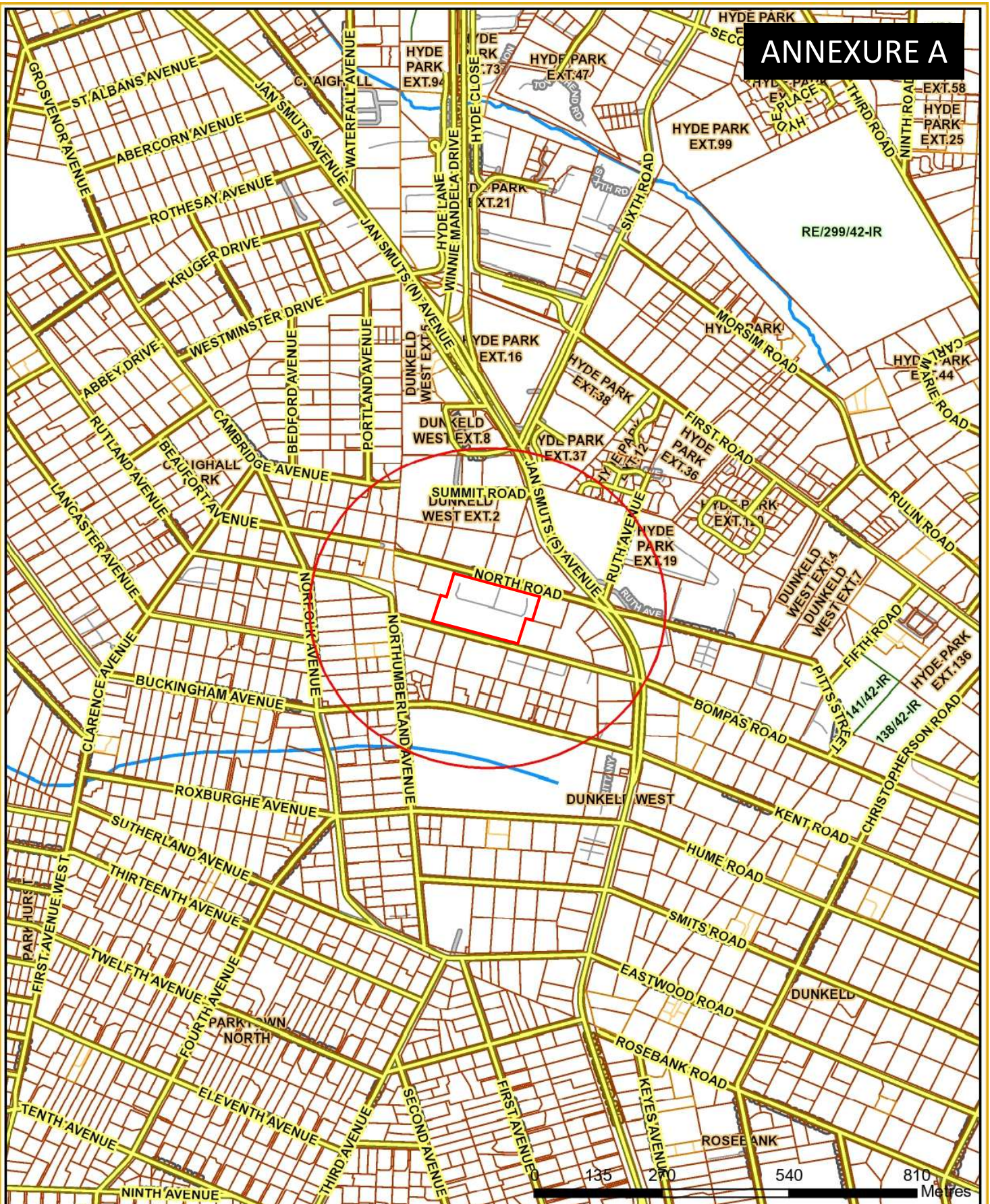


ANNEXURE A



Locality Map

PREPARED BY:

Planning Worx

DATE:

15/06/2026

Erf 207 Dunkeld West

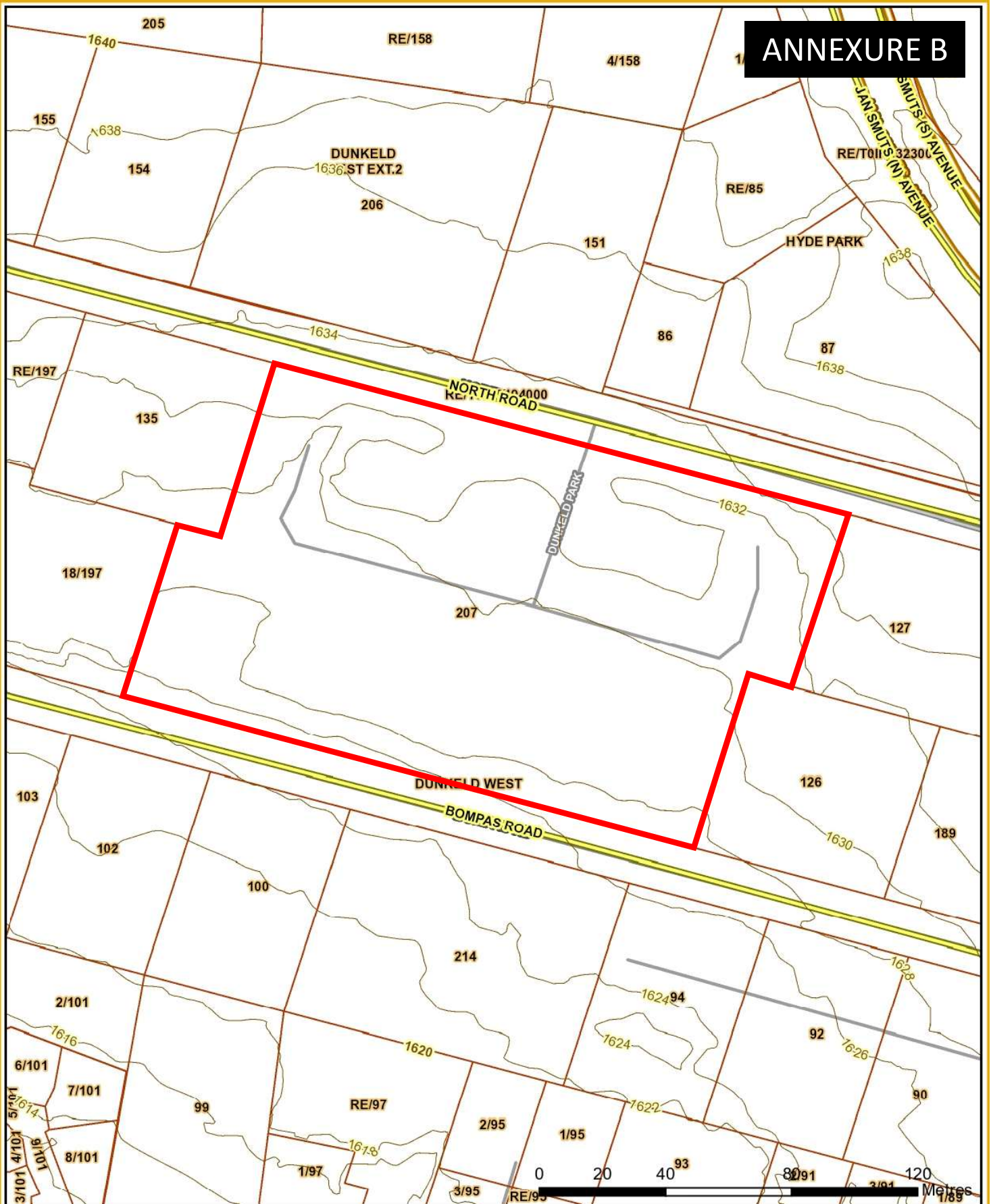
City of Johannesburg

CORPORATE GEO-INFORMATICS

1:10 000



ANNEXURE B



Cadastral Map

PREPARED BY:

Planning Worx

DATE:

15/06/2026

Erf 207 Dunkeld West

City of Johannesburg
CORPORATE GEO-INFORMATICS

1:1 500



[illegible]

ANNEXURE D



Land Use Map

PREPARED BY:

Planning Worx

DATE:

15/06/2026

Erf 207 Dunkeld West

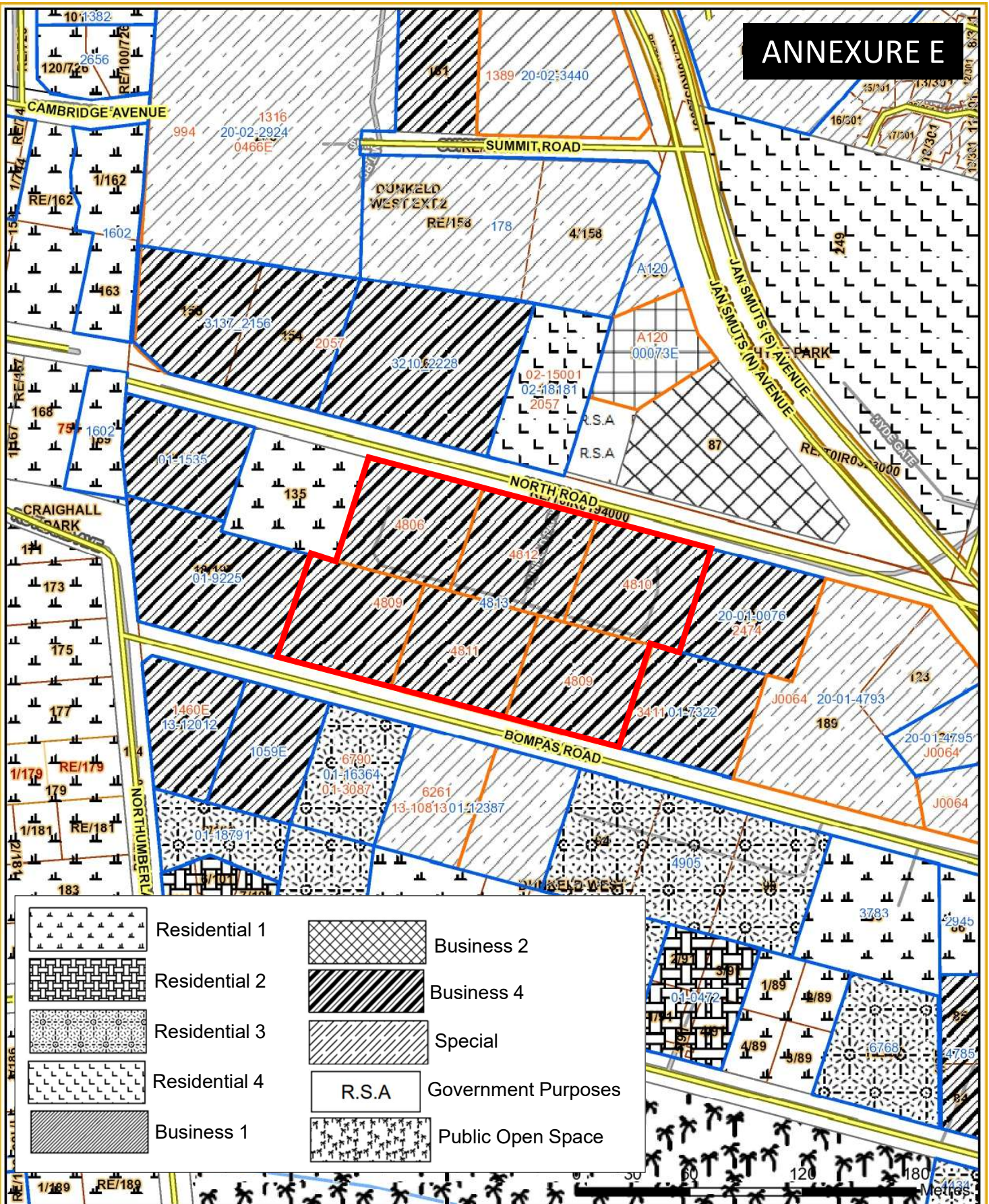
City of Johannesburg

CORPORATE GEO-INFORMATICS

1:2 500



ANNEXURE E



Zoning Map

PREPARED BY:

Planning Worx

DATE:

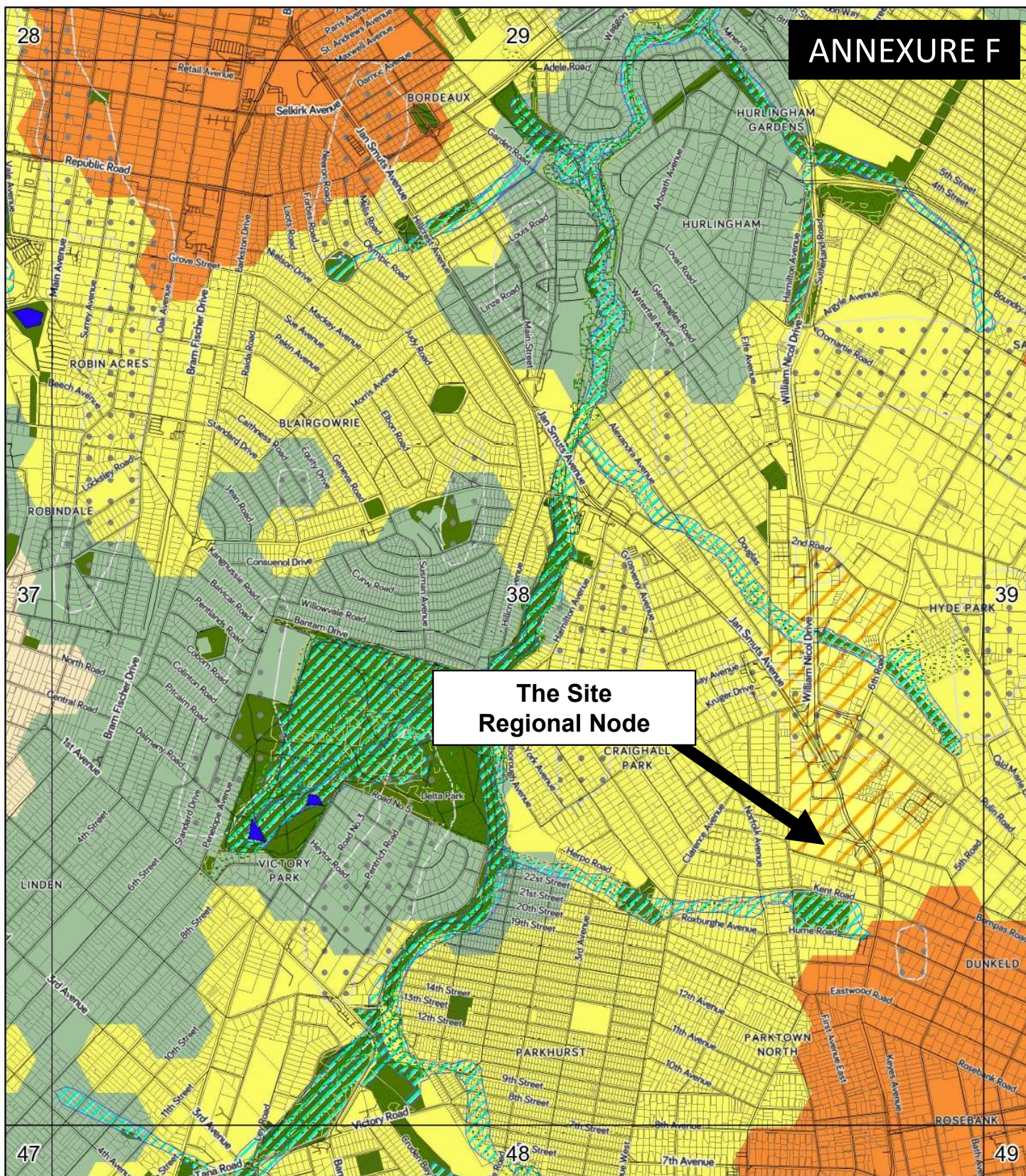
15/06/2026

Erf 207 Dunkeld West

City of Johannesburg
CORPORATE GEO-INFORMATICS

1:2 500





Nodes and Development Zones

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0 0.5 1 Km 15 April 2019

Legend

Even

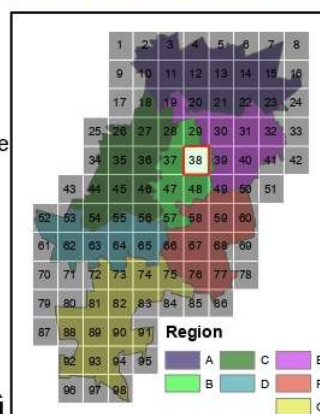
See SDF or Relevant SAF

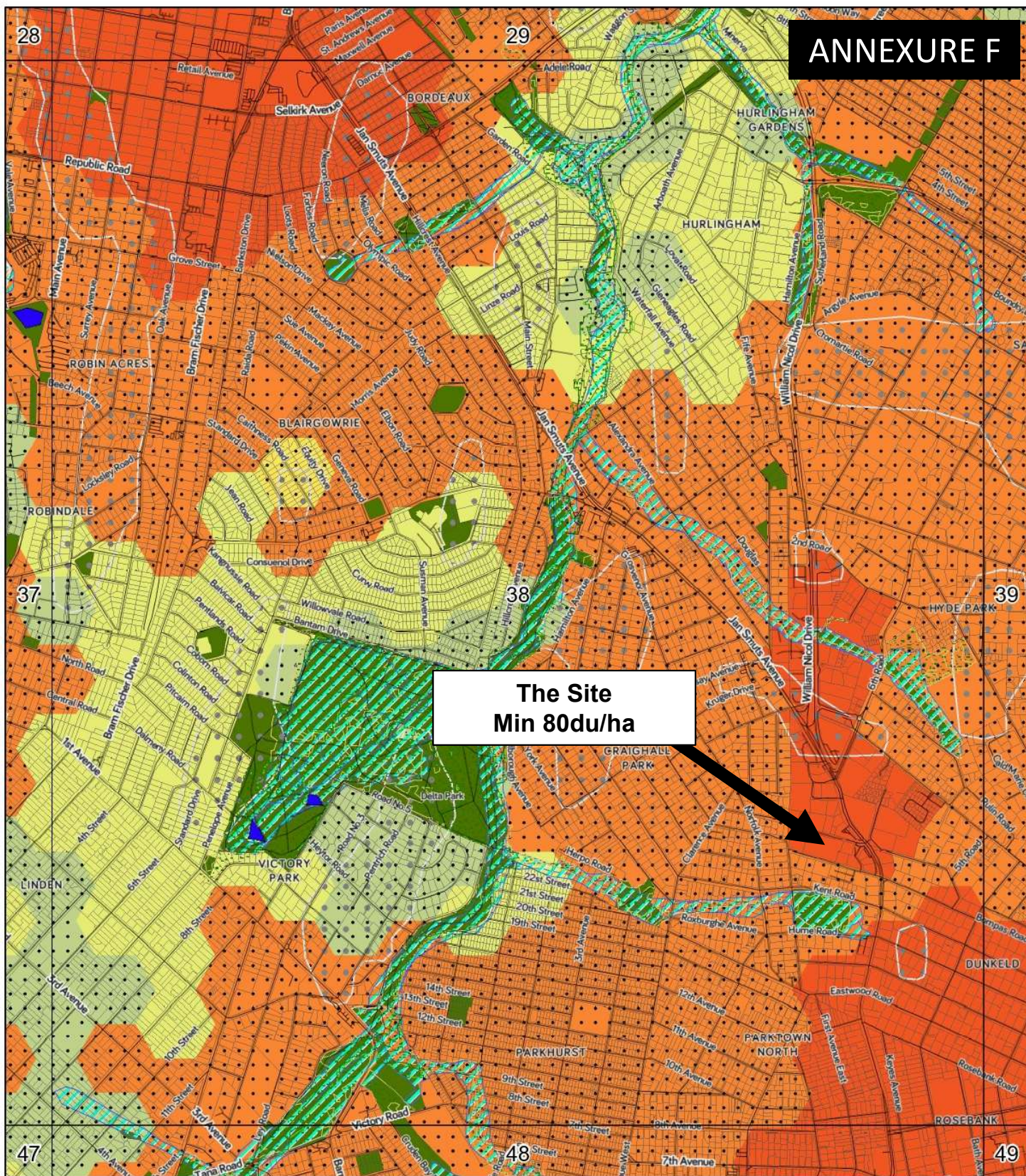
- Empire Perth SAF
- Louis Botha SAF
- Mining Belt SAF's
- Randburg-OR Thambo Corridor
- Turffontein SAF

- Protected Areas
- Critical Biod. Area 1
- Critical Biod. Area 2
- Environ Sens. Area 1
- Environ Sens. Area 2
- Wetlands
- Ridges
- City Parks/Open Space

Node/Devt. Zone

- Industrial
- General Urban Zone
- LED Zone
- Sub-Urban Zone
- Peri-Urban Zone
- Beyond UDB
- Inner City Node
- Metropolitan Node
- Regional Node





ANNEXURE F

The Site
Min 80du/ha

Density (DU/ha)

Legend

- Erven
- See SDF or Relevant SAF
- Empire Perth SAF
- Louis Botha SAF
- Mining Belt SAF's
- Randburg-OR Thambo Corridor
- Turffontein SAF

- Protected Areas
- Critical Biod. Area 1
- Critical Biod. Area 2
- Environ Sens. Area 1
- Environ Sens. Area 2
- Wetlands
- Ridges
- City Parks/Open Space

- Industrial
- DU/ha
- N/A (UDB)
- 5 to 10
- 10 to 15
- 15 to 20
- 20 to 30

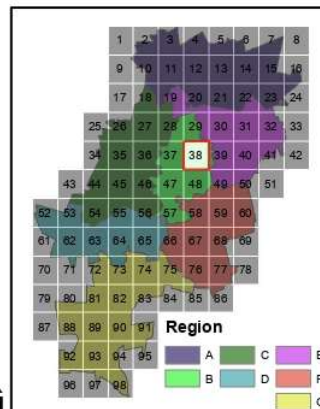
- 30 to 40
- 40 to 50
- 50 to 60
- Min 60
- Min 80
- Min 100

0 0.5 1 Km



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15 April 2019



3: Regional Nodes

Table 3: Regional Nodes Development Guidelines

3: Regional Nodes									
Development Guidelines (general Principles)									
Character of the Node/Zone	Land use Mix Guidelines	Residential Density	Building Placement and Orientation	Coverage	Edge Treatment, Street Frontage, Pedestrian Access	Height	Parking Location and Vehicle Access	Functional Open Space; Recreational Facilities and Greening	Sidewalk Treatment
CHARACTER & DEVELOPMENT INTENT: Tertiary Mixed use/commercial nodes of the City. High intensity and Mix of Land Use. Active, diverse ground floors (shops, restaurants, offices, services) with minimal setbacks. Of a similar quality, but lower intensity to Metropolitan Nodes. SPATIAL FORM: Accessible and permeable structure. Intersection spacing at 100 – 200m intervals. Intersection density up to 80 intersections per km ² .	Highest Mix of Land Uses (up to 100%* of floor area per building may be for non-residential, but internal mix per building promoted). Example Uses Supported: Commercial, residential, offices, retail, public open space, recreation, community services, childcare, health care, and small scale non-polluting (including noise) urban manufacturing *Subject to a contextual assessment of the area.	DESIRED / ENCOURAGED: Around transit stations a density of 100+ du/ha. MINIMUM: 80 du/ha See Table 10	DESIRED / ENCOURAGED: Zero to 3 m building lines supported along high and active streets and around transit stations. Building oriented toward the street. MAXIMUM: 2 - 4 Metre building line along ground floor with 1 - 2m vertical building line. Around transit stations and along active streets 1m building lines.	Coverage should be high, up to 80%.	ACTIVATION DESIRED / ENCOURAGED 100 % Active Street Frontages around public transit and along high/ activity streets. Non-residential uses on ground floor. MINIMUM 80% Street front activation along activity / high streets and surrounding public transit facilities. FRONTAGE DESIRED / ENCOURAGED No solid perimeter wall along street edges, particularly surrounding public transit stations & high/ activity streets. Where physical enforcement is necessitated, visually permeable material for 100% of the street edge. Balconies, shop fronts, activity areas to be oriented towards the street for increased surveillance. MINIMUM Where physical enforcement is necessitated, no less than 60% of the frontage to be visually permeable. Windows towards streets for enhanced surveillance.	DESIRED / ENCOURAGED: 3 to 10 with surrounding built form, area character, physical and geographic considerations and motivation. Scaling down from higher (central) to lower (peripheral) intensity areas of the node is encouraged. MINIMUM: 3 – 5 Storeys along activity / high streets and surrounding public open spaces. As a guide, not more than 2 storeys higher than highest neighbouring efts rights or use (whichever is higher). Note: Building base, including sub-surface parking to not protrude 1.5m above lowest level of natural ground level, particularly around public transit areas and activity/high streets.	DESIRED / ENCOURAGED Fully submerged underground or at back of building (not forming a buffer between the street and the building) or screened by activated ground floor and located on upper levels of the building MINIMUM: Where parking is placed along a street frontage, it may not exceed 30% of the total street front. For open parking lots, permeable paving should be used and one tree per 3 parking spaces should be provided. See greening and open space guidelines. Parking on upper floors should be visually screened through the use of architectural elements and should maintain the same vertical and horizontal articulation or	DESIRED / ENCOURAGED 10% Functional open space located on site for residential buildings. Properties immediately surround public transit facilities to provide the required 10% functional open space for public benefit and use, i.e. in front of building or (controlled) access to internal open space. MINIMUM Internal recreational facilities for residential uses where open space cannot be provided and to the satisfaction of Council. Motivation for accessible off site open space within walking distance to be considered. Where parking is provided in open lots, 1 tree per three parking bays to be provided as well as the use of a	DESIRED / ENCOURAGED Utility / Curb zone (infrastructure, trees, bins etc.) 1.2 - 1.5 m (max) Pedestrian zone: 3 – 4m Spill Over Zone: Balance of sidewalk walk space after min width of pedestrian and utility zone. Where space is not available within the road reserve, it should be provided by means of building setbacks (1 – 3m) with 0 – 2m vertical building lines to allow for buildings to cantilever, particularly surrounding public transit, and along Activity / High Streets. MINIMUM Utility Zone: 1m Pedestrian Zone: 3m Spill Over Zone: 1.5m

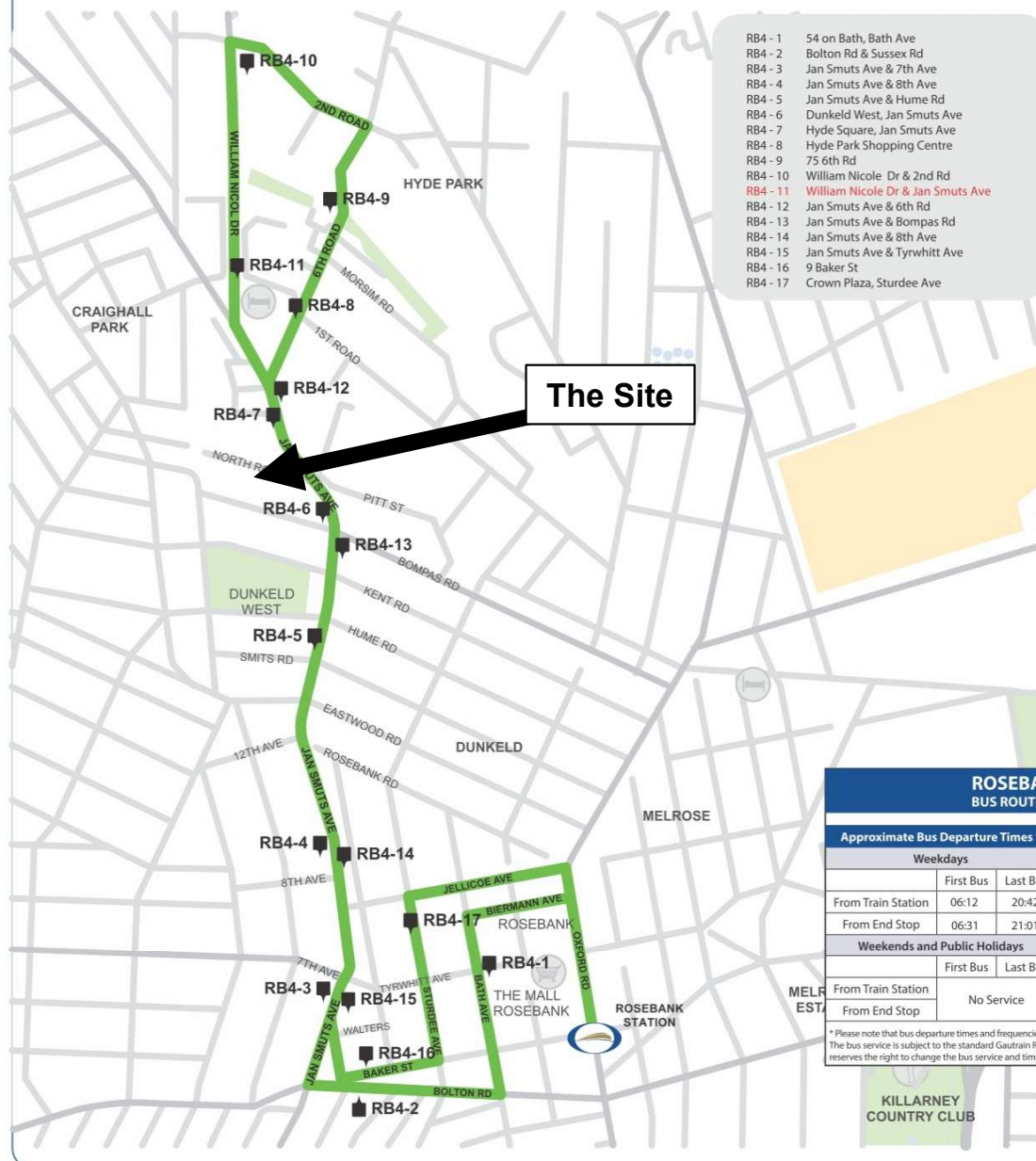
3: Regional Nodes									
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					Direct pedestrian access to building from the street, especially surrounding public transit and along Activity / High streets. Separate pedestrian entrance(s) from vehicular entrance. Where vehicular and pedestrian access require to be placed abutting one another, sidewalk treatment to be incorporated to ensure safety and pedestrian priority.		rhythm and appearance of the façade of the building. VEHICULAR ACCESS DESIRED / ENCOURAGED No vehicular access from streets that are regarded as public transit routes; activity streets or primary streets (where properties are located at intersections). Side streets to be utilised for vehicular access. MINIMUM Where side street access is not possible, vehicular access not to exceed 10 - 20% of the total frontage.	permeable surface treatment.	

RB4

Rosebank - Hyde Park



Passengers must have a valid Contactless (bank) Card or Gautrain Card to board a Bus. Cash is not accepted on the buses. One Contactless (bank) Card or Gautrain Card must be used per passenger. Every second bus is equipped to accommodate ease of wheelchair.



Indicative Departure Times

From Rosebank Station	From William Nicol Dr & Jan Smuts Ave
06:12	06:31
06:32	06:51
06:52	07:11
07:12	07:31
07:32	07:51
07:52	08:11
08:12	08:31
08:32	08:51
08:52	09:11
09:12	09:31
09:32	09:51
09:52	10:11
10:12	10:31
10:32	10:51
10:52	11:11
11:12	11:31
11:32	11:51
11:52	12:11
12:12	12:31
12:32	12:51
12:52	13:11
13:12	13:31
13:32	13:51
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14:12	14:31
14:32	14:51
14:52	15:11
15:12	15:31
15:32	15:51
15:52	16:11
16:12	16:31
16:32	16:51
16:52	17:11
17:12	17:31
17:32	17:51
17:52	18:11
18:12	18:31
18:32	18:51
18:52	19:11
19:22	19:41
20:02	20:21
20:42	21:01

ROSEBANK STATION
BUS ROUTE: RB4 HYDE PARK

Approximate Bus Departure Times *

	Weekdays	
	First Bus	Last Bus
From Train Station	06:12	20:42
From End Stop	06:31	21:01
	Weekends and Public Holidays	
	First Bus	Last Bus
From Train Station	No Service	
From End Stop	No Service	

Approximate Bus Frequencies *

	Weekdays	
	Before 9:30	Every 20 min
09:30 till 15:30	Every 20 min	
15:30 till 19:00	Every 20min	
After 19:00	Every 20 min	
	Weekends & Public Holidays	
	No Service	
Sundays	No Service	

* Please note that bus departure times and frequencies may vary as they are directly affected by road-traffic conditions. The bus service is subject to the standard Gautrain Rules and Disclaimer that may be viewed at any station. Gautrain reserves the right to change the bus service and timetable. Thank you for choosing the Gautrain bus service!

Attention

Please note that the Bus service makes use of public routes and although we do our utmost to follow the Train timetable very closely, the Buses may be delayed by amongst others congestion (especially during peak hours) or road vehicle accidents. Please take further note that the Bus service is at all times subject to the Gautrain disclaimer

NOTE

You must have a valid Contactless (bank) Card or Gautrain Card to board a bus as cash is not accepted on the buses. One card per passenger. You can use this card over and over again.

Every second Bus is equipped for easy wheelchair access.

Please ensure you have the required minimum balance on your Gautrain Card to enter the bus

To find out where your bus is please dial
010 223 1098

SMS "ALERT" to 44181 for service updates direct to your mobile (first SMS costs R1, free thereafter).
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Get the Gautrain App for real time bus tracking.

