

**CONRADIE "BETTER LIVING MODEL" EXEMPLAR PROJECT
KEY NOTES OF FOCUS GROUP MEETING:**

22 November 2016

VENUE: Thornton Bowling Club, Thornton
TIME: 17h30 – 19h00
FACILITATOR: Sadia Chand, Chand Environmental Consultants

1. ATTENDEES

PROJECT TEAM ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alastair Rendall	AR	ARG Design
Amozelle Lambrechts	AL	Department of Transport and Public Works: Project Management Unit: Project Support Manager
Andre Frieslaar	AF	HHO Africa (Pty) Ltd
Mark Munro	MM	Department of Transport and Public Works: Project Manager
Mellissa Mc James	MMJ	Chand Environmental Consultants
Rafieka Johaar	RJ	Chand Environmental Consultants
Sadia Chand	SC	Chand Environmental Consultants
Trace Venter	TV	Department of the Premier: Delivery Support Unit

SUPPORTING TEAM ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Tony Vieira	TV	City of Cape Town: Transport of Cape Town

KEY STAKEHOLDER ATTENDEES:		
FULL NAME	INITIAL	ORGANISATION
Alex Graham	AG	Liftpart Agencies
Anton Fransman	AF	Thornton Residents & Ratepayers Association
Arthur Herud	AH	Interested Party
B De Bruyn	BDB	Interested Party
B Kruger	BK	Interested Party
Brian Johnson	BJ	Interested Party
Carol Assure	CA	Interested Party
Chris Watkins-Baker	CWB	AJ North (Pty) Ltd
Clive Corder	CC	Secor Blow Moulding Solutions
Darrin Botha	DB	Secor Blow Moulding Solutions
Dave Boule	DB	Mason Complete Office Solutions
Dave Lindup	DL	Magnastruct
Douglas Prince	DP	Riverside Mews
Heidi Hector	HH	Thornton Residents & Ratepayers Association
Isidor de Kock	IDK	Thornton Residents & Ratepayers Association

Jaqueta Keet	JK	Resident Riverside Mews
Jodi von Buchenroder	JVB	Interested Party
John Bielich	JB	Heideveld Developments (Pty) Ltd
Joy Langeveldt	JL	Interested Party
Julia & Roger Milligon	JRM	The Clothing Bank
Kevin Clark	KC	Gabler Medical
Leon Fourie	LF	Interested Party
Malcolm Healey	MH	Interested Party
Marc van Tubbergh	MVT	Interested Party
Melvina Petersen	MP	Interested Party
Michael Adams	MA	Interested Party
Micheal Job	MJ	Thurling Investments (Pty) Ltd
Monique Gouiath	MG	Interested Party
Monwabisi Fani	MF	Interested Party
Nigel Classen	NC	Interested Party
Philip Whittaker	PW	Poplar Mews
Randall Reid	RR	Thornton Residents & Ratepayers Association
Rene Gorham	RG	Riverside Mews
Roy Brian Pansl	RBP	Thornton Residents & Ratepayers Association
Ryan de Morney	RDM	Interested Party
Sudesh Ranjit	SR	Pioneer Foods
Tony Bales	TB	The Shirton Trust
Tony Mancini	TM	Senior Flexonics SA (Pty) Ltd
Tracey Chambers	TC	The Clothing Bank (Pty) Ltd
Tracey Gilmore	TG	AC Flooring
Vanessa Edwards	VE	Thornton Residents & Ratepayers Association: Secretary

2. THE PRESENTATION

SC outlined the agenda as follows:

- Welcome & Introduction: SC
- Proposed Project: MM
- Concept Overview & Impact: AR
- Thor Circle as an alternative: AF
- Aerodrome Road as an alternative: AF
- Discussion: All (facilitated by SC)

Please refer to Annexure A for a copy of presentation.

Welcome & Introduction:

SC introduced herself as the facilitator of the meeting and welcomed attendees (as noted above) to the Focus Group Meeting (FGM). SC asked by a show of hands those representing the Thornton Residents and Ratepayer Association, business and property owners on Thor Circle and interested parties from the Thornton community. SC asked that the project team introduce themselves and also noted that the representative for the City of Cape Town: Transport for Cape Town, Tony Vieira was also present.

She explained that prior to this meeting, various Focus Group Meetings and an Open Day was hosted which supported the rezoning process detailing the proposed project with Odin Drive Extension being a preferred transport selection supporting the proposal. SC pointed out that as a result of those meetings, the stakeholders requested that the project team explore alternative transport options which now include the Thor Circle through Viking Business Place to link Viking Way and Voortrekker Road as well as Aerodrome Road as an alternative.

The minutes and presentation would be distributed following the meeting.

Project Location & Concept:

MM explained that this meeting is not required in terms of a statutory process. However, given the comments received on the proposed transport infrastructure requirements, the project team deemed it would be appropriate to investigate alternative options that would need input from key stakeholders. The community will assist the client's technical team in formulating inputs that would the City of Cape Town in applying their minds in terms of the best routing and location to support this development. MM advised that the project's desirable outcome in partnership with the City of Cape Town is to develop and implement a "Better Living Model" environment.

Concept Overview & Impact:

AR explained the contextual informants for the site, described the location of the site and the proposed development. He advised that the Conradie development is a whole new vision since the 2007 concept which did not transpire because of the infrastructure requirements that were too prohibitive.

He explained that the development proposal consists of a residential led mixed-use development with a total of 3605 residential units. 50% of all residential units will be for grant-funded housing solutions that includes mixed tenure (rental, rent-to-buy and outright purchase). Grant funded rental options will be implemented through Social Housing Institutions (SHI's) similar to Communicare which currently exists in Thornton. He noted that no free housing is being offered as part of this proposal. AR advised that this proposal is being put forward by the Provincial Government Departments as a Game Changer to create an integrated and affordable mixed-use development. He further noted that the site will include retail, service delivery, office facilities, and public/private amenities and that the supporting bulk infrastructure in terms of connecting roads is key, given the current insufficient road capacity.

He further advised that the proposal is currently in the rezoning application process to rezone the site from limited use to a sub-divisional overlay zone, including Mixed Use, Private Open Space and Public Roads. He noted that the commenting period concluded on 15 November 2016. AR explained that the Provincial Government is in the process of procuring a suitable private developer for the proposed development that will include a well-established social housing institution partner.

AR spoke to an aerial view slide of the site and explained a possible way in which the site could be developed. AR pointed out that the overall aim of the illustration was to provide a possible manifestation of the Development Framework within which, strict conditions are set. The Developer will generate their own site specific plans (SDPs) which will be subject to the approval of the City of Cape Town. He noted that there has to be a Class 4 route through the site with the original proposal including Odin Drive Extension continuing alongside the Elsiekraal River Canal, south of the Jewish cemetery through to Voortrekker Road as the preferred alternative. AR mentioned that there has been a substantial amount of objections to this option, therefore other alternatives are being investigated.

AR advised that the site is well located and described that the proposed site would consist of retail/offices positioned towards Forest Drive Extension with the higher buildings towards the

edges of the site. In addition, the site would be made pedestrian friendly. The Elsieskraal River Canal will be re-aligned through the site for stormwater management purposes. In addition, the Elsieskraal River Park is a main feature of this development which will be able to accommodate floodwaters and provide quality and safe, open and recreational and sports space to the community.

Proposed Alternatives:

AF explained the differences between a Class 1 through to Class 5 Routes. He advised that Odin Drive Extension is classified as a Class 3 which gives mobility and access. The proposal is on the City of Cape Town's Metropolitan Plan and aims to give connectivity from Odin Drive extending to Voortrekker Road and in future via Aerodrome Road to Frans Conradie Drive. AF noted that throughout the public process, Odin Drive Extension was the initial alternative being considered which is classified as a Class 3 Route and a Class 4 Route connecting to Voortrekker Road. AF advised that there have however been significant objections to the Odin Drive Extension. AF pointed out that subsequent to the objections, the project team have been investigating possible alternatives. One of the alternatives put forward by the community involves the extension of Thor Circle as a one-way Couplet system, omitting Odin Drive Ext but running parallel with the existing canal alignment and continuing as before through the Jewish and Maitland Cemeteries onto Voortrekker Rd. He advised that a technical evaluation was undertaken by the engineers which compared the Odin Drive link and Thor Circle in a tabular format (refer to presentation). He noted that Thor Circle is currently a Class 5 Access Route with multiple driveways.

AF explained the implication of introducing a Class 3 Route using Thor Circle alternative:

- Route construction costs.
- Design speed with widening the bends.
- Sight distance and will therefore need to relocate driveways.
- Parking which will be dangerous.
- Driveway spacing would need to be reduced.
- Accessibility will be challenging.
- Circulation perspective with the one-way couplet in Thor Circle will be challenging.

AF presented the third alternative (Aerodrome Road Phase 1) with a Class 3 Route to start on Forest Drive Extension through the Conradie site to Voortrekker Road which needs to be tested as it might have other implications on the road traffic network.

2. QUESTION AND ANSWER SESSION:

Questions were taken and responded to at various points throughout the meeting. These have been captured in the table below.

		Comments/Questions		Responses/Comments
1.	Commenting Party	If this alternative was considered subsequent to the Open Day, how can this process run in parallel to the rezoning?	MM	This process is going to inform the concerns, which will allow the City to make a final decision to support the development. If the road alternatives fundamentally change the TIA, the City will put out the findings of the alternative studies for public comment again.
2.	Commenting Party	Will there be an opportunity to lodge a formal objection with regards to the alternative being proposed?	MM	The rezoning process commenting period was concluded on 15 November 2016. Apart from the rezoning process, a separate Heritage Impact Assessment process will arise and an opportunity will be provided to comment during the public participation process. Notwithstanding above, If the road alternatives fundamentally change the TIA, the City will put out the findings of the alternative studies for public comment again.
			AR	It is important to note that when a new alternative is chosen subsequent to the closure of the commenting period of the rezoning application, all stakeholders will be given an opportunity to comment again.
3.	Commenting Party	How many people are envisaged to reside in the area? How many people will be entering and exiting the site on a daily basis?	AR	Approximately 3600 residential units are proposed which equates to between 10 000-12000 residents. Roughly 1800 cars will enter and exit the site during different times of the day. The project is driven by Provincial Government and The City of Cape Town to bring about a Public Transit Orientated Mode. The MyCiti feeder route will be designated for Forest Drive Extension and a trunk route designated for Jan Smuts Avenue. This proposal will be over a 7-year period which will likely be implemented by 2018. In addition it is anticipated that PRASA will be implementing additional upgrades therefore encouraging people to utilise public transport.
4.	Commenting Party	With reference to the presentation, it is noted that only the Thor Circle property/business owners are	SC	It should be noted, that the Focus Group Meeting is specifically designed to host and facilitate input from the directly affected parties in Thor Circle.

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		being considered. What about Odin Drive residents? How will the proposed Odin Drive Extension impact residents on Odin Drive?		It is of vital importance for this stakeholder group to have the opportunity to share their thoughts and feedback to the technical team in order to make an informed decision with regards to the feasibility of this option. Thus, we would like to accommodate those parties directly affected by the Thor Circle alternative. Should there be time, the team would take other questions, noting however that the objection to Odin Drive extension has already been expressed and recorded.
5.	Commenting Party	Has the Odin Drive construction been approved?	MM	No, not at this stage, we are currently in the process of investigating alternatives and overall transport solutions.
6.	Commenting Party	Has any thought gone into the Jan Smuts and Viking Way coming across a bridge into Conradie alongside the development?	AF	The roads in question have been considered, however to implement it would be a very expensive exercise.
7.	Commenting Party	What about the impact of Odin Drive residents?	MM	The proposal was shared with the community and subsequent to this it was suggested that Thor Circle be considered as an alternative. The engineers have undertaken the assessment on Thor Circle to determine whether a Class 3 access route can be accommodated on a road that is currently categorised as a Class 5 Route. However, it is imperative that the businesses/property owners be engaged in discussion to determine whether the stakeholders are amiable to the proposed change. The City of Cape Town formed part of the discussion considering other alternatives and the results will be revealed to the City towards the end of January 2017.
			SC	It is important to note that this is not the forum for comments on Odin Drive or the entirety of the project. The main focus tonight is on Thor Circle and the associated impacts.
8.	Commenting Party	Alternative 3 would have a significant impact as well.	SC	Noted.
9.	Commenting Party	As one of the original developers of Viking Place, it was a timely exercise to rezone the site, which occurred 25 years ago. The City of Cape Town realised the importance of having a	SC	Noted.

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		link from Viking Way through to Voortrekker Road. It was the initial intention to pass through Odin Drive. Thor Circle will have a major impact on the properties as it was designed too narrow and with additional traffic flowing through, it will not work. We would strongly object to the Thor Circle alternative.		
10.	Commenting Party	Has the impact of traffic on Odin Drive been considered as there are quite a substantial amount of complexes including 15 security access gates located on Odin Drive, this will be a huge inconvenience to the residents on Odin Drive exiting these complexes. Should the Provincial Government and/or The City of Cape Town want to implement this type of projects, cost should not be of concern.	SC	Noted.
11.	Commenting Party	I'm not a resident of Thornton, but as a property owner in Thornton, it is of a major concern as the Odin Drive Extension would depreciate the value of my property which will in turn deter my retirement.	SC	Noted, the Odin Drive Extension has been addressed through the public participation process and the project team understands that the extension is not a desirable alternative to Odin Drive.
			MM	Tony Vieira please confirm whether the Odin Drive Extension is on or off the Conradie proposal.
			AV	Odin Drive was originally designed as a through route and the access points were designed as a Class 3 route. The City of Cape Town is engaging with developers to find a solution that addresses the concern of Odin Drive and the impact of the proposed development. The City of Cape Town is willing to consider the extension of not connecting to Odin Drive linking to Forest Drive with no connection to Thor Circle as a mitigating measure. In terms of the traffic congestion there is a railway line, with significant capacity therefore bringing about for Public Transport Orientated Development.
			SC	It can be confirmed that the Odin Drive Extension is on the City's transport

				plan, but not implemented as yet. It must be noted that the Thornton community must be cognisant of the fact that should another alternative be presented, this will have a direct impact on another group of people.
12.	Commenting Party	The Thor Circle will become a nightmare for most, and Jan Smuts and Viking Way is already a disaster. I support the development, however with additional vehicles there will be an even bigger issue.	SC	Noted.
13.	Commenting Party	I am in agreement that the Conradie development is needed and I did not object to the development, however, I will object to the Thor Circle Extension. Our property is at the end of the Thor Circle exit and with large vehicles having to pass, the only way to accommodate the extension is to demolish our building.	SC	Noted.
14.	Commenting Party	Service roads will contribute to noise and air pollution. A suggestion would be Thornton Station to Forest Drive Extension; Plain Street straight through to Vanguard Drive (Jakes Gerwel Drive). According to City of Cape Town's Map Viewer, Erf 1175 is zoned as a public open space and extends to the canal. A suggestion to utilise these erven and consider linking to Vanguard Drive Interchange.	AV	The existing interchange is already currently a technical challenge. Various options have been investigated which brings the traffic challenge back to Vanguard Drive (Jakes Gerwel) and Voortrekker Road. The Public Transit Orientated Mode would be the possible best solution to these challenges.
15.	Commenting Party	Should Odin Drive be considered, what would the maximum width of the road be with it currently being a single carriage-way? This would have a major impact on the properties situated on Odin Drive. The City should also consider the impact of noise and air pollution through to Voortrekker Road. I would strongly object to the Odin Drive Extension.	SC	Noted.
16.	Commenting Party	As an owner of a 500sq warehouse with heavy duty trucks, it will be impossible to	SC	Noted.

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		<p>operate a business with traffic flow in a one-way direction.</p> <p>This will negatively affect the businesses in the area.</p>		
17.	Commenting Party	As a property owner, the proposed Thor Circle alternative will influence the traffic flow and the trucks would be unable to negotiate the bend.	SC	Noted.
18.	Commenting Party	With the traffic currently entering and exiting Thor Circle, it already makes it impossible to see oncoming traffic.	SC	Noted.
19.	Commenting Party	<p>Because of the current situation, the trucks are having to park outside and make use of forklifts to offload stock onto the premises and this causes blockage on the roads.</p> <p>The traffic intersection at Viking Way and Odin Drive is already congested and it is suggested that an alternative solution be investigated. The cost implications of alternatives are acknowledged, however, other alternative routes entering and existing the development should be considered.</p>	SC	It is important to note that with this development, a whole new philosophy is being developed by means of the Public Transit Orientated System. In addition, it must be further noted that the MEC of Transport, Mr Grant Donald and the Premier, Helen Zille are actively involved in the project and forms part of the project support system.
20.	Commenting Party	<p>With 12 000 people entering and existing the development, and proposed link road through the development. Pedestrian and vehicular traffic will increase significantly.</p> <p>In addition, speed humps will have to be installed to slow down traffic which will exacerbate traffic congestion.</p>	AF	It is noted throughout this public process.
21.	Commenting Party	We are situated on a corner which means that our building will have to be demolished should the proposed alternative be implemented.	SC	Noted.

22.	Commenting Party	We are the biggest and last building located on Thor Circle and the road already cannot accommodate our company. Pedestrian traffic should be considered as there are currently no pavements/sidewalks.	SC	Noted.
			TV	<p>Geometrically, it is a challenge around those corners. Sidewalks are also a concern and not just the vehicles.</p> <p>In terms of the traffic congestion, to alleviate congestion, we are also looking at Voortrekker Road, Viking Way and Jan Smuts. However, these are all long-term plans</p> <p>The railway and the rolling stock has been awarded. However, an implementation date has not been confirmed. Frequency and liability will improve the use of public transport.</p>
23.	Commenting Party	<p>What is the envisaged for the link from the northern side?</p> <p>How much extra traffic is expected from the other side?</p>	AV	Various extension routes all form part of this extension.
			AF	<p>Explaining the 3rd alternative:</p> <ul style="list-style-type: none"> • There is no linkage to Viking Way • All traffic will exit to Jan Smuts via Forest Drive Extension or to Jakes Gerwel via to Voortrekker Road or through Thornton.
24.	Commenting Party	<p>Would the Aerodrome alternative (Alternative 3) have an impact on properties? Aerodrome alternative could possibly alleviate traffic congestion.</p>	MM	<p>Alternative 3 is the City of Cape Town's preferred alternative.</p> <p>This would include a non-motorised link from the site through to Viking Way, and essentially this would require a structured sidewalk of approximately 2 to 2.5m in extent on Odin Drive but this has a construction requirement. The traffic engineers are investigating the requirement.</p> <p>In addition, a requirement from the City for the Aerodrome alternative is that the Forest Drive Extension has to be considerably upgraded.</p> <p>The City can make a decision as to the most acceptable solution, after thorough technical analysis and consideration of plausible alternatives.</p>

3. CONCLUSION

SC summarised the key discussion points as follows:

- Thor Circle alternative
- Aerodrome Road alternative

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- Traffic congestion
- Odin Drive residents objection to the extension
- Additional analysis to be undertaken by HHO Africa.

MM informed the key stakeholders that although the public participation process of the rezoning application concluded in November 2016, during the next 6 months the engineers would find possible solutions and address concerns raised by the public. It is anticipated that the City will make a public announcement with regards to the application by the end of July 2017. He advised that there will be further public engagement following these investigations.

TV pointed out that based on the objections received with regards to Odin Drive Extension, the City will possibly consider not building the connection, and accept the link to Voortrekker as a mitigating measure. After technical evaluation of impacts and review of the long-term plan once it has been submitted to City.

SC thanked all present for their attendance and the meeting was adjourned at 19h05.