

Umlando: Archaeological Surveys & Heritage Management

PO Box 102532, Meerensee, 3901
1 Perch Pool, Meerensee, Richards Bay, Kwazulu Natal
Cell: 0836585362 / 0723481327 Phone: 035-7531785
fax: 0865445631 email: umlando@gmail.com



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PROPOSED CITY OF JHB PEDESTRIAN BRIDGE IN SOWETO

The City of Johannesburg proposes to build a new road bridge over the railway to provide access from Molapo to Jabulani Development Node, either via Molele Street or Mphahlele Steet in the greater Soweto area, within region D, Gauteng. The proposed bridge is positioned over PRASA railway, the railway running parallel to Molele Street, extending from Molele Street (Molapo Side) to Bolani Road (Jabulani Side). Jabulani can be described as a node, which includes a shopping centre, hospital, cultural precinct and government facilities. Therefore there are a number of attractors that could influence pedestrian and vehicle movements in the area.

The proposed Jabulani/Molapo Bridge is located in Soweto at the boundary of Jabulani and Molapo Areas. The site is located towards the south east of Jabulani Mall, north west of the Mafori - Mphahlele High School. The site is also located south west of the nearest rail station, Inhlazane Station. The bridge is proposed to start at the geographic coordinates 26°15'8.93"S 27°51'33.59"E and end at 26°15'11.68"S 27°51'43.10"E. The site is accessible off the N1/N12 south interchange of Johannesburg.

The purpose of the proposed development is to provide ease of access for the citizens travelling from the Molapo to Jabulani development node via Molele Street or Maphahlele Street over the railway into Jabulani. The proposed bridge is approximately 11m wide, with the length of the deck over PRASA rail being 15.650m long. The substructure (abutments) of the bridge will be constructed using reinforced concrete and the final foundation type will be refined once the geotechnical investigation is finalised. The superstructure (deck) will be constructed using precast beams with top in-situ reinforced concrete slab. The parapet will mainly be precast post and rail parapet except over the railway line where solid wall parapet will be used to meet Local Authority requirements. The bridge width will require two minimum walkways of 1.5m plus two traffic lanes of 3.7m wide each.

The proposed project is located within the Tsakane Clay Grassland, which is an endangered ecosystem as listed by the National Environmental Management Act: Biodiversity Act (No. 10 of 2004).

The minimum vertical clearance shall be 6m from the top of the rail track to the soffit of the bridge deck. The minimum slope for the proposed bridge will be 1:20

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and the maximum slope will be 1:12. The current zoning of the site is “undetermined”.

Fig. 1 shows show the locality of the bridge, while Figure 2 shows the view of the site.

FIG. 1: LOCATION OF THE SOWETO PEDESTRIAN RBIDGE



The area has been severely disturbed by various infrastructures. There are no known buildings in the bridge footprint. There are no known archaeological sites in the study area.

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FIG. 2: SCENIC VIEW OF THE FOOTPRINT AREA



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We support the notion that the project be exempt from further HIA studies as it is in existing and disturbed footprints. That is existing houses will be upgraded, and no houses will be built outside of these existing footprints, as per the development map.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Gavin Anderson'. The signature is stylized and somewhat cursive, with a large initial 'G'.

Gavin Anderson