



October 2020

RLRP information

Proposed government housing scheme in Bryanston Ext. 3
as part of the Gauteng Rapid Land Release Programme (RLRP)

Dear Residents,

This bulletin provides background information on plans by the Gauteng Provincial Government to construct housing on vacant government-owned land in Bryanston Ext. 3, in an area directly bordering on Ferndale. It also presents the findings to date of the RLRP committee established by the Bryanfern Residents Association.

The housing proposal was initially presented to the public by the consulting engineering firm GladAfrica in November 2019. GladAfrica is the lead company on developing 3 of the 4 sites in question.

The intended readership of the bulletin includes Interested & Affected Parties in the Bryanfern area and surrounding suburbs. We encourage homeowners and residents to do the following:

1. **Read** this bulletin to be informed about the proposed developments, which will impact a large number of residents in the surrounding areas.
2. **Register** with the RLRP committee as an Interested and Affected Parties (I&AP) to be kept informed and to allow us to collectively guide and give input to the government's plans.
3. **Volunteer** to assist. In particular, let us know if you have skills such as legal, environmental, engineering, town planning, marketing, community organising and similar.

To register as an I&AP please follow this link:

<https://airtable.com/shrcxUI2jUVLYWnh4>

Or contact us via:

WhatsApp (072) 341 1905

Email rlrp@bryanfern.co.za



Presentation of the government proposal and the RLRP committee findings

A - Who we are:

The Bryanfern Residents Association (BFRA) has set up an RLRP committee (the committee) to manage and ensure that the collective interests of all the affected parties are taken into consideration. The committee was formed in January 2020, after notice of the planned development was received.

The committee intends to provide oversight and guidance on the current development proposal and to call for more responsible investigation and use of the land to further benefit the lives of the local and future community.

The committee would also like to invite the expertise and experience of persons within the community to assist in whatever regard is necessary with the details of this project as is discussed throughout this bulletin.

Expertise of residents includes, but is not limited to:

- Legal
- Engineering
- Town planning
- Environmental experts
- Property development
- Project management
- Medical representatives
- Education representatives
- Administration/ data capturing
- And so forth

Residents who would like to oppose any of the findings in this Information Bulletin are also encouraged to communicate their concerns to the committee.

B - The areas for the development are:

1. Bryanston Ext. 3 Project B – 204 Units (2 to 3 bedrooms); assume 4 to 5 occupants
2. Bryanston Ext. 3 Project C – 136 Units (1, 2 and 3 bedrooms); assume 3 to 5 occupants
3. Bryanston Ext. 3 Project D - 80 Units (1 bedroom) ; assume 2 occupants

a. Total for the Projects 1-3 = 420 Units (See Fig. 1)

4. Bryanston Ext. 3 Project A – Separate study (See Fig. 2) potentially an additional 420 Units

The first three projects would house an assumed statistical number of 1,2 to 1,7 occupants. The estimate assumes that it will be a couple per household and 1 occupant per room, or a single parent with 1-2 dependants.

Taking the potential of all 4 proposed areas into consideration; the expected number of residents to occupy this space is approximately 3500 persons (840 units).



Figure. 1: Bryanston Ext. 3: Zones B, C and D development areas

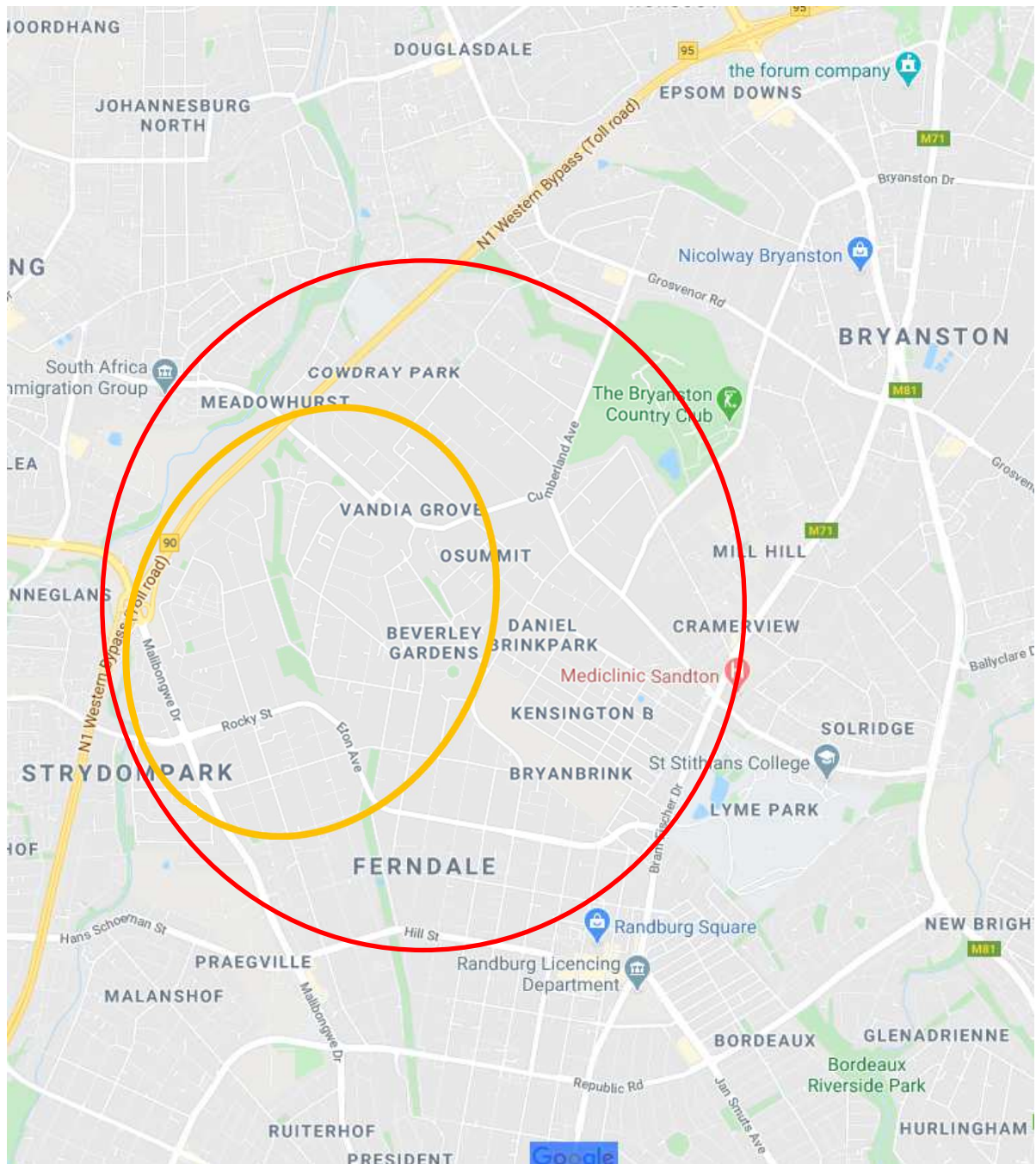


Figure. 2: Zone A Development area (calculated area size: 43,000m²). Note: Zone A was not included in the presentation by GladAfrica in January 2020.

C - Impact on the affected suburbs:

Although the proposed development is limited to the Bryanston Ext 3 residential designation (B, C and D at present; Zone A has been currently excluded) the impact is expected to be far reaching, extending as far as the surrounding suburbs.

It is expected that the increasing strain on municipal infrastructure – which is already showing frequent signs of breakdowns – will depress property values in the immediate vicinity as well as surrounding areas.



Areas of direct impact

Areas of lesser impact

Figure 3: Affected suburbs forecast

D – Further impacts on the affected suburbs (*findings below only include Development Zones B, C and D as Zone A was excluded by GladAfrica*)



SEWAGE

An addition of **420 units** equates to an additional inflow of **298,800l of sewage per day** (peak flows which is required for the pipeline sizing needs to be determined, however assuming morning to be 50% of the flow the order of magnitude flow would be in the region of 75,000l/h or 1,245l/min)

Currently the sewers running past Cedar/ Spruce Street do not service more than 50 households (**9,000l per day** or some 2,300l/h at peak) which is regularly blocked and flowing over into the natural water course along Cork Avenue.

The current sewage line will be expected to cope with an additional **8,964,000l per month**. According to the Water Engineer of GladAfrica, no expansion or upgrade of the system is necessary. GladAfrica proposes that implementing proper maintenance will be adequate. The rationale of this argument by GladAfrica is questionable as no additional maintenance commitment has been received by Johannesburg Water.

TRANSPORT

It is assumed that no more than 20% of the occupants will own 1 vehicle per household. That is an addition of 84 vehicles for the intended Poplar/ Cedar/ Spruce Road connections.

The remaining occupants (± 1300 people) are expected to travel utilising either a public transport or bus service or walk. The majority are expected to use a taxi service with the main public transport exchange proposed to be on Poplar Road.

Should these occupants have a dedicated taxi service, it equals to 83 vehicles with approximately 166 trips per day.

However, it is expected that existing taxi operators will extend their services to the area increasing the number to 266 vehicles or 532 trips passing the area per day.

During peak traffic times in the mornings and evenings, it is expected that 106 taxis will pass through the area per hour, adding on the current 84 private vehicles already utilising the roads per hour.

From the public meeting of 12 February, GladAfrica stated that traffic surveys have been carried out and the existing road network improvements will be looked at. These included the back end of Cork Avenue, construction of the end of Cedar Street which would blend into the Cork Street extension, widening of certain roads (Cork/Poplar and Spruce assumed) and provision of sidewalks.

As far as the committee is aware, no reliable/ thorough traffic survey was conducted on all the direct and indirect roads expected to service the development zones. Surveys which were conducted would have been completed during off-peak traffic times, meaning that current traffic patterns were not adequately taken into consideration.



A tabled example where the pinch points (high traffic points) were considered are Rocky Street and West Street intersection, where traffic lights will be installed and turning filter lanes incorporated. However, there is no space available for the turning lanes, not without some land appropriation and demolishing of existing structures.

Our suggestion is that the roads that will service the intended development projects will be joining existing primary and secondary traffic arteries via:

- 1- Rocky Street/ Malibongwe Drive – Via West Street
- 2- Rocky Street/ Malibongwe Drive – Via West Street and Oxford Street
- 3- Rocky Street/ Malibongwe Drive – Via West Street and Oxford Street
- 4- Rocky Street/Hill Street – Via West Street
- 5- Rocky Street / Republic – Via West Street
- 6- Rocky Street/ Braam Fischer – Via Oxford and Bond Streets
- 7- Cork Ave/ Malibongwe – via North and West Streets and Highview Blvd
- 8- Cork Ave / Main Avenue – Via Fleet and Oxford Streets
- 9- Cork Ave / Shepherd Ave – Via Fleet Street
- 10- Cedar Street / Jacaranda – Via Kays Ave
- 11- Cedar Street/ Cumberland – Via Kays Ave

To the residents in the affected suburbs (Figure 3. above), the pinch points are very critical to the commute at any time of day and most certainly the cause of long delays at peak times. The net effect is expected to be unmanageable.

REFUSE COLLECTION

Refuse collection and management was not tabled by the consultants at the 12 February meeting, however there is reason for concern as the additional traffic of the collection vehicles will most certainly transit via Cedar Street. The channel over the Spruit is already showing signs of structural strain as a result of heavy vehicles using this as an alternative route to their destinations.

An exclusion of refuse collection may indicate that no discussions took place between Pikitup and GladAfrica.

SANITATION

For purposes of general community health, sanitation and clean water access was not indicated/ studied or mentioned by GladAfrica. No indication for the intention to increase clean running water by upgrade or maintenance of main water lines to the area was presented.



As we navigate through the COVID-19 pandemic, sanitation is of utmost importance to the health and wellbeing of any community, as well the maintenance of adequate clean running water to all residents concerned.

ELECTRICITY

No indication for the intention to increase the electrical main lines, substations and main electrical stations by upgrade or maintenance of to the area was presented.

To our knowledge, the current electrical grids responsible for directly and indirectly servicing our areas are already over capacitated.

SCHOOLS

Most of the registered schools within a 10km radius of the intended development are private schools, which are likely to be unaffordable to the new residents (annual income of no more than R264 000 per household +-).

The government schools that are within a 10km radius of the development are already full and without capacity to house an expected additional 800+ learners.

GladAfrica admitted to not communicating with any of the schools in the area. GladAfrica also indicated that no additional schools have been considered at all.

SECURITY

There is a likelihood that the significant increase in traffic in the area will increase crime. As with any busy traffic route, police and security patrols can no longer be focused and vigilant. The amount of traffic will also adversely affect the time it will take private security service providers and the SAPS to respond to any panic alarms or criminal activity reports and emergency calls.

No indication for the intention to upgrade the current Randburg SAPS department was indicated. It is not expected that the intended tenants will pay for private security services, diluting the effectiveness of existing security.

MEDICAL

Majority of the medical services available within a 10km radius are privately managed clinics, hospitals or private practices. The government clinics currently serving the community are beyond capacity. Government hospitals are only accessible beyond a 20km radius.

No indication for the intention to upgrade or build new government clinics in the area was indicated.

EMPLOYMENT

Glad Africa suggested that the new residents would be able to seek employment at the adjacent industrial and semi-industrial areas of Strydom Park. However, industry in Strydom Park and



immediate suburbs is limited with an increasing number of retrenched workers. Unemployment in the direct Johannesburg area is increasing significantly on an annual basis.

It is not expected to be economically viable for occupants with the expected annual earning to be able to travel to higher employable regions.

MAINTENANCE

GladAfrica did not indicate any intention or budget allocation for on-going general maintenance to the buildings intended to be erected. They are also unsure on the company responsible for managing the tenants who are placed in the units.

ADDITIONAL FINDINGS

GladAfrica were requested to provide the respective findings as well as the engineered solutions details for the community's review. These were stated to be made available when the study is complete. The community noted that more than 30 days would be required to evaluate the surveys and the designed solution to accommodate the tabled developments. This said it is assumed that these will be made available and sufficient time will be granted for a review by the community appointed experts on the various subjects.

It is believed the current Feasibility Study's Environmental Impact Assessment (EIA) and Public Participation Process (PPP) by GladAfrica Group as "mandated" by the Johannesburg City Council/ Municipality (based on what was presented) is not adequate or complete.

It needs to be established what the scope and basis of the assignment is. Local Government needs to provide the details of the assignment so that it can be established that the scope caters for the required deliverables to complete the Feasibility Study (FS).

It is conditional that the following will be covered (confirmation required) by a comprehensive FS:

- EIA and PPP (properly documented and with adequate notification to the public representation) – It needs to be noted that the urbanisation of the old agricultural smallholdings in the area that resulted in the Bryanston and surrounding suburbs zoned the area and demarcated the current erven based on diligent studies taking into account the concentration of the population. It is based on those proper studies that the infrastructure was developed then. Road infrastructure has seen a tremendous growth in traffic in the area as an overflow from the greater Johannesburg traffic congestion. The impact on the natural environment (fauna and flora) in the area has also seen the rapid and unplanned substantial encroachment and reduction in habitat for the local fauna and therefore further decrease in habitat should be avoided at all costs.
- Include the EIA to cover all the proposed development erven (Projects A through D)
- Geotechnical Investigation and Study



- Hydrological and Geohydrological Analysis, old data will no longer apply as the natural water course and flood basin characteristics have changed significantly over time and so has the rainfall, stormwater flow and flood plain rainfall absorption characteristics.
- Water modelling and flood line analysis
- Traffic Study of the affected areas and suburbs including the coupling of the resulting traffic volumes to current traffic surveys of the main evacuating routes
- Traffic Noise and Pollution study
- Emergency Services Survey– including ambulance and firefighting
- Water supply assessment (including fire hydrants)
- Sewage, Stormwater, Refuse Removal and Sanitation Study
- Social Support facilities study (Schools, Creches and Day Care, Hospitals and Medical assistance, etc.)
- Lighting Survey
- Construction Activities – Blasting or alternatives and its impact to surrounding public as well as private structures
- Construction Traffic Management Plan including related traffic route survey
- Alternative routes for traffic during Construction (separate traffic survey)
- Construction Plan including hours of construction
- Noise Survey (during construction)
- Construction Labour Management and Impact of Labour Actions may have on residents
- Emergency Plan during construction activities
- Required security services to residents during construction period
- Assessment and evaluation of existing structures (culverts)
- Design and Construction Standards or the proposed Developments (Projects B, C and D)
- Cost Estimate
- Financial Model and Predicted Cash Flows
- Project Risk Assessment
- Insurances and Indemnities
- Design and Construction Schedule / Programme



- Proposed Developers and Construction Contractors for the Development and Bidding Process and Criteria for Award
- Health, Safety, Social and Environmental Management Plan
- Community Forums involvement and inclusion during construction
- Construction Management Plan
- Communication Plan including the management of the development estates including the enforcement of Rules and Regulations and Security measures to safeguard the occupants as well as the other current residents



E - CONCLUSION

Bryanston Ext. 3 Project/ Zone A was confirmed (by the Project Manager of GladAfrica) not to be part of their mandate and thus excluded from the feasibility study, vaguely presenting the intentions of Zone A.

Although the community does not have access to the overall plan for this project, we also do not have access to other projects that may be contemplated for the region. All data is necessary to be included in the overall Environmental Impact Assessment (EIA) .

Not including a portion of the intended development (Project A) will result in skewed findings and reporting/ information to the public and can be regarded as highly erroneous on the part of the Johannesburg Municipality.

The appointed contractors for Projects B, C and D (GladAfrica), as professional consulting engineers being aware of the split, should have arrived at the conclusion of the ineffectiveness of study or studies and thoroughly reported on the limitation of findings.

The development is being considered in an area that is locked in in terms of access routes and in an area that is adjacent to nature preservation zones; the development is expected to result in a regressive development for the natural area and immediate surrounds.

The residents of the suburbs and neighbouring industry and small business are supported by the community in general as well as others. These industries and small businesses employ persons already residing in primary and secondary residential suburbs.

The area and suburbs are not currently supported by public transport except a singular municipal bus.

The cost of developing government housing in the intended areas requires vast expenditure not listed or considered which will significantly increase the cost per unit, questioning the feasibility and potential return on investment.

With a collection of research, objections and visible reaction, the committee intends to compile the necessary evidence to oppose the Johannesburg municipality's intentions are currently envisaged and encourage more responsible use of the land.

For this purpose, we encourage participation from all primary and secondary residents and the assistance of expertise.

Thank you,
BFRA-RLRP Committee