CHAND CONSULTANTS

Block A, Plum Park
4 St. Clair Road
Plumstead
7800

TEL: 021 762 3050
FAX: 086 665 7430
E-MAIL: info@chand.co.za

NOTIFICATION OF DECISION OF THE COMPETENT AUTHORITY ON THE APPLICATION FOR ENVIRONMENTAL AUTHORISATION FOR THE PROPOSED PHASE 2 OF THE INTEGRATED RAPID TRANSPORT WYNBERG BUS DEPOT (MYCITI) AND ASSOCIATED INFRASTRUCTURE ON A PORTION OF ERF 90470, THE REMAINDER OF ERF 90475, AND ERF 91191, WYNBERG.

DEA&DP ENVIRONMENTAL AUTHORISATION (EA) REFERENCE NUMBER: 16/3/3/1/A6/96/2008/24
NEAS REFERENCE NUMBER: WCP/EIA/0001401/2024

Date: 30th of August 2024

Dear Registered Interested and Affected Party (I&AP),

You are hereby notified that on **21 August 2024** the Department of Environmental Affairs and Development Planning (DEA&DP) **granted approval** (with conditions) for the proposed Phase 2 of The Integrated Rapid Transport Wynberg Bus Depot (MyCiTi) and associated Infrastructure on a Portion of Erf 90470, the Remainder of Erf 90475, and Erf 91191, Wynberg in terms of the National Environmental Management Act (No. 107 of 1998) (NEMA) and associated Environmental Impact Assessment (EIA) Regulations of 2014 (as amended). The Environmental Authorisation (EA) is also dated the **21st of August 2024.**

The decision has been uploaded to Chand's website and is available for download via this link: https://www.chand.co.za/projects-under-review-2022/

The authorised development entails the infilling of wetlands for the development of a bus depot and associated infrastructure on a portion of Erf 90470, the Remainder of Erf 90475, and Erf 91191, Wynberg. The bus depot will be able to accommodate approximately 202 buses (noting that there would be capacity for up to 202-day time staging and for up to 61 overnight staging buses). The proposed development will include the following components**:**

- Two 14m3 underground diesel storage tanks for refueling purposes. The refueling area will include administrative areas and an additional AdBlue Store area to hold a 280L tank;
- A wash bay, including support buildings;
- Parking areas;
- Workshops for vehicle maintenance and repair purposes;
- A spray booth with associated components for a closed system;
- Administrative buildings for drivers and staff;
- Security buildings at the main entrance;
- Fencing along the perimeter of the site;
- Landscaped areas;
- Stormwater drainage and attenuation infrastructure; and
- An emergency exit road.

The stormwater generated on site will be routed via pipelines to a lined stormwater pond. The stormwater pond will be developed in the north-east corner of the site. Overflow from the pond will run into the natural wetland area located to the east. A combination of gabions and vegetated slopes will be established around the pond for water quality and faunal movement purposes. Boreholes will be established throughout the site for groundwater quality monitoring purposes during the pre-construction and operational phase. Potable water supply, electricity supply and sewerage disposal services will be supplied by the local authority. Refuse removal would be provided by a private contractor. An existing access point to the Bonnytoun settlement will be realigned and formalised to the west of the bus depot. Access to the site will be gained off Wetton Road. The total development footprint will be approximately 4.83ha in extent.

The listed activities will take place on a portion of Erf 90470, the Remainder of Erf 90475, and Erf 91191, Wynberg.

The central site co-ordinate for the proposed development is:

Latitude (S)	34° 0'13.82"
Longitude (E)	18°28'58.20"

The SG digit codes are:

- C01600070009047000000
- C01600070009047500000
- C01600070009119100000

Refer to **Annexure 1: Locality Map** and **Annexure 2: Site Development Plan**

The reasons motivating the DEA&DP's approval are summarised below (Refer to Annexure 3 of the EA for the full reasons of decision):

Public Participation

The public participation process included:

- Identification of and engagement with I&APs;
- Fixing two notice boards at the boundary of the site with one facing Wetton Road and the other facing the Bonnytoun Informal Settlement;
- The placing of a newspaper advertisement in the "Peoples Post" newspaper on 20 February 2024;
- Giving written notice to I&APs and Organs of State having jurisdiction in respect of any aspect of the listed activities on 22 February 2024;
- Making a pre-application BAR available to I&APs for public review for a period of 60 days from 20 July 2021 to 20 September 2021.
- Making a draft BAR available to I&APs for public review for a period of 30 days from 03 May 2023 to 03 June 2023; and
- Making the draft BAR available to I&APs for public review for a period of 30 days from 23 February 2024 to 25 March 2024.

The concerns raised by I&APs were responded to and addressed during the public participation process. The Department is satisfied that the Public Participation Process that was followed met the minimum legal requirements and all the comments raised and responses thereto were included in the comments and response report. Specific management and mitigation measures have been considered in this Environmental Authorisation and in the EMPr to adequately address concerns raised.

Alternatives

Four site alternatives were considered for the proposed development as part of a high-level analysis undertaken as part of an investigation for the wider IRT system to be implemented throughout Cape Town. Wetton Road, Chukker Road, Ottery Road and Sheffield Road were identified as potential sites. Wetton Road was determined to be preferred from a contextual fit perspective and operational and legislative alignment considerations.

Two alternatives and the "no-go" alternative were identified and assessed as follows:

Alternative 1
Alternative 1 entails the development of a bus depot and associated infrastructure on a portion of Erf 90470, the Remainder of Erf 90475, and Erf 91191, Wynberg. Alternative 1 would entail the infilling of wetlands in the areas identified as degraded and less degraded. The total development footprint would be approximately 4.99ha in extent. Alternative 1 does not take cognisance of the constraints and mitigation measures provided by the various specialist and as such is not deemed the preferred alternative.

Alternative 2 (The Preferred Alternative - herewith authorised)

Alternative 2 entails the infilling of wetlands for the development of a bus depot and associated infrastructure on a portion of Erf 90470, the Remainder of Erf 90475, and Erf 91191, Wynberg. The bus depot will be able to accommodate approximately 202 buses (noting that there would be capacity for up to 202-day time staging and for up to 61 overnight staging buses). The proposed development will include the following components**:**

- Two 14m^3 underground diesel storage tanks for refuelling purposes. The refuelling area will include administrative areas and an additional AdBlue Store area to hold a 280L tank;
- A wash bay, including support buildings;
- Parking areas;
- Workshops for vehicle maintenance and repair purposes;
- A spray booth with associated components for a closed system;
- Administrative buildings for drivers and staff;
- Security buildings at the main entrance;
- Fencing along the perimeter of the site;
- Landscaped areas;
- Stormwater drainage and attenuation infrastructure; and
- An emergency exit road.

The stormwater generated on site will be routed via pipelines to a lined stormwater pond. The stormwater pond will be developed in the north-east corner of the site. Overflow from the pond will run into the natural wetland area located to the east. A combination of gabions and vegetated slopes will be established around the pond for water quality and faunal movement purposes. Boreholes will be established throughout the site for groundwater quality monitoring purposes during the pre-construction and operational phase. Potable water supply, electricity supply and sewerage disposal services will be supplied by the local authority. Refuse removal would be provided by a private contractor. An existing access point to the Bonnytoun settlement will be realigned and formalised to the west of the bus depot. Access to the site will be gained off Wetton Road. The total development footprint will be approximately 4.83ha in extent.

Alternative 2 was deemed the Preferred Alternative due to the fact that the reduced development footprint is preferred by the freshwater, faunal and botanical specialists.

<u>"No-Go" Alternative</u>
The "no-go" alternative implies that the "*status quo*" would remain. This alternative is not preferred as it would result in the loss of positive socio-economic impacts in the form of job opportunities and enhanced access to public transport. From a freshwater perspective, solid waste dumping and exposure to fire may continue for the near future due to unrestricted access to the depression wetlands. The proliferation of invasive alien species is also likely to continue the current trajectory of degradation of the wetlands without any management intervention. From a groundwater perspective, the no-go option would forego improvements to water quality and reduced leachate. Given that the proposed development will not result in unacceptable environmental impacts, the No-Go alternative was not warranted.

<u>Need and Desirability</u>

Erf 91191 is zoned as Public Open Space 2, Public Road and Public Parking. Erf 90475-Re is zoned as Community 1: Utility and Public Open Space 2. Erf 90470 is zoned as Community 1: Utility. The proposed development is not in line with the existing land-use rights for the proposed site. Therefore, a land use application will be required in terms of the relevant planning legislation. In terms of the Municipal Spatial Development Framework ("MSDF") (dated 2023), the proposed development site is designated as 'Urban Inner Core' and 'Development Corridor' area. According to the MSDF, desired spatial outcomes and land use guidelines for the Urban Inner Core include diverse and dense land uses in association with current and future public transport infrastructure provision. The proposed IRT bus depot development is aligned with the policies and strategies of the MSDF as it will facilitate the roll-out of high-quality and efficient public transport infrastructure and systems that will contribute towards integrated and sustainable urban growth. The Southern District Plan ("SDP") (dated 2023) designates the site mainly as 'Structuring Open Space', partly as 'Waterbodies' and partly as 'New Development Area'. The site is also indicated as being within a 'Metropolitan Node' and adjacent to a 'Lower Order Development Route' and within a 'Lower Order Development Corridor'. The proposed development is considered inconsistent with the Southern District Plan and requires a deviation from

it. The Southern District Plan inconsistency relates to the 'Waterbodies' and 'Structuring Open Space' spatial designations and their corresponding guidelines, which do not support high-impact developments on environmentally sensitive or identified open space land. Part of the site is located in an area marked as "wetlands" and "Other Ecological Support Area (Buffer 2)" in the Biodiversity Network thematic overlay of the MSDF. As such, the relevant specialists were appointed prior to the application commencing in order to confirm the state of the environment and ensure adequate mitigation measures are incorporated. The relevant specialist studies were conducted to ensure the proposed development could take place sustainably and their recommendations have been included within the EMPr.

Agricultural impacts

An Agricultural Compliance Statement (compiled by Johann Lanz and dated 27 February 2021) was undertaken due to the fact that the Screening Report determined that the proposed site is located within a high sensitivity area from an agricultural perspective. Based on the fact that the proposed site is zoned for public open space, community and transport and is located inside an urban area, the specialist concluded that the proposed site has a low sensitivity from an agricultural perspective. The specialist confirmed (in correspondence dated 31 January 2024) that the findings of 2021 remain unchanged. The Western Cape Department of Agriculture confirmed (in their correspondence dated 14 October 2021) that they do not have a comment on the proposed development.

Geotechnical considerations

A Geotechnical Investigation (compiled by SRK Consulting (South Africa) (Pty) Ltd and dated October 2020) was undertaken to determine the geotechnical aspects of the proposed site. Test pit excavations were undertaken across the proposed site. No test pits were excavated within the wetland area. Disturbed soil samples were collected from the more recent sandy fill and the underlying older refuse horizon. The fill layer thickness varies from 2.2m to 3.5m in places. A perched water table was evident in the test pits. The fill material has not been compacted and may be problematic in terms of settlement.

The specialist indicated that remedial measures will be required to reduce the potential settlement in order to develop the proposed site. Various remedial options were identified by the specialist. Dynamic compaction, rapid impact compaction, and the removal of a portion of the fill, crush and recompact options were identified as suitable remedial options. The recommendations of the specialist will be further considered during the detailed planning and design phase of the proposed development.

Groundwater Impacts

A Groundwater Impact Assessment (compiled by GEOSS South Africa (Pty) Ltd and dated 16 April 2021) was undertaken to determine the potential groundwater impacts associated with the proposed development. The specialist indicated that the proposed site is located above an underlying aquifer that is classified as an intergranular and fractured aquifer. The aquifer's vulnerability to contamination is mapped as being high. Given that the proposed site has a shallow water table, the specialist indicated that the upper intergranular aquifer has a higher likelihood of becoming contaminated. A desktop assessment revealed that there are a number of groundwater users in the surrounding area. The specialist indicated that groundwater monitoring would be required and aquifer recharge should be achieved. The specialist's recommendations with respect to groundwater monitoring boreholes and a monitoring plan have been included in the EMPr. An updated statement from the specialist (dated 14 February 2024) indicated that the assessment of 2021 remains valid and the recommended mitigation measures must be implemented.

Soil Contamination

A Soil Contamination Investigation (compiled by SRK Consulting (South Africa) (Pty) Ltd and dated November 2020) was undertaken to determine the contamination status of the proposed site. Historically, the proposed site was used as a dump site over many decades. Test pit excavations were undertaken for the purposes of the geotechnical investigation. Soil samples were collected from the more recent sandy fill and the underlying older refuse horizon. The results of the soil samples taken in the recent sandy fill indicated that the concentrations of copper and lead exceed the SSV1

ecological threshold (i.e. the protection of ecosystem health), which indicates that the leachate from the material may pose an unacceptable risk to ecological receptors. Soil samples taken in the underlying refuse horizon/waste fill disposed of at the site indicated that concentrations of copper, lead and zinc exceed the SSV1 ecological threshold, while mercury exceeded the ecological threshold in a single sample. No volatile compounds were reported in the fill materials. Groundwater is considered to be a potential pathway for the migration of contaminants from the site. Based on the results, the specialist recommended that the sandy fill is not considered to be contaminated and does not pose an unacceptable risk to human health in an industrial/commercial land use. The specialist further recommended that the abstraction of groundwater at the site is prohibited due to the historical waste body and its proximity to a wetland. The specialist confirmed (in their correspondence dated 12 February 2024) that the findings of the assessment undertaken in 2020 remain valid and unchanged.

A Notice of Identification of an Investigation Area in terms of Section 36(6) of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) ("NEMWA") for the contamination of the Wynberg waste dumping site on Erven 90475/Re, 90470 and 91191, Wynberg was issued by this Department's Directorate: Pollution and Chemicals Management on 20 January 2023. A Part 8 process in terms of the NEMWA was undertaken. After various investigations and specialist studies undertaken as part of the Part 8 process, an Order in terms of Section 38(3) of the NEMWA was issued by this Department's Directorate: Pollution and Chemicals Management on 21 December 2023 (Ref. No. 19/3/5/39). The recommendations of the Order have been included in the EMPr.

Freshwater Impacts

A Freshwater Impact Assessment (compiled by EnviroSwift and dated 14 June 2021) was undertaken to assess the potential freshwater impacts associated with the proposed development. The specialist indicated that based on the City of Cape Town's wetland layer, a number of wetlands are mapped within and adjacent to the proposed site. During the onsite wetland delineation process, the specialist determined that dumped material was prevalent in the central and north-western parts of the proposed site. The north-western part of the proposed site appeared to be a raised area, due to the dumped material. The specialist indicated that the impermeable nature of the dumped material seems to have formed wetland conditions across large parts of this raised area (where wetlands would not ordinarily be expected) allowing the establishment of vegetation. Wetland conditions within the raised area are therefore of unnatural origins, but since the raised area is bound on all sides by natural wetland conditions, the dumped material likely overlies a natural depression wetland. The delineated wetland comprises an area of approximately 11.9ha in extent.

Since the study area is highly impacted and transformed, the specialist identified areas that are "less degraded" and "degraded" on the basis of remnant natural habitat and degree of soil disturbance (i.e., dumped waste and infilling). The less degraded portion of the wetland (referred to as Unit 2 by the specialist) (located to the east of the proposed site) provides moderately low WET-Ecoservices, has a category D Present Ecological Status ("PES") and moderate Ecological Importance and Sensitivity ("EIS"). The degraded portion of the wetland (referred to as Unit 1 by the specialist) (which is where the limits of Alternative 2 (the preferred alternative) would be located) provides a moderately low WET-Ecoservice, has a category E PES and low/marginal EIS. Approximately 4.2ha of the degraded portion of the wetland will be infilled as a result of the proposed development. The loss of wetlands has been assessed to be of low negative significance from a wetland habitat perspective. In terms of wetland function, the potential impacts have been assessed to be of medium negative significance. The specialist indicated that the loss of function would be mitigated through the implementation of a stormwater management plan that is compliant with the local authority's relevant stormwater policy. The significance of the residual impact for the loss of wetland habitat and function was therefore considered by the specialist as being of low negative significance post mitigation. The specialist indicated that although there is a minimal difference between Alternative 1 and Alternative 2 and both alternatives are acceptable, Alternative 2 is preferred as it would not result in the infilling of wetlands identified in Unit 2 and provided that the recommended mitigation measures are implemented.

In terms of potential impacts to fauna, reference to a specialist study undertaken by CES (dated 2020) was made by the specialist. The specialist noted that although the study revealed that no evidence of breeding areas for the Western Leopard Toad (*Sclerophrys pantherinus),* which is an endangered

species, were found, it was likely that the project area is used as a corridor to access non-breeding sites. The specialist indicated that the potential impact on this species may be considered as medium negative significance without mitigation and very low negative post implementation of mitigation measures. An updated specialist statement (compiled by EnviroSwift dated 25 January 2024) confirmed that the findings of the Freshwater Impact Assessment (dated 14 June 2021) remains applicable for the purposes of meeting the information requirements for freshwater specialist assessments in terms of the NEMA EIA Regulations (2014, as amended) and the National Water Act, 1998 (Act No. 36 of 1998) without necessitating any updates or revisions.

Initially, CapeNature recommended (in their comment dated 21 September 2021) that a wetland offset is required to compensate for the loss of wetland habitat and function areas. However, CapeNature confirmed (in their comment dated 03 April 2024) that a wetland offset is no longer recommended and that the findings and validity of the freshwater assessment is accepted. The Department of Water and Sanitation raised no objection to the proposed development in their comment dated 23 July 2021. Cognisance of an Application for a Water Use Authorisation in terms of the National Water Act, 1998 (Act No. 36 of 1998) was noted by the Department.

The Department stipulated measures to be included into the groundwater monitoring programme that will be required. Further mitigation measures with respect to stormwater and surface water were recommended. The recommendations of the Department of Water and Sanitation and the specialist has been included in the EMPr.

Faunal Impacts

A Faunal Impact Assessment (compiled by CES and dated June 2021) was undertaken to determine the potential faunal impacts associated with the proposed development. During the field survey the Clicking Stream Frog (*Strongylopus grayii*) was found in the project area. During acoustic surveys the Clicking Stream Frog, the Arum Lily Frog (*Hyperolius horstockii*) and the Cape Sand Frog (*Tomopterna delalandii*) were recorded. No Western Leopard Toads (*Sclerophrys pantherine*) were heard during the breeding season and no tadpoles were found. It is therefore unlikely that the Western Leopard Toad utilises the project area for breeding. The specialist further stated that it is possible that this species uses the project area as a corridor to access non-breeding sites as individuals have been found north of the project area while the breeding site is south of the project area. The Arum Lily Frog is considered as Least Concern.

No reptiles were recorded during the field survey. A Four-striped Grass Mouse was the only mammal observed during the field survey. In terms of birds, the project area was dominated by common bird species that readily adapt to urban environments.

The specialist indicated that the potential faunal impacts are considered to have a low negative significance post mitigation. The specialist recommended that the Western Leopard Toad Design Checklist and Construction Phase Management Plan be implemented. The aforementioned document has been included in the EMPr. An updated specialist statement (compiled by Biodiversity Africa and dated 16 February 2024) confirmed that the findings of the specialist report dated 2021 remain valid.

Botanical Impacts

A Botanical Impact Assessment (compiled by NCC Environmental Services (Pty) Ltd and dated 14 April 2021) was undertaken to determine the potential botanical impacts associated with the proposed development. The specialist took cognisance of the findings of the Geotechnical Investigation (compiled by SRK Consulting and dated October 2020) in terms of the overall topography and extensive anthropogenically altered state of the proposed site. Due to the levels of disturbance and dumped litter, the historical soil profile has been replaced and therefore does not depict the historical description of the area. The proposed site would have historically contained Cape Flats Sand Fynbos, which is Critically Endangered in terms of the National Environmental Management: Biodiversity Act, 2004 (Act. No. 10 of 2004) – The Revised National List of Ecosystems that are Threatened and in Need of Protection, 2022. The proposed site is completely transformed with almost no indigenous vegetation present and no species of conservation present. Due to the infill layers on the proposed site, the specialist concluded that the site is unsuitable for restoration of Cape Flats Sand Fynbos. The indigenous vegetation in the wetlands is likely to be degraded and

transformed Cape Flats Sand Fynbos wetland as opposed to a Cape Lowland Freshwater Wetland. Since the site is degraded, the specialist indicated that the proposed site could play a role in faunal movement between Kenilworth Racecourse Conservation Area and Youngsfield. From a botanical perspective, the corridor does not seem to play a role in seed dispersion, but could play a role in nutrient buffering and groundwater recharge. No specific mitigation measures were recommended by the specialist. Generic mitigation measures provided in the Botanical Impact Assessment have been included in the EMPr.

A Terrestrial Plant Species Site Sensitivity Verification (compiled By NCC Environmental Services (Pty) Ltd and dated 15 February 2024) was undertaken to verify the findings of the Screening Report. the Screening Report indicates that the proposed site is located within a very high sensitivity area from a plant species perspective.

However, the specialist indicated that the proposed site is considered to be located within a low sensitivity area due to anthropogenic impacts such as dumping and mowing activities. The specialist concluded that it is highly unlikely that species of conservation concern would be present on the proposed site. The specialist further confirmed that the findings and recommendations of Botanical Impact Assessment (dated 14 April 2021) remain applicable.

CapeNature indicated (in their comment dated 03 April 2024) that the findings and recommendations of the Botanical Impact Assessment are accepted.

Heritage Impacts

A Notice of Intent to Develop ("NID") for Erf 91191, Wynberg was submitted to Heritage Western Cape ("HWC"). HWC confirmed in their correspondence dated 19 December 2018 that since there is no reason to believe that the proposed new IRT centre will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is required. An updated NID was submitted to HWC in 2021. HWC confirmed in their correspondence dated 04 May 2021 that since there is no reason to believe that the proposed IRT and depot on Erf 91191 and 90475-RE, Wynberg will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is required.

Due to changes in the layout of the proposed development since 2021, a specialist statement compiled by CTS Heritage (dated 29 January 2024) confirmed that the findings, impacts and mitigation measures identified in the 2018 and 2021 NIDs are still applicable. No further heritage studies are required.

Risk Assessment

A Risk Assessment in terms of the Major Hazard Installation ("MHI") Regulations for the proposed storage of fuel associated with the proposed development (compiled by MHR Consultants and dated 13 April 2021) was undertaken. Two 14m3 underground diesel storage tanks are proposed to be located in close proximity to the eastern boundary of the site. The risks were modelled and it was determined that the risks associated with the MHI were found to be acceptable. Mitigation measures have been included in the EMPr to minimise any potential risks that may occur.

Traffic Impacts

A Traffic Impact Assessment (compiled by Gibb (Pty) Ltd and dated 13 July 2021) was undertaken to determine the potential traffic impacts associated with additional vehicle trips estimated to be added to the surrounding transport network.

The study identified that the proposed development would take access off Wetton Road and form the fourth leg of the existing Wetton Road / Kenilworth Racecourse three-legged intersection. The Traffic Impact Assessment recommends that the four-legged intersection be signalised in the short term and the signalised intersection may be converted to a left-in, left-out access to meet the minimum spacing requirements as a result of the introduction of the proposed interchange. Adherence to the recommendations of the Traffic Impact Assessment has been incorporated in the EMPr. No road upgrades were recommended by the specialist for the long-term access arrangement.

An updated Traffic Impact Statement (compiled by Gibb (Pty) Ltd and dated 02 February 2024) confirmed that the recommendations of the Transport Impact Assessment (dated 13 July 2021) remain applicable.

Visual Impacts

The City of Cape Town recommended (in their correspondence dated 25 March 2024) that tree planting to minimise the potential visual impacts along the M5 be incorporated into the proposed development. The City of Cape Town's recommendations have been incorporated into the landscape plan.

Noise Impacts

A Noise Impact Assessment (compiled by Jongens Keet Associated and dated 17 March 2021 and revised 10 July 2021) was undertaken to determine the potential noise impacts associated with the proposed development. Based on the information available at the time the assessment was undertaken, the potential noise impacts associated with movement on the bus depot within close proximity to the Bonnytoun settlement was assessed. Ambient noise levels were measured, which was determined to be within the daytime noise standard. The specialist calculated that during the operational phase, the anticipated noise levels would be below the existing ambient noise levels and would thus be compliant with the relevant noise regulations. The potential noise impacts are therefore considered to be of negligible significance. This Department's Directorate: Air Quality Management provided (in their correspondence dated 22 September 2021) recommendations with respect to dust management and no objections to the proposed development was raised.

An updated specialist statement (compiled by Jongens Keet Associates and dated 25 January 2024) confirmed that the findings of the report dated 10 July 2021 are still applicable.

Services

A Civil Infrastructure Services Analysis and Assessment Report (compiled by Gibb (Pty) Ltd and dated February 2018) was undertaken to determine the service capacity requirements of the proposed development. The required services for the development include potable water reticulation, sewer reticulation, internal stormwater management systems, electricity reticulation, internal road infrastructure and solid waste management services. The City of Cape Town confirmed (in their correspondence dated 21 April 2024) that sufficient, spare and unallocated bulk water capacity, waste removal and sewerage capacity is available to service the proposed development. Electricity supply was confirmed by the City of Cape Town in their correspondence dated 11 August 2023.

A Stormwater Management Plan (compiled by Gibb (Pty) Ltd and dated 12 February 2021) was developed in order to determine the infrastructure requirements for the anticipated stormwater volume associated with the proposed development. The plan took cognisance of the specialist studies conducted for the groundwater, freshwater, geotechnical and faunal aspects. Various scenarios were assessed using different infrastructure for stormwater purposes. It was determined that a pond of approximately 870m2 (inclusive of a 1m gabion edging) be developed. Pipeline infrastructure will be installed with a design capacity to accommodate a 1 in 50-year flood event. Scenario 1, which allows for the provision of permeable paving and a detention pond and suitable cut-off measures, was recommended for implementation. The City of Cape Town's Water and Sanitation – Catchment, Stormwater and River Management office confirmed (in their correspondence dated 29 May 2023) that the report is supported from a stormwater planning perspective.

The development will result in both negative and positive impacts.
Negative Impacts include:

- Loss of wetland habitat and function;
- Potential heritage impacts during the construction phase;
- Potential traffic impacts;
- Potential visual impacts;
- Potential noise impacts during the construction phase; and
- Potential dust impacts during the construction phase.

Positive impacts include:

- Enhanced access to public transport infrastructure and services;
- Improvement of water quality;
- Avoidance of less degraded wetlands; and
- Some employment opportunities during the construction phase.

National Environmental Management Act 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 activities (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.

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 proposed listed activities will not conflict with the general objectives of integrated environmental management stipulated in Chapter 5 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and that any potentially detrimental environmental impacts resulting from the listed activities can be mitigated to acceptable levels. Please note that the Final BAR was reviewed, approved, and signed off by Mr Fabio Venturi (EAPASA Registration 2021/4088).

Should you wish to appeal the decision, you must **submit an appeal to the Appeal Administrator in accordance with Regulation 4** of the **National Appeal Regulations 2014 (as amended), within 20 (twenty) calendar days of the date of this notice**. Further note that **a copy of the appeal must also be submitted to the holder of the decision, registered I&APs, Organs of State with interest in the matter, and the decision-maker i.e., the Competent Authority that issued the decision** (these details may be obtained from Chand Consultants on request).

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 20 (twenty) calendar days from the date of receipt of the appeal submission.

A prescribed appeal form as well as assistance regarding the appeal processes is obtainable from the office of the appeal authority at:

Tel: (021) 483 372; or
E-mail: DEADP.Appeals@westerncape.gov.za; or
URL: http://www.westerncape.gov.za/eadp

The appeal submission (and responding statement) must be submitted, in writing, to the Appeal Administrator by means of one of the following methods:

By post: Attention: Marius Venter
Western Cape Ministry of Local Government, Environmental Affairs and Development Planning,
Private Bag X9186
CAPE TOWN
8000; or

By facsimile: (021) 483 4174; or

By hand: Attention: Mr. M. Venter (Tel: 021 483 2659)
Room 809, 8th floor Utilitas Building, 1 Dorp Street, Cape Town, 8001; or

By email: DEADP.Appeals@westerncape.gov.za

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 to the address listed above and/ or via DEADP.Appeals@westerncape.gov.za.

The details of the holder of the Environmental Authorisation are as follows:

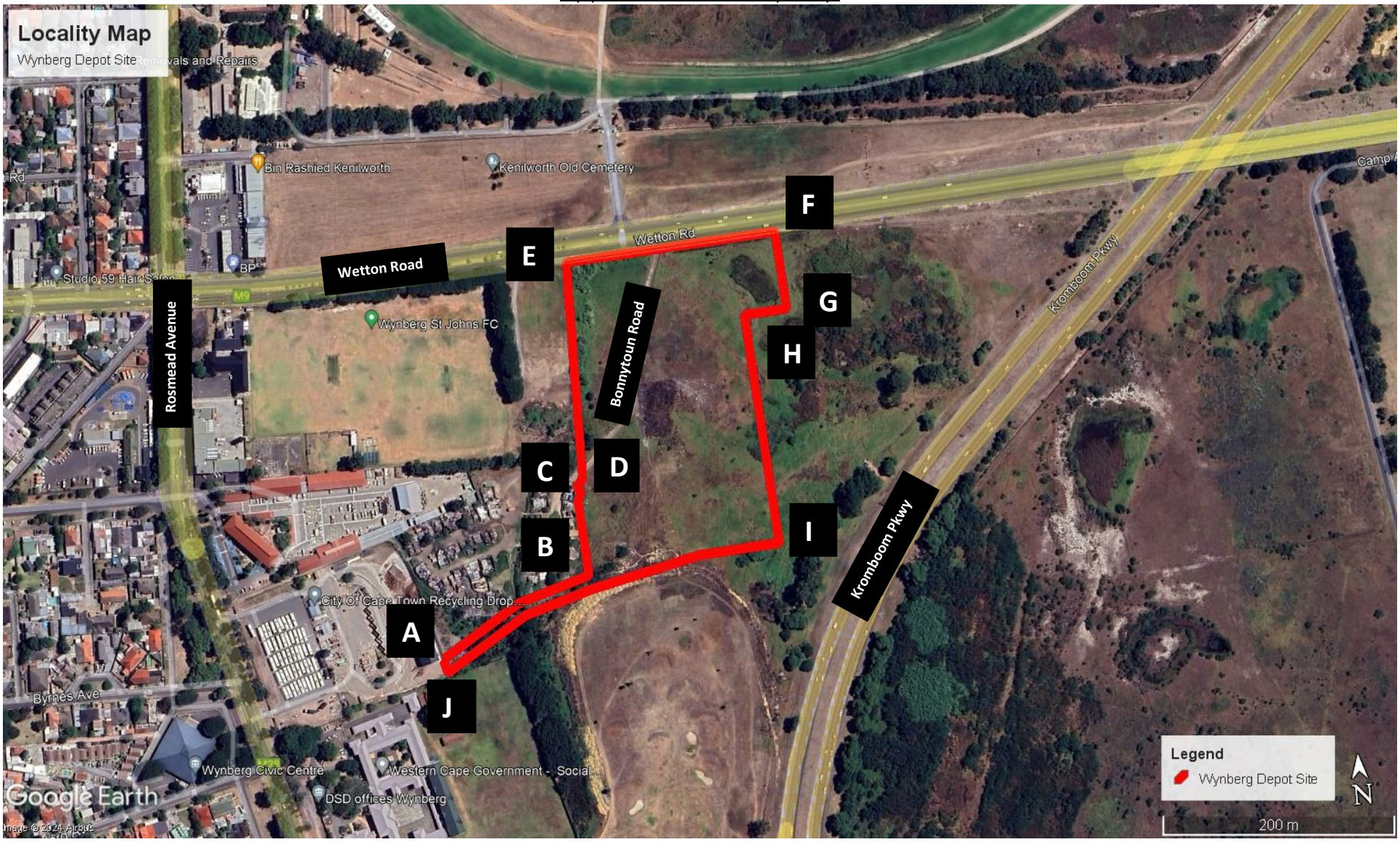
The Municipal Manager
City of Cape Town: Urban Mobility Directorate
c/o Ms. N Billings
Address: 18th Floor, Civic Centre, 12 Hertzog Boulevard, Cape Town, 8001
Telephone: (021) 400 1444/ 0800 656 463
Email: Natalie.Billings@capetown.gov.za

Kind regards,

Mr Fabio Venturi
Certified Environmental Scientist (SAIEES)
Environmental Assessment Practitioners Association of South Africa (Founding Member, Reg #2021/4088)

Annexure 1

Appendix A1: Locality Map



Point	Latitude (S)	Longitude (E)
A	34° 0'20.47''	18°28'50.19''
B	34° 0'18.40''	18°28'55.35''
C	34° 0'15.95''	18°28'55.19''
D	34° 0'15.27''	18°28'55.83''
E	34° 0'9.50''	18°28'55.48''
F	34° 0'9.17''	18°29'2.71''
G	34° 0'11.34''	18°29'2.91''
H	34° 0'11.46''	18°29'1.44''
I	34° 0'18.00''	18°29'1.92''
J	34° 0'20.79''	18°28'50.37''


Locality Map
Wynberg Depot Site
McDonald's Kenilworth Drive Thru
Wynberg Boys' High School
Hollywoodbets Kenilworth
Maynard Mall
Maynardville Park
19 Plumstead
Cosy Corner
Royal Cape Golf Club
Plantation Rd
Legend
Wynberg Depot Site
1 km
N
Google Earth
Image © 2024 Airbus

Annexure 2

LEGEND

- Gate House
- Refuse and Electrical Room
- Future Wash
- Drivers Rest
- Dispatch Admin Offices
- Future Phase Admin Building
- Fire Tank and Pump Station
- Security
- Future Phase Proccess Building
- Generator
- Attenuation Pond

Buildings	Floor Space (m²)	Coverage (m²)	Max Height (m²)
Phase 1			
Gate House	n/a	649	7.3
Security	43	46	3.6
Refuse & Electrical Room	36	36	3.2
Pump Station	20	20	3.2
Driver's Rest	832	921	5.3
Total	**931**	**1 672**	n/a

Parking Bays	Phase 1
Cars	
Regular	8
Disable	3
Total:	**11**
Busses	
13 000 x 3 500 - 12m Diesel Bus	90
19 000 x 3 500 - 18m Diesel Bus	109
Total:	**199**

NOTE:

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5. DRAWING NOT TO BE SCALED.

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REV.	DATE	REVISION DETAILS	BY
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5 cm ACTUAL

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ACG ARCHITECTS (PTY) LTD
CAPE TOWN:
398 ALBERT ROAD
SALT RIVER CIRCLE
SALT RIVER
PO BOX 70 WOODSTOCK 7925
TEL.: +27 21 448 6615
FAX.: +27 21 448 6621
E-MAIL: acg@acgarchitects.co.za

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CLIENT: CITY OF CAPE TOWN

PROJECT: 2302 COCT 213C - IRT WYNBERG | PROJECT NO.: 2302

DRAWING TITLE: SITE PLAN

PRINT PAPER SIZE: A0

DRAWN: IS REG #: | CHECKED: DO REG # | DATE FIRST ISSUED: 2023/10/25

DRAWING STATUS: FOR TENDER

DISCIPLINE: A | DRAWING NUMBER: DR_A100 | REVISION: -

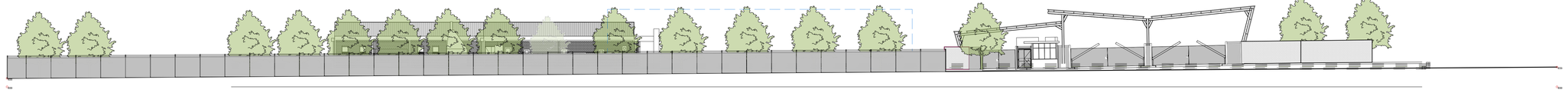
PHUTURE PHASE ADMIN BUILDING

GATE HOUSE

DRIVER'S REST BUILDING

REFUSE ROOM

SECURITY



E1
103
SITE PLAN
SCALE 1:200

OAD

V-Channel

500 Low masonary wall

Fence Type A:
ClearVu Metal Security
Fencing or similar approved

Fence Type A:
Secondary fence, ClearVu
Metal Security Fencing or
similar approved

Bollard

Low Shrub planting

Tall Shrub planting

Shrub planting

Entrance planting

Entrance planting

3 995

6 177

8 000

72 494

3 850

3 400

REFUSE

switch gear

gate

mini-substation

FUTURE PHASE ADMIN

Betafence Robusta Nylofor 3d
single swing gates 1500x2400
or similar approved

Betafence Robusta Nylofor 3d
double swing gates 4000x2400 or
similar approved

Betafence Robusta Nylofor 3d
double swing gates 9000x2400
or similar approved

GATE HOUSE

3m Building line

Initial Phase surface - straw
stabilised and seeded.

37 776

3m Building line

Drivers rest
area

Attenuation pond

gate

gate

3m Building line
7.75mØ x
4.171m hight
Fire tank

Booms

A: 649m²
V: 4 100m³

SECURITY

gate

gate

boom

Elec Room

pump station

1 807

4 560

1 500

generator

Booms

REST
(For 202 drivers)
A: 759m²
V: 6 300m³

DISPATCH
ADMIN
A: 148m²

Dispatch waiting
forecourt

6 660

1 600

<<Gate

Gate >>

boom

2x Betafence Robusta SC
Sliding gates 8000x2400
or similar approved

SOLAR FARM
77 Panels

gate

proposed grass
block swale

3m Building line

12m bus turn

Pedestrian pathway - not raised

Existing Fence

Fence Type A:
Secondary fence, ClearVu
Metal Security Fencing or
similar approved

Fence Type B:
Primary fence - ClearVu Metal
Security Fencing or similar approvec

Fence Type B:
Secondary fence - 3m in from
Primary fence, ClearVu Metal

FUTURE PHASE PROCESS

Pedestrian raised kerb walkway

raised kerb walkway

own Road - gravel/surface tbc

A1
103
SITE PLAN
SCALE 1:200

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