



Western Cape
Government

BETTER TOGETHER.

FOCUS GROUP MEETING COMMUNITY REPRESENTATIVES

8 May 2017

5.30 – 7.00PM



Conradie

Better Living Model



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facilitated by
Sadia Chand



INTRODUCTION

KEY AIMS OF THE MEETING

- Share information on the proposed development concept
- Provide Interested and Affected Parties (I&APs) the opportunity to interact with the project team and share concerns and ideas
- Use I&AP feedback obtained to refine the development concept

NOTE:

- This engagement supports the Rezoning and Heritage PP processes.
- Undertaken in recognition of issues raised to date by the surrounding communities, potentially impacted by the proposed development



INTRODUCTION

YOUR ROLE AS KEY STAKEHOLDER

- Listen to the information presented
- Ask for clarification where necessary
- Give meaningful comment (issue/opportunity) in a focused and succinct manner
- Disseminate the correct information to members of your organisation

ROLE AS FACILITATOR

- To keep discussion focused on the key aims
- To ensure that everyone is given a fair opportunity to speak
- To assist in clarifying issues/comments

INTRODUCTION



PROJECT TEAM

* CLIENT

Department of Transport and Public Works represented by the Project Management Unit:
Mark Munro & Amozelle Lambrechts

* URBAN DESIGN

ARG Design represented by Alistair Rendall

* TRAFFIC ENGINEERS

HHO Africa represented by Stef Naude

* HERITAGE SPECIALIST

Represented by Cindy Postlethwayt

* PUBLIC PARTICIPATION SPECIALIST

Chand Environmental Consultants represented by Sadia Chand and Mellissa Mc James



BACKGROUND & CONTEXT

- A Rezoning Application for the BLMEP was submitted to the City of Cape Town (CCT) on **29 September 2016**
- The Application was advertised for comment on **14 October 2016**
- 4 x FG Meetings held in **June 2016** and an Open House Meeting on **31 October 2016**
- The public comment period closed on **15 November 2016**
- **717** public submissions were received, **647** objected to **Odin Drive** extension. Remaining 68 submissions covered various other aspects
- Since **December 2016 the** Project Team have considered alternative engineering solutions in mitigation of objections; An Amended Rezoning Application was submitted to CCT on **31 March 2017**
- In addition, the Project team have prepared **a draft Heritage Impact Assessment (HIA)** & associated studies (VIA, TNIA, AIA, SHIA) considering the impact of alternative engineering solutions (roads) on environment

THE PUBLIC PARTICIPATION PROCESS



CONDUCTED IN TERMS OF:

- An amendment to the Rezoning Application (MPBL, 2015) which is required given material changes to concept and advertised from **28 April to 5 June 2017**
- Heritage Impact Assessment (**HIA**) for the proposed Aerodrome Rd Phase 1 (NHRA, 1999) advertised from **28 April to 5 June 2017**

NOTE:

- Public Participation running concurrently however remain **different processes**

2 X FOCUS GROUP MEETINGS

- 2 May 2017: Cemeteries
- 8 May 2017: Community Organisations

DESIGN CONCEPT

Material Changes



- Proposed extension of Odin Drive link to Voortrekker Rd removed
- Three alternative road option alignments considered for Aerodrome Rd Phase 1 linking development with Voortrekker Rd in the north
- Substantial upgrades to Forest Drive Ext & intersection with Jan Smuts Drive as well as Forest Drive proposed
- Canal no longer required to be re- aligned through the site & will remain in its current location; revised Storm Water Management Plan (SWMP) submitted with application
- Purchase & incorporation of Erf 158773 (existing canal servitude) no longer required & therefore no longer require closure of Public Place, rezoning from OS2 to OS3 & removal of restrictive title deed condition
- New departure to permit earth bank retaining structure 3m in lieu of 2m above ground level required.

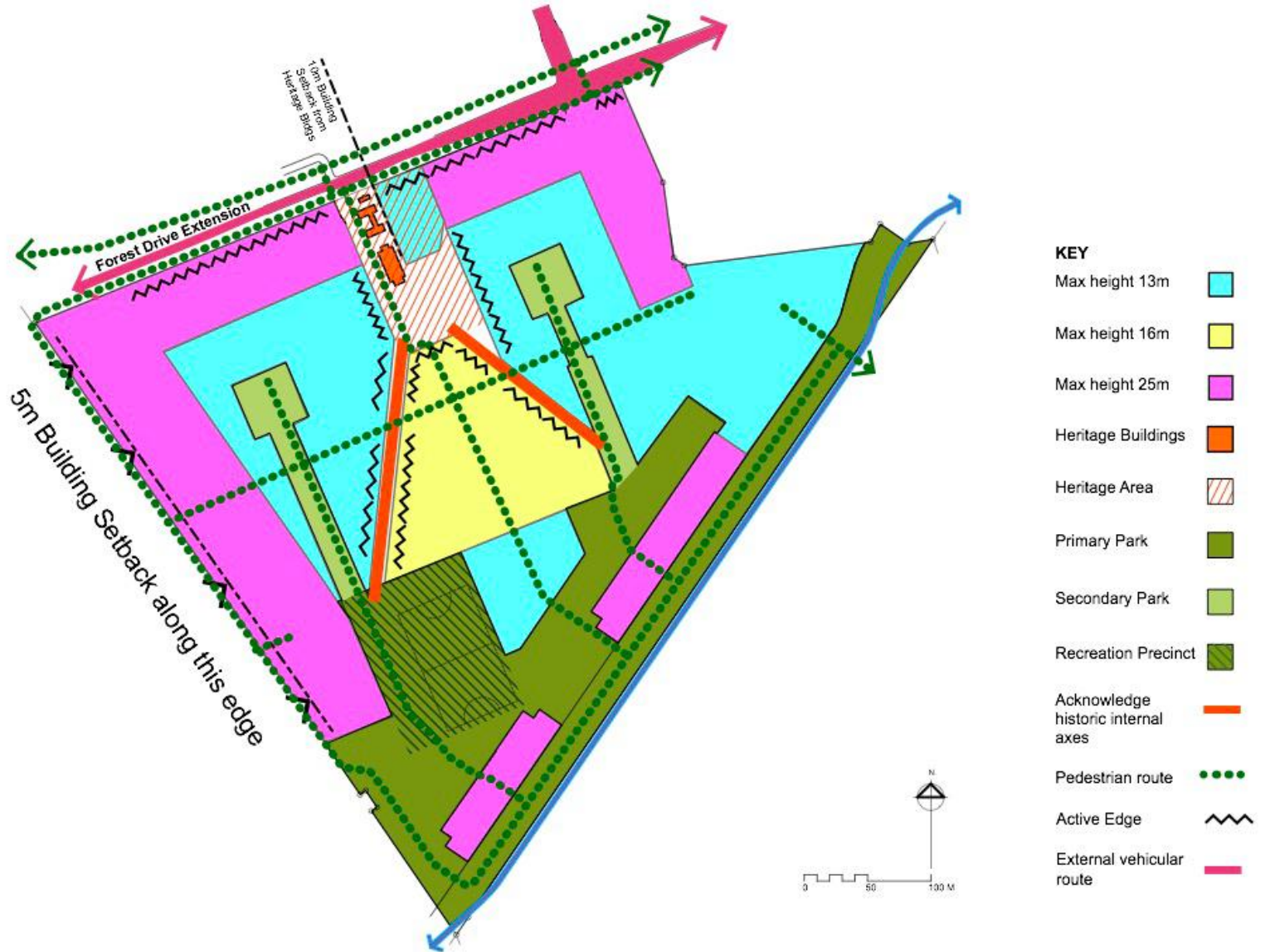
DESIGN CONCEPT

Main Elements



- **An integrated residential-led, mixed use, mixed income development which** includes **3605 residential units**, retail, service industry, office, sports, education & health facilities
- Staged over a minimum of **2 phases** within a period of **5 to 7 years**
- **Recreation, sporting and storm water attenuation** open space system on the southern edge of the site.
- A **greenbelt/pedestrian green** system alongside the canal as an amenity to the precinct. Bermed area up to 3m above ground level to provide flood attenuation.
- The **upgrading of Forest Drive Ext**, to provide additional access to the site and surrounding neighbourhoods & **Connection to Voortrekker Rd** over Forest Drive Ext/rail line & through Maitland Cemetery to the north.
- The **adaptive reuse of existing heritage structures** as community facilities.

DESIGN CONCEPT



SUMMARY OF SPECIALIST INVESTIGATIONS



- **Traffic Impact Assessment (TIA) Addendum 2** which includes three alignment options for Aerodrome Rd Phase 1
- **Land Impact Assessment (LIA)** considers the impact of all three alignment options for Aerodrome Rd Phase 1
- **Heritage Impact Assessment (HIA)** completed for all three alignment options for Aerodrome Rd Phase 1 (includes **Archaeology Impact & Socio-historic assessments**)
- **Visual Impact Assessment (VIA)** completed for all three alignment options for Aerodrome Rd Phase 1
- **Traffic Noise Impact assessment (TNIA)** completed for all three alignment options for Aerodrome Rd Phase 1

SUMMARY OF SPECIALIST INVESTIGATIONS: LIA



Erven affected by Aerodrome Phase 1 options:

Erf Number	Description	Zoning	Map ID
112643	Pinelands 2 cemetery	LU & OS3	1
117275	Thornton site between Thornton internal road (Rooikrans Ave) and cemetery	GR2	2
112645	Canal site adjacent to cemetery, parking lot for station and Forest Drive .	OS3 & TR2 & unknown	3
171710	Sectional plan - Flats on Forest Drive	GR4	4
175	Pinelands 1 Cemetery	CO1	5
RE/164647	Railway line	TR1	6
24544-RE	Maitland Cemetery	LU	7
169124	OPC Site	LU	8
112652	Forest Drive	Unknown	9
112655	Pinelands 2 cemetery	LU	10



SUMMARY OF SPECIALIST INVESTIGATIONS: LIA



PINELANDS 1

PINELANDS 2

THORNTON

10

Elsieskraal

7

6

4

5

9

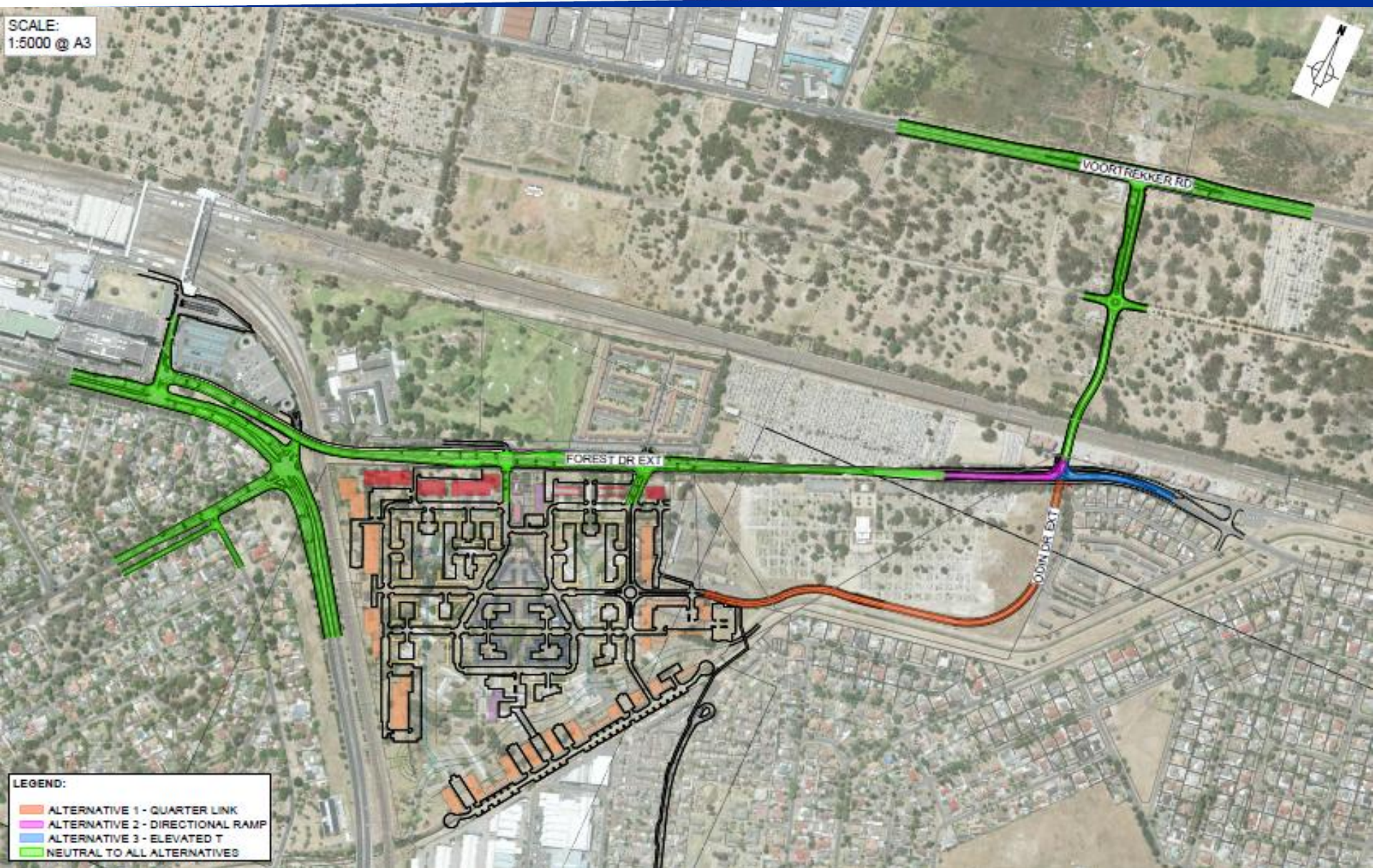
1

2

3

8

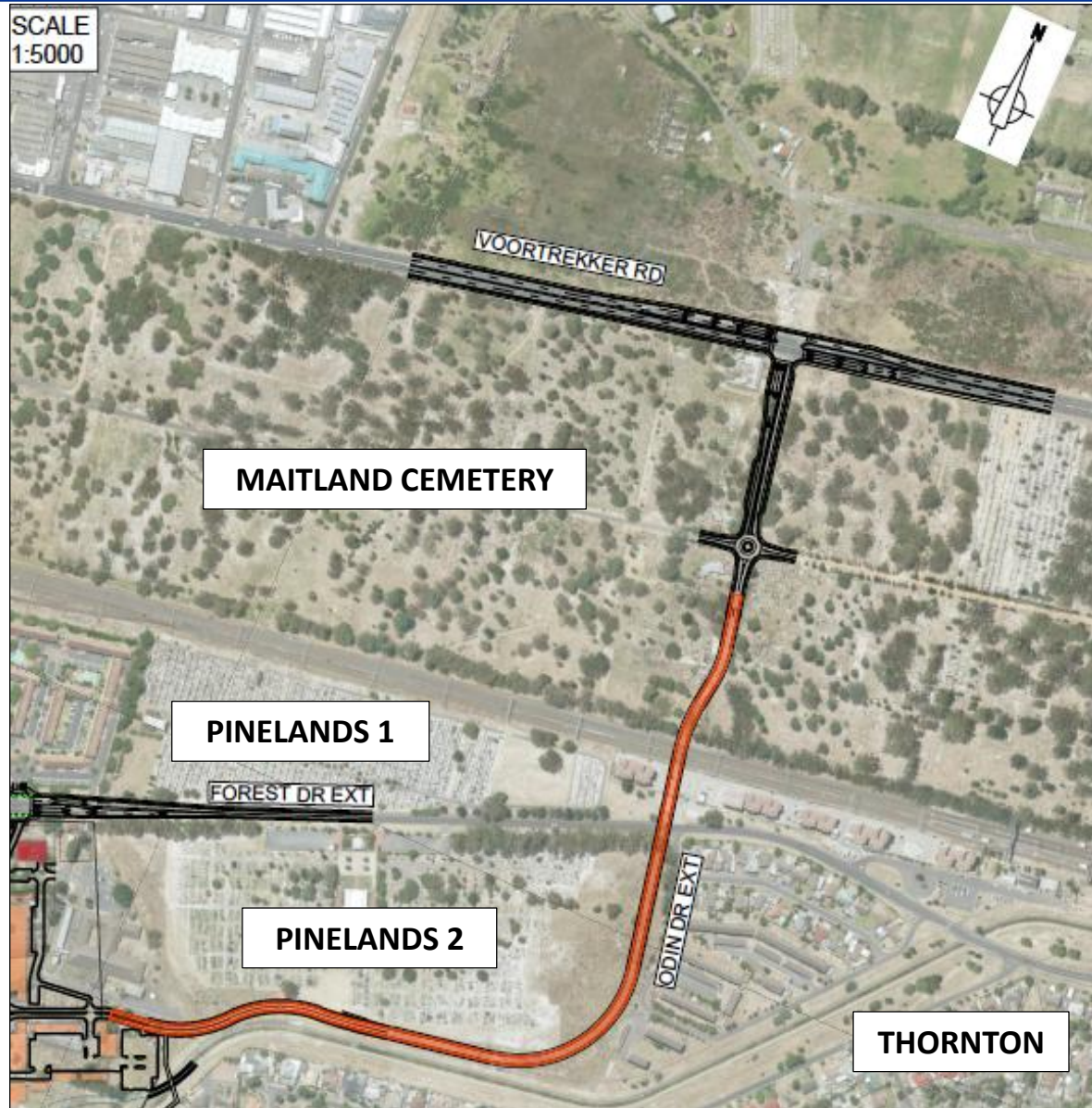
SUMMARY OF SPECIALIST INVESTIGATIONS: TIA



SUMMARY OF SPECIALIST INVESTIGATIONS: TIA Option 1 (Quarter Link)



- Indirect movement between Voortrekker Road and Forest Drive Extension.
- Accommodates Conradie development generated trips.
- Attracts external traffic through the Thornton area, mitigated by its indirect alignment.
- Has highest uptake of cemetery land

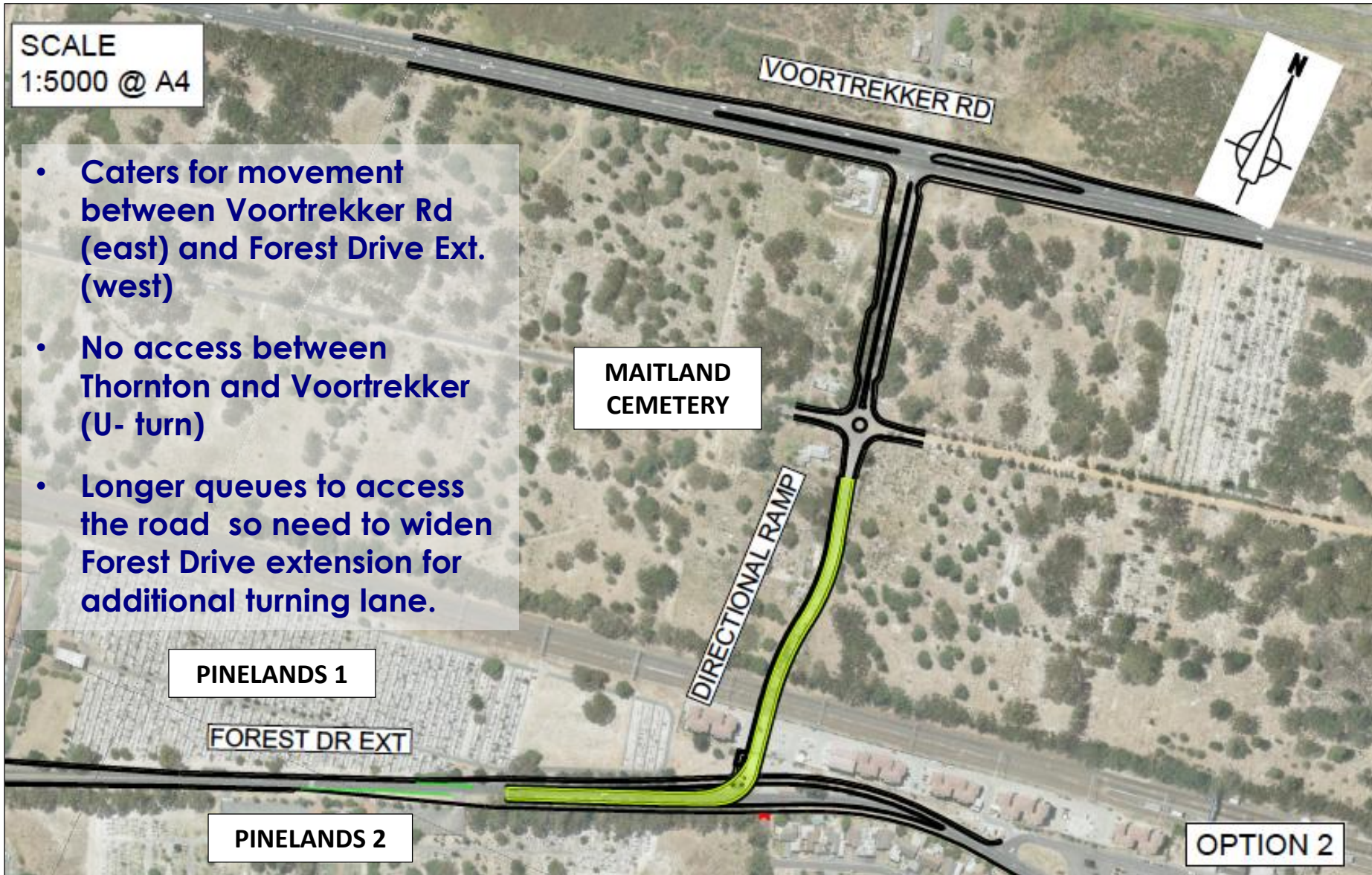


SUMMARY OF SPECIALIST INVESTIGATIONS: TIA Option 2 (Directional Ramp)



SCALE
1:5000 @ A4

- Caters for movement between Voortrekker Rd (east) and Forest Drive Ext. (west)
- No access between Thornton and Voortrekker (U- turn)
- Longer queues to access the road so need to widen Forest Drive extension for additional turning lane.



SUMMARY OF SPECIALIST INVESTIGATIONS: TIA Option 3 (Elevated T-Junction)



SCALE
1:5000 @ A4

- Good network integration between Thornton and Voortrekker Rd
- Local residents gain ease of access across the railway line
- increase in extraneous traffic routing through the Thornton area.

MAITLAND
CEMETERY

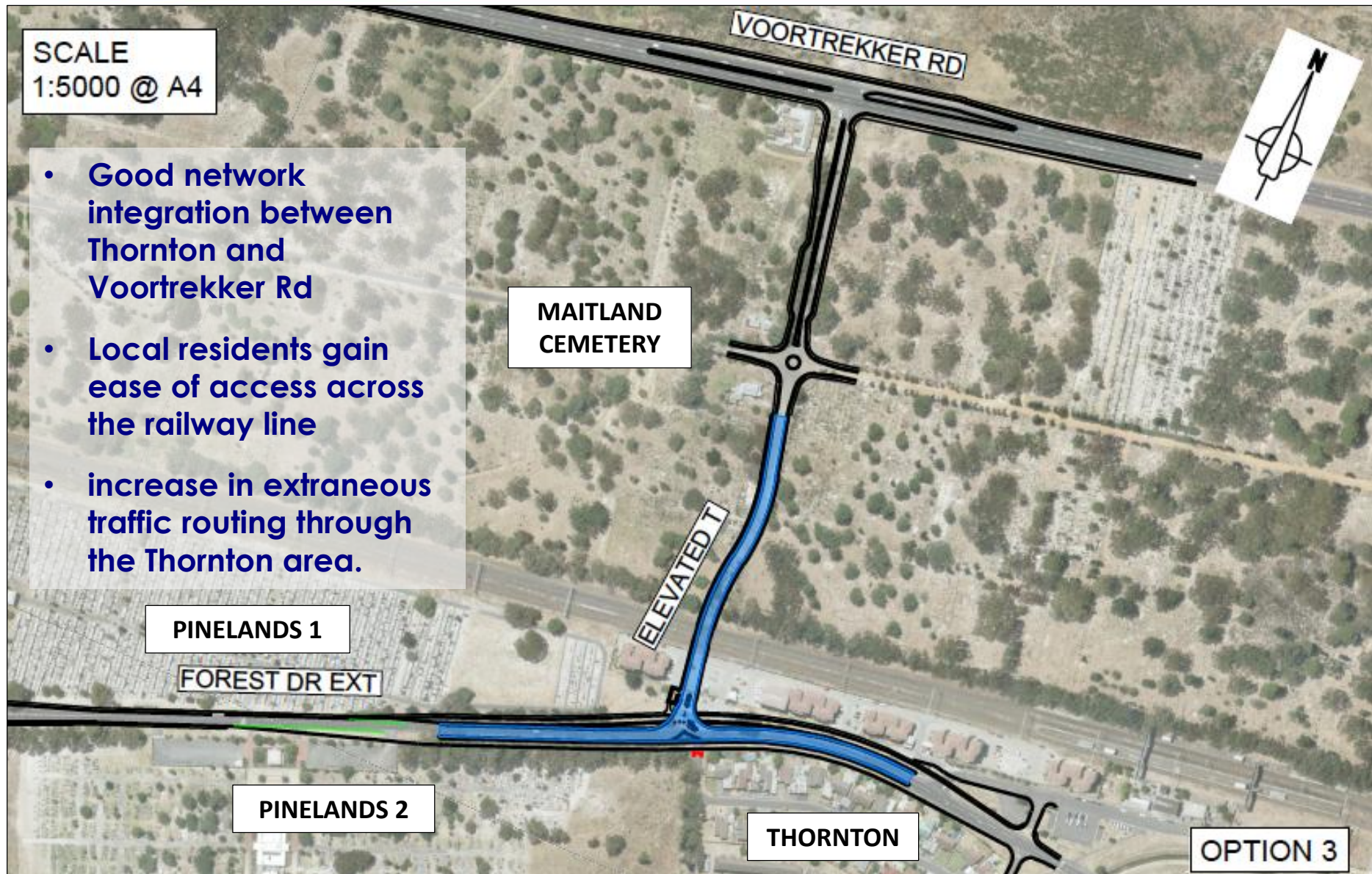
PINELANDS 1

FOREST DR EXT

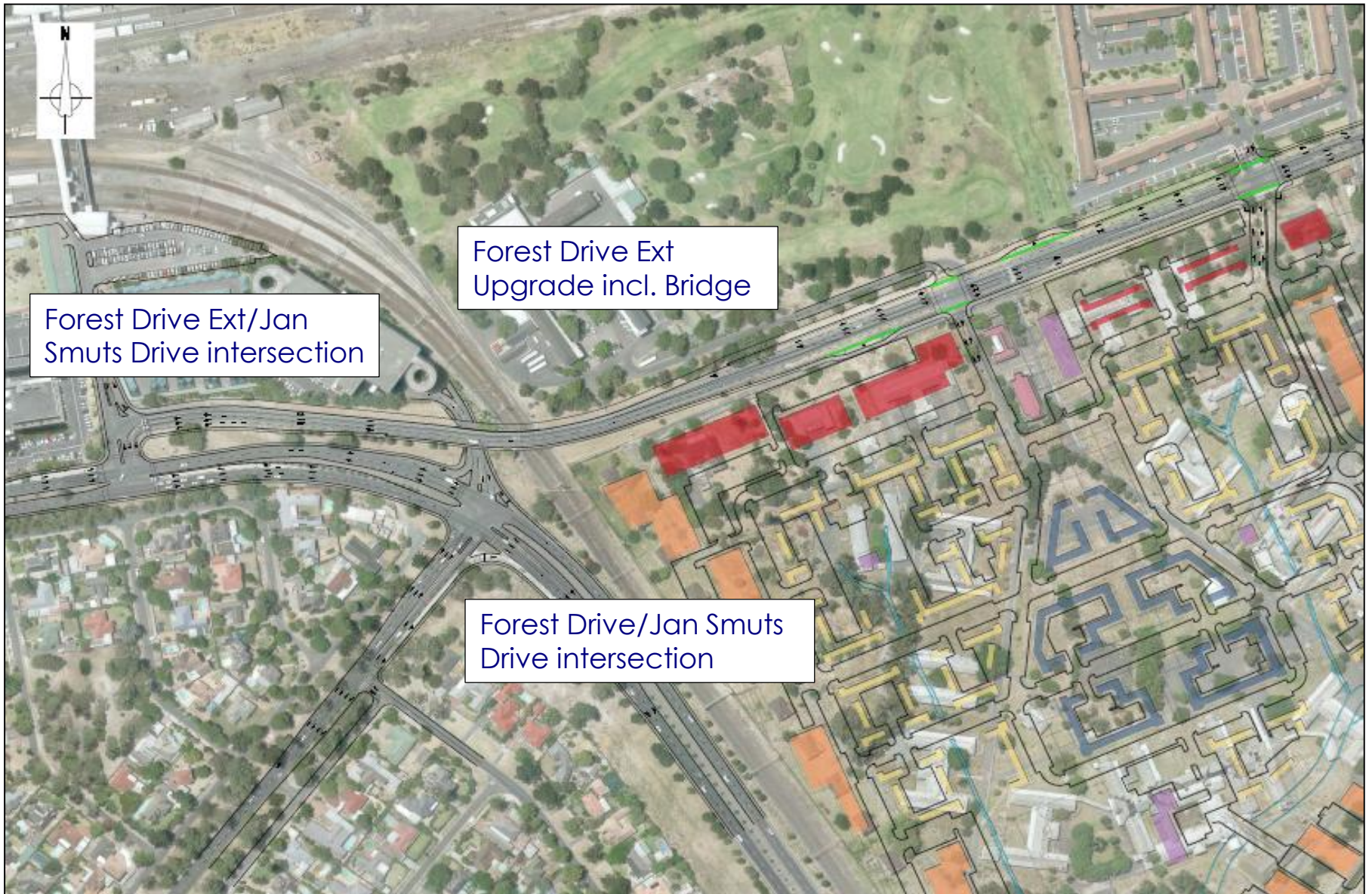
PINELANDS 2

THORNTON

OPTION 3



SUMMARY OF SPECIALIST INVESTIGATIONS: Road Improvements common to Options 1-3



Forest Drive Ext/Jan Smuts Drive intersection

Forest Drive Ext Upgrade incl. Bridge

Forest Drive/Jan Smuts Drive intersection

SUMMARY OF SPECIALIST INVESTIGATIONS: Road Improvements common to Options 1-3



SUMMARY OF SPECIALIST INVESTIGATIONS: TIA Non-motorized Transport (NMT)



- Strong pedestrian demand of $\pm 1\ 700$ people in the peak periods is projected
- Development approach supports (transit-oriented) the use of public and non-motorized transport over private vehicles (limited private vehicle parking facilities)
- NMT facilities in the form of bicycle lanes, sidewalks and integrated pedestrian facilities are proposed along Forest Drive extension linking northwards to Mutual and Thornton rail stations
- PRASA has committed to upgrading both rail stations by the time the first phase of the development becomes due for occupation (2021/22)
- NMT link from the development southwards along Odin Drive to Viking Way proposed.

SUMMARY OF SPECIALIST INVESTIGATIONS: HIA



Heritage resources identified: (IIIA red; IIIC yellow).



SUMMARY OF SPECIALIST INVESTIGATIONS: HIA



Primary heritage considerations:

Protecting the Maitland, Jewish 1 and Jewish 2 cemeteries from unacceptable intrusions.

- Impacts upon graves considered high-negative risk.
- Grave relocation has cost implications.
- Additional space is in exceptionally short supply – land at a premium
- It may not be possible to reach agreement with so many affected families, appeal procedures –as yet untested.
- Archaeological resources should be considered- but low risk .
- Other potential impacts may be visual and noise related.
- The “sense of place” found in the cemeteries should be protected.
- The operational requirements of the cemeteries must be accommodated satisfactorily.

SUMMARY OF SPECIALIST INVESTIGATIONS: HIA



Assessment perspective	Option 1 Quarter link	Option 2 Directional Ramp	Option 3 Elevated T Junction
Relocation of existing graves	None (but within 1m)	None	None
Archaeological	Some undeveloped land – prohibits expansion	Insensitive	Insensitive
Land uptake	High	Low	Low
Impact on cultural practices	High	Low	Low
Cemetery operations	Low	Low	Low

SUMMARY OF SPECIALIST INVESTIGATIONS: VIA



Assessment perspective	Option 1 Quarter link	Option 2 Directional Ramp	Option 3 Elevated T Junction
Visual Impact (without mitigation)	High without mitigation	Medium-high without mitigation	Medium-high without mitigation
With mitigation	Medium with mitigation	Medium-low with mitigation	Medium-low with mitigation

SUMMARY OF SPECIALIST INVESTIGATIONS: VIA

Visually Sensitive Receptors



SUMMARY OF SPECIALIST INVESTIGATIONS: VIA

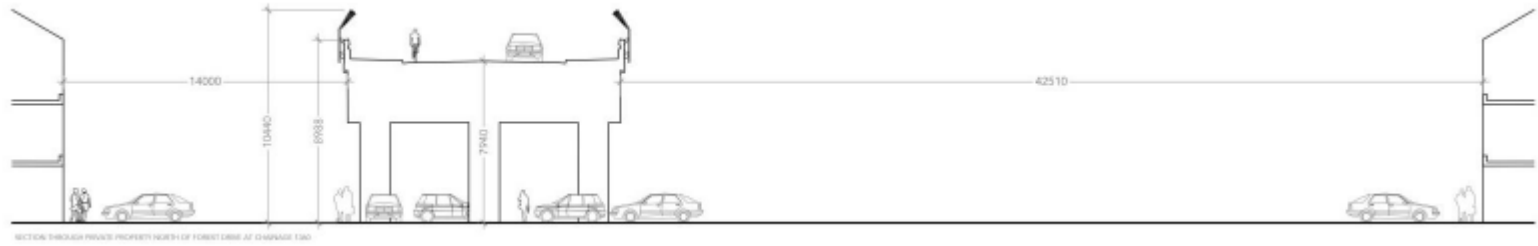
Road Options 2 & 3



View from Forest Drive to ramp

SUMMARY OF SPECIALIST INVESTIGATIONS: VIA

Mitigation: Landscaping & Noise Barriers

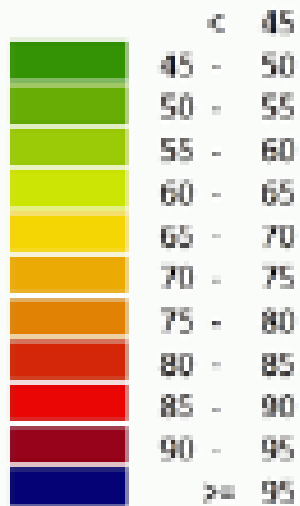


SUMMARY OF SPECIALIST INVESTIGATIONS: TNIA

Road Option 1: Predicted Noise Propagation incl. mitigation



LrD in dB(A)



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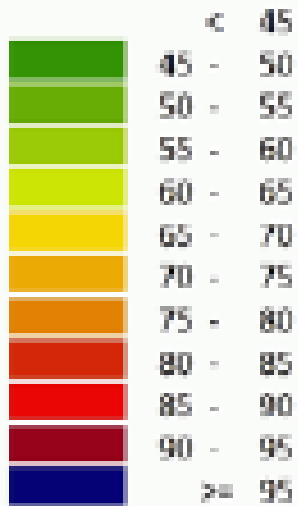
Transport and Public Works

SUMMARY OF SPECIALIST INVESTIGATIONS: TNIA

Road Option 2: Predicted Noise Propagation incl. mitigation



LrD in dB(A)



Western Cape
Government

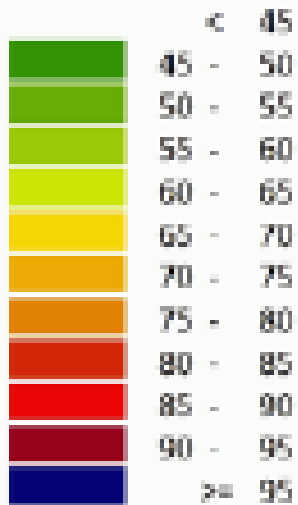
Transport and Public Works

SUMMARY OF SPECIALIST INVESTIGATIONS: TNIA

Road Option 3: Predicted Noise Propagation incl. mitigation



LrD in dB(A)



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Government

Transport and Public Works

SUMMARY OF SPECIALIST INVESTIGATIONS: TNIA



Assessment perspective	Option 1 Quarter link	Option 2 Directional Ramp	Option 3 Elevated T Junction
Noise Impact (without mitigation)	<ul style="list-style-type: none"> High at Maitland Cemetery Circular Intersection and upon residents Impacts sense of place in Jewish Cemetery and Maitland Cemetery 	Low for residents Elm Road and Rooikrans Road	Low for residents Elm Road and Rooikrans Road
Noise Impact including mitigation	Noise barriers full length of road through Jewish Cemetery 2 to end of elevated carriageway crossing	Noise barriers partial length of Directional Ramp to end of elevated carriageway crossing	Noise barriers partial length of Directional Ramp to end of elevated carriageway crossing

SUMMARY OF SPECIALIST INVESTIGATIONS: TNIA



Assessment Criteria	Option 1 Quarter link	Option 2 Directional Ramp	Option 3 Elevated T Junction
Probability of complaints	Definite	Improbable	Improbable
Relative cost of mitigation	High	Low	Low
Level of significance after mitigation	High	Low	Low

SUMMARY OF SPECIALIST INVESTIGATIONS: ALL



Assessment Criteria	Option 1 Quarter link	Option 2 Directional Ramp	Option 3 Elevated T-Junction
Traffic Operations	Acceptable	Unacceptable	Acceptable
Land Impact/ zoning	Highest displacement	Some displacement	Some displacement
Heritage Impacts	High	Low	Low
Visual Impact after mitigation	Medium	Medium-low	Medium-low
Noise Level after mitigation	High	Low	Low

SUMMARY OF SPECIALIST INVESTIGATION



On the basis of this assessment, it is recommended that, in terms of section 38(4) of the NHRA, HWC approve :

Road options **2 and 3**

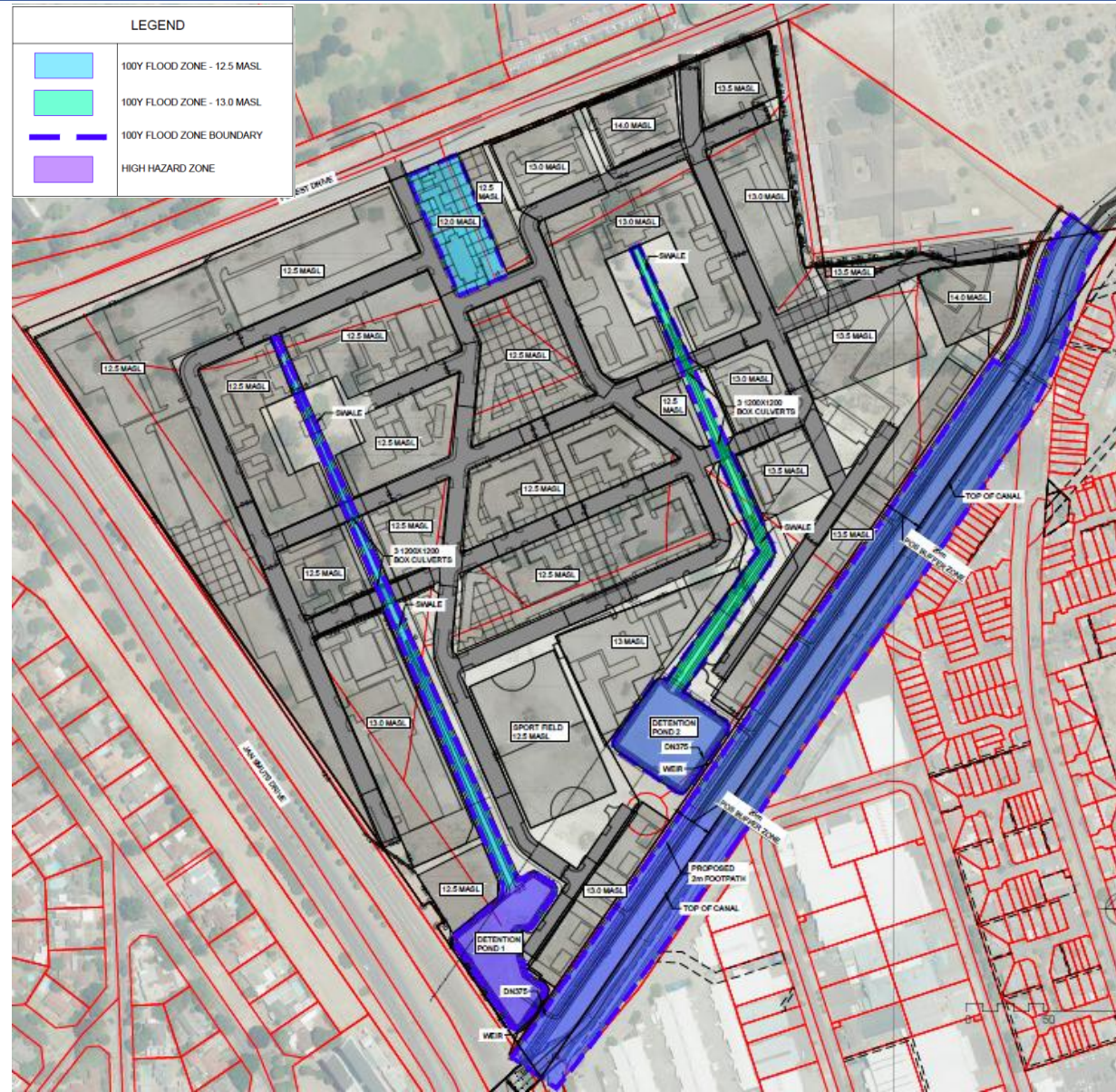
as options for the proposed construction of Aerodrome Road Phase 1 and allow the development to proceed to the next phase where a preferred option may be determined given all assessment criteria



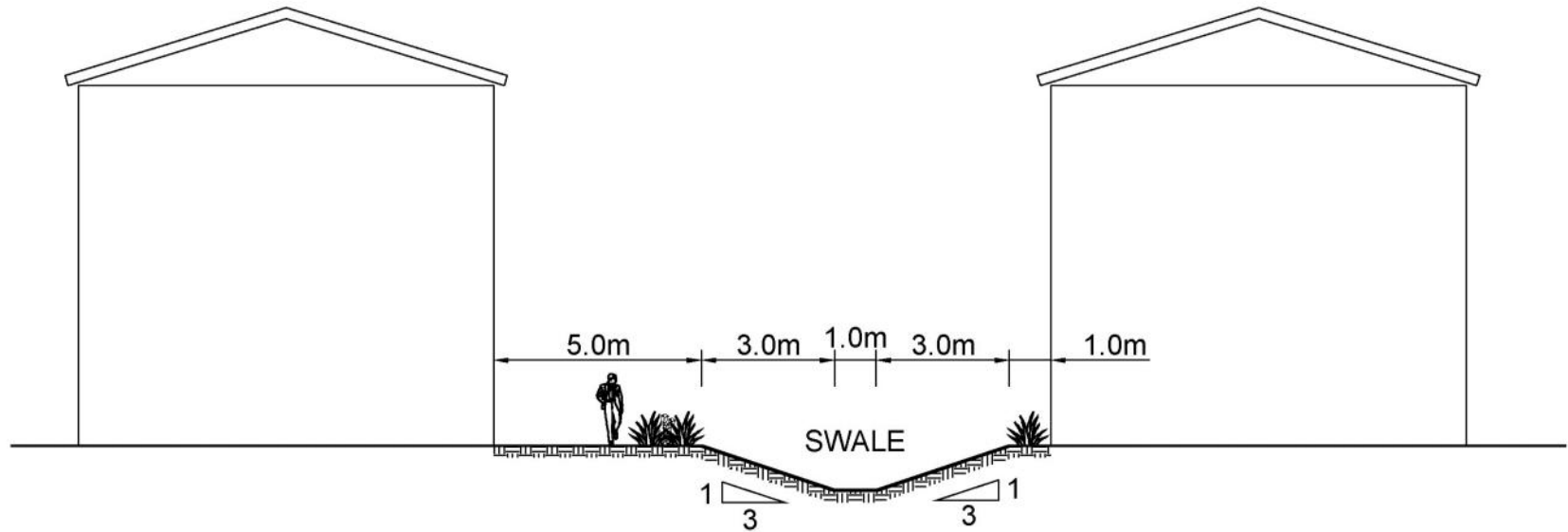
AMENDED REZONING APPLICATION: SWMP

Flood Mitigation

- Existing Canal to remain in current position
- Attenuation of the storm water for canal separated from site storm water
- SWMP will isolate the canal from the development, containing the High Hazard Flood Zone
- The site to be filled (up to 3m in places) so that it is outside of the floodplain.
- Realignment causes unnecessary costs (R60m) for bridges



AMENDED REZONING APPLICATION: SWMP

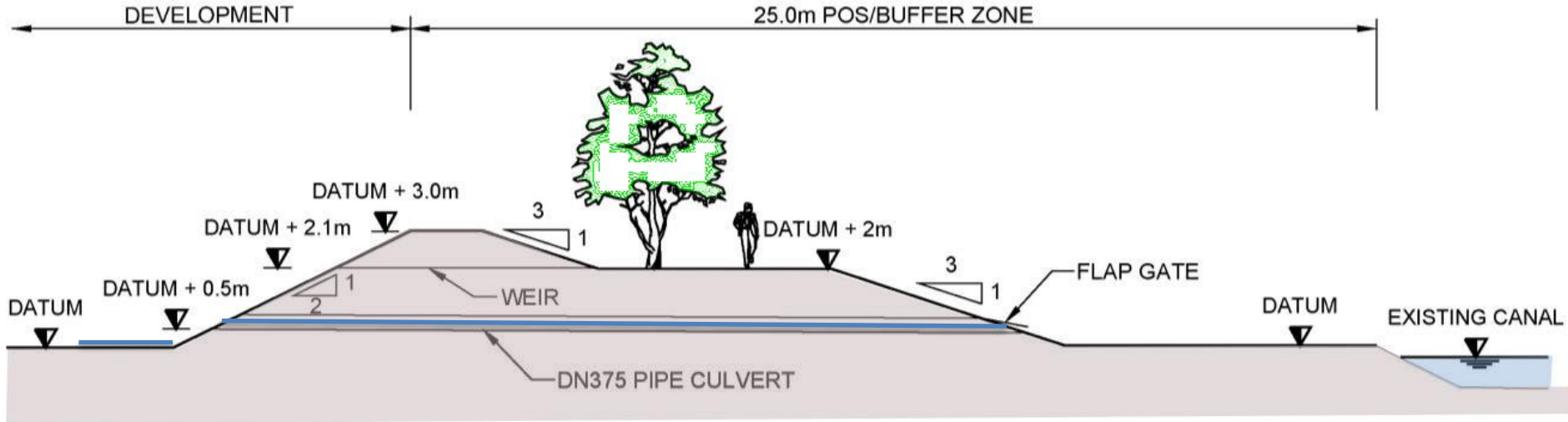


- Surface water runoff from the Conradie BLMEP conveyed to overland channels/swales. →
- Two swales collect, convey and treat surface water runoff. →
- These each discharge into a detention pond, which in turn discharges into the Elsiekraal canal.



AMENDED REZONING APPLICATION: SWMP

Two detention ponds are proposed.



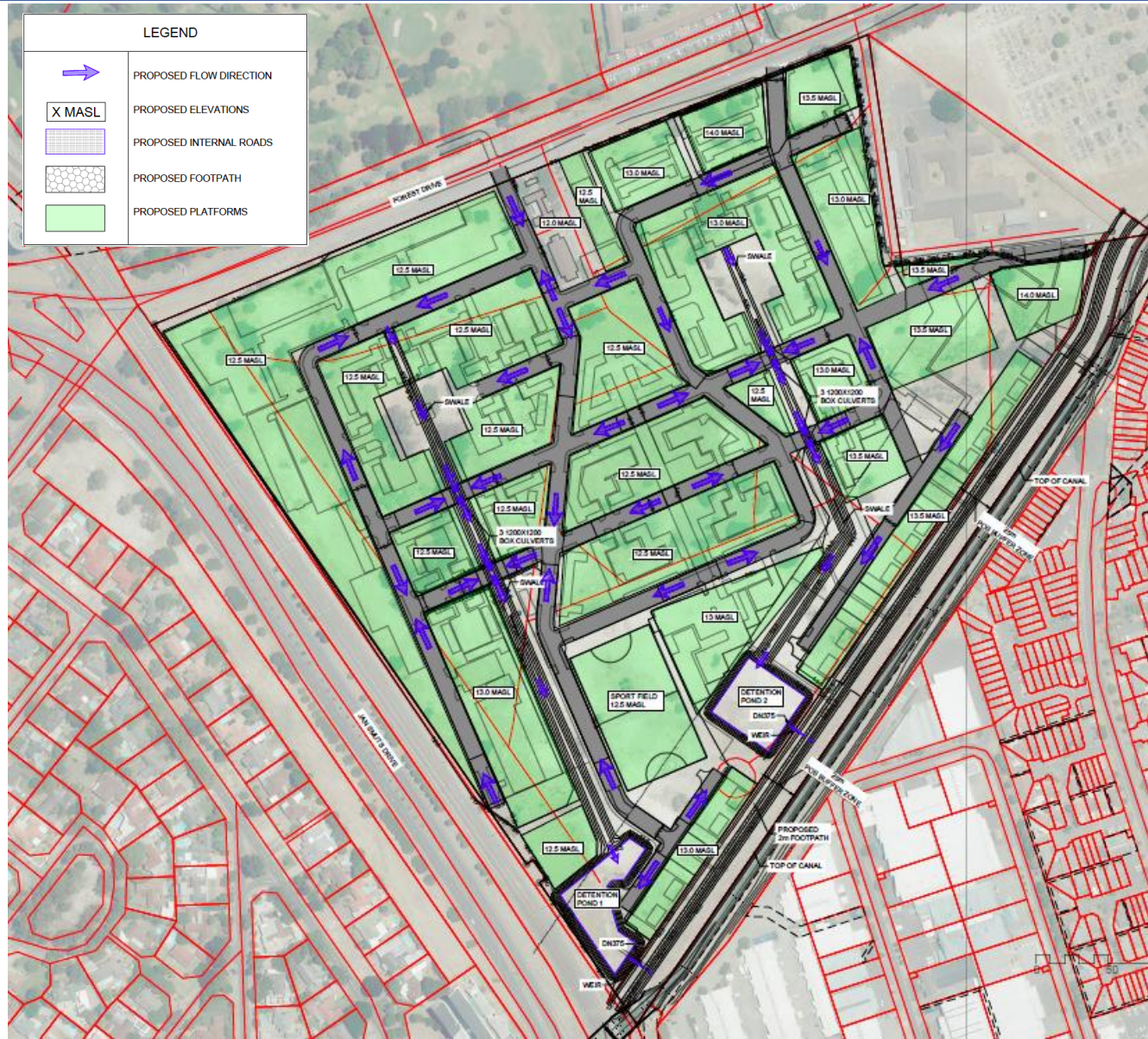
TYPICAL DETENTION POND DETAILS

AMENDED REZONING APPLICATION: SWMP

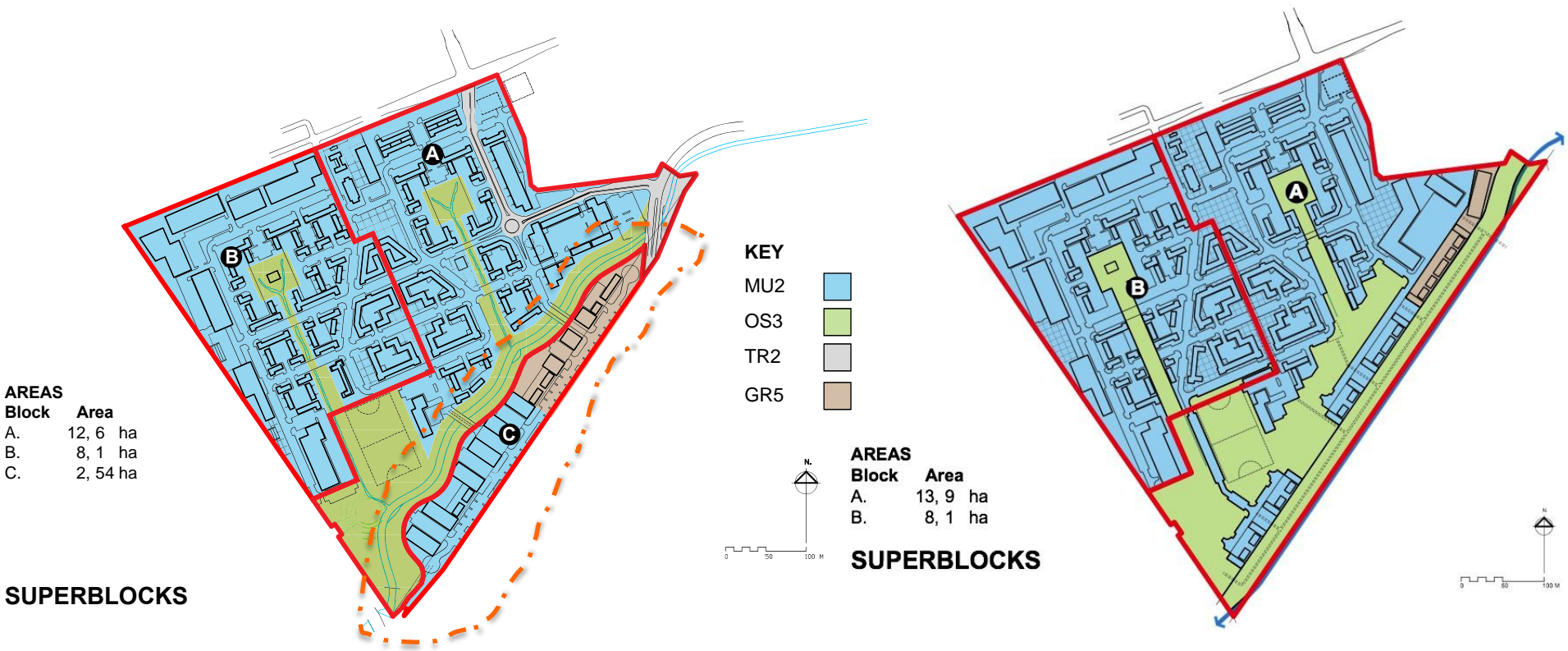


Additional infrastructure

- Detention ponds with overflow weirs and discharge pipes
- Overland channels and swales
- Underground stormwater pipes and culverts
- Roadways, which act as overland stormwater conduits for major storms
- Public open space enhancements along the Elsiekraal canal



AMENDED REZONING APPLICATION: Superblocks



SUPERBLOCKS

OLD

NEW

Change from 3 superblocks to 2 superblocks



AMENDED REZONING APPLICATION: Land use

Revised land use table (2 phases not 3)

Summary	LAND AREA	Total Bulk	Total GLA	Total GLA (Other Uses)	Grant Funded Housing	Private	Total Residential Units
					Sub-Total		
Factors	m ²	m ²	m ²	m ²	Units	Units	Units
Phase A	85775	128100	109559	11892	1012	896	1909
Phase B	80350	120378	102681	16286	792	904	1696
OPEN SP	53875	(Excluding Roads)			Residential Density (Du/Ha) = 164		
Total	220000	204948	175239	28178	1805	1800	3605

AMENDED REZONING APPLICATION: Parking



Revised Parking (2 phases not 3-same parking)

Summary	Retail Parking Bays Req (Bays per 100m ²)	Office Parking Bays Req (Bays per 100m ²)	Grant Funded Housing (Bays per Unit)	Residential 1 (Bays per Unit)	Residential 2 (Bays per Unit)	Residential 3 (Bays per Unit)	Total Parking Bays Req (Before reduction)
Factors	4/100	4/100	0,5	0,5	0,5	0,5	
Phase A	166	234	506	89	314	45	1354
Phase B	215	355	396	90	316	45	1418
Total	381	589	902	179	630	91	2772
	Reduced Parking required as per TIA Methodology						
	90% of Retail & Office shared with Residential						
	38	59	902	179	630	91	1899

AMENDED REZONING APPLICATION: Landscaping



AMENDED REZONING APPLICATION: Aerial View



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TIME FRAMES & COMMENT PERIODS

- Rezoning Application submitted to LUMS on **31 March 2017**.
- Advertisements on **28 April 2017** for Rezoning Application & draft HIA
- Public comment period for both from **28 April 2017**, closes **5 June 2017**.
- **2 & 8 May 2017** Stakeholder engagement with JCMB/Maitland Cemetery and Thornton/Pinelands Residents Association respectively
- HIA ROD expected **21 July 2017**, decision-effective **18 September 2017**
- Section 97: LUM Report drafted for assessment of application
- Referral to Municipal Planning Tribunal (MPT)
- Decision by MPT expected 30 September 2017 (180 days after advertisement).

AMENDED REZONING APPLICATION COMMENTS



The Rezoning Application may be **inspected** at:

- The Office of the District Manager 2nd Floor, Media City cnr Hertzog Boulevard & Heerengracht Cape Town (during office hours)
- Pinelands Library during library operating hours.
- www.westerncape.gov.za/betterlivingmodel (under documents)

Any objection, comment or representation on the application with reasons therefore, may be lodged at the following e-mail address:

comments_objections.tablebay@capetown.gov.za

or

submitted in writing to:

The District Manager :

2nd Floor, Media City cnr Hertzog Boulevard & Heerengracht Cape Town).

To be received before or on **05 June 2017**.

DRAFT HIA COMMENTS



The draft HIA may be viewed or downloaded from:

www.westerncape.gov.za/betterlivingmodel (under documents)

Comments must be submitted to:

betterlivingmodel@westerncape.gov.za

no later than 5.00pm on the 5th of June 2017

Enquiries may be submitted to the Heritage Practitioner:

cindy@cpheritage.co.za



The floor is yours...