uses have the following floor areas :

	Floor Area (GLA)
Boarding house – 88 rooms	2 807m²
Shops	1 366m²
Offices	353m²

The following is a site block plan indicating the buildings on site as well as the on-site parking :



5 PROPOSED PARKING RATIOS

5.1 BOARDING HOUSE

In terms of the Ekurhuleni Town Planning Scheme, 2014 parking must be to the satisfaction of Municipality for a boarding house. There is no stipulated parking ratio.

Furthermore, in terms of the Ekurhuleni Town Planning Scheme, 2014, there is no parking required on site for Business 1 zoned properties in the CBD, provided that sufficient on-street parking is provided, to the satisfaction of the municipality. Under the Business 1 zoning, a residential building is a primary right, which includes a boarding house.

There are currently 24 parking bays provided at the back of the building in a court yard with security. As there are 88 boarding rooms in the building, the provided parking ratio is roughly one parking bay for every 4 rooms, or precisely **0.27 parking bays per room**.

5.2 SHOPS AND OFFICES

In terms of the Ekurhuleni Town Planning Scheme, 2014, there is no parking required on site for Business 1 zoned properties in the CBD, provided that sufficient on street parking is provided, to the satisfaction of the municipality.

As allowed, no parking is being provided on site for the shops and offices. All parking for these land uses are provided on-street, as further discussed below.

6 MOTIVATION

6.1 BOARDING HOUSE PARKING REQUIREMENTS

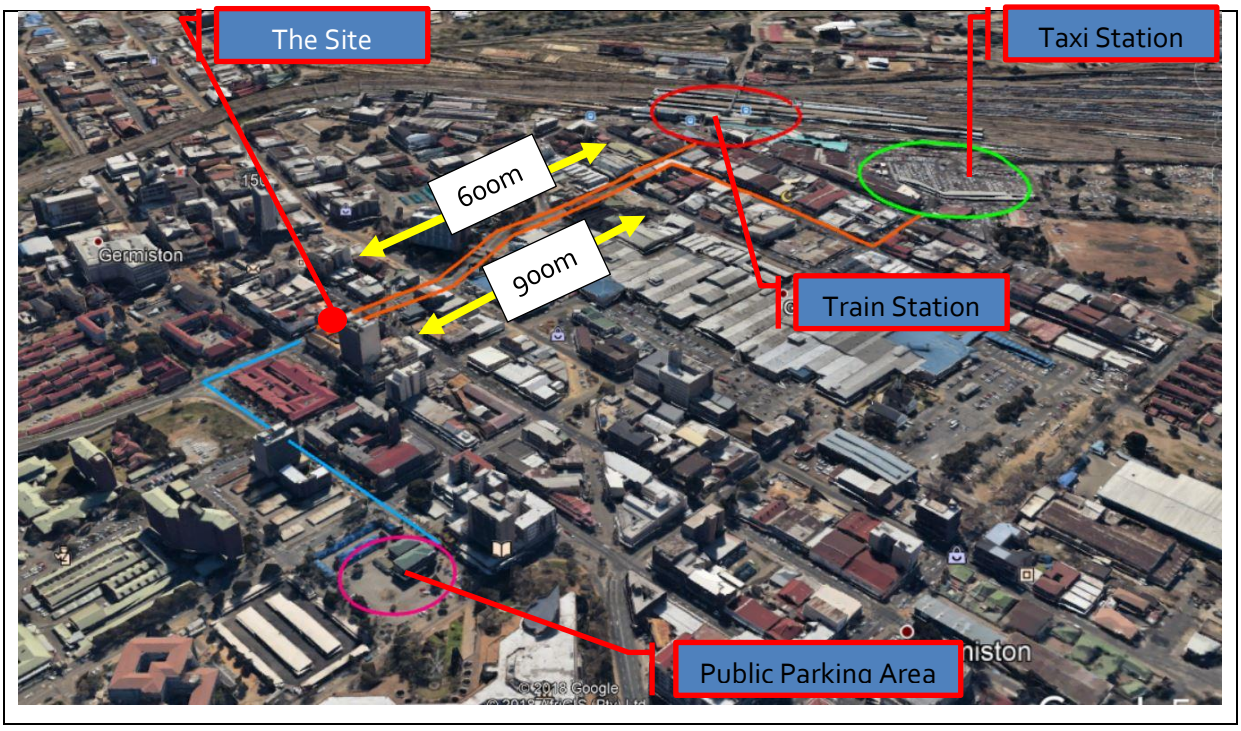
The nature of a boarding house, located especially within a CBD, is that they are occupied by people who are unable to rent a full apartment unit. Rooms are rented individually with ablution facilities, kitchens and common areas being the shared areas.

The boarding house developed on Erf 1779 Germiston is primarily occupied by low income earners who work within the Germiston CBD or the nearby industrial areas. The location of the boarding house is ideally located in close proximity to a number of public transport facilities. The majority of the tenants cannot afford to own their own vehicle and are reliant on the public transport.

The boarding house has been operating in the building for some time and the above mentioned lack of vehicles is very evident at night and on weekends. The reduction in parking bays is reasonable and supported by the lack of demand for parking bays.

6.2 PUBLIC TRANSPORT INFRASTRUCTURE

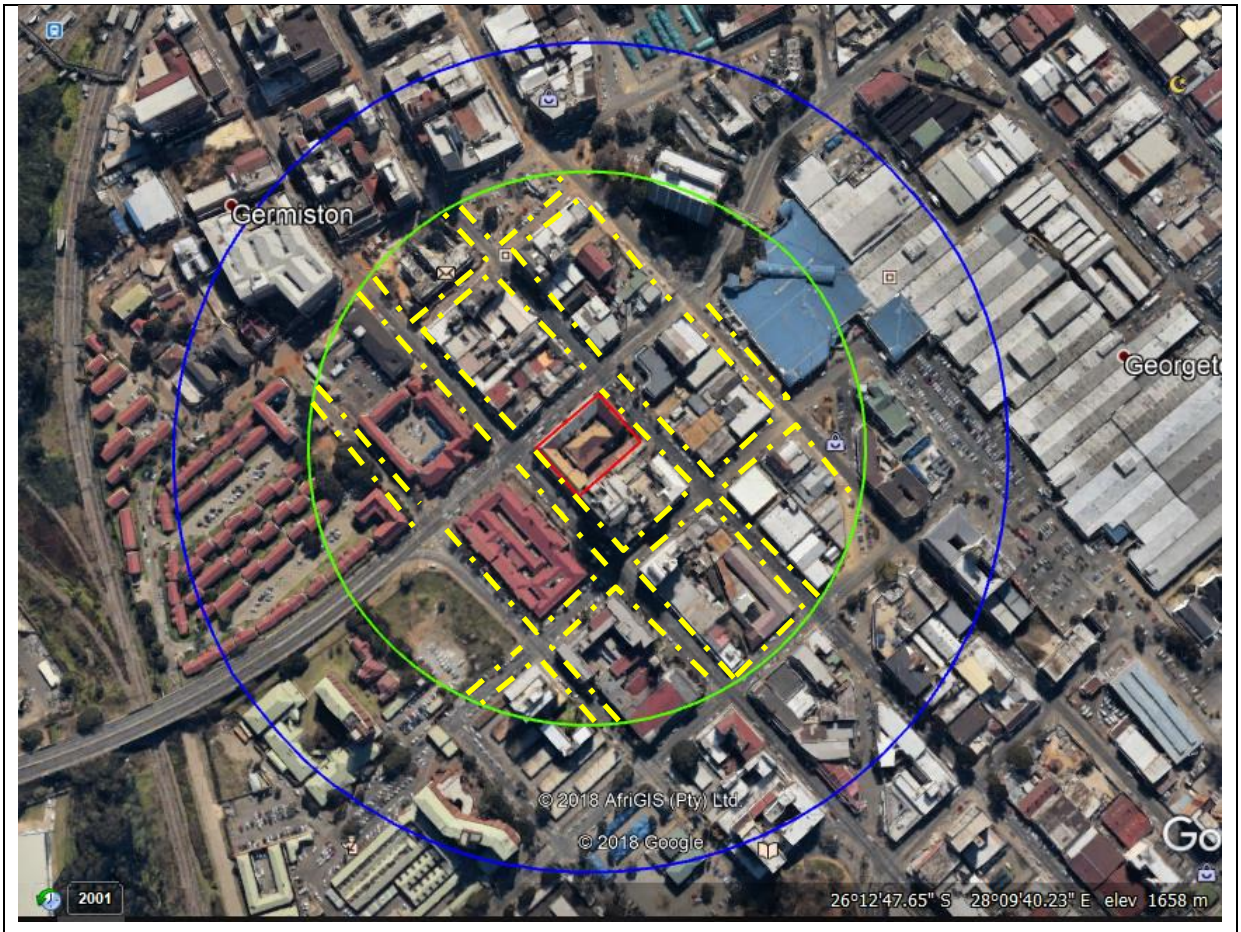
The site is well located within the Germiston CBD and in close proximity to transport hubs, being the Germiston short and long distance taxi rank and the train station. The train station and the taxi rank are located approximately 600m and 900m respectively from the site. The nature of this CBD, as with most CBD's, is such that the use of public transport facilities is encouraged. The map below indicates available transportation infrastructure available in close proximity to the boarding house.



6.3 AVAILABILITY OF ON STREET PARKING

In terms of the Ekurhuleni Town Planning Scheme, 2014, no parking is required for Business 1 uses within the CBD, provided that sufficient on street parking can be provided. The general nature of this CBD is that on-street parallel parking bays line most of the surrounding streets and is available for all the buildings, generally within a 200m walking distance radius.

The map below indicates a 200m (and 300m) radius from the site. The areas highlighted in yellow indicate on street parking areas.



	200m radius
	300m radius
	On street parking
	Site

As the shops and offices have been operating from the building for some time, and there has been no demand for use of the parking on site for patrons of the land uses, it is clear that the on street parking is sufficient for the land uses.

6.4 DESIRABILITY OF MIXED USE DEVELOPMENTS

Mixed-use has become a popular buzz word and it is characterised by pedestrian-friendly development that blends two or more uses. The mixed-use concept is one of the ten principles of Smart Growth, which is an urban planning and transportation theory that concentrates growth in compact walkable urban centres to avoid sprawl.

There are key aspects noted from the subject property as a mixed-use development that it provides three or more significant revenue-producing uses such as shops, offices and residential, and it further fosters integration, density and compatibility of land uses and encourages walkability.

The concept adopted by the subject property is known as the vertical mixed-use development characterised by:

- Combination of different uses within the same building,
- Provision for more uses on the lower floor such as shops and offices and
- Also the provision for private uses on the upper floor for residential use.

7 SPATIAL POLICY

7.1 THE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK, 2015 (MSDF)

The MSDF (2015) indicates the desired development trends and growth patterns for the municipal area through its spatial development guidelines. Its main intention is to advocate for a more sustainable and functional city by putting into practice the principles of sustainable neighbourhood development.

It advocates for high densities to address urban sprawl and further promotes efficient land uses. Densification is also key in the MSDF (2015) which encourages higher residential densities and mixed uses as well as the use of public transportation.

The following are suggested approaches to densification noted in the MSDF:

- Relate densification to existing (rail) and future (BRT and rail) public transport routes;
- Relate densification to social facilities; and
- Relate densification to business nodes.

The MSDF further promotes functionality on activity nodes to serve the population efficiently. It takes into account the following to encourage functionality of nodes:

- Compact city;
- Public transport;
- Pedestrianisation;
- Improved connectivity;
- Urban integration and
- Urban transformation.

The subject property completely aligns to the principles noted in the MSDF (2015) and the relaxation of parking on the subject property is therefore upheld by the fact that the development is within walking distance to various transportation facilities, as well as the fact that the tenants are low income earners who are not able to own cars.

7.2 URBAN DESIGN FRAMEWORK, 2012

The Urban Design Framework highlights guidelines for the development/redevelopment of the built environment in the CBD's such as:

- The historic street grids should be respected when new developments are planned in order to maintain the fine urban fabric in these areas;
- Activity should be brought to the street level and this includes restaurants or cafes and street oriented use and
- Pedestrian movement should be given the highest priority.

The above guidelines have an intention of making CBD's built environment to be more attractive to investment, viable and appealing to the general public. The same guidelines are retrofitted to the subject property as it is designed in such a manner that prioritises ground floor interaction with its entrance being on the street edge for shops, restaurants, and other complementing uses with residential component on the upper floors.

7.3 REGIONAL SPATIAL DEVELOPMENT FRAMEWORK (RSDF) 2013

The subject property is located in Region A of the Ekurhuleni Metropolitan Municipality in terms of RSDF, 2013. Furthermore, in terms of the RSDF, the property is located within the Germiston Primary Activity Node.

Below are key basic principles that need to be taken into account when dealing with primary nodes:

- That more focus should be put on pedestrian-friendly uses, such as shops and restaurants, as opposed to vehicular-oriented uses such as filling stations and
- That preference should also be given to non-residential ground floor uses that supplement the residential component on the upper storeys.

The above principles are adhered to in this development. Focus must be placed on pedestrianisation and the use of public transport. Therefore, the requirement to provide 1 parking bay per room in boarding houses within the CBD is counter to the policy set by the Municipality.

This development is coherent with the RSDF for Region A, and will aid in enhancing the primary node as a mixed use and residential hub. The relaxation of parking is compliant with the principles of the RSDF (2013).

8 RECOMMENDATION

It is clear from the current operation and use of the building and the lack of demand for parking that the existing parking provided on site and the existing parking provided in the street, is sufficient for the development.

We therefore recommend that the application be approved.