

## 8.0 AIMS OF A PLANNING POLICY

The proposed planning policy should have as its general aims the following principles:

- (a) It must permit the Council to correctly respond to applications for business usage.
- (b) Market forces must be allowed to operate in a constructive manner and in so doing rationalise business activities in the area. These inputs must be translated into zoning proposals which are acceptable in both economic and planning terms.
- (c) Adjacent residential properties must be protected from uncontrolled business development.
- (d) It must encourage the development of a more cohesive business environment.
- (e) Parking and traffic flows must be addressed adequately.

## 9.0 SYNTHESIS

### 9.1 Facts

- (a) The area is caught up in a downward spiral: the built environment and services are deteriorating and the more they regress the less rental can be expected and the greater the decay. A catalyst is required to affect urban renewal.
- (b) Pressure exists to use the existing residential properties between Currie Street and Signal Street for business purposes
- (c) Previous studies have indicated that the area between Signal Street and Currie Street should be changed to business use.

### 9.2 Desirability

The use of the residential area bounded by Fleet Street, Currie Street, Signal Street and Tutton Terrace for business purposes is regarded as desirable for the following reasons:

- (a) It will act as a catalyst to stop the urban blight taking place and reverse the process to that of urban renewal because a higher zoning will enhance the value of properties and allow owners to upgrade their buildings because they would be able to expect higher rents.
- (b) It will also create an opportunity to conserve a very important built environment.
- (c) It will provide in a demand for business erven in that area.
- (d) It is close to the Central Business District and between the Fleet Street/Currie Street businesses node and the future business along Signal and Tutton Streets on the SATS land and should be seen as part of that business node in the future.

- (e) Ample on-street parking opportunities exists in the wide roadways between Currie and Signal Streets i.e. Chambers, Caxton, Longfellow, Tennyson and Moore Streets.

### 9.3 Issues

The following issues will however have to be addressed in this area:

#### (a) The built environment

In terms of a previous Council decision, all the buildings recommended for listing in terms of the National Monuments Act, including buildings in the study area were forwarded to the National Monuments Council and their recommendations will be submitted to Council at a later date.

It is agreed with the consultants that the area bounded by Fleet Street, Currie Street, Signal Street and Tutton Terrace should be declared a conservation area as enough houses of architectural and historical merit exists in the area in order to give it a specific character which should be retained.

The character of the area should be preserved by introducing regulations as far as it concerns the street elevation of buildings, the maintenance of buildings, the display of advertisements, etc. and by sympathetic treatment of sidewalks, lighting, landscaping, parking and furniture.

As the East London Zoning Scheme does not have such a zone it will be necessary to amend the East London Zoning Scheme by introducing a Conservation Zone.

#### (b) Parking

The erven are small and the existing houses cover most of the property which does not allow much if any on-site parking. Because of the existing built environment it will not be desirable to demolish existing houses to provide for on-site parking.

However, the intersecting streets namely Moore, Tennyson, Longfellow, Caxton and Chambers are wide enough to provide for both traffic and extended parking.

The Design Branch of the Directorate of Planning and Engineering Services undertook an investigation into the possibility of providing additional parking in the intersecting streets. The parking envisaged is 6m x 2,5m parallel bays on the roadside adjacent to the kerb with double interlocking or single row centre parking 5m x 2,5m.

A summary of the additional on-street parking bays that can be provided are as follows:

	SIDE PARKING	CENTRE PARKING	TOTAL	REMARKS
Moore Street	40	66	100	Double centre
Tennyson Street	40	33	73	Single centre
Longfellow Street	40	33	73	Single centre
Caxton Street	40	66	106	Double centre
			----	
			358	TOTAL
			=====	

If required, the number of bays could be increased in Tennyson Street and Longfellow Street by widening the roadway along the northern side and offering double interlocking centre parking in each case. This would add another 66 bays to the above total. Only minimal widening would be required, e.g. Tennyson Street + 2,2m, Longfellow Street + 1.0m. This would provide a total of 424 parking bays.

(c) The nature of uses which would be desirable

The nature of uses which could be permitted in the area bounded by Fleet Street, Signal Street, Currie Street and Tutton Terrace will be determined by the available parking and the parking requirements of each use. The leasable area of all houses in the intersecting streets between Signal Street and Currie Street is 20481 m<sup>2</sup>. In this area 75 on-site parking bays are available. If the 424 street parking bays are added as set out in 9.1, a total of 499 possible parking bays are available in this area.

If it is accepted that only 2/3 (15360m<sup>2</sup>) of the leasable area of all houses in the area could be used for business or office use by excluding passages, toilets, kitchens etc., there is an availability of 1 parking bay per 30m<sup>2</sup> of gross leasable area.

Uses that would comply with such a parking standard and which could thus be allowed in this area can include offices (1 bay per 65m<sup>2</sup>) warehouses (1 bay per 200<sup>2</sup>) and industries (1 bay for every 100m<sup>2</sup>). Due to the nature of the area and abutting land uses, manufacturing should be limited to small scale manufacturing without any noise disturbance and excluding noxious industry.

It is recommended that rezonings to the General Business Zone be allowed provided only shops which will not generate more parking than 1 bay per 30m<sup>2</sup> gross leasable area be permitted. Offices will comply as well as small industry. Industry will be controlled as Council's Special Consent is required.

(d) Roads and sidewalks

The roads and sidewalks in the area are in a poor condition and will require upgrading. It is recommended that the DPES investigate the upgrading of roads and sidewalks in this area

(e) Urban design and landscaping

The area lacks any landscaping in the form of trees or shrubs. It also lacks in character. With the introduction of on-street parking the need for urban design and landscaping increases.

It is recommended that an urban design and landscape plan be completed for the area.

(f) Traffic

Various traffic issues are regarded as important i.e. the intersection between Signal Street and Fleet Street, a possible future link between Currie Street and Commercial Road, the possible widening of Signal Street etc. and it is recommended that a mini traffic study be completed to investigate these and other relevant issues. Such a study, however, should be delayed until Spornet have prepared a development plan for their land holdings.

10. RECOMMENDATION

It is recommended that Council approve the following:

10.1 Land uses

That properties in the area bounded by Fleet Street, Currie Street, Tutton Terrace and Signal Street be allowed to rezone to the General Business Zone as indicated on map 6 provided only offices, businesses, minor factories or shops which will not generate more parking than 1 bay per 30m<sup>2</sup> of gross leasable area be allowed.

10.2 Parking

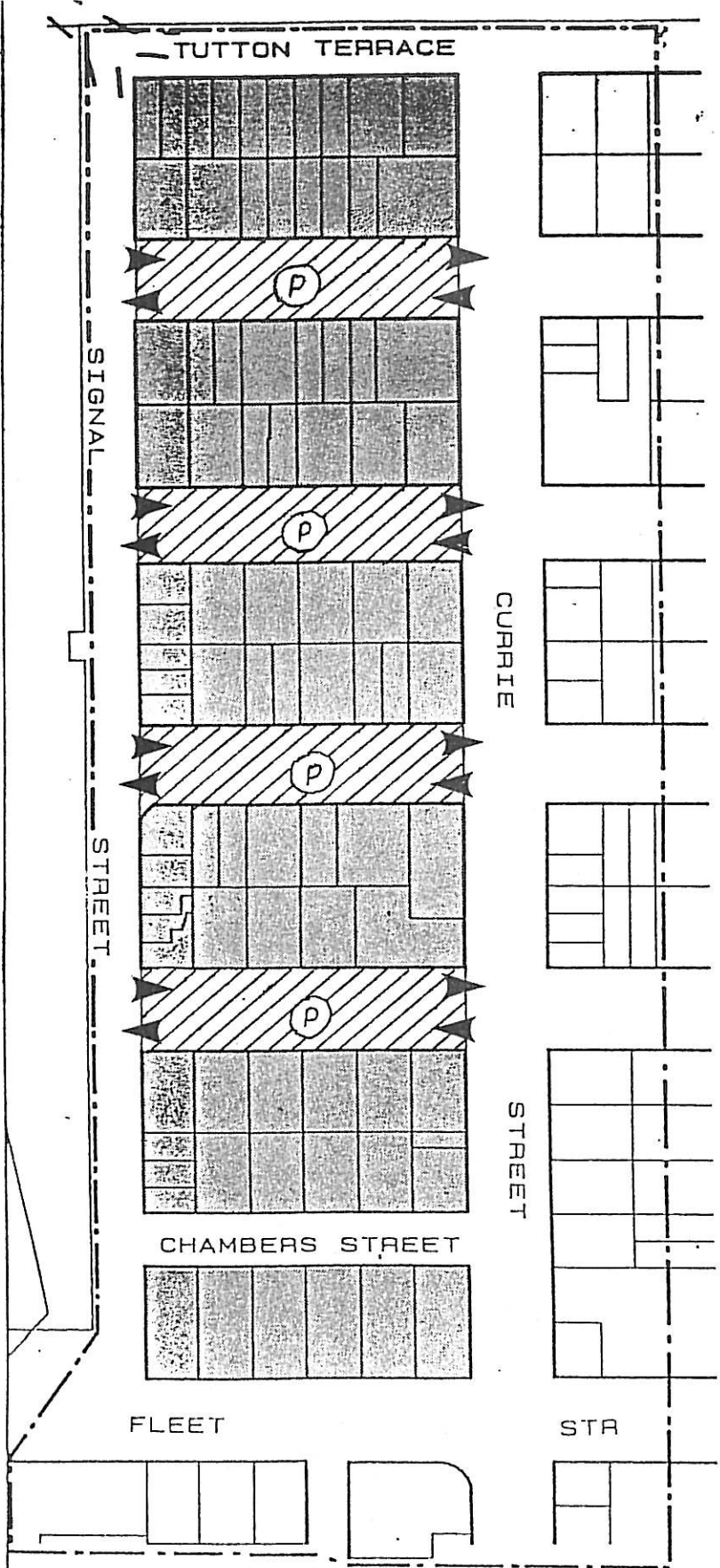
(a) That funds be paid into the Parking Areas Development Fund in lieu of the provision of on-site parking by developers and this money be used by Council to build on-street parking in Moore Street, Tennyson Street, Longfellow Street, Caxton Street and Chambers Street.

(b) That the DPES in conjunction with the City Treasurer determine an amount per parking bay in this area to be paid into the parking areas development fund in lieu of parking in terms of a parking plan approved by the DPES for the area.


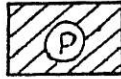
10.3 Conservation

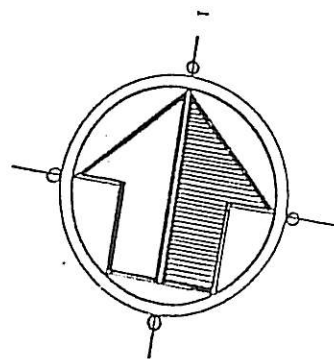
(a) That the East London Zoning Scheme be amended to include a conservation zone as Article 43 in Part VI of the East London Zoning Scheme as indicated in Annexure "D" and that an application be submitted to the Administrator.

(b) That the following conditions be laid down with every rezoning application in this area in order to control the built environment:



Legend:

-  GENERAL BUSINESS
-  PARALLEL AND CENTRE PARKING



City of East London  
 DIRECTORATE OF  
 PLANNING & ENGINEERING  
 SERVICES  
 Town Planning Branch

NORTH-WEST QUIGNEY  
 LOCAL STRUCTURE PLAN

PROPOSED POLICY



Date :	Scde :	Design :	Drawn :
June '91	1:2500	A. Kotzee	J. Booth.

- (i) A site development plan indicating preliminary elevation plans be submitted to the DPES for approval in the first instance.
- (ii) All plans for alterations or additions to existing buildings be drawn up and work supervised by a Registered Architect.

#### 10.4 Roads and Traffic

- (a) That the upgrading of Moore Street, Tennyson Street, Longfellow Street, Caxton Street and Chambers Street receive the necessary priority in relation to future land use changes in these streets.
- (b) That a mini traffic study be completed for the area indicating the following issues:
  - (i) The possible widening of Signal Street
  - (ii) The intersection between Signal Street and Fleet Street
  - (iii) The linking of Currie Street with Commercial Road.

That the necessary funds for such a study be provided in the capital estimates.

#### 10.5 Urban Design and Landscaping

That an Urban Design and Landscape Plan be completed for the area and that the necessary funds for such a study be included in the capital estimates.