

**MOTIVATIONAL MEMORANDUM:**  
**Rezoning application**  
**for**  
**Erven 353, 354, 355 and 356 Bramley**  
**View Extension 6**  
**on behalf of**  
**The Johannesburg Development**  
**Agency**

<b>Date</b>	08 June 2021	
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## INTRODUCTION

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The purpose of this memorandum is to introduce, elaborate upon and motivate the application for rezoning in respect of Erven 353, 354, 355 and 356 Bramley View Ext 6.

The full extent of the application is set out in this memorandum, which comprises of the following:

- ❖ Chapter 1: General Information
- ❖ Chapter 2: The Application
- ❖ Chapter 3: Policy Environment
- ❖ Chapter 4: Motivation
- ❖ Chapter 5: Conclusion

## 1. GENERAL INFORMATION

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KiPD (Pty) Ltd, the authorised agent, has been appointed by the Johannesburg Development Agency, a subsidiary of the City of Johannesburg who oversees developmental projects on behalf of the City, to lodge an application for the rezoning of Erven 353, 354, 355 and 356 Bramley View Ext 6 to allow for the property to be rezoned to "Municipal" to allow for the development of a transportation facility being a depot for Rea Vaya buses. City of Johannesburg Metropolitan Municipality is the registered owner of the property. The property will be referred to as "the site", "the subject properties" and/or "the proposed development" in this memorandum.

An application for the consolidation of the erven has been submitted simultaneously with this application.

### 1.1. THE APPLICATION

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Application is hereby made in terms of Section 21 of the City of Johannesburg (CoJ) Municipal Planning By-Law, 2016, hereinafter referred to as the "By-Law", read together with the provisions of the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) (SPLUMA), for rezoning of the erven.

### 1.2. AGENT AND CLIENT

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#### 1.2.1. Agent

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The authorised town planning agent acting on behalf of the client is:

Name	KiPD (Pty) Ltd
Responsible Persons	Raeesa Soomar Cassim
Postal Address	47 Third Street, Linden, 2195
Contact Number	011 888 8685 / 084 440 5957
Email	raeesa@kipd.co.za

### 1.2.2. Client

The client's details are as follows:

Client	Johannesburg Development Agency
Project manager	Zwakele Magagula
Contact Number	073 278 5722
Email	zmagagula@jda.co.za

## 1.3. LAND DEVELOPMENT AREA

### 1.3.1. Site Locality

(Annexure A: Plan 1 and 2)

The properties are located on the south western corner of London Road and Grenville Road, Bramley View, adjacent south of the Alexandra townships and west of Lombardy West.

## 1.4. LEGAL ASPECTS

### 1.4.1. Ownership

The ownership details of all the subject erven are as follows:

Property description	Registered Owner	Title Deed Nr	Size
Erf 353 Bramley View Ext 6	City of Johannesburg Metropolitan Municipality	T101974/2015	3387 m <sup>2</sup>
Erf 354 Bramley View Ext 6	City of Johannesburg Metropolitan Municipality	T101255/2015	4884 m <sup>2</sup>
Erf 355 Bramley View Ext 6	City of Johannesburg Metropolitan Municipality	T101924/2015	2162 m <sup>2</sup>
Erf 356 Bramley View Ext 6	City of Johannesburg Metropolitan Municipality	T102342/2015	1333 m <sup>2</sup>

### 1.4.2. Company Resolution

The City of Johannesburg Metropolitan Municipality have provided a resolution authorising the nominated individual to provide a power of attorney to enable KiPD to submit a formal application as per the requirements of the CoJ Municipal Planning By-Law, 2016.

### 1.4.3. Power of Attorney

The authorised individual has in turn provided a signed power of attorney to enable KiPD to submit a formal application as per the requirements of the CoJ Municipal Planning By-Law, 2016.

1.4.4. Restrictive Title Conditions

There are no conditions contained within the Deeds of Transfer restricting the use of this property for municipal purposes.

1.4.5. Registered Mortgage Bonds

There are no mortgage bonds registered against the properties

1.5. EXISTING LAND USE

The erven are currently vacant.

1.6. SURROUNDING LAND USE

(Annexure C: Land use plan)

Bramley View is predominantly industrial in nature, as is Kew to the west. Alexandra to the north is a dense, predominantly residential area which includes formal and informal housing, community facilities and other supporting uses such as schools and creches. Lombardy West and Casey Park to the south are less dense, residential suburbs.

1.7. EXISTING ZONING AND DEVELOPMENT CONTROLS

(Annexure D: Zoning Certificate)

In terms of the City of Johannesburg Land Use Scheme, 2018 (Johannesburg Amendment Scheme 13-12907, as approved in 2014), the property is currently zoned as follows:

Erven 353 and 354 Bramley View Ext 6		Erven 355 and 356 Bramley View Ext 6	
Zoning	Industrial 3	Zoning	Commercial 1
Primary rights	Industrial purposes, commercial purposes, business purposes, builders' yard, building material storage.	Primary rights	Commercial purposes, builders' yard, building material storage
Secondary rights	As per scheme	Secondary rights	As per scheme
Floor Area	2.1	Floor Area	2.1
Density	n/a	Density	n/a
Coverage	70%	Coverage	70%
Height zone	A - 3 storeys	Height zone	A - 3 storeys
Building Lines	3m	Building Lines	3m

## 1.8. SURROUNDING ZONING

(Annexure E : Surrounding zoning plan)

In terms of the City of Johannesburg Land Use Scheme, 2018, the sites surrounding the site have a variety zonings ranging from Industrial 1 and 3, Institutional, Residential 1, 2 and 3 and Commercial 1 and 2.

## 2. THE APPLICATION

### 2.1. PROPOSED ZONING

Application is hereby made for the following land use rights :

Zoning	Municipal
Primary rights	As per Scheme
Floor Area	As per scheme: 2.1
Density	n/a
Coverage	As per scheme : 100%
Height zone	As per Scheme : 3 storeys
Building Lines	As per scheme: 0 m street boundary
Parking	As per scheme

### 2.2. PROPOSED LAND USE

Application is made to rezone the property to “Municipal” for municipal purposes. It is proposed to develop the site to accommodate a Rea Vaya Bus Depot. The Rea Vaya Bus System was conceptualised and approved in 2006/2007. Since then, 48 stations and 10 median key stations have been created and are currently operational on 59km of trunk routes. To date, the Rea Vaya has a fleet of 277 buses and the Phase 1C bus fleet will number between 240 to 260 buses. The bus depot will be a facility where buses are parked when not use, refuelled, washed and maintained. The depot will also include ablution and rest facilities for drivers

It is proposed that the subject properties be consolidated into a single entity and developed as a bus depot.

Passengers will not be picked up or dropped off at the depot.

### 3. SPATIAL PLANNING ENVIRONMENT

The Spatial Development Framework 2040 (SDF) is a city wide spatial policy document that identifies the main challenges and opportunities for the City, sets a spatial vision for the future city and outlines a set of strategies to achieve that vision.

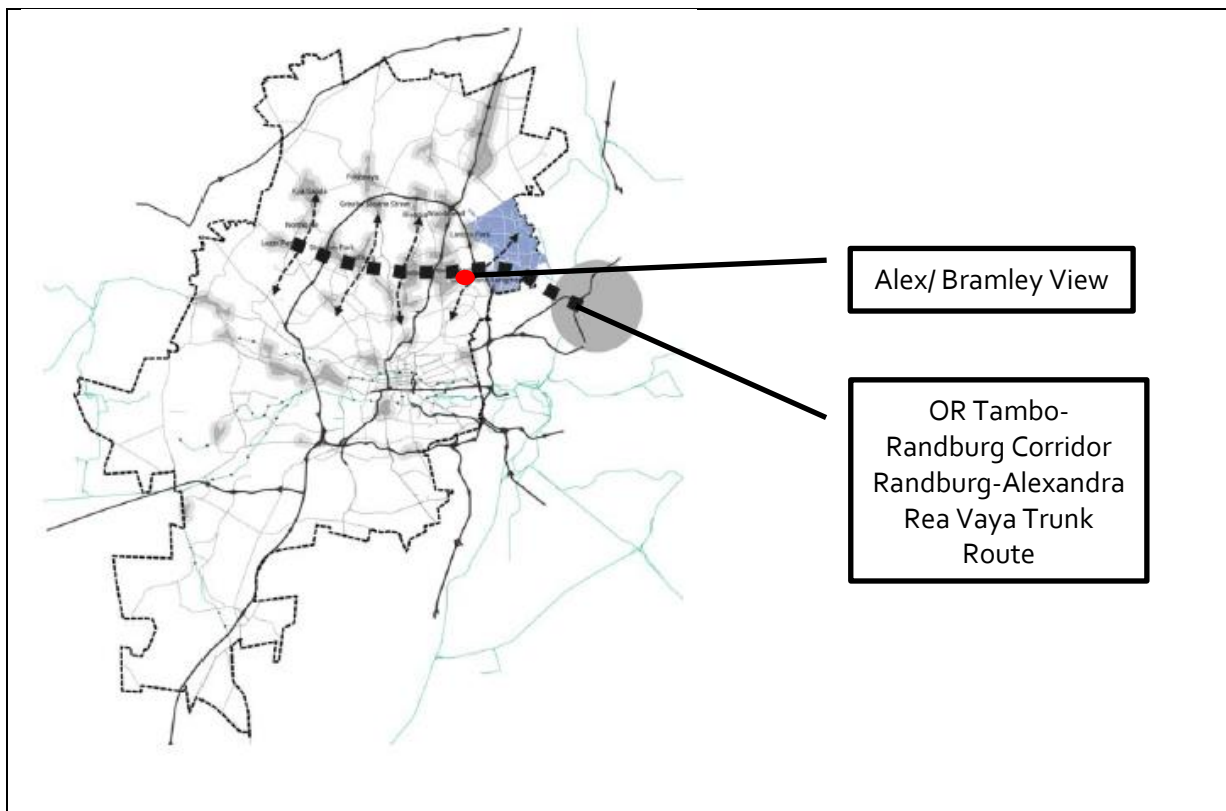
Along with providing a spatial vision, the SDF defines the strategic spatial areas to be used in the City's capital investment prioritisation model. This will ensure that infrastructure investment is directed to areas with the highest potential to positively impact on the development trajectory of the City as defined in the SDF.

#### 3.1. SPATIAL DEVELOPMENT FRAMEWORK 2040 AND NODAL REVIEW, 2020

In terms of the SDF and the Nodal Review, the subject property falls within an Industrial Node.

The proposed use is a transport facility which is in line with industrial land uses.

The City of Johannesburg has a massive focus on the creation of developmental corridors which will provide a basis for small corridors to be created. The concept of development corridors connecting strategic nodes through an affordable and accessible mass public transport system is an integral component of the Compact Polycentric model for future development. Part of the approach is compaction of well-established nodes as well as the creation of new nodes in strategic opportunity areas that have a strong relation to the metropolitan core. This strategy will focus economic investment in well-connected centres and provide adequate space for economic growth.



The rationale behind the Randburg-OR Tambo corridor is to create a strong east-west development corridor in the north of the city with a broader city region focus, while capitalising on the opportunities for infill development in the vacant tracts of land along this corridor. This corridor would also intersect with the north-south Corridor of Freedom along the Louis Botha Corridor, which links from Soweto past the Inner City into Sandton; thus strengthening connectivity to the metropolitan core and other principal metropolitan sub-centres. The provision of public transport is key to this vision.

Therefore, the development of a bus depot in close proximity to the bus route and within an industrial node is directly in line with the rationale of the SDF. The provision of public transport infrastructure is an investment into the City as it enables further economic growth and as a result, job creation and poverty alleviation.

The application supports the SDF in that it assists the City in subscribing to the Corridor Development theory by the provision of public transport with its associated uses.

## 4. MOTIVATION

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### 4.1. NEED AND DESIRABILITY

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Application is made to rezone the properties to "Municipal" with transport facilities being part of the definition of municipal purposes.

In South Africa, many areas continue to be hampered by a legacy of racial segregation, poverty, and exclusion from social and economic opportunities. The spatial legacy is one of sprawl, low densities, functional segregation between home and work, and overlapping racial and class separations. The spatial mismatch between place of residence and centres of employment, and social and economic opportunities prevents the poor from breaking the cycle of poverty and restricts access to not only job or education destinations, but also to networking about potential opportunities. Despite the successful transition to a democratic system, many public transport users in the country continue to experience long travel times and high travel costs in terms of accessing employment, education and other facilities; factors which are essential for sustainable economic and social development, despite various transport interventions undertaken by government. The results of urban sprawl, of poorly integrated public transport systems, and of infrastructure and planning that has historically privileged private cars are to be seen daily on many of the congested South African roads.

The need for a public transport system which is able to move large quantities of people, over a longer distance and shorter time is undoubtedly large. The social inequalities brought about by spatial apartheid has resulted in a massive distance between places of work and residence for many people. The extended travelling times an impact on people's quality of life as there is a need to wake earlier and arrive home later. The cost of travelling long distances also becomes more expensive, the fewer people there are in a vehicle.



Since the inception of the Rea Vaya system, the City of Johannesburg has seen immense success. The implementation of the public transport system has integrated well into the existing public transport network of taxis, metro busses, metered taxis and even the Gautrain. Phase 1C of the Rea Vaya system is also operational.

With the completion of Phase 1C (operating through Hillbrow, Yeoville, Orange Grove, Bramley, Wynberg to Alexandra and Sandton), comes the added necessity of the bus depot. Erven 353, 354, 355 and 356 Bramley View Ext 6 is ideally located in close proximity to the route.

It is a necessity to ensure City owned, underutilised land is developed to accommodate uses which would serve the community, support economic growth, encourage job creation and reduce transit distances and times.

## 5. SPLUMA DEVELOPMENT PRINCIPLES

In terms of the Spatial Planning and Land Use Management Act (Act 16 of 2013) (SPLUMA), the following principles apply to spatial planning, land development and land use management and are hereby applied to this application:

SPLUMA Referral		Proposed Development Compliance
7 (a)	Spatial Justice	The development addresses the principle of spatial justice as it answers to the rectification of previous injustices by improving access to social amenities.
7 (b)	Spatial Sustainability	The principle of spatial sustainability is addressed in respect to the fact that the land portion being developed belongs to the municipality and is therefore within the fiscal, institutional and administrative means of the municipality. It further answers to spatial sustainability in the aspect that the development is being implemented in an area that may be considered viable for the development to occur within, and addresses the immediate need to the amenity.
7 (c)	Efficiency	The land development optimises the use of government resources, as the development is instituted by the JDA.
7 (d)	Spatial Resilience	By implementing the fire station in Alex, the principle of spatial resilience applies in the aspect that the Spatial Development framework supports the type of development that's been instituted in the area, therefore adhering to the vision of the City.
7 (e)	Good Administration	The development answers to the broader scope and the microscope of all spheres of government, in that it answers the need of the intention to increase accessibility to necessary social needs in previously disadvantaged townships within South Africa.

## 6. RECOMMENDATION

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The realisation of the City's forward planning vision is dependent on the provision of public transport. The ownership and operation of public transport vehicles is dependent on having facilities where they can be parked and maintained. The proposed use is seen as vital to the success of the Rea Vaya bus system. The use is in line with the industrial node and the surrounding land uses.

We therefore recommend that the application be approved.