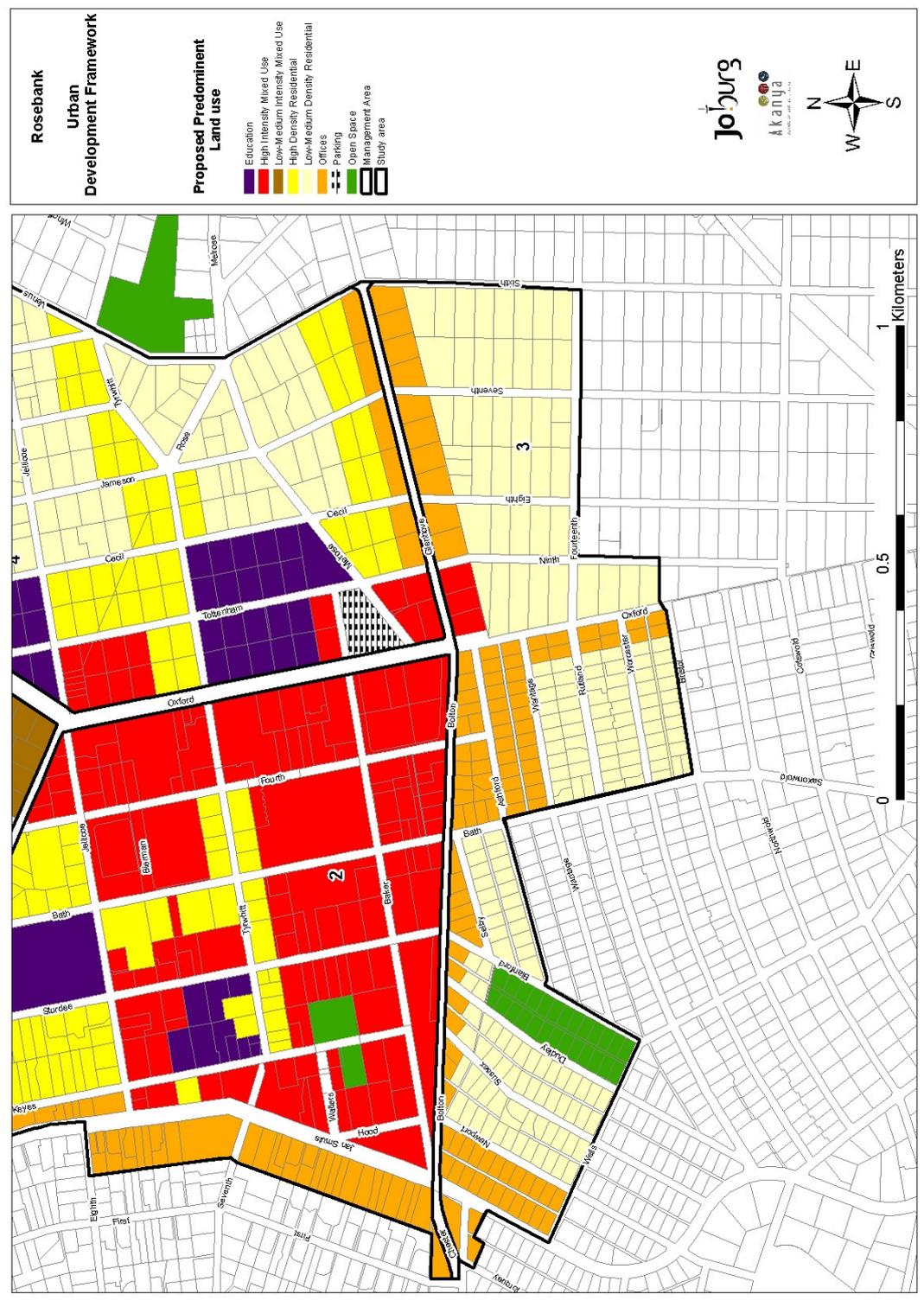


MANAGEMENT DISTRICT 3

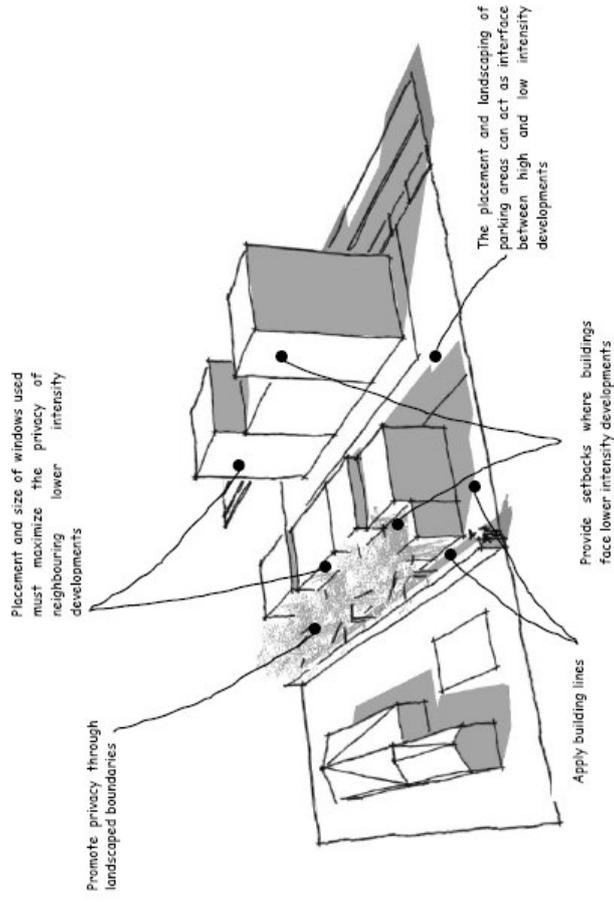


The Management District is defined by Glenhove, Sixth, Fourteenth, Ninth, Bristol, Saxonworld, Ashford, Branford, Wells, Jan Smuts, Chester, and Bolton. This district consists mainly of the southern side of the study area which has a variety of land uses, including home offices, show rooms and various densities of residential housing and offices.

This district is well located as it is just to the south of the Rosebank core area and the Gautrain Station. The area is also the location of one of the BRT Stations at the Rutland intersection. This links the area directly with the rest of the BRT network.

Table 16: Management District 3

<b>DISTRICT DEVELOPMENT POLICY : MANAGEMENT DISTRICT 3</b>	
<b>Design Guidelines &amp; Principles</b>	<p>The transportation guidelines at the end of this section should guide roads design, intersection upgrading and sidewalk development that might occur in the district.</p> <p>Sidewalks and pathways should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.</p> <ul style="list-style-type: none"> <li>▪ The pedestrian network should provide continuous direct routes and convenient connections between destinations, including homes, shopping areas, public services, recreational opportunities and transit.</li> <li>▪ Sidewalks, pathways and crossings should be designed so that people can easily find a direct route to a destination and delays are minimized.</li> <li>▪ Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open spaces such as plazas, courtyards and squares, as well as the building façades that give shape to the space of the street. Amenities such as street furniture, banners, art, plantings and special paving, along with historical elements and cultural references, should promote a sense of place.</li> <li>▪ Pedestrian improvements should be designed to achieve the maximum benefit for their cost, including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation.</li> <li>▪ Buildings of historical heritage significance should be protected in of the South African Heritage Act.</li> </ul> <p>Overlooking and the protection of privacy at interfaces between lower and higher intensity uses are important issues.</p> <p>Development should be sited and designed to acknowledge the privacy of abutting developments (see conceptual sketch below).</p>



The areas where the principles are applicable includes all areas where higher intensity uses abut lower intensity uses and specifically the areas of development east of Jan Smuts Avenue, south of Bolton Road, east and west of Oxford Road and south of Glenhove Road as indicated on Figure 58 – Proposed Land Uses.

Landscaping should be functional and the objective of landscaping ought to be to:

- Mitigate noise and screen objectionable views
- Provide ease of access and define developments' entrances and pedestrian ways
- Promote safety, security and privacy
- Provide visual relief from blank exterior walls, building mass and bulk

	<ul style="list-style-type: none"> <li>▪ Provide green spaces in high-intensity developments</li> <li>▪ Provide children's play areas for residential developments, especially where public open space is in short supply.</li> <li>▪ Promote the placement of windows on the façade of buildings to allow for surveillance from the building onto the street and other public spaces</li> <li>▪ Perimeter fencing should be permeable to allow for visual surveillance onto and from the street</li> <li>▪ Landscaping should not detract from lines of vision and hiding places should not be created</li> <li>▪ Ensure appropriate lighting of common spaces such as the perimeter, pathways, and entrance halls</li> </ul> <p>Apart from the detailed transportation guidelines provided at the end of the section, the following is also important:</p> <ul style="list-style-type: none"> <li>▪ The entrance to a development must be designed and located so that cars will not hinder vehicle movement on the public street.</li> <li>▪ Paved areas must promote the efficient management of storm water.</li> <li>▪ A minimum of one tree for three open parking bays to be planted.</li> <li>▪ Car parking facilities should not dominate the development or street frontage.</li> <li>▪ Pedestrian movement and the effective interface between pedestrian movement and vehicle is a critical consideration in any given development.</li> </ul>
<b>Development Management</b>	
<b>Height:</b>	The district has a diverse range of height, densities and proposed land uses and for this information, please refer to the Saxonworld and Parkwood Precinct Plan and/or to the RSDf for Region E.
<b>Density:</b>	The district has a diverse range of height, densities and proposed land uses and for this information, please refer to the Saxonworld and Parkwood Precinct Plan and/or to the RSDf for Region??
<b>Land Use:</b>	The district has a diverse range of height, densities and proposed land uses and for this information, please refer to the Saxonworld and Parkwood Precinct Plan and/or to the RSDf for Region??
<b>Coverage:</b>	The district has a diverse range of height, densities and proposed land uses and for this, please refer to the Saxonworld and Parkwood Precinct Plan and/or to the RSDf for Region? (Coverage can be relaxed at the discretion of council.)
<b>Building Lines/Set Backs:</b>	As per Scheme
<b>Parking:</b>	As per Scheme
<b>Landscaping:</b>	As per Scheme.
<b>Urban Management:</b>	<b>Elements</b>
<b>Maintenance/Operational issues that, as a minimum, should be monitored</b>	

<b>and dealt with as part of the Region's urban management function</b>	
<b>Water and Sewer</b>	<ul style="list-style-type: none"> <li>▪ Bulk capacities, reticulation capacities and condition of the infrastructure</li> </ul>
<b>Roads and sidewalks</b>	<ul style="list-style-type: none"> <li>▪ Repair sidewalks and kerbing</li> <li>▪ Road signs, names and markings as well as traffic signals</li> <li>▪ Medians, shoulders, gutters and manhole covers</li> </ul>
<b>Electricity</b>	<ul style="list-style-type: none"> <li>▪ Bulk capacities, reticulation capacities, condition of the infrastructure and street lights</li> </ul>
<b>Open space</b>	<ul style="list-style-type: none"> <li>▪ Street furniture, flower beds, pruning, irrigation, pathways, playground equipment, grass areas and lawns</li> </ul>
<b>Waste management</b>	<ul style="list-style-type: none"> <li>▪ Cleansing, collection of waste, control of illegal dumping and frequent routine collection</li> </ul>
<b>Illegal uses</b>	<ul style="list-style-type: none"> <li>▪ Enforce policies and by-laws</li> </ul>
<b>Community involvement/facilities</b>	<ul style="list-style-type: none"> <li>▪ Public services building maintenance</li> <li>▪ Ensure viable operational levels</li> <li>▪ Ensure safe and inviting environments</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>▪ Ensure adequate and visible policing</li> <li>▪ Implement design for safety guidelines</li> <li>▪ Promote community policing</li> </ul>
<b>Dependencies (What will influence the phasing and roll-out of development)</b>	<ul style="list-style-type: none"> <li>▪ Adequate infrastructure availability and condition as per City standards for: <ul style="list-style-type: none"> <li>○ Water, sewer, electricity</li> <li>○ Roads and walkways</li> </ul> </li> <li>▪ Satisfactory level of urban management. A minimum level of service provision should at least be agreed upon between the region, MOEs or service providers and district stakeholders</li> </ul>