

# NOTIFICATION OF INTENT TO DEVELOP

FOR THE PROPOSED UPGRADING OF JAN SMUTS ROAD TO  
DUAL CARRIAGE WAY FROM NORTHWORTH DRIVE TO BOLTON  
ROAD AND FROM 8TH AVENUE TO KENT ROAD, ROSEBANK,  
JOHANNESBURG, GAUTENG PROVINCE

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## 1 Introduction

The project entails the proposed upgrade of Jan Smuts Road to dual carriage way from Northworth Drive to Erlswold Way and from 8th Avenue to Kent Road, Rosebank, Johannesburg by the Johannesburg Roads Agency (JRA). Envirolution has been appointed as the independent environmental consultant, however the application will not form part of a NEMA process hence the need for a NID to comply with Section 38 (8) of the NHRA.

### 1.1 Project Location

The proposed project extends from Northworth Drive to Erlswold Way and from 8th Avenue to Kent Road, Rosebank (26° 9'28.86" South and 28° 2'3.11" East and from 26° 8'29.27"S and 28° 2'8.02"E). The study area falls under the jurisdiction of City of Johannesburg in Rosebank, Gauteng.

The study area comprises a tree lined road. The development of the surrounding residential and commercial structures and surrounding roads as well as internal roads on the site would have obliterated any surface indicators of heritage resources.

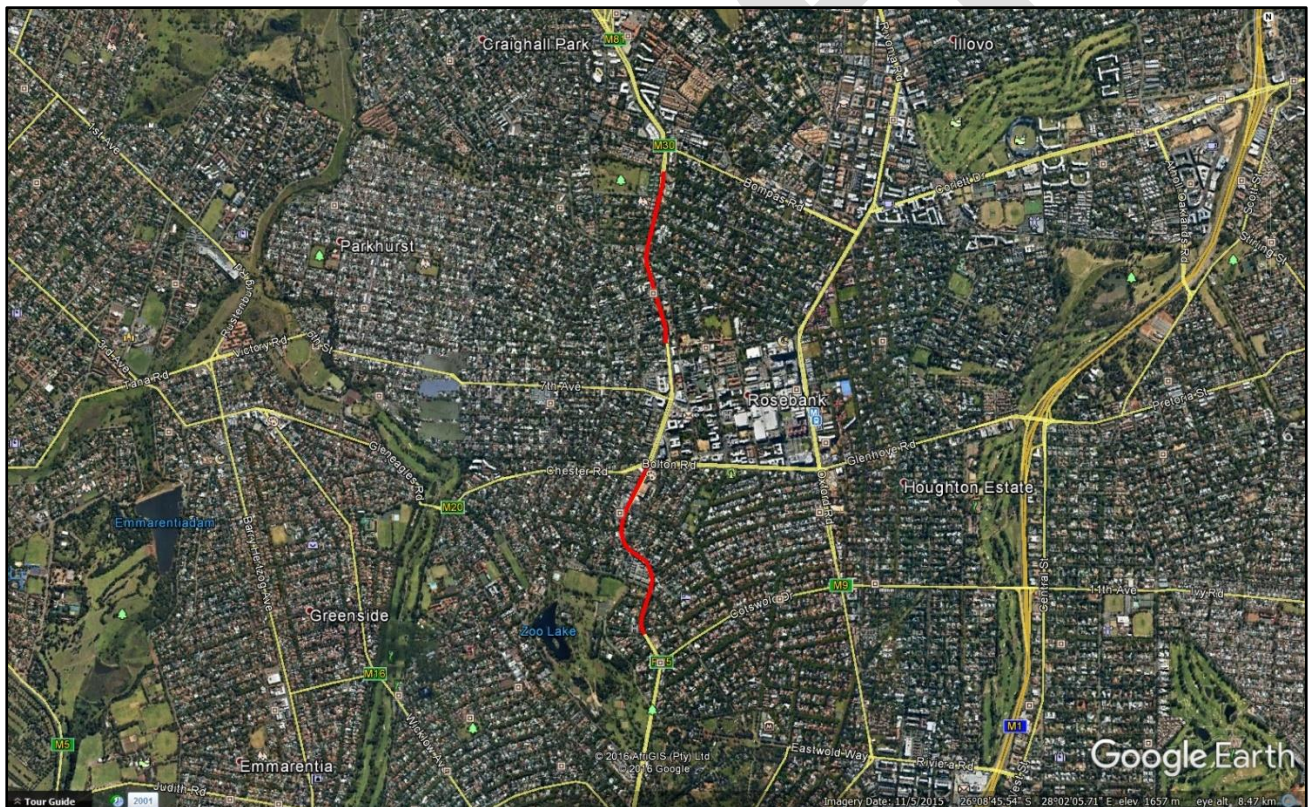


Figure 1. Google Earth image showing the sections of Jan Smuts Avenue that are of interest for this report (red border). (Google Earth 2015)

## 2 Project / Development Details

The JRA Roads and Stormwater Planning Department has identified the need for a Civil Engineering Consultant to efficiently and effectively render engineering services for Upgrading of Jan Smuts Road to Dual Carriage Way from Northworld Drive to Erlswold Way and from 8th Avenue to Kent Road. The primary reason for the upgrade is to improve mobility and traffic relief along Jan Smuts Road. Jan Smuts Avenue is a class 2 road that connects the Northern Suburbs (Wider Fourways Area) and Southern Suburbs (Braamfontein, JHB CBD, etc.) of the City of Johannesburg.

## 2.2. Activities

Construction activities would include removal of topsoil as well as trenching and excavations for the foundations and associated infrastructure for the proposed building. The existing alignment will be maintained and no realignments are envisaged. The project involves implementation of dual-carriageway on the existing road, rehabilitation of the existing pavement, surfacing, reworking of gravel shoulders where applicable, surfacing the reworked shoulders and re-seals. Surfacing of the shoulders will address safety hazards associated with un-surfaced shoulders and edge breaks.

## 2.3. Environmental Process

JRA has developed the Scope of Works in terms of the Guideline Scope of Services and Tariff of fees for Persons Registered in terms of the Engineering Act, 2000, (Act No. 46 of 2000), published in Government Gazette No.38324 on the 12 December 2014, applicable from 1st January 2015. The proposed activities do not trigger an environmental process and the application will not form part of a NEMA process hence the need for a NID to comply with Section 38 (8) of the NHRA. It should be noted that Individual Trees and Groups of Trees Declared as Protected fall Under Section 12 of the National Forests Act of 1998.

## 2.4. Identified / Known Heritage Resources and Potential Impacts

The greater study area includes heritage resources such as:

- Middle and Late Stone Age sites;
- Iron Age stone walled sites categorised as Type N and Klipriviersberg
- Smelting sites such as the one at Melville Koppies
- Historic buildings are known to occur;
- Historic tree lanes also form part of the cultural landscape of the area;
- Sites related to the South African War of 1899 – 1902; and
- Numerous Grave sites and cemeteries are also on record for the wider area.

From Archival records and maps (Appendix B and C) it was determined that this road was already in existence by the early 1930s and many of the structures bordering the road already existed by 1939 (Figure 7). From a heritage perspective, due to significant disturbance caused by developments in the area it is expected that surface indicators of archaeological and palaeontological resources (Section 35) would have been obliterated. This has been confirmed during a site visit to the study area. It should be noted that subsurface finds cannot be excluded as evident from archaeological mitigation at a historical midden (JZCP\_Site 1) that was exposed during construction work at the car park of the Johannesburg Zoo, to the south of the study area (Birkholtz and Behrens 2015). The tree lined sections of Jan Smuts road were identified as part of the cultural landscape (Street scape and view scape) and will be negatively impacted on by the proposed road upgrade.



### 3. Illustrative Material



Figure 2: General site conditions.



Figure 3: General site conditions.



Figure 4: General Site conditions



Figure 5: General site conditions – Surrounding properties and road.





Figure 6. General Site conditions



Figure 7. General Site conditions



Figure 8. Tree lined street scape



Figure 9. Tree lined street scape

#### 4. Conclusion

Due to the extensive surface alteration of the study area no surface evidence of archaeological sites were identified during the site visit. Based on the SAHRIS palaeo sensitivity map the area is of insignificant paleo sensitivity therefore no further mitigation prior to construction is recommended in terms of Section 35 for the proposed development to proceed. It should be noted that subsurface finds cannot be excluded as evident from archaeological mitigation at a historical midden (JZCP\_Site 1) that was exposed during construction work at the car park of the Johannesburg Zoo also located on Jan Amuts Avenue, to the south of the study area (Birkholtz and Behrens 2015). In terms of the built environment of the area (Section 34), some historic structures are on record for the greater study area (please see Appendix A). None of these will be directly impacted on. The study area comprises a tree lined carriageway and the lane of trees forms part of the cultural landscape (street scape and view scape). These trees will be negatively impacted on by the proposed project. This tree lane is not listed under the 2016 list of Champion Trees of South Africa (Annexure A) nor currently protected under the Individual Trees and Groups of Trees Declared as Protected under Section 12 of the National Forests Act of 1998 by the Department of Agriculture, Forestry and Fisheries.

Component	Applicability to study	Motivation
Archaeology	No	Surface indicators of archaeological sites would have been obliterated by existing developments.
Built Environment	Yes	Some historic structures are on record for the greater study area (please see Appendix A).None of these will be directly impacted but the street dates back to before 1939 and many of the structures bordering the road already existed by then.
Palaeontology	No	Surface indicators of palaeontological resources would have been obliterated by existing developments and according to SAHRIS the area is of insignificant paleontological sensitivity.
Townscapes	Yes	The tree lined avenue forms part of the local street scape of the area.
Burial Grounds and Graves	No	Surface indicators of grave sites would have been obliterated by existing developments.
Public Participation	Yes	Limited participation is needed to inform local interest groups of the proposed impact on the tree lined avenue.
<p>Based on our understanding of the possible impacts on heritage resources within the project area, the following recommendations apply:</p> <ul style="list-style-type: none"> <li>• Exemption from a full HIA due to the extensive disturbance of the area.</li> <li>• Appropriate mitigation measures should be in place to ensure that no buildings are damaged indirectly by the development.</li> <li>• Due to the subsurface nature of archaeological remains and the fact that graves can occur anywhere on the landscape, it is recommended that a chance find procedure is implemented for the project.</li> <li>• Local historical interest groups should be notified of the impact of the project to the trees.</li> <li>• A heritage specialist should assess the impact on the trees with appropriate mitigation measures if necessary.</li> </ul>		

## 5. References

Bergh, J.S., (ed.) *Geskiedenisatlas van Suid-Afrika. Die vier noordelike provinsies*. Pretoria: J. L. van Schaik Uitgewers. 1999.

Behrens, J & Birkholtz, P. Archaeological Mitigation Undertaken At A Midden (Jzcp\_Site 1) Exposed During Construction Work At The Car Park Of The Johannesburg Zoo, City Of Johannesburg Metropolitan Municipality, Gauteng Province.

SAHRIS (Feb 2017)

Draft



## Appendices

### Appendix A

Jan Smuts Avenue	45	Lombart House			257:Ptn 3 (Ptn C)	Westcliff		A
Jan Smuts Avenue	47	House Palmer	1918	Harold Porter	257: Ptn 6 (Ptn B)	Westcliff	W J Palmer	B+
Jan Smuts Avenue	49	House Malk	1935	J. G. Carmichael	257 Ptn 7	Westcliff	Mrs S Malk	C-
Jan Smuts Avenue	51	Ferryvale	1917	No architect	257 Ptn 8	Westcliff	B Malk	C
Jan Smuts Avenue	55	Lane - Public Right of Way	1903		Re 262	Westcliff		C
Jan Smuts Avenue	57	Glenrath	1927	Gordon Leith	Re/56	Westcliff	P Stoker	B+
Jan Smuts Avenue	59	House May	1984	R W May	15/58	Westcliff	Robert May	C-
Jan Smuts Avenue	59a	Avenue of Jacarandas	1989	A.A.Papagiorgiou	13/58	Westcliff	Kairuz	C
Jan Smuts Avenue	61	House Maske	1972	Pius Pahl	1/59	Westcliff	Prof Maske	C
Jan Smuts Avenue	65	House Behrman	1954	Harris, Fels, Sacks & Partners	5/60	Westcliff	Mrs A Behrman	C

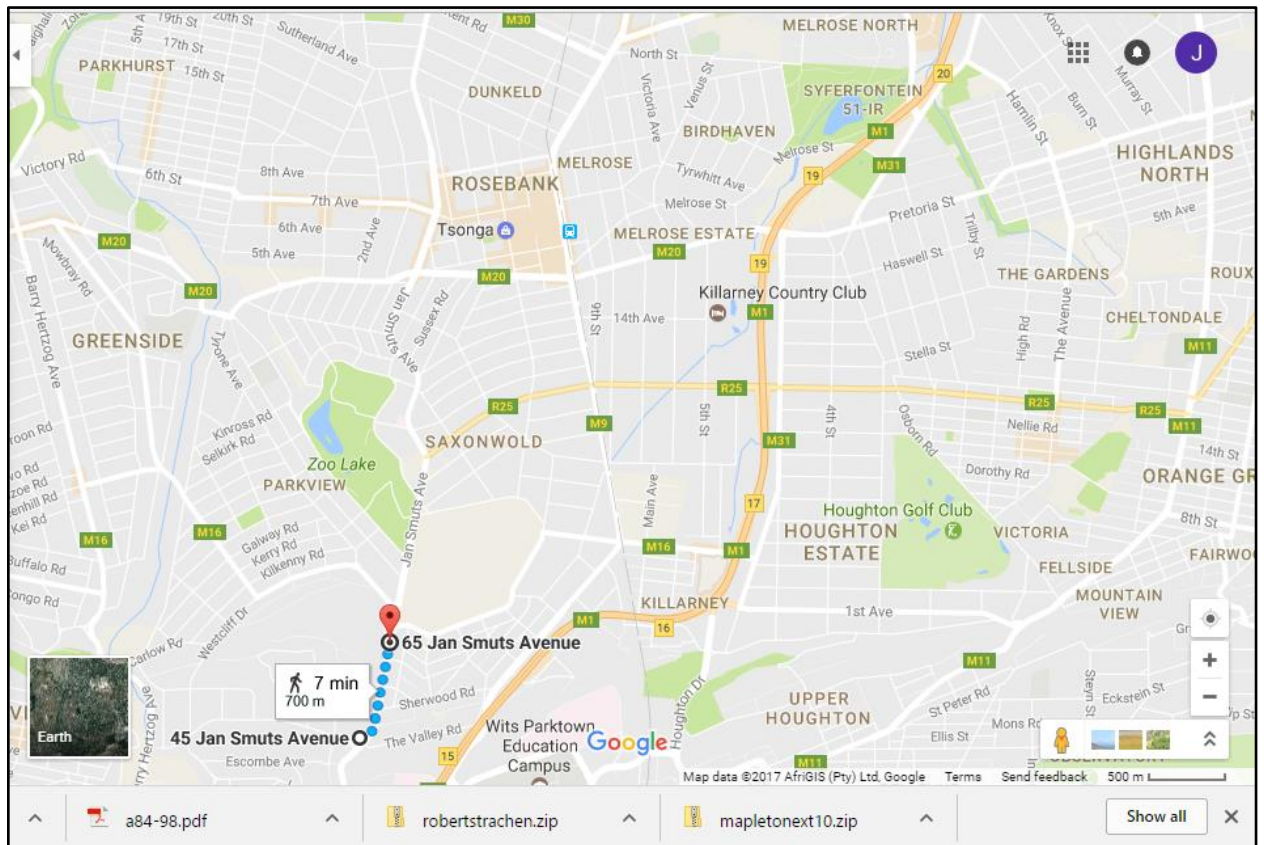


Figure 10. Approximate location of protected structures along Jan Smuts Ave.



Appendix B

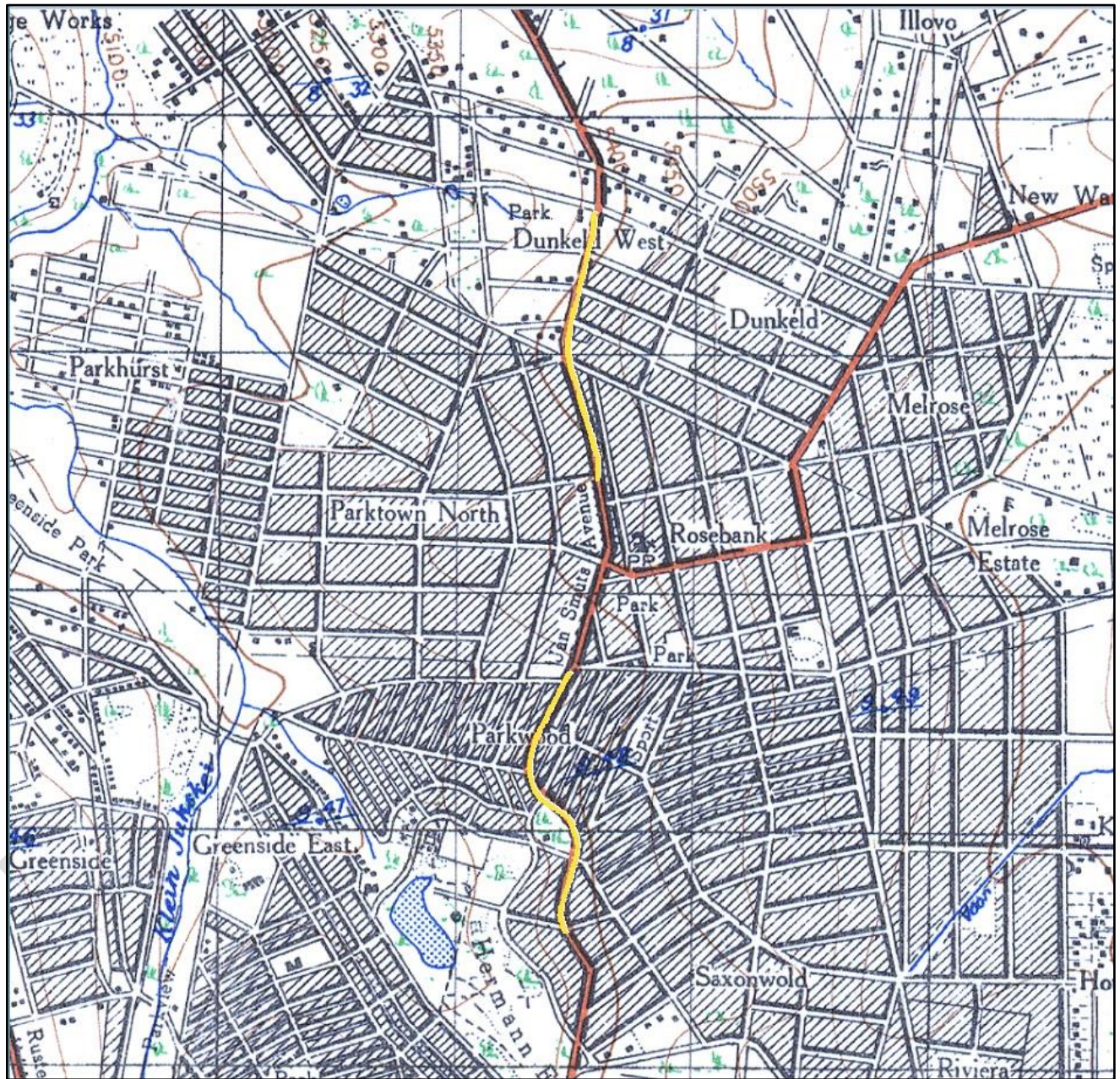


Figure 11. 1939 Topographical map of the section of Jan Smuts Avenue under investigation. One can see the residential developments of Dunkeld, Parktown North, Rosebank, Parkwood and Saxonwold bordering this main road. (Topographical map 1939)



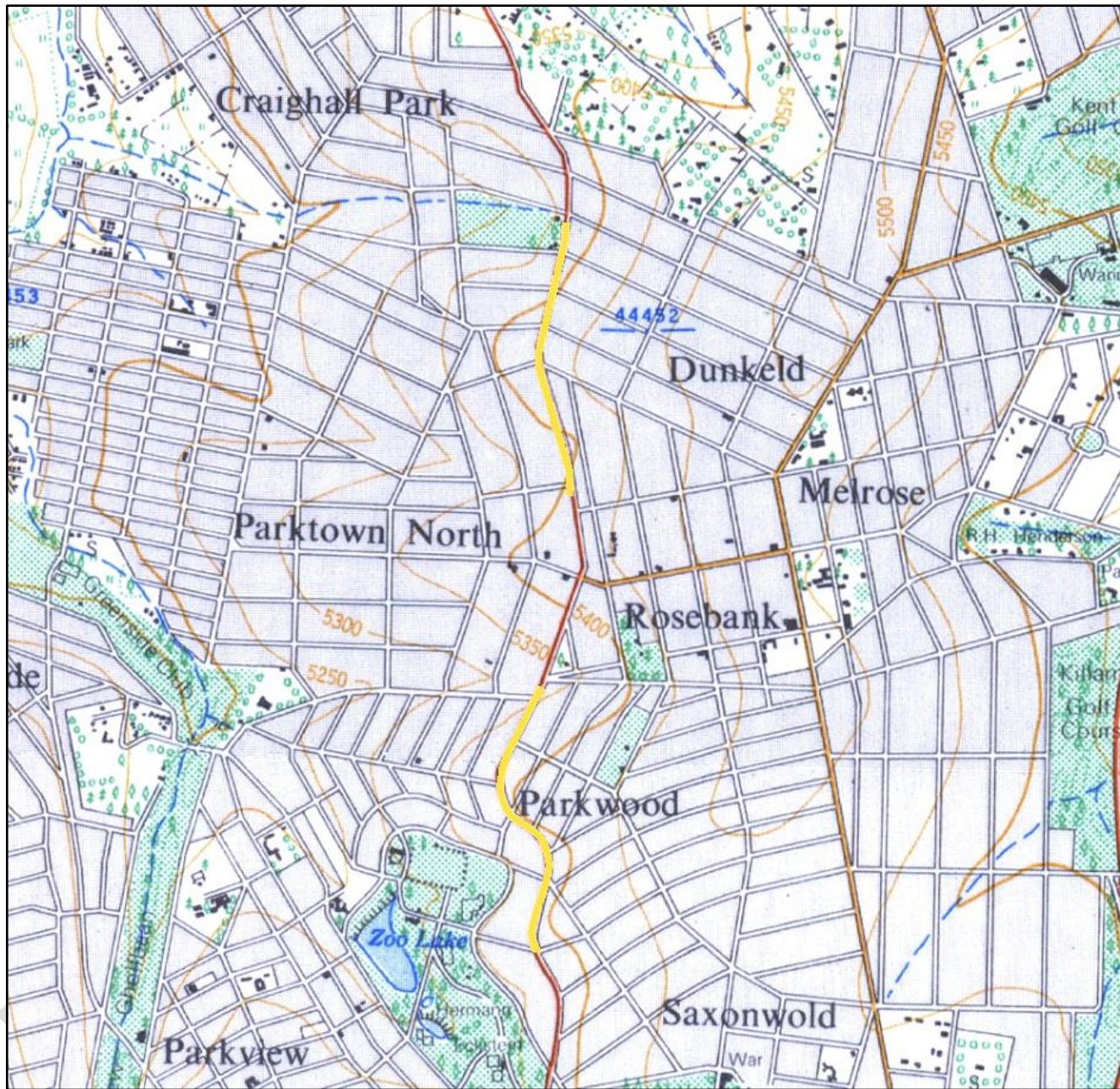


Figure 12. 1954 Topographical map of the section of Jan Smuts Avenue under investigation. One can see the residential developments of Dunkeld West, Dunkeld, Parktown North, Rosebank, Parkwood and Saxonwold bordering this main road. Zoo Lake is visible to the southwest of the southern section of road under investigation. (Topographical map 1954)



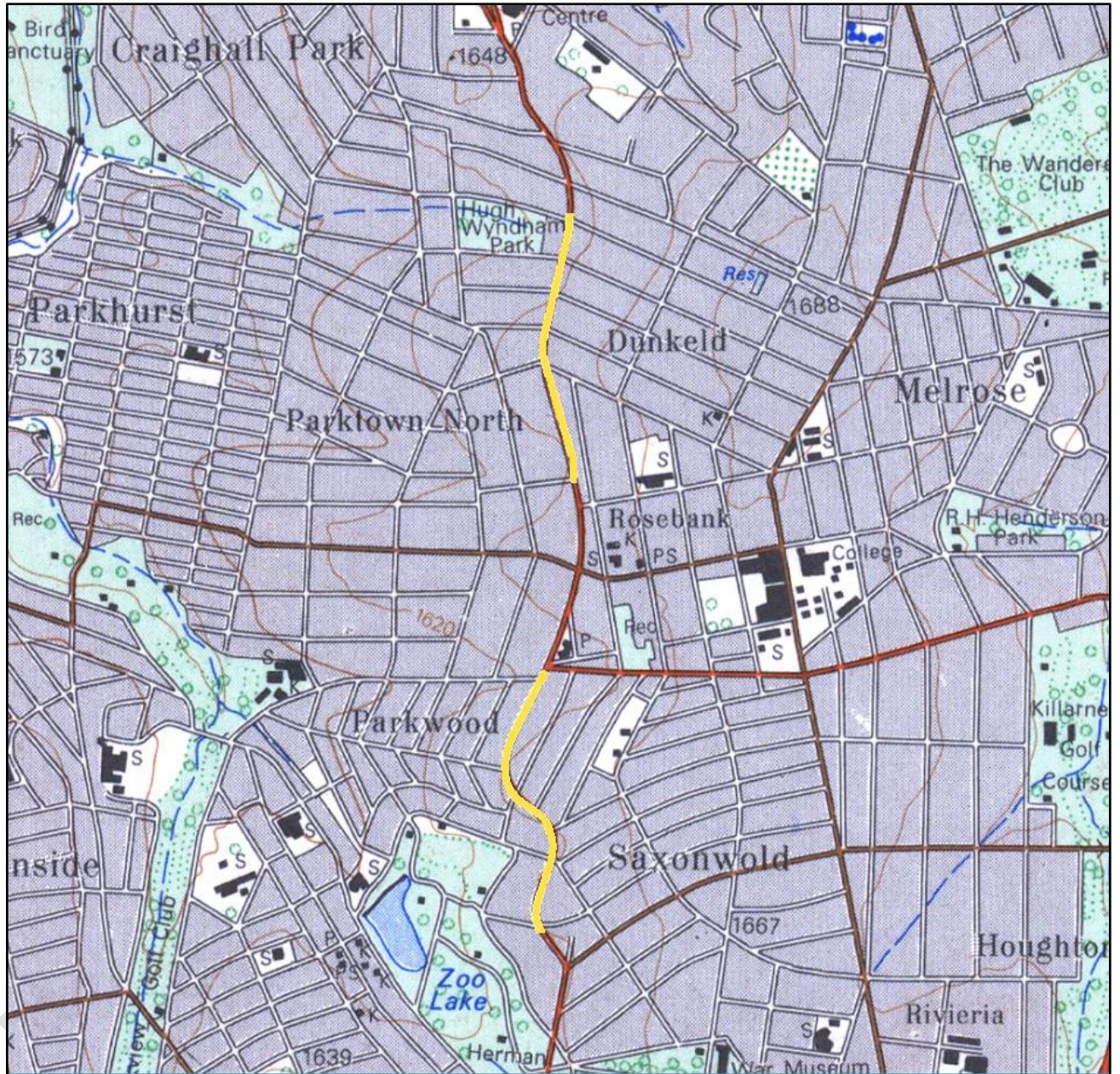


Figure 13. 1975 Topographical map of the section of Jan Smuts Avenue under investigation. One can see the residential developments of Dunkeld West, Dunkeld, Parktown North, Rosebank, Parkwood and Saxonwold bordering this main road. Zoo Lake is visible to the southwest of the southern section of road under investigation. (Topographical map 1975)



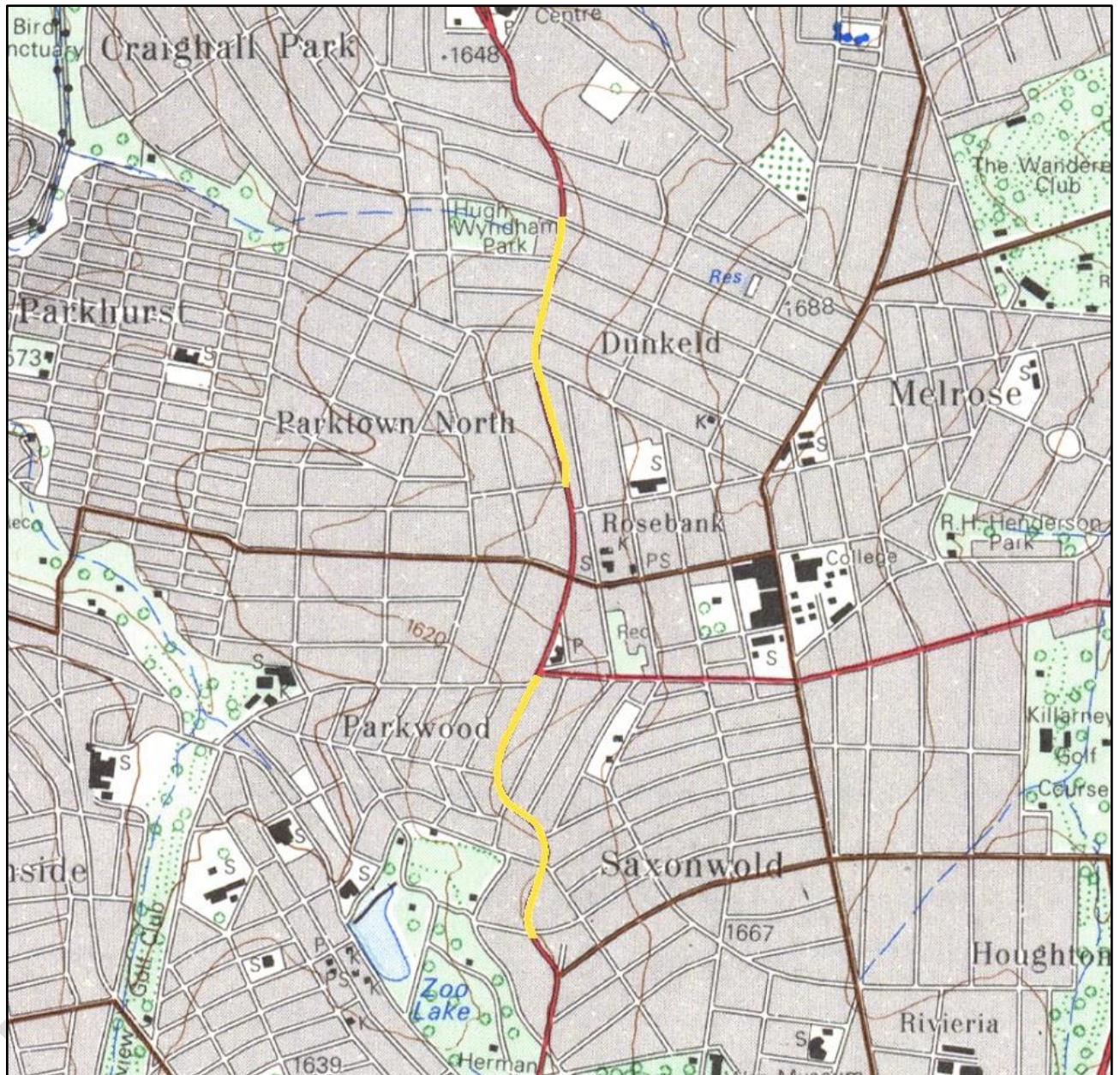


Figure 14. 1983 Topographical map of the section of Jan Smuts Avenue under investigation. One can see the residential developments of Dunkeld West, Dunkeld, Parktown North, Rosebank, Parkwood and Saxonwold bordering this main road. Zoo Lake is visible to the southwest of the southern section of road under investigation. (Topographical map 1983)



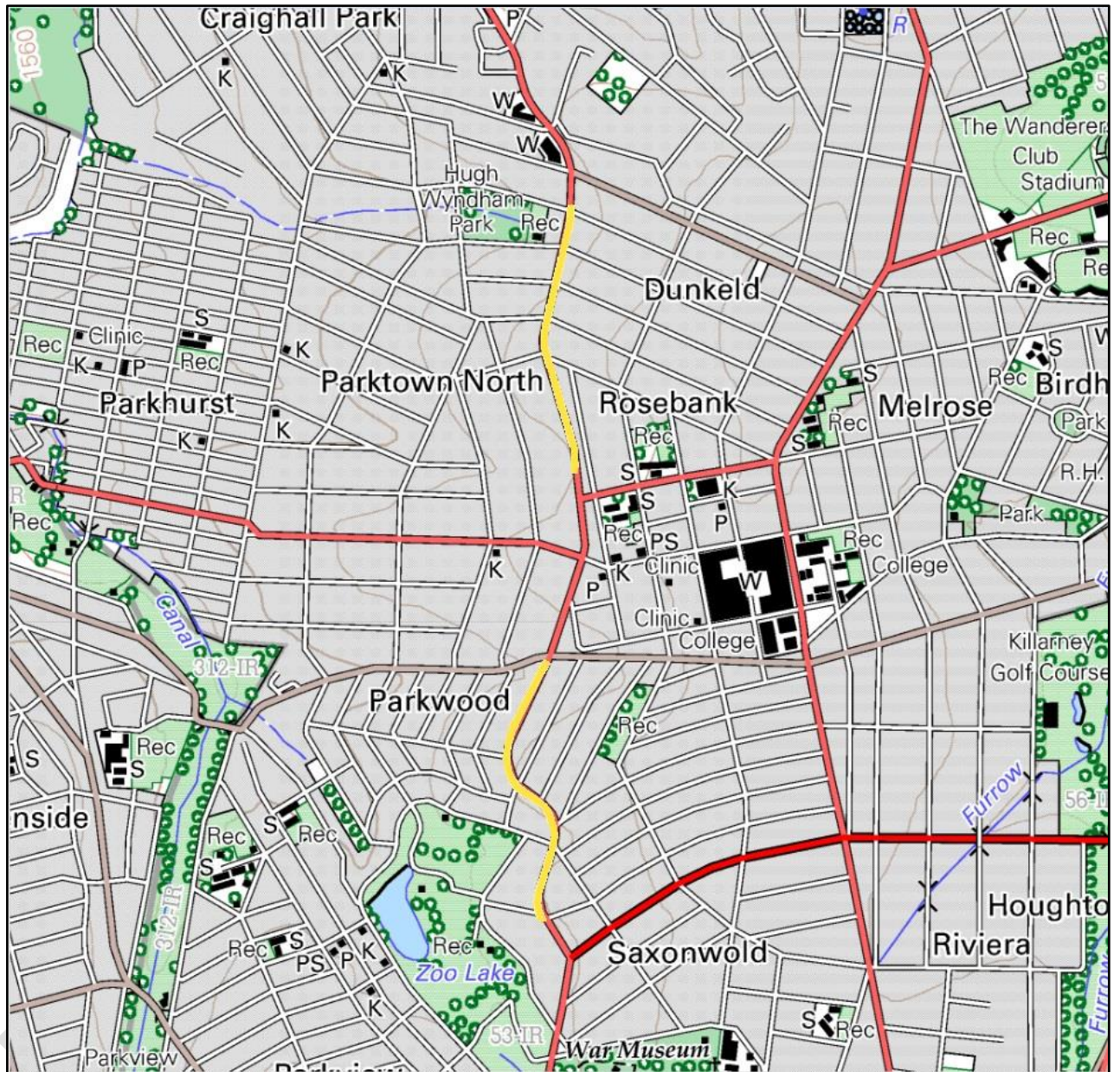


Figure 15. 2002 Topographical map of the section of Jan Smuts Avenue under investigation. One can see the residential developments of Dunkeld West, Dunkeld, Parktown North, Rosebank, Parkwood and Saxonwold bordering this main road. Zoo Lake is visible to the southwest of the southern section of road under investigation. (Topographical map 2002)

## Appendix C

### DOCUMENTS AT THE NATIONAL ARCHIVES OF SOUTH AFRICA

The following archival sources can be consulted if a more in depth study is done in the future.

**DEPOT** TAB  
**SOURCE** TPB  
**TYPE** LEER  
**VOLUME\_NO** 1006  
**SYSTEM** 01  
**REFERENCE** TA74/7439  
**PART** 1  
**DESCRIPTION** JOHANNESBURG MUNICIPALITY WAYLEAVES AND SERVITUDES.  
SERVITUDE: WIDENING OF **JAN SMUTS AVENUE**.  
**STARTING** 1932  
**ENDING** 1933

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**DEPOT** SAB  
**SOURCE** URU  
**TYPE** LEER  
**VOLUME\_NO** 1420  
**SYSTEM** 01  
**REFERENCE** 758  
**PART** 1  
**DESCRIPTION** GRANT TO CITY COUNCIL OF JOHANNESBURG OF SERVITUDE FOR  
ROAD PURPOSES OVER PORTION ALONG **JAN SMUTS AVENUE** AND AMESHOFF STREET OF  
STAD NO 4356 JOHANNESBURG HELD UNDER LEASE BY OHLSSON'S CAPE BREWERIES  
LTD.  
SUBJECT TO CERTAIN CONDITION.  
**STARTING** 1934  
**ENDING** 1934

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**DEPOT** TAB  
**SOURCE** SIJ  
**TYPE** LEER  
**VOLUME\_NO** 90  
**SYSTEM** 01  
**REFERENCE** MR10/3/12  
**PART** 1  
**DESCRIPTION** **JAN SMUTS AVENUE** - RECONSTRUCTION. SOUTHERN  
JOHANNESBURG.  
**STARTING** 19580000  
**ENDING** 19700000

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**DEPOT** SAB  
**SOURCE** JGB  
**TYPE** LEER  
**VOLUME\_NO** 375  
**SYSTEM** 01  
**REFERENCE** 26/1/1217/2233  
**PART** 1

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**DESCRIPTION** GEMEENSKAPBOU. DEMOLITION. STAND 302. 144 **JAN SMUTS AVENUE.**  
**STARTING** 19700000  
**ENDING** 19710000

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**DEPOT** TAB  
**SOURCE** SIJ  
**TYPE** LEER  
**VOLUME\_NO** 85  
**SYSTEM** 01  
**REFERENCE** MR10/1/4  
**PART** 4  
**DESCRIPTION** **JAN SMUTS AVENUE** - RECONSTRUCTION. NORTH ROAD TO RANDBURG ROAD.  
**STARTING** 19700000  
**ENDING** 19740000

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**DEPOT** TAB  
**SOURCE** SIJ  
**TYPE** LEER  
**VOLUME\_NO** 85  
**SYSTEM** 01  
**REFERENCE** MR10/1/4  
**PART** 5  
**DESCRIPTION** **JAN SMUTS AVENUE** - RECONSTRUCTION. NORTH ROAD TO RANDBURG ROAD.  
**STARTING** 19740000  
**ENDING** 19740000

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**DEPOT** TAB  
**SOURCE** SIJ  
**TYPE** LEER  
**VOLUME\_NO** 86  
**SYSTEM** 01  
**REFERENCE** MR10/1/4  
**PART** 6  
**DESCRIPTION** **JAN SMUTS AVENUE** - RECONSTRUCTION. NORT ROAD TO RANDBURG ROAD. BOUNDARY.  
**STARTING** 19740000  
**ENDING** 19750000

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**DEPOT** TAB  
**SOURCE** SIJ  
**TYPE** LEER  
**VOLUME\_NO** 86  
**SYSTEM** 01  
**REFERENCE** MR10/1/4  
**PART** 7  
**DESCRIPTION** **JAN SMUTS AVENUE** - RECONSTRUCTION. NORTH ROAD TO RANDBURG. BOUNDARY.  
**STARTING** 00000000  
**ENDING** 00000000  
**REMARKS** (PLANS ONLY).

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**DEPOT** TAB  
**SOURCE** SIJ  
**TYPE** LEER  
**VOLUME\_NO** 87  
**SYSTEM** 01  
**REFERENCE** MR10/1/4  
**PART** 8  
**DESCRIPTION** JAN SMUTS AVENUE - RECONSTRUCTION. NORTH ROAD TO  
RANDBURG. BOUNDARY.  
**STARTING** 19750000  
**ENDING** 19760000

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**DEPOT** SAB  
**SOURCE** JGB  
**TYPE** LEER  
**VOLUME\_NO** 436  
**SYSTEM** 01  
**REFERENCE** 26/1/1217/3891  
**PART** 1  
**DESCRIPTION** JOHANNESBURG GEMEENSKAPBOU STREEKKANTOOR. SLOPING. ERF  
4722. CORNER OF **JAN SMUTS AVENUE** AND AMERSHOFF STREET. JOHANNESBURG.  
**STARTING** 19790000  
**ENDING** 19800000

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**DEPOT** SAB  
**SOURCE** JGB  
**TYPE** LEER  
**VOLUME\_NO** 43  
**SYSTEM** 01  
**REFERENCE** 12/1/1/2/5014/193  
**PART** 1  
**DESCRIPTION** JOHANNESBURG GEMEENSKAPBOU STREEKKANTOOR.  
JOHANNESBURG. AANSOEKE. SLOPING. ROSEBANK. LOT 159. PORTION 5. 170 **JAN SMUTS**  
**AVENUE**.  
**STARTING** 19860000  
**ENDING** 19860000

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**DEPOT** SAB  
**SOURCE** JGB  
**TYPE** LEER  
**VOLUME\_NO** 44  
**SYSTEM** 01  
**REFERENCE** 12/1/1/2/5014/195  
**PART** 1  
**DESCRIPTION** JOHANNESBURG GEMEENSKAPBOU STREEKKANTOOR.  
JOHANNESBURG. AANSOEKE. SLOPING. ROSEBANK. STAND 159. REMAINING PORTION.  
172A **JAN SMUTS AVENUE**.  
**STARTING** 19860000  
**ENDING** 19860000

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