



Xavier Rosenberg

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Ref: Eng21-1545

2021-03-18

GIBB (Pty) Ltd
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Attention: Mr Edward Hawkesley

**ELECTRICITY SUPPLY CAPACITY
ELECTRICITY SUPPLY DEVELOPMENT CONDITIONS FOR THE PROPOSED NEW IRT (MyCiti) BUS DEPOT
ON ERF 91191 & 90475-RE, WYNBERG**

I refer to your email dated 2021-03-01 for confirmation of electricity capacity and advise as follows:

The capacity requirement for the abovementioned site, as indicated by you, is 500 kVA for Option 1 and 2 MVA for Option 2.

The City's high voltage transmission network currently does have sufficient capacity to cater for the requirements of the proposed development. Existing electrical infrastructure in the area will facilitate a connection to meet the immediate power requirement for Option 1. The Option 2 demand for the development will be provided upon completion of Barnstaple substation building modification, GIS switchgear installation and installing of a 120mm² Al 11kV cable over a distance of 300 meters from the aforementioned substation. A minimum period of 24 months should be allowed for this.

Please note that this capacity is not reserved for any particular development and will be made available to applicants as and when applications and payment for new or upgraded connections are received.

In view of the current national electricity shortage, measures have been implemented to restrict growth in electricity demand and use of electrical energy. The following must be noted in this regard:

- The property owner is required to include in the development measures to improve energy efficiency to reduce the consumption of electricity. Applicable requirements will be made available as part of the quotation process.
- Energy efficiency requirements will depend on the authorised capacity applied for, as detailed in the document "Energy Efficiency Requirements". The latest copy can be found at the following site: www.capetown.gov.za/ElecServiceForms

- Owners shall conform to any conservation or rationing programme implemented by a sphere of government or relevant regulating body by reducing their electricity consumption as required in terms of such a programme.

These restrictions may be adapted as restrictions placed on the electricity supply to the City are modified. Applications for a connection to the City's electricity network will be subject to the conditions applicable at the time.

The property owner will be required to submit an electricity reticulation design report to the Director: Electricity Generation and Distribution for approval. Such a report shall set out the necessary detail of the proposed infrastructure to be handed over to the City in terms of the Electricity Supply By-Law and shall be prepared by a consulting electrical engineering practitioner registered with ECSA in the appropriate category. The Director: Electricity Generation and Distribution may decide at design stage, based on the likely impact of the development on the distribution network and the complexity of its internal reticulation, that such a report is not required.

Yours faithfully

A handwritten signature in black ink, consisting of several vertical strokes followed by a curved line extending to the right.

for DIRECTOR: ELECTRICITY GENERATION & DISTRIBUTION



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

TRANSPORT
INTEGRATED TRANSPORT PORTFOLIO

Natalie Billings *Pr Arch 6734*
PPO_Transport Implementation_IRT Infrastructure

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NEW IRT MYCITI PH2 BUS DEPOT, WYNBERG

7 JULY 2021

ATTENTION: To whom it may concern

Dear Sir/Madam

CONFIRMATION THAT WASTE WILL BE PRIVATELY REMOVED

On behalf of our Transport Operational team, I hereby confirm the standard method of waste removal at our MyCiTi bus depots, which will be applied at the Wynberg Depot, currently being planned:

The bus depot will be managed by a Vehicle Operating Company who will be required to arrange for private waste removal. There will be no dependency on the City of Cape Town's waste removal services.

The various forms of waste produced at this depot, will be collected in wheelie bins and tips, stored on site for removal by a private contractor.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'N. Billings'.

NATALIE BILLINGS *Pr Arch 6734*



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.

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25 January 2018

Our Ref: 20171214 Y

Your Ref: J35438

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COMMENT ON WATER AND SANITATION DEVELOPMENT CONDITIONS FOR THE PROPOSED NEW IRT BUS DEPOT ON ERF 91191 & 90475-RE, WYNBERG

Background

GIBB engineering and architecture has submitted an application to consider the impact on the existing water and sanitation infrastructure by the proposed MyCiti Bus Depot on Erf 91191 and 90475-RE, Wynberg.

The information provided in this report is based on City of Cape Town master plan model as well as comments from relevant branches of the department. The report provides an overview of the existing water and sewer infrastructure near the development, associated conditions and technical requirements to be implemented with respect to this application.

The proposed water and sewer requirements are tabled below:

Description		Potable Water Demand		Sewer Flow	
ERVEN	Units	Total AADD (kl/d)	Peak Flow (l/s) (PF=4.0)	Total ADWF * (kl/d)	Peak Flow (Dry weather) (l/s) (PF=3.5)
91191 90475-Re	Bus depot	67.8	5.49	61.0	2.46

*Calculated at 90% of AADD

Water Reticulation

www.capetown.gov.za

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There is a 225mmØ main to the north of Wetton road with a flow $Q= 10.72$ l/s, a velocity $v=0.27$ m/s, an Average and static head of 81.86m and 86.65m respectively. The additional peak demand of 5.49 l/s will increase the velocity in the pipeline to 0.41m/s.

This supply main has sufficient capacity to accommodate the development.

There is a water main road crossing of 110mm in diameter to west of the development. Our records indicate that there is currently no draw off from this main. If this is a dedicated supply to the development it would have sufficient capacity to supply the development.

It should be noted that under drought conditions the water network will be exposed to extreme pressure management. The developer is also encouraged to incorporate water demand management interventions in the development.

See figure 1 & 2 for details of the water network.

Bulk Water

The bulk water branch has not yet provided input on the proposed development. On receiving direct input this comment may be revised.

No infrastructure under the control of the City of Cape Town's Bulk Water Branch exists in the immediate vicinity of the proposed development shown in the application.

It is anticipated that the City of Cape Town's Bulk supply system has sufficient capacity to accommodate the development.

Sewer Reticulation

The nearest sewer is a 300mm bulk sewer in Prince George Drive which will require the sewer to be pumped from the development to the main as the development will be in low lying area.

There is a 375mm collector sewer to the south of the proposed development, this gravity main and the downstream network has adequate relative spare capacity to accommodate the additional sewerage. There is a minute possibility to gravity feed to this main, alternatively sewer will have to be pumped to this main.

The downstream system has sufficient spare capacity to accommodate the development.

See Figure 3 & 4 for details of the surrounding sewer network

Wastewater treatment

The sewer network falls within the catchment of Cape Flats wastewater treatment works (WWTW), the plant has sufficient spare capacity to treat the sewerage contribution from the bus depot.

Master planning

Erven 91191 and 90475-RE Wynberg have been identified as Future Developed Area (FDA) ID 1506 which has been earmarked for low income residential housing with a bulk AADD of 106.7 kl/day and an ADWF of 70.7 kl/day. The proposed bus depot usage falls within these allocations.

Conclusion

The existing water reticulation network can adequately supply the peak demand with adequate pressure. The downstream sewer network has no constraints. The Cape Flats WWTW has sufficient unallocated capacity to treat the sewerage contribution.

Conditions

The development can proceed if the following conditions are met:

1. Development contributions is payable as per the DC policy, to be quantified by the Reticulation District Head.
2. If the development requires a sewer pump station, it will be private and will have to be operated and maintained by the developer.

Technical Requirements

3. Water and Sanitation municipal service designs to be designed according to Departmental Service Standards and be approved prior to construction.
4. The water and sewer capacities allocated according to this document, if not taken up, shall not be reserved beyond the lesser of 5 years or the approved development period.
5. The owner is responsible for application for the new water metered connection at the standard tariff to the Reticulation District Head. If an existing water meter is not accessible, this will include for the repositioning of the meter.

General/ Disclaimer

1. Information provided is based on best available data.
2. The flows and pressures provided in this comment are theoretical and not measured.

Yours Faithfully

2018/01/25

X 

Signed by: Shamile Manie

On behalf of

Peter Flower

DIRECTOR: WATER & SANITATION DEPARTMENT

Appendix C

Existing Sewer and Water Networks (GIS Data)