

AMENDMENT 2 31 MARCH 2017

ANNEXURE Z

ADDITIONAL STAKEHOLDER ENGAGEMENT SINCE FIRST SUBMISSION

CONRADIE BLMEP



The Conradie
Better Living
Model
Exemplar
Project
("BLMEP")

JANUARY 2017

Prepared by:
Chand Environmental Consultants
P.O Box 238, Plumstead, 7801
Tel: 021 762 3050
Fax: 086 665 7430

SUMMARY OF PUBLIC PARTICIPATION PROCESS

Contents

1. BACKGROUND.....	2
2. PROJECT TEAM.....	2
3. METHODOLOGY USED	3
3.1 Identification of Interested & Affected Parties (I&APs).....	3
3.2 Focus Group Meetings (X4)	3
3.3 Open Day	4
3.4 Website.....	4
3.5 Thor Circle Letter Drop and Focus Group Meeting.....	4
3.6 Additional activities going forward.....	4
4. KEY ISSUES RAISED.....	5
5. CONCLUSION.....	5
6. APPENDICES.....	6

1. BACKGROUND

The Conradie site was selected by the Inter-governmental Committee as the preferred location for the development and implementation of the Better Living Model Exemplar Project (BLMEP). The Conradie BLMEP seeks to redress apartheid spatial planning legacies and establish key, replicable levers to unlock other well-located state properties. The project aims to develop a desirable, integrated, secure, affordable and sustainable neighbourhood close to the City where people can live, work, play and learn.

With a view to ensuring key parties were engaged in the design phase of this proposal, and to support the rezoning process, a public participation process was undertaken. Chand Environmental Consultants (Chand) were appointed in June 2016 to independently facilitate the engagement with key parties. Background to the proposal was provided by the Project Management Unit (PMU), and the Premier's Delivery Support Unit (DSU) assisted with providing additional information, the stakeholder database and facilitating required interfaces with the Premier.

This public participation report serves to document the various interactions that were undertaken with stakeholders during the time that Chand were the facilitators of the process. It should be noted that other interactions with the public also took place prior to Chand being appointed (i.e. the Heritage process), and that in certain circumstances, issues raised through the meetings held led to additional interactions with those directly affected parties.

2. PROJECT TEAM

The project team consisted of:

FULL NAME:	ORGANISATION:
Craig Leach	Department of the Premier: Delivery Support Unit
Gary Fisher	Department of the Premier: Delivery Support Unit
Jenny Cargill	Department of the Premier: Delivery Support Unit
Joey Pillay	Department of the Premier: Delivery Support Unit
Trace Venter	Department of the Premier: Delivery Support Unit
Amozelle Lambrechts	Department of Transport and Public Works: Project Management Unit: Project Support Manager
Mark Munro	Department of Transport and Public Works: Project Manager
Alastair Rendall	ARG Design
Mellissa Mc James	Chand Environmental Consultants
Rafieka Johaar	Chand Environmental Consultants
Sadia Chand	Chand Environmental Consultants
Victoria Johnson	Edward Nathan Sonnenbergs (ENS)
Andre Frieslaar	HHO Africa (Pty) Ltd

Furthermore, the Premier, Helen Zille, MEC for Transport, Donald Grant, Councillor Brian Watkyns and Kevin Kevaney from the City of Cape Town were involved at various meetings.

3. METHODOLOGY USED

3.1 Identification of Interested & Affected Parties (I&APs)

A list of key interested and affected parties was supplied by the PMU and DSU. Broadly, this included:

- Ratepayers' organisations from Pinelands and Thornton;
- Councillor Brian Watkyns;
- Thornton Neighbourhood Watch;
- Anfield Village Body Corporate;
- Old Mutual;
- Viking Village;
- Jewish Cemetery; and
- City Parks Cemeteries - Maitland Cemetery.

Refer to **Appendix A** for the list of Interested and Affected Parties compiled.

3.2 Focus Group Meetings (X4)

A series of 4 Focus Group Meetings were undertaken as follows:

FOCUS GROUP MEETINGS		
DATE:	VENUE:	ORGANISATION
14 June 2016	Department of Transport and Public Works: Cape Gateway Conference Room	Anfield Village Body Corporate: Andrea Shea & Tlou Thema Old Mutual Town Planner: Neil Schwartz
20 June 2016	Pinelands Training Centre: Sub-council 15	Viking Village Representatives: Adrian Dunlop, Alison Davison, Brian Johnson Thornton Neighbourhood Watch: Nolan Smith & Matthew Newey
22 June 2016	Department of Transport and Public Works: Cape Gateway Conference Room	Jewish Cemetery Representatives: Eric Berger & Tarna Klitzner City Parks Cemeteries - Maitland Cemetery Representative: Susan Brice
23 June 2016	Pinelands Training Centre: Sub-council 15	Pinelands Residents and Ratepayers' Association: John Berry & Carol Clark

The key aim of the Focus Group Meetings was to facilitate interaction and focused discussion with the project team. It was important to ensure that no more than 10 organisations/attendees were present at each meeting with a view to promoting a setting which would allow for dedicated attention to issues raised. A PowerPoint presentation was compiled sharing information about:

- Project Motivation
- Legislative Requirements
- Programme & Progress
- Concept Overview & Impact
- Key Acknowledgements
- Proposed Next Steps

Refer to **Appendix B** for the minutes of the Focus Group Meetings

3.3 Open Day

An Open Day event was held on 31 October 2016 at the Pinelands Town Hall from 15h30 to 18h30. The Open House entailed a series of posters which communicated information on the project and gave feedback on issues that had been raised through the Focus Group Meetings. The project team was in attendance to field questions that were raised. In addition, there was an address from Premier Helen Zille and an opportunity to raise questions directly to her.

Pamphlets prepared by the DSU on the BLMEP were also made available at the Open Day.

The Open Day was publicly advertised by the City of Cape Town as part of the rezoning process. As a courtesy, Chand sent a reminder notification to I&APs on the database. Refer to **Appendix C** and **D** for the adverts and courtesy notification.

3.4 Website

To capture additional comments, and provide an opportunity for I&APs to access information on the proposal, the DSU set up a website were directed to the BLMEP website housing information on this project. The website address is <https://www.westerncape.gov.za/betterlivingmodel/>

3.5 Thor Circle Letter Drop and Focus Group Meeting

To bring the proposed project to realisation, there are a number of infrastructural requirements that need to be implemented. One of the proposed transport solutions is the extension of Odin Drive northwards to Voortrekker Road, thereby proving a continuous road link (Class 3 Route) between Viking Way and Voortrekker Road. This proposal was discussed at the 4 Focus Group Meetings and was presented at the Open House

As a result of the feedback received from Interested and Affected Parties, the technical team was instructed to explore the feasibility of using Thor Circle as an alternative to Odin Drive, as part of the proposed road link between Viking Way and Voortrekker Road.

The technical exploration of this option also required input from property owners and businesses of Viking Industrial Park. To facilitate a meeting with these key parties, a letter drop was conducted on 11 November 2016, and a Focus Group Meeting was held on 22 November 2016.

Refer to **Appendix E** for a copy of the invitation and proof of the letter drop undertaken and **Appendix F** for the minutes of the Thor Circle: Focus Group Meeting.

3.6 Additional activities going forward

A Heritage Impact Assessment will be undertaken on the extension of Aerodrome Road which is a transport solution supporting the proposed development. There will be two Focus Group Meetings held during the month of March to inform the Heritage application.

I&APs will be made aware of this process through the required legislative procedure.

4. KEY ISSUES RAISED

A summary of the comments received is listed below:

SUMMARY OF ISSUE / COMMENT
TRAFFIC AND TRANSPORT:
<ul style="list-style-type: none"> • The alleviation of traffic in the area and parking provision for the development. • Commitment required from government to implement infrastructure that would see the development come to fruition. • The need to explore alternatives for Odin Drive extension. • Mind-shift required with regards to the usage of public transport vs cars.
CEMETERIES:
<ul style="list-style-type: none"> • Accessibility to the Cemetery. • Burial ground compromised and the compensation thereof. • Aesthetics of Cemetery. • Noise alleviation measures.
DEVELOPMENT PROPOSAL:
<ul style="list-style-type: none"> • Housing typologies and who they would serve. • Management of rental and tenants in operational phase. • Densification impacts on the surrounding area. • Safety and security for the development and surrounding communities. • Flood control measures required. • Building heights affecting Anfield Village and surrounding areas.
SOCIO-ECONOMIC:
<ul style="list-style-type: none"> • Employment opportunities.
PUBLIC PARTICIPATION:
<ul style="list-style-type: none"> • Commitment required from government to continuously engage with the public.

5. CONCLUSION

The public participation process succeeded in reaching out to the key parties in the vicinity of the site, and indeed in the Pinelands and Thornton communities. Through a number of interactions, officials, and members of the technical team engaged with the key organisations to ensure that the possible impacted parties were informed about the project details, the alternatives being considered and the timing of the proposed development.

There was a keen interest taken by community members, evidenced by the well-attended Open House.

It was also clear that the Premier and the Councillor took active roles in engaging with specific sectors of the community to explore issues raised and possible solutions in more detail.

As listed above, a number of issues were raised throughout the process. These issues were reviewed by the project team and where relevant, amendments were integrated into the design. Of special note, is the retraction of the extension of Odin Drive which was a transport option presented to the community. This option was met with a number of objections from residents currently residing in Odin Drive. Through considered technical analysis and negotiations with the key parties, another traffic solution is being considered.

Overall, the opportunities offered to the community to interact with this project have been successful in sharing the details of the proposal, promoting interactions with government officials and the technical team and facilitating solutions and/or a better understanding of the issues raised.

6. APPENDICES

APPENDIX A:	List of Interested and Affected Parties
APPENDIX B:	Minutes of the Focus Group Meetings
APPENDIX C:	Rezoning Advertisement
APPENDIX D:	Open Day Notification
APPENDIX E:	Thor Circle Invitation and Proof of Letter Drop
APPENDIX F:	Minutes of the Thor Circle: Focus Group Meeting

APPENDIX A:
List of Interested and Affected Parties

APPENDIX A: LIST OF INTERESTED AND AFFECTED PARTIES

NAME	SURNAME	ORGANISATION
Leon	Abrahams	
Claudette	Achilles	old Mutual Life Assurance (Licensed financial Services Provider)
Samierah and Turaa	Achmar	
Joan	Ackroy	
Anne	Adams	
Clinton	Adams	LiftPart Agencies: Business Development Manager
Michael	Adams	Resident
Gaby	Aeberli	
Muneera	Allie	Department of Human Settlements
Shariefa	Allie	
Rene	April	Sewing Machine
Carol	Assure	
Tony	Bales	The Shirton Trust
Neil	Ballantyne	
Guy	Beattie	
Hilton	Bennewith	Stock Counters: Managing Director
Eric	Berger	Cape Town Jewish Cemeteries: Executive Director
ML	Berrange	
John	Berry	Pinelands Ratepayers & Police Forum
Anthony	Bethke	
John	Bielich	Heideveld Developments (Pty)Ltd
G	Biggs	
Colleen	Bingham	KFRRA
Bev	Bollaert	
C	Bolus	
C	Booth	Cannons Creek
Joe	Booyesen	
Edward & Louise	Bosch	
Darrin	Botha	Seecor Blow Moulding Solutions
Dave	Boulle	Mason Complete Office Solutions - Managing Director
David	Breda	
Susan	Brice	City Park Cemeteries
Gerald	Browne	Resident
J	Bruwer	
Jeremy	Byren	Your One Stop Insulation Shop
CED	Caesar	
Tracey	Chambers	Bertocone (Pty) Ltd
A.J	Chris	AJ North (Pty) Ltd
Hylton and Taryn	Christie-Smith	
Val	Christoffersen	
Kevin	Clark	Gabler Medical: Production Manager
Carol	Clarke	Pinelands Ratepayers (Secretary)
Nigel	Classen	Residents to Viking Village
P	Cleary	
Francois	Conradie	Let me Repair Shop 7
Neville	Croyle	Basix Group : Regional Manager

Pam	Daneels	
Clive Corder and	Darrin Botha	Seecor Blow Moulding Solutions
Riad	Dauids	Pinelands Ratepayers & Residents Association
Gill and Chris	Davidse	Pinelands Residents
Alison	Davison	Viking Village - Longboat Close
B	De Bruyn	Resident
Isidor	de Kock	Ratepayers
Fiona	de Vaynes Van Brakell Buys	Thornton Ratepayers & Residents Association
Mary	Debrick	
Judelle	Drake	
Elroy	du Toit	
Adrian	Dunlop	Longboat Close HOA
Vanessa	Edwards	Secretary TRRA
Monwanisi	Fani	Resident
Ingrid	Fearns	
Denise	Fearns	
Barry	February	
C	Fester	
D	Flemming	
Nina	Foley	
G	Ford	
Leon	Fourie	
Anton & Anthea	Fransman	Thornton RatePayers
Clinton	Futter	Pinelands Ratepayers & Residents Association
Shafiq	Gamiet	
Clive and Melanie	Gardner	
Marcel	Gaud	
Tracey	Gilmore	AC Flooring
Jerome and Monique	Goliath	Erf: 161151
Natalie	Gordon	
Patrick	Gordon	Property Owner: 161153
Rene	Gorham	Riverside Mews Complex
Monique	Gouath	
Alex	Graham	LiftPart Agencies: Business Development Manager
Donald	Grant	Transport and Public Works
Elke	Hagedorn	
Nigel	Hankey	Thornton Ratepayers & Residents Association
MI	Hastie	
Malcolm & Aelwen	Healey	Resident
Heidi	Hector	Thornton Ratepayers & Residents Association
Tracey	Heny	
Arthur	Herud	
Fred	Heyness	Elanpolo: Assistant Financial Manger
Cheryl	Hillman	OMAI
T	Hugo	Thornton Ratepayers & Residents Association
Jozua	Hugo	
Zethembe	Ichuse	
R	Inkeri	
Hugh	James	

JEA	Jepthas	
Mark	Job	
Micheal	Job	Thurling Investments (Pty) Ltd:
Brian	Johnson	Faeroe Close HOA
Ward & Sheila	Jones	
Tanya Candice	Jongbloed	
Hein and Wendy	Joubert	
Clive	Justus	
Jaqueta	Keet	Erf 161682 (Riverside Mews)
Mary	Kent	
Barbara	Kingsley	
Tarna	Klitzner	Jewish Cemetery Representative
B	Knight	
E	Kohler	
Nico	Korsman	
B	Kruger	Resident
Brian & Ivor	Kruger	-
Charmiane	Kruger	-
J	Langley	
Chris	Lawrence	
Sue	Le Roux	
Lyle	Le Roux	
Michael	Linake	
Carey	Linden	
Dave	Lindup	Magnastruct- Managing Director
Trevor	Maarman	
Tony	Mancini	Senior Flexonics SA (Pty) Ltd
N	Matthews	
Anita	Matyila	CSIR R&D
Nosisa	Mbulawa	
Diana	Mc Grath	
Anthony	McCarthy	
J	Miller	
Fagri	Miller	
Julia & Roger	Milligan	The Clothing Bank
Cythna	Minnaar	City of Cape Town: City Parks Department
Karen	Minnie	
Edward	Mirtle	
T	Mkhacane	PUT
L	Morgan	
Veronica	Nagy	
Lebopo	Ndebele-Boiketlo	Erf 161160
Janine	Nel	Strategic Conservations
Matthew	Newey	Resident
A.R	Nieuwveld	
R	Oberholster	
David	Owen	
Chris	Owen	
Roy Brian	Pansl	Resident
Imraan	Parker	Old Mutual

R.B	Patish	
David	Peter	
Cindy	Petersen	
Melvina	Petersen	Resident
Richard	Pickering	Northface Solar
Shadley	Poggenpoel	PUT
J	Pretorius	
Douglas	Prince	Riverside Mews Complex
Sudesh	Ranjiv	Pioneer Foods
Randall	Reid	Thornton Ratepayers & Residents Association
David and Erica	Ronaasen	
Dieter	Rooseboom	
Philip	Rosenthal	
Ronel	Rothman	Blue Waters Laundry
Joy Langeveldt	Ryan de Morney	Residents
Tessa	Samuels	
Errol	Scarr	
Carmel	Schroeder	Property Owner: Poplar Mews
Neil	Schwartz	Old Mutual Representative
Kirstie	Scully	
Andrea	Shea	Anfield Village Bodycorp
Robyn	Siebritz	
David	Sims	Knight Frank Properties
Jean	Sleigh	
Brian	Smart	Pinelands Rotary
JL & G	Smith	
Nolan	Smith	Thornton Neighbourhood Watch
Diane	Spannenberg	
Mr & Mrs I&J	Steven	
Linda	Summer	
Chantel	Swart	
Mr G	Swarts	O-line OBO Bettermann Group
Leslie	Swartz	Kemfac Ratepayers
Mark	Sykes	Financial Director : Rotex Fabrics (Pty) Ltd
Ed	Teare	Chedco Properties cc (Erf 162935)
Sbongile	Thaphu	
Tlou	Thema	Anfield Village Bodycorp
Glenda	Thorpe	
Mark	Traut	
Mark	Tubbergh	
Marianne	Van der Schuren	UCT
Ruwayda	van der Schyff	Owner at Riverside Mews
Pat and Peter	van Rooyen	
Christine	van Schoor	Knight Frank Properties
Bevan	van Schoor	
Marc	van Tubbergh	
Marinus & Pam	van Waardhuizen	Property Owner: Viking Business Park
Randall	van Wyk	R.G van Wyk and Association
Jodi	von Buchenroder	Resident
R & J	Walker	

Sue	Walton	
Chris	Watkins	
Chris	Watkins-Baker	A.J. North (Pty) Ltd
Brian	Watkyns	Ward 53: Ward Councillor
H	Wessels	
R	Whittaker	
Philip	Whittaker	Verserve
John	Wilson-Harris	
Fandice	Wuisgary	
Graham		
Abraham		
		Ampath - Thornton
		7 Eleven
		Mancelle's Locksmiths
		CT POS & Cash Register
		Instrostat
		Lifestyle Mail Order
		Rotolabel-Bidvest Paper Plus
		Oilsinc
		Sew Solutions
		Gsolutions
		Boock Signs & Graphics
		Future Light
		Garden Stuff
		Oregon Lodge
Eunike		The J.R Watkins company
		Kimlyn Sales
		G Solutions

APPENDIX B:
Minutes of the Focus Group Meetings

**CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT
KEY NOTES OF FOCUS GROUP MEETING #1**

14 June 2016

VENUE: Department of Transport and Public Works: Cape Gateway Conference Room
TIME: 17h00 – 18h30
FACILITATOR: Sadia Chand, Chand Environmental Consultants

1. ATTENDEES

GOVERNMENT ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Amozelle Lambrechts	AL	Department of Transport and Public Works: Project Management Unit: Project Support Manager
Craig Leach	CL	Department of the Premier: Delivery Support Unit
Jenny Cargill	JC	Department of the Premier: Delivery Support Unit
Kendell Kaveney	KK	City of Cape Town
Mark Munro	MM	Department of Transport and Public Works: Project Manager
Donald Grant	DG	Ministry of Transport and Public Works: MEC
Trace Venter	TV	Department of the Premier: Delivery Support Unit

TA ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alastair Rendall	AR	ARG Design
Christo Bredenhann	CB	WSP Group Africa
Janine Nel	JN	Strategic Conversations
Mellissa Mc James	MMJ	Chand Environmental Consultants
Sadia Chand	SC	Chand Environmental Consultants
Trevor Williams	TW	Ignis Project and Finance Solutions

KEY STAKEHOLDER ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Andrea Shea	AS	Anfield Village Body Corporate: Chairlady
Neil Schwartz	NS	Old Mutual Representative: Town Planner
Tlou Thema	TT	Anfield Village Body Corporate

2. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction: SC
- Project Motivation: MM
- Legislative Requirements: MM
- Programme & Progress: MM
- Concept Overview & Impact: AR
- Key Acknowledgements: MM
- Proposed Next Steps: MM

Please refer to the Western Cape Government website (www.westerncape.gov.za/betterlivingmodel) for a copy of presentation.

Welcome & Introduction:

SC introduced herself as the facilitator of the meeting and welcomed attendees (as noted above) to the Focus Group Meeting (FGM). SC asked that everyone present at the meeting introduce themselves. Key stakeholders were invited by the Western Cape Government: Department of Transport and Public Works (DTPW) to the Focus Group Meeting. SC advised that this was the first of four Focus Group Meetings being held which are supporting the upcoming rezoning process. She further added that there is no statutory requirement for the depth of public participation that is being undertaken. However the project team felt it important to engage key Interested and Affected Parties (I&APs) in discussion.

She explained that Chand Environmental Consultants (Chand) which is new to the project, in conjunction with DTPW would be managing the Focus Group Meetings and the Open House. SC further explained that the purpose of the meeting is to share project information presented, raise questions, and to also give and receive feedback. SC noted that it is important to take cognisance of the surrounding local communities and their issues.

Project Motivation:

MM explained the project team's hierarchy structure and their specific roles. MM presented the project and explained the Provincial "Game Changers" in the Western Cape which are supported by the provincial government departments to create an integrated and affordable mixed-use development. MM advised that there are seven priority provincial interventions to improve the lives of people through job creation and social presence. He explained that it is important to note that these "Game Changers" require partnerships (i.e. businesses and residents). The project's desirable outcome in partnership with the City of Cape Town is to develop and implement a "Better Living Model" environment.

MM summarised that, in general, the desirable outcomes would include the following:

- Make land available by seeking approval for Rezoning to Sub-divisional Area Overlay with a Development Framework to obtain a basket of rights and conditions of approval to ensure a Developer develops within the set parameters.
- Provide affordable grant-funded and sustainable housing. The aim is to introduce integration of different land uses and housing typologies within a safe and secure environment and a community adopting sustainable living practices.
- Rely on private sector equity.
- A range of affordable apartments, not free houses, but rental contributions are required.
- Mixed-use development with 80% residential bulk with the option to rent, "rent to own" and fully owned with the balance of bulk allocated towards integrated land uses and amenities.
- Uniform external aesthetic and environmental sustainable living.

MM confirmed that the proposed development does not require a Basic Assessment or Environmental Impact Assessment process in terms of the National Environmental Management Act (Act no. 107 of 1998). He stated that due to remaining heritage resources on-site and in accordance with the Notice of Intent to Develop a Heritage Impact Assessment including Visual Impact Assessment was required. The draft HIA and VIA (for the three Heritage structures remaining on site (the Hall (also referred to as the Chapel), the old Nurses Administration building and the Porter's Lodge with entrance gateways on Forest Drive Extension) went out for public review with the commenting period which ended May 2016. The final reports were presented to IACOM in June 2016 and is awaiting a Record of Decision (ROD) from HWC. MM further advised that a General Authorisation (GA) is required in terms of the re-alignment of the Elsieskraal River Canal however, the GA does not require a Public Participation Process. He also noted that a rezoning application in terms of City of Cape Town Municipal Planning By-law 2015 is required. MM also informed the attendees that an Open House (informal and interactive information sharing meeting) is scheduled for end July / beginning August 2016 with representation from politicians, coinciding with the formal submission of the rezoning application. He advised that the project was formally announced at the State of the Province Address as well as in the National Budget Speech this year. MM explained the programme overview and progress to date and noted that the "sod-turning" would ideally occur by 1 April 2018.

Concept Overview & Impact:

AR explained the contextual informants for the site, described the location of the site and the detailed proposed development.

AR made the following points in relation to the overall concept:

- The site is well located as it is within walking distance from Mutual and Thornton Stations;
- MyCiti feeder route is planned for the future;
- The re-alignment of the Elsieskraal River Canal would mitigate against flooding;
- The extension of Odin Drive over the Elsieskraal River Canal through the property and linking with Voortrekker Road is planned;
- Mixed use would consist of 80% residential bulk;
- Retail and service industry and public/private amenities which includes privately funded affordable schools and clinics; and
- Upgrades of local intersections, additional lanes and signalisation, would be implemented.

AR pointed out that the overall aim is to provide a Development Framework which the Developer may or may not use however, strict conditions are set should the Developer want to generate his own plans. He advised that Phase 1 would consist of three new access intersections off Forest Drive Extension and Odin Drive over the Elsieskraal River Canal. AR noted that a road reserve is currently in place for the extension of Odin Drive to Voortrekker Road. AR further advised that the redirection of the canal must be included as part of Phase 1 as part of the major bulk infrastructure requirements to be able to develop the property and further manage the storm water in the area with the other infrastructure upgrades and installation being implemented in subsequent phases. AR noted that the Elsieskraal River Park (5ha) is a main feature of this development which will be able to accommodate floodwaters and provide quality and safe open and recreational space to the community. AR explained the rationale of the movement routes within and into the site via vehicular and pedestrian access movement routes. He advised that four precincts have been suggested linking to the proposed land uses; with the central precinct containing two urban schools within buildings accommodating other uses. AR continued with the building types envisaged for the site. He

advised that the development is 22 hectares which includes education and sport facilities, other land-uses and 3605 residential units capped. AR noted that the proposed 30 meter flood mitigation zone is critically important to ensure the Elsieskraal River Canal flows properly and sufficiently mitigates against flooding. He noted that the three heritage buildings and boundary/entrance walls are to be retained.

MM noted that the development has been divided into three phases. He explained that various development impact assessments for the proposed development are underway which includes traffic (vehicular and Non-motorised Transport (NMT)), engineering services (stormwater, wastewater, water, electricity), sustainability, heritage (including visual), socio-economic and empowerment.

Refer to Annexure A for a copy of the full presentation.

3. QUESTION AND ANSWER SESSION:

Questions were taken and responded to at various points throughout the meeting. These have been captured in the table below.

		Comments/Questions		Responses/Comments
1.	NS	What is meant by 'rent-to-own'?	MM	The 'rent-to-own' makes provision for persons to rent the apartments for a period of 4 years before migrating into ownership. Should they not be able to migrate following the 4 years, they will continue to rent until they qualify for a traditional mortgage bond.
2.	AS	Will the units in question be rented from the Developer, the City of Cape Town or a landlord?	MM	The social housing institution will own and be responsible for the maintenance and managing and collecting of the rental portions/levies from the tenants of the social housing units.
3.	NS	Is the Odin Drive Extension currently in progress?	MM	Yes, planning and concept design for the Odin Drive Extension has been completed and pending the outcomes of a separate HIA process, will be submitted to CCT for approval and formal road reserve confirmation.
4.	AS	What is the land currently zoned as?	MM	The primary portion of land is currently zoned as Limited Use.
			AR	The land will be rezoned to a Sub-divisional Area Overlay to obtain a basket of rights with the intention that the Mixed Use sub zoning 2 be used for building development. The Developer will be at liberty to subdivide areas. Open Space Zoning 3 is the Primary zone which will be allocated to the Elsieskraal River Park and other green spaces.
5.	NS	What happened to the largest (v-shape) building which was situated	MM	If the building no longer exists, then this building was supported for

		on the site?		demolition together with a host of other vacant and derelict buildings by HWC about 2 years ago.
6.	NS	Will the Orthotics and Prosthetic Centre remain?	MM	Yes, the OPC is under the auspices of the Western Cape Government: Department of Health.
7.	AS	The proposed development concept is a good initiative however, Anfield Village's concern is the approval of the Odin Drive Extension which came up in the original concept in 2007. What would happen should the road not get approval? What is different this time?	MM	Due to the grant funded housing element of the proposal, the development can draw from applicable grants for infrastructure provisions. The Jewish Cemetery has been consulted regarding the impact of the proposed alignment of Odin Drive Extension along the cemetery and representatives of the Jewish and Maitland Cemeteries will be engaged in a similar focus group forum around the latest plans and its impacts.
			DG	The commitment from government is critical to future plans and this has been budgeted for. This project is estimated to start in 2018 and will unfold over approximately 6-7 years. Government is focussed on these transformational types of projects. There are further plans and commitments to integrate communities who have been previously separated. Other developments are also in place (i.e. Two Rivers Urban Park). Also important to note is the partnership between Province and the City of Cape Town around bulk infrastructure. Other major players are Golden Arrow Bus Services (GABS) and the rail link (Metrorail) which fits in with PRASA modernisation plans around public transport. This initiative and the infrastructural requirements are heavily supported by Government.
			KK	The Athlone Waste Water Treatment upgrade is being planned which will be completed in 14 months, in time to support the proposed development. The new Northern Area Sewer has been completed and has spare capacity to accommodate the development's demand.
8.	NS	Is the commitment to the road and other infrastructure in the current Integrated Development Plan (IDP)?	KK	I will ensure that the IDP reflects that. It should be included into the IDP already and if not it will be included as the document is in a review process.
9.	AS	The building height of 8 storeys	AR	It would be challenging to recommend

		(three times higher than Anfield) is of major concern for Anfield Village in terms of safety and security as well as privacy. Could the building height of the apartments be reduced?		a height reduction due to the housing typologies which include open market housing and the social housing component. These require a minimum bulk to be feasible. Also the amount of space required to accommodate the stormwater concept requires a more efficient stack of buildings. The buildings are approximately 100 meters in distance from Anfield Village and as such should not impose directly. Furthermore, it is understood that it is the back of Anfield Village that would be exposed which should have a lesser impact.
10.	AS	<p>The parking allocation is another concern as people do not use public transport. The current public transport is currently not reliable. An allocation of 1900 parking bays will not be sufficient. This is not realistic.</p> <p>Anfield has 360 parking bays plus 40 garages and 75 visitors' bays. Every night, 30-40 cars park outside the complex.</p>	CB	All parking will be rented not owned or specifically allocated to a unit which would be a deterrent to owning a car. With the introduction of the various proposed public transport initiatives, reliable alternatives will also encourage less demand on motor vehicle usage. It is understood that this concept necessitates a paradigm shift. Furthermore, the target market is for individuals who already have employment in the vicinity of the site. This will be the 1 st Transit Oriented Development in Cape Town. The concept aims to "force" people to use the public transport available.
11.	AS	What is the rationale for not allocating parking bays to the units?	CB	Recommendations in terms of parking ration reduction will be put forward to the City for consideration. The final outcome of how the parking will be managed will be determined by the Developer, dependent on the layout. If parking bays are allocated you get poor usage and further, connecting it to houses will escalate the value of the property and the emphasis here is on affordable housing.
			DG	We in government are aware of the need to provide safe and reliable public transport. Province is working in partnership with PRASA and the City in this regard. The centrality of rail is important to this site. The density proposed is critical to supporting the MyCiti bus. Meetings were held with top employers within Cape Town (CBD) where our major traffic concerns were discussed with a view to unblocking public transport. In the interim while rail upgrades are being processed, additional Golden Arrow Bus Service and Mini Bus Taxi services will be

				activated to support the community.
12.	NS	Is there growth for employment in what is being proposed? Were any manufacturing / industrial (i.e. light industrial) opportunities looked at? Are there other alternatives that the site could be used for? We want to see this initiative work for all.	MM	The aim is to take this initiative and replicate the key learnings on other sites with similar contexts. Site specific conditions and surrounding context will dictate the mix of uses. The Socio-Economic Impact Assessment done by Urban Econ, considered the site in context and construction and operational elements of the proposed development, also analysed the demands and trends in the area.
			TW	The socio-economic impact study undertaken has not been based on untested assumptions. It shows there is a great demand for housing in Cape Town. The initiative is about moving people closer to employment opportunities. There will be employment opportunities on-site such as service industry which is not light or heavy industrial but for services such as plumbing.
13.	NS	Why are we here? Are we here so you can get re-zoning application in without objections? If not, what is the intention?		¹
14.	NS	Are there so many work opportunities in the Epping, if so what is the drive?	JC	An important component of this development proposal is to bring people closer to their place of employment. There is a shortage of affordable housing all over the Metro and the aim is to give preference to currently employed people in the vicinity to acquire housing opportunities.
			MM	The BLMEP targets people who have employment and are looking to relocate closer to work in order to reduce travel time and costs. For example, backyard dwellers living in Mitchell's Plain working in the Epping/Viking vicinity would be targeted thereby reducing their expenses and travel time.
15.	TT	In terms of the apartment allocation and its affordability, what is the rationale around the number of 1-2 bedroom units? What is the criteria for the maximum	MM	The housing is not free; the occupants will have to contribute towards rental and as such, the concept targets affordability levels. Subsidies/Grants are in place within the social housing programme for the catered housing

¹ **Post meeting note:** Wanda to respond

		number of people per unit? Who gets what size unit?		products. The grant for all units remain the same to assist with affordability. The aim is for the community to benefit from the opportunities within the area. The rationale behind the unit sizes allocated is to provide for working people closer to work, affordability, reduce disposable income and decrease travel distance and time. The upcoming website will allow interested parties to register on a database which will go to the future developer for consideration.
16.	SC	Further comments arising from this meeting can be made via the Better Living website.	TV	The website is currently being updated and will be going live soon. The website will focus on receiving feedback and project updates while going through the Public Participation Process. Those who wish to purchase housing would be encouraged to access the website. A database will be created in this regard.

4. CONCLUSION

SC summarised the key discussion points as follows:

- Traffic and parking
- The commitment to supporting infrastructure
- Mind-shift required with regards to the usage of public transport (social evolution)
- Mix of use and the exploration of alternatives
- Employment opportunities
- Building height affecting Anfied Village
- Housing typologies and number of bedrooms

SC informed the key stakeholders present that comment sheets are available should they have further comments, questions or concerns.

SC urged key stakeholder attendees to make use of the email address set-up for all public-related communication (betterlivingmodel@westerncape.gov.za)

SC thanked all present for their attendance and the meeting was adjourned at 18h40.



**CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT
 KEY NOTES OF FOCUS GROUP MEETING**

20 June 2016

VENUE: Pinelands Training Centre: Sub-council 15
TIME: 17h00 – 18h30
FACILITATOR: Sadia Chand, Chand Environmental Consultants

1. ATTENDEES

GOVERNMENT ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Amozelle Lambrechts	AL	Department of Transport and Public Works: Project Support Manager
Brian Watkins	BW	Ward Councillor - 53
Craig Leach	CL	Department of the Premier: Delivery Support Unit
Helen Zille	HZ	Department of the Premier: The Premier
Jenny Cargill	JC	Department of the Premier: Delivery Support Unit
Kendell Kaveney	KK	City of Cape Town
Mark Munro	MM	Department of Transport and Public Works: Project Manager
Donald Grant	DG	Ministry of Transport and Public Works: MEC

TA ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alastair Rendall	AR	ARG Design
Christo Bredenhann	CB	WSP Group Africa
Janine Nel	JN	Strategic Conversations
Rafieka Johaar	RJ	Chand Environmental Consultants
Sadia Chand	SC	Chand Environmental Consultants
Wanda Chunnnett	WC	Turner & Townsend

KEY STAKEHOLDER ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Adrian Dunlop	AD	Longboat Close
Alison Oavidon	AO	Viking Village – Longboat Close
Brian Johnson	BJ	Faeroe Close
Matthew Newey	MN	Thornton
Nolan Smith	NS	TNH Thornton

2. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction: SC
- Project Motivation: MM
- Legislative Requirements: MM
- Programme & Progress: MM
- Concept Overview & Impact: MM
- Key Acknowledgements: MM
- Proposed Next Steps: MM

Please refer to the Western Cape Government website (www.westerncape.gov.za/betterlivingmodel) for a copy of presentation.

Welcome & Introduction:

SC introduced herself as the facilitator of the meeting and welcomed attendees (as noted above) to the Focus Group Meeting (FGM). SC asked that everyone present at the meeting introduce themselves. Key stakeholders were invited by the Western Cape Government: Department of Transport and Public Works (DTPW) to the Focus Group Meeting. SC advised that this was the second of four Focus Group Meetings being held which are supporting the upcoming rezoning process. She further added that there is no statutory requirement for the depth of public participation that is being undertaken. However the project team felt it important to engaged key Interested and Affected Parties (I&APs) in discussion.

She explained that Chand Environmental Consultants (Chand) have been appointed to independently facilitate the Focus Group Meetings and the Open House. SC further explained that the purpose of the meeting is to share project information presented, raise questions, and to also give and receive feedback. SC noted that it is important to take cognisance of the surrounding local communities and their issues.

Project Motivation:

MM explained the project team's hierarchy structure and their specific roles. MM presented the project and explained the Provincial "Game Changers" in the Western Cape which are supported by the provincial government departments to create an integrated and affordable mixed-use development. MM advised that there are seven priority provincial interventions to improve the lives of people by job creation and social presence. He explained that it is important to note that these "Game Changers" require partnerships (i.e. businesses and residents). The project's desirable outcome in partnership with the City of Cape Town and the Private Sector is to develop and implement a "Better Living Model" exemplar on well-located urban state land that will support positive social, economic and spatial integration that may be replicated into the future.

MM summarised that, in general, the desirable outcomes would include the following:

- Make land available by seeking approval for Rezoning to Sub-divisional, with rights and conditions to ensure a Developer develops within the set parameters.
- Provide affordable grant-funded and sustainable housing. The aim is to introduce integrated land housing typologies with a safe and secure community adopting sustainable living practices.
- Rely on private sector equity.
- A range of affordable apartments.
- Mixed-use development with 80% residential housing with the option of "rent to own" and fully owned with the balance for integrated land uses and amenities.
- Uniform external aesthetic and environmental sustainable living.

MM confirmed that the proposed development does not require a Basic Assessment or Environmental Impact Assessment process in terms of the National Environmental Management Act (Act no. 107 of 1998). He stated that due to remaining heritage resources on-site and in accordance with the Notice of Intent to Develop a Heritage Impact Assessment including Visual Impact Assessment was required. The draft HIA and VIA (for the three Heritage structures remaining on site (the Hall (also referred to as the Chapel), the old Nurses Administration building and the Porter's Lodge with entrance gateways on Forest Drive Extension) went out for public review with the commenting period which ended May 2016. The final reports were presented to IACOM in June 2016 and is awaiting a Record of Decision (ROD) from HWC. MM further advised that a General Authorisation (GA) is required in terms of the re-alignment of the Elsieskraal River Canal however, the GA does not require a Public Participation Process. He also noted that a rezoning application in terms of City of Cape Town Municipal Planning By-law 2015 is required. MM also informed the attendees that an Open House (informal and interactive information sharing meeting) is scheduled for end July / beginning August 2016 with representation from politicians, coinciding with the formal submission of the rezoning application. He advised that the project was formally announced at the State of the Province Address as well as in the National Budget Speech this year. MM explained the programme overview and progress to date and noted that the "sod-turning" would ideally occur by 1 April 2018.

Concept Overview & Impact:

MM explained the contextual informants for the site, described the location of the site and the detailed the proposed development.

MM made the following points in relation to the overall concept:

- The site is well located as it is within walking distance from Mutual and Thornton Stations;
- MyCiti feeder route is planned for the future;
- The re-alignment of the Elsieskraal River Canal would mitigate the flood flow;
- The extension of Odin Drive over the Elsieskraal River Canal is planned;
- Mixed use would consist of 80% residential;
- Retail and service industry and public/private amenities which includes privately funded schools and clinics; and
- Upgrade of intersections, additional lanes and signalisation, would be implemented.

MM pointed out that the overall aim is to provide a Development Framework which the Developer may or may not use however, strict conditions are set should the Developer want to generate his own plans. He advised that Phase 1 would consist of three new access intersections off Forest Drive Extension and Odin Drive over the Elsieskraal River Canal. MM noted that a road reserve is currently in place for the extension of Odin Drive to Voortrekker Road. MM further advised that the redirection of the canal be included in Phase 1 to be able to manage the stormwater in the area with the other infrastructure being implemented in Phase 3. MM noted that the Elsieskraal River Park (5ha) is a main feature of this development which will be able to accommodate floodwaters. MM explained the movement routes into the site via vehicular and pedestrian access. He advised that four precincts have been suggested with the central precinct containing two urban schools. MM continued with the building types envisaged for the site. He advised that the development is 22 hectares which includes education and sport facilities, other land-uses and 3605 residential units capped. MM noted that the 30 meter flood zone is critically important to ensure the Elsieskraal River canal flows properly. He noted that the heritage buildings and a wall are to be retained. He further explained that the development has been divided into three phases. He explained that the development impact assessments during the three phases underway include vehicular traffic, Non-motorised Transport (NMT), stormwater, wastewater, water, electricity, heritage and visual.

Refer to Annexure A for a copy of the full presentation.

HZ further emphasised that there are several motives for the proposed development. In summary these include: pre-empting open land from becoming a shack settlement, providing affordable rental housing for young professionals near to where the work opportunities are, upgrading and densifying the urban form, upgrading public transport, and improving infrastructure and safety.

HZ noted that the medium to high levels of densification should be aligned with existing/proposed public transport routes. This is essential for housing development targeted at lower-income earners, who are unable to afford the costs of private transport.

She further explained that a substantial portion of the proposed development will be managed and maintained by a Social Housing Company. There is a contract in terms of socially acceptable behaviour and people get evicted if they don't comply, or if they don't pay the rent.

3. QUESTION AND ANSWER SESSION:

Questions were taken and responded to at various points throughout the meeting. These have been captured in the table below.

		Comments/Questions		Responses/Comments
1.	BJ	<p>The residents of Thornton key concerns are centred around the volume of traffic and the nature of the traffic i.e. trucks, construction vehicles etc. This could potentially alter the feel of the place.</p> <p>1 500 people live in Odin Drive, will Odin Drive be converted to a dual carriageway? This could also interfere with the trees that have been planted.</p> <p>Will the new road open up into the new development? Will it open up to Voortrekker Road? If so, the project will become 'unstuck'. What is the extent of the proposal for Odin Drive?</p>	CB	<p>Odin Drive will not be converted to a dual carriageway. Phase 1 would consist of 2 new access intersections off Forest Drive Extension and Odin Drive will be extended over the Elsieskraal River Canal onto the site. A road reserve is not in place yet for the extension of Odin Drive to Voortrekker Road.</p>
2.	AO	<p>The extension of Odin Drive up to Voortrekker Road will change the safety and security, nature of the road, traffic etc. The residents of Thornton were not consulted with regards to cities transport plan when the extension was approved. Alternatives need to be considered.</p> <p>The road will 'destroy' the safety of the area. Can the road not link with a more industrial area nearby?</p>	HZ	<p>An alternative route needs to be explored. Could Odin Drive divert into the development, and have egress to the north?</p>
			CB	<p>When the previous development was proposed in 2007, they referred to the City's Master Plan for the proposed route. Alternatives were considered, there were two other options, but both had severe constraints over the Maitland cemetery. The section over Maitland cemetery is an existing access road, i.e. Meadow Road, which will be</p>

				widened. It is the only possible route identified in the area, without having to go through the process of exhuming graves.
3.	HZ	Could Odin Drive marginally be diverted through the development?	CB	This alternative could be proposed to the City, but in terms of their network planning it is doubtful that they would approve, because of the the amount of investment going into a road of this nature. In addition, it has a network function; it is not intended as a local access road.
4.	AO	As an alternative, Thornton residents propose to link Thor Road to the development.	CB	The original plan was to link both Thornton and Odin to the site. The City did not approve of the Thornton Road link.
			MM	It is important to note that Odin Drive will definitely be a single carriageway. It would appear that the residents support the link into the development, but not the link beyond the development. A Heritage Assessment will be conducted for the proposed route. There have been numerous considerations for the extension of the road since 2006 undertaken by Gibb Africa and tabled with the City of Cape Town. The proposed route was determined to be the most plausible route. With the upcoming Heritage Assessment Process, the public will have the opportunity to comment against the proposed alignment that has been approved in the City of Cape Town's Integrated Transport Plan (2013). In addition, the first phase of the project is not reliant on the extension; it is only reliant on a connection across the canal into the site. More consideration with the technical team and the City of Cape Town will have to take place around the next public participation process that focusses on Odin Drive specifically.
			AR	Odin Drive was never designed as a cul de sac. It was always part of the City of Cape Town's plan to extend the road. The road reserve is in place all the way through.
			CB	The oldest record found of the Odin Drive Extension was a City of Cape Town Masterplan of 1997.
5.	MN	The village wasn't earmarked for residential use, that's why the road was in place, but when the City of		

		Cape Town approved the rezoning of the area to residential use they should have re-considered extending the road.		
6.	NS	<p>There are a few concerns regarding the functionality of the existing transport services and inefficient security measures. Densification of the area will exacerbate the current situation.</p> <p>PRASA and Metrorail haven't upgraded their railway stations and security measures.</p> <p>The Premier has made feasible suggestions. In addition, Provincial and local government need to review and revise their policies. Changes and upgrade have been promised for 15 years, however nothing to date.</p>	<p>HZ</p> <p>A meeting to be set up with PRASA, Metrorail, MyCiti and SAPS representatives. A plan of action needs to be set out with allocated timeframes.</p> <p>Planned, phased, dated, and costed arguments need to be presented to the public.</p>	
			<p>DG</p> <p>PRASA and Metrorail are planning upgrades to railway stations in Western Cape; of the 127 stations in the Western Cape network, 57 are due for upgrade including Mutual and Thornton stations. The money has been budgeted for by the National Department.</p> <p>In addition, The Western Cape Government and Metrorail are discussing an accelerated programme for the upgrade of stations in this area.</p> <p>Key to the proposed development is to improve public transport.</p>	
7.	BW	Road engineers from the City of Cape Town need to be present at the planning meeting as well to provide professional input.		
8.	MN	Is the motivation behind the development of Wingfield to prevent squatters from settling?	<p>HZ</p> <p>There are several motives for the proposed development, each equally important i.e. to pre-empt every open land from becoming a shack settlement, affordable rental housing for young professionals near to where the opportunities are, to upgrade and densify the urban form, upgrade public transport, and improve infrastructure and safety.</p> <p>With the proposed development there will be a huge injection of facilities into the area.</p>	
9.	MN	When people invested in Thornton they bought into the idea of a village. They paid premium price for the property. A development of this magnitude with densification will impact negatively on the value of the property. Will you be able to manage the amount of people? Law enforcement is a big factor.	<p>HZ</p> <p>The proposed development will be managed and maintained by a Social Housing Company. There is a contract in terms of socially acceptable behaviour and people get evicted if they don't comply.</p> <p>Development will include manned and electronic surveillance throughout the controlled community precinct and</p>	

		Three storey buildings will be better than four storeys.		<p>perimeter.</p> <p>MEC Community Safety and SAPS have engaged with a view to establishing a satellite policing station and holding cells within the Gateway precinct of the development.</p> <p>Local Property Owners Association (POA), Community Police Forum (CPF), neighbourhood watch and security firms will be consulted to ensure a coordinated policing and monitoring effort and joint mitigation against safety and security risks.</p> <p>In addition a partnership needs to be established between the residents and the law enforcement.</p>
10.	MN	People bring 'bad habits' from elsewhere into new area. How will this be managed? The Law Enforcement is too limited.		¹ The Social Housing Company will regulate behaviour of tenants.
11.	MN	A tip for when engaging the community, in the presentation show other upmarket neighbourhoods where a development of this nature was/or will be implemented as well.	SC	Noted
12.	HZ	How does the proposed Liaison Committee fit into this public participation?	BW	The Liaison Committee consists of Thornton and Pinelands residents to discuss details of the upcoming development proposal.

4. CONCLUSION

SC summarised the key discussion points as follows:

- The alleviation of traffic in the area and parking provision for the development
- The need to explore alternatives for Odin Drive extension
- Commitment required from government to implement infrastructure that would see the development come to fruition
- Safety and Security issues which have been incorporated into the development vision

SC informed the key stakeholders present that comment sheets are available should they have further comments, questions or concerns.

SC urged key stakeholder attendees to make use of the email address set-up for all public-related communication (betterlivingmodel@westerncape.gov.za).

SC thanked all present for their attendance and the meeting was adjourned at 18h35.

¹ Post meeting note



**CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT
 KEY NOTES OF FOCUS GROUP MEETING**

22 June 2016

VENUE: Department of Transport and Public Works: Cape Gateway Conference Room
TIME: 15h00 – 16h30
FACILITATOR: Sadia Chand, Chand Environmental Consultants

1. ATTENDEES

GOVERNMENT ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Amozelle Lambrechts	AL	Department of Transport and Public Works: Project Support Manager
Craig Leach	CL	Department of the Premier: Delivery Support Unit
Gary Fisher	GF	Department of the Premier: Delivery Support Unit
Kendell Kaveney	KK	City of Cape Town
Mark Munro	MM	Department of Transport and Public Works: Project Manager

TA ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alastair Rendall	AR	ARG Design
Christo Bredenhann	CB	WSP Group Africa
Janine Nel	JN	Strategic Conversations
Rafieka Johaar	RJ	Chand Environmental Consultants
Sadia Chand	SC	Chand Environmental Consultants
Trevor Williams	TW	Ignis Project and Finance Solutions

KEY STAKEHOLDER ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Eric Berger	EB	Jewish Cemetery Representative
Susan Brice	SB	City Parks Cemeteries - Maitland Cemetery Representative
Tarna Klitzner	TK	Jewish Cemetery Representative

2. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction: SC
- Project Motivation: GF
- Legislative Requirements: MM
- Programme & Progress: MM
- Concept Overview & Impact: MM
- Key Acknowledgements: MM
- Proposed Next Steps: MM

Please refer to the Western Cape Government website (www.westerncape.gov.za/betterlivingmodel) for a copy of presentation.

Welcome & Introduction:

SC introduced herself as the facilitator of the meeting and welcomed attendees (as noted above) to the Focus Group Meeting (FGM). SC asked that everyone present at the meeting introduce themselves. Key stakeholders were invited by the Western Cape Government: Department of Transport and Public Works (DTPW) to the Focus Group Meeting. SC advised that this was the third of four Focus Group Meetings being held which are supporting the upcoming rezoning process. She further added that there is no statutory requirement for the depth of public participation that is being undertaken. However the project team felt it important to engaged key Interested and Affected Parties (I&APs) in discussion.

She explained that Chand Environmental Consultants (Chand) have been appointed to independently facilitate the Focus Group Meetings and the Open House. SC further explained that the purpose of the meeting is to share project information presented, raise questions, and to also give and receive feedback. SC noted that it is important to take cognisance of the surrounding local communities and their issues.

Project Motivation:

GF explained the project team's hierarchy structure and their specific roles. GF presented the project and explained the Provincial "Game Changers" in the Western Cape which are supported by the provincial government departments to create an integrated and affordable mixed-use development. GF advised that there are seven priority provincial interventions to improve the lives of people by job creation and social presence. He explained that it is important to note that these "Game Changers" require partnerships (i.e. businesses and residents). The project's desirable outcome in partnership with the City of Cape Town and the Private Sector is to develop and implement a "Better Living Model" exemplar on well-located urban state land that will support positive social, economic and spatial integration that may be replicated into the future.

GF summarised that, in general, the desirable outcomes would include the following:

- Make land available by seeking approval for Rezoning to Sub-divisional Area Overlay, with rights and conditions to ensure a Developer develops within the set parameters.
- Provide affordable grant-funded and sustainable housing. The aim is to introduce integrated land housing typologies with a safe and secure community adopting sustainable living practices.
- Rely on private sector equity.
- A range of affordable apartments.
- Mixed-use development with 80% residential housing with the option of social housing rental, "rent to own" and fully owned with the balance for integrated land uses and amenities.
- Uniform external aesthetic and environmental sustainable living.

MM confirmed that the proposed development does not require a Basic Assessment or Environmental Impact Assessment process in terms of the National Environmental Management Act (Act no. 107 of 1998). He stated that due to remaining heritage resources on-site and in accordance with the Notice of Intent to Develop a Heritage Impact Assessment including Visual Impact Assessment was required. The draft HIA and VIA (for the three Heritage structures remaining on site (the Hall (also referred to as the Chapel), the old Nurses Administration building and the Porter's Lodge with entrance gateways on Forest Drive Extension) went out for public review with the commenting period which ended May 2016. The final reports were presented to IACOM in June 2016 and is awaiting a Record of Decision (ROD) from HWC. MM further advised that a General Authorisation (GA) is required in terms of the re-alignment of the Elsieskraal River Canal however, the GA does not require a Public Participation Process. He also noted that a rezoning application in terms of City of Cape Town Municipal Planning By-law 2015 is required. MM also informed the attendees that an Open House (informal and interactive information sharing meeting) is scheduled for end July / beginning August 2016 with representation from politicians, coinciding with the formal submission of the rezoning application. He advised that the project was formally announced at the State of the Province Address as well as in the National Budget Speech this year. MM explained the programme overview and progress to date and noted that the "sod-turning" would ideally occur by 1 April 2018.

Concept Overview & Impact:

MM explained the contextual informants for the site, described the location of the site and the detailed the proposed development.

MM made the following points in relation to the overall concept:

- The site is well located as it is within walking distance from Mutual and Thornton Stations;
- MyCiti feeder route is planned for the future;
- The re-alignment of the Elsieskraal River Canal would mitigate the flooding;
- The extension of Odin Drive over the Elsieskraal River Canal is planned;
- Mixed use would consist of 80% residential;
- Retail and service industry and public/private amenities which includes privately funded affordable schools and clinics; and
- Upgrade of local intersections, additional slip/turning lanes and signalisation, would be implemented.

MM pointed out that the overall aim is to provide a Development Framework that sets development guidelines and parameters for the future developer, supporting a rezoning application to sub-divisional area. He advised that Phase 1 would consist of two new access intersections off Forest Drive Extension and Odin Drive over the Elsieskraal River Canal. MM noted that a road reserve is currently in place for the extension of Odin Drive to Voortrekker Road. MM further advised that the redirection of the canal be included in Phase 1 to be able to manage the stormwater in the area with the other infrastructure being implemented in Phase 3. MM noted that the Elsieskraal River Park (5ha) is a main feature of this development which will be able to accommodate floodwaters. MM explained the movement routes into the site via vehicular and pedestrian access. He advised that four precincts have been suggested with the central precinct containing two urban schools. MM continued with the building types envisaged for the site. He advised that the development site is approximately 22 hectares which includes education and sport facilities, other land-uses and a maximum of 3605 residential units. MM noted that the 30 meter flood zone is critically important to ensure the Elsieskraal River canal flows properly. He noted that the heritage buildings and a wall are to be retained. He further explained that the development has been divided into three phases. He explained that the development impact assessments during the three phases underway include vehicular

traffic, Non-motorised Transport (NMT), stormwater, wastewater, water, electricity, heritage and visual.

Refer to Annexure A for a copy of the full presentation.

3. QUESTION AND ANSWER SESSION:

Questions were taken and responded to at various points throughout the meeting. These have been captured in the table below.

		Comments/Questions		Responses/Comments
1.	TK	What does the thick line illustrate on the aerial photograph in the presentation?	CB	The line is demarcating the road reserve.
2.	TK	Is there a level difference within the road reserve?	CB	It is fairly flat; however the level varies along the length of the road reserve.
3.	SB	<p>Very resistant to not having access to the Central Road (Meadow Road) that runs through the cemetery. The cemetery attracts a huge number of visitors predominantly on a Saturday. The road is used primarily as bulk parking because of insufficient parking space within the cemetery.</p> <p>The situation is not likely to improve since every road within the cemetery which was once used for parking is used for burial space. There are huge challenges in terms of densification within the Maitland Cemetery. The cemetery will be utilized for the next two decades.</p>	CB	<p>The access to Spine Road will remain unaffected. The conceptual design of the bridge over the railway line allows an at-grade intersection with Spine Road from the future Odin Drive Extension.</p> <p>Parking will not be allowed along Meadow Road. The road reserve is narrow; it is a single lane per direction with ample pedestrian space. However the conceptual design is such that the graves are not touched.</p>
4.	SB	Will there be widening at the T-junction on Voortrekker Road?	CB	There is substantial widening because of the limited capacity on Voortrekker Road, however widening of the road will remain within the road reserve. In future, the City of Cape Town may convert it to a four-way intersection when the road is extended further north to the future Frans Conradie Extension.
5.	SB	Maitland Cemetery attracts large number of visitors. It is envisioned that it will be used for the next 20 years. Many areas are being re-used (even the Muslim community) 'densification of cemetery'.		Noted.

6.	SB	From the City's point of view, there is a concern that the Jewish Cemetery will want to be compensated for loss of ground. Where will they find additional ground?		
7.	EB	Clarity needed in terms of the amount of burial ground that will be compromised and the compensation thereof? The plan is to utilize the Jewish Cemetery for the next 40 years, which will be reduced by a third if burial ground is compromised.	MM	The issue has been raised and the City are aware of the impact. There is a need for the City to identify potentially more/alternative area for the cemeteries.
8.	EB	Is it practical to have a roadway bordering the cemetery on one corner? Will the noise attenuation measures be adequate?	TK	Sound is tricky because sound jumps. It is not easy to ameliorate.
			MM	An Acoustic Assessment will be conducted as part of the Specialist Study to be included in the Heritage Impact Assessment (HIA). In addition, a Landscape Plan must be prepared for the road development incorporating an acoustic barrier around effected portions of the Jewish Cemetery.
9.	EB	<p>The accessibility and the flow of traffic is a huge concern. In addition, the lack of parking facilities in the proposed development will exacerbate the limited parking space within the cemetery.</p> <p>The Jewish community frequently visits the cemetery, it is customary. Up to 500 cars line Forest Drive extension for consecrations. Because of lack of parking bays in Conradie, cars will 'over flow' into Forest Drive Extension, taking up valuable parking space used by Jewish mourners and visitors to the cemetery.</p>		Noted.
10.	TK	Why aren't you constructing the road on the canal?	CB	It is possible, however it's too costly. The conceptual costing of the two bridges is already exorbitant. A full viaduct would have to be constructed along the canal, which will make the project financially unfeasible.
11.	TK	Will Odin Drive accommodate public transport?	CB	Odin Drive is not a public transport route, but the City Of Cape Town may in future decide to establish a formal public transport route.
12.	TK	Would Odin Drive be widened if it became a public transport route?	CB	No, the road will not be widened due to limited space. The only way to widen the road is to expropriate land zoned for residential purposes.
13.	TK	How much space is taken up on the	MM	It should be noted that the conceptual

		edges? Is it within the road reserve? There are bits of land that will become sterile.		design, the actual detail, coordinates, grades and geometry etc. together with the HIA and Visual Impact Assessment (VIA) will be made available to the public for review and comment within the next 8-10 weeks approximately.
14.	TK	There is an issue of safety, in terms of access from the road into the cemetery. Will it be fenced off? What is the overall significance of the visual impact of the edge on the cemetery? A big concern is the proximity of the fence to the graves. It will alter the sense of place and the ethos of the cemetery. A cemetery is constantly frequented by the community and by the members of the deceased family and friends.	CB AR	A multi-purpose fence will be erected along and over the bridges. The intention is to construct a solid wall on the cemetery side. However designs for the wall are not available as yet. A landscape architect is part of the team to ameliorate visual issues.
15.	TK	Has the diversion of the canal through the development and the impact it may have on the Elsieskraal River been assessed?	MM	In conjunction with the proposal, the City of Cape Town has appointed Aurecon to undertake a Hydraulic Assessment and River Corridor Study to support upstream storage, reduce flows and mitigate against flooding. The outcome of phase 1 of the study will be tabled in the next two to three months.
16.	TK	Water quality of the Elsieskraal River is in a poor condition. Are litter traps going to be fitted to improve the condition of the river? Litter traps are visually unappealing and accessing them is problematic. Will it be located on the cemetery side of road?	CB MM	Yes, litter traps will be fitted just beyond the bridge. Storm water detention ponds will be required to detain and clean storm water flows for release into the Elsieskraal River Canal system at an appropriate rate to prevent backwater effects at culverts beneath road and rail downstream.
17.	MM	It's important to note the fence on the boundary of the Jewish cemetery is in an incorrect position and it has been set back to far as the Orthotic and Prosthetic Centre (OPC) boundary. A survey is to be undertaken to determine the correct Erf boundary of the cemetery. The Erf boundary may need to be adjusted to the cadastral line.		
18.	TK	Are there pegs on site?	CB	A survey needs to be undertaken.
19.	SB	Who will be responsible for management and maintenance of the public open space?	MM	The Development Framework will be formally submitted to the City of Cape Town proposing a Property Owners Association structure that will determine areas of responsibility with the City.

20.	TK	Who will be responsible road maintenance?	CB	City of Cape Town – Roads
21.	TK	Who will be responsible for maintaining the lights?	CB	City of Cape Town – Electricity
22.	TK	When is the Open House?	SC	A date hasn't been confirmed as yet. However, it will be during the review of the rezoning process.
			MM	The City of Cape Town will advertise the date of the Open House once the rezoning application has been formally submitted to the City (planned for later in July).

4. CONCLUSION

SC summarised the key issues as follows:

- Accessibility to the Cemetery
- Traffic and Parking
- Flood Control Measures
- Burial ground compromised and the compensation thereof
- Aesthetics of Cemetery
- Safety and Security

SC informed the key stakeholders present that comment sheets are available should they have further comments, questions or concerns.

SC urged key stakeholder attendees to make use of the email address set-up for all public-related communication (betterlivingmodel@westerncape.gov.za).

SC thanked all present for their attendance and the meeting was adjourned at 16h20.

**CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT
KEY NOTES OF FOCUS GROUP MEETING #4**

23 June 2016

VENUE: Pinelands Municipality, Subcouncil 15, Training Centre Central Square, Pinelands
TIME: 17h00 – 18h30
FACILITATOR: Sadia Chand, Chand Environmental Consultants

1. ATTENDEES

GOVERNMENT ATTENDEES:

FULL NAME	INITIAL	ORGANISATION
Amozelle Lambrechts	AL	Department of Transport and Public Works: Project Support Manager
Brian Watkins	BW	Ward 53: Ward Councillor
Craig Leach	CL	Department of the Premier: Delivery Support Unit
Gary Fisher	GF	Department of the Premier: Delivery Support Unit
Jenny Cargill	JC	Department of the Premier: Delivery Support Unit
Kendell Kaveney	KK	City of Cape Town
Mark Munro	MM	Department of Transport and Public Works: Project Manager
Donald Grant	DG	Ministry of Transport and Public Works: MEC
Trace Venter	TV	Department of the Premier: Delivery Support Unit

TA ATTENDEES:

FULL NAME	INITIAL	ORGANISATION
Alastair Rendall	AR	ARG Design
Christo Bredenhann	CB	WSP Group Africa
Janine Nel	JN	Strategic Conversations
Mellissa Mc James	MMJ	Chand Environmental Consultants
Sadia Chand	SC	Chand Environmental Consultants
Trevor Williams	TW	Ignis Project and Finance Solutions
Vicky Johnson	VJ	Edward Nathan Sonnenbergs (ENS)

KEY STAKEHOLDER ATTENDEES:

FULL NAME	INITIAL	ORGANISATION
Carol Clark	CC	Pinelands Residents and Ratepayers' Association: Secretary
John Berry	JB	Pinelands Residents and Ratepayers' Association: Chairman

2. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction: SC
- Project Motivation: GF
- Legislative Requirements: MM
- Programme & Progress: MM
- Concept Overview & Impact: AR
- Key Acknowledgements: MM
- Proposed Next Steps: MM

Please refer to the Western Cape Government website (www.westerncape.gov.za/betterlivingmodel) for a copy of presentation.

Welcome & Introduction:

SC introduced herself as the facilitator of the meeting and welcomed attendees (as noted above) to the Focus Group Meeting (FGM). SC asked that everyone present at the meeting introduce themselves. Key stakeholders were invited by the Western Cape Government: Department of Transport and Public Works (DTPW) to the Focus Group Meeting. SC advised that this was the last of the four Focus Group Meetings being held which are supporting the upcoming rezoning process. She further added that there is no statutory requirement for the depth of public participation that is being undertaken. However the project team felt it important to engage key Interested and Affected Parties (I&APs) in discussion.

She explained that Chand Environmental Consultants (Chand) have been appointed to independently facilitate the Focus Group Meetings and the Open House. SC further explained that the purpose of the meeting is to share project information presented, raise questions, and to also give and receive feedback. SC noted that it is important to take cognisance of the surrounding local communities and their issues.

Project Motivation:

GF explained the project team's hierarchy structure and their specific roles. GF presented the project and explained the Provincial "Game Changers" in the Western Cape which are supported by the provincial government departments to create an integrated and affordable mixed-use development. GF advised that there are seven priority provincial interventions to improve the lives of people through job creation and social presence. He explained that it is important to note that these "Game Changers" require partnerships (i.e. businesses and residents). The project's desirable outcome in partnership with the City of Cape Town is to develop and implement a "Better Living Model" environment.

GF summarised that, in general, the desirable outcomes would include the following:

- Make land available by seeking approval for Rezoning to Sub-divisional Area Overlay with a Development Framework to obtain a basket of rights and conditions of approval to ensure a Developer develops within the set parameters.
- Provide affordable grant-funded and sustainable housing. The aim is to introduce integration of different land uses and housing typologies within a safe and secure environment and a community adopting sustainable living practices.
- Rely on private sector equity.
- A range of affordable apartments, not free houses, but rental contributions are required.
- Mixed-use development with 80% residential bulk with the option to rent, "rent to own" and fully owned with the balance of bulk allocated towards integrated land uses and amenities.
- Uniform external aesthetic and environmental sustainable living.

MM confirmed that the proposed development does not require a Basic Assessment or an Environmental Impact Assessment process in terms of the National Environmental Management Act (Act no. 107 of 1998). The draft HIA and VIA (for the three Heritage structures remaining on site (the Hall (also referred to as the Chapel), the old Nurses Administration building and the Porter's Lodge with entrance gateways on Forest Drive Extension) went out for public review with the commenting period which ended in May 2016. The final reports were presented to IACOM and the Record of Decision (ROD) was received from Heritage Western Cape (HWC). The ROD has been emailed to all Registered interested and Affected Parties (I&APs). The HIA looked specifically at the three heritage buildings. MM further advised that a General Authorisation (GA) is required in terms of the re-alignment of the Elsieskraal River Canal however, the GA does not require a Public Participation Process. He also noted that a rezoning application in terms of City of Cape Town Municipal Planning By-law 2015 is required. MM also informed the attendees that an Open House (informal and interactive information sharing meeting) is scheduled for end July / beginning August 2016 with representation from politicians, coinciding with the formal submission of the rezoning application. He advised that the project was formally announced at the State of the Province Address as well as in the National Budget Speech this year. MM explained the programme overview and progress to date and noted that the "sod-turning" would ideally occur by 1 April 2018.

Concept Overview & Impact:

MM explained the contextual informants for the site, described the location of the site and the details of the proposed development.

MM made the following points in relation to the overall concept:

- The site is well located as it is within walking distance from Mutual and Thornton Stations;
- MyCiti feeder route is planned for the future;
- The re-alignment of the Elsieskraal River Canal would mitigate against flooding;
- The extension of Odin Drive over the Elsieskraal River Canal through the property and linking with Voortrekker Road is planned;
- Mixed use would consist of 80% residential bulk;
- Retail and service industry and public/private amenities which includes privately funded affordable schools and clinics; and
- Upgrades of local intersections, additional lanes and signalisation, would be implemented.

MM pointed out that the overall aim is to provide a Development Framework that sets development guidelines and parameters for the future developer, supporting a rezoning application to sub-divisional area. He advised that Phase 1 would consist of two new access intersections off Forest Drive Extension and Odin Drive over the Elsieskraal River Canal. MM noted that a road reserve is currently in place for the extension of Odin Drive to Voortrekker Road. MM further advised that the redirection of the canal be included in Phase 1 to be able to manage the stormwater in the area with the other infrastructure being implemented in Phase 3. MM noted that the Elsieskraal River Park (5ha) is a main feature of this development which will be able to accommodate floodwaters. MM explained the movement routes into the site via vehicular and pedestrian access. He advised that four precincts have been suggested with the central precinct containing two urban schools. MM continued with the building types envisaged for the site. He advised that the development site is approximately 22 hectares which includes education and sport facilities, other land-uses and a maximum of 3605 residential units. MM noted that the 30 meter flood zone is critically important to ensure the Elsieskraal River canal flows properly. He noted that the heritage buildings and a wall are to be retained. He further

explained that the development has been divided into three phases. He explained that the development impact assessments during the three phases underway include vehicular traffic, Non-motorised Transport (NMT), stormwater, wastewater, water, electricity, heritage and visual.

Refer to Annexure A for a copy of the full presentation.

3. QUESTION AND ANSWER SESSION:

Questions were taken and responded to at various points throughout the meeting. These have been captured in the table below.

		Comments/Questions		Responses/Comments
1.	CC	Who are these Focus Group Meetings aimed at?	SC	The meetings have been arranged with key stakeholders directly affected by the development. The FGMs were held with: FGM 1: Anfield Village Association and Old Mutual FGM 2: Viking Village & Thornton Residents & Ratepayers Association FGM 3: Maitland and Jewish Cemetery representatives FGM 4: Pinelands Residents & Ratepayers Association The Open House will be held with the wider public.
2.	JB	Who will be earmarked for the management of the housing?	GF	The social housing institution (for example, Communicare) will partner with the Developer will be responsible for the maintenance and managing and collecting of the rental portions/levies of the development. There will however be a tender process to follow.
3.	JB	We have been through this process previously with many pitfalls, the current transport is pandemonium, what is the timeframe planned to bring about the transport modifications?	GF	It is important to note that the project team is aware that the traffic is at capacity in the area and cognisance will be taken in this regard. NMT upgrades within as well as external are mandatory to the development.
4.	JB	With the re-alignment of the Elsiekraal River Canal, will the rain runoff into the canal?		With the current proposal, the runoff from the development will be controlled and channelled into the detention pond area which is required in terms of Sustainable Urban Drainage System (SUDS) and released into the canal downstream.
5.	JB	The heavy duty trucks that will be using the Odin Drive Extension during the construction phase of the development will cause major	MM	Measures are to be implemented during the construction phase to ensure that the road is managed properly including mandatory dust control and strict

		problems with the residents in Thornton.		working hour compliance. Traffic police will be sensitized to construction activity and ensure regulated presence.
6.	JB	The Thornton residents and particularly the houses situated on Odin Drive are facing challenges with the current traffic (heavy vehicles) movement causing their houses to crack. How will Odin Drive residents get out of their driveways?	MM	Noted. Possible only 50km/h speed limit with traffic calming measures.
7.	JB	What sorts of schools are being proposed for the development?	MM	At minimum, two schools will be provided with provision made in the terms of reference being made for crèches being incorporated into the design. The terms of reference is going to be specific to quality "other land-uses" that the Developer has to incorporate within the "development envelope".
8.	JB	Will the development be a gated community?	MM	No, it will not be a gated community. The design encourages surveillance through the community and CCTV surveillance linking back to a control centre, proposed in the Gateway Precinct area. Those details will be available further on once a Developer is on board. Engagements are in process with Provincial Government, MEC Plato and SAPS to inaugurate a satellite police station with holding cells at the entrance to the Gateway Precinct. The Developer will be required to submit a safety and security management plan that will be signed off by the City of Cape Town and be incorporated into a Service Level Agreement between the City and the POA. This plan must be implemented which will serve Thornton residents and assist the Pinelands community. This will have a positive effect on the population and the greater area as well. Local Property Owners Association (POA), Community Police Forum (CPF), neighbourhood watch and security firms will be consulted to ensure a coordinated policing and monitoring effort and joint mitigation against safety and security risks.
9.	JB	Will the development integrate a	GF	It is envisaged that some service

		light commercial component?		industry which is not light or heavy industrial but for services such as plumbing would be on site.
10.	CC	With respect to the 1900 parking bays for approximately 12000 people, what is the rationale behind the minimal amount of bays being provided?	MM	<p>Recommendations in terms of parking ration reduction will be put forward to the City for consideration. The final outcome of how the parking will be managed will be determined by the Developer, dependent on the layout. If parking bays are allocated you get poor usage and further, connecting it to houses will escalate the value of the property and the emphasis here is on affordable housing.</p> <p>With limited additional vehicles coming into the area (parking restrictions), the road and rail public transport systems will be required to support the paradigm shift from private vehicle to public transport usage when the development becomes accessible from 2020 onwards.</p>
11.	JB	What is being proposed in terms of the building heights for the units?	MM	<p>When the previous development was proposed in 2007, the proposed building heights were considerably higher than currently proposed. In terms of the Development Framework, the building heights being proposed have been reduced towards adjacent residential areas in order to mitigate impact.</p> <p>Furthermore, a Visual Impact Assessment has informed the varying heights of the buildings with a view to mitigating issues relating to the surrounding community in this regard.</p>
			AR	The development proposal is zoned for Mixed-Use 2 which allows for a combination of retail use and residential stacked. This allows for the total height up to 25 meters however the design team have restricted the building heights to 13 meters.
12.	JB	As the chairman of the Pinelands Speed Camera Project (Pinewatch), the cameras are at the entrances to Pinelands and there are currently consultations on extending to Oude Molen and possibly Garden Village this could possibly extend onto the entire network.	MM	Noted.

13.	JB	With the Odin Drive Extension, it will improve the flow of traffic however, the traffic will bottleneck further down the line. Are there measurements in place to alleviate the problem?	MM	<p>Noted. It is understood from the City that a MyCiti is planned, coupled with and NMT upgrades linking the new development with Mutual and Thornton Stations, this will assist in the alleviation of vehicular traffic.</p> <p>The City of Cape Town is to consider potential road use restrictions to prevent rat-running in terms of heavy duty vehicles during peak time and possible closure of minor roads. The upgrades on local intersections (additional lanes and signalisation) on Forest Drive Extension are necessary to improve the flow and timing of traffic.</p> <p>The City of Cape Town is planning wider area network upgrades to Jan Smuts, Jakes Gerwel Drive, Viking Way, Sipres and Odin Drive intersections.</p> <p>Interim bus feeder services could possibly be introduced on Forest Drive Extension and Odin Drive ahead of the MyCiti service.</p> <p>Commitments from PRASA and Metrorail to upgrade stations are imminent and will be completed in time for the occupation in the first Phase of the development. Meetings are being prioritised to ensure positive interventions.</p>
			CB	<p>The Transit Orientated Development (TOD) hinges on the public transport system limiting private cars on the roads and forcing the use of public transport by supplementing it with busses and taxis to and from the development. A transport model undertaken by an independent adviser illustrates that 16% of occupants will go to the CBD. This is why the Odin Drive Extension link to Viking Way is critical during Phase 1.</p>
14.	JB	What about going down Aerodrome Way up to Canal Walk?	CB	<p>Phase 1 would consist of 2 new access intersections off Forest Drive Extension and Odin Drive over the Elsieskraal River Canal. A road reserve is not in place yet for the extension of Odin Drive from the development to Voortrekker Road. Odin Drive will not be converted to a dual carriageway.</p>

15.	JB	There will be a huge impact on residents in the Thornton area. How will the residents on Odin Drive be able to exit their drive-ways?	CB	<p>Agreed, the volume will increase, however, there will be signalisation at both the Thor and site access road intersections, as well as local area intersection upgrades. The signals on Odin Drive will result in platoon movement which describes the movement of groups of cars regulated by signalisation. This will reduce the overall speed and cause gaps in the traffic.</p> <p>It can be confirmed that Odin Drive residents were concerned that it will be turned into a full dual carriageway with a median island. This is not planned due to insufficient space.</p>
			GF	Odin Drive was never designed as a cul-de-sac. It was always part of the City of Cape Town's plan to extend the road. The road reserve is in place all up to the canal.
			BW	It should be noted that a resident (Brian Johnson) which resides on Odin Drive is representing the Thornton community.
			SC	It is noted that a major concern is the residents on Odin Drive exiting their drive-ways as well as the speed. The traffic engineer will take that on board and make suggestions to alleviate this issue.
16.	CC	No mention is made of Forest Drive in terms of the volumes of traffic that will increase. There will impact with the Athlone Power Station and TRUP developments.	CB	Agreed, the volume of traffic will increase. The Forest Drive Extension/Mutual and Mutual/Jan Smuts the double intersection is a severe constraint as there is no road reserve to improve the intersections. The railway line and road over rail bridge is the second constraint.
17.	CC	Mention was made of two proposed junior and high schools, what about the children attending schools outside the vicinity using public transport?	GF	Priority will be given to the residents in the community. The development is not restricted to two schools as a third school may be required.
18.	CC	What about using vehicles over weekends?	CB	In terms of the capacity over weekends, more pleasure trips are required however, the road network is quiet as most businesses are closed.
			MM	TOD is the way for future development if public transport is to be favoured

				over private vehicular modes of travel..
			JC	Critical factor is that we co-ordinate the densities with the transport. The City is focusing its investments in the areas where you get the densities. Previously, there were no co-ordination with Province and the City. It is important to upgrade the stations. That is why there is this comprehensive team to find solutions for safer and affordable transport.
19.	JB	We are in dire need of safer and affordable public transport.	JC	The priority is to target the people currently employed in the area to buy-into the development (i.e. Old Mutual, Vincent Pallotti staff, domestic workers, etc.). This is also an opportunity to introduce the NMT and to create a community rather than to disperse within the greater Cape Town.
			CB	PRASA has confirmed that the first new rolling stock (trains) are expected to be rolled-out by 2019/2020 prioritising the central line from Khayelitsha and Mitchells Plain to Cape Town which stops at Mutual Station. PRASA will be replacing the rolling stock over a period of 20 - 30 years as the fleet is aged and not properly maintained. PRASA are also planning upgrades to the stations which includes Mutual and Thornton Stations.
20.	CC	In relation to the density in terms of the public transport, what is the rationale around doubling the densification of buildings?	AR	It is acknowledged that the densification proposed exceeds that of neighbouring areas. Integrated public transport does not break even until 75 du's per hectare threshold has been reach and the same principle applies. The City of Cape Town encourages densification of development throughout the City particularly in those corridors that are well-served by fixed route public transport.
21.	JB	Has the cumulative impact on Thornton and Pinelands residents been thought about with the other developments taking place?	GF	There is an intergovernmental partnership between Province and the City which overlays a development plan as well as a private sector plan. There is a requirement for a pipeline of releases when it comes to these types of developments.
22.	CC	When is TRUP planning to roll-out its first Phase?	KK	The TRUP development of 215 hectares will be phased over 15 to 18 year

				<p>period. The initial developments will be limited to The River Club, The Cape Health Technology Park and the headquarters of SKA over the next 5 years with the residential development planned later.</p>
			DG	<p>The commitment from all government spheres is critical to future plans and has been budgeted for. This project is estimated to start in 2018 for about 6-7 years. There are further plans and commitment to integrate communities who have been separated. Other such developments are also in place (i.e. Two Rivers Urban Park). Also important to note is the partnership between Province and the City of Cape Town around bulk infrastructure. Other major players are Golden Arrow Bus Services (GABS) and the rail link (Metrorail) which fits in with PRASA modernisation plans for urban public rail commuter passengers.</p>
			BW	<p>Several concerns were received from the residents living on Ringwood Drive regarding the building heights. There should be focus around the Ringwood Drive residents in this regard.</p>
23.	CC	Will the stormwater canal be recreated into a more natural and aesthetic look?	MM	<p>Yes, a section of the stormwater canal will accommodate a relatively constant flow incorporating stone gabion type construction with traditional concrete sections.</p>
24.	BW	It is important to note that the stormwater canal and the retention pond is a safety issue. With the residential development built in close proximity there will be a major concern as in winter as the retention ponds fill-up in the winter. A suggestion when implementing the landscaping is to ensure that nets are fitted across the retention ponds.	MM	<p>Noted.</p>
25.	CC	Considering the wide range of diversity of people being targeted for the proposed development, is the proposed concept of the schools to bring varying of cultures together?	JC	<p>Yes, that is the idea. The concept is for affordable independent schools.</p>
26.	JB	Residents of Ringwood Drive are unhappy about the loss of privacy being overlooked with the building	MM	<p>Noted.</p>

		heights facing Jan Smuts.		
27.	JB	The security seems to be relatively under control.	MM	Noted.

4. CONCLUSION

SC confirmed that the attendees expressed support for the development vision and requested that the issues raised be considered by the team and that there was continuous engagement with the community. She summarised the key issues as follows:

- The alleviation of traffic in the area
- Safety and Security issues which have been incorporated into the development vision
- The need to explore alternatives for Odin Drive extension
- Densification impacts
- Commitment required from government to continuously engage with the public

SC informed the key stakeholders present that comment sheets are available should they have further comments, questions or concerns.

SC urged key stakeholder attendees to make use of the email address set-up for all public-related communication (betterlivingmodel@westerncape.gov.za).

SC thanked all present for their attendance and the meeting was adjourned at 18h30.

CITY OF CAPE TOWN

PROPOSED DELETION OF RESTRICTIVE TITLE CONDITION, REZONING, SUBDIVISION, CONSOLIDATION, DEPARTURES AND CLOSURE OF PUBLIC PLACE IN TERMS OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING BYLAW, MUNICIPAL ORDINANCE 74 OF 1974 AND THE BY-LAW ON THE MANAGEMENT AND ADMINISTRATION ON THE CITY OF CAPE TOWN'S IMMOVABLE PROPERTY IN RESPECT OF REMAINDER ERF 112657, REMAINDER ERF 112656 AND ERF 158773, FOREST DRIVE EXTENSION PINELANDS/THORNTON

Notice is hereby given in terms of section 81 of the City of Cape Town Municipal Planning By-Law, 2015 and Section 137 of the Municipal Ordinance 20/1974 and Section 6 the City's By-Law on the Management and Administration of the City of Cape Town's Immovable Property that the undermentioned application has been received and is open to inspection at the office of the District Manager at (2nd Floor, Media City corner of Hertzog Boulevard and Heerengracht Street, Cape Town) during office hours. The application is also available for viewing at the Pinelands Library and can also be accessed on the following website:

<https://www.westerncape.gov.za/news/conradie-%E2%80%9Cbetter-living%E2%80%9D-model-game-changer> and on the City's website at <http://www.capetown.gov.za/en/Planningportal/Pages/Land-Use-Notices-Archive-2016.aspx>

Note that an open day will be held on the 31 October 2016. This will afford the opportunity to view the proposal and address any questions of clarity to the applicant and the consultant team. The Open day will take place from 15h30 to 18:30 on that day at Pinelands Town Hall, St Stephens Road, Pinelands.

Enquiries: Enquiries may be directed to Joy San Giorgio, tel. 021 - 400-6453, 021 - 419 4694 on weekdays from 08:00 to 14:30.

Closing date for comments or objections: Any comment or objection, with full reasons, may be lodged in writing at the office of the abovementioned District Manager (or by using the following email address: comments_objections.tablebay@capetown.gov.za) on or before **14 November 2016**

Further details to accompany any comment or objection: 1) Effect the application will have on a person or the area; 2) any aspect of the application that is considered to be inconsistent with policy; 3) the application number and the objector's full name, interest in the application, address and method and contact details for notification purposes.

General: Any comment / objection received after abovementioned closing date or which does not contain the required details may be disregarded. Any person who cannot write may come during office hours to the abovementioned district office, where the office will assist in transcribing any comment or objection and reasons.

DETAILS OF APPLICATION

Application number

70306568

Applicant / Owner's details

ARG Urban Designers and Planners

Erven numbers

Remainder Erf 112657, remainder Erf 112656 and Erf 158773

Description and physical address

Forest Drive extension, Pinelands/Thornton

Purpose of the application

The following applications are submitted:

Option 1:

1. Consolidation of Remainder Erf 112656 with Remainder Erf 112657 and Erf 158773.
2. The subdivision of the consolidated erf into four portions in order to rationalize the site boundaries of Erf 112656 and to create three superblock phases for development (A, B and C)
3. The closure of public place accommodated on erf 158773.
4. The rezoning of the three superblock phases from Limited Use zone and Open Space 2: Public Open Space to a Subdivisional Area to accommodate portions of land zoned for Mixed Use, Sub-zone MU2, General Residential, Sub-zone GR5, a Transport Zone 2: Public Street and Public Parking (TR2) and Open Space Zone: Special Open Space 3 (OS3) to accommodate private open space on the property.
5. A title deed condition must be deleted to enable the rezoning of Erf 158773. The title deed condition 4.1 contained in title deed T20318/1995 to be deleted reads as follows:

The land hereby granted shall not, without the consent of the Minister of Lands to be used other than for the purpose of establishing thereon and developing a township on the lines of modern Garden Cities.

6. The Elsieskraal River canal will be realigned and a servitude registered across portion the canal area and embankments (in the vicinity of the private open space) in favour of the general public. The subdivision of the property includes the application for the servitude.
7. Departures are required to permit
 - a. Parking to be provided at a reduced ratio. 0.5 parking bays will be provided per dwelling unit. Shared parking will exist between the retail, service industry and office activity.
 - b. Portion of the consolidated property where the Mixed Use, Sub-zone MU2 is located for buildings to be positioned at 0m in lieu of 4.5m above 10.0m

Option 2:

- 1 Consolidation of Remainder Erf 112656 with Remainder Erf 112657.

- 2 The subdivision of the consolidated erf into four portions in order to rationalize the site boundaries for Erf 112656 and to create three superblock phases for the development which will be subdivided further.
- 3 The closure of public place accommodated on Erf 158773.
- 4 The rezoning of the consolidated Erf from a Limited Use zone to a Subdivisional Area to accommodate portions of land zoned for Mixed Use, Sub-zone MU2, General Residential, Sub- zone GR5 and a Transport Zone 2: Public Street and Public Parking (TR2) zones Open Space Zone: Special Open Space 3 (OS3) to accommodate private open space on the property.
4. To lease Erf 158773 to permit the canal and the associated embankments to be incorporated into the proposed development. (A subdivision application is required to lease the land parcel in question.)
5. The rezoning of Erf 158773 from an Open Space 2: Public Open Space to Transport Zone 2: Public Street and Public Parking (TR2) zones.
6. The Elsieskraal River canal will be realigned and a servitude registered across said property in favour of the general public. (The subdivision of the property includes the application for the servitude.)
7. A title deed condition must be deleted to enable the rezoning of Erf 158773. The title deed condition 4.1 contained in title deed T20318/1995 to be deleted reads as follows:

The land hereby granted shall not, without the consent of the Minister of Lands to be used other than for the purpose of establishing thereon and developing a township on the lines of modern Garden Cities.

- 9 Departures are required to permit
 - a. Parking to be provided at a reduced ratio. 0.5 parking bays will be provided per dwelling unit. Shared parking will exist between the retail, service industry and office activity.
 - b. Portion of the consolidated property where the Mixed Use, Sub-zone MU2 is located for buildings to be positioned at 0m in lieu of 4.5m above 10.0m

CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: OPEN DAY - Message (HTML)

File Message ESET

Ignore X Reply Reply Forward Meeting More v Move OneNote Mark Unread Categorize Follow Up v Translate Find Related v Zoom

Delete Respond Move Actions v Tags Editing Zoom

From: Mellissa McJames
To: Mellissa McJames (mellissa@chand.co.za)
Cc:
Bcc: 'susan.brice@capetown.gov.za'; 'allyjdev@gmail.com'; 'heweysa@telkomsa.net'; 'andisheas@gmail.com'; 'nolans74@gmail.com'; 'tfthema@gmail.com'; 'bwtatkyns@icon.co.za'
Subject: CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: OPEN DAY

Sent: Fri 2016/10/28 11:10 AM

Dear Registered Interested and Affected Parties

CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: IN RESPECT OF REMAINDER ERF 112657, REMAINDER ERF 112656 AND ERF 158773, FOREST DRIVE EXTENSION PINELANDS/THORNTON

An **OPEN DAY** will be held on the **31 October 2016**. This will afford the opportunity to view the proposal and address any questions of clarity to the applicant and the consultant team. The Open Day will take place anytime from 15h30 to 18:30 on that day at Pinelands Town Hall, St Stephens Road, Pinelands.

Kind regards

Mellissa Mc James (on behalf of Sadia Chand)
Chand Environmental Consultants
P O Box 238
Plumstead
7801
Tel: (021) 762 3050
Fax: (021) 762 3240
www.chand.co.za

  
Specialists in Environmental Research and Management
MEMBER ORGANISATION

Help save paper - do you really need to print this email ?

CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: OPEN DAY - Message (HTML)

File Message ESET

Ignore X Reply Reply Forward Meeting More v Move OneNote Mark Unread Categorize Follow Up v Translate Find Related v Zoom

Delete Respond Move Actions v Tags Editing Zoom

From: Mellissa McJames
To: Mellissa McJames (mellissa@chand.co.za)
Cc:
Bcc: 'merledejager@gmail.com'; 'Lance.Cloete@bcx.co.za'; 'Amanda@bateleurcapital.com'; 'zameeroedien@pnp.co.za'; 'nmbulawa2@gmail.com'; 'helen@alphaomega.org.za'; 'edw@mweb.co.za'; 'g.schutte@global.co.za'; 'arlenecarelse@gmail.com'; 'loblick@gmail.com'; 'marcelgaud@gmail.com'; 'chillman@oldmutualalternatives.com'; 'verry.nagy@gmail.com'; 'nschwartz@waterfront.co.za'; 'pinelands.ratepayers@gmail.com'; 'tanyacandicemathews@gmail.com'; 'brian@astronet.co.za'; 'greg_williams100@hotmail.com'; 'exec@usscape.co.za'; 'tarna@mweb.co.za'; 'johnberry1@telkomsa.net'; 'restore@absamail.co.za'; 'renee@silvermoongroup.com'; 'jessmorganwhite@gmail.com'; 'rogerw@ntekom.co.za'; 'halemah@faircape.co.za'; 'shanaazm9@gmail.com'; 'rory.h.dacosta@gmail.com'; 'maryphys@gmail.com'; 'suehomer7@gmail.com'
Subject: CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: OPEN DAY

Sent: Fri 2016/10/28 11:01 AM

Dear Registered Interested and Affected Parties

CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: IN RESPECT OF REMAINDER ERF 112657, REMAINDER ERF 112656 AND ERF 158773, FOREST DRIVE EXTENSION PINELANDS/THORNTON

An **OPEN DAY** will be held on the **31 October 2016**. This will afford the opportunity to view the proposal and address any questions of clarity to the applicant and the consultant team. The Open Day will take place anytime from 15h30 to 18:30 on that day at Pinelands Town Hall, St Stephens Road, Pinelands.

Kind regards

Mellissa Mc James (on behalf of Sadia Chand)
Chand Environmental Consultants
P O Box 238
Plumstead
7801
Tel: (021) 762 3050
Fax: (021) 762 3240
www.chand.co.za

  
Specialists in Environmental Research and Management
MEMBER ORGANISATION

Help save paper - do you really need to print this email ?

File Message ESET

Ignore, Reply, Forward, Meeting, Move, OneNote, Mark Unread, Categorize, Follow Up, Translate, Find, Related, Select, Zoom

Delete, Respond, Move, Tags, Editing, Zoom

From: Mellissa McJames
 To: Mellissa McJames (mellissa@chand.co.za)
 Cc: 'waltonsusan@hotmail.co.uk'; 'philip@rosenthal.net'; 'shafiqgamiet@gmail.com'; 'portfolio1@watchprop.co.za'; 'judelledrake@worldonline.co.za'; 'horthies@gmail.com'; 'beeb@iafrica.com'; 'robyn.siebritz@gmail.com'; 'tdimpportsandexports@gmail.com'; 'Adrian.Dunlop@spar.co.za'; 'ldekock@iafrica.com'; 'lorraine@retailwizard.co.za'; 'angus.rule@uct.ac.za'; 'Clawrence@juta.co.za'; 'Clawrence@juta.co.za'; 'chantel.lindeman@gmail.com'; 'marcelgaud@gmail.com'; 'g.schutte@global.co.za'; 'nmbulawa2@gmail.com'; 'merledejager@gmail.com'; 'ulonwabo@mweb.co.za'; 'jimmy@4sureenterprises.co.za'; 'renee@clairdelune.co.za'; 'dannickbates@gmail.com'; 'murray@tractoroutdoor.com'; 'hiccini95@gmail.com'; 'deirdre.a.byrne@gmail.com'; 'g4ri@kaynine.co.za'; 'pinelands.ratepayers@gmail.com'; 'trprince@gmail.com'
 Subject: CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: OPEN DAY



Dear Registered Interested and Affected Parties

CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT: IN RESPECT OF REMAINDER ERF 112657, REMAINDER ERF 112656 AND ERF 158773, FOREST DRIVE EXTENSION PINELANDS/THORNTON

An **OPEN DAY** will be held on the **31 October 2016**. This will afford the opportunity to view the proposal and address any questions of clarity to the applicant and the consultant team. The Open Day will take place anytime from 15h30 to 18:30 on that day at Pinelands Town Hall, St Stephens Road, Pinelands.

Kind regards

Mellissa Mc James (on behalf of Sadia Chand)
Chand Environmental Consultants
 P O Box 238
 Plumstead
 7801
 Tel: (021) 762 3050
 Fax: (021) 762 3240
www.chand.co.za



APPENDIX E:

Thor Circle Invitation and Proof of Letter Drop

Dear Key Interested & Affected Party

As you may be aware the Conradie site (see map overleaf) was selected by the Inter-governmental Committee as the preferred location for the development and implementation of the Better Living Model Exemplar Project (BLMEP). The Conradie BLMEP seeks to redress apartheid spatial planning legacies and establish key, replicable levers to unlock other well-located state properties. The project aims to develop a desirable, integrated, secure, affordable and sustainable neighbourhood close to the City where people can live, work, play and learn.

To bring the proposed project to realisation, there are a number of infrastructural requirements that need to be implemented. One of the proposed transport solutions is the extension of Odin Drive northwards to Voortrekker Road, thereby proving a continuous road link (Class 3 Route) between Viking Way and Voortrekker Road. This proposal was discussed at a number of Focus Group Meetings with key stakeholders and was presented at the Open House held on 31 October 2016.

Roads are classified into 5 classes, ranging from a Class 1 which is a Freeway or Expressway with high mobility and very limited access functions; to a Class 5 Access Street, which has very limited mobility and high access functions. A Class 3 route is defined as a minor arterial which has both an access and a mobility function.

As a result of the feedback received from Interested and Affected Parties, the technical team has been asked to explore the feasibility of using Thor Circle as an alternative to Odin Drive, as part of the proposed road link between Viking Way and Voortrekker Road. The use of Thor Circle through Viking Park, will require certain physical interventions to achieve the required attributes of the proposed Class 3 route.

HHO Africa are the traffic engineers and ARG Design are the Urban Planners. Chand Environmental Consultants have been tasked with independently facilitating a Focus Group Meeting with property owners and businesses of Viking Industrial Park to share information around these options and to obtain feedback.

The meeting will take place as follows:

Date: 22 November 2016
Time: 17h30 – 19h00
Venue: Thornton Bowling Club, Poplar Avenue, Thornton.

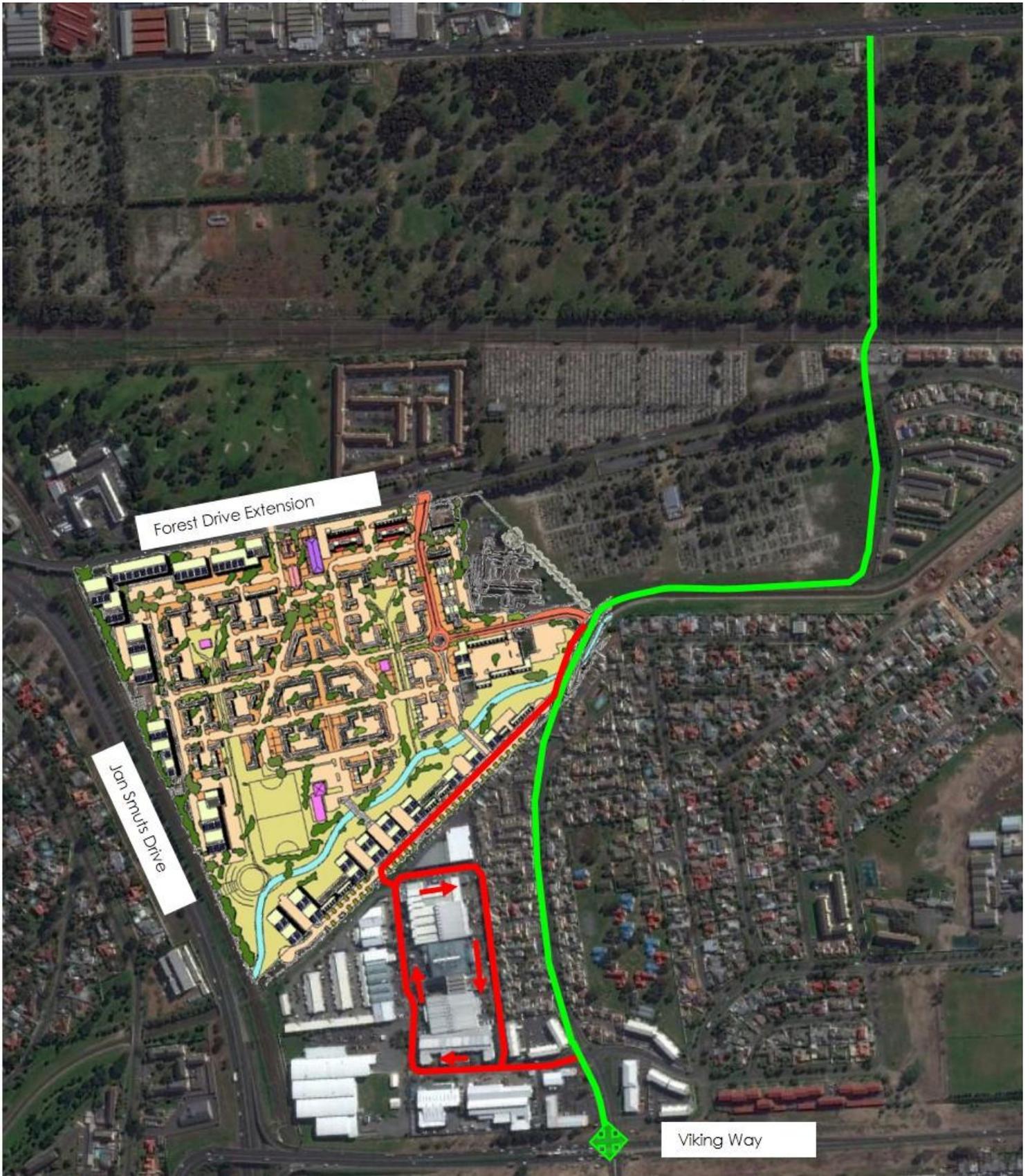
Your attendance at this meeting would be much appreciated so that the team may understand your views on the implications of these options on Viking Park.

Please RSVP to Mellissa McJames at Chand Environmental mellissa@chand.co.za or (021) 7623050 by **17 November 2016**. If you would like to register additional interested parties, we would be grateful for their contact details.

Yours sincerely



Sadia Chand
Chand Environmental Consultant



Forest Drive Extension

Jan Smuts Drive

Viking Way

LETTER DROP FOR THE BETTER LIVING MODEL EXEMPLAR PROJECT (BLMEP)
REGISTRATION SHEET

11 November 2016

NAME AND SURNAME	ORGANISATION	ADDRESS	CONTACT DETAILS
J. Shreeve	Gross fishery	Shop 2 ODIN DRIVE	Telephone: Fax: Cellphone: 0835187245 E-mail:
Ronel Rothman	Blue Waters laundry	Thornton Circle	Telephone: 084 9168339 Fax: — Cellphone: — E-mail: rone.rothman@outlook.com
FRANCOIS CONDWIE	LETME REPAIR	Shop 7	Telephone: 0215310657 Fax: Cellphone: 092459999 E-mail: F.CONDOWIE@LETMEREPAIR.CO.ZA
ANNIE	THE J.R. WARREN CO.	44-46 THORNTON	Telephone: (021) 5322640 Fax: (621) 5322660 Cellphone: E-mail: reception@warran.co.za
CLINTON ADAMS	LIFTRACT SERVICES		Telephone: (021) 5322113 Fax: (A.I. NOTST(HCARS)) Cellphone: E-mail: Telephone: 021-5317225 Fax: Cellphone: 0836788074 E-mail:

FRANK CONDIE
Thornton Circle

A.S. Ruchay - 021-531870
 11 November 2016

LETTER DROP FOR THE BETTER LIVING MODEL EXEMPLAR PROJECT (BLMEP)
 REGISTRATION SHEET

NAME AND SURNAME	ORGANISATION	ADDRESS	CONTACT DETAILS
			Telephone: Fax: Cellphone: E-mail:
			Telephone: Fax: Cellphone: E-mail:
			Telephone: 021 5312145 Fax: Cellphone: E-mail:
		<i>Magna Board</i>	Telephone: Fax: Cellphone: E-mail:
			Telephone: Fax: Cellphone: E-mail:
		Auto Armor A Division of Worldmark SA Pty Ltd 3A Thor Circle, Viking Place Thornton, 7460 Tel: 021 511 2256 VAT No: 4400191252 Reg No: 2000/029753/07	Telephone: Fax: Cellphone: E-mail:
			Telephone: Fax: Cellphone: E-mail:
			Telephone: Fax: Cellphone: E-mail:

LETTER DROP FOR THE BETTER LIVING MODEL EXEMPLAR PROJECT (BLMEP)
REGISTRATION SHEET

11 November 2016

NAME AND SURNAME	ORGANISATION	ADDRESS	CONTACT DETAILS
			Telephone: 0834452914 Fax: Cellphone: 0215313848 E-mail:
	26 Thor Circle	Kimlyn Sales GABLER MEDICAL (PTY) LTD P.O. BOX 563 EPPINDUST 7475 TEL: (021) 531 0820 FAX: (021) 531 0829	Telephone: Fax: Cellphone: E-mail:
		21A Thor Circle Thornton	Telephone: 021 812 1500 Fax: Cellphone:
Rose Annil	Sen Solutions	21 Thor Circle Viking Place Thornton	E-mail: reception@yso.co.za Telephone: 021 5107453 Fax: Cellphone: E-mail: rene@senSolutions.co.za
		BOOK SIGNS & GRAPHICS CC P.O. Box 552 Howard Place 7450 Ck 1988/028396/23 Tel: (021) 531 0801	Telephone: Fax: Cellphone: E-mail:
			Telephone: 0215306100 Fax: Cellphone: E-mail:

**CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT
KEY NOTES OF FOCUS GROUP MEETING:**

22 November 2016

VENUE: Thornton Bowling Club, Thornton
TIME: 17h30 – 19h00
FACILITATOR: Sadia Chand, Chand Environmental Consultants

1. ATTENDEES

PROJECT TEAM ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alastair Rendall	AR	ARG Design
Amozelle Lambrechts	AL	Department of Transport and Public Works: Project Management Unit: Project Support Manager
Andre Frieslaar	AF	HHO Africa (Pty) Ltd
Mark Munro	MM	Department of Transport and Public Works: Project Manager
Mellissa Mc James	MMJ	Chand Environmental Consultants
Rafieka Johaar	RJ	Chand Environmental Consultants
Sadia Chand	SC	Chand Environmental Consultants
Trace Venter	TV	Department of the Premier: Delivery Support Unit

SUPPORTING TEAM ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Tony Vieira	TV	City of Cape Town: Transport of Cape Town

KEY STAKEHOLDER ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alex Graham	AG	Liftpart Agencies
Anton Fransman	AF	Thornton Residents & Ratepayers Association
Arthur Herud	AH	Interested Party
B De Bruyn	BDB	Interested Party
B Kruger	BK	Interested Party
Brian Johnson	BJ	Interested Party
Carol Assure	CA	Interested Party
Chris Watkins-Baker	CWB	AJ North (Pty) Ltd
Clive Corder	CC	Secor Blow Moulding Solutions
Darrin Botha	DB	Secor Blow Moulding Solutions
Dave Boule	DB	Mason Complete Office Solutions
Dave Lindup	DL	Magnastruct
Douglas Prince	DP	Riverside Mews
Heidi Hector	HH	Thornton Residents & Ratepayers Association
Isidor de Kock	IDK	Thornton Residents & Ratepayers Association

Jaqueta Keet	JK	Resident Riverside Mews
Jodi von Buchenroder	JVB	Interested Party
John Bielich	JB	Heideveld Developments (Pty) Ltd
Joy Langeveldt	JL	Interested Party
Julia & Roger Milligon	JRM	The Clothing Bank
Kevin Clark	KC	Gabler Medical
Leon Fourie	LF	Interested Party
Malcolm Healey	MH	Interested Party
Marc van Tubbergh	MVT	Interested Party
Melvina Petersen	MP	Interested Party
Michael Adams	MA	Interested Party
Micheal Job	MJ	Thurling Investments (Pty) Ltd
Monique Gouiath	MG	Interested Party
Monwabisi Fani	MF	Interested Party
Nigel Classen	NC	Interested Party
Philip Whittaker	PW	Poplar Mews
Randall Reid	RR	Thornton Residents & Ratepayers Association
Rene Gorham	RG	Riverside Mews
Roy Brian Pansl	RBP	Thornton Residents & Ratepayers Association
Ryan de Morney	RDM	Interested Party
Sudesh Ranjit	SR	Pioneer Foods
Tony Bales	TB	The Shirton Trust
Tony Mancini	TM	Senior Flexonics SA (Pty) Ltd
Tracey Chambers	TC	The Clothing Bank (Pty) Ltd
Tracey Gilmore	TG	AC Flooring
Vanessa Edwards	VE	Thornton Residents & Ratepayers Association: Secretary

2. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction: SC
- Proposed Project: MM
- Concept Overview & Impact: AR
- Thor Circle as an alternative: AF
- Aerodrome Road as an alternative: AF
- Discussion: All (facilitated by SC)

Please refer to Annexure A for a copy of presentation.

Welcome & Introduction:

SC introduced herself as the facilitator of the meeting and welcomed attendees (as noted above) to the Focus Group Meeting (FGM). SC asked by a show of hands those representing the Thornton Residents and Ratepayer Association, business and property owners on Thor Circle and interested parties from the Thornton community. SC asked that the project team introduce themselves and also noted that the representative for the City of Cape Town: Transport for Cape Town, Tony Vieira was also present.

She explained that prior to this meeting, various Focus Group Meetings and an Open Day was hosted which supported the rezoning process detailing the proposed project with Odin Drive Extension being a preferred transport selection supporting the proposal. SC pointed out that as a result of those meetings, the stakeholders requested that the project team explore alternative transport options which now include the Thor Circle through Viking Business Place to link Viking Way and Voortrekker Road as well as Aerodrome Road as an alternative.

The minutes and presentation would be distributed following the meeting.

Project Location & Concept:

MM explained that this meeting is not required in terms of a statutory process. However, given the comments received on the proposed transport infrastructure requirements, the project team deemed it would be appropriate to investigate alternative options that would need input from key stakeholders. The community will assist the client's technical team in formulating inputs that would the City of Cape Town in applying their minds in terms of the best routing and location to support this development. MM advised that the project's desirable outcome in partnership with the City of Cape Town is to develop and implement a "Better Living Model" environment.

Concept Overview & Impact:

AR explained the contextual informants for the site, described the location of the site and the proposed development. He advised that the Conradie development is a whole new vision since the 2007 concept which did not transpire because of the infrastructure requirements that were too prohibitive.

He explained that the development proposal consists of a residential led mixed-use development with a total of 3605 residential units. 50% of all residential units will be for grant-funded housing solutions that includes mixed tenure (rental, rent-to-buy and outright purchase). Grant funded rental options will be implemented through Social Housing Institutions (SHI's) similar to Communicare which currently exists in Thornton. He noted that no free housing is being offered as part of this proposal. AR advised that this proposal is being put forward by the Provincial Government Departments as a Game Changer to create an integrated and affordable mixed-use development. He further noted that the site will include retail, service delivery, office facilities, and public/private amenities and that the supporting bulk infrastructure in terms of connecting roads is key, given the current insufficient road capacity.

He further advised that the proposal is currently in the rezoning application process to rezone the site from limited use to a sub-divisional overlay zone, including Mixed Use, Private Open Space and Public Roads. He noted that the commenting period concluded on 15 November 2016. AR explained that the Provincial Government is in the process of procuring a suitable private developer for the proposed development that will include a well-established social housing institution partner.

AR spoke to an aerial view slide of the site and explained a possible way in which the site could be developed. AR pointed out that the overall aim of the illustration was to provide a possible manifestation of the Development Framework within which, strict conditions are set. The Developer will generate their own site specific plans (SDPs) which will be subject to the approval of the City of Cape Town. He noted that there has to be a Class 4 route through the site with the original proposal including Odin Drive Extension continuing alongside the Elsieskraal River Canal, south of the Jewish cemetery through to Voortrekker Road as the preferred alternative. AR mentioned that there has been a substantial amount of objections to this option, therefore other alternatives are being investigated.

AR advised that the site is well located and described that the proposed site would consist of retail/offices positioned towards Forest Drive Extension with the higher buildings towards the

edges of the site. In addition, the site would be made pedestrian friendly. The Elsieskraal River Canal will be re-aligned through the site for stormwater management purposes. In addition, the Elsieskraal River Park is a main feature of this development which will be able to accommodate floodwaters and provide quality and safe, open and recreational and sports space to the community.

Proposed Alternatives:

AF explained the differences between a Class 1 through to Class 5 Routes. He advised that Odin Drive Extension is classified as a Class 3 which gives mobility and access. The proposal is on the City of Cape Town's Metropolitan Plan and aims to give connectivity from Odin Drive extending to Voortrekker Road and in future via Aerodrome Road to Frans Conradie Drive. AF noted that throughout the public process, Odin Drive Extension was the initial alternative being considered which is classified as a Class 3 Route and a Class 4 Route connecting to Voortrekker Road. AF advised that there have however been significant objections to the Odin Drive Extension. AF pointed out that subsequent to the objections, the project team have been investigating possible alternatives. One of the alternatives put forward by the community involves the extension of Thor Circle as a one-way Couplet system, omitting Odin Drive Ext but running parallel with the existing canal alignment and continuing as before through the Jewish and Maitland Cemeteries onto Voortrekker Rd. He advised that a technical evaluation was undertaken by the engineers which compared the Odin Drive link and Thor Circle in a tabular format (refer to presentation). He noted that Thor Circle is currently a Class 5 Access Route with multiple driveways.

AF explained the implication of introducing a Class 3 Route using Thor Circle alternative:

- Route construction costs.
- Design speed with widening the bends.
- Sight distance and will therefore need to relocate driveways.
- Parking which will be dangerous.
- Driveway spacing would need to be reduced.
- Accessibility will be challenging.
- Circulation perspective with the one-way couplet in Thor Circle will be challenging.

AF presented the third alternative (Aerodrome Road Phase 1) with a Class 3 Route to start on Forest Drive Extension through the Conradie site to Voortrekker Road which needs to be tested as it might have other implications on the road traffic network.

2. QUESTION AND ANSWER SESSION:

Questions were taken and responded to at various points throughout the meeting. These have been captured in the table below.

		Comments/Questions		Responses/Comments
1.	Commenting Party	If this alternative was considered subsequent to the Open Day, how can this process run in parallel to the rezoning?	MM	This process is going to inform the concerns, which will allow the City to make a final decision to support the development. If the road alternatives fundamentally change the TIA, the City will put out the findings of the alternative studies for public comment again.
2.	Commenting Party	Will there be an opportunity to lodge a formal objection with regards to the alternative being proposed?	MM	The rezoning process commenting period was concluded on 15 November 2016. Apart from the rezoning process, a separate Heritage Impact Assessment process will arise and an opportunity will be provided to comment during the public participation process. Notwithstanding above, If the road alternatives fundamentally change the TIA, the City will put out the findings of the alternative studies for public comment again.
			AR	It is important to note that when a new alternative is chosen subsequent to the closure of the commenting period of the rezoning application, all stakeholders will be given an opportunity to comment again.
3.	Commenting Party	How many people are envisaged to reside in the area? How many people will be entering and exiting the site on a daily basis?	AR	Approximately 3600 residential units are proposed which equates to between 10 000-12000 residents. Roughly 1800 cars will enter and exit the site during different times of the day. The project is driven by Provincial Government and The City of Cape Town to bring about a Public Transit Orientated Mode. The MyCiti feeder route will be designated for Forest Drive Extension and a trunk route designated for Jan Smuts Avenue. This proposal will be over a 7-year period which will likely be implemented by 2018. In addition it is anticipated that PRASA will be implementing additional upgrades therefore encouraging people to utilise public transport.
4.	Commenting Party	With reference to the presentation, it is noted that only the Thor Circle property/business owners are	SC	It should be noted, that the Focus Group Meeting is specifically designed to host and facilitate input from the directly affected parties in Thor Circle.

t

5.

		being considered. What about Odin Drive residents? How will the proposed Odin Drive Extension impact residents on Odin Drive?		It is of vital importance for this stakeholder group to have the opportunity to share their thoughts and feedback to the technical team in order to make an informed decision with regards to the feasibility of this option. Thus, we would like to accommodate those parties directly affected by the Thor Circle alternative. Should there be time, the team would take other questions, noting however that the objection to Odin Drive extension has already been expressed and recorded.
5.	Commenting Party	Has the Odin Drive construction been approved?	MM	No, not at this stage, we are currently in the process of investigating alternatives and overall transport solutions.
6.	Commenting Party	Has any thought gone into the Jan Smuts and Viking Way coming across a bridge into Conrادية alongside the development?	AF	The roads in question have been considered, however to implement it would be a very expensive exercise.
7.	Commenting Party	What about the impact of Odin Drive residents?	MM	The proposal was shared with the community and subsequent to this it was suggested that Thor Circle be considered as an alternative. The engineers have undertaken the assessment on Thor Circle to determine whether a Class 3 access route can be accommodated on a road that is currently categorised as a Class 5 Route. However, it is imperative that the businesses/property owners be engaged in discussion to determine whether the stakeholders are amiable to the proposed change. The City of Cape Town formed part of the discussion considering other alternatives and the results will be revealed to the City towards the end of January 2017.
			SC	It is important to note that this is not the forum for comments on Odin Drive or the entirety of the project. The main focus tonight is on Thor Circle and the associated impacts.
8.	Commenting Party	Alternative 3 would have a significant impact as well.	SC	Noted.
9.	Commenting Party	As one of the original developers of Viking Place, it was a timely exercise to rezone the site, which occurred 25 years ago. The City of Cape Town realised the importance of having a	SC	Noted.

		link from Viking Way through to Voortrekker Road. It was the initial intention to pass through Odin Drive. Thor Circle will have a major impact on the properties as it was designed too narrow and with additional traffic flowing through, it will not work. We would strongly object to the Thor Circle alternative.		
10.	Commenting Party	Has the impact of traffic on Odin Drive been considered as there are quite a substantial amount of complexes including 15 security access gates located on Odin Drive, this will be a huge inconvenience to the residents on Odin Drive exiting these complexes. Should the Provincial Government and/or The City of Cape Town want to implement this type of projects, cost should not be of concern.	SC	Noted.
11.	Commenting Party	I'm not a resident of Thornton, but as a property owner in Thornton, it is of a major concern as the Odin Drive Extension would depreciate the value of my property which will in turn deter my retirement.	SC	Noted, the Odin Drive Extension has been addressed through the public participation process and the project team understands that the extension is not a desirable alternative to Odin Drive.
			MM	Tony Vieira please confirm whether the Odin Drive Extension is on or off the Conradie proposal.
			AV	Odin Drive was originally designed as a through route and the access points were designed as a Class 3 route. The City of Cape Town is engaging with developers to find a solution that addresses the concern of Odin Drive and the impact of the proposed development. The City of Cape Town is willing to consider the extension of not connecting to Odin Drive linking to Forest Drive with no connection to Thor Circle as a mitigating measure. In terms of the traffic congestion there is a railway line, with significant capacity therefore bringing about for Public Transport Orientated Development.
			SC	It can be confirmed that the Odin Drive Extension is on the City's transport

				plan, but not implemented as yet. It must be noted that the Thornton community must be cognisant of the fact that should another alternative be presented, this will have a direct impact on another group of people.
12.	Commenting Party	The Thor Circle will become a nightmare for most, and Jan Smuts and Viking Way is already a disaster. I support the development, however with additional vehicles there will be an even bigger issue.	SC	Noted.
13.	Commenting Party	I am in agreement that the Conradie development is needed and I did not object to the development, however, I will object to the Thor Circle Extension. Our property is at the end of the Thor Circle exit and with large vehicles having to pass, the only way to accommodate the extension is to demolish our building.	SC	Noted.
14.	Commenting Party	Service roads will contribute to noise and air pollution. A suggestion would be Thornton Station to Forest Drive Extension; Plain Street straight through to Vanguard Drive (Jakes Gerwel Drive). According to City of Cape Town's Map Viewer, Erf 1175 is zoned as a public open space and extends to the canal. A suggestion to utilise these erven and consider linking to Vanguard Drive Interchange.	AV	The existing interchange is already currently a technical challenge. Various options have been investigated which brings the traffic challenge back to Vanguard Drive (Jakes Gerwel) and Voortrekker Road. The Public Transit Orientated Mode would be the possible best solution to these challenges.
15.	Commenting Party	Should Odin Drive be considered, what would the maximum width of the road be with it currently being a single carriage-way? This would have a major impact on the properties situated on Odin Drive. The City should also consider the impact of noise and air pollution through to Voortrekker Road. I would strongly object to the Odin Drive Extension.	SC	Noted.
16.	Commenting Party	As an owner of a 500sq warehouse with heavy duty trucks, it will be impossible to	SC	Noted.

t

		operate a business with traffic flow in a one-way direction. This will negatively affect the businesses in the area.		
17.	Commenting Party	As a property owner, the proposed Thor Circle alternative will influence the traffic flow and the trucks would be unable to negotiate the bend.	SC	Noted.
18.	Commenting Party	With the traffic currently entering and exiting Thor Circle, it already makes it impossible to see oncoming traffic.	SC	Noted.
19.	Commenting Party	Because of the current situation, the trucks are having to park outside and make use of forklifts to offload stock onto the premises and this causes blockage on the roads. The traffic intersection at Viking Way and Odin Drive is already congested and it is suggested that an alternative solution be investigated. The cost implications of alternatives are acknowledged, however, other alternative routes entering and existing the development should be considered.	SC	It is important to note that with this development, a whole new philosophy is being developed by means of the Public Transit Orientated System. In addition, it must be further noted that the MEC of Transport, Mr Grant Donald and the Premier, Helen Zille are actively involved in the project and forms part of the project support system.
20.	Commenting Party	With 12 000 people entering and existing the development, and proposed link road through the development. Pedestrian and vehicular traffic will increase significantly. In addition, speed humps will have to be installed to slow down traffic which will exacerbate traffic congestion.	AF	It is noted throughout this public process.
21.	Commenting Party	We are situated on a corner which means that our building will have to be demolished should the proposed alternative be implemented.	SC	Noted.

22.	Commenting Party	We are the biggest and last building located on Thor Circle and the road already cannot accommodate our company. Pedestrian traffic should be considered as there are currently no pavements/sidewalks.	SC	Noted.
			TV	<p>Geometrically, it is a challenge around those corners. Sidewalks are also a concern and not just the vehicles.</p> <p>In terms of the traffic congestion, to alleviate congestion, we are also looking at Voortrekker Road, Viking Way and Jan Smuts. However, these are all long-term plans</p> <p>The railway and the rolling stock has been awarded. However, an implementation date has not been confirmed. Frequency and liability will improve the use of public transport.</p>
23.	Commenting Party	<p>What is the envisaged for the link from the northern side?</p> <p>How much extra traffic is expected from the other side?</p>	AV	Various extension routes all form part of this extension.
			AF	<p>Explaining the 3rd alternative:</p> <ul style="list-style-type: none"> • There is no linkage to Viking Way • All traffic will exit to Jan Smuts via Forest Drive Extension or to Jakes Gerwel via to Voortrekker Road or through Thornton.
24.	Commenting Party	<p>Would the Aerodrome alternative (Alternative 3) have an impact on properties? Aerodrome alternative could possibly alleviate traffic congestion.</p>	MM	<p>Alternative 3 is the City of Cape Town's preferred alternative.</p> <p>This would include a non-motorised link from the site through to Viking Way, and essentially this would require a structured sidewalk of approximately 2 to 2.5m in extent on Odin Drive but this has a construction requirement. The traffic engineers are investigating the requirement.</p> <p>In addition, a requirement from the City for the Aerodrome alternative is that the Forest Drive Extension has to be considerably upgraded.</p> <p>The City can make a decision as to the most acceptable solution, after thorough technical analysis and consideration of plausible alternatives.</p>

3. CONCLUSION

SC summarised the key discussion points as follows:

- Thor Circle alternative
- Aerodrome Road alternative

t

- Traffic congestion
- Odin Drive residents objection to the extension
- Additional analysis to be undertaken by HHO Africa.

MM informed the key stakeholders that although the public participation process of the rezoning application concluded in November 2016, during the next 6 months the engineers would find possible solutions and address concerns raised by the public. It is anticipated that the City will make a public announcement with regards to the application by the end of July 2017. He advised that there will be further public engagement following these investigations.

TV pointed out that based on the objections received with regards to Odin Drive Extension, the City will possibly consider not building the connection, and accept the link to Voortrekker as a mitigating measure. After technical evaluation of impacts and review of the long-term plan once it has been submitted to City.

SC thanked all present for their attendance and the meeting was adjourned at 19h05.



CONRADIE BETTER LIVING MODEL EXEMPLAR PROJECT

Update discussion with Cape Town Jewish Cemeteries Maintenance Board

DATE:	08 February 2017
TIME:	12:00 – 13:00
PLACE:	Blue Oval Boardroom, 4 th Floor, 9 Dorp Street
ATTENDEES:	Eric Berger (Executive Director: UOS Cape), Tarna Klitzner (TKLA), Tony Vieira (CCT TDA), Mark Munro (DTPW), Tali Bruk (ARG Design), Stef Naudé (HHO), Amozelle Lambrechts (DTPW)
APOLOGIES:	Susan Brice (CCT Parks)
ADDITIONAL DISTRIBUTION:	None

MINUTE OF MEETING:

AGENDA ITEM		ACTION
1	<p>Welcome and Introduction</p> <p>Mr Munro welcomed all attendees, specifically Mr Berger representing the Cape Town Jewish Cemeteries Maintenance Board (Jewish CMB) and Ms Klitzner representing TKLA & consulting for JCMB. He suggested a quick round of introductions.</p> <p>Mr Munro stated that the purpose of the meeting is to do a presentation which will provide the JCMB with an update on the project with specific relation to the rezoning application objections and possible road alternatives. He elaborated that one of the major objections from the JCMB was the loss of land as WCG needs to understand what position they intend to take in the event that the City are unable to find burial space for them.</p> <p>He indicated that the presentation will be made and then the floor will be open for questions and discussions. This is not a formal focus group, but a formal engagement. A formal focus group meeting will follow during the HIA process that considers the impacts and proposed mitigation of various road options and alternatives.</p>	For info
2	<p>Discussion:</p> <p>The presentation was made by Mark, Tali and Stef, also attached for ease of reference, table of contents:</p>	For info

- Rezoning Application status
- Summary of previous engagements
- Rezoning objections
- Responses to comments / objections
- Road alternatives
- Impact and possible mitigations
- Way forward

Questions and comments raised against the application:

Mr Berger confirmed that the summary of their objections is correct, but requested that these be reprioritized with **loss of burial ground** at the top of the list or even have its own agenda as this is a major concern and needs to be carefully and thoughtfully thought through.

He elaborated that this is a major issue in terms of their agreement with the City. The other matters listed will impact on the cemetery, but this is the most important.

Mark noted this and clarified that this is only a list of the concerns but will definitely reprioritize the list as requested.

He continued that the HIA, VIA and TNIA has been delayed due to termination of the previous HP's contract and a public procurement process that had to be followed to reappoint a service provider. WCG are in terms of the HIA obligated to look at alternative proposals, not preferred proposal but also with alternatives. The new team will assess the current proposal and alternatives from heritage, visual and noise impact perspectives and other impacts. This will be a more robust assessment and a draft is anticipated by end of March for internal review and will be advertised for public participation in April. This meeting is in anticipation of the formal focus group to provide a sense of what is being assessed; where further mitigation is required and what the 'no-gos' are.

The three alternatives being investigated in lieu of the originally proposed Odin Drive Extension includes:

Alternative 1: Aerodrome Road excluding the link with Odin Drive

Ms Klitzner clarified that this is not an alternative that addresses their concerns as it still traverses the edge of the cemetery.

Stef confirmed that this is the same route as previously proposed through the cemetery but with the variation that it excludes a vehicular link to Odin Drive.

Ms Klitzner asked if the proposed improvements under the A icon will impact on the cemetery.

Stef responded that this will not impact as it is within the road reserve.

Ms Klitzner explained that the concern is not just that the proposed alignment alienate a portion of land, the road itself includes a lot of burial ground space.

She asked at what point the road will elevate from ground level.

Stef responded that 150m from Forest Drive will become elevated. The support structure will be vertical retaining walls. Acoustic barriers are proposed to mitigate for the noise impact.

Mr Vieira asked if the land between the proposed road and future cemetery is part of cemetery land and allocated for future expansion.

Ms Klitzner responded that the cemetery land goes right up to the fence on the eastern side and with the proposed alignment that land becomes redundant.

Alternative 2: Forest Drive with a directional ramp linking with Voortrekker Road

Mark asked the JCMB if the road reserve on the southern side of Forest Drive (where the proposed directional bridge will be located) is being used as parking for the cemetery.

Ms Klitzner responded this is not really used as parking only in cases of overflow.

Stef stated that there will be minor encroachment onto Pinelands 1 close to the current cemetery service road.

Mr Berger asked what the extent of the possible encroachment will be as this will assist to ascertain the impact. He also asked if there will be any impact on Pinelands 2 with this alternative.

Stef responded that firstly, this is a high level concept plan at this stage and no detailed measurements have been taken and secondly, this alternative will not impact on Pinelands 2 as the proposed improvements will be within the current road reserve on the south side.

Mark clarified that this depends on what impact is being referred to as there will be visual impact due to the elevated road, the visual landscape will change.

Stef continued that the trees along Pinelands 1 on the north side may be impacted upon once detailed design is finalised. On the south side, the current proposal indicates the road widening within the road reserve, which will not impact upon the trees.

Mark requested if Mr Vieira wants to highlight their view on which alternative will affect movement and address flow of traffic more adequately than others.

Mr Vieira responded that the transport engineers understands the City's views and can relay the message.

Stef elaborated that this alignment provides a more direct linkage between Jan Smuts Drive and Voortrekker Road and could possibly attract excess traffic. What needs to be considered is the balance between the volume of traffic it will attract and the capacity of the network to accommodate it. This will be investigated in the Addendum TIA.

Ms Klitzner asked if there is consideration for traffic signalisation anywhere as it is already extremely dangerous for visitors to cross the road between Pinelands 1 and Pinelands 2 cemeteries.

Stef responded that there is provision being made for two signalised intersections past the cemetery to provide controlled access into and from the Conradie site. An additional pedestrian crossing directly linking the cemeteries needs to be investigated. He emphasised that these proposals are conceptual and still requires detail investigation and needs to be tabled with the City for review and input.

Alternative 3: Forest Drive with an elevated T-junction

Ms Klitzner enquired whether it will be possible to drive straight (east-west) on Forest Drive.

Stef affirmed that the two lanes (in either direction) will not be elevated and will remain on the ground level allowing the traffic to flow unencumbered. These lanes will have to be realigned to accommodate the proposed elevated T-junction.

Ms Klitzner asked why the proposed road has to be wider if traffic continues straight.

Stef responded that by keeping through lanes at ground level, the bridge width can be kept to a minimum. If the lanes were to be included on the bridge, it will have to be wider to accommodate conflicting traffic streams. Overall though, the alternatives have a greater footprint on Forest Drive, which will be clearly outlined in the TIA.

Mark stated that in previous engagements with the City of Cape Town's City Parks Department (Cemeteries) it has been stated that there is no spare land for burial space. He continued that WCG needs to be clear what the JCMB will be prepared to consider and what not.

Ms Klitzner responded that it was not fair for the representatives to be put on the spot. She suggested that they be given the opportunity to assess the proposed alternatives and discuss these along with the impacts with the board.

Mark clarified that it is not at all the intention of the WCG to do so, rather to update the JCMB and understand the issues that may arise.

Ms Klitzner explained that they can alert the team to some issues.

Mark responded it would be beneficial if a preliminary high level response can be provided of what the position might be given the options tabled and the impacts. This can then be investigated and used to prepare the HIA.

Ms Klitzner elaborated that she feels that they do not have to be categoric about the matters presented on the day. She stated that she needs to understand why two different options are being proposed, is the one just to connect across (Alternative 2) and with the other one (Alternative 3) it is not possible.

Stef responded that Alt 2 addresses specifically desire line movement from Old Mutual and this will emphasise this and almost exclusively cater for this and has very little impact on the major Thornton area whereas Alt 3 will have a movement impact on the Thornton area

Mr Berger stated that they need to understand the exact amount of land being influenced by the alternative options.

Ms Klitzner stated that they need to understand the envisaged amount of cars that will come from the intersection down and travelling west because as previously mentioned that crossing between Pinelands 1 and 2 is dangerous.

Stef responded that this will be considered in the TIA.

Ms Klitzner summarised that there are three impacts; people crossing the road between the two cemeteries, taking away land and the possible cutting of the trees.

Mr Vieira indicated that it would be beneficial to understand the operations between the two cemeteries.

Ms Klitzner responded that at Pinelands 1 there are both burials occurring and visits from family members. The ceremonies take place at the Tahara House on Pinelands 2. After funerals, family members often visit graves in Pinelands 1; there is therefore constant movement between the two cemeteries.

Mr Vieira stated that as soon as there is an elevation of a road the opportunity of diverting movement underneath arises, but in this instance the through lanes remaining at ground level complicates that. The possibility of a tunnel under the elevated road can be considered.

Mr Berger indicated that there are periods when the cemeteries are very busy and the traffic flow is a problem.

Mark stated that it is clear that the loss of land is the primary concern, is there any reason be it religious or other that prohibits burial under a bridge/elevated road.

Ms Klitzner responded that according to the religious Law of Tumah it is forbidden to be under the same roof as a corpse for many , therefore to walk under a canopy to a grave is forbidden and a canopy /elevated road would constitute a roof (Further ruling from a religious authority is required).

Mark asked that if City should find alternative burial space, is there a possibility that JCMB will consider this?

Mr Berger responded that this will have to be discussed with the Board.

Mark concluded that the aim of this engagement was to mitigate any issues as far as possible in the HIA process. The only way this can be achieved is by providing as much and -accurate detail to the JCMB in order to alert WCG to any concerns. Input provided can be reserved

	<p>for final comment of the HIA. This is about two parties working together to find the most suitable outcomes for this process.</p> <p>The Addendum 2 TIA draft will be due to the PMU at the end of February 2017, it then has to go to the City for review (2 weeks) and then be made available to the JCMB mid-March. It is requested that JCMB consider the alternatives and information provided and provide preliminary feedback (This will not prejudice any later engagements or feedback).</p> <p>Mr Berger asked for a timeline break-down.</p> <p>Mark provided a timeline as follow:</p> <ul style="list-style-type: none"> - Draft Addendum 2 TIA to JCMB by mid-March - JCMB provide initial input by end of March - Draft HIA for public participation in April and will probably close end of April or mid-May. Then it will have to be refined based on the inputs received. Then it will go to IACOM and possibly a decision in June. <p>Mr Berger indicated that they will present to their board in March 2017. They firstly want to present privately to the Board and as a second alternative will be to call in the Conradie team for a presentation.</p> <p>Mr Berger responded that this is a fair request.</p> <p>Ms Klitzner asked if the alternative options will be tabled to the public.</p> <p>Mark responded that apart from the HIA process it is not yet definitive if another public participation process will be required. This requires discussion with the City Land Use and Transport Department. The City may require additional public participation through the current rezoning application process if the alternative is considered to be substantially different from the previous application.</p> <p>Mr Berger indicated appreciation for sharing the alternative options being considered.</p>	
	<p>Way forward</p> <p>Mark concluded the meeting and set the way forward.</p> <ul style="list-style-type: none"> - Presentation to be sent to the JCMB representatives with the Minute of Meeting. - Details of proposed alternatives to be provided to JCMB representatives. - Draft Addendum 2 TIA to JCMB mid-March. - JCMB response to the draft Addendum TIA by end of March. - Possible focus group meeting with JCMB mid-May. 	For info
	<p>Close</p> <p>The meeting was adjourned at 13:10pm.</p>	