

SERIES TO ILLUSTRATE POTENTIAL REDEVELOPMENT OF BALFOUR PARK KICKSTART ZONE



- 1 The BRT station with the new alignment of Louis Botha Avenue is currently being constructed (see Section 3.8 for detail). Existing service lanes parallel to Louis Botha Avenue are kept in tact.
- 2 An additional connection (left-in-left-out) is being constructed to connect Louis Botha Avenue with the service lane. This connection is right next to the middle of the BRT station and in front of stand 2053 Highlands North x9, owned by Investec Property.
- 3 Due to the unsafe intersection for trucks at the crossing of Hathaway and the service lane, the connection will be closed for traffic. Delivery trucks will drive along Hathaway, south into Lapworth, west into Waverley and south into the service lane.
- 4 The service lane still provides access to the Varonne apartments.
- 5 The service lane still provides access to the Balfour Park tenant parking and service yard.
- 6 The service lane still provides access to the Highlands Gardens apartments.
- 7 The service lane still provides access to the Highlands North centre.

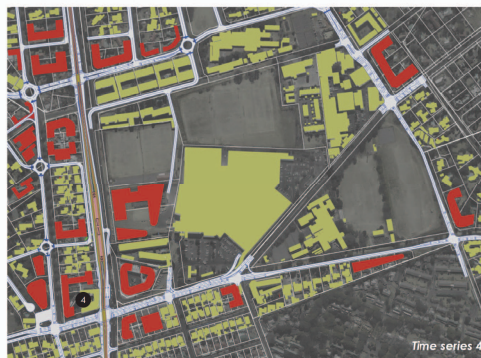


- 1 As the corner site of Athol Street and Louis Botha Avenue (Highlands North centre) is redeveloped, the service lane is removed, the public toilets are incorporated in the design of the building and the whole space in front of the building (previously sidewalk and service lane) is redesigned, paved and landscaped.
- Current road alignment (after BRT implementation)

Public space after corner stand redevelopment
- 2 The service lane still provides access to the Varonne apartments, the Balfour Park tenant parking and service yard and Highlands Gardens apartments is retained, but access to the new development is provided through the panhandle from the east of the site.
 - 3 The Chabad is a significant building and community focal point in the area. With the proposed re-alignment of the road, the design should take cognizance of that and should take care to minimise the impact on the Chabad. Negotiations with relevant parties will be critical.



- 1 With new development on stands 2053 and 2054, Highlands North x9, the service lane is removed.
 - 2 A new road is provided to run southwards from Waverley Road to provide access to the new development, as well as access to the Balfour Park service yard.
 - 3 Access to the Varonne apartments is via Waverley Road into the service lane which terminates at the Varonne gate.
 - 4 Access to the Highlands Gardens apartments is via the short access from Louis Botha Avenue into the service lane which terminates at the Highlands Gardens gate.
- The original cul-de-sac that was required for access to corner



- 1 Every property currently having access from a service lane, should retain their access up to such a point where an alternative could be provided.
- 2 An alternative could be created through consolidation of a few corner stands with an alternative access point.
- 3 An alternative could also be created through the implementation of new road proposals.
- 4 In this case a possibility of consolidation is illustrated where an existing building is integrated in the design of a new building on a consolidated property. If this was not a consolidation, the existing building should have been provided with a separate access point.



- 1 In the event where Highlands Gardens is being redeveloped with a higher density and intensity use, access will be provided from the east.
- 2 The northern and southern portions of the road running west of and parallel to the Balfour Park mall, will be linked to completely replace the service lane.

