

## **SITE SENSITIVITY VERIFICATION REPORT**

### **Proposed Wynberg Bus Depot on a portion of Erf 91191, Erf 90470 & Erf 90475-RE, Wynberg**

#### **INTRODUCTION AND SCOPE:**

The "Protocols for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes ("the Protocols") were promulgated in Government Notice No. 320, published in Government Gazette No. 43110 on 20 March 2020 and came into effect on 9 May 2020. The Protocols are allowed for in terms of Sections 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA").

The Protocols must be complied with for every new application for Environmental Authorisation that is submitted after 9 May 2020. According to the Protocols, the EAP must verify the current use of the site in question and its environmental sensitivity as identified by the screening tool to determine the need for specialist inputs in relation to the themes included in the Protocols. This document serves as the Site Sensitivity Verification Report for the proposed Wynberg bus depot (with the project description as per the Notice of Intent to submit an Application for Environmental Authorisation (NOI) submitted 5 March 2021).

The location of the proposed development is shown in the aerial image included as Figure 1 and the surrounding context is indicated Figure 2. This site sensitivity verification relates to all five respective screening reports for the above-mentioned proposed development elements that comprise the project and environmental application.

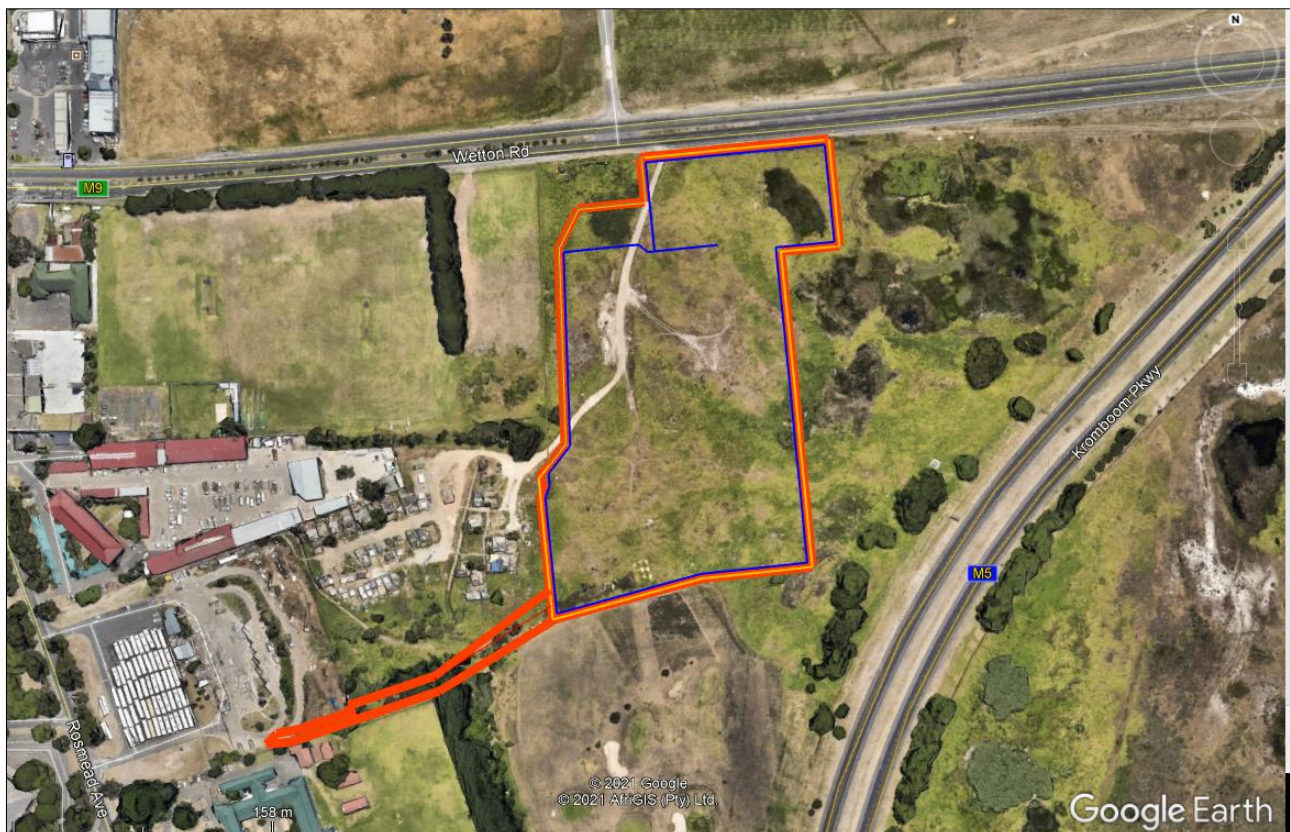


Figure 1: Proposed Site Footprint (generated using Google Earth Pro, 06/04/2021)



Figure 2: Greater Site Context (generated using Google Earth)

**SENSITIVITY VERIFICATION METHODOLOGY:**

The site sensitivity verification statement was compiled by the EAP, Marielle Penwarden (Pr. EAP. 2019/1998), and is based on:

- Site visits undertaken on 19 September 2018 and 18 February 2021;
- A desktop investigation using biodiversity and land use mapping tools (BGIS, Cape Farm Mapper, City of Cape Town Zoning Viewer, etc.);
- A Site Survey undertaken by Joubert & brink Surveys, dated March 2020; and
- Information recorded in draft specialist reports for this project (noting that full specialist reports will be provided as part of the pre-application Draft Basic Assessment Report) and the NOI submitted 5 March 2021).

**SITE SENSITIVITY VERIFICATION:**

The table below, supporting photographs and maps serve to:

- Verify land use and sensitivities identified in the screening report; and
- Confirm / refute the need for the various specialist inputs called for in terms of the screening tool report.

SENSITIVITY AND SPECIALIST INPUT IDENTIFIED IN TERMS OF THE DEFF SCREENING TOOL	VERIFICATION OF SITE-SPECIFIC SENSITIVITY AND MOTIVATION ON THE NEED FOR SPECIALIST INVESTIGATION
<p><b>Agricultural theme</b> High sensitivity</p>	<p>The STR notes that the land has moderate to high land capability, this is because the site's land capability evaluation values classify it within the high sensitivity class (Lanz, 2021).</p>



<p>Necessitating an agricultural impact assessment (in accordance with the protocol prescribed in GNR 320).</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>The agricultural sensitivity, as identified by the screening tool, is disputed (Lanz, 2021). The motivation for disputing the sensitivity is that the screening tool does not take zoning or any urban land use or designation into account when classifying agricultural sensitivity (Lanz, 2021). Even land occupied by buildings, in the middle of a city, can still be classified as high agricultural sensitivity by the screening tool, which obviously makes no sense. In reality, such land has zero potential for agricultural production and therefore for being high agricultural sensitivity (Lanz, 2021).</p> <p>Likewise, the classification of high agricultural sensitivity in this case does not take account of the fact that the different erven on the site are zoned for a combination of Public Open Space (OS2), Public Road and Public Parking (T2), and Community 1: Utility and Public Open Space (Lanz, 2021). This zoning negates any agricultural production potential on the site. The site cannot, therefore, be considered to be of anything but low agricultural sensitivity, in terms of the available sensitivity categories, which are: low; medium; high; and very high (Lanz, 2021).</p> <p>An Agricultural Compliance Statement detailing the above explanation will be included in the Basic Assessment process and appended to the pre-application Draft Basic Assessment Report.</p>
<p><b>Animal Species theme</b> High sensitivity</p> <p>Necessitating an animal species assessment (Animal Species Assessment Protocols)</p> <p>Actual Sensitivity: <b>Medium</b></p>	<p>The Species Environmental Assessment guideline (SANBI, 2020) was applied to assess the Site Ecological Importance (SEI) of the site. The faunal habitats present on site, and the species of conservation concern were assessed based on their conservation importance (CI)<sup>1</sup>, functional integrity (FI)<sup>2</sup> and receptor resilience (RR) (CES, June 2020).</p> <p>Based on these indicators, the degraded depression wetland on site is considered to have a very low SEI at habitat level (CES, June 2020). The species level SEI assessment of the WLT concluded that the species is considered to have a high CI (given the 'Endangered' status), and because the site may offer a corridor to non-breeding season across transformed habitat, especially given the busy road network surrounding it, the FI of the species is considered to be low (CES, June 2020). The project area has a have a High RR and thus a Medium SEI (CES, December 2020).</p> <p>A Faunal Impact Assessment and Animal Species Assessment, noting that the report will also address avian species, will be included in the post-application Draft Basic Assessment Report.</p>
<p><b>Aquatic biodiversity theme</b> Very high sensitivity</p>	<p>The development footprint for the preferred alternative for the proposed bus depot has been devised to remain solely within the "less degraded" wetland identified by Steytler &amp; Mugabe (2021).</p>

<sup>1</sup> **Conservation Importance (CI)** is the importance of a site for supporting biodiversity features of conservation concern present e.g., populations of IUCN Threatened and Near-Threatened species (CR, EN, VU & NT), Rare, range-restricted species, globally significant populations of congregator species, and areas of threatened ecosystem types, through predominantly natural processes.

<sup>2</sup> **Functional Integrity (FI)** is a measure of the ecological condition of the impact receptor as determined by its remaining intact and functional area, its connectivity to other natural areas and the degree of current persistent ecological impacts.

Necessitating an aquatic biodiversity impact assessment (in accordance with the protocol prescribed in GNR 320, Aquatic Biodiversity Assessment Protocols).

Actual Sensitivity: **Low, but loss of wetland would occur**

In terms of wetland and aquatic ecosystem classification user manual (Ollis *et. al.* 2013) the wetland can be classified as comprising a single depression wetland (Steytler & Mugabe, 2021).

The results of the assessment of the ecological health of the depression wetland are summarised in Table 1.

Table 1 Freshwater Ecological Status of Wetlands on Site (source: Steytler & Mugabe, 2021)

Indice	Overall Result	Key reasons:
<i>Unit 1 (degraded portion of depression wetland)</i>		
WET-Ecoservices	Moderately Low	<ul style="list-style-type: none"> <li>The services of potentially greatest importance were flood attenuation, nitrate removal, erosion control, carbon storage and maintenance of biodiversity which were all in the <b>Intermediate</b> range with erosion control scoring the highest.</li> <li>The importance of the unit to attenuate floods (<b>Intermediate</b> score) is mostly attributable to the inwardly draining nature of the unit (being a depression) which results in little or no outward flow during storm events. Being a depression, the wetland does not provide any regulation of streamflow.</li> <li>The unit scored <b>Moderately Low</b> on the removal of phosphates and toxicant removal, primarily attributed to the likelihood of these contaminant sources in the catchment and less so with the actual capacity of the wetland to remove these contaminants.</li> <li>The unit scored poorly in its ability to trap sediment, attributed partly to the wetland type which lacks any channel and also the flat topography.</li> <li>While the unit showed an <b>Intermediate</b> likelihood of providing education and research owing to its significant size and easy access, the unit also scored <b>Moderately Low</b> for the provision of direct socio-economic benefits such as harvestable materials and production of foods, tourism, and education because the wetland, while having useable resources, is in fact not used by any local community in this way.</li> </ul>
PES	Category "E"	<ul style="list-style-type: none"> <li>The key hydrological impacts are due to the hardening of the catchment as a result of urban development and infilling and compaction of the wetland area as a result of dumping of rubble and other solid waste. These activities have altered the Unit's water retention and distribution patterns and caused an increase in stormwater flows.</li> <li>The dumping of rubble, occasional mowing and clearing of vegetation, as well as the extent of transformation to vegetation dominated by alien invasive vegetation has resulted in reduced surface roughness.</li> <li>In terms of vegetation a significant part of the unit has been transformed by historical excavation and infilling and dumping of rubble and other solid waste which has caused the loss of indigenous vegetation and encouraged alien vegetation infestation, especially kikuyu grass, <i>Acacia saligna</i> (Port Jackson willow) and <i>Acacia longifolia</i> (long leaved wattle). An additional impact on the vegetation has been fire which appears to have been caused as a result of the burning of cables which takes place frequently at the site.</li> </ul>

			<ul style="list-style-type: none"> <li>Hydrology, geomorphology, and vegetation are predicted to continue on a downward trajectory (i.e., an increasingly impacted condition in the future) as there is evidence of continuing dumping and proliferation of invasive alien species. The accessibility of the site (due to it not being fenced off) and the presence of an informal settlement adjacent to the site are factors contributing to the continued downward trajectory.</li> </ul>
	EIS	Low/marginal	<ul style="list-style-type: none"> <li>The unit is assessed as not being of any importance for biodiversity support as the site has been used for dumping, excavation and other forms of human disturbance which has completely transformed the wetland. Furthermore: <ul style="list-style-type: none"> <li>The unit is not known nor is it likely to support any endangered or rare biota or populations of unique species despite falling within the historical distribution of a Critically Endangered terrestrial vegetation type (Cape Flats Sand Fynbos) and an Endangered wetland vegetation type (Peninsula Granite Fynbos).</li> <li>While possibly being used by Endangered <i>Amietophrynus pantherinus</i> (Western Leopard Toad) for dispersal purposes, the site is not known nor is it likely to be an important site for species migration, breeding and/or feeding and no species were observed utilising the site in these ways during the site inspection.</li> <li>The unit is recognised in the WCBSP (2017) or the BioNet (2017) as a "transformed site of conservation significance".</li> <li>At the landscape scale the unit can be regarded as having a low/marginal level of importance particularly in terms of size and rarity (extensive habitat transformation on the Cape Flats has resulted in remnant wetlands being considered rare) and poor protection status of the surrounding vegetation type (<math>\pm 1</math> % of Cape Flats Sand Fynbos is formally conserved). However, it must be noted that the Kenilworth Racecourse Conservation Area (KRCA) is a protected area that lies just north of this site whilst the area to the southeast of the site comprises the Youngsfield area, parts of which are listed in the WCBSP (2017) and BioNet (2017) as irreplaceable high and medium condition sites and restorable irreplaceable sites).</li> </ul> </li> <li>In terms of sensitivity the Unit is not sensitive to changes in floods and is of low sensitivity to changes in low flow owing primarily to its classification as a depression.</li> </ul>
<p>A Freshwater Impact Assessment Report (aligning the specific protocol requirements) will be included in the pre-application Draft Basic Assessment Report.</p>			

<p><b>Archaeological and cultural heritage theme</b> High sensitivity</p> <p>Necessitating archaeological, cultural heritage and palaeontological impact assessments (General Assessment Protocols)</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>It is acknowledged that the site may have archaeological, cultural, heritage or paleontological significance. A Heritage Practitioner and Palaeontologist was contracted to:</p> <ul style="list-style-type: none"> <li>- Screen the site and determine the level of sensitivity;</li> <li>- Identify the need for inputs from an archaeologist and visual impact specialist;</li> <li>- Determine whether any further impact assessments are required;</li> <li>- Prepare and submit a Notice of Intent to Develop to the relevant Heritage authorities.</li> </ul> <p>A Notice of Intent to Develop (NID) has been compiled and submitted to HWC in this regard, who have provided their response thereon. Both have confirmed that there is no reason to believe that the proposed development would impact on heritage resources and so no further assessment in this regard is needed.</p> <p>The NID and HWC response thereto will be included in the pre-application Draft Basic Assessment Report.</p>
<p><b>Civil aviation theme</b> High sensitivity</p> <p>The need for a civil aviation assessment (in accordance with the protocol prescribed in GNR 320)</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>The screening report notes that the site is located within 8km and 15km of a major civil aviation aerodrome and within 15km of a civil aviation radar.</p> <p>It is submitted that the development proposal will not impact on the safety or operations of the aerodrome or have any effect on the airspace or aviation radar because there will be no "air travelling" components to the proposed development and it would not emit any signals for telecommunications (i.e. it does not include any telecommunications towers or infrastructure in the proposed development) other than by making use of the existing telecommunications infrastructure in the area for internet and phone connections. The EAP recognises that the proposed depot would be new infrastructure in the landscape and occupy a minor area of airspace, however, the height of these structures are to be similar to those of the surrounding context (refer to Figure 2) and are such that they will not affect the airspace available for movement of aeroplanes or impact on the safety of civil aviation in any way.</p> <p>As such, there is no civil aviation sensitivity attached to this development proposal, and no specialist assessment will be undertaken.</p>
<p><b>Defence theme</b> Very High sensitivity</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>The screening reports identify the site area as a 'military and defence site', but no further details are required in this respect. The medium sensitivity for this theme is presumably due to the site falling within a 500m radius of the Youngsfield military base in Wynberg.</p> <p>None of the components comprising the development proposal will compromise the ability of the defence force to defend the area against any unrest / threats on security. The proposed development is separated from the Youngsfield Military base by a major road (i.e., the M5) as well as two large areas of open space (noting that the Youngsfield conservation area is one of these, to the east of the M5). Although the proposed development and the base access their sites via Wetton Road, the access point for the proposed depot would be far from the Youngsfield Military base and the emergency exit route for the bus depot would exit via the Waste Transfer Station to Rosmead Avenue (refer to Figure 1).</p>

	<p>The development as proposed therefore presents no defence sensitivity and therefore, no specialist investigations are deemed necessary.</p>
<p><b>Palaeontological theme</b> Low sensitivity</p> <p>Necessitating a palaeontological assessment (General Assessment Protocols)</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>A palaeontological screening was contemplated as part of the Heritage Screening and NID described above. No significant resources in this regard have been identified.</p> <p>The NID and HWC response thereto will be included in the pre-application Draft Basic Assessment Report.</p>
<p><b>Plant species theme</b> Very High sensitivity</p> <p>Necessitating a plant species assessment (General Assessment Protocols).</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>The site is completely (+99%) covered with exotic grass and invasive alien plants (IAP's), there is almost no indigenous species present (let alone cover) thus no species of conservation concern and being a non-ecologically managed open space within an urban environment there is no natural fire regime (Altern, 2021).</p> <p>With most of the dry areas (within the less degraded wetland areas within the site) comprising an impenetrable mat of <i>Vicia sativa</i> covered <i>Pennisetum clandestinum</i> there are very limited and occasional instances where individual plants are found (Altern, 2021). During a 2018 site visit one plant of interest <i>Pterygodium orobanchoides</i> was encountered along with two small (&lt;15 plants) patches of <i>Chasmanthe floribunda</i> on the bus depot portion of the site (Altern, 2021) (refer to Figure 3). Both these species are however listed as being of, 'Least Concern' 3(Altern, 2021).</p> <div data-bbox="564 1173 1286 1733" data-label="Figure"> </div> <p>Figure 3 Location of Indigenous Vegetation on Site (source: Altern, 2021)</p> <p>A Terrestrial Biodiversity Impact Assessment (aligned with requirements of the protocols) will be included in the pre-application Draft Basic Assessment Report, and this report will note plant species on the site, but none exist on site and the report would note the above explanation.</p>

<sup>3</sup> According to the Red List of South African Plants- Raimondo *et al*, 2009

<p><b>Terrestrial biodiversity theme</b> Very high sensitivity</p> <p>Necessitating a terrestrial biodiversity impact assessment and a plant species assessment (Terrestrial Biodiversity Assessment Protocols)</p> <p>Actual Sensitivity: <b>Low</b></p>	<p>On the 2017 City of Cape Town Biodiversity Network (BioNet) the area is listed as an OESA (Other Ecological Support Area, Buffer 2) (Altern, 2021). This listing is ascribed to transformed sites of conservation significance. These listed sites are described according to the SANBI BGIS as, 'an open space transformed by agriculture or other activities, essential for protected sites (Altern, 2021). The significance of this site is that of 'local significance' in that it is required for long-term ecological functioning of natural ecosystems and the OESA significance is listed as, 'Animal Movement' (likely amphibian) (Altern, 2021). Loss would result in degradation of ecological processes &amp; potential loss of biodiversity elements (Altern, 2021).</p> <p>The prescribed objective according to the City of Cape Towns 'BioNet' is to maintain the area as open space &amp; where appropriate restore degraded land to natural or near-natural for improved ecological functioning (Altern, 2021). The action needed is recorded as, 'to ensure agricultural activity is compatible with ecosystem processes (Altern, 2021). Where possible, acquire, rezone &amp; rehabilitate. High priority, but low urgency (15 year horizon). The long term vision for these types of listed areas are to restore natural ecosystem structure to some of the area to improve ecological processes'. The area is listed as not being ground-truthed, nor is it managed or proclaimed (in terms of a reserve) (Altern, 2021).</p> <p>The site is irreversibly modified and completely unsuitable for Cape Flats Sand Fynbos to persist (Altern, 2021).</p> <p>A Terrestrial Biodiversity Impact Assessment (aligned with requirements of the protocols) will be included in the pre-application Draft Basic Assessment Report detailing the findings associated with the above summary.</p>
<p><b>Additional specialist studies called for by the Screening Report</b></p>	
<p>Landscape/Visual Impact Assessment (General Assessment Protocols)</p>	<p>It is acknowledged that the proposed development would present a change in the visual landscape in the area. However, the site has been confirmed to be of low sensitivity from a heritage perspective (of which visual and landscape considerations form part).</p> <p>Note that a Landscape Plan would be done, and this would address the aesthetic component of the proposed development, but a full Visual Impact Assessment would not be conducted as the site has already been found to house no heritage/cultural sensitivity by HWC.</p>
<p>Socio-economic Assessment (General Assessment Protocols)</p>	<p>The development area under investigation is transformed through illegal dumping, with wetlands forming on top of the dumped material. While the proposed development is adjacent to the Bonnytoun informal settlement (refer to Figure 2), there are no other sensitive or other socio-economic receptors to take into consideration in terms of the site context or the nature of the development proposal as the site is part of a "state hub" with various government buildings and services located along Rosmead Avenue to the west of the proposed depot.</p> <p>It is not intended to conduct a full socio-economic assessment, given the small-scale nature of the project. However, the socio-economic profile of the local area (municipality and relevant sub-places) would be considered in the Basic Assessment Report, along with the</p>



	<p>financial implications of the proposed development in terms of potential for job creation and the duration of available jobs as well as the creation of access to economic opportunities through the use of the depot for the MyCiti bus services.</p>
<p>The need for a <b>hydrology assessment</b> (General Assessment Protocols)</p>	<p>The site is located in an area with a shallow water table, linked with the upper primary aquifer (Naicker &amp; Muller, 2020). Soil is largely described as “slightly clayey sand”, the soils classify as SM-SC or SC (Brown &amp; Engelsman, 2020). Note that although Steytler &amp; Mugabe (2021) note that an extremely high clay content was noted within dumped fill material, particularly in the raised portion of the north-western corner of the site, this is within the context of that seen in wetlands and formal data in this regard will defer to the findings of the geotechnical investigation. This also implies that there are certain sections of the site that would have higher clay content than others.</p> <p>A groundwater impact assessment will be included in the pre-application Draft Basic Assessment Report.</p>
<p>The need for a <b>noise impact assessment</b> in (Noise Impacts Assessment Protocols)</p>	<p>The proposed development would provide staging facilities for 202 buses, noting that movement of buses to and from the site may not likely be during peak hour traffic. There are also no sensitive noise receptors adjacent to the proposed development, other than the illegal Bonnytoun settlement.</p> <p>A specialist will be conducting an assessment in terms of the sensitivity of the site and the potential impacts of the proposed development to confirm sensitivity and the resultant Noise Assessment will be included in the pre-application Draft Basic Assessment Report.</p>
<p>The need for an <b>ambient air quality impact assessment</b></p>	<p>The proposed development would not entail any industrial process or production activities and would not trigger any Listed Activities in terms of NEM: AQA. The proposed development would also be located within an urban area. Therefore, it is not believed that an ambient air quality assessment would be applicable to the proposed development.</p>
<p>The need for a <b>geotechnical assessment</b> (General Assessment Protocols)</p>	<p>Geotechnical investigations are being undertaken and will be included in the pre-application Draft Basic Assessment Report.</p>
<p>The need for a <b>Traffic impact assessment</b> (General Assessment Protocols)</p>	<p>Traffic and Transportation investigations are being undertaken and will be included in the pre-application Draft Basic Assessment Report.</p>
<p>The need for an <b>avian assessment</b></p>	<p>The proposed development would not comprise of components which typically pose a threat to avian species such as emissions/ emission stacks, turbines, transmission lines, etc. Therefore, the avian impacts would largely be related to habitat and the potential loss thereof.</p> <p>The project area falls within the distribution ranges of 11 threatened bird species, 4 of which are considered ‘Endangered’ and 7 ‘Vulnerable’) (CES, June 2020). Although the site may provide a hunting area to some raptor species such as the Black Harrier (Circus maurus) which is listed as ‘Endangered’, it is unlikely that any of concern use the site as a breeding area (CES, June 2020). The site is dominated by common bird species that are able to easily adapt to urban environments (CES, June 2020).</p>

	Given the above findings, no stand-alone avian impact assessment would be conducted, however the faunal impact assessment would also consider and address the potential for impacts on avian fauna and the report would be included in the pre-application Draft Basic Assessment Report.
<b>Additional studies that will be undertaken but that is not called for by the Screening Report</b>	
<b>Major Hazard Installation (MHI) risk assessment</b>	Given the safety risks associated with fuel and AdBlue storage and handling, an MHI assessment for the proposal will be conducted. This will be undertaken in accordance with the requirements of the MHI Regulations.  The findings and recommendations from this study will be included in the pre-application Draft Basic Assessment Report.
<b>Contamination Investigation</b>	An investigation regarding the composition, extent and possible contamination caused by the illegal dumping will also be included in the pre-application Draft Basic Assessment Report.
<b>Freshwater Offset Report</b>	Given that wetland infilling will be required for the proposed development, as well as the Department of Water and Sanitation stance on "no net wetland loss", freshwater offset calculations and an assessment of a proposed freshwater offset would be included in the pre-application Draft Basic Assessment Report. It is presently proposed to include the stormwater system as an appropriate offset of loss in function (i.e., run-off capture and nutrient assimilation) and that an offset for the loss in habitat is not needed given the severely degraded nature of the wetlands on site (and low sensitivity- see above).

#### **Special note:**

The above discussion highlights the specialist studies that will be undertaken as part of the Basic Assessment process and motivates why certain studies are not warranted in the opinion of the EAP. However, this may change if the DEA&DP or other commenting authorities / interest groups / parties raise valid reasons why any specific studies should be undertaken.

#### **References:**

Altern, S. 15 January 2021. *Botanical Impact Assessment Wynberg IRT Bus Depot*. NCC Environmental Services (Pty) Ltd, Cape Town

Brown, J., & Engelsman, B. October 2020. *Wynberg IRT Depot Geotechnical Investigation*. SRK Consulting (South Africa) (Pty) Ltd, Rondebosch

CES. December 2020. *Addendum Faunal Impact Assessment Proposed Wynberg IRT Bus Depot, Cape Town, WC*. CES Environmental and Social Advisory Services, Cape Town

CES. June 2020. *Proposed Wynberg IRT Bus Depot, Western Cape Province Draft Faunal Impact Assessment*. CES Environmental and Social Advisory Services, Cape Town

Lanz, J. 27 February 2021. *Site sensitivity verification and Agricultural Compliance Statement for Erven 91191, 90475 and 90470, Wynberg, Cape Town*. Johann Lanz, Soil Scientist (Pri.Sci.Nat), Cape Town.

Muller, C. & Naicker, P. 10 December 2020. *Groundwater Impact Assessment for the Proposed MyCiti bus depot in Wynberg*. GEOSS, Stellenbosch

Steytler, N & Mugabe, J.C. 06 January 2021. *Freshwater Impact Assessment: Proposed Wynberg IRT Bus Depot on Erf 91191, Wetton Road, Cape Town, Western Cape*. EnviroSwift (Pty) Ltd, Cape Town

Re: IRT Wynberg Depot Site Sensitivity Verification Report



Naadiya Wookey <Naadiya.Wookey@westerncape.gov.za>

To: Front Desk  
Cc: Keagan-leigh Adriaanse; Marielle Penwarden

Reply Reply All Forward

Mon 2021/04/12 10:06 AM

Dear Laila,

Your email is noted, and the attached document (558KB) has been received in good order.

A formal response will be provided shortly.

Regards,  
Naadiya

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From: Front Desk <[info@chand.co.za](mailto:info@chand.co.za)>

Sent: Tuesday, April 6, 2021 1:48 PM

To: Naadiya Wookey <[Naadiya.Wookey@westerncape.gov.za](mailto:Naadiya.Wookey@westerncape.gov.za)>

Cc: Keagan-leigh Adriaanse <[Keagan-Leigh.Adriaanse@westerncape.gov.za](mailto:Keagan-Leigh.Adriaanse@westerncape.gov.za)>; Marielle Penwarden <[marielle@chand.co.za](mailto:marielle@chand.co.za)>

Subject: IRT Wynberg Depot Site Sensitivity Verification Report

<mailto:marielle@chand.co.za>  
Click or tap to follow link.

Dear Naadiya,

Trust you are well and rested after the long weekend.

As requested in the pre-application meeting, please see attached the Site Sensitivity Verification Report.

Please acknowledge receipt of this email.

Kind Regards,  
Laila Senatore (Administrator)  
**Chand Environmental Consultants**  
P.O. Box 238