



**EIA REFERENCE:** 16/3/3/1/A6/66/2056/19  
**NEAS REFERENCE:** WCP/EIA0000701/2019  
**ENQUIRIES:** AYESHA HAMDULAY  
**DATE:** **25 JUNE 2020**

The Director  
Capital Planning and Projects  
University of Cape Town  
3<sup>rd</sup> Floor Meulenhof  
93 Main Road  
**MOWBRAY**  
7700

**Attention: Mr Nigel M. Haupt**

Tel.: (021) 650 4781  
Fax: (021) 870 1873

Dear Sir

**APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) ("NEMA") AND THE ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014 (AS AMENDED): THE ESTABLISHMENT OF A BUS TERMINUS OF APPROXIMATELY 2300M<sup>2</sup> FOR THE JAMMIE SHUTTLE BUS SERVICE OF THE UNIVERSITY OF CAPE TOWN ("UCT") ON ERF 30332, RONDEBOSCH**

1. With reference to the above application, this Department hereby notifies you of its decision to **grant** Environmental Authorisation, attached herewith, together with the reasons for the decision.
2. In terms of Regulation 4 of the EIA Regulations, 2014 (as amended), you are hereby instructed to ensure, within fourteen (14) days of the date of the Environmental Authorisation, that all registered Interested and Affected Parties ("I&APs") are provided with access to and reasons for the decision, and that all registered I&APs are notified of their right to appeal.
3. Your attention is drawn to Chapter 2 of the Appeal Regulations, 2014 (as amended), which prescribes the appeal procedure to be followed. This procedure is summarized in the attached Environmental Authorisation.

Yours faithfully

**MR ZAAHIR TOEFY**

**DIRECTOR: DEVELOPMENT MANAGEMENT – REGION 1**

Copied to: Mr Guillaume Nel/ Mr Renier Kapp (GNEC)  
Mr Andrew Greenwood (City of Cape Town)

Fax: (021) 870 1873  
E-mail: [Andrew.Greenwood@capetown.gov.za](mailto:Andrew.Greenwood@capetown.gov.za)



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## **ENVIRONMENTAL AUTHORISATION**

**APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT ("EIA") REGULATIONS, 2014 (AS AMENDED): THE PROPOSED ESTABLISHMENT OF A BUS TERMINUS OF APPROXIMATELY 2300M<sup>2</sup> FOR THE JAMMIE SHUTTLE BUS SERVICE OF THE UNIVERSITY OF CAPE TOWN ("UCT") ON ERF 30332, RONDEBOSCH**

With reference to your application for the abovementioned, find below the outcome with respect to this application.

### **DECISION**

By virtue of the powers conferred on it by the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA") and the Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended), the Competent Authority herewith **grants Environmental Authorisation** to the applicant to undertake the listed activities specified in section B below with respect to the preferred Alternative that is described in the Basic Assessment Report ("BAR") received by this Department on 18 February 2020.

The applicant for this Environmental Authorisation is required to comply with the conditions set out in section E below.

### **A. DETAILS OF THE APPLICANT FOR THIS ENVIRONMENTAL AUTHORISATION**

Capital Planning and Projects  
C/O Mr Nigel M. Haupt  
University of Cape Town  
3<sup>rd</sup> Floor Meulenhof  
93 Main Road  
**MOWBRAY**  
7700  
Tel.: (021) 650 4781  
Fax: (021) 870 1873

The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as "**the holder**".

**B. LISTED ACTIVITIES AUTHORISED**

| Listed Activities  | Project Description   |
|--|---|
| <p>Government Notice No. R.983 (as amended):</p> <p><b>Activity Number:</b> 12<br/> <b>Activity Description:</b><br/> <i>"The development of—</i></p> <ul style="list-style-type: none"> <li><i>(i) dams or weirs, where the dam or weir, including infrastructure and water surface area, exceeds 100 square metres; or</i></li> <li><i>(ii) infrastructure or structures with a physical footprint of 100 square metres or more;</i></li> </ul> <p><i>where such development occurs—</i></p> <ul style="list-style-type: none"> <li><i>(a) within a watercourse;</i></li> <li><i>(b) in front of a development setback; or</i></li> <li><i>(c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse; —</i></li> </ul> <p><i>excluding—</i></p> <ul style="list-style-type: none"> <li><i>(aa) the development of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;</i></li> <li><i>(bb) where such development activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;</i></li> <li><i>(cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies;</i></li> <li><i>(dd) where such development occurs within an urban area;</i></li> <li><i>(ee) where such development occurs within existing roads, road reserves or railway line reserves; or</i></li> <li><i>(ff) the development of temporary infrastructure or structures where such infrastructure or structures will be removed within 6 weeks of the commencement of development and where indigenous vegetation will not be cleared."</i> </li></ul> | <p>The establishment of an approximately 2300m<sup>2</sup> bus terminus for the UCT Jammie Shuttle bus services on Erf 30332, Rondebosch falls within 32m of the formal stormwater channel north of the site.</p> |
| <p>Government Notice No. R.985 (as amended):</p> <p><b>Activity Number:</b> 04<br/> <b>Activity Description:</b><br/> <i>"The development of a road wider than 4 metres with a reserve less than 13,5 metres.</i></p> <p><b>i. Western Cape</b></p> <ul style="list-style-type: none"> <li><i>i. Areas zoned for use as public open space or equivalent zoning;</i></li> <li><i>ii. Areas outside urban areas;</i> <ul style="list-style-type: none"> <li><i>(aa) Areas containing indigenous vegetation;</i></li> </ul> </li> </ul>   | <p>The bus terminus for the UCT Jammie Shuttle bus services on Erf 30332, Rondebosch will have a road reserve wider than 13.5m.</p>   |

|   |  |
|---|--|
| <p>(bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or</p> <p>iii. Inside urban areas:</p> <p>(aa) Areas zoned for conservation use; or</p> <p>(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority."</p>   |  |
| <p>Government Notice No. R.985 (as amended):</p> <p><b>Activity Number:</b> 15</p> <p><b>Activity Description:</b></p> <p><i>"The transformation of land bigger than 1000 square metres in size, to residential, retail, commercial, industrial or institutional use, where, such land was zoned open space, conservation or had an equivalent zoning, on or after 02 August 2010.</i></p> <p><b>f. Western Cape</b></p> <p>i. Outside urban areas, or</p> <p>ii. Inside urban areas:</p> <p>(aa) Areas zoned for conservation use or equivalent zoning, on or after 02 August 2010;</p> <p>(bb) A protected area identified in terms of NEMPAA, excluding conservancies; or</p> <p>(cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act as adopted by the competent authority."</p> | <p>The establishment of a bus terminus for the UCT Jammie Shuttle bus services on Erf 30332, Rondebosch will be undertaken on a site currently zoned Public Open Space Zone 2.</p> |

The abovementioned listed activities are hereinafter referred to as "**the listed activities**".

The holder is herein authorised to undertake the following alternative that includes the listed activities relating to the development:

The establishment of a bus terminus for the UCT Jammie Shuttle bus services on Erf 30332, Rondebosch that comprises the following:

- The Jammie Shuttle Bus Terminus will be situated off the northern entrance road, an extension of Woolsack Drive on the UCT's Upper Campus;
- The Jammie Shuttle Bus Terminus will be approximately 2300m<sup>2</sup> in size and will replace the existing Upper Campus North bus stop;
- The Jammie Shuttle Bus Terminus will comprise four lanes, three of which will accommodate three of the largest buses in the fleet and the last lane will be utilised as a bypass lane during off-peak periods;
- The road surface of the four lanes will be approximately 3.5m wide and include an island of approximately 2m wide.
- The Jammie Shuttle Bus Terminus will have a dedicated right turning lane;
- The Jammie Shuttle Bus Terminus will additionally serve as a depot during non-operational hours; and

- An exclusive right turn lane on the south bound approach into the Jammie Shuttle Bus Terminus.

The development of the Jammie Shuttle Bus Terminus and associated infrastructure will be implemented in two phases:

#### Phase 1

- The Jammie Shuttle Bus Terminus with overhead structures, retaining wall and platform reserved for future fuel storage will be constructed;
- Adjustments to the current non-motorised infrastructure (pedestrian crossing and speed bump) will be made;
- The construction of walkways in the form of a series of stairs, ramps and platforms;
- Structural shading and proposed trees will be established;
- Seating, step-blocks and retaining walls will be established;
- Limited landscaping including lawn, tree, shrub and groundcover planting will be undertaken; and
- The installation of approximately 15 000L of rainwater tanks.

#### Phase 2

- The establishment of the remainder of stairs, ramps and platforms as well as shading, seating and retaining walls that comprise the overall design; and
- Further design integration between this proposal and the surrounding landscape spaces.

### C. SITE DESCRIPTION AND LOCATION

The listed activities will be undertaken on Erf 30332, Rondebosch.

The SG 21 digit code for the said land parcel is as follows:

| Land Parcel           | SG 21 digit code      |
|-----------------------|-----------------------|
| Erf 30332, Rondebosch | C01600070003033200000 |

The co-ordinates of the site are given below:

| Site   | Latitude (S)         | Longitude (E)       |
|--|----------------------|---------------------|
| Mid-point of the site: Erf 30332, Rondebosch | 33° 57' 14.88" South | 18° 27' 46.54" East |

Refer to Annexure 1: Locality Plan. Refer to Annexure 2: Site Map.

The above property is hereinafter referred to as "**the site**".

### D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

Guillaume Nel Environmental Consultants

C/O Renier Kapp

P O Box 2632

**PAARL**

7620

Tel.: (021) 870 1874

Fax: (021) 870 1873

## **E. CONDITIONS OF ENVIRONMENTAL AUTHORISATION**

### **Scope of Authorisation**

1. The holder is authorised to undertake the listed activities specified in Section B above in accordance with and restricted to the preferred alternative described in Section B above.
2. The holder must commence with the listed activities within the stipulated validity period which this Environmental Authorisation is granted for, or this Environmental Authorisation shall lapse and a new application for Environmental Authorisation must be submitted to the competent authority.
3. This Environmental Authorisation is granted for–
  - 3.1. A period of five (5) years, from the date of issue, during which period the holder must commence with the authorised listed activities; and
  - 3.2. A period of ten (10) years, from the date the holder commenced with the authorised listed activities, during which period the authorised listed activities for the development phase must be concluded.
4. The listed activities that have been authorised must only be carried out on the site described in Section C above in terms of the approved Environmental Management Programme ("EMPr").
5. The holder shall be responsible for ensuring compliance with the conditions by any person acting on his behalf, including an implementing agent, sub-contractor, employee or any person rendering a service to the holder.
6. Any changes to, or deviations from the scope of the alternative described in section B above must be approved in writing by the Competent Authority before such changes or deviations may be implemented. In assessing whether or not to grant such approval, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

### **Written Notice to the Competent Authority**

7. A written notice of seven (7) calendar days must be given to the Competent Authority before construction work can be commenced with.
  - 7.1. The notice must make clear reference to the site details and EIA Reference number given above.
  - 7.2. The notice must include proof of compliance with the following conditions described herein:

Conditions: 8, 9, 13 and 21

### **Notification of Environmental Authorisation and Administration of Appeal**

8. The holder must in writing, within fourteen (14) calendar days of the date of this decision–
  - 8.1. notify all registered Interested and Affected Parties ("I&APs") of –
    - 8.1.1. the decision reached on the application;
    - 8.1.2. the reasons for the decision as included in Annexure 4;
    - 8.1.3. the date of the decision; and

- 8.1.4. the date when the decision was issued.
- 8.2. draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeal Regulations, 2014 (as amended) detailed in Section G below;
- 8.3. draw the attention of all registered I&APs to the manner in which they may access the decision;
- 8.4. provide the registered I&APs with the:
  - 8.4.1. name of the holder (entity) of this Environmental Authorisation,
  - 8.4.2. name of the responsible person for this Environmental Authorisation,
  - 8.4.3. postal address of the holder,
  - 8.4.4. telephonic and fax details of the holder,
  - 8.4.5. e-mail address, if any, of the holder,
  - 8.4.6. contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the event that an appeal is lodged in terms of the National Appeals Regulations, 2014 (as amended).

### **Commencement**

9. The listed activities, including site preparation, must not be commenced with within (20) twenty calendar days from the date the applicant notifies the registered I&APs of this decision.
10. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided.

### **Management of Activities**

11. The EMPr (submitted with the BAR to this Department on 18 February 2020, which includes a Waste, Water Use and Electricity Consumption Minimization and Management Plan dated 18 February 2020, is hereby approved and must be implemented.
12. The EMPr, including the abovementioned appendices must be included in all contract documentation for all phases of implementation.

### **Monitoring**

13. The holder must appoint a suitably experienced Environmental Control Officer ("ECO") before the listed activities can be commenced with, to ensure compliance with the EMPr and the conditions contained herein.
14. A copy of the Environmental Authorisation, EMPr, ECO reports, audit reports and compliance monitoring reports must be kept at the contractor's site office, and must be made available to any authorised official of the Competent Authority on request.
15. Access to the site referred to in Section C must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see the reports for the purposes of assessing and/or auditing compliance with the conditions contained herein.

## **Auditing**

16. In terms of Regulation 34 of the EIA Regulations, 2014 (as amended), the holder of this Environmental Authorisation must, for the period during which this Environmental Authorisation and EMPr remain valid, conduct environmental audits. The audit reports must be prepared by an independent person and must contain all the information required in Appendix 7 of the EIA Regulations, 2014 (as amended).

In addition, the environmental audit report, must –

- 16.1. provide verifiable findings, in a structured and systematic manner, on–
    - 16.1.1. level of compliance with the conditions of the Environmental Authorisation and the EMPr and whether this is sufficient or not; and
    - 16.1.2. the extent to which the avoidance, management and mitigation measures provided for in the EMPr achieve the objectives and outcomes of the EMPr and highlight whether this is sufficient or not;
  - 16.2. identify and assess any new impacts and risks as a result of undertaking the activities;
  - 16.3. evaluate the effectiveness of the EMPr;
  - 16.4. identify shortcomings in the EMPr;
  - 16.5. identify the need for any changes to the avoidance, management and mitigation measures provided for in the EMPr;
  - 16.6. indicate the date on which construction work was commenced with and completed or in the case where the authorised development is incomplete, the progress of the authorised development and rehabilitation;
  - 16.7. include a photographic record of the site applicable to the audit; and
  - 16.8. be informed by the ECO reports.
17. The audit reports must be compiled and subsequently submitted to this Department in the following manner:
    - 17.1. The first environmental audit must be undertaken within three (3) months of the authorised listed activities being commenced with.
    - 17.2. Subsequent environmental audits must be undertaken once per annum during the construction phase of the authorised development.
    - 17.3. The final environmental audit report for the construction phase must be submitted to the Competent Authority within one calendar month of the final environmental audit being undertaken.
    - 17.4. After the construction phase has been completed, the Holder must submit an environmental audit report once every five (5) years, whilst the Environmental Authorisation remains valid.
  18. The holder must, within seven (7) calendar days of the submission of the audit report to the Competent Authority, notify all registered I&APs of the submission and make the audit report available to any registered I&AP on request.

## **Specific Conditions**

19. Should any heritage remains be exposed during excavations or any other actions on the site, this must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be disturbed further until the necessary approval has been obtained from Heritage Western Cape.



Heritage remains include, *inter alia*, meteorites, archaeological and/or paleontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features with heritage significance; rock art and rock engravings; and/or graves or unmarked human burials including grave goods and/or associated burial material.

20. A qualified archaeologist and/or paleontologist must be contracted where necessary (at the expense of the holder) to remove any heritage remains. Heritage remains can only be disturbed by a suitably qualified heritage specialist working under a directive from the relevant heritage resources authority.
21. The exact boundary of the development footprint, including all buffer areas must be clearly demarcated prior to the authorised listed activities being commenced with and remain intact for the full duration of the construction phase.
22. The line of mature trees located south of the site and the dam outflow water channel north of the site must be demarcated as no-go areas for the full duration of the construction phase.
23. The Western Cape has recently experienced a severe drought and had been declared a disaster area. In light of the above, water must be used wisely during all phases of development. No potable water must be used as far as possible for construction activities during the development phase and alternative methods to save water must be implemented.
24. The development proposal must address, *inter alia*, water, energy and resource demand management and efficiency measures that must include, but is not limited to the following:
  - 24.1. Lighting controls such as dimmers and motion sensors must be used where possible;
  - 24.2. Use of only high energy efficient lighting technologies;
  - 24.3. Energy saving bulbs must be installed instead of incandescent bulbs in all structures;
  - 24.4. All water hoses are to be fitted with a trigger gun spray nozzle with high pressure to limit water wastage; and
  - 24.5. All taps are to be fitted with flow reduction devices and aerators that reduce the flow of water by at least 30%.
25. An integrated waste management approach, which is based on waste minimisation and incorporates reduction, recycling, re-use and disposal, where appropriate, must be employed.
26. The holder of the Environmental Authorisation must ensure that adequate training is provided in the appropriate language to all on-site personnel, to help ensure that the conditions of the Environmental Authorisation are complied with and the EMP requirements are met.
27. Prior to departure/closure from the site, the contractor must ensure that all rubble, debris, cement deposits/residue, effluent, wash-off, building materials, builder's infrastructure, signage, machinery *etc.*, associated with the development proposal and contractors' camp are removed and the affected areas are cleaned appropriately.

## **F. GENERAL MATTERS**

1. Notwithstanding this Environmental Authorisation, the holder must comply with any other statutory requirements that may be applicable when undertaking the listed activities.
2. Non-compliance with any Condition of this Environmental Authorisation or EMP may render the holder liable for criminal prosecution.

3. If the holder does not commence with the listed activities within the period referred to in Condition 3, this Environmental Authorisation shall lapse. If the holder wishes to extend the validity period of the Environmental Authorisation, an application for amendment in this regard must be lodged with the Competent Authority.
4. An application for amendment of the Environmental Authorisation must be submitted to the Competent Authority where any detail with respect to the Environmental Authorisation must be amended, added, substituted, corrected, removed or updated. If a new holder is proposed, an application for Amendment in terms of Part 1 of the EIA Regulations, 2014 (as amended) must be submitted.
5. Please note that an amendment of the Environmental Authorisation is not required for a change in the contact details of the holder. In such a case, the Competent Authority must only be notified of such changes.
6. The manner and frequency for updating the EMPr must be as follows:
  - 6.1. Amendments to the EMPr must be made in accordance with Regulations 35 to 37 of GN No. R.982 (as amended) or any relevant legislation that may be applicable at the time.

## **G. APPEALS**

Appeals must comply with the provisions contained in the National Appeal Regulations, 2014 (as amended).

1. An appellant (if the holder of the decision) must, within twenty (20) calendar days from the date the notification of the decision was sent to the holder by the Competent Authority –
  - 1.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations, 2014 (as amended) to the Appeal Administrator; and
  - 1.2. Submit a copy of the appeal to any registered I&APs, any Organ of State with interest in the matter and the decision-maker, *i.e.*, the Competent Authority that issued the decision.
2. An appellant (if not the holder of the decision) must, within twenty (20) calendar days from the date the holder of the decision sent notification of the decision to the registered I&APs–
  - 2.1. Submit an appeal in accordance with Regulation 4 of the National Appeal Regulations, 2014 (as amended) to the Appeal Administrator; and
  - 2.2. Submit a copy of the appeal to the holder of the decision, any registered I&AP, any Organ of State with interest in the matter and the decision-maker, *i.e.*, the Competent Authority that issued the decision.
3. The holder of the decision (if not the appellant), the decision-maker that issued the decision, the registered I&AP and the Organ of State must submit their responding statements, if any, to the Appeal Authority and the appellant within twenty (20) calendar days from the date of receipt of the appeal submission.
4. The appeal and the responding statement must be submitted to the address listed below:

By post:                   Western Cape Ministry of Local Government, Environmental Affairs and  
Development Planning  
Private Bag X9186  
**CAPE TOWN**  
8000

By facsimile: (021) 483 4174; or  
By hand: Attention: Mr Marius Venter (Tel.: 021 483 2659)  
Room 809  
8<sup>th</sup> Floor Utilitas Building, 1 Dorp Street, Cape Town, 8001

**Note:** For purposes of electronic database management, you are also requested to submit electronic copies (Microsoft Word format) of the appeal, responding statement and any supporting documents to the Appeal Authority at the address listed above and/or via e-mail to [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za).

5. A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from the Appeal Authority at: Tel.: (021) 483 3721, E-mail: [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za) or URL: <http://www.westerncape.gov.za/eadp>.

#### H. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is greatly appreciated.

Yours faithfully



**MR ZAAHIR TOEFY**

**DIRECTOR: DEVELOPMENT MANAGEMENT – REGION 1**

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

**DATE OF DECISION: 25 JUNE 2020**

Copied to: Mr Guillaume Nel/ Mr Renier Kapp (GNEC)  
Mr Andrew Greenwood (City of Cape Town)

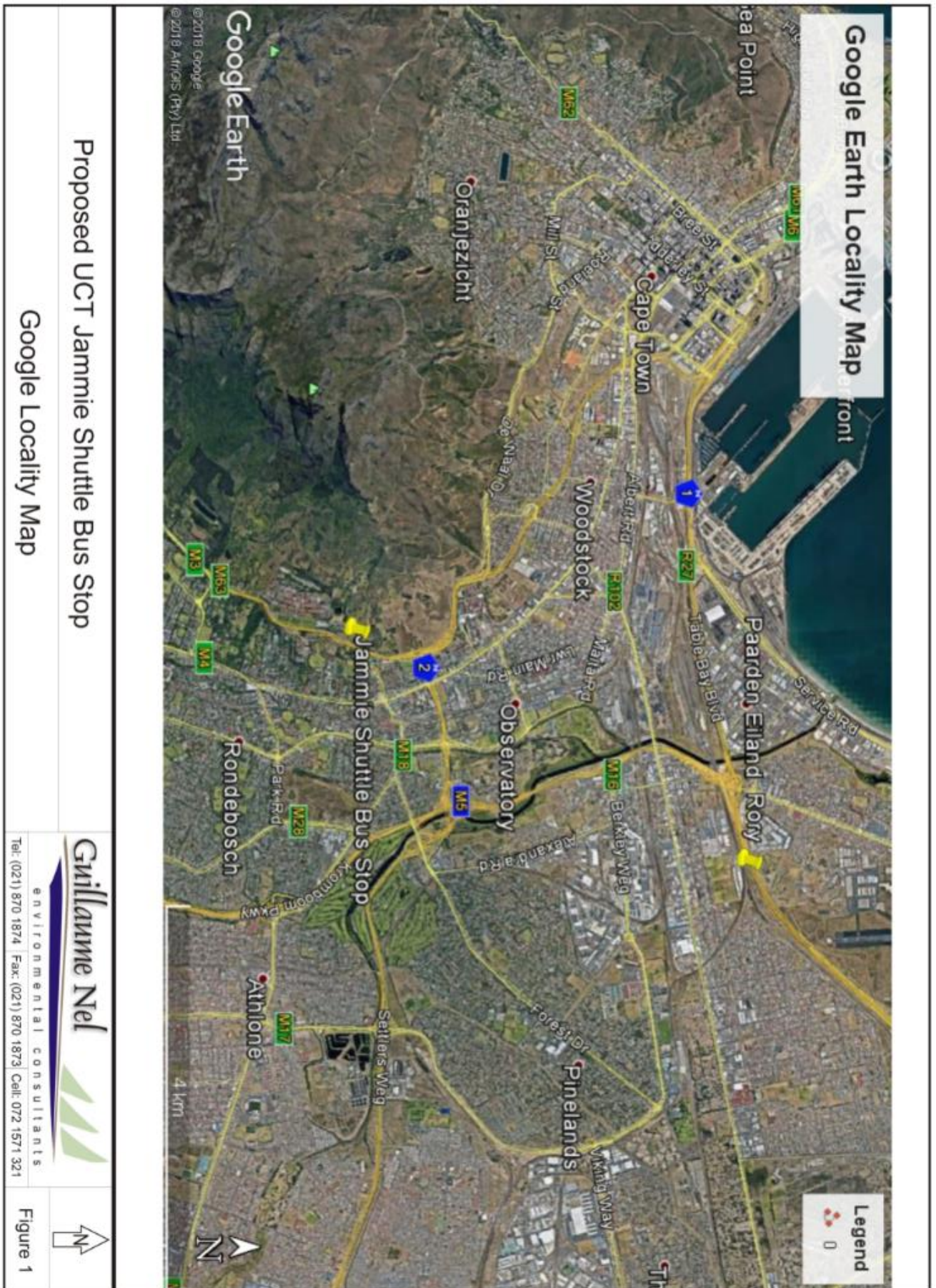
Fax: (021) 870 1873  
E-mail: [Andrew.Greenwood@capetown.gov.za](mailto:Andrew.Greenwood@capetown.gov.za)

**FOR OFFICIAL USE ONLY:**

**EIA REFERENCE NUMBER: 16/3/3/1/A6/66/2056/19**

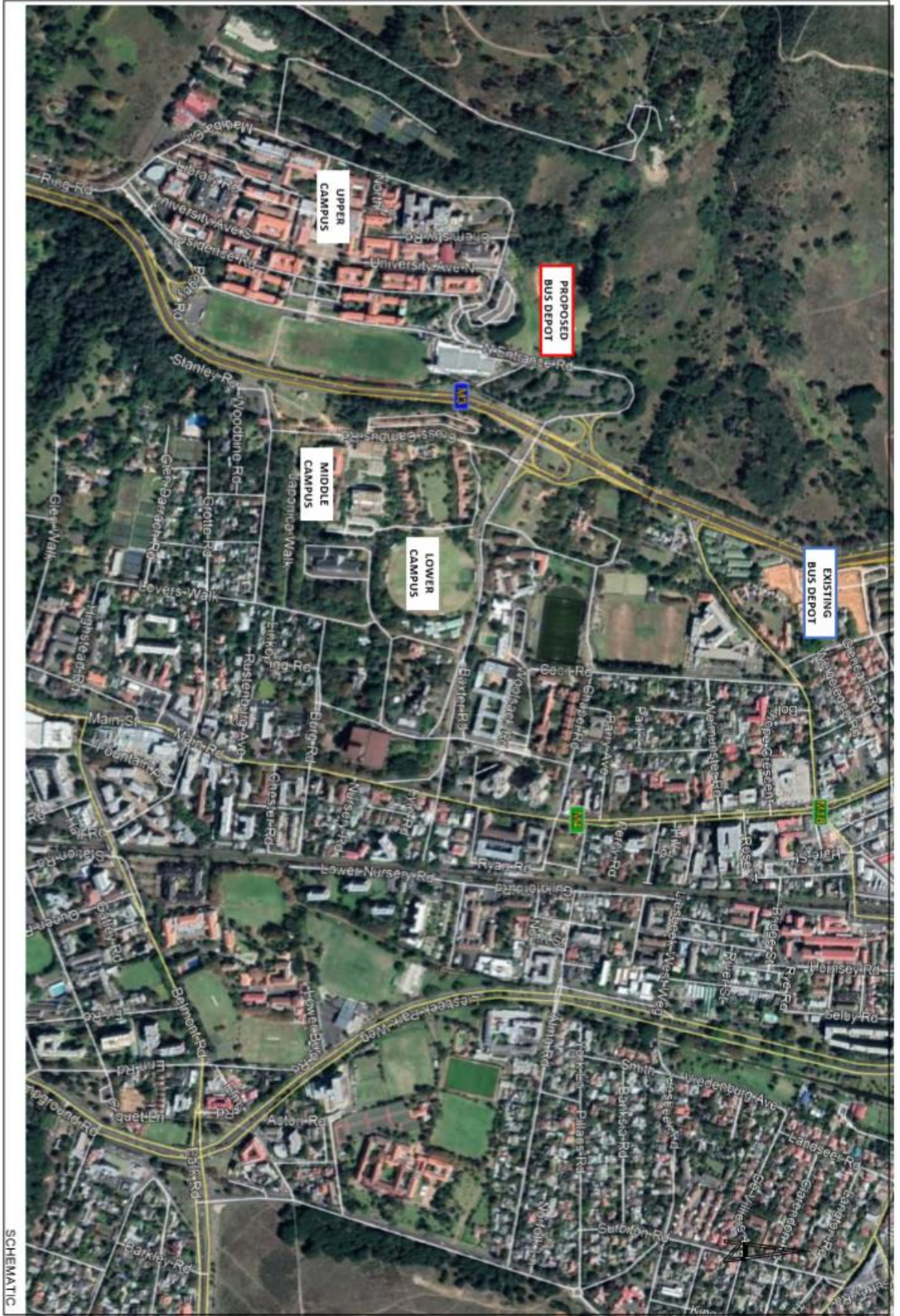
**NEAS REFERENCE NUMBER: WCP/EIA0000701/2019**

ANNEXURE 1: LOCALITY PLAN(S)





|          |                            |  |
|----------|----------------------------|--|
| PROJECT: | UCT Upper Campus Bus Depot |  |
| FIGURE:  | Locality Plan              |  |
| NUMBERS: | 1                          |  |



SCHEMATIC



**ANNEXURE 2: SITE MAP(S)**



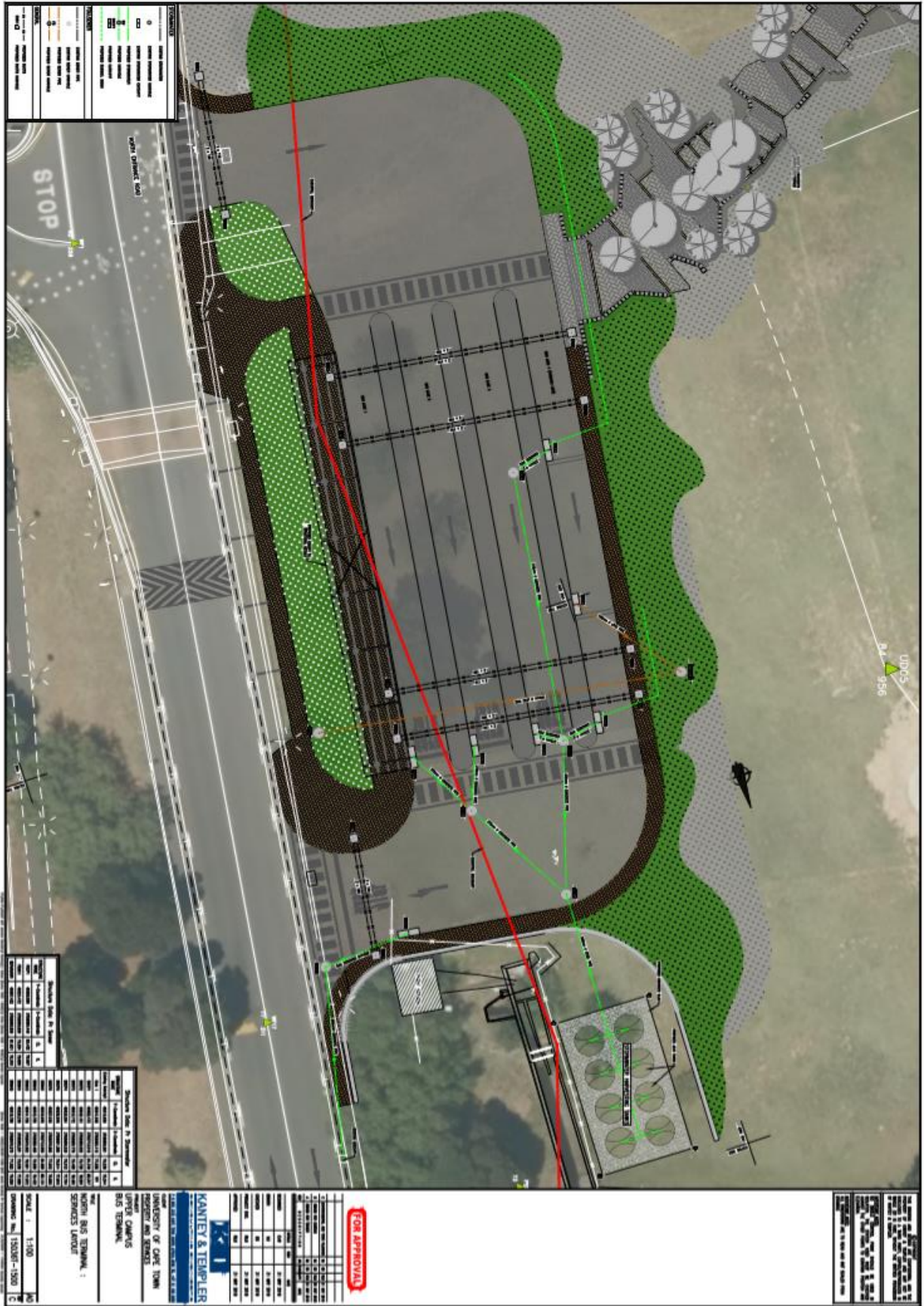


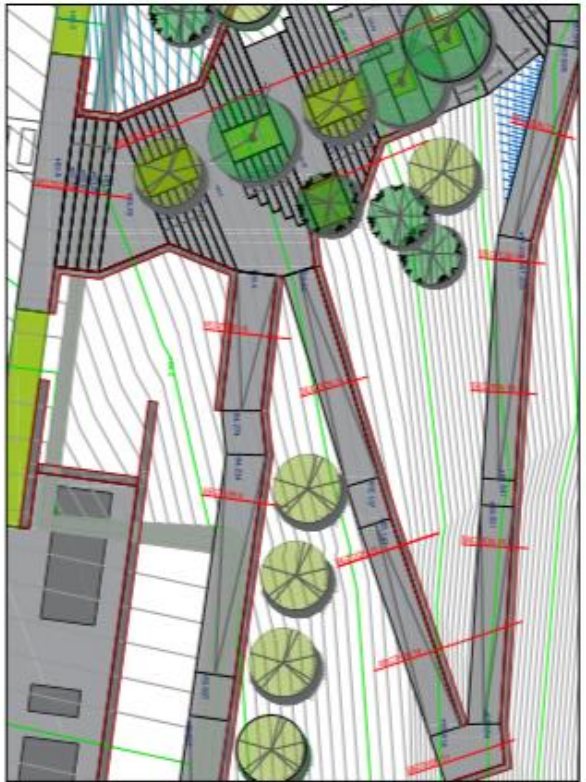




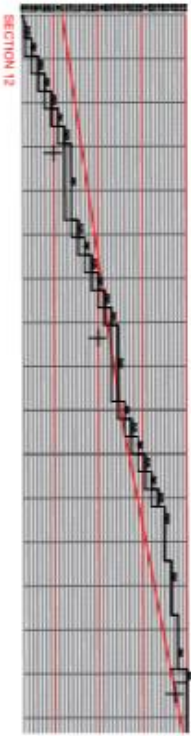
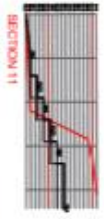








Sections 9 - 21



**Landscape Design Process: Sections**  
*UCT North Stop*



UNIVERSITY OF CAPE TOWN  
SCHOOL OF ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
LEGEND:

|           |            |            |            |            |            |            |            |
|-----------|------------|------------|------------|------------|------------|------------|------------|
| SECTION 9 | SECTION 10 | SECTION 11 | SECTION 12 | SECTION 13 | SECTION 14 | SECTION 15 | SECTION 16 |
|-----------|------------|------------|------------|------------|------------|------------|------------|



UNIVERSITY OF CAPE TOWN  
SCHOOL OF ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
LEGEND:

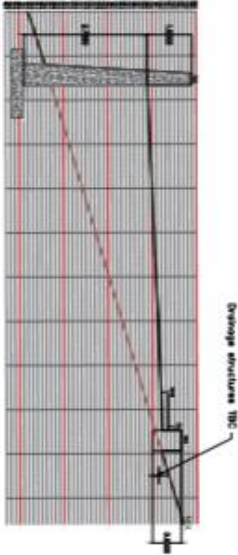
UNIVERSITY OF CAPE TOWN  
SCHOOL OF ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
LEGEND:

FOR INFORMATION

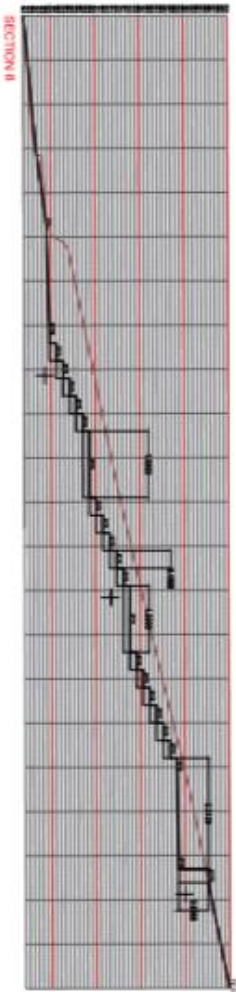




Reference Plan for Sections 1 - 8



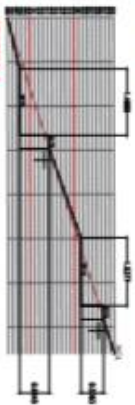
SECTION 1



SECTION 8



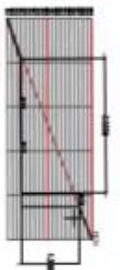
SECTION 2



SECTION 3



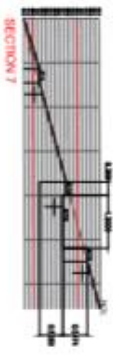
SECTION 4



SECTION 5



SECTION 6



SECTION 7

**Landscape Design Process: Sections**  
UCT North Stop

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UNIVERSITY OF CAPE TOWN  
Faculty of Architecture  
Landscape Design Process: Sections  
UCT North Stop  
Scale: 1:1000  
FOR INFORMATION

## ANNEXURE 4: REASONS FOR THE DECISION

In reaching its decision, the Competent Authority considered, *inter alia*, the following:

- a) The information contained in the Application Form received by this Department on 12 November 2019, and the EMPr submitted together with the BAR for decision-making on 18 February 2020;
- b) Relevant information contained in the Departmental information base, including the Guidelines on Public Participation, Need and Desirability and Alternatives (dated March 2013);
- c) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the NEMA;
- d) The comments received from I&APs and the responses thereto, included in the BAR;
- e) The balancing of negative and positive impacts and proposed mitigation measures; and
- f) No site visit was conducted. The Competent Authority had sufficient information before it to make an informed decision without conducting a site visit.

All information presented to the Competent Authority was taken into account in the consideration of the application for Environmental Authorisation.

A summary of the issues that were considered to be the most significant for the decision is set out below.

### 1. Public Participation

The Public Participation Process ("PPP") undertaken during the pre-application process and formal EIA Application process:

- An advertisement was published in the 'Peoples Post' on 02 April 2019;
- Two (2) notices (one in English and one in Afrikaans) were erected at the south-eastern corner of the site just off North Entrance Road of the Upper Campus of the University Cape Town, one (1) notice was erected at the north-eastern corner of the site just off North Entrance Road of the Upper Campus of the University Cape Town and one (1) notice was erected at the south-western footpath off the existing main parking area of the Upper Campus of the University Cape Town;
- A Background Information Document ("BID") was circulated to I&APs for review and comment from 04 April 2019 to 10 May 2019;
- A notification letter was sent to all registered I&APs on the availability of the pre-application BAR for review and comment from 04 April 2019 to 10 May 2019;
- A notification letter was sent to all registered I&APs on the availability of the consultation BAR for review and comment from 12 December 2019 to 05 February 2020; and
- A copy of all reports submitted during the pre-application phase and formal EIA application phase was submitted to the Competent Authority, representatives of the relevant State Departments and other Organs of State. They were requested to provide comment on the reports as required in terms of the EIA Regulations, 2014 (as amended).

The following authorities were provided with an opportunity to comment on the development proposal:

- CapeNature;
- Heritage Western Cape;
- City of Cape Town;
- The Western Cape Government: Transport and Public Works; and
- The National Department of Water and Sanitation.

This Department is satisfied that the PPP that was followed met the minimum legal requirements and all the comments raised and responses thereto were included in the comments and responses report. Specific management and mitigation measures have been considered in this Environmental Authorisation and in the EMPr to adequately address significant concerns raised.

## 2. Alternatives

The minor differences between the initial Alternative Layout 1 and the Preferred Layout Alternative are as follows:

- The proposed on-site refuelling of the Jammie Shuttle buses under Layout Alternative 1, which allows for the addition of two 30 000 litre fuel storage tanks has been omitted under the Preferred Layout Alternative;
- The landscaping plan for Alternative Layout 1 was not carried out by a specialist landscape architect and differed substantially from the landscaping plan for the walkway and other areas to be landscaped in the Preferred Layout Alternative, which was informed by a specialist Landscape Architect;
- Provision was made for a larger bus Shelter in the Preferred Layout Alternative as opposed to a small building; and
- An exclusive right turning lane has been added to the Preferred Layout Alternative on the south bound approach in order to avoid queuing of traffic.

### Preferred Alternative (Herewith Authorised)

This Alternative entails the establishment of a bus terminus for the UCT Jammie Shuttle bus services on Erf 30332, Rondebosch that comprises the following:

- The Jammie Shuttle Bus Terminus will be situated off the northern entrance road, an extension of Woolsack Drive on the UCT's Upper Campus;
- The Jammie Shuttle Bus Terminus will be approximately 2300m<sup>2</sup> in size and will replace the existing Upper Campus North bus stop;
- The Jammie Shuttle Bus Terminus will comprise four lanes, three of which will accommodate three of the largest buses in the fleet and the last lane will be utilised as a bypass lane during off-peak periods;
- The road surface of the four lanes will be approximately 3.5m wide and include an island of approximately 2m wide.
- The Jammie Shuttle Bus Terminus will have a dedicated right turning lane;
- The Jammie Shuttle Bus Terminus will additionally serve as a depot during non-operational hours; and
- An exclusive right turn lane on the south bound approach into the Jammie Shuttle Bus Terminus.

The development of the Jammie Shuttle Bus Terminus and associated infrastructure will be implemented in two phases:

#### Phase 1

- The Jammie Shuttle Bus Terminus with overhead structures, retaining wall and platform reserved for future fuel storage will be constructed;
- Adjustments to the current non-motorised infrastructure (pedestrian crossing and speed bump) will be made;
- The construction of walkways in the form of a series of stairs, ramps and platforms;
- Structural shading and proposed trees will be established;
- Seating, step-blocks and retaining walls will be established;
- Limited landscaping including lawn, tree, shrub and groundcover planting will be undertaken; and
- The installation of approximately 15 000L of rainwater tanks.

#### Phase 2

- The establishment of the remainder of stairs, ramps and platforms as well as shading, seating and retaining walls that comprise the overall design; and
- Further design integration between this proposal and the surrounding landscape spaces.

### 'No-Go' Alternative

The 'No-Go' Alternative means abandoning the proposal of developing a Jammie Shuttle Bus Terminus on Erf 30332, Rondebosch and maintaining the status quo. No temporary job creation associated with the development phase of the proposed project would materialise or potential permanent job creation, and no new positive socio-economic spin-offs would arise. The cumulative impacts of the aspects included in the application are deemed to be of low significance. Since the Jammie Shuttle Bus Terminus will be of low impact on the natural biophysical aspects on the site and immediate surroundings and that all potential impacts identified in the specialist studies can be mitigated to acceptable levels, the 'No-Go' Alternative was therefore deemed undesirable.

### **3. Key Factors Affecting the Decision**

In reaching its decision to grant authorisation for the development of the Jammie Shuttle Bus Terminus and associated infrastructure, this Department considered the following:

#### 3.1 Need and Desirability

The site is currently vacant and will be optimized for better utilization of transport infrastructure, which will help ensure more optimal functioning of the Jammie Shuttle bus service.

The proposal conforms to the principles contained in the Integrated Development Plan ("IDP") of the City of Cape Town in that the Jammie Shuttle Bus Terminal on the University of Cape Town campus will allow for the clustering of tertiary facilities together with transport and other activities to maximize the convenience, safety and socio-economic potential of the site.

The main priority for the Jammie Shuttle Bus Terminus in terms of transport planning was to ensure that the facility will have the capacity to accommodate the bus service. The Jammie Shuttle Bus Terminus will replace the existing Upper Campus North bus stop, which is currently the final destination for six (6) routes, the starting point of five (5) routes and a stopover for one (1) other routes. The Jammie Shuttle Bus Terminus will function as a bus station during the operational hours and as a bus depot outside of operational hours.

#### 3.2 Planning Context and Site Description

The relevant local authority will administer the land use planning application matters relating to the development proposal.

#### 3.3 Municipal Services

The development does not require water supply and wastewater treatment from the Municipality. The University of Cape Town has the requisite electricity services immediately available at the site to accommodate the Jammie Shuttle Bus Terminus, connecting all services to the existing City of Cape Town infrastructure. The City of Cape Town in a letter dated 17 May 2019, confirmed that sufficient unallocated capacity exists for the removal of solid waste from the site.

#### 3.4 Heritage Resources

Heritage Western Cape in the correspondence dated 24 August 2019 confirmed that no further action in terms of Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) is required and therefore no specific mitigation is required in respect of heritage resources prior to construction work being commenced with on the site.

Additionally, the applicant will comply with Conditions 19 and 20 of this Environmental Authorisation. This will help to ensure the protection of any heritage resources that may be encountered on the site.

### 3.5 Traffic Impacts

The Traffic Impact Assessment Report compiled by TS Traffic Engineers dated July 2019, contains the following information relating to the traffic impacts associated with the development of the Jammie Shuttle Bus Terminus:

The entrance to the depot will be directly opposite the intersection of Northern Entrance Ring Road and Sport Centre Parking 1 Access Road. The exit from the depot will be 65m south of this intersection. This access spacing and the shoulder sight distance at the exit of the Jammie Shuttle Bus Terminus is acceptable from a traffic impact perspective. An exclusive right turn lane on the southbound approach will be provided. The Jammie Shuttle Bus Terminus will provide parking for the Jammie Shuttles on the University of Cape Town's Upper Campus during non-operational hours.

#### Non-motorised Transport:

Pedestrian crossings are proposed 25m north of the Northern Entrance Ring Road/Sport Centre Parking 1 Access intersection as well as at the entrance and exit of the Jammie Shuttle Bus Terminus. The existing speed bump along Ring Road will be removed and replaced with a raised pedestrian crossing approximately 13m north of this speed bump. The existing pedestrian desire line to the existing Northern Bus Stop will now extend further eastwards towards the Jammie Shuttle Bus Terminus. A pedestrian walkway is proposed between the existing Northern Bus Stop location and the Jammie Shuttle Bus Terminus. The pedestrian route from the western end of the pedestrian walkway through the parking area will be clearly demarcated and aligned with the existing pedestrian crossing across Madiba Crescent.

In view of the above, the impact of the Jammie Shuttle Bus Terminus on traffic can be adequately mitigation.

### 3.6 Biodiversity Impacts

#### 3.6.1 Botanical Impacts

According to the letter of comment from CapeNature dated 31 May 2019, the footprint of the Jammie Shuttle Bus Terminus is classified as 'No Natural' according to the Biodiversity Network for the City of Cape Town and the Western Cape Biodiversity Spatial Plan. The vegetation that would have occurred on the site is Cape Peninsula Fynbos.

The site has undergone complete transformation from a botanical perspective. The site at present only contains kikuyu grass and a handful of stone pine trees, which will be felled as they are located within the footprint of the site. A Landscaping Plan has been compiled and the site will be landscaped with a number of indigenous tree and shrub species (Please see Annexure 3).

In view of the above, the potential negative impact of the development proposal on vegetation will be low.

#### 3.6.2 Wetland/Freshwater Impacts

The letter of comment from CapeNature dated 31 May 2019, states that the site photographs and aerial imagery confirm that the development footprint of the Jammie Shuttle Bus Terminus is completely transformed and is occupied by grassed lawn. There will not be any impact on natural freshwater features as a result of the Jammie Shuttle Bus Terminus. CapeNature does, however, recommend that a

Stormwater Management Plan be required in order to ensure that the runoff from the development footprint is appropriately managed.

An artificial concrete stormwater channel exists that leads from the artificial off channel-dam dam and feeds into the urban stormwater network under the M3 Main Road highway. The dam is located within a drainage channel and has been reinforced with rip rap. No indication of wetland functionality was observed. The dam is located on the same cadastral property but not on the site itself.

In light of the above, the Jammie Shuttle Bus Terminal is deemed acceptable from a freshwater perspective.

### 3.7 Visual Impacts

The general landscape character is sensitive to visual impact but actual site visibility is low. Visual Absorption Capacity ('VAC') is Moderate to High with significant screening afforded by topography, as the slope of the site forms a backdrop to mitigate the Jammie Shuttle Bus Terminus.

In light of the above, the visual impact of the Jammie Shuttle Bus Terminus is deemed acceptable.

### 3.8 Dust and Noise Impacts

The site is ideally positioned from a noise perspective in that there are no sensitive noise receptors and adjacent roads are readily used as a bus route for the Jammie Shuttle Service. The noise impacts of the Jammie Shuttle Bus Terminus on M3 Main Road users, located approximately 120m east of the site, will be limited.

The applicant is required to implement the dust control noise mitigation measures contained in the approved EMP. The implementation of these measures will help to ensure that the potential dust impacts of the development proposal are adequately mitigated.

### 3.9 Socio-economic Impacts

The Jammie Shuttle Bus Terminus will allow for the creation of some temporary employment opportunities during the development phase as well as skills acquisition.

The development proposal will result in both negative and positive impacts.

Negative impacts may include:

- Potential damage to roads by large trucks and other heavy construction vehicles during the development phase;
- Potential traffic congestion during the development phase;
- Some visual scarring, light, noise and dust impacts particularly during the development and operational phases.

The Competent Authority took into consideration the abovementioned negative impacts and although some impacts cannot altogether be prevented/avoided, they can be mitigated/reduced to acceptable levels.

Positive impacts include:

- The creation of temporary employment opportunities during the development phase;
- The landscaping of the site with a number of indigenous tree and shrub species; and



- The dual functioning of the Jammie Shuttle Bus Terminus as a bus terminus during the operational hours and as a bus depot outside of operational hours.

#### **4. National Environmental Management Act, 1998 (Act No. 107 of 1998) Principles**

The National Environmental Management Principles (set out in section 2 of the NEMA, which apply to the actions of all Organs of State, serve as guidelines by reference to which any Organ of State must exercise any function when taking any decision, and which must guide the interpretation, administration and implementation of any other law concerned with the protection or management of the environment), *inter alia*, provides for:

- the effects of decisions on all aspects of the environment to be taken into account;
- the consideration, assessment and evaluation of the social, economic and environmental impacts of activity (disadvantages and benefits), and for decisions to be appropriate in the light of such consideration and assessment;
- the co-ordination and harmonisation of policies, legislation and actions relating to the environment;
- the resolving of actual or potential conflicts of interest between Organs of State through conflict resolution procedures; and
- the selection of the best practicable environmental option.

#### **5. Conclusion**

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPr, the Competent Authority is satisfied that the authorised listed activities will not conflict with the general objectives of Integrated Environmental Management stipulated in Chapter 5 of the NEMA and that any potentially detrimental environmental impacts resulting from the undertaking of the listed activities can be mitigated to acceptable levels.

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