

4 June 2021

**COMBINED BASIC ASSESSMENT PROCESS FOR THE PROPOSED DEVELOPMENT OF THE MYCITI WYNBERG BUS DEPOT ON A PORTION OF ERF 91191, ERF 90470, AND ERF 90475-RE, WYNBERG
DEA&DP Pre-Application Reference Number: 16/3/3/6/7/1/A6/96/2034/21**

**FOCUS GROUP MEETING WITH CITY INFORMAL SETTLEMENTS AND
PLANNING AND DEVELOPMENT BRANCHES
Minutes of Meeting_FINAL**

DATE: 27 May 2021
VENUE: MS Teams
TIME: 13:30 – 14:45
ARRANGED BY: Chand
FACILITATOR: Marielle Penwarden and Natalie Billings

1. Attendees

FULL NAME	INITIAL	ORGANISATION
Natalie Billings	NB	City of Cape Town: Transport Planning – Public Transport Management
Levona Powell	LP	City of Cape Town: Informal Settlements (South and Central Areas)
Gregory Exford (arrived during meeting)	GE	City of Cape Town: Informal Settlements
Emil Sinclair	ES	City of Cape Town: Planning and Development
Neil Eybers	NE	City of Cape Town: Planning and Development
Marielle Penwarden	MP	Chand Environmental Consultants

2. Apologies

- Waleed Adams (City of Cape Town: Informal Settlements)

3. Agenda

- Welcome and Introduction
- Informal Settlements Projects/ Desires for Bonnytown
- Discussion
- Close

4. Discussion

Note that the discussion was guided by the presentation of the proposed draft site plan, attached as Appendix A.

4.1 Welcome and Introduction

- a) MP welcomed attendees to the meeting and thanked everyone for making the time to attend.
- b) All attendees introduced themselves.

4.2 Informal Settlements Projects/ Desires for Bonnytoun

- a) NB clarified that the proposed layout (refer to Appendix A) does not encroach into the Bonnytoun Informal Settlement, but that it is adjacent thereto.
- b) LP indicated that she had requested this meeting with the hope of being able to align the needs of the Wynberg Depot project and the Bonnytoun community such that certain aspects of the project could do something positive for the Bonnytoun community.
- c) LP listed some key provisions that would be desirable for the Bonnytoun community, including providing the informal settlement with municipal services such as sanitation and water, cleaning up and neatening up the informal settlement, providing fencing around the informal settlement in order to control vagrancy into the community and to provide a safer area for children to move around in, as well as a play area for the children in the community.
- d) LP also added that making use of local labour for the construction and operation of the bus depot would be ideal.
- e) NB highlighted an important point regarding the potential for employment of people from the community, explaining that the proposed depot would be phased and that initially, buses would only make use of the site during the day and would really only contain a security kiosk and small driver processing office, with the rest of the area being paved. She also stated that the rest of the depot would be constructed at a later stage. NB added that the model for the depots is for the City of Cape Town to construct them, and then the operation thereof makes use of a Vehicle Operator Contract (VOC), which comprises of management entities that run the operations of the facilities. NB noted that these entities are typically staffed by taxi operators in order to compensate them for lost routes as a result of the MyCiTi bus services. NB concluded that this arrangement makes it impossible to promise long-term jobs to those outside of the VOC.
- f) NB did indicate, however, that the construction contract would require that the Contractor makes use of local labour, and this could provide short-term employment opportunity for certain members of the Bonnytoun community with the relevant skills.
- g) Regarding potentially servicing the Bonnytoun community, NB indicated that the proposed serviceable buildings (as per the layout in Appendix A), are located far from the Bonnytoun community and it would be expensive to fund additional service lines, particularly as no services are required around the staging areas (which comprise most of the depot area).
- h) LP also made a point on the provision of housing (particularly when considering development of a depot on the site, as opposed to housing), explaining that the City of Cape Town has a standard approach to providing state housing and that the same advice in this regard has been previously provided to the Bonnytoun community, namely, that those wishing to apply for houses must register their names on the housing list for placement.

4.3 Discussion

- a) ES explained that there is a greater intention for the area afoot which includes the optimisation and rationalisation of a "Wynberg Sports Precinct" which would make use of certain areas for sports facilities and consolidate the management thereof, as well as other areas for uses such as commercial development and residential use. He added that the City of Cape Town is currently devising such a Development Framework and that this framework and proposed Wynberg depot, as well as the way the Bonnytoun community is addressed should align from a spatial planning perspective.
- b) GE indicated that there is such liquidity within typical informal settlement that it is challenging to plan long-term, however he advised that a significant challenge is uncontrolled vagrancy and invasion of land. GE concluded by stating that it is important that the planning for the area protect the Bonnytoun community as well as the proposed Wynberg Depot.
- c) GE added to LP's input (indicated in section 4.2) by stating that it would be useful to have a discussion with the engineering team within Informal Settlements to get an understanding of the technical requirements for service provision.
- d) MP queried whether the fencing around the community and the re-alignment and formalisation of the access road to Bonnytoun as part of the proposed development would be sufficient and GE responded that it is a start, but that further internal engagement within the City of Cape Town, amongst relevant branches, would be required to best align on development intentions for the area.
- e) NB highlighted that there may be a challenge in terms of provision of funding for projects outside of the Wynberg Depot/transport infrastructure budget, given that the source of funding

(i.e., through public transport national grant funding- PTNG) is strictly limited to transport infrastructure.

- f) MP noted that the various City of Cape Town branches would then set up an inter-departmental meeting to align at a planning and precinct level and indicated that this meeting would not specifically form part of the Basic Assessment process for the proposed Wynberg Depot. She added that, in terms of the specific project at hand and the associated Basic Assessment process, the Basic Assessment process would proceed, noting that fencing and a re-aligned and formalised access road would be provided to Bonnytoun as part of the proposed development and that the Bonnytoun community and various City of Cape Town branches would have an opportunity to comment on the pre-application Draft Basic Assessment report when it is distributed for public comment.
- g) Concluding action items are indicated in Table 1 below.

Table 1 Action Items

No.	Action	Responsible Party	Due Date
1.	The City of Cape Town branches present at this meeting, as well as potentially their colleagues from Informal Settlements: Engineering and Roads and Stormwater branches, would reconvene internally (i.e., outside of this particular Basic Assessment process) to discuss the alignment of their various current projects in the area.	NB	NA- not part of the Basic Assessment process
2.	The Basic Assessment process will move forward noting that a re-aligned access road and fencing would be provided to the Bonnytoun community through the proposed development, and also noting that the various City of Cape Town branches in attendance (among others) will be afforded an opportunity to comment on the pre-application Draft Basic Assessment Report, when it is distributed for public comment.	MP (and subsequently attendees for comment)	Approximately July/August 2021

4.4 Close

- a) MP thanked all attendees for their time and input, and then closed the meeting at 14:45.