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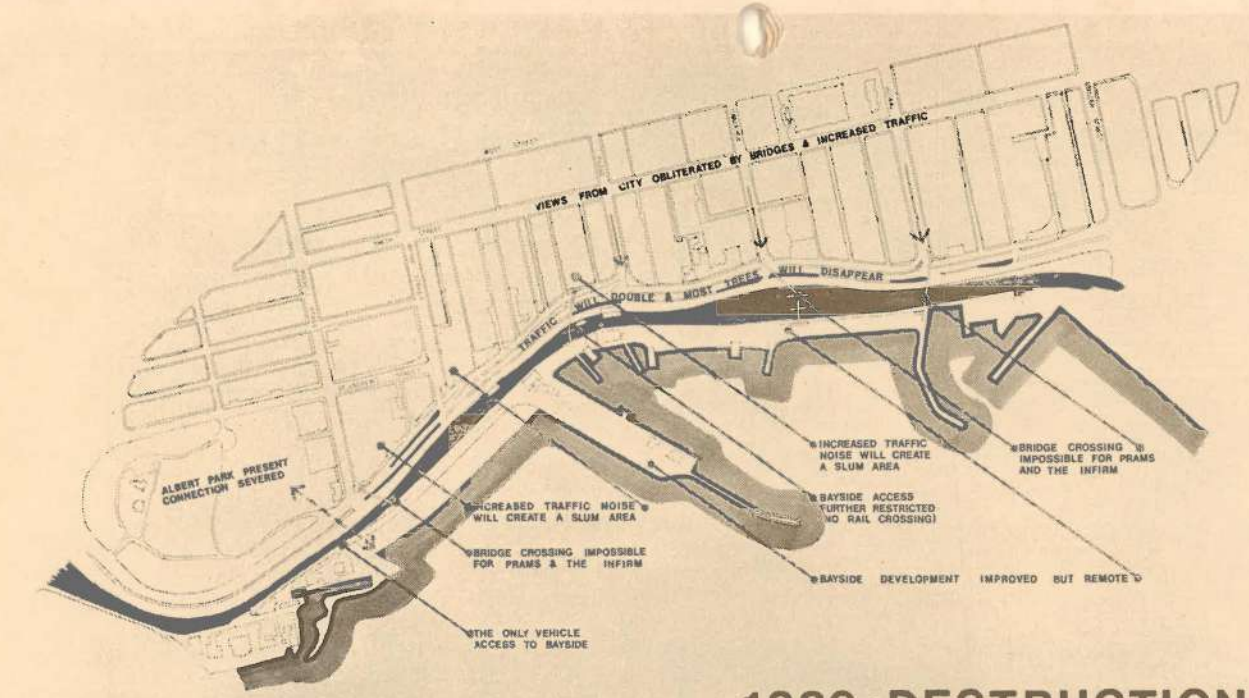
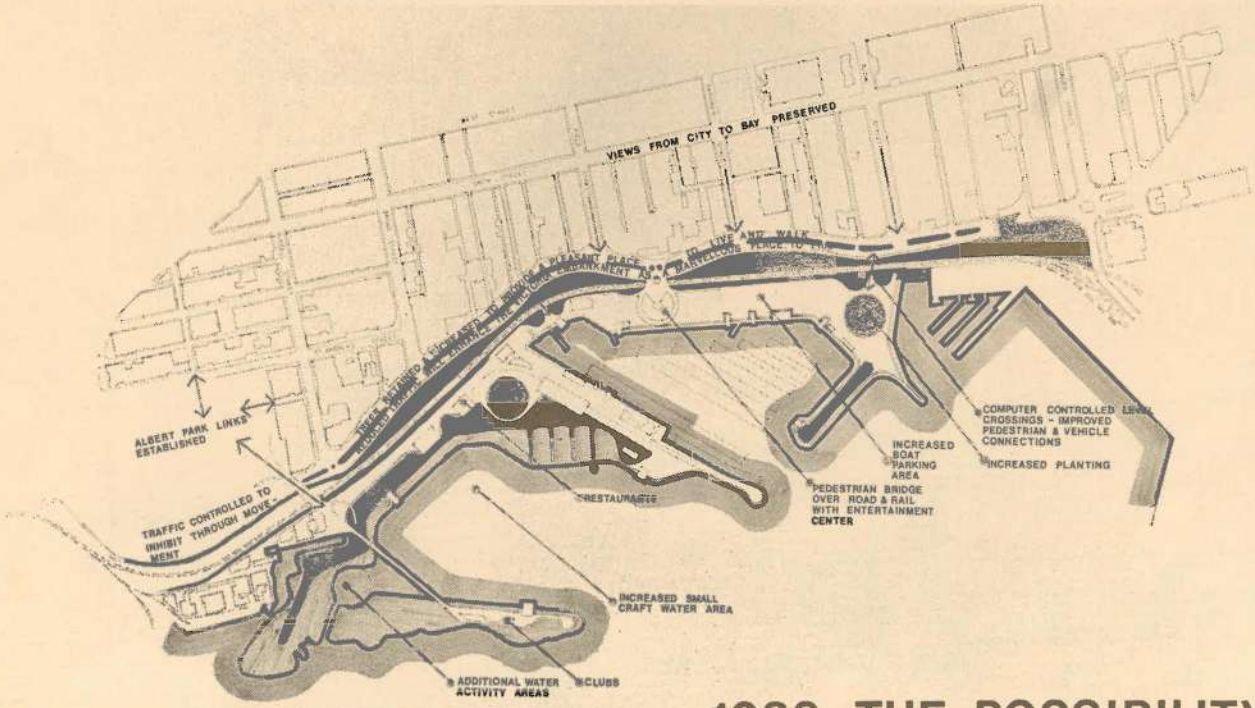
newsletter 1976

esplanade if city engineers' proposals are implemented



VICTORIA EMBANKMENT REVIEW INSTITUTE OF ARCHITECTS

1986 · DESTRUCTION



VICTORIA EMBANKMENT REVIEW INSTITUTE OF ARCHITECTS

1986 · THE POSSIBILITY

Victoria embankment: the plot thickens

The Natal Provincial Institute has prepared studies of some of the most valuable of Durbans environmental assets and foremost among them in importance is a report on the Victoria Embankment, Durban's unique and irreplaceable strip of bayside parkland.

Since it was established in the 1890's as a public promenade and ornamental walkway, increasing traffic and major changes have eroded the original intentions until in the 1970's the vehicle and railway barriers provide an effective deterrent for anyone wishing to enjoy a quiet stroll along the bay.

The major change occurred in 1936 when the bayside railway line was built on land reclaimed from the bay. Although the original cast iron railings were reused, the curvilinear form of the bayside walk disappeared to be replaced by a path following the line of the railway. The spaces between the new railway line and the old embankment were filled in (by out of work professional men during the depression) and the sunken gardens formed but the original charm of the Victoria Embankment was destroyed. Since that time motor traffic has steadily increased until, at present the road is used by 65 000 vehicles per day. The barriers to pedestrians have been reinforced to the extent that access from the city to the bay for old people and children is extremely limited.

A high proportion of the buildings along the Victoria Embankment are residential and the environment for about 7 000 people living in the immediate vicinity has deteriorated so chronically that turnover of flat tenants is approaching 100% per annum. Land values are therefore suffering and any further erosion of the residential quality will result in the danger of slum conditions developing. This is an area which 70 years ago was the most sought after residential district in Durban and has the potential of being one of the most exciting surroundings in which to live in South Africa. The destruction of the Victoria Embankment residential area would deprive the city centre of its major housing component and the inexorable cycle of radial decay could truly be said to have started. The inevitable result would be death to the city core and then years of urban anguish waiting for the cycle to progress to the next stage which might revitalise the centre.

The Victoria Embankment provides a vital lung for workers in the city. In contrast to small areas such as the Medwin Gardens, the Victoria Embankment provides a linear park the length of the business district. Although its effectiveness is limited by traffic barriers it provides an open end to all North/South streets, a view of trees and a foil to the hard finishes of the commercial area. To the visitor and resident alike the close relationships between buildings, trees, gardens, water, yachting and shipping activities provide an experience which is Durban itself.

The destruction of this, Durban's most priceless environmental asset would mean to many people the destruction of the essence of Durban. It would be an unforgiveable mistake made in the misunderstood name of progress.

The illustrations show what could happen to the area if present plans by the City Engineers department were to be realised. The Institute's suggestion is to limit through traffic, provide additional links between the city and the bay and sow the seeds for revitalisation of the area to the benefit of Durban as a whole and to the dweller, worker and visitor specifically. The standard of facilities for South African and overseas visitors is abysmal on the beachfront and non-existent on the Victoria Embankment. If Durban is too timid to accept this challenge it will surely get no second opportunity.

The Natal Provincial Institute of Architects believes that any attempt to redevelop this area should adhere to the following objectives:

To enhance the unique character of this area in terms of the special relationships that exist between buildings, vegetation, water and views and the advantages that these hold for Durban in terms of leisure, recreation, tourism as well as for residential purposes.

To preserve and to extend all possible visual and physical links between the city, the residential area along the embankment, and the Bay.

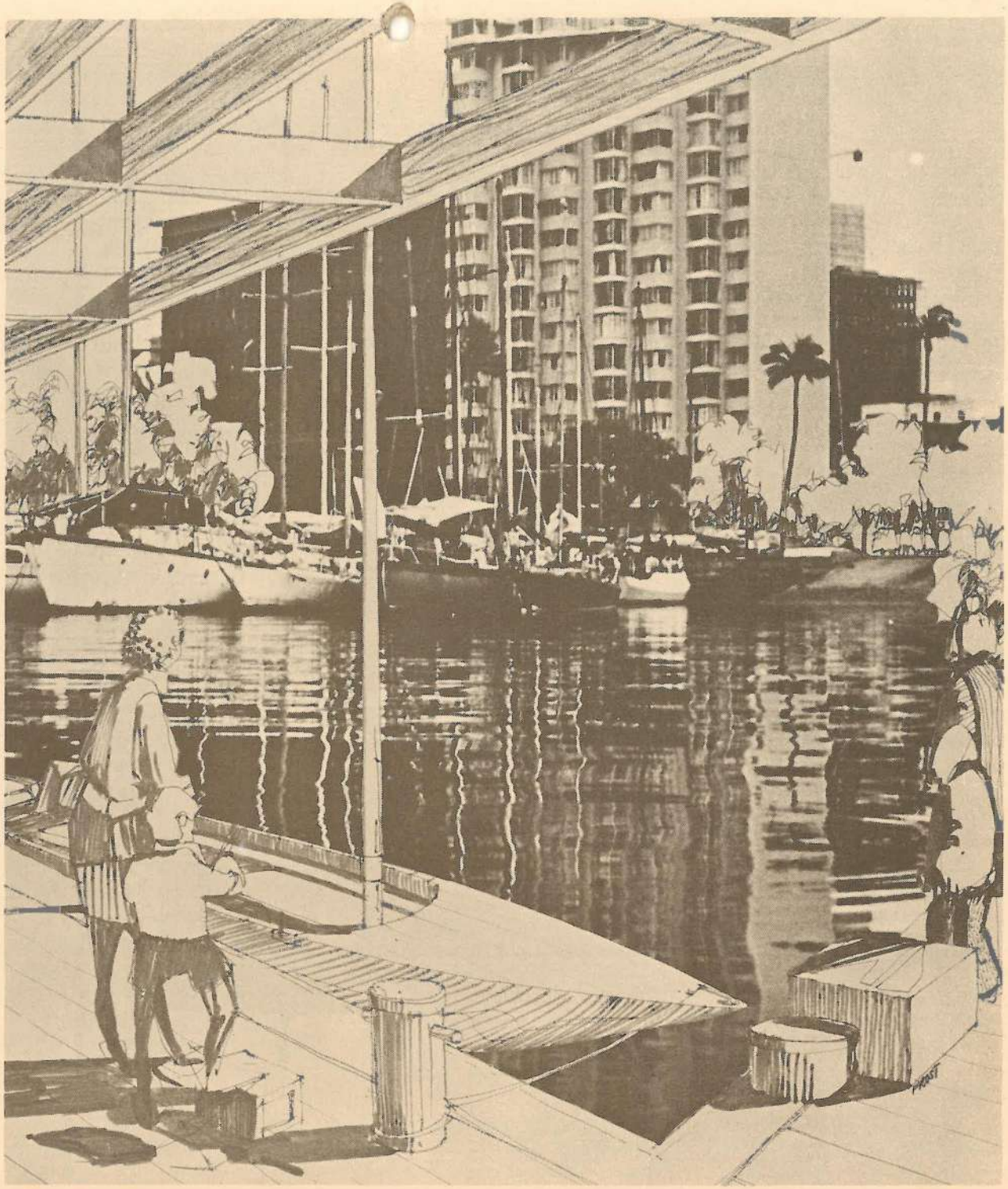
To preserve and to enhance the green character of this area, especially in terms of its sub-tropical nature.

To maximise the amenity of the bay edge for the use of people. Any reclamation of land from the bay should be for the exclusive use of people, and the relationship of land space and water space, and of all facilities associated with these, should respect this. It should also be recognised that the use of such facilities and amenities would depend largely on ease of access.

All vehicular ways act as barriers to easy pedestrian access, as do walls, fences and utility buildings. The design of these should be of a nature to minimise their barrier effect.

Noise and pollution are inevitable by-products of increased traffic of whatever nature. Any redevelopment plan will have to propose solutions to these in order to avoid any further deterioration of what could be one of the finest urban residential and tourist areas in this country.

John Frost



status of city architect

The Institute has over a lengthy period of time put its mind to ways and means of establishing a more potent system for husbanding the urban environment and addresses the Durban City Council to this end.

In order for the Institute to make positive and practicable recommendations an attempt has been made to review aspects of the existing local government structure concerned with the development and control of the city environment. These surveys have included:

An investigation into local government machinery in all the major centres in South Africa.

An investigation into the alternative forms of City Government.

An investigation into the Republic's planning structure at all tiers of government.

An investigation into the Departmental structure within the establishment of the Durban City Council.

The results of these on-going investigations confirm the Institute's view that greater scope must be provided for those professions most closely concerned with regulating the development of the urban environment.

The City Council is respectfully urged to consider the reinforcement of the environmental disciplines within the Council's Departments as the first effective means for promoting environmental amenity in our city.

argument for restructuring department organisation

The City Council, viz a viz its professional employees is a 'client-body' with similar needs and characteristics to those of any client body. The essential feature of these needs is that the professional advice sought should be the very best available and pass directly from the professional concerned to the particular client, and by direct dialogue be refined to comply with the more subtle detailed needs as these evolve. Whether in matters of medicine, law, engineering, architecture or planning (in fact in every professional situation) this principle of direct professional contact should not be circumvented. City Councillors when making decisions which hinge on the opinions of their professional advisors should as a matter of routine receive this advice directly from the professional advisor concerned.

The mounting problem of degradation within the urban environment is a world wide phenomenon which is well recognised. Public authorities (at all tiers of government) are attempting to counter the unprecedented rate of urbanisation by the formation of new agencies comprising all those professional skills which relate directly to environmental quality. The Institute of Architects proposes the formation of a 'Department of the Urban Environment' to integrate the skills of professional architects, planners and landscapes architects in controlling and developing the harmonious growth of the city at a critical stage of its development.

It is understood that the number of professional Architects, Planners, Quantity Surveyors in Council employ at present numbers 49, and in addition to these registered professionals the Chief Architect and Chief Planner are directly responsible for a sizeable staff of non-professional assistants, making a total of 270 persons. The Institute of Architects is not aware of the monetary value which could be attributed to the City Council's development work in the field of architecture and planning, but again it is understood that this must be a sizeable sum, as the present Architectural Branch is at present responsible for approximately 200 projects varying in value from R1 000 to multi-million Rand schemes.

South Africa's major cities have reached a stage in their development when they can no longer be developed, planned and built in terms of the ideas and advice of any one profession, be it that of architecture, town planning, land survey, or any of the many fields of engineering. Nor can the role of the developer or the real estate magnate be allowed to be the predominant influence. The elders, or Councillors of a city must be well advised, and must be seen to be well advised, by all of the professions which contribute to the collective product, namely the City. Neither the architect, nor planner, has to date been given the opportunity to take his place around the "policy" table with Councillors and other heads of departments, and to give of his skills in undiluted form at this level.

By virtue of his inherent ability in his field, his training and background an architect's approach to any urban problem, be it a building, a precinct, a housing scheme, or a by-law, will be different to that of the engineer, for architecture is the only profession in which a member is trained in the field of aesthetics, is trained to co-ordinate the activities of other more technical professions, is trained to consider, marshall, and meld all facets of a design problem from both the technical and aesthetic points of view. If the decision makers of a local authority were to be presented with the undiluted views of this aspect of the architect, it would be to their considerable advantage. It is expecting too much of any engineer, trained basically in a technical science, to appreciate this aspect of the architect's work and to direct such a skill.

The Durban City Council is asked to consider the establishment of a separate department to handle the day to day affairs of, and to advise them directly, on the problems of the urban environment. This department should be headed by a person capable of administering, co-ordinating, and communicating in this field.

proposed organisational modification

The establishment of a new Department would not appear to cause insuperable problems. Vast staff re-organisations are no doubt fairly common within the larger Departments as presently constituted, presumably instigated by the Organisation and Methods Department in the interests of greater efficiency, or to meet the changing needs of city development.

In practical terms, (from our knowledge of the Department) what is being advocated, is a re-organisation of what are at present two branches within the City Engineer's Department namely that of Architecture and Town Planning, and in addition, giving them autonomy.

There is no essential need at this stage to think of a physical separation in a separate building, indeed it might be found practical for the new Department to share certain common facilities such as printing services and typing and administration services. This is a subject for detailed investigation, for it may well prove advantageous to centralise specialised services such as these.

In financial terms there need be very little extra cost to the City Council, but without doubt, the benefits which the City would derive in the long term are incalculable.

a continuing concern of the status of architects in public bodies gave rise to this memorandum produced by the Natal Provincial Institute to the Durban City Council.

general residential control

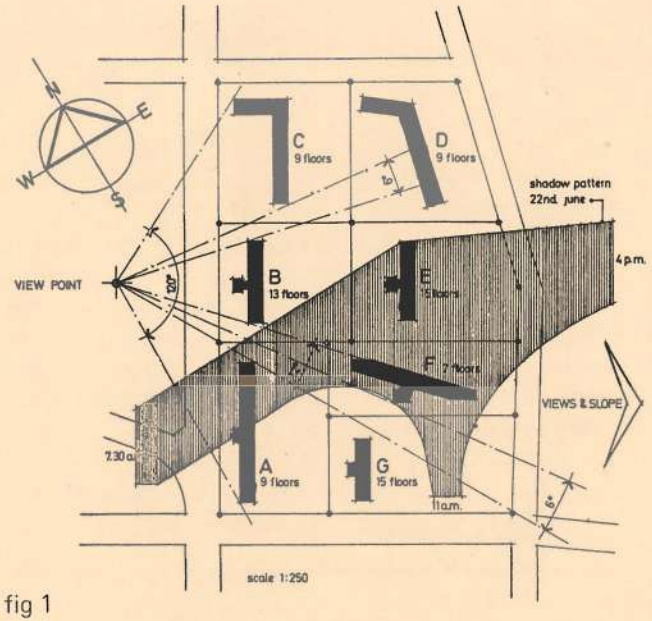


fig 1

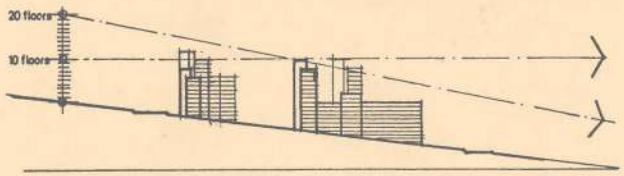


fig 2

introduction

"The city is the most concrete, the most lasting, and the most inspiring expression of man's social genius."

Fundamental to the thoughts and ideas expressed in this memorandum is the firm belief that city life is not only "good" but is essential to the welfare of man and that it is the duty of every citizen constantly to endeavour to enhance the quality of his urban environment.

The Chamber holds the view that new forms of development within the General Residential zones of the city of Durban are desirable and that these should be encouraged by suitable amendments to the Regulations of the Consolidated Town Planning Scheme. This revised legislation, while providing essential controls, must permit an adequate degree of flexibility in order to promote good and imaginative design and improved environment. The controls which it is suggested most urgently need to be re-appraised are those relating to:

(a) coverage
(b) side and rear space
(c) location of parking
(d) building lines

planning attitudes in Durban

That planning attitudes similar to historical garden city attitudes are prevalent in Durban is evident from the Report on the Planning of the Berea published by the City Engineer in May, 1965.

The Report states that a decision had been made to preserve with a 20% maximum coverage "notwithstanding the fact that this low coverage results in tall buildings."

The Report says that "the very nature of the land ensures in many cases that tall buildings do not obstruct the views of similar buildings which are situated higher up the slopes". The Report argues that views are to be had through the spaces between buildings and that these spaces will be sufficient thanks to the side and rear space regulations. The argument is concluded with the statement that trees in any case often obstruct the view.

The decision to perpetuate the already existing regulation restricting coverage to 20% of the site area is further justified on the following grounds:

(a) Buildings of multi-unit design would not be placed "cheek by jowl";

(b) Reasonable space for children's recreation will be provided;

(c) Garden development will be encouraged;

(d) Wholesale destruction of trees will be avoided.

The minimum space between a building and the rear boundary of the site will be 5 m or 1,2 per storey whichever is the greater. Between a building and its side boundaries the minimum is 3 m or 1,2 per storey whichever is the greater. A building need not observe a greater distance from any boundary than 15 m whatever its height. No support is given for these regulations other than to provide views between buildings and to avoid structures being erected "cheek by jowl".

The Report regulates further that the mandatory provision for the parking of cars will be made beneath the building. The aim is to maximise the garden area.

Generally, a 7,5 m building line is imposed. The reasons given for this are:

(a) to increase the distance between buildings and thereby make the street scene more aesthetically pleasing;

(b) to allow for the planting of trees and gardens;

(c) to provide for possible road widening.

In a description of the topography we are told that the Berea rises from approximately 7 m to 150 m above MSL over a distance of about 1,6 km and that the average slope is 1 : 10 and in places become as steep as 1 : 4.

The Report says that "the topography lends itself to ideal residential development with striking and attractive views" and yet the report proposes uniform controls regardless of gradient, orientation, prospect, vegetation and access. It seems to the Chamber that developers and their architects are presented with rigid building line, coverage and side and rear space controls and that the result could be that the mundane and mediocre is encouraged and the good inhibited. The Chamber wonders how objective some of these statements and attitudes are and wonders how firm is the scientific foundation on which they rest. For example:

(a) Is it necessarily wrong for buildings to touch one another and does this necessarily imply a loss of amenity?

(b) It can be argued that only relatively young children require

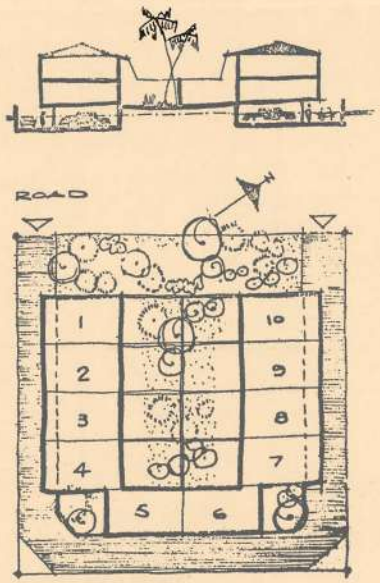


fig 3

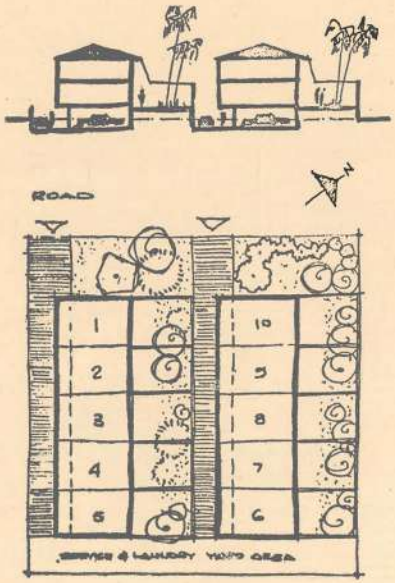


fig 4

play space in close proximity to residential buildings. From school-going age onwards the need is for space large enough to permit ball games. Was sufficient sociological understanding directed towards this question? Furthermore, is recreation possible only in the form of gardens on the ground or could it also be provided within the building or on top of the building or beneath the building? These means do exist. The regulations prevent developers and architects from exploiting them and the Chamber considers that it may therefore be said that they inhibit the development of improved environment.

(c) Attractive gardens have been developed on some of the largest sites. The preponderance of smaller developments dominates the city fabric however and ensures the degrading of the "towers in a park" concept to one of sore thumbs in a sea of tarmac as a result of the combined forces of low coverage and mandatory parking beneath the building. The Chamber contends that large communal gardens are "no man's" responsibility and may not receive the care and attention which each occupant would devote to his own private garden and this once again points to the advantage of greater coverage.

(d) The area of a site which is inevitably despoiled of vegetation and trees greatly exceeds the 20% coverage allowed for the building itself. The mature trees are frequently successfully transplanted by the Department of Parks, Recreation and Beaches and by private landscape gardeners. In Durban's sub-tropical climate it is possible to establish new gardens in an amazingly short time. On this point, the report appears to have lost sight of the wood for the trees.

(e) The attitude which favours "country" and frowns on "city" is again evident in the reasons for the imposition of a minimum building line. "City" consists of diversity; of buildings and spaces of interest; of a length of relatively narrow street where the buildings crowd on to the pavement, suddenly relieved by a square where the buildings are set back; of walls and gates and then trees and garden. "City" is not the rigidly enforced regimentation about a centre line of an equal width of carriageway, sidewalk, 7,5 metres of grass and shrubs and a wall of building on either side. That may be engineering, but it is not planning, nor is it architecture. It is excellent for machines; it is not environment for people.

The Chamber assumes that the scheme is thoroughly researched with respect to roads and traffic following the commissioned Transportation Study and that all necessary new road reserves and road widening are planned and therefore questions the possibility of road widening as a reason for imposing a building line. In the Chamber's view, the sterilisation of a strip of land on either side of every street in the areas controlled by the scheme is an unjustifiably high cost to pay for the possibly unforeseen need for road widening in a very few isolated instances.

the real effects of the scheme clauses

Low coverage compels one form of development, that of high towers, and allows no alternative. The planning attitudes which led to this regulation have been reviewed. The Chamber wishes to establish how objective the goals of the Scheme are in this regard and what are the real rather than the hoped for effects of tall buildings.

An actual Berea city block, zoned General Residential 1 (GR1) is studied in Fig. 1. The Plot Area Ratio (PAR) scale embodied in the Scheme encourages consolidation of subdivisions into larger lots. A likely typical consolidation into seven plots ranging from 7 000 to 10 000 square metres, and thus all qualifying for the maximum PAR of 0,75 is illustrated, as is a likely form of development on each plot.

The development form on each site is dictated by two major considerations. First, as many as possible, if not all the units, must face levies. Second, the building form must be designed economically. For the reasons discussed elsewhere this implies the minimum number of storeys, each spread over the maximum permitted coverage. The combination of these considerations inevitably produces "slab" rather than "tower" blocks. The length of each slab block will be limited only by site frontage and by the

side space regulations. What results is not a park with widely spaced pencil towers but walls of slab buildings repeated row after row down the Berea slopes, punctured only by the relatively narrow gaps between the buildings.

views

Let us study the effect of this low coverage development on the prospect from a viewpoint on the up-slope side of the block illustrated. Looking directly towards the ocean, and considering an observer's angle of vision of 120° on the horizontal plane. Fig. 1 shows that the "view" is virtually obliterated by the first row of buildings 90 m distant. Two gaps between the buildings allow visual penetration beyond row totalling 18° or 15% of the view angle. Two-thirds of this longer prospect is arrested by the second "wall" of buildings approximately 200 m away. And the remaining 6° or 5% of the view angle would no doubt be blocked by development in the next block.

Studying the vertical plane, it is evident from Fig. 2 that a rooftop prospect is achieved only from about ten floors above the viewpoint and that the nearest ground level view that will be seen will be 550 m down the slope (from a height equal to twenty floors above the viewpoint) and that, only if no further high-rise buildings occur in the succeeding blocks. The illustration assumes a ground slope of 1 : 8. Prospect in the vertical plane will improve marginally as the slope steepens and will deteriorate in areas where the slope is flatter.

Should the development of the GR areas in the City [illegible] under the present controls there seems little doubt that enjoyment of the "striking and attractive views" will be increasingly obliterated over time for the majority of residents in these zones.

overshadowing

Again in Fig. 1 the solar shadow pattern cast on the ground by only one of the buildings, the fifteen-storey block "E", is plotted from 7.30 a.m. to 4.00 p.m. on 22nd June, i.e. mid-Winter, when maximum sun penetration is desirable. It can be seen that the site on which the adjoining block "F" stands is in shadow for a large part of the day and that the garden area of block "E" itself is largely overshadowed from midday onwards. Should the shadow patterns for all the blocks be plotted in the resulting picture would be gloomy indeed.

an alternative

As a guide to the possible answer to the foregoing problems, the Chamber draws attention to and commends the controls provided in the Umhlanga Rocks Town Planning Scheme; the maximum bulk factor is the same as in Durban. In Umhlanga Rocks, a 30% coverage relates to a F.A.R. of 0,90 which means that the total bulk could be distributed over three floors within the usual building line and side space limits. Any building above three floors must be contained "within a figure having parallel sides to the lot boundaries, the length of each side of the figure not exceeding one-third of the length of the corresponding lot boundaries". The benefits are clear. A combination of low-rise and high-rise is possible; "slabs" are prevented; "towers" may not obstruct more than one-third of "views"; and the extent of overshadowing is reduced.

sociological and psychological considerations

"Elevator apartments are not only the most efficient way of packing people on a given amount of land. They can also be the most dangerous way of doing it."

After World War II, high-rise flats were hailed, especially in the U.K., as the answer to the housing problem. They were put up in haste and were repented at leisure. Today, high-rise is a dirty word in several countries. In both the U.K. and the U.S.A. some comparatively new high-rise public housing projects have been razed because of total rejection by their intended tenants. They have proved to be a sociological disaster.

Attention is now increasingly being concentrated on the advantages inherent in high or medium density but low-rise residential development with a new emphasis on "community". This move is generally supported by concerned architects, planners, sociologists and developers both overseas and in the Republic.

economic considerations

Low coverage is an expensive piece of planning legislation. Speaking broadly about office buildings and assuming similar finishes and services "ten storey blocks cost 50 per cent more and thirty storey blocks 75 per cent more per square foot, than three storey blocks". The percentages m[illegible]vary but the principle holds for any building type. Costs increase with height for many reasons.

Another expensive piece of planning legislation is that requiring that cars be parked under buildings. That this further increases the height of the building is only one of its results. The Chamber wonders if consideration was given to separate parking structures, well integrated by sensitive landscaping, with recreation provided on flat roofs perhaps as extensions of the garden area on different levels — as an acceptable, and possibly a better alternative.

Other cost considerations emerge when comparing tower blocks with two, three or four storey developments. Most important is the elimination of lifts. The aggregate cost saving of capital expenditure on machinery and structure, on annual running and maintenance costs and on insurance, is considerable. The need for economy cannot be overstressed in the prevailing financial climate and especially so in relation to the rapidly rising cost of home construction and the worsening housing shortage.

duplex flats

The Chamber welcomes the proposed amendment of Clause 21 of the Scheme Regulations which seeks to increase the maximum permissible coverage in GR zones to 40% in the case of duplex type flats not exceeding three storeys in which each unit has direct garden access. In the Chamber's view this amendment will lead in a positive way to developments which will not only be more economical but also vastly superior in an environmental sense.

However, relaxation of the coverage restriction to 40% solves the problems only in respect of sites up to 5 000m^2.

Clearly, the least coverage required for duplex type development is that equal to half the total permitted bulk, which coverage rises to 45%. However, such coverages would still be severely limiting architecturally as they would almost certainly enforce a rigid design envelope in which the upper and lower levels of duplex flats will have to coincide exactly. The Chamber suggests that a regulation limiting the use of the added coverage for balconies and terraces could possibly be introduced.

desirable forms of development

"No one way is a good way to house a city neighbourhood; no mere two or three ways are good. The more variation there can be, the better".

Too extensive a use of the point block in large groups, without contrasting buildings of other types, is also unsatisfactory and can lead to a "candlestick" effect which may be just as monotonous as repetitive slab layouts. A judicious balance of different building types in which high buildings are interspersed with and linked to low flat or maisonette blocks or terrace houses, is likely to produce the best results and will provide the necessary visual contrasts and establish a transition in scale from the more massive buildings and larger spaces to human dimensions.

Large unbroken oceans of lawn

lapping at the foot of high cliffs of building can often be rather unrealistic in terms of practical use and may entirely deprive an urban area of the essential quality of townscape.

In the Chamber's view a tremendous variation in the types of accommodation is required to cater for the personal psychological make-up of individuals. The human life cycle itself demands a large range of housing at various stages, from student to young married to parenthood and finally, old age. The Scheme regulations make it difficult if not impossible for architects and developers to design and fulfil these fundamental human needs. The rigid zoning regulations, the low coverage permitted, and the embargo on more than one building on a site, are chiefly responsible for this.

The move from large high-rise structures in favour of low-rise developments is in no small measure due to the undesirable, overpowering visual bulk, the grey anonymity and the questionable environment of these large towers. This is recognised by the Scheme which in Clause 23(4)(iii) restricts a building in a GR1 zone to a maximum floor area of 10 000m^2 (site area 11 111m^2). Clause 20(1)(iv) allows no more than one building per site. Clause 20(1)(b)(i) provides, by special consent, for more than one building subject to a minimum site area of 3 600m^2 and several other onerous and restrictive conditions in respect of Duplex and GR zones. The reason for these restrictions is obscure.

It is argued that small-scale human environment is infinitely preferable to huge, faceless bulk and, by the same token, that several smaller residential buildings are usually more desirable than a single large building. Moreover, when coverage of the order of 40% or 50% prevails it often becomes difficult if not impossible to design a single building satisfactorily.

In Fig. 3 is illustrated a design for a single building of 10 Duplex units on an actual level site on the Berea. The same accommodation on the same site but disposed in two separate buildings appears in Fig 4.

conclusion

The Chamber does not advocate recklessly allowing the city to develop without thought or guidance, but neither does it believe that sociological and psychological needs and economic forces can be discounted, or at best be completely outweighed by planning attitudes of doubtful scientific veracity.

An investigation into the rich and diverse possibilities of different development types could well lead to a reconsideration of many of the present attitudes to zoning, building lines, side and rear space and especially coverage.

The Chamber strongly advocates that the controls regulating the development of the city's GR areas be looked at afresh and be re-formulated taking cognizance of the ever developing knowledge and experience in the disciplines of planning, architecture, sociology, engineering and economics, and that the skills of these professions, both within and without the City Engineer's Department, be effectively harnessed in this reformulation.

Further, even if the Town Planning Ordinance must be amended to enable it, the Chamber suggests for consideration, as a measure to encourage imaginative and economic design, better environment and greater variety in high density housing, that a panel of top-level experts in the associated disciplines be established in conjunction with the City Engineer, and he empowered to consider, make suggestions, comment on, and finally recommend for approval in principle, conceptual designs (in drawing and model form) of developments in GR zones which may require relaxation of one or more of the Scheme Regulations in order to achieve the stated objectives.

Finally, the Chamber would welcome an opportunity to discuss any of the matters raised in this memorandum.

extracts from a memorandum prepared by The Durban Chamber of Commerce in co-operation with the N.P.I.A.

● Should any member wish to contribute to this Newsletter, please contact:

Mrs. S. Grobler – Secretary, Tel 67345

Mr. Danie Theron – Editor, Tel. 332151 in this regard.

changes

Changes in Partnerships

Messrs. E.J. Clemence and R.C. Cawood have dissolved their partnership as from 12th August, 1976. Mr. Clemence will continue to practice at the same address under the style of "Edward J. Clemence". Mr. Cawood's address is Moorlands Lodge, Moorlands Road, Kloof.

Mr. W.H. Peters is now practising under the style of "W.H. Peters" at The School of Architecture, University of Natal King George V Avenue, Durban. Tel. Bus: 352461: Home 212713.

Messrs. R.F. Williams and B.N. Hill who practised under the style of "Williams, Hill and Jones" have dissolved their partnership. Mr. R.F. Williams and Mr. A.H. Jones, a quantity surveyor, will now practice as "Williams and Jones" at the same address. Mr. B.N. Hill will practice on his own account at 805 Natal Bank Buildings, Gardiner Street, Durban.

Mr. T. Leach has resigned from the partnerships of Myles, Porter, Pugh and Seirlis, Myles, Porter, Pugh and Partners, Myles, Porter, Pugh and Sherlock and Myles, Porter, Pugh and Horn. Mr. Leach's recorded address is P.O. Box 421, Newcastle.

Changes in address

Mr. P.J.J. Jones to 1st Floor Flat, 9 Linden Road, Manchester M20 8QJ, England.

Mr. W.C. Vandeverre practising under the style of Osmond, Lange, Vandeverre, Haarhoff, Goldswain and Burger to Suite 1301 Shell House, 221 Smith Street, Durban. The telephone number remains unchanged.

Mr. G.E.H. Cornell to c/o 1301 Shell House, Smith Street, Durban.

D.C. le Roux to 805 Natal Bank Building, 71-77 Gardiner Street, Durban. Tel. 316379

C.N. Richards (AnT) to 202 Homes Trust Building, Smith Street, Durban.

Myles, Porter, Pugh and Partners have combined their Newcastle practice with that of Ladysmith. Accordingly the Newcastle office will be closed as from 15th November 1976. The Ladysmith address is 29 Keats Street, Tel. 5118 and 5119.

Mr. P.C. Smith practising under the style of Densem, Smith, Britten and Davis to 19 Umdloti Beach Village, Umdloti, Box 56. During the day Mr. Smith may be contacted on telephone Durban 61767 and after hours at Umdloti 198.

Mr. C.A. Vernon practising under the style of French and Vernon has advised that in the New Year the building known as "Knowles Centre" will change its name to that of "Union Main". He now has a box number of 109 Pinetown.

Changes in membership

S.H. Segal from NPI to TPI

Prof. G.Q. Lay (retired) from NPI to CPI

Changes in class of membership

M.J.M. Walker from ordinary to retired w.e.f. 31.12.76

F.C.M. Op Den Kamp from ordinary to retired w.e.f. 31.12.76.

Resignations	Deceased
P.E. McManus. J. Mix.	H. Sinnema

Group Editors, Natal (Pty) Ltd